The Danger Signal is the same for all vessels. Don’t go to exceptions until you have ALL the basics down and you are close to taking the exam. Then cram these in your head for a few days.

The exceptions (Maneuvering).
INTERNATIONAL ONLY: Sounds are given by one vessel when maneuvering and are not answered. (In general, any vessel can sound the danger signal if she thinks it is needed.)
INLAND ONLY: Sounds are given by one vessel to indicate INTENT to maneuver. The other vessel is supposed to answer with the same signal to indicate agreement or with the danger signal if she does not think the maneuver is safe. Note the signals are given BEFORE maneuvering.

INTERNATIONAL ONLY In a narrow channel, a vessel overtaking and turning right sounds two prolonged blasts followed by one short and turning left sounds two prolonged blasts followed by two short. [Note: this is the usual signal preceded by two prolonged blasts and applies only to International in a Narrow Channel.] The overtaken vessel should sound one prolonged, one short, one prolonged, one short (long, short, long, short) to show agreement.

Remember, your starting point for sounds in Restricted Visibility: A Power Driven Vessel underway shall sound one prolonged blast every two minutes when making way but sound two prolonged blasts every two minutes when NOT making way.

In general, a vessel anchored in Restricted Visibility rings a bell for five seconds every minute.

In general, a vessel aground in Restricted Visibility rings a bell for five seconds every minute and gives three strokes on the bell immediately before and after ringing the bell.

Now the exceptions (Restricted Visibility).
“Other Vessels” (NUC, RAM, CBD, Towing, Fishing, Sailing) shall sound one prolonged blast followed by two short blast every two minutes. This applies making way or not. (FM: I assume this means underway although not stated because there are rules for at anchor.)

At anchor, a fishing vessel and a vessel Restricted in Ability to Maneuver when carrying out her work shall sound the same signal, i.e. one prolonged blast followed by two short blasts.

NOTE: This ‘overrides’ the normal anchor signal which uses a bell.

(A pushing vessel rigidly connected to the vessel being pushed is considered a Power Vessel.)

A towed vessel or the last vessel in a multiple tow, if manned, will sound one prolonged blast followed by three short blasts every two minutes immediately after the towing vessel sounds.

A vessel of less than 12 meters in length does not need a ‘whistle’ as defined in these rules but shall have some means of making a sound signal. She does not have to sound any of the above signals but, in Restricted Visibility, must make an efficient sound signal every two minutes.

A vessel of 12 meters or more in length shall be provided with a whistle.

A vessel of 20 meters or more in length shall be provided with a bell in addition to a whistle.
A vessel of 100 meters or more in length shall, in addition, be provided with a gong.
A vessel of 100 meters or more at anchor must sound the usual bell signal in the forepart of the boat and immediately after sound the gong for five seconds in the after part of the vessel.

Any vessel, at anchor, MAY sound, in addition to other signals, **one short, one prolonged and one short blast** to warn approaching vessels.

Any vessel aground MAY sound, in addition to other signals, an appropriate whistle signal.

A pilot vessel, when engaged in pilotage duty, MAY sound, in addition to other signals, an identity signal of **four short blasts**.

**RULE 36**: If necessary to attract the attention of another vessel, any vessel may make light or sound signals that cannot be mistaken for any signal authorized elsewhere in these Rules, or may direct the beam of her searchlight in the direction of the danger, in such a way as not to embarrass any vessel. INTERNATIONAL ONLY: Avoid strobe lights.