

N° 2849.

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ALLEMAGNE, BELGIQUE,  
UNION SUD-AFRICAINE,  
CHINE, CUBA, etc,

Accord relatif aux signaux maritimes,  
signé à Lisbonne, le 23 octobre  
1930, et règlement relatif à cer-  
taines catégories de signaux mari-  
times.

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GERMANY, BELGIUM,  
UNION OF SOUTH AFRICA,  
CHINA, CUBA, etc.

Agreement concerning Maritime  
Signals, signed at Lisbon, October  
23, 1930, and Regulations concern-  
ing certain Descriptions of Mari-  
time Signals.

No. 2849. — AGREEMENT<sup>1</sup> CONCERNING MARITIME SIGNALS. SIGNED AT LISBON, OCTOBER 23, 1930.

Official texts in French and English. This Agreement was registered with the Secretariat, in accordance with its Article 12, November 22, 1931, the date of its entry into force.

The Contracting Governments, represented by the undersigned, having decided to unify certain descriptions of maritime signals, have agreed on the following provisions :

Article 1.

In all cases in which the competent authorities in the territories of the Contracting Governments communicate to navigators by means of visual signals the information or warnings dealt with in the annexed Regulations, each of these Governments undertakes that only measures in conformity with the provisions of the said Regulations will be taken by such authorities for the particular purposes in question. The necessary measures to that effect shall be taken within two years of the entry into force of the present Agreement.

Article 2.

The provisions of the annexed Regulations may be departed from only in cases where, owing to local conditions or exceptional circumstances, they cannot reasonably be carried into effect

<sup>1</sup> Deposit of ratifications :

FRANCE . . . . .	July 13, 1931.
MOROCCO . . . . .	September 3, 1931.
TUNIS . . . . .	October 27, 1931.
BELGIUM . . . . .	February 10, 1932.

Belgium cannot undertake, for the present to apply the provisions relating to "Warning, of gale expected to affect the locality" which form the first Chapter of the Regulations of this Agreement.

Further, the ratification by Belgium of the provisions which are the object of Chapter II (Tide and depth signals), and Chapter III (Signals concerning the movement of vessels at the entrances of harbours or important channels) will only take effect when Germany, Denmark, France, Great Britain, the Netherlands and Norway shall have themselves notified their effective ratifications of the provisions contained in these two chapters.

The ratification by Belgium does not apply to the Belgian Congo.

GREECE . . . . .	Septembre 14, 1931.
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Definitive Signatures :

- PORTUGAL.
- UNION OF SOVIET SOCIALIST REPUBLICS.
- ROUMANIA. The signature by Roumania was made definitive as from June 1, 1931.
- NETHERLANDS. The signature by The Netherlands was made definitive as from August 24, 1931.

Accession :

BRAZIL . . . . .	November 21, 1932.
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and particularly where their adoption might endanger navigation or where the expenditure involved be out of proportion to the traffic concerned. Such departures from the Regulations should, moreover, be as limited as the exigencies of the situation allow. Proper notice of them should be given to mariners. All possible steps should be taken in such cases to avoid confusion with the other signals provided for in the Regulations.

*Article 3.*

The present Agreement should not be considered as in any way modifying the legal situation in the different countries as regards the relations between the public and the authorities who exhibit the signals in question.

*Article 4.*

The present Agreement, of which the English and French texts are both authentic, shall bear to-day's date. Until and including April 30th, 1931, it shall be open for signature on behalf of any Government represented at or invited to the Conference which elaborated the present Agreement.

*Article 5.*

Governments may accept the present Agreement by signature only, when the latter is not made subject to ratification, by ratification or by accession.

The instruments of ratification shall be transmitted to the Secretary-General of the League of Nations, who will notify their receipt to all the Governments concerned.

The Agreement shall enter into force on the ninetieth day following its acceptance by five Governments.

*Article 6.*

As from May 1st, 1931, the present Agreement shall be open to accession on behalf of any Government referred to in Article 4.

The instruments of accession shall be transmitted to the Secretary-General of the League of Nations, who will notify their receipt to all the Governments concerned.

*Article 7.*

After the coming into force of the Agreement in accordance with Article 5, each subsequent signature, ratification or accession shall take effect on the ninetieth day from the date of signature, or of the receipt by the Secretary-General of the League of Nations of the instruments of ratification or of the notification of accession.

*Article 8.*

The present Agreement may be denounced on behalf of any Contracting Government after a period of seven years from the date when it came into force in respect of that Government. Denunciation shall be effected by a notification in writing addressed to the Secretary-General of the League of Nations, who will inform all the Governments referred to in Article 4. Such

denunciation shall take effect one year after the date of its receipt by the Secretary-General of the League of Nations, and shall operate only in respect of the Government on whose behalf it was notified.

On the expiration of each period of seven years after the coming into force of the present Agreement its revision may be demanded by any Contracting Government. At all other times revision of the present Agreement may be demanded by one-fourth of the Contracting Governments.

