

1965

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SUPPLEMENT No. 4 TO THE 1960 EDITION

OF THE

# NEWFOUNDLAND PILOT

(Corrected to February 19, 1965)

Whenever reference is made to **AN Pilot, DATA**  
this Supplement must be consulted.

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HYDROGRAPHIC SERVICE

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This Supplement has been compiled from information received in the Hydrographic Service since the publication in 1960 of the Second Edition of the Newfoundland Pilot. All information affecting this Pilot, up to and including Notice to Mariners No. 133 of 1965, has been embodied in this Supplement.

Issued free of charge to purchasers of, or on request to those already possessing the parent volume.

Pilots, masters or others interested are earnestly requested to furnish information regarding newly discovered dangers, changes in aids to navigation, the existence of new shoals, or channels, errors in publications or other information that, it is considered would be useful for the correction of Nautical Charts and Hydrographic Publications affecting Canadian waters addressed to the:

DOMINION HYDROGRAPHER, CANADIAN HYDROGRAPHIC SERVICE,  
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**SUPPLEMENT No. 4 TO THE 1960 EDITION OF THE  
NEWFOUNDLAND PILOT**

*(Corrected to February 19, 1965)*

New matter and alterations follow the order of paging of the Newfoundland Pilot, 1960 Edition. The pages referred to in this supplement are those of the same volume, except where specifically mentioned otherwise in the text.

**All bearings are true and are given from seaward, unless otherwise stated; where given in degrees they are reckoned clockwise from 000° (North) to 359°.**

**Index to Charts facing page xiii.**—Amend Admiralty Charts 1734, 3091 and 3223 to read Canadian Hydrographic Charts 4583, 4592 and 4593 respectively.

*Delete* Canadian Hydrographic Chart 4544.

*Insert* Canadian Hydrographic Charts in the following positions:—  
No. 4504 50°07'N., 56°38'W.; No. 4505 50°15'N., 56°32'W. and 50°23'N., 56°28'W.; No. 4506 50°31'N., 56°15'W., 50°36'N., 56°11'W. and 50°42'N., 56°07'W.; No. 4507 50°55'N., 55°52'W., 51°03'N., 55°47'W. and 51°29'N., 55°28'W.; No. 4511 51°37'N., 55°34'W.; No. 4512 51°36'N., 55°28'W.; No. 4520 between 48°37'N. and 50°27'N., 52°19'W. and 57°16'W.; No. 4523 49°37'N., 55°53'W.; No. 4536 49°07'N., 53°36'W.; No. 4544 47°55'N., 53°45'W.; No. 4547 47°50'N., 53°50'W.; No. 4578 48°10'N., 54°00'W.; No. 4582 49°30'N., 55°30'W.; No. 4606 47°10'N., 53°30'W.; No. 4618 47°40'N., 54°00'W.; No. 4619 between 47°23'N., and 47°42'N., 54°10'W. and 54°32'W. and No. 4682 47°50'N., 59°20'W.

The address of the Chart Distribution Office should be amended to read "615 Booth Street, Ottawa".

**Page xxii.**—Line 30: *Delete* "These buoys are rarely used".  
Line 31: *Delete* "Pillar".

**Page xxiii.**—Lines 39-41: *Delete* "Belle Isle" to end of sentence and *substitute*:—"Channel Head, St. Paul Island, Low Point, Point Amour, Flower Island, Belle Isle N.E., Twillingate, Cape Bauld, Gull Island, Cape St. Francis, Cape Race, Cape Spear, Bird Rocks, Devil's Head, Ramea and Pointe Plate-Miquelon.

For details of the frequency grouping and transmission schedules—  
*See* Radio Aids to Marine Navigation".

Lines 42-43: *Delete*.

**Page xxvi.**—Lines 16-45: *Delete*.

**Page 3.**—Lines 3-4: *Delete* "There is" to end of sentence and *substitute*:—"The Trans-Canada highway, 565 miles in length, extends from St. Johns to Port aux Basques. In 1964, 170 miles of this highway remained to be paved.

**Page 14.**—Line 39: For " $\frac{5}{821}$ " read " $\frac{8}{821}$ ".

**Page 17.**—Lines 45-51: *Delete and substitute:*—“**Superstructure Icing.**—Superstructure icing may be encountered in the Gulf of St. Lawrence and in the proximity of the Newfoundland and Nova Scotia coasts during winter months. Ice has been reported to form to a thickness of about 4 inches in from 4 to 12 hours when air temperatures of less than 29°F. are combined with flying spray. This formation rapidly produces an unstable condition in smaller vessels and the danger should be minimized by adjusting course and speed to reduce the amount of spray flying inboard and by chopping the ice as it forms on the superstructure, seeking shelter, or if circumstances permit steering towards warmer water.

Observations indicate that icing is most frequently encountered westward of the 40th meridian in the vicinity of Newfoundland and up to 250 miles from the Nova Scotia coastline between the months of January and March.

**International Ice Patrol Service.**—The duties of this service were laid down by the International Convention for Safety of Life at Sea, 1929. The patrol is carried out during each ice season by a vessel of the United States Coast Guard Service. A continuous patrol is maintained in all weathers over the region between Latitudes 39°N. and 49°N. and Longitudes 42°W. and 60°W. Two cutters alternately patrol the area for about 15 days and the work of the patrol is assisted by aircraft reconnaissance. The patrol is inaugurated early in the spring, as soon as the ice begins to move southward along the eastern edge of the Great Bank of Newfoundland. It ends when, with the advance of summer conditions, the limit of ice has receded so far that it is judged to be no longer a serious menace to the Trans-Atlantic shipping routes.

The primary object of the Patrol is to locate bergs and pack-ice nearest these routes. It therefore determines, and keeps in touch with, the limits of pack-ice as it advances, and the position and movement of bergs. Information is broadcast daily, particularly that relating to ice in the immediate vicinity of the routes. The Patrol vessel is necessarily dependent on reports from the many vessels passing through this region for a general knowledge of ice conditions at any particular time. The more reports received, the more effective is the guidance and warning to shipping that the Patrol can give.

For transmission of radio messages in connection with the Patrol, see Admiralty List of Radio Signals, Vol. II.

Commanders of all ships are earnestly asked to co-operate by reporting all ice seen, together with the ship's position, course, speed, sea surface temperature, and weather, every four hours, while in the Patrol area.

In addition, the Patrol carries out scientific investigation of weather, ice and oceanic conditions.

**Caution.**—The International Ice Patrol Service advises vessels not to venture into pack-ice northward of Latitude 45°30'N. before the middle of April.

Before navigating through pack-ice at any time, the following points should be carefully considered:—

- (a) The strength and power of the vessel.
- (b) The season of the year, bearing in mind that the ice is heaviest during the early part of the season.
- (c) Whether it is not wiser to try to steam around the ice, even if it means considerable loss of time. Much more time would be lost if the vessel were beset.

It should always be borne in mind that all reported positions of pack-ice or bergs may be subject to large observational errors and that they become less reliable as time goes on, owing to the impossibility of forecasting the drift. In the case of the bergs, the surface current, sub-surface current, wind and the wash of the sea, all have their effect on its drift, the current having the most effect, so that a berg is often seen drifting to windward."

**Page 18.**—Lines 1-14: *Delete and substitute:*—"Gulf of St. Lawrence Ice information.—Air and sea patrols are maintained in the Gulf of St. Lawrence by the Canadian Government commencing December 15th of each year, until the ice is no longer likely to hinder shipping. Inward-bound vessels should advise the "Ice Information Officer", Sydney, via North Sydney radio station, thirty-six hours prior to entering Cabot Strait, stating their position, destination, whether loaded or in ballast, ice class if any, and classification society. Outward-bound vessels from Baie Comeau and ports eastward, should advise the Ice Information Officer Sydney thirty-six hours prior to their estimated time of departure. All vessels navigating in the Gulf of St. Lawrence should be in possession of "Guidance to Merchant Ships navigating in the Gulf of St. Lawrence in winter", published by the Marine Operations Branch, Department of Transport, which contains all pertinent instructions for winter navigation in the Gulf of St. Lawrence".

**Page 20.**—*After line 30 add:*—"Admiralty Chart 2666, Chart 4490.

**GREAT BANK OF NEWFOUNDLAND.**—In crossing the North Atlantic Ocean to Cabot Strait or Nova Scotian ports, vessels generally traverse the Great Bank of Newfoundland. This bank extends about 340 miles north and south, between the parallels of 48°30'N. and 43°N., and about 400 miles east and west, between the meridians of 47°30'W. and 57°30'W., on approximately the parallel of the Virgin Rocks (*Lat. 46°25'N., Long. 50°47'W.*), where it attains its greatest width; this includes St. Pierre and Green Banks, which are in reality a portion of the Great Bank. The southeastern extremity of the Great Bank is called the **Tail of the Bank.**

That part of the Great Bank to the southward of the Avalon Peninsula is known as **Green Banks**; the general depths on these banks are from 30 to 50 fathoms (54<sup>m</sup>9 to 91<sup>m</sup>4), but there is deep water in the gullies between them.

**Bank St. Pierre**, the western extremity of the Great Bank, is separated from Green Banks by a gully with depths of from 70 to 97 fathoms (128<sup>m</sup>0 to 177<sup>m</sup>4); the depths on this bank vary from 17 to 50 fathoms (31<sup>m</sup>1 to 91<sup>m</sup>4), the bottom generally being sand and broken shell.

The Virgin Rocks and Eastern Shoals are the only dangers whose existence and exact positions have been verified; a shoal, with a least depth of 10 fathoms (18<sup>m</sup>3) over it, was reported in 1942 to lie about 90 miles east-northeastward of Virgin Rocks. **Ste. Jeanne d'Arc Shoal**, with a depth of 11 fathoms (20<sup>m</sup>1), the position of which is only approximately known, is charted about 65 miles east-southeastward of the Virgin Rocks. The **Flemish Cap**, a detached bank lying about 90 miles eastward of the Grand Bank, has a least charted depth of 28 fathoms (51<sup>m</sup>2) in the southern part.

The Great Bank is separated from Ballard Bank, near Cape Race, by a channel about 20 miles wide, having depths of from 80 to 100 fathoms (146<sup>m</sup>3 to 182<sup>m</sup>9).

The approach to the banks of Newfoundland is generally evidenced by an increasing number of sea-fowl. The Great Shearwater, well known to fishermen by the name of "Hagdown" is seen all across the Atlantic, but on the Great Bank these birds, as well as divers and other sea-fowl, become very numerous.

**Eastern Shoals.**—These shoals lie about 110 miles eastward of Cape Race, the southeast point of Newfoundland. The least depth over them is 7 fathoms (12<sup>m</sup>8), on **Saunders Shoal** (*Lat.* 46°26'N., *Long.* 50°28'W.); **East and West Gilley**, at the southern end of the banks, have 13 and 12 fathoms (23<sup>m</sup>8 and 21<sup>m</sup>9) over them respectively; **Nine Fathom Bank**, half a mile northwestward of Saunders Shoal, has a depth of 9 fathoms (16<sup>m</sup>5); **Bogey Ledge**, about 1½ miles northeastward of Saunders Shoal, has a depth of 12 fathoms (21<sup>m</sup>9); and **Emmeline Shoal**, at the northern extreme, a depth of 12 fathoms (21<sup>m</sup>9).

Shoals with depths of 13 fathoms (23<sup>m</sup>8) or less, are reported to break in heavy weather, and in this locality a strong breeze produces a confused sea.

**Virgin Rocks.**—These rocks, about 12 miles westward of Eastern Shoals, consist of a rock bank with depths of from 2 to 30 fathoms (3<sup>m</sup>7 to 54<sup>m</sup>9), on which the most important hook-and-line fishery on the banks of Newfoundland is carried out. The shoalest spot, 2 fathoms (3<sup>m</sup>7), is found on a small pinnacle rock, which breaks in heavy weather, situated on **Main Ledge** near the middle of the bank, **South Shoal**, about one mile southward of Main Ledge, has a least depth of 4½ fathoms (8<sup>m</sup>7), but is stated by fishermen to be the more dangerous, the mass of uneven ground causing the sea to rise more rapidly, and break more heavily, than on the small pinnacles of Main Ledge. **Prairie Shoal**, with a depth of 9 fathoms (16<sup>m</sup>5), lies on the northern edge of the bank. Main Ledge and South Shoal are the only dangers on Virgin

Rocks in ordinary bad weather, but several of the other shoals are reported to break in heavy gales; and even in strong breezes the uneven ground in conjunction with the tidal streams in the vicinity raise a confused sea.

**Ice.**—The Virgin Rocks are usually surrounded by ice during the winter season, until the middle of April or beginning of May.

**Currents.**—In the vicinity of the Virgin Rocks and Eastern Shoals, the current attains a rate of three-quarters of a knot, but a few miles from them it is scarcely perceptible; during the course of the survey of these dangers, from July 21 to August 7, 1879, a slight southerly set was experienced.

**Reported Shoals on the Great Bank.**—A shoal, with a depth of 10 fathoms (18<sup>m</sup>3), was reported (1942), in approximate Latitude 46°36'N., Longitude 48°35'W.; another shoal, with a depth of about 7 fathoms (12<sup>m</sup>8), was reported (1944) in Latitude 45°43'N., Longitude 48°14'W. In 1927, three shoals of doubtful existence were reported in the following positions: an 8-fathom (14<sup>m</sup>6) patch in 44°14'00"N., 49°26'18"W.; a 9¼-fathom (17<sup>m</sup>7) patch in 44°18'30"N., 49°29'48"W.; and an 11-fathom (20<sup>m</sup>1) patch in 44°26'30"N., 49°23'18"W. In 1952, a depth of 8 fathoms (14<sup>m</sup>6) was reported in 43°46'N., 49°23'W.

In 1948, a U.S.C.G. vessel reported the existence of a sharp ridge with depths of 15 fathoms (27<sup>m</sup>4) or less lying between positions 44°21'05"N., 49°08'W. and 44°41'N., 49°07'W. A handlead sounding of 15 fathoms (27<sup>m</sup>4) was obtained in 45°00'N., 49°05'W., but 200 yards (182<sup>m</sup>9) westward of this position the depth was 180 fathoms (329<sup>m</sup>2). It was reported (1950) that a shoal, with a least depth of 6 fathoms (11<sup>m</sup>0), was located in approximate position 44°21'N., 49°09'W., and that a bank with a least depth of 10 fathoms (18<sup>m</sup>3) was located in approximate position 44°58'N., 48°57'W.

**Woolfall Bank**, a 9-fathom (16<sup>m</sup>5) patch of doubtful position, is charted in 46°59'N., 51°30'W. A depth of 12 fathoms (21<sup>m</sup>9) was reported (1954) in 46°27'30"N., 52°24'00"W. An 11-fathom (20<sup>m</sup>1) patch, the position of which is approximate, is charted in 46°33'N., 51°52'W. A 13-fathom (23<sup>m</sup>8) patch is charted in 44°09'N., 52°45'W.

A depth of 7 fathoms (12<sup>m</sup>8) was reported, in 1951, in 45°04'N., 54°39'W., on the southwestern side of Green Banks."

**Page 21.**—Line 14: *After* "Fog signal.—" *insert:* "Radio-beacon.—"

*After* line 17 *insert:*—"An automatic radiobeacon is situated close to the light-structure".

**Page 22.**—Lines 20-22: *Delete.*

*After* line 29 *insert:*—"Air beacon.—A white revolving air beacon, exhibiting one flash every 10 seconds, is situated at Torbay airport, Lat. 47°37'18"N., Long. 52°44'13"W. Owing to the hilly nature of the surrounding terrain only the loom of the light is normally visible from seaward."



**Page 23.**—Line 40: For “ $4\frac{1}{2}$  feet ( $1^m4$ )” read “6 feet ( $1^m8$ )”.

Line 46: Delete “**Light.—Fog signal.—**”

**Page 24.**—Line 2: After “**Fog signal.—**” insert:—“**Radio-beacon.—**”.

After line 6 insert:—“There is a radiobeacon at the light-structure”.

**Page 25.**—Line 14: Delete “with two masts”.

Line 16: Delete.

Lines 32-33: Delete and substitute:—“Pilots should be requested by radio well in advance of the estimated time of arrival off the port”.

Lines 43-44: Delete “a black spar buoy” to end of sentence.

After line 46 add:—“**Light-buoy.**—A black light-buoy, showing a flashing white light, is moored in 5 fathoms ( $9^m1$ ) of water on the north side of Pancake Shoal”.

**Page 26.**—Lines 5-6: Delete “it is marked” to end of sentence.

After line 6 insert:—“**Light-buoy.**—A red light-buoy, showing a flashing red light, is moored close southeastward of Ruby Rock”.

Lines 7-8: Delete “31 feet” to end of sentence and substitute:—“35 feet ( $10^m7$ ) over it, lies about half a cable westward of Chain Rock”.

Line 15: Delete.

Line 16: For “19 feet ( $5^m8$ )” read “10 feet ( $3^m0$ )”.

Lines 18-19: For “54 feet ( $16^m5$ )” read “98 feet ( $29^m9$ )”.

Line 19: For “the roof of a red brick building with a white daymark” read “a skeleton tower, with a red and white diamond-shaped daymark”.

Line 21: For “203 feet ( $61^m9$ )” read “196 feet ( $59^m7$ )”.

Line 23: For “white square” read “similar”.

Line 25: Delete.

Line 26: For “ $275\frac{1}{2}^o$ ” read “ $276\frac{1}{4}^o$ ”.

Lines 26-27: Delete “but over the southern edge of Merlin Rock”.

Lines 29-30: Delete “A vessel” to end of sentence.

Lines 32-35: Delete “There are” to end of paragraph and substitute:—“A mooring buoy is situated about 2 cables northeastward of the Marine Terminal”.

Line 45: For “white daymark” read “red and white daymark”.

Line 46: For “ $275\frac{1}{2}^o$ ” read “ $276\frac{1}{4}^o$ ”.

Line 47: Delete “but over the southern edge of Merlin Rock”.

**Page 27.**—Line 5: For “ $275\frac{1}{2}^o$ ” read “ $276\frac{1}{4}^o$ ”.

Line 7: For “over” read “close to”. Delete “with a least depth of 31 feet ( $9^m4$ )”.

Lines 9-10: For “In 1956, the population was 57,078” read “In 1961, the population was 63,633”.

Line 16: After “Saint Patrick’s” insert “green”.

Line 21: Delete “and a water boat” to end of sentence.

Line 23: For “60-ton” read “50-ton”.

Line 24: For “two 5-ton travelling cranes” read “a 25-ton travelling crane”.

Line 34: For "There is a U.S. Army wharf" read "The Royal Canadian Navy wharf is situated".

After line 38 insert:—"Commencing at the northeast end of the harbour the dimensions of the wharves fronting the southeast side are as follows: The Department of Transport Jetty, 263 feet (110<sup>m</sup>6) long, situated about one cable southwestward of the harbour entrance, has general depths of 20 to 24 feet (6<sup>m</sup>1 to 7<sup>m</sup>3) alongside. A shoal patch, with a depth of 18 feet (5<sup>m</sup>5), extends off the wharf about midway along the face. Two wharves, 330 and 400 feet (100<sup>m</sup>6 and 121<sup>m</sup>9) in length, with depths of 13 to 20 feet (4<sup>m</sup>0 to 6<sup>m</sup>1) and 32 feet (9<sup>m</sup>8) alongside, respectively, lie southward of the above wharf. The above three wharves were formerly the property of the Royal Canadian Navy The Newfoundland Coal and Oil Co. wharf, 560 feet (170<sup>m</sup>7) in length, has depths of 22 to 32 feet (6<sup>m</sup>7 to 9<sup>m</sup>8) alongside. The Imperial Oil Co. wharf, 440 feet (134<sup>m</sup>1) long, has depths of 25 to 33 feet (7<sup>m</sup>6) to 10<sup>m</sup>1 alongside. There is a warehouse on the wharf and oil storage tanks are situated behind the wharf. The Irving Oil Co. wharf, 230 feet (70<sup>m</sup>1) long, has a least depth of 31 feet (9<sup>m</sup>4) alongside.

Wharves operated by Job Bros., Imperial Oil Co., Bowring Bros., Baine Johnston & Co., British American Oil Co. and the Newfoundland Great Lakes Steamships extend from the last mentioned wharf in a southwesterly direction for 3½ cables. Depths alongside, range from 16 to 26 feet (4<sup>m</sup>9 to 7<sup>m</sup>9), and details can best be seen on the chart.

Adjoining the wharf occupied by the Newfoundland Great Lakes Steamships is the Department of Transport wharf and buoy compound. The wharf is 617 feet (188<sup>m</sup>0) long and has been dredged to a least depth of 24 feet (7<sup>m</sup>3) alongside. A sheltered boat basin, with two piers extending at right angles from shore for a distance of 100 feet (30<sup>m</sup>5), lies adjacent to the Department of Transport wharf. The basin has been dredged to a least depth of 13 feet (4<sup>m</sup>0).

Bowring Bros. wharf, with a depth of 9 feet (2<sup>m</sup>7) alongside, adjoins the above boat basin. Beyond this wharf depths shoal sharply at the entrance of the Waterford River into the harbour.

