

**RICHARDSON GLOVER.  
1884: SUPPLEMENT  
NO. 1 (CORRECTED  
TO APRIL 1, 1886)**

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Richardson Glover. 1884: Supplement No. 1 (Corrected to April 1, 1886) by J. R. Bartlett & Richard G. Davenport & John Gibson

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**J. R. BARTLETT & RICHARD G. DAVENPORT & JOHN GIBSON**

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1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that proper record-keeping is essential for transparency and accountability, particularly in the context of public administration and government operations. The text notes that without reliable data, it is difficult to assess performance, identify inefficiencies, and make informed decisions.

2. The second part of the document outlines the various methods and tools used for data collection and analysis. It mentions the use of surveys, interviews, and focus groups to gather qualitative and quantitative information. Additionally, it discusses the application of statistical software and data visualization techniques to interpret the collected data. The text highlights the need for standardized procedures to ensure the consistency and reliability of the data.

3. The third part of the document addresses the challenges and limitations of data-driven decision-making. It points out that data can be incomplete, outdated, or biased, which may lead to incorrect conclusions. The text also notes that the interpretation of data requires a high level of expertise and critical thinking skills. Furthermore, it mentions the potential for data privacy concerns and the need for robust security measures to protect sensitive information.

4. The fourth part of the document provides a summary of the key findings and recommendations. It concludes that while data is a powerful tool for improving decision-making, it must be used responsibly and in conjunction with other forms of knowledge and expertise. The text recommends that organizations should invest in training and resources to enhance their data literacy and analytical capabilities. It also suggests that regular communication and collaboration among stakeholders are essential for the successful implementation of data-driven strategies.

*Compliments of*

**Richardson Clover,**

*Lieut. Commander, U. S. Navy,  
Hydrographer.*

(191-19-'91-3,000.)

1884.

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SUPPLEMENT No. 1.

(CORRECTED TO APRIL 1, 1886.)

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*U. S. - Hydrographic office.*

COMPILED AND ARRANGED UNDER THE DIRECTION OF

J. R. BARTLETT, COMMANDER, U. S. NAVY,  
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BY

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## ADVERTISEMENT.

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Compiled from *Newfoundland Pilot, Supplement No. 1*, Admiralty, London, 1884; notices issued by the U. S. Hydrographic Office; reports to the Navy Department by officers commanding U. S. Naval vessels-of-war, and the latest charts.

J. R. BARTLETT,  
*Hydrographer.*

## NOTE.

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Bearings and courses in all cases true.

Distances in nautical miles.

Information respecting lights, buoys, soundings, &c., should be on the latest charts and in Hydrographic Office Light-List, No. 1, which latter is corrected and published yearly July 1st.

Marginal numbers refer to the page of sailing directions affected; foot numbers to the charts used.

# NEWFOUNDLAND AND LABRADOR, 1884.

## SUPPLEMENT No. 1.

The following is all the information which has been received since the publication of (H. O. 73) Sailing Directions for the Coast of Newfoundland and Labrador and affecting same:

**Uniform System of Buoyage.**—The following uniform system of buoyage is generally adopted in the ports and channels: p. 5.

Approaching from seaward all buoys on the starboard side of a channel are painted *red*, and if numbered, marked with *even* numbers, and should be left on the starboard hand.

Approaching from seaward all buoys on the port side of a channel are painted *black*, with *odd* numbers if any, and should be left on the port hand.

Buoys painted *red* and *black* in horizontal bands mark obstructions or middle grounds, and may be left on either hand.

Buoys painted *white* and *black* in vertical stripes mark mid-channel, and should be passed close to, to avoid danger.

All other distinguishing marks to buoys are in addition to the foregoing, and indicate particular spots, a detailed description of which is given when the mark is first established.

Perches with balls, cages, &c., will, when placed on buoys, be at turning points, the color and number indicating on which hand they should be left.

The rule for coloring buoys is equally applicable to beacons and other day-marks, so far as it may be practicable to carry it out.

**Weather indications.**—Information regarding the ice, wind, temperature, and weather indications can be obtained at the Cape Ray signal station during the months of April and May. p. 5 to 13.

**Fishing vessels.**—About 300 United States fishing vessels visit the coast of Newfoundland annually. p. 6.

**Vessels of War.**—During the fishing season both England and France keep squadrons of small vessels on the coast and banks to protect the interests of their respective countries. p. 6.

**Agriculture.**—The Agricultural capabilities are considerable. Wheat grows in some places, barley and oats everywhere. The climate is well adapted to sheep raising. All garden vegetables are good and plentiful. There appears no reason why Newfoundland should not become populous.