*Article 9.*

Any Contracting Government may, at the time of signature, ratification or accession, declare that, in accepting the present Agreement, it does not assume any obligations in respect of all or any colony, protectorate or territory under suzerainty or mandate ; and the present Agreement shall not apply to any territories named in such declaration.

Any Contracting Government may give notice to the Secretary-General of the League of Nations at any time subsequently that it desires that the Agreement shall apply to all or any of the territories which have been made the subject of a declaration under the preceding paragraph, and the Agreement shall apply to the territories named in such notice ninety days after its receipt by the Secretary-General of the League of Nations.

Any Contracting Government may declare, either after a period of seven years from the date of the notification provided for in the preceding paragraph or at the time of the denunciation provided for in Article 8, that it desires that the present Agreement shall cease to apply to all or any colony, protectorate or territory under suzerainty or mandate, and the Agreement shall cease to apply to the territories named in such declaration one year after its receipt by the Secretary-General of the League of Nations. In default of such a declaration, the denunciation of the Convention under Article 8 will not affect the application of the Convention to any territories referred to in the present Article.

*Article 10.*

Each Contracting Government may make the acceptance of the present Agreement conditional on its acceptance by one or several of the Governments mentioned in Article 4.

*Article 11*

Each of the Contracting Governments may declare, when signing, ratifying or acceding, that it only regards itself as bound by the undertaking mentioned in Article I in respect of the provision of any specific chapter or chapters of the annexed Regulations. In that case, it may only invoke the undertakings entered into by the other Contracting Governments in respect of the chapter or chapters, the obligations of which it has itself accepted.

*Article 12.*

The present Convention shall be registered by the Secretary-General of the League of Nations on the date of its coming into force.

En foi de quoi les soussignés ont apposé leur signature au présent accord.

Fait à Lisbonne, le vingt-trois octobre mil neuf cent trente, en un seul exemplaire, qui restera déposé dans les archives du Secrétariat de la Société des Nations, et dont les copies certifiées conformes seront délivrées à tous les gouvernements visés à l'article 4.

In faith whereof, the undersigned have affixed their signatures to the present Agreement.

Done at Lisbon, the twenty-third day of October, one thousand nine hundred and thirty, in a single copy, which will remain deposited in the archives of the Secretariat of the League of Nations and of which certified copies will be transmitted to all the Governments referred to in Article 4.

ALLEMAGNE

GERMANY

Gustav MEYER.

Sous réserve de ratification<sup>1</sup>.

BELGIQUE

BELGIUM

F. URBAIN.

Sous réserve de ratification<sup>1</sup>.

UNION SUD-AFRICAINE

UNION OF SOUTH AFRICA

F. F. PIENAAR.

Subject to ratification<sup>1</sup>.

CHINE

CHINA

Woo KAISENG.

Sous réserve de ratification<sup>1</sup>.

CUBA

CUBA

Arturo LOYNÁZ DEL CASTILLO.

Sous réserve de ratification<sup>1</sup>.

<sup>1</sup> Traduction du Secrétariat de la Société des Nations:

Sous réserve de ratification.

<sup>1</sup> Translation by the Secretariat of the League of Nations:

Subject to ratification.

GRÈCE

GREECE

D. RASI-KOTSICAS.

Sous réserve de ratification <sup>1</sup>.

MONACO

MONACO

Comte C. J. H. DE BOBONE.

Sous réserve de ratification <sup>1</sup>.

PAYS-BAS

THE NETHERLANDS

P. VAN BRAAM VAN VLOTEN.

Sous réserve de ratification <sup>1</sup>.

La présente signature n'inclut pas les Indes orientales néerlandaises, Surinam et Curaçao. <sup>2</sup>

LANGELER.

Reserving ratification <sup>1</sup>.

and understanding that this signature does not assume any obligations of the Netherlands Government in respect of the Netherlands Colonial Territories in the East and West Indies. <sup>3</sup>

POLOGNE

POLAND

SOŁSKI,

Capitaine de frégate.

Sous réserve de ratification <sup>1</sup>.

<sup>1</sup> Traduction du Secrétariat de la Société des Nations :  
Sous réserve de ratification.

<sup>1</sup> Translation by the Secretariat of the League of Nations :  
Subject to ratification.

<sup>2</sup> The present signature does not include the Netherlands East Indies, Surinam and Curaçao.

<sup>3</sup> Etant entendu que cette signature n'entraîne aucune obligation pour le Gouvernement des Pays-Bas en ce qui concerne les territoires coloniaux néerlandais dans les Indes orientales et occidentales.

## REGULATIONS

CONCERNING CERTAIN DESCRIPTIONS OF MARITIME SIGNALS.

## CHAPTER I.

WARNING OF GALE EXPECTED TO AFFECT THE LOCALITY.