The C.N.R. paper pier, the outer end of which has been destroyed by fire, is situated on the east side of the entrance to the dry-dock. On the west side of the entrance is a pier, 300 feet (91<sup>m</sup>4) in length, with a depth of 19 feet (5<sup>m</sup>8) alongside.

In 1962, a wharf was constructed along the north shore of the harbour, extending southwestward from Harvey Pier No. 1, for a distance of 5 cables. There is a warehouse on the wharf with a floor area of 30,000 square feet. Depths alongside the wharf range from 19 to 30 feet (5<sup>m</sup>8 to 9<sup>m</sup>1).

The main terminal wharf adjoins the southwestern end of the above wharf and extends almost two cables in a northeasterly direction from the site of the former Naval Dockyard. There are two large transit sheds on the wharf with a combined floor area of 136,800 square feet, railway tracks, water, power and sheerlegs on the southeast face of the terminal, with a capacity of 80 tons at a radius of 55 feet (16<sup>m</sup>8), or 35

feet (10<sup>m</sup>7) from the wharf face. Mooring berths along the three sides of the terminal, have a total length of 1,920 feet (585<sup>m</sup>2), and have been dredged to a least depth of 26 feet (7<sup>m</sup>9)."

**Page 28.**—Lines 29-30: *For* "121 feet (36<sup>m</sup>9) long, width at face, 20 feet (6<sup>m</sup>1)" *read* "144 feet (43<sup>m</sup>9) long and 14 feet (4<sup>m</sup>3) wide".

Line 30: *For* "10½ feet (3<sup>m</sup>2)" *read* "4 feet (1<sup>m</sup>2). The channel leading to the wharf, 40 feet (12<sup>m</sup>2) wide, was dredged to a depth of 3½ feet (1<sup>m</sup>0) in 1962".

**Page 30.**—Line 22: *For* "Birgus Head" *read* "Brigus Head".

Line 38: *For* "Witness Bay" *read* "Witless Bay".

**Page 31.**—Line 13: *For* "114 feet (34<sup>m</sup>7)" *read* "137 feet (41<sup>m</sup>8)".

**Page 32.**—Line 7 *add*:—"At the settlement of **Calvert**, situated at the head of the bay, is a wharf 284 feet (86<sup>m</sup>6) long, with a depth of 12 feet (3<sup>m</sup>7) at the outer end. A canal joins a small basin to the bay: the entrance to which lies close northwestward of the wharf. There is a depth of 5 feet (1<sup>m</sup>5) in the canal at low water and a clearance of 9½ feet (2<sup>m</sup>8) under the bridge spanning the canal at high water".

*After* line 26 *add* "A small fishing harbour, dredged to 5 feet (1<sup>m</sup>5), lies one cable eastward from the Government wharf, and is sheltered by a natural projection of the shore and breastworks on each side of the entrance".

**Page 33.**—Line 44: *For* "Sheep Head" *read* "Sheep's Head".

*After* line 44 *insert*:—"Moore's wharf, 100 feet (30<sup>m</sup>5) long, with depths of 8 to 15 feet (2<sup>m</sup>4 to 4<sup>m</sup>6) alongside, is situated in **Lumley Cove**, southward of Sheep's Head. A fish processing plant is situated behind the wharf. A mooring buoy is moored in 5 fathoms (9<sup>m</sup>1) of water close off the head of the wharf; a small pier, with 15 feet (4<sup>m</sup>6) of water at the head, extends from the southeast shore of the cove.

A wharf, 70 feet (21<sup>m</sup>3) wide at the face, with from 9 to 12 feet (2<sup>m</sup>7 to 3<sup>m</sup>7) of water in the berth alongside, is situated at the head of **Kingman's Cove**. A fish processing plant lies behind the wharf and a mooring buoy lies close off the wharf in 5 fathoms (9<sup>m</sup>1) of water".

Line 45: *For* "Light-buoy.—A black" *read* "Buoyage.—A red and black".

Line 46: *Add* "and a red spar buoy marks the south limit of an 8-foot (2<sup>m</sup>4) shoal, close westward of Bar Shoal".

**Page 34.**—Lines 10-11: *Delete* "98 feet" to "horizontal band" and *substitute*:—"108 feet (32<sup>m</sup>9), from an aluminum lantern on a skeleton tower".

*After* line 23 *insert*:—"Leading lights.—Buoyage.—Leading lights are exhibited at the settlement of **Renews**. The front light is exhibited, at an elevation of 12 feet (3<sup>m</sup>7), from a white skeleton tower with a white and yellow diamond-shaped daymark, situated at the head of the harbour. The rear light is exhibited, at an elevation of 22 feet (6<sup>m</sup>7), from a similar structure 316¾°, 485 feet (147<sup>m</sup>8), from the front

light. The lights, in line bearing  $316\frac{3}{4}^{\circ}$ , lead through a buoyed channel to the wharf in a depth of 3 feet ( $0^m9$ ) at low water.

A black light-buoy, S 9, showing a *flashing white* light, is moored at the outer end of the above buoyed channel in 10 feet ( $3^m0$ ) of water"

**Page 35.**—After line 6 insert:—"**Light-and-whistle-buoy.**—A black light-and-whistle-buoy, showing a *flashing white* light, is moored about 6 cables eastward of Renew's Rocks".

Line 40: For "white" read "red".

Line 42: Delete "and a Radio D.F.".

Lines 43-45: Delete.

**Page 36.**—Lines 41-42: Delete "The radio direction" to end of sentence.

**Page 37.**—After line 26 insert:—**Fog Signal.**—A fog signal is sounded from a red skeleton tower situated on the southeast shore of Portugal Cove. The signal is in operation during the cod-fishing season, from May to September of each year".

**Page 38.**—After line 17 insert:—"**Light-buoy.**—A red light-buoy marked "Emerald Shoal", showing a *flashing red* light, is moored about one cable westward of Emerald Shoal".

Line 25: For "**Light.**" read "**Lights.**"

After line 28 insert:—"A light is exhibited, at an elevation of 18 feet ( $5^m5$ ), from a square white tower, situated one cable southward of Beach Point, the northwest extreme of Powles Peninsula".

**Page 40.**—Line 14: For "a circular iron tower" read "an octagonal lantern".

Lines 14-15: Delete "28 feet" to end of sentence and substitute:—"mounted on the northwest corner of the fog alarm building".

Lines 16-17: Delete "situated" to end of sentence and substitute:—"situated on La Haye Point".

**Page 41.**—Line 21 add:—"A black can buoy, S 5, is moored on the 3-fathom ( $5^m5$ ) contour within the cove. The inner part of the eastern breakwater, where there is a depth of 6 feet ( $1^m8$ ), is used as a wharf by small fishing boats".

After line 27 insert:—"**Light-and-whistle-buoy.**—A black and white vertically-striped light-and-whistle-buoy, showing a *flashing white* light and marked "Lance Point", is moored one mile southeastward of Lance Point and a similar distance northeastward of Lance Rock".

**Page 42.**—After line 6 insert:—"A Government wharf, 170 feet ( $51^m8$ ) long and 30 feet ( $9^m1$ ) wide, with a depth of 10 feet ( $3^m0$ ) alongside, is situated at Admirals Beach".

After line 24 insert:—"Chart 4606. Admiralty Chart 2915".

**Page 43.**—Line 1: Delete and substitute:—"Chart 4606. Admiralty Chart 2915".

*After line 3 insert:—*“**Cable.**—A submarine cable extends in a southeasterly direction to the east shore from a point  $1\frac{1}{2}$  miles north-eastward of Cox Point”.

Line 8: *Delete.*

*After line 44 insert:—*“A wharf, 160 feet (48<sup>m</sup>8) in length, with a depth of 6 feet (1<sup>m</sup>8) alongside, is situated on the west side of Lance Cove”.

**Page 44.**—*After line 10 insert:—*“**Light-and-whistle-buoy.**—A red light-and-whistle-buoy, showing a *flashing red* light and fitted with a radar reflector, is moored about one mile southward of St. Marys Cays”.

**Page 45.**—*After line 33 insert:—*“The settlement of **St. Brides** is situated on the shores of **Distress Cove**, about 6 miles northward of Cape St. Marys. Two breakwaters afford shelter to the harbour within which are general depths of from 3 to 8 feet (0<sup>m</sup>9 to 2<sup>m</sup>4). The southern breakwater serves as a wharf with depths of 4 to 6 feet (1<sup>m</sup>2 to 1<sup>m</sup>8) alongside. The Newfoundland Quick Freeze plant is situated at the head of the south breakwater. A fog signal, for the use of fishermen, is sounded from the southern entrance to the cove in low visibility”.

Lines 47-49: *Delete* “A pinnacle rock” to end of sentence.

**Page 47.**—Line 16: *For* “**Telegraph cable.**—” *read* “**Cable areas.**—”.

Line 19: *Add:* “Cables are also landed in the vicinity of Moll Point. The north and south limits of the area are indicated by pecked lines on the chart”.

Lines 21-22: *Delete* “80 yards” to end of sentence and *substitute:*—“175 feet (53<sup>m</sup>3) wide, with a depth of 16 feet (4<sup>m</sup>9)”.

*After line 27 insert:—*“**Bridge.**—A vertical lift-bridge spans **Placentia Gut** from Town Point to the north shore. The channel under the bridge, 84 feet (25<sup>m</sup>6) wide, has a vertical clearance of 70 feet (21<sup>m</sup>3). Vessels requiring the bridge to be opened during daylight hours should sound *three long blasts* on whistle or siren. The bridge is closed from sunset to sunrise, subject to 12 hours advance notice being received by the bridgmaster.

A Government wharf, 210 feet (64<sup>m</sup>0) long, with a depth of 6 feet (1<sup>m</sup>8) at the face, is situated at **Jerseyside** on the northern shore of Northeast Arm. The Government wharf at Placentia, with a berth 143 feet (43<sup>m</sup>6) in length and a depth of 12 feet (3<sup>m</sup>7) alongside, is situated on the west side of the entrance to Southeast Arm”.

**Page 48.**—Lines 12-13: *Delete and substitute:*—“**Radio towers.**—A group of five radio towers are situated on shore between Shalloway Point and Moll Point, the positions of which, can best be seen on the chart. Aircraft obstruction lights are displayed from the four southern-most towers”.

Lines 34-35: *Delete* “49 feet” to “(9<sup>m</sup>8) high” and *substitute:* “58 feet (17<sup>m</sup>7) from a structure situated close southward of the disused light-tower”.

**Page 49.**—Line 21: For “60 feet (18<sup>m</sup>3)” read “98 feet (29<sup>m</sup>9)”.

Line 22: For “white square wooden” read “steel tower, 18 feet (5<sup>m</sup>5) high”.

After line 24 insert:—“A square wooden tower, the former light-structure, is situated close southeastward of the above light”.

Line 44: For “light-and-whistle-buoy ‘E’ ” read “light-and-whistle-buoy, No. 5”.

Line 45: Delete “with short and long flashes”.

Lines 47-49: Delete and substitute:—“A red light-and-bell-buoy, No. 6, showing a flashing white light is moored about three-quarters of a mile north-northeastward of Roche Point”.

**Page 50.**—Lines 45-48: Delete “An area” to “25 feet (7<sup>m</sup>6)” and substitute:—“A bank, containing depths of less than 5 fathoms (9<sup>m</sup>1), makes out 3½ cables southeastward in the northern part of Cooper Cove. Red conical buoy, No. 10, marks the outer limit of the bank”.

**Page 51.**—Lines 13-15: Delete and substitute:—“**Leading Lights.**—**Light.**—Leading lights are established at the head of Sandy Cove. The front light is exhibited, at an elevation of 40 feet (12<sup>m</sup>2), from a structure situated on the foreshore at the head of Sandy Cove. The rear light is exhibited, at an elevation of 60 feet (18<sup>m</sup>3), 228°, 265 yards (242<sup>m</sup>3) from the front light. The lights, in line bearing 228°, lead clear of the shoal area extending from Cooper Cove to the head of Argentinia Harbour”.

Line 16: For “a white” read “an orange”.

Lines 18-21: Delete.

**Page 52.**—Line 4: After “shores” insert:—“A Government wharf, 226 feet (68<sup>m</sup>9) long, with a depth of 6 feet (1<sup>m</sup>8) at the head, is situated at the head of Fox Harbour”.

After line 9 insert:—“**Leading lights.**—Leading lights have been established at Fox Harbour. The front light of the harbour entrance range is exhibited, at an elevation of 15 feet (4<sup>m</sup>6) from a pole, situated on the north shore of **Frank Barasway**. The rear light is exhibited, at an elevation of 28 feet (8<sup>m</sup>5), from a similar structure, 086°, 334 feet (101<sup>m</sup>8) from the front light. The lights in line, bearing 086°, lead into harbour in a least depth of 10 feet (3<sup>m</sup>0).

The front light of the harbour range is exhibited, at an elevation of 22 feet (6<sup>m</sup>7), from a pole, situated on the south shore of the harbour. The rear light is exhibited, at an elevation of 46 feet (14<sup>m</sup>0), from a similar structure, 121°, 474 feet (144<sup>m</sup>5) from the front light. The lights in line, bearing 121°, lead from the intersection of the entrance range to the wharf on the south shore of the harbour”.

After line 24 insert:—“An L-shaped Government wharf, 160 feet (48<sup>m</sup>8) long and 51 feet (15<sup>m</sup>5) wide at the head, with a depth of 8 feet (2<sup>m</sup>4) alongside, is situated on the west shore near the head of Ship Harbour.

**Light.**—A tri-sector light is exhibited, at an elevation of 241 feet (73<sup>m5</sup>), from a mast situated about half a mile southwestward of **Cooper Head**. The *white* sector leads through the buoyed channel from Argentina Approach buoy to fairway buoy, No. 5".

**Page 53.**—After line 37 *insert*:—**Light-and-bell-buoy.**—A red light-and-bell-buoy fitted with a radar reflector, showing a *flashing red* light and marked "Shalloway Island", is moored close westward of the bank extending from Shalloway Island".

After line 50 *add*:—**Light-and-whistle-buoy.**—A black light-and whistle-buoy fitted with a radar reflector, showing a *flashing white* light and marked "Galopper Rock", is moored close east-north-eastward of Galopper Rock".

**Page 54.**—Lines 8-9: For "90 feet (27<sup>m4</sup>)" read "85 feet (25<sup>m9</sup>)".  
Line 44: *Delete* "**Radiobeacon.**—".

**Page 55.**—"Lines 14-15: *Delete* "the larger one" to end of sentence and *substitute*:—"the Government wharf, 130 feet (39<sup>m6</sup>) long and 90 feet (27<sup>m4</sup>) wide at the face, has depths of 25 feet (7<sup>m6</sup>) alongside".  
Lines 16-17: *Delete*.

Line 26: *Add*:—"A 13-foot (4<sup>m0</sup>) patch, lying one cable northward of the wharves, is marked on the east side by a red conical buoy.

**Leading marks.**—The south gable of a brown house in line with the south side of a porch on a white hall, bearing 287°, leads into harbour between Jersey and Simmons Islands".

Line 28: For "1,116 in 1956" read "1,144 in 1961".

Lines 28-30: *Delete* "and a marine railway" to "can be handled" and *substitute*:—"with depths of 15 to 17 feet (4<sup>m6</sup> to 5<sup>m2</sup>) alongside. The Imperial Oil Co. wharf, 300 feet (91<sup>m4</sup>) in length, has a depth of 31 feet (9<sup>m4</sup>) at the head and 20 feet (6<sup>m1</sup>) in the berth alongside".

Line 31: *Delete* "Diesel" to end of sentence and *substitute*:—"Limited supplies of Bunker C, diesel, gasoline and fresh water are available. No pilots or tugs are available. For "26" read "20".

Line 32: *Delete* "**Radiobeacon.**—". *Delete* "and a radiobeacon".

**Page 57.**—Line 46: For "black pillar buoy" read "black can buoy, P 31,".

**Page 58.**—After line 10 *insert*:—**Radio tower.**—A red and white radio tower (*Lat.* 47°10'25" N., *Long.* 55°08'51" W.), 310 feet (94<sup>m5</sup>) high and situated atop a 550-foot (167<sup>m6</sup>) hill, provides a useful mark for vessels at anchor within Mortier Bay. Aircraft obstruction lights are exhibited from the tower".

Lines 26-27: *Delete* "small black" to end of sentence and *substitute*:—"red conical buoy, P 32".

Line 27: For "similar buoys" read "black can buoys, P 33 and P 35,".

**Page 60.**—Lines 44-45: *Delete* "There is a village" and *substitute*:—"The village of **Port Elizabeth** is situated".

Line 47: *After "wharf" insert:—*"The harbour contains many small wharves and stages. Close northward of the Government wharf is situated a fish plant".

**Page 61.**—Line 4: *For "black spar buoy" read "red conical buoy moored close northward.*

**Fairway buoy.**—A black and white vertically-striped light-and-bell-buoy, fitted with a radar reflector and marked "Flat Islands Fairway" exhibiting a *flashing white* light, is moored about 3 cables northward of Duck Rock Sunker.

To clear Duck Rock Sunker, vessels should leave the fairway buoy close aboard and steer for Collins Island light, close northwestward of Davis Island".

**Page 62.**—Line 41: *For "93 feet (28<sup>m</sup>3)" read "90 feet (27<sup>m</sup>4)".*

Lines 41-42: *For "octagonal wooden tower" read "square wooden building".*

Line 42: *Delete "36 feet (11<sup>m</sup>0) in height".*

**Page 63.**—Line 16: *After "fairway" insert:—*"The Newfoundland Fisheries Development Authority wharf, 120 feet (36<sup>m</sup>6) long, with depths of 3 to 5 feet (0<sup>m</sup>9 to 1<sup>m</sup>5) alongside, is situated on the south side of the harbour. There is a large shed on the wharf for handling fish".

**Page 64.**—*After line 20 insert:—*"**Light.**—A light is exhibited, at an elevation of 60 feet (18<sup>m</sup>3), from a wooden frame tower, situated on Red Harbour Head".

**Page 65.**—*After line 13 insert:—*"**Light.**—A light is exhibited at an elevation of 18 feet (5<sup>m</sup>5), from a concrete tower with sloping sides, situated on Steering Rock".

**Page 66.**—Line 34: *After "Pushthrough Passage" insert:—*"**Light.**—A light is exhibited, at an elevation of 26 feet (7<sup>m</sup>9), from a white wooden tower surmounted by a red lantern, situated at the west end of the above island".

Line 41: *After "3½ cables northward" insert:—*"A breakwater, 100 feet (30<sup>m</sup>5) in length, with a depth of 8 feet (2<sup>m</sup>4) at the head, extends northward from the southern entrance point to the harbour".

**Page 69.**—Line 15: *After "Eastern Head" insert "and is marked on the south side by a red can buoy, P 22, with black horizontal bands".*

Line 24: *Delete and substitute:—*"Charts 4619, 4622, Admiralty Chart 290".

Line 27: *For "Red Head" read "Red Cove Head".*

Line 30: *For "Southeast Cove" read "Southeast Bight".*

Lines 30-31: *For "Red Head" read "Red Cove Head".*

Line 34: *For "Cove" read "Bight".*

Line 35: *For "Red Head" read "Red Cove Head".*

*After line 35 insert:—*"Chart 4622, Admiralty Chart 290".

Line 37: *For "Red Head" read "Red Cove Head".*



**Page 70.**—Line 30: *After* “Marticot Island” *insert*:—“and three breakwaters”.

Line 45: *add*:—“Another wharf, with 9 feet (2<sup>m</sup>7) of water alongside, is situated on the east side of the harbour”.

*After line 45 insert*:—“**Light.**—A light is exhibited, at an elevation of 29 feet (8<sup>m</sup>8), from a white wooden tower, situated on the southern entrance point to Little Paradise Harbour”.

**Page 71.**—Line 28: *For* “a point” *read* “**Harbour Head**”.

Line 27: *Delete and substitute*:—“Chart 4619, Admiralty Chart 290”.

Line 35: *For* “47 feet (14<sup>m</sup>3)” *read* “100 feet (30<sup>m</sup>5)”.

**Page 72.**—Line 1: *Delete and substitute*:—“Chart 4619. Admiralty Chart 290”.

Line 3: *For* “one-foot (0<sup>m</sup>3)” *read* “6 feet (1<sup>m</sup>8)”.

Line 5: *For* “4 feet (1<sup>m</sup>2) high” *read* “which dries 7 feet (2<sup>m</sup>1)”.

Lines 12-16: *Delete* “a rock that dries” to end of paragraph and *substitute*:—“**Mad Cap Shoal**, 2 feet (0<sup>m</sup>6) high, lies 1½ cables north-eastward from it. A red spar buoy, P 20, marks the south limit of Mad Cap Shoal. The channel into Presque Harbour, with a minimum depth of 5 fathoms (9<sup>m</sup>1), lies between Harbour Rock and the above spar buoy”.

Lines 18-20: *Delete* “It was reported” to “and that”.

Line 21: *For* “an unknown distance” *read* “about 2 cables”.

Line 26: *For* “a rock which dries” *read* “Mad Cap Shoal”.

