

North Broad Sound Channel, Net A 12: The gate in this net is marked by light-buoys. That showing a *white* light must be left to port and that showing a *red* light must be left to starboard on entering. Two additional light-buoys showing *red* lights are moored in line with the light-buoy with *red* light at the gate and distant from it 600 ft. These mark the ends of the gate when open.

Vessels approaching from either direction and desiring to pass through the net will observe the general rules for all vessels approaching defensive sea areas, and will in addition observe the following special rules for this net.

Incoming vessels will speak the official pilot-boat stationed between the Graves light-and-whistle buoy and Boston light-vessel, and there obtain a password (or letters) for crossing the defensive sea area. Having received permission to proceed, a vessel shall then speak the patrol in the vicinity of Finns Ledge buoy, giving the password (or letters) and receiving instructions, if necessary, for passing through the net. After passing the net vessels shall proceed to the station vessel half a mile west of Deer Island light for further instructions.

If hailed by any patrol boat within the defensive sea area the password (or letters) must be given, and satisfactory replies must be given to any questions asked.

No vessels (except public vessels) are permitted to enter or leave Boston Harbour during thick weather. The patrol officer may stop all traffic when in his opinion the weather is thick enough to require it. Vessels detained may anchor in President Roads, but anchorage is prohibited eastward of a line drawn through the water-tower on Winthrop Head and Long Island Head.

Two vessels are not permitted to pass through the gate at the same time. If two vessels approach from opposite directions, that one having the tide with her has the right of way, and the one approaching against the tide must yield until the other is through the gate.

II. Narragansett Bay.

Eastern passage: All shipping must use this passage, as the western entrance to Narragansett Bay is closed.

Net A 21 stretches from Fort Dumpling south-eastward to the opposite shore. There is a gate in the net marked by red cask net buoys, and also by a small lighter showing *white* lights, to be left on the port hand in entering. A red light-buoy showing a *fixed red* light and a black light-and-bell buoy showing a *flashing white* light mark the sides of the gate, and the channel is between these buoys.

Harbour entrance patrol vessels will be found between Brentons Reef Light-vessel and Narragansett Pier; in addition there are patrol vessels outside and inside of each net. A station ship is moored at the gate to open and close it when necessary.

When approaching the harbour entrance patrol vessel inbound vessels fly the national colours, together with the international code number, and await communication with the harbour entrance vessel, then proceed in accordance with instructions from the commanding officer of the patrol vessel. In addition naval vessels exchange confidential recognition signals.

Outward-bound vessels will follow the same procedure, making a signal to the patrol boat inside the nets.

Vessels bound in, which have been passed by the harbour entrance patrol, may be directed to fly a certain signal, which will be changed from time to time, to indicate to the other patrol vessels and the forts that permission has been granted to proceed through the gates.

Net A 22 closes the western entrance to Narragansett Bay from Fox Hill westward to the opposite shore, and there is no gate. All shipping is prohibited from using this passage.

III. New York.

Net N 31 is across The Narrows in New York Bay at Fort Hamilton, where the U.S.S. "Amphitrite" is moored as station ship. The gate is at the western end. All vessels must have a regular licensed pilot, except public vessels and such coastwise shipping as may be authorized by law not to take local pilots.

Vessels must comply with the regulations for crossing defensive sea areas while in these waters. Vessels inward bound or outward bound approaching The Narrows must proceed at a moderate speed and keep close to the western side of the channel, passing to the westward of the light-buoy off Quarantine. They must be identified and receive instructions from the station-ship before proceeding.

There is also a patrol vessel off White Stone at which vessels passing that point will be required to stop upon signal.

IV. Delaware River.

Net A 41 closes the channel of the Delaware River at Fort Delaware.

Vessels desiring to pass in either direction must obtain permission from the patrol boats, which will be stationed as follows:—

For incoming vessels, in the channel below Reedy Island.

For outgoing vessels, in the channel off New Castle.

Vessels approaching the patrol boats must slow or stop until identified and must show their colours, and the international code letters designating the name.

At night the signal to stop will be a *red* star fired by the patrol boat.

When the channel is clear for passage the station ship off Fort Delaware will show by day the signal T X B, and at night a *white* light over a *red* light. This must not be taken as a signal to proceed unless permission has first been given by the patrol boat.

Vessels must not steam at a speed greater than five knots while passing between the patrol-boat stations, as given above, and while in the defensive sea area must steer an accurate course well on New Castle Range.

Masters of all vessels outward bound must, before sailing, report to the District Intelligence Officer, Building No. 7, Navy Yard, Philadelphia, for final instructions and permission to proceed.

When reporting masters must bring with them all secret or confidential publications for the purpose of checking the list of the same.

They will be given a special recognition signal, which must be flown from the time of getting under way until outside of Delaware Bay.

V. Chesapeake Bay.

The entrance to Chesapeake Bay is closed by net N 52, having two gates, that for large vessels being about 1½ mile northward of Cape Henry light.

Incoming vessels desiring to use this entrance must proceed to the vicinity of the outer guard-boat, which will be found about one mile east by south from the entrance. The pilot-boats are to the eastward of this guard-boat. While approaching a vessel must show her colours, the international code letters designating her name, and the pilot signal, and slow or stop until permission has been given to proceed. All incoming neutral vessels will be required to anchor in Lynn Haven Roads for inspection. Outgoing vessels from beyond Hampton Roads will be inspected at Quarantine Grounds.

At night vessels approaching the guard-boat must show a *red* light over a *white* one.

A vessel approaching the guard-boat but not desiring to pass through the net shall during daylight fly the international flag "K," and at night show *two white* lights in a vertical hoist, in addition to the regular lights required by law.

No vessel is permitted to anchor in the vicinity of the defensive sea area at night.

The gate is marked by a light-buoy showing a *white* light, which must be left to port when entering; and by light-buoys showing *red* lights, which must be left to starboard when entering.

Tows must be shortened in, if weather permits, before attempting to pass through the gate.

Two vessels must not pass each other either when going in the same direction or when going in opposite directions until well clear of the gate. Vessels outward bound have the right of way through the net, and inward-bound vessels must wait until the other is clear.

The gate for small vessels only is located about one mile north-westward of buoy No. 4 in the North Channel.

A guard-vessel will be stationed near this gate, and permission must be obtained from this vessel before passing through.

Net N 51 is located between York Spit and Tue Island Shoal, and closes the approach to the York River.

Vessels desiring to pass this net must approach the patrol boat at slow speed, stop if necessary, and not proceed until identified and given permission.

Net A 51 is placed off Fort Monroe and closes the entrance to Hampton Roads.

The gate to this net must be assumed to be closed at all times, and no vessel should attempt to pass until permission has been received from the patrol vessel at the gate, which permission will be obtained in a similar manner to that at the outer net.

The following special rules for this net will be strictly observed:—

Every tow, either from seaward or up the bay, shall make can buoy No. 13, beyond which point they shall not proceed before shortening all towlines to a length of not over 35 fathoms between barges; and not more than three barges at one time will be allowed to pass through the net gate in tow of one tug. (b.) Every vessel (sail, steam, or tow) arriving within close vicinity of can buoy No. 13 so near to sunset that she is not certain of passing the Old Point net