A. *Direction of the Wind.*

The signals are as follows :

- (1) Gale commencing with wind in the N.W. quadrant :  
By day : One cone, point upward ;  
By night : Two red lights, one above the other.
- (2) Gale commencing with wind in the S.W. quadrant :  
By day : One cone, point downward ;  
By night : Two white lights, one above the other.
- (3) Gale commencing with wind in the N.E. quadrant :  
By day : Two cones, one above the other, points upward ;  
By night : A red light above a white light.
- (4) Gale commencing with wind in the S.E. quadrant :  
By day : Two cones, one above the other, points downward ;  
By night : A white light above a red light.

B. *Probable Bad Weather, Hurricane or Strong Gale.*

The signals are as follows :

- (1) Probable bad weather :  
By day : One black ball ;  
By night : One red light hoisted at the mast-head.
- (2) Probable hurricane or strong gale :  
By day : Two black balls, one above the other ;  
By night : Two red lights in a horizontal line hoisted at the mast-head.

As soon as the probable direction of the wind can be predicted, the appropriate signal in paragraph A above may be hoisted in place of the signal in paragraph B, or both signals may be shown simultaneously.

C. *Change of Direction of Wind.*

The signals are as follows :

- (1) Change of wind to the right (clockwise) : A<sub>x</sub> black flag, or a black cylinder.
- (2) Change of wind to the left (counter-clockwise) : Two black flags, one above the other, or two black cylinders, one above the other.

The signal regarding change of direction of wind will be hoisted alongside the signal indicating the direction of the wind.

The vertical distance between two shapes constituting a day signal must be not less than the greatest dimension of one of the shapes.

Lights disposed vertically must be at least two metres (6 feet) apart.

The use of the signals prescribed in the foregoing regulations does not preclude the use of other signals which may be found necessary, and particularly of typhoon signals, such as those prepared by the Zi-Ka-Wei Observatory in consultation with the Marine Department of the Chinese Maritime Customs.

## CHAPTER II.

### TIDE AND DEPTH SIGNALS.

#### A. *Vertical Movement of the Tide.*

(1) A falling tide is indicated :

By day : By an elongated cone, point downward ;

By night : By a white light above a green light.

(2) A rising tide is indicated :

By day : By an elongated cone point upward ;

By night : By a green light above a white light.

The height of the cone shall be not less than three times the diameter of its base.

#### B. *Height of Water-Level.*

Unless otherwise indicated in the Sailing Directions, the height of water-level shall be measured as from the zero of the charts.

The units adopted shall be 2 decimetres in countries using the metric system and the English foot in other countries.

A height of water-level equivalent to one unit (2 decimetres or 1 foot) shall be indicated ;

By day : By a cone, point downward, or by a sphere ;

By night : By a green light or by a white light.

A height of water-level equivalent to five units (1 metre or 5 feet) shall be indicated :

By day : By a cylindrical shape ;

By night : By a red light.

A height of water-level equivalent to twenty-five units (5 metres or 25 feet) shall be indicated ;

By day : By a sphere ;

By night : By a white light.

If necessary, a height of water-level equivalent to half a unit (1 decimetre or  $\frac{1}{2}$  foot) shall be indicated :

By day : By a cylinder ;

By night : By a red light.

These signals shall be hoisted in the following manner :

The cones or spheres indicating the units may be placed either in one vertical line or in two vertical lines. The cylindrical shape indicating the subdivision of the unit may be placed either in the same vertical line and below the units or to the left of the vertical line of the units.

The cylindrical shapes indicating five units each will be placed in a vertical line to the right of the line or lines of the units.



The spheres indicating twenty-five units will be placed in a vertical line on the extreme right.

Left and right shall be interpreted from the point of view of the incoming navigator.

The same rules apply to night signals.

The indication of tide and depth signals by semaphore, or visually by means of the Morse Code, the International Code of Signals, or by wireless telegraphy or telephony, and the indication of the water-level by figures, are also permissible either concurrently with or in place of the system of signals prescribed in the present regulations.

### CHAPTER III.

#### SIGNALS CONCERNING THE MOVEMENTS OF VESSELS AT THE ENTRANCES TO HARBOURS OR IMPORTANT CHANNELS.

##### A. *In Cases of Serious Emergency.*

The fact that entrance is absolutely prohibited, in cases of serious emergency, is indicated :

By day : By three balls disposed vertically ;

By night : By three red lights disposed vertically.

##### B. *In Normal Circumstances.*

(1) " Entrance prohibited " is indicated :

By day : By a cone, point upward, between two balls disposed vertically ;

By night : By a white light between two red lights disposed vertically.

(2) " Entrance and departure prohibited " is indicated :

By day : By a cone, point upward, having above it a cone, point downward, and below it a ball ;

By night : By a white light, having above it a green light and below it a red light.

(3) " Departure prohibited " is indicated :

By day : By a cone, point upward, between two cones, points downward, disposed vertically ;

By night : By a white light between two green lights, disposed vertically.

These signals must be exhibited at a sufficient height to prevent any confusion with other harbour signals.

The distance between the shapes or lights should be sufficient for them to be clearly distinguishable at the distance at which they are normally required to be seen.