Line 29: *For* “3 fathoms (5<sup>m</sup>5)” *read* “17 feet (5<sup>m</sup>2)”.

Lines 31-32: *Delete* “it is the shoalest” to end of sentence.

**Page 76.**—Line 22: *Delete* “and”.

Line 23: *Add* “and is marked by a black spar buoy”.

**Page 79.**—Line 14: *Delete and substitute*:—“Chart 4618”.

Lines 24-25: *Delete* “(see inset on Admiralty chart 290)”.

*After line 25 insert*:—“**Light-and-whistle-buoy.**—A red light-and-whistle-buoy, showing a *flashing red* light, fitted with a radar reflector and marked “Little Harbour East”, is moored 5½ cables south-westward of Sly Boots”.

*After line 30 insert*:—“Chart 4618”.

Line 42: *Delete*.

*After line 45 insert*:—“**Light.**—A light is exhibited, at an elevation of 50 feet (15<sup>m</sup>2), from a white tower with a red lantern, situated on Long Island Point”.

Lines 47-48: *Delete* “14 feet” to “extremity” and *substitute*:—“19 feet (5<sup>m</sup>8) high”.

**Page 80.**—Line 1: *Delete and substitute*:—“Chart 4618”.

Line 11: *For* “92 feet (28<sup>m</sup>0)” *read* “25 feet (7<sup>m</sup>6)”.

Line 12: *Delete* “65 feet (19<sup>m</sup>8) high”.

Line 34: *For* “56 feet (17<sup>m</sup>1)” *read* “47 feet (14<sup>m</sup>3)”.

Line 36: *For* “43 feet (13<sup>m</sup>1)” *read* “32 feet (9<sup>m</sup>8)”.

Line 37: *For* “which dries 2 feet (0<sup>m</sup>6) *read* “with 6 feet (1<sup>m</sup>8) over it”.

Line 43: *For* “12 feet (3<sup>m</sup>7)” *read* “14 feet (4<sup>m</sup>3)”.

Line 46: For "6 feet (1<sup>m</sup>8) high" read "that dries 6 feet (1<sup>m</sup>8)".

Line 48: For "81 feet (24<sup>m</sup>7) high" read "63 feet (19<sup>m</sup>2) high".

Line 49: For "3 $\frac{3}{4}$  fathoms (6<sup>m</sup>9)" read "1 $\frac{1}{2}$  fathoms (2<sup>m</sup>7)".

**Page 81.**—Line 1: *Delete and substitute:*—"Chart 4618".

After line 5 *insert:*—"Light.—A light is exhibited, at an elevation of 87 feet (26<sup>m</sup>5), from a square white tower, situated on the southwest side of Bordeaux Island".

Line 27: *Delete and substitute:*—"Chart 4618. Admiralty Chart 290".

Line 41: For "an islet 6 feet (1<sup>m</sup>8) high" read "that dries 6 feet (1<sup>m</sup>8)".

**Page 83.**—After line 27 *insert:*—"Light.—A light is exhibited at an elevation of 58 feet (17<sup>m</sup>7), from a white tower, situated on the west side of the southernmost island, eastward of the northern extremity of Barren Island".

Line 40: *Delete and substitute:*—"Chart 4618. Admiralty Chart 290".

Lines 43-44: For "4 feet (1<sup>m</sup>2)" read "3 feet (0<sup>m</sup>9)".

**Page 84.**—Line 26: *Delete and substitute:*—"Chart 4618. Admiralty Chart 290".

Line 28: For "17 feet (5<sup>m</sup>2)" read "23 feet (7<sup>m</sup>0)".

Lines 30-31: *Delete* "It was reported" to end of sentence and *substitute:*—"There are depths of 9 feet (2<sup>m</sup>7) at the head of the harbour".

Line 37: After "Big Rock" *insert:*—"16 feet (4<sup>m</sup>9) high".

Lines 45-46: For "small, bare and 6 feet (1<sup>m</sup>8) high" read "which dries 7 feet (2<sup>m</sup>1)".

**Page 85.**—Line 1: *Delete and substitute:*—"Chart 4618. Admiralty Chart 290".

Line 3: *Delete* "the higher" to "(2<sup>m</sup>1)" and *substitute:*—"which dry 8 and 10 feet (2<sup>m</sup>4 and 3<sup>m</sup>0) respectively".

Line 11: *Delete and substitute:*—"Chart 4619. Admiralty Chart 290".

Line 37: After "(4<sup>m</sup>6)" *insert:*—"A wharf at the Fish Plant is 130 feet (39<sup>m</sup>6) long with a reported depth of 22 feet (6<sup>m</sup>7) alongside".

Line 39: After "entering it" *insert:*—"The channel into the harbour is marked by one red and two black spar buoys fitted with reflectors, and a red light-buoy, showing a flashing red light".

Line 43: For "red square wooden building" read "white square structure".

Line 46: *Delete.*

**Page 86.**—Line 1: *Delete and substitute:*—"Chart 4619. Admiralty Chart 290".

Line 6: For "with less than 6 feet (1<sup>m</sup>8) over them" read "one of which dries 6 feet (1<sup>m</sup>8) and".

Line 8: After "Fish Island" *insert:*—"6 feet (1<sup>m</sup>8) high".

Line 16 *add*:—"Protection is afforded small craft by a breakwater that extends 149 feet (45<sup>m</sup>4) from the western shore of the harbour to a depth of 8 feet (2<sup>m</sup>4)".

Line 27: *For* "less than 6 feet (1<sup>m</sup>8)" *read* "10 feet (3<sup>m</sup>0)".

Line 31: *For* "4 feet (1<sup>m</sup>2)" *read* "5 feet (1<sup>m</sup>5)".

Line 48: *For* "5 feet (1<sup>m</sup>5)" *read* "one-foot (0<sup>m</sup>3)".

**Page 87.**—Line 1: *Delete and substitute*:—"Chart 4619. Admiralty Chart 290".

Line 4: *For* "266 feet (81<sup>m</sup>1)" *read* "254 feet (77<sup>m</sup>4)".

Line 6: *For* "**Great Isle of Valen**" *read* "**Isle Valen**".

*After* line 16 *insert*:—"Buoys.—A red and a black spar buoy, mark a channel leading to Valen Harbour between the Canary Isles and Mussel Bank, which lies close eastward. This channel should only be used by those with local knowledge".

Line 19: *For* "12 feet (3<sup>m</sup>1)" *read* "10 feet (3<sup>m</sup>0)".

Line 26: *For* "4 feet (1<sup>m</sup>2)" *read* "6 feet (1<sup>m</sup>8)".

Lines 27 and 30: *For* "Great Isle of Valen" *read* "Isle Valen".

Line 33: *For* "2 fathoms (3<sup>m</sup>7)" *read* "9 feet (2<sup>m</sup>7)".

Lines 33-34: *For* "4 feet (1<sup>m</sup>2)" *read* "5 feet (1<sup>m</sup>5)".

Lines 34-35: *For* "5½ fathoms (10<sup>m</sup>1)" *read* "3 fathoms (5<sup>m</sup>5)".

Line 42: *For* "**Clatise**" *read* "**Clattice**".

Line 45: *For* "**Clatise**" *read* "**Clattice**".

**Page 88.**—Line 1: *Delete and substitute*:—"Chart 4619. Admiralty Chart 290".

Line 2: *For* "6 feet (1<sup>m</sup>8)" *read* "8 feet (2<sup>m</sup>4)".

Lines 3-4: *Delete* "a 4½-fathom" to end of sentence.

Line 7: *For* "5 feet (1<sup>m</sup>5)" *read* "4 feet (1<sup>m</sup>2)".

Lines 28-29: *Delete*.

Line 31: *For* "388 feet (118<sup>m</sup>3)" *read* "391 feet (119<sup>m</sup>2)".

*After* line 37 *insert*:—"A group of islands, above water rocks and off-lying dangers the positions of which can best be seen on the chart, lie between Jean de Gaunt Island and **Sugarloaf Island**".

Line 39: *For* "76 feet (23<sup>m</sup>2)" *read* "68 feet (20<sup>m</sup>7)".

Lines 44-45: *For* "2 feet (0<sup>m</sup>6)" *read* "one-foot (0<sup>m</sup>3)".

**Page 89.**—Line 1: *Delete and substitute*:—"Chart 4619. Admiralty Chart 290".

Lines 4-5: *Delete* "There is no" to end of sentence.

Line 6: *For* "24 feet (7<sup>m</sup>3)" *read* "25 feet (7<sup>m</sup>6)".

Line 8: *For* "less than 6 feet (1<sup>m</sup>8)" *read* "15 feet (4<sup>m</sup>6)".

Line 9: *After* "Island" *insert*:—"and a rock that dries 6 feet (1<sup>m</sup>8) lies midway between". *For* "14 feet (4<sup>m</sup>3)" *read* "13 feet (4<sup>m</sup>0)".

Line 13: *For* "110 feet (33<sup>m</sup>5)" *read* "92 feet (28<sup>m</sup>0)".

Line 15: *For* "77 feet (23<sup>m</sup>5)" *read* "60 feet (18<sup>m</sup>3)".

Line 16: *For* "**Rocks**, 6 feet (1<sup>m</sup>8) high, lie" *read* "**Rock**, 4 feet (1<sup>m</sup>2) high, lies".

Line 18: *For* "3 feet (0<sup>m</sup>9)" *read* "4 feet (1<sup>m</sup>2)".

Lines 20-21: *Delete* "the eastern side" to "charted".

After line 21 insert:—"The **Fish and Harbour Islands**, form a continuous group of islands, islets and rocks extending between Jean de Gault Island and the south side of King Island. There are channels between the islands for which local knowledge is necessary and for the details the chart must be consulted. A channel leads eastward of the Ragged Islands along the western shore of Merasheen Island it has deep water and a least width of 4 cables as far northward as the south end of King Island.

Line 24: For "125 feet (38<sup>m</sup>1)" read "65 feet (19<sup>m</sup>8)".

After line 28 insert:—"Charts 4619, 4618. Admiralty Chart 290".

Line 31: For "420 feet (128<sup>m</sup>0)" read "416 feet (126<sup>m</sup>8)".

Line 32: For "**Cooper Cove**" read "**Cooper's Cove**".

Line 37: For "a cove" read "**Bests Harbour**, a sheltered boat harbour".

After line 42 insert:—"Chart 4619. Admiralty Chart 290".

**Page 90.**—Line 1: Delete and substitute:—"Chart 4619. Admiralty Chart 290".

Lines 6-7: For "4½-fathom (8<sup>m</sup>2)" read "3¾-fathom (6<sup>m</sup>7)".

Line 8: For "12 feet (3<sup>m</sup>7)" read "6 feet (1<sup>m</sup>8)".

After line 26 insert:—"Charts 4619, 4618. Admiralty Chart 290".

Line 31: After "**Green Island**" insert:—"90 feet (27<sup>m</sup>4) high".

Line 33: For "4 feet (1<sup>m</sup>2), lies 1½ cables" read "3 feet (0<sup>m</sup>9), lies 2 cables".

Lines 34-35: Delete "and a rock" to end of sentence.

Line 36: For "41 feet (12<sup>m</sup>5)" read "38 feet (11<sup>m</sup>6)".

Line 37: For "14 feet (4<sup>m</sup>3)" read "13 feet (4<sup>m</sup>0)".

Lines 37-38: For "4 feet (1<sup>m</sup>2)" read "7 feet (2<sup>m</sup>1)".

Line 40: For "about 50 feet (15<sup>m</sup>2)" read "29 feet (8<sup>m</sup>8)".

Line 41: For "2 feet (0<sup>m</sup>6)" read "3 feet (0<sup>m</sup>9)".

After line 41 insert:—"Chart 4618. Admiralty Chart 290".

Line 46: For "6 feet (1<sup>m</sup>8)" read "7 feet (2<sup>m</sup>1)".

**Page 91.**—Line 1: Delete and substitute:—"Chart 4618. Admiralty Chart 290".

Line 3: For "**Islet**, 11 feet (3<sup>m</sup>4)" read "**Island**, 9 feet (2<sup>m</sup>7)".

Line 6: For "Duck Rock" read "Duck Rocks".

After line 6 insert:—"Chart 4619. Admiralty Chart 290".

Lines 15-16: Delete "a rock" to end of sentence.

Line 25: For "148 feet (45<sup>m</sup>1)" read "143 feet (43<sup>m</sup>6)".

Line 26: For "awash" read "with 2 feet (0<sup>m</sup>6) over it".

Line 32: For "12 feet (3<sup>m</sup>7)" read "3 feet (0<sup>m</sup>9)".

Line 34: For "5½ fathoms (10<sup>m</sup>1) over it and probably less" read "2 fathoms (3<sup>m</sup>7)".

Line 35: For "over a cable" read "1¾ cables".

Line 37: Delete "less than".

After line 40 insert:—"Chart 4618. Admiralty Chart 290".

Line 43: For "a rock 12 feet (3<sup>m</sup>7)" read "**Duck Rock** 11 feet (3<sup>m</sup>4)".

Lines 44-45: Delete "with **Duck Rock**" to end of sentence.

**Page 92.**—Line 1: *Delete and substitute:*—"Chart 4618. Admiralty Chart 290".

Line 11: *For* "less than 6 feet (1<sup>m</sup>8)" *read* "7 feet (2<sup>m</sup>1)".

Line 14: *For* "Glindon Cove" *read* "Glendon Cove". *For* "few houses" *read* "few houses and fishing wharves".

*After line 25 insert:*—"Chart 4619. Admiralty Chart 290".

Line 40: *For* "Clatise" *read* "Clattice".

**Page 93.**—Line 1: *Delete and substitute:*—"Chart 4619. Admiralty Chart 290".

*After line 11 insert:*—"Chart 4618. Admiralty Chart 290".

Line 34: *For* "9 feet (2<sup>m</sup>7)" *read* "10 feet (3<sup>m</sup>0)".

Line 38: *Delete* "islets and".

Line 49: *For* "Rocks, which dry about 6 feet" *read* "An islet, 4 feet (1<sup>m</sup>2) high".

**Page 94.**—Line 1: *Delete and substitute:*—"Chart 4618. Admiralty Chart 290".

Line 2: *For* "(1<sup>m</sup>8), lie" *read* "lies".

*After line 14 insert:*—"Light.—A light is exhibited, at an elevation of 10 feet (3<sup>m</sup>0), from a skeleton tower, situated on the outer end of the Government wharf".

Line 35: *For* "which dries 5 feet (1<sup>m</sup>5)" *read* "2 feet (0<sup>m</sup>6) high".

Line 46: *For* "7 feet (2<sup>m</sup>1)" *read* "10 feet (3<sup>m</sup>0)".

**Page 95.**—Line 1: *Delete and substitute:*—"Chart 4618. Admiralty Chart 290".

Lines 6-7: *For* "3 feet (0<sup>m</sup>9)" *read* "2 feet (0<sup>m</sup>6)".

*After line 15 insert:*—"Light.—A light is exhibited, at an elevation of 34 feet (10<sup>m</sup>4), from a white wooden tower, situated on Sound Island Point".

*After line 27 insert:*—"Cable.—A submarine cable has been laid from Placentia Mans Point to Shepherd Point of Sound Island. Vessels should not anchor in this vicinity".

Line 34: *For* "4 feet (1<sup>m</sup>2)" *read* "3 feet (0<sup>m</sup>9)".

Line 38: *For* "5 to 12 fathoms (9<sup>m</sup>1 to 21<sup>m</sup>9)" *read* "3 to 12 fathoms (5<sup>m</sup>5 to 21<sup>m</sup>9)".

Line 41: *For* "7 feet (2<sup>m</sup>1)" *read* "6 feet (1<sup>m</sup>8)".

Lines 42-43: *Delete* "a shoal" to end of sentence and *substitute:*—"The settlement of Garden Cove is situated on the mainland, eastward of Jeffrey Cove. There is a wharf at the settlement, 218 feet (66<sup>m</sup>4) in length, with a depth of 28 feet (8<sup>m</sup>5) at the head".

Line 44: *For* "30 feet (9<sup>m</sup>1)" *read* "22 feet (6<sup>m</sup>7)".

Line 48: *For* "4 feet (1<sup>m</sup>2)" *read* "5 feet (1<sup>m</sup>5)".

Line 49: *For* "6 feet (1<sup>m</sup>8)" *read* "4 feet (1<sup>m</sup>2)".

**Page 96.**—Line 1: *Delete and substitute:*—"Chart 4618. Admiralty Chart 290".

Line 40: *For* "and" *read* "and is marked by a red spar buoy".

**Page 97.**—Line 9: *For* "Newfoundland Fluorspar loading" *read* "St. Lawrence Corporation of Newfoundland".

Line 10: *Delete* "least".

Lines 11-12: *For* "the above company" *read* "Newfoundland Fluorspar Co.".

Line 12: *After* "in length" *insert*:—"with a depth of 20 feet (6<sup>m</sup>1) in the berth on the north side".

Line 18: *After* "high" *insert*:—"at an elevation of 370 feet (112<sup>m</sup>8)".

**Page 98.**—Line 7: *After* "head" *insert*:—"A rock shoal, with a depth of 6½ fathoms (11<sup>m</sup>9), lies in the middle of the entrance to Great Lawn Harbour, 8 cables southeastward of Black Head".

Line 9: *For* "208 feet (63<sup>m</sup>4) long and 49 feet (14<sup>m</sup>9) wide" *read* "175 feet (53<sup>m</sup>3) long and 81 feet (24<sup>m</sup>7) wide".

Line 15: *After* "East Head" *insert*:—"and is marked by a red conical buoy, P 30, moored close southward".

*After* Line 23 *add*:—"A depth of 4 fathoms (7<sup>m</sup>3), was reported in 1962, to lie 8 cables southeastward of Black Head".

Line 44: *After* "Point au Gaul" *insert*:—"A Government wharf, 100 feet (30<sup>m</sup>5) long and 40 feet (12<sup>m</sup>2) wide, with a depth of 12 feet (3<sup>m</sup>7) at the head, extends from the west shore of Lord's Cove. There is a slipway on the north side of the wharf".

**Page 99.**—Line 22: *After* "mainland" *insert*:—"A channel, 60 feet (18<sup>m</sup>3) wide and dredged to a depth of 4 feet (1<sup>m</sup>2) in 1961, leads to a small wharf in **Muddy Hole**. The wharf, 100 feet (30<sup>m</sup>5) long, dries at low water. A similar channel was dredged west and south of Crew Point, the northern point of Allan's Island". *Delete* "There is" to end of sentence.

**Page 100.**—Line 13: *For* "A red spar buoy is moored off the shoal" *read* "A red conical buoy, P 42, is moored close southwestward of a 5-foot (1<sup>m</sup>5) shoal".

Line 42: *For* "red spar buoy" *read* "black can buoy, P 43,".

**Page 101.**—*After* line 25 *insert*:—"Light-and-whistle-buoy.—A red light-and-whistle-buoy, showing a flashing red light and fitted with a radar reflector, is moored on Cock Bank".

**Page 105.**—Line 20: *For* "210 feet (64<sup>m</sup>0)" *read* "219 feet (66<sup>m</sup>8)".

Line 23: *For* "situted" *read* "situated".

*After* line 25 *insert*:—"A conspicuous radio mast, with an elevation of 593 feet (180<sup>m</sup>7), is situated close westward of the town. Aircraft obstruction lights are displayed from the mast".

**Page 106.**—Line 5: *For* "flashing red" *read* "group flashing red".

Lines 23-24: *For* "an occulting" *read* "a group occulting".

**Page 107.**—Line 39: *For* "an occulting" *read* "a group occulting".

**Page 108.**—*After* line 27 *insert*:—"A stranded wreck, visible at all states of the tide, lies 3½ cables southwestward of Cap à l'Aigle".

Line 34: *For* "60 feet (18<sup>m</sup>3)" *read* "59 feet (18<sup>m</sup>0)".

Lines 34-42: *Delete and substitute*:—"A light is exhibited, at an elevation of 42 feet (12<sup>m</sup>8), from a red, square tower with white vertical stripes, situated on **Pointe aux Canons**, the northern entrance point to the inner harbour.

A disused light-tower is situated on Pointe Lecomte".

**Page 112.**—Line 26: *For* "18 feet (5<sup>m</sup>5)" *read* "6 feet (1<sup>m</sup>8)".

**Page 114.**—Line 40: *For* "256 feet (78<sup>m</sup>0)" *read* "255 feet (77<sup>m</sup>7)".

*After line 42 add*:—"There is a small inlet on the southwest side of the island suitable for fishing boats with local knowledge. A rock, that dries one-foot (0<sup>m</sup>3), lies in the middle of the entrance, and a bar with 3 feet (0<sup>m</sup>9) of water over it, extends across the entrance to the inner harbour.

A settlement, with a population of about 70, in 1961, is situated on the shores of the inner harbour.

There is a small inlet on the northeast side of Sagona Island, suitable for fishing boats with local knowledge".

**Page 115.**—Lines 11-12: *Delete* "flat-roofed" to end of sentence and *substitute*:—"frame house, with two red horizontal bands, situated on the western side of Sagona Island".

Lines 24-26: *Delete*.

