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

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

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Trieste

Compliments of

Richardson Clover,

Lieut. Commander, U. S. Navy,

Hydrographer.

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1884.

SUPPLEMENT No. 1.

(CORRECTED TO APRIL 1, 1886.)

U. S. — Hydrographic office.

COMPILED AND ARRANGED UNDER THE DIRECTION OF

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

HYDROGRAPHER,

BY

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AND

ENSIGN JOHN GIBSON, U. S. N.

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1886.

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ADVERTISEMENT.

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.

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.