Lines 39-40: *Delete* "At the western end" to end of sentence and *substitute*:—"Fortune Harbour, situated at the mouth of **Fortune Barasway** and separated therefrom by a drying sandbar, is entered through **Fortune Gut**, a channel 2½ cables wide between the eastern and western breakwater heads. A draught of 17 feet (5<sup>m</sup>2) can be carried into the Western Arm and there are depths of 11 to 17 feet (3<sup>m</sup>4 to 5<sup>m</sup>2) alongside the wharves in the Eastern Arm. The berth before the fish processing plant on the north side of Eastern Arm has a depth of 13 feet (4<sup>m</sup>0)".

Lines 47-48: *For* "24 feet (7<sup>m</sup>3), from a square white tower" *read* "15 feet (4<sup>m</sup>6), from an iron lampstand".

**Page 116.**—Lines 11-14: *Delete* "The western" to "at the berth" and *substitute*:—"The western breakwater, 595 feet (181<sup>m</sup>4) in length, affords protection to the harbour entrance between the western pier and the eastern breakwater. There are depths of 10 to 15 feet (3<sup>m</sup>0 to 4<sup>m</sup>6) alongside the western pier".

Line 18: *For* "3 to 17 feet (0<sup>m</sup>9 to 5<sup>m</sup>2)" *read* "3 to 14 feet (0<sup>m</sup>9 to 4<sup>m</sup>3)".

*After line 21 insert*:—**Fairway buoy.**—A black and white vertically-striped light-and-bell-buoy, showing a *flashing white* light and equipped with a radar reflector, marked "Grand Bank Fairway", is moored on the line of the leading lights, three-quarters of a mile north-eastward of the harbour entrance".

*After line 30 insert*:—"A light is exhibited, at an elevation of 15 feet (4<sup>m</sup>6), from a mast, situated on the outer end of the western breakwater".

**Page 117.**—Line 29: After “Pass Island” insert:—“The Government wharf, 152 feet (46<sup>m3</sup>) long and 29 feet (8<sup>m8</sup>) wide at the head, has a depth of 11 feet (3<sup>m4</sup>) alongside and extends into Pass Island Tickle, midway along the east shore of the island”.

**Page 118.**—Line 37: For “2 fathoms (3<sup>m7</sup>)” read “11 feet (3<sup>m4</sup>)”.  
Line 40: For “southeastward” read “southward”.  
Line 49: For “12 feet (3<sup>m7</sup>)” read “10 feet (3<sup>m0</sup>)”.

**Page 119.**—Lines 2-3: Delete “A wooden” to “disrepair” and substitute:—“A wooden bridge, with an overhead clearance of 3½ feet (1<sup>m0</sup>) at high water”.

Line 5: After “only” insert:—“A hospital landing wharf, 14 feet (4<sup>m3</sup>) wide at the head, with a depth of 6 feet (1<sup>m8</sup>) alongside, extends from the south shore of the arm immediately eastward of the bridge”. For “etxending” read “extending”.

Lines 7-8: For “2¼ fathoms (5<sup>m0</sup>)” read “16 feet (4<sup>m9</sup>)”.

Lines 9-10: For “in 1945, of 803” read “in 1961, of 1,075”.

Line 10: For “good Government wharf, with a depth of 17 feet (5<sup>m2</sup>)” read “Government wharf, 76 feet (23<sup>m2</sup>) wide at the face, with a depth of 11 feet (3<sup>m4</sup>)”.

Line 11: Delete “a private wharf” to end of sentence and substitute:—“two private wharves lie close southward, with depths of 10 feet (3<sup>m0</sup>) at the head. A wharf and fish processing plant are situated 1½ cables northeastward of the Government wharf. The wharf, 340 feet (103<sup>m6</sup>) in length, has depths of 18 feet (5<sup>m5</sup>) alongside the north end and 10 feet (3<sup>m0</sup>) at the south end of the wharf. There are several small piers and moorings for fishing boats along the north shore of the arm. Fresh water may be obtained at the Fish Plant wharf, provisions and diesel fuel are also available in limited quantities.

After line 13 insert:—“**Buoyage.**—A black light-buoy, showing a flashing white light and marked “Harbour Rock”, is moored on the northern side of that danger. A black light-buoy, showing a flashing white light, marks a bank with less than 6 feet (1<sup>m8</sup>) of water that extends three-quarters of a cable northward of the Government wharf”.

Lines 18-20: Delete “19 feet (5<sup>m8</sup>)” to “a few feet off it” and substitute:—“9 feet (2<sup>m7</sup>) over it. A channel, 300 feet (91<sup>m4</sup>) wide, with a least depth of 16 feet (4<sup>m9</sup>) leads over the bar and is marked by a red spar buoy and a black light-buoy, F-5, showing a flashing white light. The settlement, with a population of about 200, in 1961, lies on the eastern and southern shores of the harbour.

A Government wharf, 50 feet (15<sup>m2</sup>) wide at the face, with from 4 to 7 feet (1<sup>m2</sup> to 2<sup>m1</sup>) of water alongside, is situated on the east entrance point to a narrow cove on the south side of the harbour. Within the cove are three small fishing wharves”.

Line 26: For “69 feet (21<sup>m0</sup>)” read “53 feet (16<sup>m2</sup>)”.

Line 27: For “29 feet (8<sup>m8</sup>)” read “28 feet (8<sup>m5</sup>)”.

**Page 120.**—Line 7: For “6 feet (1<sup>m8</sup>)” read “10 feet (3<sup>m0</sup>)”. After “in it” add “The settlement of Millers Passage, with a population of



about 90, in 1961, lies on both sides of **Tickle Head**. A pier 30 feet (9<sup>m</sup>1) in length, has a depth of 6 feet (1<sup>m</sup>8) alongside. An L-shaped wharf, 30 feet (9<sup>m</sup>1) wide at the face, with a depth of 11 feet (3<sup>m</sup>4) alongside, is situated 1½ cables south of Tickle Head".

Line 11: For "4 miles" read "3½ miles".

Line 12: For "**River Head**" read "**Little Bay West**, with a population of about 100, in 1961".

Line 13: After "northwestern side" add "The wharf has a depth of 2 feet (0<sup>m</sup>6) alongside the face, 20 feet (6<sup>m</sup>1) in length".

After line 14 insert:—"Red Cove lies on the northern side of the bay, about 1¾ miles northeastward of the southern extremity of Devils Island. In the entrance are two shoals, with 3 and 4 fathoms (5<sup>m</sup>5 and 7<sup>m</sup>3) over them. A settlement, with a population in 1961, of 60, stands on the western shore.

**Wreck Cove**, a small indentation on the east shore 1½ miles southward of Red Cove, is about 2 cables wide at the entrance. A reef extends one cable from the northern shore close within the entrance. There is a settlement at the head of the cove, with a population in 1961, of 150, and a small wharf extends off the south shore".

Line 16: For "51 feet (15<sup>m</sup>5)" read "41 feet (12<sup>m</sup>5)". For "western extremity" read "southwestern extremity".

Line 17: For "60 feet (18<sup>m</sup>3)" read "67 feet (20<sup>m</sup>4)".

After line 21 insert:—"North Big Shoal, with a depth of 29 feet (8<sup>m</sup>8), lies 11 cables northward of Shag Rock".

Line 23: Delete "with" to end of sentence and substitute:—"with a population in 1961, of 200".

Line 26: For "26 feet (7<sup>m</sup>9)" read "30 feet (9<sup>m</sup>1)".

After line 26 add:—"There is steamer communication with other Newfoundland ports and a road leads to Belleoram".

Line 27: For "35 feet (10<sup>m</sup>7)" read "33 feet (10<sup>m</sup>1)".

Line 38: For "380 feet (115<sup>m</sup>8)" read "373 feet (113<sup>m</sup>7)".

Lines 39-40: For "A 2¼-fathom (4<sup>m</sup>1) shoal lies 2 cables" read "A 2½-fathom (4<sup>m</sup>6) shoal lies 2½ cables".

Line 41: For "6½ fathoms (11<sup>m</sup>4)" read "5½ fathoms (10<sup>m</sup>1)". For "3½ cables" read "4 cables".

**Page 121.**—Line 10 add:—"and a breakwater extends off the west entrance point to the harbour".

Line 17: Add:—"A small wharf is situated on the west side of Great Mon Jambe harbour".

Line 22: After "alongside" insert "situated on the east shore. A black can buoy marks the limit of shoal water extending off the west side of the harbour".

Lines 33-34: Delete "96½ feet" to end of sentence and substitute:—"110 feet (33<sup>m</sup>5), with depths alongside of 9½ to 12 feet (2<sup>m</sup>8 to 3<sup>m</sup>7)".

Line 36: For "57 feet (17<sup>m</sup>4)" read "53 feet (16<sup>m</sup>2)".

**Page 123.**—Line 41: For "21 feet (6<sup>m</sup>4)" read "19 feet (5<sup>m</sup>8)". After "scaffold" insert "and a freight shed".

**Page 124.**—Line 35: *After* “head” *insert*:—“A breakwater, 151 feet (46<sup>m0</sup>) in length, with a depth of 15 feet (4<sup>m6</sup>) at the head, extends off the south shore of Fox Cove”.

Line 38: *After* “from shore” *insert*:—“A black spar buoy marks the southwest limit of a reef, extending off the northeast entrance point to the cove”.

**Page 125.**—Lines 22-24: *Delete* “200 feet” to “in height” and *substitute*:—“184 feet (56<sup>m1</sup>), from a square white tower with sloping sides”.

**Page 127.**—Line 3: *After* “northward” *insert*:—“A red spar buoy marks the limit of shoal water extending southwestward from the north entrance point of the cove”.

Lines 40-41: *Delete* “midway” to “shore”.

**Page 128.**—Line 22: *After* “Western Head” *insert*:—“A Government wharf, 60 feet (18<sup>m3</sup>) long at the face, with a depth of 15 feet (4<sup>m6</sup>) alongside, is situated at the settlement on the south shore of Little Bay, about half a mile within the entrance”.

Line 43: *After* “few days” *insert*:—“The Government wharf has 184 feet (56<sup>m1</sup>) of berthing space, with depths alongside ranging from 6 to 17 feet (1<sup>m8</sup> to 5<sup>m2</sup>)”.

Line 46: *For* “14 feet (4<sup>m3</sup>), from a red iron column” *read* “18 feet (5<sup>m5</sup>), from a wooden tower”.

**Page 129.**—Line 8: *For* “10 feet (3<sup>m0</sup>)” *read* “12 feet (3<sup>m7</sup>)”.

*After* line 12 *add*:—“At the head of Furby Cove is a wharf, 19 feet (5<sup>m8</sup>) wide at the face, with a depth of 7 feet (2<sup>m1</sup>) alongside.”

**Page 131.**—Line 12: *After* “island” *insert*:—“A government wharf, 100 feet (30<sup>m5</sup>) in length, with depths of 14 to 18 feet (4<sup>m3</sup> to 5<sup>m5</sup>) alongside, is situated on the west shore of Pushthrough. There is a shed and a hoist on the wharf”.

**Page 138.**—*After* line 11 *add*:—“In the southwest corner of the harbour is a wharf, 97 feet (29<sup>m6</sup>) long at the face, with a depth of 17 feet (5<sup>m2</sup>) alongside”.

**Page 142.**—Line 29: *For* “64 feet (19<sup>m5</sup>)” *read* “65 feet (19<sup>m8</sup>)”.

Line 30: *For* “14 feet (4<sup>m3</sup>)” *read* “10 feet (3<sup>m0</sup>)”.

Lines 30-31: *For* “on the western shore” *read* “at the head”.

**Page 145.**—Line 13: *After* “high” *insert*:—“which formed part of the now disused West Newfoundland Decca Chain”.

Line 37: *After* “narrow channel” *insert* “known locally as “**The Reach**””.

Lines 42-43: *Delete* “There is a jetty” to end of sentence.

Lines 44-45: *Delete* “**Ramea Harbour**” to end of sentence and *substitute* “The town of **Ramea**, with a population of 931, in 1956, is situated on the shores of Ship Cove adjacent to Man of War Hill. There is a large fish processing plant and wharf in the southwest corner

of Ship Cove, with reported depths of from 14 to 16 feet ( $4^m3$  to  $4^m9$ ) in the berth alongside. A Government wharf, 170 feet ( $51^m8$ ) in length, with depths of 14 to 21 feet ( $4^m3$  to  $6^m4$ ) alongside, adjoins the fish wharf southward. There are two small Government wharves and several private wharves situated around the head of Ship Cove".

Lines 48-51: *Delete* "There is" to "There is a small shed on the wharf".

**Page 146.**—Line 26: *After* "Fog signal,—"*insert* "Radio-beacon.—".

*After* line 29 *insert*:—"A radiobeacon is situated in the light-tower".

Line 36: *After* "considerably" *add* "On the east side of the peninsula, where it joins the mainland, is a wharf, 26 feet ( $7^m9$ ) in length, with a depth of  $3\frac{1}{2}$  feet ( $1^m0$ ) alongside. The settlement of Cape La Hune lies behind the wharf".

**Page 151.**—*After* line 52 *insert*:—"Light-and-whistle-buoy.—A red light-and-whistle-buoy fitted with a radar reflector, showing a *flashing red* light and marked "Boar Rock", is moored about 2 cables southwestward of Boar Island Rock".

**Page 153.**—Line 44: *After* "island" *insert*:—"and is marked by a red spar buoy".

**Page 154.**—Lines 12-13: *Delete* "The Government wharf" to end of sentence and *substitute*:—"A Government wharf, 168 feet ( $51^m2$ ) long, with a depth of 12 feet ( $3^m7$ ) alongside, is situated on the west side of Furber Point. There is a small hospital landing wharf in Ship Dock Cove with a depth of 5 feet ( $1^m5$ ) alongside the head at high water".

**Page 160.**—Line 22: *After* "high" *insert* "5 cables westward of the south end of Harbour Island, is a sunken rock, with less than 6 feet ( $1^m8$ ) of water over it. A black can buoy is moored close eastward of the rock".

Line 35: *Delete* "the eastern end of".

**Page 167.**—Line 24: *For* "69 feet ( $21^m0$ )" *read* "73 feet ( $22^m3$ )".

Lines 25-26: *Delete* "with depths" to "derrick are" and *substitute*:—"with a depth of 11 feet ( $3^m4$ ) alongside. A shed is".

Line 28: *For* "from shore" *read* "from the south shore".

Line 32: *For* "40 feet ( $12^m2$ )" *read* "50 feet ( $15^m2$ )".

*After* line 42 *insert*:—"Light-and-whistle-buoy.—A black and white vertically-striped light-and-whistle-buoy, showing a *flashing white* light and equipped with a radar reflector, marked "Rose Blanche Fairway", is moored close southeastward of Rose Blanche Shoals and marks the passage between the above danger and the shoal extending southward from Black Rock".

**Page 169.**—*After* line 35 *insert*:—"Light-and-bell-buoy.—A red light-and-bell-buoy, showing a *flashing red* light and marked "Bad Neighbour, is moored about 3 cables southwestward from that rock".

**Page 170.**—After line 42 *insert*:—"An L-shaped Government wharf, 204 feet (62<sup>m</sup>2) in length at the face, with depths of 3 to 8 feet (0<sup>m</sup>9 to 2<sup>m</sup>4) alongside, extends from shore about 2 cables northeastward of Pitman's Island. There is a hoist on the wharf".

Line 48: For "A light-and-whistle-buoy" read "A black and white vertically-striped light-and-whistle-buoy, marked "Isle aux Morts Fairway". For "flashing red" read "flashing white".

After line 49 *insert*:—"A red conical buoy, marks the south limit of a rocky bank, at the eastern entrance to Eastern Passage.

A black light-and-whistle-buoy, marked "Ship Rock Shoal", showing a *flashing white* light, is moored southward of **Ship Rock Shoal** at the west entrance to Western Passage".

**Page 172.**—Line 24: *Add*:—"An extension to the Government wharf was commenced in 1962".

After line 47 *insert*:—"A light is exhibited, at an elevation of 35 feet (10<sup>m</sup>7), from a post situated on the outer end of Graveyard Point breakwater. The light is equipped with a radar reflector.

A light is exhibited, at an elevation of 25 feet (7<sup>m</sup>6), from a post fitted with a radar reflector, situated at the outer end of the east breakwater".

Line 48: For "25 feet (7<sup>m</sup>6)" read "23 feet (7<sup>m</sup>0)".

**Page 173.**—Lines 26-27: *Delete* "A red spar" to end of sentence and *substitute*:—"A red light-buoy, showing a *flashing red* light, is moored on the southwest side of East Baldwin Rock".

Line 32: For "off the southern end of the shoal, south" read "southwestward".

Lines 37-38: *Delete* and *substitute*:—"A black can buoy is moored close-off the western breakwater".

Line 39: For "A red light-buoy, showing a *flashing red* light" read "A red conical buoy".

Line 41: For "6-fathom (11<sup>m</sup>0)" read "3-fathom (5<sup>m</sup>5)".

Lines 42-43: *Delete* and *substitute*:—"A red light-buoy, showing a *flashing red* light, marks the limit of shoal water extending westward from Vardys Island".

**Page 174.**—Line 7: *Delete* "two red spar buoys and".

Line 48: For "**Grandy Point**" read "**Granby Point**".

After line 50 *add*:—"Pole Rock lies close off the eastern shore at the end of the channel leading into Grand Bay, one-half mile northeastward of Granby Point. About two cables northward of Pole Rock, extending from the eastern shore, is a Government wharf and slipway. The wharf is 74 feet (22<sup>m</sup>6) long at the face, with a depth of 13 feet (4<sup>m</sup>0) at the western end and 16 feet (4<sup>m</sup>9) at the eastern end".

**Page 175.**—Lines 26-28: *Delete* "temporarily" to end of sentence and *substitute*:—"exhibited, at an elevation of 118 feet (36<sup>m</sup>0), from a white octagonal tower, situated about one cable inland on Cape Ray".

Lines 33-35: *Delete*.

**Page 180.**—Line 24: *Delete and substitute:*—“Chart 4512, Admiralty Chart 271”.

Line 43: *For* “187 feet (57<sup>m</sup>0)” *read* “168 feet (51<sup>m</sup>2)”.

Line 44: *For* “cupola, 63 feet (19<sup>m</sup>2) in height” *read* “lantern”.

Line 48: *For* “78 feet (23<sup>m</sup>8) *read* “72 feet (21<sup>m</sup>9)”.

*After* line 49 *add:*—“A black can buoy, moored on the south limit of the shoal area extending southward from Dumenil Point, marks the north side of the channel abreast Jacques Cartier Island”.

**Page 181.**—Line 1: *Delete and substitute:*—“Chart 4512, Admiralty Chart 271”.

Line 7: *Delete* “Beacons.—”.

Line 21: *For* “87 feet (26<sup>m</sup>5)” *read* “79 feet (24<sup>m</sup>1)”.

Line 40: *For* “above water” *read* “which dries 2 feet (0<sup>m</sup>6)”.

Lines 41-42: *Delete* “it is reported” to end of sentence.

Line 43: *For* “dries 5 feet (1<sup>m</sup>5)” *read* “has a depth of one-foot (0<sup>m</sup>3)”.

Line 48: *For* “12 feet (3<sup>m</sup>7)” *read* “10 feet (3<sup>m</sup>0)”.

**Page 182.**—Line 1: *Delete and substitute:*—“Chart 4512, Admiralty Chart 271”.

Line 8: *For* “marks described above” *read* “lights”.

Line 19: *For* “Mauve Bay” *read* “Noddy Bay”.

Line 20: *For* “peninsula projects from” *read* “small island lies close off”.

Line 22: *Delete* “with local knowledge”.

Line 29: *For* “Maria Bay” *read* “Hay Cove (Maria Bay)”.

Line 30: *For* “6 feet (1<sup>m</sup>8)” *read* “5 feet (1<sup>m</sup>5)”.

Line 33: *For* “184 feet (56<sup>m</sup>1)” *read* “198 feet (60<sup>m</sup>4)”.

Line 41: *For* “a low rock” *read* “12 feet (3<sup>m</sup>7) high”.

Line 46: *For* “6 feet (1<sup>m</sup>8)” *read* “3 feet (0<sup>m</sup>9)”.

**Page 183.**—Line 1: *Delete and substitute:*—“Charts 4512, 4511.”.

Lines 3-4: *For* “the west-northwestern island of the group” *read* “Warrens Island”.

Line 6: *For* “Little Island” *read* “Little Sacred Island”.

Line 7: *For* “Great Island” *read* “Great Sacred Island”.

Lines 8, 10, 12 and 13: *For* “Little Island” *read* “Little Sacred Island”.

Lines 9, 11, 13 and 15: *For* “Great Island” *read* “Great Sacred Island”.

Line 21: *Delete and substitute:*—“Chart 4511, Admiralty Chart 779”.

Line 34: *Delete*.

Line 35: *For* “Moyacs Island is” *read* “Moyacs Islands, a group of four small islands are”.

Line 36: *After* “northward of” *insert:*—“the largest”.

Line 37: *For* “2½ fathoms (4<sup>m</sup>6)” *read* “2 fathoms (3<sup>m</sup>7)”.

Lines 37-38: *Delete* “with depths” to end of sentence.

Line 48: *For* “5 fathoms (9<sup>m</sup>1)” *read* “4 fathoms (7<sup>m</sup>3)”.

*After line 49 add:*—"The settlement of **Ship Cove** is situated about the north shore of Little Harbour; an L-shaped Government wharf, 80 feet (24<sup>m</sup>4) wide at the face, with a depth of 15 feet (4<sup>m</sup>6) alongside, extends off the north entrance point to the harbour. There is a hoist on the wharf.

**Light.**—A light is exhibited, at an elevation of 27 feet (8<sup>m</sup>2), from a red skeleton tower with red and white day marks, situated on the easternmost Low Island".

**Page 184.**—Line 1: *Delete and substitute:*—"Chart 4511".

Lines 9-11: *Delete* "An isolated rock" to end of sentence.

Line 21: *For* "that covers" *read* "3 feet (0<sup>m</sup>9) high".

Line 28: *Delete* "avoiding the 19-foot (5<sup>m</sup>8) rock".

Line 39: *After* "this bay" *insert* "The L-shaped Government wharf, 78 feet (23<sup>m</sup>8) wide at the face, with a depth of 13 feet (4<sup>m</sup>0) alongside, is situated on the west side of Piton Point".

Line 49: *After* "Burnt Island" *insert* "Close southward of Isthmus Cove is a Government wharf, 170 feet (51<sup>m</sup>8) long, with a depth at the outer end of 5 feet (1<sup>m</sup>5) at high water".

**Page 189**—Lines 22-23: *Delete* "and of the light on Capstan Point".

**Page 190.**—Line 35: *After* "exhibited" *add:*—"at an elevation of 137 feet (41<sup>m</sup>8)".

Line 36: *For* "square wooden structure" *read* "hexagonal tower"

Lines 36-37: *Delete* "the eastern of the two islets situated close southeastward of".

**Page 192.**—*After* line 47 *insert:*—"A red conical buoy is moored close southwestward of Freezers Rock".

**Page 193.**—Line 18: *For* "70 feet (21<sup>m</sup>3)" *read* "68 feet (20<sup>m</sup>7)".

**Page 195.**—Line 39: *For* "flat-roofed wooden structure" *read* "rectangular building with a red roof".

**Page 196.**—Line 13: *Delete* "A telegraph office" to end of sentence.

**Page 198.**—Line 44: *After* "village" *insert:*—"An L-shaped Government wharf, 159 feet (48<sup>m</sup>5) long and 60 feet (18<sup>m</sup>3) wide at the head, with a depth of 20 feet (6<sup>m</sup>1) alongside, extends from the northwest shore of the bay. There is a freight shed on the wharf".

**Page 199.**—Line 13: *For* "31 feet (9<sup>m</sup>4)" *read* "26 feet (7<sup>m</sup>9)".

Lines 14-15: *Delete* "white daymark" to end of sentence and *substitute:*—"red and white daymark, situated on the seaward end of the shed on the wharf at Anse à Loup".

Line 46: *After* "The Flats" *insert:*—"A Government wharf, 70 feet (21<sup>m</sup>3) long and 31 feet (9<sup>m</sup>4) wide at the face, with a depth of 3

feet (0<sup>m</sup>9) alongside, is situated at the settlement of Anse aux Morts”.

**Page 202.**—Line 3: For “steel tower, 75 feet (22<sup>m</sup>9) in height” read “skeleton tower with white daymarks on two adjacent sides”.

**Page 203.**—Line 9: After “ports” insert:—“The Anglican Church, a large white building with a spire is conspicuous from seaward”.

After line 21 insert:—“**Buoys.**—A red conical buoy marks the northeast limit of Seal Ledges, and a black can buoy, the southwest extreme of shoal water extending off Capstan Point”.

Line 27: For “20 feet (6<sup>m</sup>1)” read “16 feet (4<sup>m</sup>9)”.

Line 31: After “**Light.**—” insert:—“**Leading lights.**—”. For “23 feet (7<sup>m</sup>0)” read “17 feet (5<sup>m</sup>2)”.

Line 34: Delete.

After line 34 insert:—“Leading lights are shown at Flowers Cove. The front light is exhibited, at an elevation of 14 feet (4<sup>m</sup>3), from a skeleton tower with a red and white daymark, situated on the south shore of the cove. The rear light is exhibited, at an elevation of 26 feet (7<sup>m</sup>9), from a similar structure, 107°, about half a cable from the front light. The lights, in line bearing 107°, lead close southward of the black buoy moored off Capstan Point into harbour.”

Lines 36-37: Delete “when” to “islet” and substitute:—“bring the light on Rocky Islet ahead bearing 107° and enter the cove southward of that islet on the line of the leading lights”.

**Page 204.**—Line 29: After “identified” insert:—“A Government wharf, 69 feet (21<sup>m</sup>0) long, with 16 feet (4<sup>m</sup>9) of water at the outer face, is situated on the north shore of Anchor Cove”.

Lines 44-45: Delete “17 feet” to “red lantern” and substitute:—“20 feet (6<sup>m</sup>1), from a red skeleton tower with a red and white daymark on two adjacent seaward sides”.

**Page 205.**—After line 22 add:—“An L-shaped Government wharf, 84 feet (25<sup>m</sup>6) wide at the face, with a depth of 11 feet (3<sup>m</sup>4) alongside and 15 feet (4<sup>m</sup>6) in the sheltered berth behind the arm, extends from the south shore of Black Duck Cove”.

**Page 206.**—After line 15 add:—“The settlement of **Pond Cove** lies around a slight indentation of the west shore, southeastward of Cape Ste. Geneviève. The L-shaped wharf, extends from the north entrance point of the indentation and is 57 feet (17<sup>m</sup>4) wide at the face, with a depth of 11 feet (3<sup>m</sup>4) alongside”.

Line 37: Add:—“The settlement of **Blue Cove** is situated around the head of a shallow indentation in the mainland, half a mile eastward of the north extremity of Old Ferolle Island. The L-shaped Government wharf, 35 feet (10<sup>m</sup>7) wide at the face, with a depth of 11 feet (3<sup>m</sup>4) alongside, extends from shore at the south entrance point to the above indentation. There is a hoist on the wharf”.

**Page 207.**—*After* line 11 *add*: “A Government wharf 63 feet (19<sup>m</sup>2) wide at the face, with a depth of 27 feet (8<sup>m</sup>2) alongside, is situated in the small cove eastward of Debon Peninsula. There is a shed on the wharf”.

Line 40: *After* “Brig Bay” *add*:—“The L-shaped Government wharf, 75 feet (22<sup>m</sup>9) long and 61 feet (18<sup>m</sup>6) wide at the face, is situated on the west shore of the bay”.

**Page 208.**—*After* line 29 *add*:—“**Bird Cove** is entered between Grave Point and **Beach Point**, about 1½ miles westward. A Government wharf, 420 feet (128<sup>m</sup>0) long and 16 feet (4<sup>m</sup>9) wide, extends from the east shore of Bird Cove to a depth of 7 feet (2<sup>m</sup>1) alongside the face”.

**Page 209.**—Lines 12-14: *Delete*.

Line 47: *Add*:—“A breakwater, 710 feet (216<sup>m</sup>3) long, extends from the east shore of **Shoal Cove West**, situated close southward of Black Point”.

**Page 210.**—Lines 12-13: *Delete*.

**Page 211.**—*After* line 40 *insert*:—“**Light.**—A light is exhibited, at an elevation of 31 feet (9<sup>m</sup>4), from a skeleton steel tower, with a red diamond-shaped daymark on a white background, situated on the west side of White Islet”.

**Page 213.**—Line 33: *Add*:—“A Government wharf, 98 feet (29<sup>m</sup>9) long and 77 feet (23<sup>m</sup>5) wide at the face, with a depth of 15 feet (4<sup>m</sup>6) alongside, extends from the northwest shore of The Haven”.

**Page 215.**—Line 12: *After* “3 feet (0<sup>m</sup>9)” *insert*:—“A breakwater, 420 feet (128<sup>m</sup>0) in length, extends from the west entrance point to **Eddies Cove West**, southward of Old Man Shoal”.

Lines 43-44: *Delete* “There is” to end of sentence and *substitute*:—“The L-shaped Government wharf, 88 feet (26<sup>m</sup>8) wide at the face, with a depth of 24 feet (7<sup>m</sup>3) alongside, is situated at the head of Old Port au Choix. There is a shed and a hoist on the wharf”.

Line 49: *For* “a buoy” *read* “a red spar buoy”.

**Page 216.**—Line 15: *For* “26 feet (7<sup>m</sup>9), from a white square building” *read* “28 feet (8<sup>m</sup>5), from a white wooden tower”.

**Page 218.**—Line 39: *After* “Two Hills Point” *add* “There is a fire-tower on Two Tree Hill”.

Line 43: *After* “Saunders Point” *add* “and an abandoned fish-shed is situated on the west shore of **Strawberry Cove.**”

**Page 219.**—*After* line 34 *add*:—“A red conical buoy is moored close off the north limit of Hawke Flat”.

Line 47: *For* “a pier, close northeastward of which stands a white house” *read* “Bowaters pier, 488 feet (148<sup>m</sup>7) long”.



Lines 48-50: *Delete* "A conspicuous" to end of sentence and *substitute*:—"A group of conspicuous grey storage tanks, are situated on shore behind the pier. In 1960, lumbering was reported to have ceased and the pier was no longer in use".

**Page 220.**—Line 9: *After* "northern shore" *insert* "The ruins of an abandoned whaling factory are situated on shore northeastward of Cook Bank".

*After* line 18 *insert*:—"Leading lights.—The front light is exhibited, at an elevation of 36 feet (11<sup>m</sup>0), from a skeleton tower with a red and white daymark, situated on the foreshore southeastward of Robinson Island. The rear light is exhibited, at an elevation of 47 feet (14<sup>m</sup>3), from a similar structure, 137°, 327 feet (99<sup>m</sup>7) from the front light. The lights in line, bearing 137°, lead through Hawke Harbour southward of Robinson Island".

Line 21: *For* "In 1947" *read* "In 1960".

**Page 224.**—*After* line 5 *insert*:—"A red conical buoy is moored off the wharf".

**Page 229.**—Line 31: *Add*:—"The Government wharf has a face, 100 feet (30<sup>m</sup>5) in length, with a depth of 16 feet (4<sup>m</sup>9) alongside.

The L-shaped coaling jetty, lying 50 yards (45<sup>m</sup>7) northward of Halliburton's wharf, was reported in ruins, 1960".

Line 35: *For* "Light.—" *read* "Lights.—".

*After* line 37 *insert*:—"A light is exhibited, at an elevation of 43 feet (13<sup>m</sup>1), from a skeleton tower with a red and white daymark, situated on Norris Point".

**Page 230.**—Line 22: *Delete* "periodically".

Line 23: *For* "white tower with a red lantern" *read* "red skeleton tower with a red diamond-shaped daymark on a white background".

Lines 30-32: *Delete* "A wharf" to end of sentence and *substitute*: "A Government wharf, 227 feet (69<sup>m</sup>2) long, with a depth of 7 feet (2<sup>m</sup>1) at the face, extends from the east entrance point of Neddy Harbour, a quarter of a mile westward of Shoal Point".

Line 33: *For* "of the wharf" *read* "of a ruined wharf situated on the north side of Neddy Hill".

**Page 236.**—Line 5: *For* "Harbour Cove" *read* "North Arm Harbour (Harbour Cove)".

*After* line 44 *add*:—"A Government wharf, 122 feet (37<sup>m</sup>2) long with a depth of 9 feet (2<sup>m</sup>7) at the outer face, extends from shore in Cox's Cove".

**Page 238.**—Lines 5-6: *For* "white triangular wooden structure" *read* "skeleton tower with red and white daymarks placed on the seaward sides".

Line 30: *For* "Steep Island" *read* "Sleep Island".

**Page 239.**—Line 25: *For* "white skeleton tower" *read* "red skeleton tower".

Line 42: For "8½ feet (2<sup>m</sup>5)" read "8 feet (2<sup>m</sup>4)".

After line 51 insert:—"Cornerbrook Marine Radio Station is situated about half a mile southeastward of Cooks Cove".

Page 241.—Line 41: After "all wharves" insert:—"In 1961, construction of a C.N.R. wharf was in progress northeastward of the town wharf".

Page 242.—Line 13: Add:—"The wharf is used for handling cement and gypsum".

Line 31: After "Tortoise Point" insert:—"The Government wharf at the settlement, 140 feet (42<sup>m</sup>7) long, has a depth of 14 feet (4<sup>m</sup>3) along the face, 120 feet (36<sup>m</sup>6) in length".

Line 50: For "9 feet (2<sup>m</sup>7)" read "8 feet (2<sup>m</sup>4)".

Line 51: Add:—"There is a hoist on the wharf".

Page 246.—Line 18: For "western" read "northeastern".

Page 247.—Line 12: Delete "Light-buoy.—".

Page 248.—Lines 15-16: Delete.

Page 249.—Line 9: After "(246<sup>m</sup>6)" insert "A radio tower, with an elevation of 689 feet (209<sup>m</sup>9) and fitted with aircraft obstruction lights, is situated about 2 miles southwestward of Rock Point. Three radio towers, ranging in elevation from 716 to 870 feet (218<sup>m</sup>2 to 265<sup>m</sup>1), lie close northward and eastward from the lighted tower".

Line 44: Add:—"One and a half miles inland from the above storage tanks is situated a dome, conspicuous from seaward".

Page 252.—Lines 44-45: For "white square wooden structure, with a red lantern" read "black and white tower, 20 feet (6<sup>m</sup>1) in height".

Page 255.—Line 37: For "two black buoys" read "a black can buoy".

Line 40: after "black spar buoy" insert:—"fitted with a radar reflector".

Line 41: Add:—"and the southeast limit by a red spar buoy fitted with a radar reflector".

After line 41 insert:—"A black light-buoy, showing a flashing white light marks the west limit of the channel abreast the breakwater and a red spar buoy the east limit of the channel close inside Stephenville Pond".

Page 256.—Lines 6-8: Delete.

Page 257.—Lines 6-9: Delete "shore" to end of paragraph and substitute:—"Turf Point. There are depths of 28 feet (8<sup>m</sup>5) in the berths alongside. Steel ice breakers have been constructed westward of the wharf to afford protection during the spring break-up. An elevated conveyor transports gypsum from the mine to the wharf".

Line 11: For "11½ feet (3<sup>m</sup>5)" read "10 feet (3<sup>m</sup>0)".

Lines 32-33: Delete.

**Page 259.**—Line 20 *add*:—"Telephone cables, with a minimum clearance of 40 feet (12<sup>m</sup>2), span the entrance to Crabbes Brook".

**Page 261.**—Line 1: *Delete and substitute*:—"Charts 4682, 4660".

Lines 2-3: *For* "115 feet (35<sup>m</sup>1)" *read* "81 feet (24<sup>m</sup>7)".

Lines 3-4: *For* "circular lantern, 97 feet (29<sup>m</sup>6) in height" *read* "lantern".

Line 18: *For* "protected by banks of stones" *read* "enclosed on the south by Beach Point and a narrow peninsula that extends northward from the east side of Codroy Island".

*After* line 19 *add*:—"A ruined wharf, 125 feet (38<sup>m</sup>1) long, with a depth of 6 feet (1<sup>m</sup>8) at the head, extends from the northeast shore of Codroy Island".

Line 22: *After* "harbour" *add*:—"Since the construction of the breakwater, erosion is reported to have taken place in the vicinity of Beach Point, consequently depths may be less than those charted".

Line 23: *For* "24 feet (7<sup>m</sup>3)" *read* "27 feet (8<sup>m</sup>2)".

Line 27: *After* "seaward" *insert*:—"The Anglican church with a spire, is situated about two cables southeastward".

Line 40: *For* "Great Codroy River" *read* "Grand Codroy River".

Line 42: *For* "6 feet (1<sup>m</sup>8) *read* "5 feet (1<sup>m</sup>5). *For* "3½ miles" *read* "2 miles".

Line 45: *For* "Chart 4461" *read* "Charts 4682, 4461".

Line 47: *For* "Great Codroy River" *read* "Grand Codroy River".

**Page 262.**—Line 1: *For* "Chart 4461" *read* "Charts 4682, 4461".

Line 4: *For* "Great" *read* "Grand".

**Page 263.**—Line 16: *After* "Fog signal.—" *insert*: "Radio-beacon.—".

Lines 16-17: *For* "123 feet (37<sup>m</sup>5)" *read* "195 feet (59<sup>m</sup>4)".

Lines 17-19: *Delete* "a white square" to end of paragraph and *substitute*:—"an octagonal aluminium tower on a white flat-roofed building, situated on Cape St. Francis. A fog signal is sounded and an automatic radiobeacon is operated from the above structure".

Line 39: *For* "A wharf and" *read* "A wharf, with depths of 7 to 10 feet (2<sup>m</sup>1 to 3<sup>m</sup>0) alongside and a".

**Page 264.**—Line 6: *For* "15 feet (4<sup>m</sup>6) *read* "20 feet (6<sup>m</sup>1)".

Line 8: *After* "(10<sup>m</sup>1)" *insert*:—"from a pole".

Line 9: *For* "58 feet (17<sup>m</sup>7)" *read* "59 feet (18<sup>m</sup>0), from a similar structure".

*After* line 16 *add*:—"Broad Cove River enters the head of the cove. The mouth of the river is protected on the west by a breakwater and on the east by a wharf, with depths of 4 to 6 feet (1<sup>m</sup>2 to 1<sup>m</sup>8) alongside. A bridge spans the river at the foot of the wharf and close upstream of the bridge, a turning area lying adjacent to a small wharf on the east bank, has been dredged to a depth of 4 feet (1<sup>m</sup>2)".

Lines 28-30: *Delete* "The entrance to the lagoon" to end of sentence and *substitute*:—"The lagoon is entered between breakwaters situated  $1\frac{1}{2}$  miles southwestward of Manuels River. The west breakwater, 305 feet (93<sup>m</sup>0) in length and the east breakwater, 445 feet (135<sup>m</sup>6) in length, afford protection to the channel, 100 feet (30<sup>m</sup>5) wide, which has been dredged to a depth of 19 feet (5<sup>m</sup>8) over a width of 60 feet (18<sup>m</sup>3) between breakwaters.

Vessels should favour the east side of the channel when approaching the breakwater entrance, to avoid an 18-foot (5<sup>m</sup>5) spot lying close-off the west breakwater head.

The Government wharf, 310 feet (94<sup>m</sup>5) long, with a depth of 19 feet (5<sup>m</sup>8) in the berth alongside, is situated on the west shore close within the entrance. Talc is shipped from the plant of Newfoundland Minerals Ltd., situated behind the wharf. The channel leading to the wharf and the turning area before the wharf, have been dredged to a depth of 19 feet (5<sup>m</sup>8).

Oil storage tanks, situated one cable southward of the wharf, are visible from seaward when approaching from the north.

A channel, marked by five red and five black spar buoys fitted with red and white reflectors, through which 4 feet (1<sup>m</sup>2) of water may be carried, connects the two portions of Long Pond. The Topsail Yacht Club is situated in the northern portion of Long Pond".

**Page 265.**—Lines 15-16: *Delete* "A privately" to end of sentence and *substitute*:—"Light.—Fog signal.—A light is exhibited, at an elevation of 12 feet (3<sup>m</sup>7), from a skeleton steel structure, situated on the western outer end of the main wharf. A private fog signal is sounded from the freight shed on the wharf".

*After line 34 add*:—"Submarine cable.—Prohibited anchorage.—Telephone cables are laid from Portugal Cove to The Beach, and a power cable from Broad Cove is landed close northward of Dominion Pier, Bell Island. Anchorage is prohibited in the vicinity of these cables, the positions of which can best be seen on the chart".

Line 42: *For* "283<sup>o</sup>" *read* "288<sup>o</sup>".

Line 43: *For* "183<sup>o</sup>" *read* "220<sup>o</sup>".

**Page 266.**—Line 8: *Delete* and *substitute*:—"Chart 4563".

Line 16: *For* "443 feet (135<sup>m</sup>0)" *read* "544 feet (165<sup>m</sup>8)".

Line 27: *After* "offshore" *insert*:—"At the settlement of Gull Island, situated southward of Jobs Cove, is a small wharf with a depth of 3 feet (0<sup>m</sup>9) alongside".

Line 40: *Add*:—"northwestward of Bay de Verde Head".

*After line 40 insert*:—"Light-and-bell-buoy".—A red light-and-bell-buoy, showing a flashing red light marked "Bay de Verde" and fitted with a radar reflector, is moored close-off the submerged end of the breakwater".

**Page 268.**—Line 14: *For* "A light-and-bell-buoy" *read* "A light-and-whistle-buoy".

Lines 35-36: For "20 feet (6<sup>m</sup>1)" read "24 feet (7<sup>m</sup>3)".

Line 42: For "red spar buoy" read "red conical buoy, C 8,".

Lines 46-48: *Delete* "There is" to end of sentence.

**Page 269.**—Lines 30-32 *Delete* "There are" to "not operating".

Lines 34-40: *Delete* "The dimensions" to "20 feet (6<sup>m</sup>1)" and *substitute*:—"On the west side of Point of Beach is situated the wharf of W. A. Munn and Co., 180 feet (54<sup>m</sup>9) in length, with 20 feet (6<sup>m</sup>1) of water alongside. Two disused marine railways, lie close northward of the W. A. Munn wharf. The Government wharf, 150 feet (45<sup>m</sup>7) in length, with depths of 12 to 17 feet (3<sup>m</sup>7 to 5<sup>m</sup>2) alongside, is situated about a quarter of a mile westward of Point of Beach. The North Eastern Fish Industries Ltd. wharf, 470 feet (143<sup>m</sup>3) in length, with a depth of 19 feet (5<sup>m</sup>8) alongside, and the Fisherman's wharf, 200 feet (61<sup>m</sup>0) long, with two finger berths 30 feet (9<sup>m</sup>1) in length, extending at right angles from the main wharf, are situated between the Government wharf and the marine railway. There are depths of 12 to 18 feet (3<sup>m</sup>7 to 5<sup>m</sup>5) at the Fisherman's wharf.

The T-shaped wharf of Crosbie and Co., 200 feet (61<sup>m</sup>0) wide at the face, with a depth of 20 feet (6<sup>m</sup>1) alongside, is situated about a quarter of a mile eastward of Ship Head.

A Government wharf, 20 feet (6<sup>m</sup>1) wide at the face, with 10 feet (3<sup>m</sup>0) alongside, extends from the south shore at Harbour Grace South-side".

Line 41: *Delete* "Government".

Line 42: For "MacRae" read "W. A. Munn".

Line 49: For "34 feet (10<sup>m</sup>4)" read "28 feet (8<sup>m</sup>5)".

**Page 270.**—Line 26: *Delete* "4590".

Lines 30-31: *Delete*: "The Government wharf" to end of sentence and *substitute*:—"The L-shaped Government wharf, 89 feet (27<sup>m</sup>1) long and 60 feet (18<sup>m</sup>3) wide at the face, has depths of 7 to 11 feet (2<sup>m</sup>1 to 3<sup>m</sup>4) alongside".

**Page 271.**—Line 1: *Delete* "4590".

After line 41 *insert*:—"A red spar buoy moored 1½ cables south-westward of the Government wharf marks an outlying rock close off the north shore".

**Page 272.**—After line 8 *insert*:—"Light-and-whistle-buoy.—A black and white light-and-whistle-buoy, showing a *flashing white* light and equipped with a radar reflector, marked "Holyrood Fairway", is moored in 16 fathoms (29<sup>m</sup>3) of water at the entrance to Holyrood Bay.

A T-shaped wharf, the property of the Golden Eagle Refining Company, is situated on the east side of South Arm. The wharf is 175 feet (53<sup>m</sup>3) wide at the face, with a least depth of 33 feet (10<sup>m</sup>1) in the approach to, and alongside the wharf. A crib, situated 70 feet (21<sup>m</sup>3) northward and in line with the face of the wharf, provides a berth suitable for vessels up to 700 feet (213<sup>m</sup>3) in length. Vessels are recommended to berth bows north when possible.

Hose connections consist of one 12-inch and three 6-inch pipelines, to load or discharge cargoes. Water ballast may be discharged alongside into a shore tank, but 24 hours notice is required. Bunker C and diesel oil are available".

Line 12: *For* "19 feet (5<sup>m</sup>8)" *read* "18 feet (5<sup>m</sup>5)".

*After* line 12 *insert*:—"There are no pilots available at Holyrood and the supply of provisions is limited. The nearest hospital is at St. Johns, 27 miles distant by road".

Lines 48-49: *Delete* "two red spar" to end of sentence and *substitute*:—"a red conical buoy, C 4, moored close southward".

**Page 273.**—*After* line 10 *insert*:—"A Government wharf, 105 feet (32<sup>m</sup>0) long and 20 feet (6<sup>m</sup>1) wide at the face, with a depth of 10 feet (3<sup>m</sup>0) alongside, is situated in **Lower Bacon Cove** entered northward from Bacon Cove".

Line 14: *For* "89 feet (27<sup>m</sup>1)" *read* "85 feet (25<sup>m</sup>9)".

Line 16: *For* "34 feet (10<sup>m</sup>4)" *read* "37 feet (11<sup>m</sup>3)".

Line 17: *For* "building with an octagonal tower" *read* "tower with sloping sides".

**Page 274.**—*After* line 52 *add*:—"There are two Government wharves at Port de Grave. Hussey's Cove wharf, 120 feet (36<sup>m</sup>6) long and 31 feet (9<sup>m</sup>4) wide at the face, with a depth of 9 feet (2<sup>m</sup>7) alongside, is situated 2 cables southwestward of **Port de Grave Island**. Harbour Cove wharf, 120 feet (36<sup>m</sup>6) long and 31 feet (9<sup>m</sup>4) wide at the face, with a depth of 9½ feet (2<sup>m</sup>8) alongside, is situated northward of Port de Grave Island.

**Light.**—A light is exhibited, at an elevation of 17 feet (5<sup>m</sup>2), from a pole, situated on the outer end of Hussey's Cove wharf".

**Page 275.**—*After* line 24 *insert*:—"There is a small boat basin at Old Perlican protected by a wharf, 198 feet (60<sup>m</sup>4) in length with depths of 7 feet (2<sup>m</sup>1) alongside".

Line 42 *After* "swell" *insert*:—"In **Sibleys Cove**, lying immediately eastward of Brownsdale Cove, is a Government wharf, 230 feet (70<sup>m</sup>1) long and 30 feet (9<sup>m</sup>1) wide at the face, with a depth of 10 feet (3<sup>m</sup>0) alongside".

**Page 277.**—Line 13: *For* "white octagonal wooden tower" *read* "skeleton tower with a white daymark".

Line 31: *For* "**Lousey Rock**" *read* "**Lousy Rock**".

**Page 279.**—Line 9: *After* "low tide" *insert* "A Government wharf, 198 feet (60<sup>m</sup>4) long, with a depth of 16 feet (4<sup>m</sup>9) at the head, is situated at **Champney's West**, about one cable northwestward of Pinchgut Island". *For* "This cove" *read* "Champney's Cove".

Lines 43-44: *Delete* "A wharf" to "is situated" and *substitute*:—"There are two wharves at Trinity, situated".

Line 45: *After* "conspicuous church" *insert* "The Government wharf, 105 feet (32<sup>m</sup>0) in length and 28 feet (8<sup>m</sup>5) wide at the head, has a depth of 22 feet (6<sup>m</sup>7) alongside. Close southward of the Govern-

ment wharf is a wharf, 75 feet (22<sup>m</sup>9) in length, with a depth of 8 feet (2<sup>m</sup>4) at the head".

Line 47: For "above wharf" read "Government wharf".

After line 49 insert:—"The settlement of **Trinity East** is situated on the shores of Peace Cove, entered between Job's Head and Calf's Nose, about half a mile northward of Fort Point. There is a Government wharf at the settlement, 160 feet (48<sup>m</sup>8) long, with a depth of 13 feet (4<sup>m</sup>0) at the head".

After line 53 insert:—"West Arm of Trinity Harbour is entered from the southwest side of Southwest Arm. Owing to a shallow flat across the entrance, extending about 3 cables within the arm, a draught of only 2 feet (0<sup>m</sup>6) may be carried through the entrance, 125 feet (38<sup>m</sup>1) wide. At the head of the arm is a Government wharf, 145 feet (44<sup>m</sup>2) long, with a depth of 1½ feet (0<sup>m</sup>4) alongside, situated at the settlement of **Dunfield**".

**Page 280.**—After line 20 insert:—"There is a small boat wharf situated on the north bank of the **Trouty River** close within the entrance".

After line 33 insert:—"Caution.—Submarine cables.—Trans-Atlantic cables are laid from seaward into Smith Sound. In general, the cables have been laid closer to mid-channel than to the shore, in depths exceeding 30 fathoms (54<sup>m</sup>9), except where landed, close westward of Snooks Harbour".

**Page 281.**—Line 36: After "in it" insert:—"and a channel, 30 feet (9<sup>m</sup>1) wide, dredged to 4½ feet (1<sup>m</sup>3) in 1961, leads into the cove at the head of the harbour.

The Government wharf at Old Bonaventure, 119 feet (36<sup>m</sup>3) in length, has a depth of 4 feet (1<sup>m</sup>2) at the outer end".

**Page 282.**—After line 14 insert:—"A Government wharf, 51 feet (15<sup>m</sup>5) long, with a depth of 2 feet (0<sup>m</sup>6) at the head, is situated at the settlement lying around the head of the harbour".

Line 27: For "74 feet (22<sup>m</sup>6)" read "104 feet (31<sup>m</sup>7)".

Line 28: For "3 feet (0<sup>m</sup>9)" read "5 feet (1<sup>m</sup>5)".

**Page 283.**—Line 5: Delete "a Government" to end of sentence and substitute:—"an L-shaped Government wharf, 200 feet (61<sup>m</sup>0) in length and 50 feet (15<sup>m</sup>2) wide at the face, with depths of 8 to 12 feet (2<sup>m</sup>4 to 3<sup>m</sup>7) alongside".

Line 10: For "130 feet (39<sup>m</sup>6)" read "148 feet (45<sup>m</sup>1)".

Line 11: For "13½ feet (4<sup>m</sup>1)" read "11 feet (3<sup>m</sup>4)".

After line 13 insert:—"There is a Government wharf, 180 feet (54<sup>m</sup>9) long, with a depth of 10 feet (3<sup>m</sup>0) at the outer end, situated at the settlement of **Petley** in Upper Lance Cove".

After line 41 insert:—"The settlement of **Milton** is situated at the west end of Smith Sound, about 6 cables northwestward of The Bar. There is a Government wharf at the settlement, 214 feet (65<sup>m</sup>2) long, with a depth of 4 feet (1<sup>m</sup>2) alongside at high water".

**Page 284.**—Line 35: *Add*:—"and a Government wharf, 90 feet (27<sup>m</sup>4) in length, with a depth of 16 feet (4<sup>m</sup>9) at the outer end, extends from the western shore of the harbour".

**Page 285.**—*After* line 20 *insert*:—"Prohibited anchorage.—"Anchorage is prohibited in the Southwest and Northwest Arms of Random Sound within a line joining East Random Head and West Random Head, at the entrance to Random Sound, and southward of a line extending from the easterly extremity of Red Point to the western extremity of Bounds Mead, about 1½ miles northward of the town of Clarenville".

**Page 286.**—*After* line 22 *insert*:—"Light-and-bell-buoy.—A red light-and-bell-buoy, showing a *flashing red* light, marked "Forsters Rock", is moored close southwestward of that danger.

*Charts 4578, 4546*".

Line 25: *Delete*.

Lines 40-41: *For* "16 to 25 feet (4<sup>m</sup>9 to 7<sup>m</sup>6)" *read* "16 to 26 feet (4<sup>m</sup>9 to 7<sup>m</sup>9)".

Lines 41-42: *For* "Red Point" *read* "the southern entrance point to Shoal Harbour".

Line 44: *For* "150 feet (45<sup>m</sup>7) long and 20 feet (6<sup>m</sup>1)" *read* "157 feet (47<sup>m</sup>9) long and 25 feet (7<sup>m</sup>6)".

Line 45: *For* "3 cables" *read* "2 cables".

Line 47: *For* "patent slip" *read* "disused patent slip".

*After* line 48 *add*:—"Work on a 500-ton marine slip and an 80-foot (24<sup>m</sup>4) fitting-out wharf, close northward of, and parallel to the Government wharf, is scheduled to begin in 1962".

**Page 287.**—Line 1: *Delete and substitute*:—"Charts 4578, 4546".

Line 9: *For* "Brown Mead" *read* "Bounds Mead".

Lines 13-14: *Delete* "the post office" to end of sentence.

*After* line 46 *add*:—"A Government wharf, 130 feet (39<sup>m</sup>6) long, with a depth of 13 feet (4<sup>m</sup>0) at the face, is situated at the settlement of Long Beach about 3 miles westward of Hodge Hole. There is a hoist on the wharf".

**Page 288.**—*After* line 4 *insert*:—"There is a wharf at Hatchers Cove, 104 feet (31<sup>m</sup>7) long, with 9½ feet (2<sup>m</sup>8) at the outer face".

Line 37: *For* "162 feet (49<sup>m</sup>4) long, with a depth of 12 feet (3<sup>m</sup>7)" *read* "246 feet (75<sup>m</sup>0) long, with a depth of 20 feet (6<sup>m</sup>1)".

Line 47: *Delete and substitute*:—"Chart 4544".

**Page 289.**—Line 1: *Delete and substitute*:—"Chart 4544".

Line 32: *After* "St. Jones Harbour" *insert*:—"but the entrance channel with a depth of 9 feet (2<sup>m</sup>7) in it, is intricate".

**Page 290.**—Line 1: *Delete and substitute*:—"Charts 4544, 4547".

Line 4: *For* "5-foot (1<sup>m</sup>5) rock" *read* "rock with 5 feet (1<sup>m</sup>5) of water over it".

*After* line 41 *insert*:—"Chart 4547".

Line 49: *After* "Bull Island" *insert*:—"281 feet (85<sup>m</sup>6) high".



**Page 291.**—Line 1: *Delete and substitute:*—"Chart 4547".

*After line 18 insert:*—"Admiralty Chart 296".

Line 48: *Add* "A Government wharf, 156 feet (47<sup>m5</sup>) long, with a depth of 11 feet (3<sup>m4</sup>) at the face, extends from the north shore at the head of the bay".

**Page 292.**—Line 14: *After "cables" insert:*—"A Government wharf, 128 feet (39<sup>m0</sup>) long, with a depth of 15 feet (4<sup>m6</sup>) at the head, extends from the west shore of the arm at the settlement of Old Shop".

*After line 44 insert:*—"Chart 4547".

**Page 293.**—Line 1: *Delete and substitute:*—"Chart 4547".

Line 33: *For "Shag Island" read "Shag Islets"*.

Line 45: *For "1,081 feet (329<sup>m5</sup>)" read "1,133 feet (345<sup>m3</sup>)"*.

**Page 295.**—Line 11: *For "14 feet (4<sup>m3</sup>)" read "10 feet (3<sup>m0</sup>)"*.

Line 12: *For "A fish plant" read "The S. W. Miffen fish plant"*.

Line 18: *For "17 to 21 feet (5<sup>m2</sup> to 6<sup>m4</sup>)" read "14 to 18 feet (4<sup>m3</sup> to 5<sup>m5</sup>)"*.

Line 21: *For "three" read "four"*.

Line 25: *For "21 feet (6<sup>m4</sup>)" read "20 feet (6<sup>m1</sup>)"*.

Line 27: *For "two red" read "a red conical buoy, T 4, and two red"*.

*After line 28 add:*—"An area before the Government wharf and fish plant, dredged to 18 feet (5<sup>m5</sup>) in 1960, is marked by red spar buoys on the eastern and northern limits of the area".

*After line 44 insert:*—"The Fishery Products wharf, 440 feet (134<sup>m1</sup>) long, with a pier 200 feet (61<sup>m0</sup>) in length extending at right angles to the wharf, is situated on the northwestern shore, 2½ cables southwestward of Courages Point front light. There are depths of 4 to 11 feet (1<sup>m2</sup> to 3<sup>m4</sup>) alongside the wharf and from 12 to 20 feet (3<sup>m7</sup> to 6<sup>m1</sup>) in the berth on the southwest side of the pier. A conveyor belt carries fish from the pier to a fish processing plant behind the wharf.

The Irving Oil Company wharf, 100 feet (30<sup>m5</sup>) long, with a depth of 16 feet (4<sup>m9</sup>) at the outer end, is situated abreast the rear light of Courages Point range".

**Page 296.**—Line 22: *For "20 feet (6<sup>m1</sup>)" read "22 feet (6<sup>m7</sup>)"*.

**Page 297.**—Line 5: *For "black spar buoy" read "black can buoy, T 1,"*

**Page 298.**—Lines 13-15: *Delete and substitute:*—"A T-shaped Government wharf, 215 feet (65<sup>m5</sup>) long and 58 feet (17<sup>m7</sup>) wide at the face, with a depth of 10 feet (3<sup>m0</sup>) alongside, is situated on the west shore of Elliston Cove".

**Page 299.**—Line 28: *Delete and substitute:*—"Chart 4520. Admiralty Chart 293".

**Page 300.**—After line 10 insert:—“**Light-and-whistle-buoy.**—A black and white light-and-whistle-buoy, showing a *flashing white* light and equipped with a radar reflector, marked “Bonavista Fairway”, is moored one mile west-southwestward of the harbour entrance”.

Line 13: For “eastern” read “northern”.

Line 14: For “20 feet (6<sup>m1</sup>)” read “18 feet (5<sup>m5</sup>)”.

After line 19 insert:—“**Buoyage.**—Two red spar buoys mark the north limit of a bank, with less than 6 feet (1<sup>m8</sup>) over it, that extends from the south shore of the harbour”.

Lines 21-22: For “14 to 16 feet (4<sup>m3</sup> to 4<sup>m9</sup>)” read “12 to 16 feet (3<sup>m7</sup> to 4<sup>m9</sup>)”.

Line 33: For “276 feet (81<sup>m4</sup>)” read “194 feet (59<sup>m1</sup>)”.

Line 35: Delete “There are” to end of sentence and substitute:—“There is a 1,200 lb. hoist on the wharf”.

**Page 301.**—Line 12: After “shelter” insert:—**Newmans Cove**, about 1½ cables wide and exposed to northwesterly gales, is entered 2½ miles southwestward of Black Head. A Government wharf, 126 feet (38<sup>m4</sup>) long, with a depth of 4 feet (1<sup>m2</sup>) at the face, extends from the east shore of the cove. The settlement of **Newmans Cove**, with its United church tower and Anglican church spire, is situated on the northeast shore of the cove”.

Line 48: After “summer” insert:—“A Government wharf, 147 feet (44<sup>m8</sup>) long, with a depth of 7 feet (2<sup>m1</sup>) at the head, extends from the southwest shore of Keels Cove”.

**Page 302.**—Line 17: After “yellow rocks” insert:—“A Government wharf, 121 feet (36<sup>m9</sup>) long, with a depth of 9 feet (2<sup>m7</sup>) at the outer face, is situated at the settlement of **Red Cliff**. Red Cliff Island, lying close westward of the wharf, affords some protection to vessels lying alongside”.

Line 19: For “109 feet (33<sup>m2</sup>) long, with a depth of 12 feet (3<sup>m7</sup>)” read “152 feet (46<sup>m3</sup>) long, with a depth of 15 feet (4<sup>m6</sup>)”.

Line 20: For “southern” read “northwestern”.

Lines 22-23: Delete “A village stands on its shores”.

After line 25 add:—“There are two wharves at Plate Cove. At the settlement of **Plate Cove East**, situated on the northeast shore of the cove, is a wharf 203 feet (61<sup>m9</sup>) long, with a depth of 8 feet (2<sup>m4</sup>) alongside the face. The second wharf, 166 feet (50<sup>m6</sup>) in length, with a depth of 5½ feet (1<sup>m6</sup>) alongside the face, extends from shore at the settlement of **Plate Cove** situated at the south end of the cove”.

**Page 303.**—Line 50: For “Good Head” read “Goose Head”.

After line 51 insert:—“**Wharves.**—At the settlement of **Portland**, about one mile southward of James Head, is a Government wharf 192 feet (58<sup>m5</sup>) in length, with a depth of 11 feet (3<sup>m4</sup>) alongside the outer face. There is an L-shaped wharf, 122 feet (37<sup>m2</sup>) long and 40 feet (12<sup>m2</sup>) wide at the head, with a depth of 14 feet (4<sup>m3</sup>) alongside, situated at **Cannon Cove** on the west shore of the bay. At **Musgrave-town**, situated northwestward from **Shag Island** at the head of the

bay, is a wharf 174 feet (53<sup>m</sup>0) long, with a depth of 14 feet (4<sup>m</sup>3) alongside the outer face”.

**Page 304.**—Line 16: *After* “point” *insert*:—“A red light-buoy, showing a *flashing red light*, marks a rock lying off the north shore of Bryans Hole”.

**Page 305.**—Line 1: *Delete and substitute*:—“Chart 4520. Admiralty Chart 293”.

Lines 23-25: *Delete*.

**Pages 306-309.**—Line 1: *Delete and substitute*:—“Chart 4520. Admiralty Chart 293”.

**Page 310.**—Line 1: *Delete and substitute*:—“Chart 4520. Admiralty Chart 293”.

Line 19: *After* “the bay” *insert*:—“on the north shore”.

Line 20: *For* “136 feet (41<sup>m</sup>5) long and 66 feet (20<sup>m</sup>1)” *read* “158 feet (48<sup>m</sup>2) long and 64 feet (19<sup>m</sup>5)”.

Line 21: *For* “500-lb” *read* “2,500-lb”.

Lines 30-31: *For* “25 feet (7<sup>m</sup>6), from a pole” *read* “12 feet (3<sup>m</sup>7), from a framework tower”.

**Pages 311-312.**—Line 1: *Delete and substitute*:—“Chart 4520. Admiralty Chart 293”.

**Page 313.**—Line 1: *Delete and substitute*:—“Chart 4520. Admiralty Chart 293”.

*After* line 4 *insert*:—“A Government wharf, 408 feet (124<sup>m</sup>4) long and 40 feet (12<sup>m</sup>2) wide at the face, with a depth of 13 feet (4<sup>m</sup>0) alongside, extends from the south shore of Hare Bay. There is a hoist on the wharf”.

Line 13: *For* “12 feet (3<sup>m</sup>7)” *read* “14 feet (4<sup>m</sup>3)”.

**Page 314.**—Line 1: *Delete and substitute*:—“Chart 4520. Admiralty Chart 293”.

Lines 50-51: *Delete* “A wharf” to end of sentence and *substitute*:—“A wharf, 335 feet (102<sup>m</sup>1) in length and 40 feet (12<sup>m</sup>2) wide, with a depth of 10 feet (3<sup>m</sup>0) at the head and 9 feet (2<sup>m</sup>7) alongside the berth, 80 feet (24<sup>m</sup>4) in length on the north side, extends eastward from the peninsula”.

**Pages 315-316.**—Line 1: *Delete and substitute*:—“Chart 4520. Admiralty Chart 293”.

**Page 318.**—Line 22: *For* “spar buoy marks a rock” *read* “can buoy, B 9, marks a rock, locally known as Harbour Rock,”.

*After* line 46 *insert*:—“Charts 4536, 4537”.

Line 50: *For* “120 feet (36<sup>m</sup>6)” *read* “124 feet (37<sup>m</sup>8)”.

**Page 319.**—Line 1: *Delete and substitute:*—"Charts 4536, 4537".

Line 5: *For* "spire" *read* "tower".

Line 8: *For* "two heads" *read* "three heads".

Line 12: *Delete* "2 fathoms" to end of sentence and *substitute:*—"10 feet (3<sup>m</sup>0) over it, lies nearly a cable southwestward of it".

Line 13: *For* "less than 6 feet (1<sup>m</sup>8)" *read* "7 feet (2<sup>m</sup>1)".

Line 19: *For* "30 feet (9<sup>m</sup>1)" *read* "29 feet (8<sup>m</sup>8)".

Line 20: *After* "reef" *insert:*—"with depths of 2 feet (0<sup>m</sup>6)".

Line 24: *For* "2 fathoms (3<sup>m</sup>7)" *read* "2 $\frac{3}{4}$  fathoms (4<sup>m</sup>9)".

Lines 25-26: *Delete* "and is marked" to end of sentence.

*After* line 29 *insert:*—"Leading lights".—Leading lights are shown from Puddingbag Cove. The front light is exhibited, at an elevation of 17 feet (5<sup>m</sup>2), from a white tower with a red diamond-shaped daymark, situated on the southwestern islet in the entrance of **Puddingbag Cove**. The rear light is exhibited, at an elevation of 41 feet (12<sup>m</sup>5), from a similar structure situated on the mainland, 286 $\frac{1}{2}$ <sup>o</sup>, 1,500 feet (457<sup>m</sup>2) from the front light. The lights in line, bearing 286 $\frac{1}{2}$ <sup>o</sup>, lead from a position close northward of South Pound Island, clear of Grassy Island Shoal, to the entrance to Valleyfield Harbour".

Line 30: *After* "flashing red light" *insert:*—"marked "Benburry Rock".

Line 31: *For* "black spar buoy" *read* "black can buoy, B 1,"

Line 32: *For* "red spar buoy" *read* "red conical buoy, B 4,".

Line 34: *For* "drying shoal" *read* "reef with less than 6 feet (1<sup>m</sup>8) over it".

Lines 35-36: *For* "Pools Harbour" *read* "the harbour".

Lines 40-41: *For* "12 feet (3<sup>m</sup>7) from" *read* "11 feet (3<sup>m</sup>4) from a framework tower, situated on".

Line 44: *For* "Light.—" *read* "Lights.—".

*After* line 47 *insert:*—"A light is exhibited, at an elevation of 18 feet (5<sup>m</sup>5), from a white tower, situated on the northernmost **Candle Cove Rock**, which lies 4 cables westward of Grassy Island".

**Page 320.**—Line 33: *For* "framework structure" *read* "tower".

Line 36: *For* "25 feet (7<sup>m</sup>6)" *read* "23 feet (7<sup>m</sup>0)".

*After* line 39 *insert:*—"Light-and-bell-buoy.—A red light-and-bell-buoy, showing a flashing red light and fitted with a radar reflector, marked "Ledger Rock", is moored 6 $\frac{1}{2}$  cables southwestward of Black Island".

**Page 321.**—Line 20: *Delete and substitute:*—"Chart 4520. Admiralty Chart 293".

Lines 32-33: *Delete* "circular" to "in height" and *substitute:*—"octagonal iron tower painted in red and white horizontal bands".

Line 34: *For* "white flat-roofed" *read* "red and white gable-roofed".

**Page 322.**—Line 1: *Delete and substitute:*—"Chart 4520. Admiralty Chart 293".

*After* line 6 *insert:*—"Light-and-whistle-buoy.—A red and black horizontally-striped light-and-whistle-buoy, showing a flashing white

light marked "Charge Rock" and fitted with a radar reflector, is moored about half a mile northward of Charge Rock".

Line 49: *After* "church" *insert*:—"A water tower, 130 feet (39<sup>m</sup>6) in height, situated 3½ cables northeastward of the church is conspicuous from seaward".

**Page 323.**—Lines 7-8: *For* "15 feet (4<sup>m</sup>6), from a pole" *read* "12 feet (3<sup>m</sup>7), from a framework tower".

Line 13: *For* "black spar buoy" *read* "black can buoy, B 3,".

Line 15: *For* "white spar buoy" *read* "black can buoy, B 5,".

Line 23: *For* "the white spar buoy" *read* "black can buoy, B 5,".

Line 25: *Delete and substitute*:—"Chart 4520. Admiralty Chart 293".

**Page 324.**—Line 1: *Delete and substitute*:—"Chart 4520. Admiralty Chart 293".

Line 23: *Add* "that at Cape Freels North being 268 feet (81<sup>m</sup>7) long and 31 feet (9<sup>m</sup>4) wide at the face, with a depth of 5 feet (1<sup>m</sup>5) alongside. A Department of Fisheries wharf, that dries at low water adjoins the main wharf northward".

Line 27: *Delete and substitute*:—"Chart 4520. Admiralty Chart 293".

**Page 325.**—Line 1: *Delete and substitute*:—"Chart 4520. Admiralty Chart 293".

Line 12: *After* "harbour" *insert*:—"from which lights are exhibited".

*After* line 16 *insert*:—"Leading lights.—Leading lights are shown from Cat Harbour. The front light is exhibited, at an elevation of 45 feet (13<sup>m</sup>7), from a pole with a white triangular daymark, situated at the head of the harbour. The rear light is exhibited, at an elevation of 92 feet (28<sup>m</sup>0), from a similar structure, 329½°, 325 feet (99<sup>m</sup>1) from the front light".

Line 19: *After* "Lumsden South" *insert* "with a population of about 300".

Line 20: *For* "fuel" *read* "gasoline".

Line 21: *For* "plentiful" *read* "available from wells but is not piped to the wharf".

*After* line 21 *insert*:—"A wharf, 162 feet (49<sup>m</sup>4) long, with a depth of 3 feet (0<sup>m</sup>9) alongside the face, is situated at the settlement of **Lumsden North**, close inside the north entrance point to Cat Harbour. A slipway is situated on the west side of the wharf. Limited supplies of provisions and diesel oil are available".

Line 26: *After* "Deadman Point" *insert* "There is a small settlement and a few landing stages situated on the northwest shore of Deadman Bay. There is a post office but no supplies are available at the settlement".

Line 37: *For* "47 feet (14<sup>m</sup>3) *read* "58 feet (17<sup>m</sup>7)".

**Page 326.**—Line 1: *Delete and substitute*:—"Chart 4520. Admiralty Chart 293".

Line 5: *For* "46 feet (14<sup>m</sup>0)" *read* "48 feet (14<sup>m</sup>6)".

*After* line 15 *insert*:—"Funk Island is a bird sanctuary and landing is forbidden without a permit".

Line 25: After "this point" insert "The wharf at the village is 282 feet (86<sup>m0</sup>) long, extending to a depth of 4 feet (1<sup>m2</sup>) at the face".

**Page 327.**—Line 1: *Delete and substitute:*—"Chart 4520. Admiralty Chart 293".

Line 7: For "3 fathoms (5<sup>m5</sup>)" read "16 feet (4<sup>m9</sup>)".

Line 18: For "1½ fathoms (2<sup>m7</sup>)" read "2½ fathoms (4<sup>m6</sup>)".

Line 20: For "4 feet (1<sup>m2</sup>)" read "one-foot (0<sup>m3</sup>)".

Lines 44-45: For "less than 6 feet (1<sup>m8</sup>)" read "7 feet (2<sup>m1</sup>)".

After line 49 insert:—"Light-and-whistle-buoy.—A red light-and-whistle-buoy, showing a *flashing red* light and equipped with a radar reflector, marked "South Rock", is moored close southward of that danger".

Line 51: For "a red circular tower" read "an octagonal concrete tower".

**Page 328.**—Line 1: *Delete and substitute:*—"Chart 4520. Admiralty Chart 293".

Line 3: For "52 feet (15<sup>m8</sup>)" read "48 feet (14<sup>m6</sup>)". *Delete* "wooden".

Line 4: *Delete* "33 feet (10<sup>m1</sup>) in height".

After line 25 insert:—"A rocky shoal, with a depth of 16 feet (4<sup>m9</sup>), lies about one mile southwestward of Green Island light-structure"

Lines 33-43: *Delete* "A vessel" to end of paragraph and *substitute:*—"A shoal, with a depth of 12 feet (3<sup>m7</sup>), lies three-quarters of a mile north-northeastward of the northern rock.

**Buoyage.—Leading lights.**—The 3½-fathom (6<sup>m4</sup>) patch lying south-southwestward of Noggin Islet is marked on the north side by red conical buoy, N-12.

Black can buoy, N-11, marks the west side of a 2-fathom (3<sup>m7</sup>) patch.

A black light-buoy, showing a *flashing white* light, marked "Carmenville", marks the western limit of a rock, with less than 6 feet (1<sup>m8</sup>) over it".

Black can buoys, N-9 and N-15, mark the western limits of similar dangers at the head of the arm.

Leading lights are shown from the head of the arm. The front light is exhibited, at an elevation of 20 feet (6<sup>m1</sup>), from a white framework tower with a white daymark and vertical, fluorescent orange stripe. The rear light is exhibited, at an elevation of 40 feet (12<sup>m2</sup>), from a similar structure, 202°, 1,400 feet (462<sup>m7</sup>) from the front light. The lights, in line bearing 202°, lead through the channel from the entrance to the arm".

Line 45: For "in 1945, a population of 682" read "in 1961, a population of about 900".

Lines 46-47: *Delete* "but the fleet is now reduced to a few schooners".

Line 48: For "620 feet (189<sup>m0</sup>) long" read "820 feet (249<sup>m9</sup>) long and 131 feet (39<sup>m9</sup>) wide at the face, with a depth of 19 feet (5<sup>m8</sup>) alongside".

Line 49: For "150 feet (45<sup>m7</sup>) on either" read "120 feet (36<sup>m6</sup>) on the south".

**Page 329.**—Line 1: *Delete and substitute:*—"Chart 4520. Admiralty Chart 293".

Line 2: *For* "Twillingate" *read* "Brookfield".

Lines 10-11: *Delete* "a Government wharf" to end of sentence and *substitute:*—"an L-shaped Government wharf, 353 feet (107<sup>m</sup>6) long and 66 feet (20<sup>m</sup>1) wide at the face, with a depth of 17 feet (5<sup>m</sup>2) alongside".

Line 15: *For* "41 feet (12<sup>m</sup>5)" *read* "22 feet (6<sup>m</sup>7)".

Line 19: *For* "pole" *read* "red lattice structure".

Line 42: *Add:*—"At the settlement of **Davidsville**, situated about one mile northward of Main Point, is an L-shaped Government wharf, 255 feet (77<sup>m</sup>7) long and 57 feet (17<sup>m</sup>4) wide at the face, with a depth of 3 feet (0<sup>m</sup>9) alongside".

**Page 330.**—Line 1: *Delete and substitute:*—"Chart 4520. Admiralty Chart 293".

*After* line 21 *insert:*—"Buoyage.—The western limit of a 6-foot (1<sup>m</sup>8) spit, extending about 7 cables west from a point 1½ miles northward of Main Point, is marked by a black can buoy, N 13. Two red spar buoys mark the bank extending off the west shore, abreast Main Point".

*After* line 42 *insert:*—"Buoyage.—A black can buoy, marked N-1, is moored close eastward of Gulnare Rock and a red conical buoy, N-2, close westward of Vesuvius Rock".

**Page 331.**—Line 1: *Delete and substitute:*—"Chart 4520. Admiralty Chart 293".

*After* line 22 *insert:*—"The east limit of the reef is marked by a black can buoy, marked N-3".

Line 40: *After* "southward of it" *insert:*—"A red conical buoy, N-4 is moored close westward of the 1½ fathom (2<sup>m</sup>7) patch".

*After* line 46 *insert:*—"Light-buoy.—A black light-buoy, showing a flashing white light, marked "Five Fathom", is moored three-quarters of a mile northwestward of Pipe Rock and close eastward of a 5-fathom (9<sup>m</sup>1) patch".

**Page 332.**—Line 1: *Delete and substitute:*—"Chart 4520. Admiralty Chart 293".

Line 31: *For* "The Government" *read* "The L-shaped Government".

Line 32: *For* "17 feet (5<sup>m</sup>2) wide" *read* "36 feet (11<sup>m</sup>0) wide at the face".

Lines 36-37: *Delete and substitute:*—"Lights.—Leading lights.—A light is exhibited, at an elevation of 45 feet (13<sup>m</sup>7), from a wooden tower, situated on **Tickle Point**, the northwestern".

*After* line 41 *insert:*—"Leading lights are exhibited from the north side of Change Island Tickle. The front light is exhibited, at an elevation of 66 feet (20<sup>m</sup>1), from a framework tower with a red and white day-mark, situated about one mile west-southwestward of Tobacco Island. The rear light is exhibited, at an elevation of 80 feet (24<sup>m</sup>4), from a similar structure, 252°, 1.1 cables from the front light. The lights, in line bearing 252°, lead southward of Ruth Island into Change Island Tickle".

**Page 333.**—Line 45: *Delete and substitute:*—"Chart 4520. Admiralty Chart 293".

**Page 334.**—Line 1: *Delete and substitute:*—"Chart 4520. Admiralty Chart 293".

**Page 335.**—Line 15: *For* "red spar buoy" *read* "red conical buoy, N 6,".

*After line 26 insert:*—"Light-buoy.—A black light-buoy, showing a flashing white light, marked "Grandfather Rock, is moored eastward of Little Grandfather Island".

Line 41: *For* "spar buoy" *read* "can buoy, N 5".

Line 49: *For* "white flashing" *read* "flashing red".

**Page 336.**—Line 13: *Add:*—"An L-shaped Government wharf, 148 feet (45<sup>m</sup>1) long and 85 feet (25<sup>m</sup>9) wide at the face, with a depth of 15 feet (4<sup>m</sup>6) alongside, extends from the north shore of Stag Harbour".

Line 24: *Delete and substitute:*—"Chart 4520. Admiralty Chart 293".

**Page 337.**—Line 18: *For* "15 feet (4<sup>m</sup>6)" *read* "14 feet (4<sup>m</sup>3)".

**Pages 338-339.**—Line 1: *Delete and substitute:*—"Chart 4520. Admiralty Chart 293".

**Page 339.**—*After line 43 insert:*—"An L-shaped Government wharf, 200 feet (61<sup>m</sup>0) long and 60 feet (18<sup>m</sup>3) wide at the face, with a depth of 11 feet (3<sup>m</sup>4) alongside, extends from the west shore of Joe Batts Arm".

**Page 340.**—Line 1: *Delete and substitute:*—"Chart 4520. Admiralty Chart 293".

**Page 343.**—*After line 9 insert:*—"Note.—A causeway linking Chapel Island to New World Island is reported to be under construction (1964)".

**Page 344.**—Line 34: *After* "Light.—" *insert:*—"Fog signal.—".

*After line 37 insert:*—"A fog signal is sounded from a building painted with red and white horizontal bands, situated about 2½ cables south-westward of the light-structure".

**Page 345.**—Line 7 *add:*—"A Government wharf, 84 feet (25<sup>m</sup>6) long, with a depth of 4½ feet (1<sup>m</sup>4) alongside, is situated on the north shore at the head of the arm".

**Page 348.**—*After line 21 insert:*—"A breakwater extends westward from the north end of Fishery Products wharf, situated on the east shore at the head of the harbour. There is a depth of 4 feet (1<sup>m</sup>2) along the west face and 12 feet (3<sup>m</sup>7) alongside the south face of the wharf.

**Buoyage.**—A channel leading to the head of the harbour, westward of Copper Rock and a similar danger lying half a cable southwestward, is marked by 3 black and 3 red spar buoys".

Lines 30-31: *For* "an octagonal wooden tower painted in red and white horizontal bands" *read* "a mast".



**Page 349.**—Line 35: For “31 feet (9<sup>m</sup>4)” read “48 feet (14<sup>m</sup>6)”.

**Page 350.**—Line 7: After “northward of it” insert “There is a Government wharf, 157 feet (47<sup>m</sup>9) long, with depths of 6 to 12 feet (1<sup>m</sup>8 to 3<sup>m</sup>7) alongside, situated in **Gillards Cove**, entered close southward of Bluff Head”.

**Page 352.**—Line 9: For “on the shores” read “at the head”.

Line 10: After “harbour” insert:—“The Government wharf, 173 feet (52<sup>m</sup>7) long, has a depth of 16 feet (4<sup>m</sup>9) at the outer face”.

After line 11 insert:—“**Light.**—A light is exhibited, at an elevation of 12 feet (3<sup>m</sup>7), from a red lattice structure, situated on the outer end of the Government wharf”.

**Page 353.**—After line 40 insert:—“An L-shaped Government wharf, 57 feet (17<sup>m</sup>4) wide at the outer face, with a depth of 15 feet (4<sup>m</sup>6) alongside, extends into Black Island Tickle from the south shore of Black Island”.

**Page 354.**—After line 20 insert:—“A Government wharf, 80 feet (24<sup>m</sup>4) in length, with depths of 16 to 18 feet (4<sup>m</sup>9 to 5<sup>m</sup>5) alongside, is situated on the north shore of Bridgeport Harbour about 3 cables within the entrance”.

**Page 355.**—After line 26 insert:—“A T-shaped Government wharf, 80 feet (24<sup>m</sup>4) long at the face, with a depth of 14 feet (4<sup>m</sup>3) alongside, is situated at the settlement of **Summerford** on the north shore of the arm.

**Light.**—A light is exhibited, at an elevation of 12 feet (3<sup>m</sup>7), from a red skeleton tower, situated on the outer end of the wharf”.

**Page 358.**—Lines 44-45: Delete “The Government wharf” to end of sentence and substitute:—“The L-shaped Government wharf is 272 feet (82<sup>m</sup>9) long and 61 feet (18<sup>m</sup>6) wide at the face, with a depth of 11 feet (3<sup>m</sup>4) alongside”.

**Page 360.**—After line 16 insert:—“In 1961, it was reported that the outer 150 feet (45<sup>m</sup>7) of this wharf had been removed”.

Line 19: After “southern side” insert:—“In 1961, construction was in progress to widen the wharf by 67 feet (20<sup>m</sup>4) on the north side and to lengthen the wharf by about 15 feet (4<sup>m</sup>6). The improved terminal, to be completed by late 1962, will have increased cargo handling facilities and a 25-ton crane”.

Lines 21-22: Delete “There is a 10-ton” to end of sentence.

After line 24 insert:—“The L-shaped Government wharf, 97 feet (29<sup>m</sup>6) long and 120 feet (36<sup>m</sup>6) wide at the face, has depths of 14½ to 16½ feet (4<sup>m</sup>4 to 5<sup>m</sup>0) along the outer face and from 6½ to 10 feet (1<sup>m</sup>9 to 3<sup>m</sup>0) in the basin behind the ell end”.

Line 30: For “175 feet (53<sup>m</sup>3), from a white wooden tower” read “186 feet (56<sup>m</sup>7), from a square tower with white daymarks”.

**Page 362.**—Line 31: *After* “painted black” *insert*:—“A T-shaped Government wharf, 136 feet (41<sup>m</sup>5) long and 61 feet (18<sup>m</sup>6) wide at the head, with a depth of 18 feet (5<sup>m</sup>5) alongside, extends from the western shore at **Lacy Point**”.

**Page 364.**—Line 48: *After* “few houses” *insert* “**Southern Head Cove**, the northernmost of the above coves, has a Government wharf, 120 feet (36<sup>m</sup>6) long, with a depth of 12 feet (3<sup>m</sup>7) at the outer face”.

**Page 366.**—Line 15: *For* “red circular iron tower” *read* “white square structure with sloping sides”.

**Page 370.**—Lines 47-48: *For* “two square towers” *read* “a spire and”. *Delete* “and Botwood water tank, 91 feet (27<sup>m</sup>7) high”.

**Page 371.**—Lines 6-15: *Delete and substitute*:—“**Wharves.**—The old pier No. 1 of the Anglo-Newfoundland Development Co. has a berth 350 feet (106<sup>m</sup>7) in length, with depths of 27 feet (8<sup>m</sup>2) alongside. This pier is no longer in use. The paper loading wharf, situated about 400 feet (121<sup>m</sup>9) northward from the south pier, is 450 feet (137<sup>m</sup>2) in length, with depths of 41 feet (12<sup>m</sup>5) close-off the wharf face. Mooring dolphins, connected by catwalks to the wharf, permit vessels up to 500 feet (152<sup>m</sup>4) in length to secure alongside. There is a large paper shed with a capacity of 25,000 tons on the wharf. The north pier, 1,680 feet (512<sup>m</sup>0) in length, has the following berths alongside:— The oil discharging berth situated at the south end of the pier is 900 feet (274<sup>m</sup>3) in length, with depths of 26 to 36 feet (7<sup>m</sup>9 to 11<sup>m</sup>0) alongside. A shed, the property of Newfoundland Great Lakes Steamship Company, is situated on the pier. Next northward is the coal wharf, 376 feet (114<sup>m</sup>6) in length, with depths of 30 to 40 feet (9<sup>m</sup>1 to 12<sup>m</sup>2) alongside. A concentrates wharf, 403 feet (122<sup>m</sup>8) in length, with depths of 30 to 33 feet (9<sup>m</sup>1 to 10<sup>m</sup>1) in the berth alongside adjoins the coal wharf”.

Lines 15-17—*Delete* “There are” to “and also” and *substitute*:—“There are”.

Lines 21-22: *Delete* “222 feet” to “alongside” and *substitute*:—“183 feet (55<sup>m</sup>8) long and 33 feet (10<sup>m</sup>1) wide, with a depth of 24 feet (7<sup>m</sup>3) alongside the face.”

Line 23: *After* “North Pier” *insert*:—“A dolphin, situated north-eastward and in line with the wharf face, provides a berth 150 feet (45<sup>m</sup>7) in length”.

Line 24: *For* “600 lb” *read* “1,000 lb”. *After* “wharf” *add*:—“There is an oil pipeline on the wharf”.

Lines 39-40: *Delete* “and a small wharf” to end of sentence and *substitute*:—“A Government wharf at the settlement of Norris Arm is 190 feet (57<sup>m</sup>9) long, with a depth of 5 feet (1<sup>m</sup>5) at the outer end”.

**Page 374.**—Line 1: *Delete and substitute*:—“**Chart 4594. Admiralty Chart 285**”.

Line 39: *Delete*.

**Page 375.**—Line 10: For "**Light.**—" read "**Lights.**—".

After line 12 insert:—"A light is exhibited, at an elevation of 55 feet (16<sup>m</sup>8), from a white wooden tower, situated on the west extremity of the peninsula, southeastward from Cuttle Island".

**Page 377.**—After line 10 insert:—"At the settlement of **Pleasant View**, situated midway between Paradise Cove and Pleasant Point, is a Government wharf, 100 feet (30<sup>m</sup>5) in length, with a depth of 8 feet (2<sup>m</sup>4) at the outer end".

After line 44 insert:—"A Government wharf, 161 feet (49<sup>m</sup>1) long with a depth of 12 feet (3<sup>m</sup>7) at the outer end is situated at the settlement".

**Page 380.**—Line 5: Delete and substitute:—"Chart 4593. Admiralty Chart 280.

After line 40 insert:—"Charts 4582, 4594."

**Page 381.**—Line 1: Delete and substitute:—"Charts 4582, 4594".

Line 42: Delete and substitute:—"Charts 4593, 4582. Admiralty Chart 280".

**Page 382.**—Line 1: Delete and substitute:—"Charts 4582, 4593. Admiralty Chart 280".

**Page 383.**—Line 1: Delete and substitute:—"Chart 4593. Admiralty Chart 280".

**Page 384.**—Line 1: Delete and substitute:—"Chart 4593. Admiralty Chart 280".

**Page 385.**—Line 1: Delete and substitute:—"Chart 4592".

Line 15: Delete and substitute:—"Charts 4592, 4593".

Line 30: Delete and substitute:—"Chart 4593".

**Page 386.**—Line 31: After "Flat Rock" insert:—"The southernmost of these shoals, with a depth of 3 fathoms (5<sup>m</sup>5) over it, is marked by a black can buoy, N 33".

Line 41: Add:—"A black can buoy, N 35, moored in a depth of 3 fathoms (5<sup>m</sup>5), marks the east extremity of Buzzard Shoal".

Line 42: Delete and substitute:—"Chart 4593. Admiralty Chart 280".

**Page 387.**—Line 1: Delete and substitute:—"Chart 4593. Admiralty Chart 280".

Line 41: Add:—"A red conical buoy, N 34, is moored close south-westward of Reynolds Shoal".

**Page 388.**—Line 46: Delete and substitute:—"Chart 4592. Admiralty Chart 280".

**Page 389.**—Line 1: Delete and substitute:—"Chart 4592. Admiralty Chart 280".

Line 8: For "**Islands**" read "**Island**".

After line 21 insert:—"Light.—A light is exhibited, at an elevation of 116 feet (35<sup>m</sup>4), from a wooden tower, situated on **Big Head**, the northwestern extremity of Big Triton Island".

Line 39: *Add*:—"An L-shaped Government wharf, 70 feet (21<sup>m</sup>3) long and 82 feet (25<sup>m</sup>0) wide at the face with a depth of 20 feet (6<sup>m</sup>1) alongside, is situated at the settlement of **Brighton** on the south shore of Cobbler Tickle".

**Page 390.**—Line 1: *Delete and substitute*:—"Chart 4592. Admiralty Chart 280".

After line 37 *add*:—"The Government wharf, extending from the east shore of Ward Harbour near the head, is 143 feet (43<sup>m</sup>6) in length with a depth of 7 feet (2<sup>m</sup>1) at the outer end".

**Page 391.**—Line 1: *Delete and substitute*:—"Chart 4592. Admiralty Chart 280".

Line 2: *For* "**Suleyann Rock**" *read* "**Suley Ann Rock**".

Line 14: *For* "9 feet (2<sup>m</sup>7)" *read* "7 feet (2<sup>m</sup>1)".

Line 15: *After* "entrance point" *insert* "a rock, with a depth of 10 feet (3<sup>m</sup>0) over it, lies 2 cables southwestward of the northern entrance point.

**Light-buoy.**—A black light-buoy, showing a *flashing white* light and marked "Lush's Bight", is moored close southward of the above rock".

Line 16: *For* "4 $\frac{3}{4}$  fathoms (8<sup>m</sup>7) over it, lies 1 $\frac{1}{2}$  cables offshore 2 $\frac{1}{2}$  cables" *read* "3 fathoms (5<sup>m</sup>5) over it, lies 2 cables offshore 4 cables".

*After* line 20 *insert*:—"Lights.—A light is exhibited, at an elevation of 10 feet (3<sup>m</sup>0), from a framework tower, situated on the outer end of the Government wharf.

A light is exhibited, at an elevation of 21 feet (6<sup>m</sup>4), from a white framework tower, situated close southward of the entrance to Lush's Bight".

**Page 392.**—Line 1: *Delete and substitute*:—"Chart 4592. Admiralty Chart 280".

Line 11: *Delete and substitute*:—"Charts 4592, 4593".

Line 16: *Delete and substitute*:—"Chart 4593".

Line 31: *Delete and substitute*:—"Chart 4592".

Line 44: *Add*:—"An L-shaped Government wharf, 100 feet (30<sup>m</sup>5) long and 35 feet (10<sup>m</sup>7) wide at the outer face, with a depth of 8 $\frac{1}{2}$  feet (2<sup>m</sup>5) alongside, extends from the western shore of Miles Cove".

Line 45: *Delete and substitute*:—"Chart 4593".

**Page 393.**—Line 1: *Delete and substitute*:—"Chart 4593".

*After* line 9 *insert*:—"A red conical buoy, N 36, is moored close southward of the above 2-foot (0<sup>m</sup>6) shoal".

Line 19: *Add*:—"The north limit of this shoal area is marked by a black can buoy, N 37.

An L-shaped Government wharf, 91 feet (27<sup>m</sup>7) long at the face, with depths of 13 to 17 feet (4<sup>m</sup>0 to 5<sup>m</sup>2) alongside, extends from the western shore of the arm, northwestward of Harbour Islet".

**Page 394.**—Line 1: *Delete and substitute:*—"Chart 4592".  
 Line 5: *For* "**Suleyann Cove**" *read* "**Suley Ann Cove**".  
 Line 22: *Delete and substitute:*—"Charts 4585, 4592".  
 Line 24: *For* "**Suleyann Cove**" *read* "**Suley Ann Cove**".  
 Line 30: *Delete and substitute:*—"Chart 4592".  
 Line 38: *Delete and substitute:*—"Chart 4592. Admiralty Chart 280".

**Page 395.**—Line 1: *Delete and substitute:*—"Chart 4592. Admiralty Chart 280".

Line 6: *Delete and substitute:*—"Charts 4591, 4592".

**Page 396.**—Lines 13-14: *For* "13 feet (4<sup>m</sup>0), from a wooden structure 7 feet (2<sup>m</sup>1) high" *read* "18 feet (5<sup>m</sup>5), from a pole".

Line 28: *Delete and substitute:*—"Charts 4591, 4592".

Line 31: *Delete and substitute:*—"Charts 4585, 4523".

Line 33: *For* "15 feet (4<sup>m</sup>6)" *read* "14 feet (4<sup>m</sup>3)".

Line 37: *For* "3 feet (0<sup>m</sup>9)" *read* "4 feet (1<sup>m</sup>2)".

Line 42: *Add:*—"which is marked by a red conical buoy, N-20, moored close eastward".

*After line 42 insert:*—"Light-buoy.—A black light-buoy, showing a flashing white light and marked, Tomcod Rock, is moored close westward of Tom Cod Rock".

Line 47: *For* "352 feet (107<sup>m</sup>3)" *read* "336 feet (102<sup>m</sup>4)".

**Page 397.**—Line 1: *Delete and substitute:*—"Charts 4523, 4585".

Line 6: *After* "mid-channel" *insert* "A red conical buoy, N-22, and a black can buoy, N-21, mark Otter Island Narrows at this point".

Lines 15-18: *Delete and substitute:*—"Shoal Arm, extending from the northwestern side of the arm, is used as a receptacle for mine tailings and is no longer navigable".

Line 19: *For* "15 feet (4<sup>m</sup>6)" *read* "16 feet (4<sup>m</sup>9)".

Line 20 *add:*—"and is marked by black can buoy, N-23".

*After line 20 insert:*—"Chart 4585. Admiralty Chart 280".

*After line 24 insert:*—"The concentrate storage building and pier of the Atlantic Coast Copper Company, is situated on the east entrance point to **Goudies Cove**, about 2 cables westward of **Little Shellbird Island**. The pier consists of three sponsons connected by a catwalk, and provides a berth, 252 feet (76<sup>m</sup>8) long, with depths of 43 to 44 feet (13<sup>m</sup>1 to 13<sup>m</sup>4) of water alongside. The loading conveyor tower is situated on the centre sponson".

*After line 29 insert:*—"An L-shaped Government wharf, 127 feet (38<sup>m</sup>7) long and 60 feet (18<sup>m</sup>3) wide at the face, with a depth of 9 feet (2<sup>m</sup>7) alongside, extends from the west shore of Little Bay Arm at the settlement of **St. Patricks**, about 3 cables west-northwestward of the entrance to Shoal Harbour".

Lines 49-50: *Delete* "A light" to end of sentence and *substitute:*—"A light is exhibited, at an elevation of 15 feet (4<sup>m</sup>6), from a skeleton steel tower, situated on the outer end of the wharf at Little Bay".

**Page 398.**—Line 12: *Add:*—"A Government wharf extends from the north shore of Wild Bight".

**Page 399.**—Line 27: For “28½ feet (8<sup>m</sup>6)” read “61 feet (18<sup>m</sup>6)”.

**Page 402.**—Line 24: *add.*—“A small boat harbour has been formed at the head of Noble Cove by the construction of two breakwaters having an entrance 49 feet (14<sup>m</sup>9) in width. There are depths of 6 to 10 feet (1<sup>m</sup>8 to 3<sup>m</sup>0) alongside the breakwaters”.

**Page 404.**—Line 34: *After* “ports” *insert.*—“There is a Government wharf in Shoe Cove, 130 feet (39<sup>m</sup>6) long, with a depth of 8 feet (2<sup>m</sup>4) alongside the face”.

**Page 406.**—Line 17: *After* “harbour” *insert* “An outfall pipe, 750 feet (228<sup>m</sup>5) in length, extends from the south corner of the harbour in a northerly direction from shore”.

Line 40: *Add.*—“There is a T-shaped wharf, 177 feet (53<sup>m</sup>9) long and 61 feet (18<sup>m</sup>6) wide at the face, with a depth of 16 feet (4<sup>m</sup>9) along the face, situated at the head of Round Harbour”.

**Page 407.**—Line 33: *Add.*—“and a red spar buoy is moored one cable northwestward”.

Line 35: For “99 feet (30<sup>m</sup>2)” read “80 feet (24<sup>m</sup>4)”.

**Page 409.**—*After* line 4 *insert.*—“**Light-buoy.**—A privately maintained black light-buoy, showing a *flashing white* light, is moored off the southern entrance point to **Lower Duck Island Cove**, about one-half mile southwestward of Duck Island.

A wharf the property of Advocate Mines Limited, is situated in Upper Duck Island Cove. In the main berth, 480 feet (146<sup>m</sup>3) long, are depths of from 30 to 34 feet (9<sup>m</sup>1 to 10<sup>m</sup>4); along the north face, 230 feet (70<sup>m</sup>1) in length, are depths of 11 to 20 feet (3<sup>m</sup>4 to 6<sup>m</sup>1). A large white transit shed is situated on the wharf and an oil storage tank behind the shed, a road leads from the wharf to the mine head.

**Leading Lights.**—Leading lights are exhibited, at elevations of 35 and 37 feet (10<sup>m</sup>7 and 11<sup>m</sup>3), from the roof of the transit shed and in line, bearing 302°, lead in to the wharf in a least depth of 36 feet (11<sup>m</sup>0)”.

Line 16: *Delete* “A log boom” to “and” and *substitute.*—“A group of conspicuous oil storage tanks have been constructed on reclaimed land immediately southwestward of the Bowater pier”.

*After* line 17 *insert.*—“The P. J. Lewis wharf, situated close southward of Sandy Point was reported in ruins (1964).

A small T-shaped wharf, situated about 1½ cables north of Sandy Point, is used by Advocate Mines Limited for mooring and servicing seaplanes”.

*After* line 34 *insert.*—“A black spar buoy is moored 2 cables northward of the western Tin Pot Islands”.

**Page 413.**—*After* line 8 *insert.*—“*Chart 4504*”.

*After* line 39 *insert.*—“*Admiralty Chart 285*”.

**Page 415.**—*After line 7 insert:*—“**Light.**—A light is exhibited, at an elevation of 19 feet (5<sup>m</sup>8), from a white framework tower, situated on Bear Cove Islet”.

Lines 43-44: *Delete* “The Wharf” to end of sentence and *substitute:*—“The L-shaped wharf is 75 feet (22<sup>m</sup>9) long and 81 feet (24<sup>m</sup>7) wide at the face, with a depth of 16 feet (4<sup>m</sup>9) alongside”.

Line 47: *Delete* “About three-quarters” to end of sentence.

**Page 418.**—*After line 17 insert:*—“**Light.**—A light is exhibited, at an elevation of 55 feet (16<sup>m</sup>8), from a white framework tower, situated on White Point”.

Line 27: *After* “small craft” *insert:*—“An L-shaped Government wharf, 222 feet (67<sup>m</sup>7) long and 60 feet (18<sup>m</sup>3) wide at the face, with a depth of 17 feet (5<sup>m</sup>2) alongside, extends from the mainland shore of Western Tickle”.

**Page 420**—Line 23: *For* “northwestward” *read* “northeastward”.

Lines 25-28: *Delete* “There is a wharf” to end of paragraph and *substitute:*—“An L-shaped Government wharf, 225 feet (68<sup>m</sup>6) long and 61 feet (18<sup>m</sup>6) wide at the face, with a depth of 18 feet (5<sup>m</sup>5) alongside, extends from shore close eastward of Oody Point.

**Light.**—A light is exhibited, at an elevation of 12 feet (3<sup>m</sup>7), from a red skeleton tower at the outer end of the above wharf”.

About 1½ cables southwestward of Oody Point is the L-shaped wharf at Bowater’s Pulp and Paper Mills, 100 feet (30<sup>m</sup>5) wide at the face, with depths of 13 to 15 feet (4<sup>m</sup>0 to 4<sup>m</sup>6) in the berth alongside. A group of oil storage tanks are situated on shore behind the wharf, and a log boom extends across the head of the harbour close southward of the wharf”.

Line 40: *Delete and substitute:*—“Chart 4505”.

**Page 421.**—Line 1: *Delete and substitute:*—“Chart 4505”.

Line 21: *Delete and substitute:*—“Chart 4505. Admiralty Chart 282”.

**Page 422.**—*After line 5 insert:*—“Chart 4506. Admiralty Chart 282”.

Lines 26-33: *Delete* “On the” to “salt cod” and *substitute:*—“There is a disused whaling and sealing station on the southern shore close to the entrance to Northern Arm”.

Line 47: *Delete and substitute:*—“Chart 4583”.

**Page 423.**—Line 1: *Delete and substitute:*—“Charts 4506, 4583”.

Line 11: *After* “October” *insert:*—“There is a Government wharf, 64 feet (19<sup>m</sup>5) long, with a depth of 18 feet (5<sup>m</sup>5) alongside, situated on the south shore at the head of Northern Arm”.

Line 26: *Delete and substitute:*—“Chart 4583. Admiralty Chart 282”.

**Page 424.**—Line 1: *Delete and substitute:*—“Charts 4583, 4506”.

*After line 28 insert:*—“**Light.**—A light is exhibited, at an elevation of 13 feet (4<sup>m</sup>0), from a skeleton steel structure, situated on the outer end of the Government wharf at Grévigneux Harbour”.

*After line 42 insert:*—“Chart 4583”.

**Page 425.**—Line 1: *Delete and substitute:—“Chart 4583. Admiralty Chart 282”.*

Line 8: *Delete and substitute:—Charts 4538, 4583”.*

Line 13: *Delete.*

*After line 37 insert:—“Chart 4506”.*

*After line 43 insert:—“Charts 4538, 4583”.*

**Page 426.**—Line 1: *Delete and substitute:—“Charts 4583, 4538”.*

Lines 21-23: *Delete “The Government wharf” to end of sentence and substitute:—“The L-shaped Government wharf, 161 feet (49<sup>m</sup>1) long and 140 feet (42<sup>m</sup>7) wide at the face, with depths of 16 to 20 feet (4<sup>m</sup>9 to 6<sup>m</sup>1) alongside, is situated at the southeastern extremity of Scott Point”.*

*After line 26 insert:—“Light.—A light is exhibited, at an elevation of 13 feet (4<sup>m</sup>0), from a skeleton steel tower, situated on the outer end of the wharf at Roddickton”.*

**Page 427.**—Line 33. *Delete and substitute:—“Chart 4583. Admiralty Chart 282”.*

Line 37: *Delete and substitute:—“Chart 4583”.*

Line 38: *For “Point Lamy” read “Keefes Point”.*

Line 42: *For “Point Lamy” read “Keefes Point”.*

**Page 428.**—Line 1: *Delete and substitute:—“Chart 4583”.*

Line 3: *For “Billard Point” read “Northwest Point”.*

Lines 5-6: *For “Green Island” read “Shepherd Island”.*

Line 6: *For “Billard Point” read “Northwest Point”.*

Lines 6-7: *For “Green Island Rock” read “Shepherd Island Rock”.*

Line 16: *Delete and substitute:—“Chart 4583”.*

Line 31: *Delete and substitute:—“Chart 4583. Admiralty Chart 282”.*

*After line 36 insert:—“Chart 4506”.*

**Page 429.**—Line 1: *Delete and substitute:—“Chart 4583. Admiralty Chart 282”.*

Line 2: *For “Vache Gare Cove” read “Big Wild Cove”.*

Line 3: *For “La Vache Gare” read “White Horse Head”.*

Line 6: *For “La Vache Gare” read “White Horse Head”.*

*After line 40 insert:—“Chart 4507”.*

**Page 430.**—Line 1: *Delete and substitute:—“Charts 4507, 4583”.*

Line 9: *For “Cruce Harbour” read “Crouse Harbour”.*

Line 15: *For “Gonde Point” read “Gronde Point”.*

*After line 31 insert:—“Chart 4583”.*

*After line 47 insert:—“Charts 4507, 4583”.*

Line 48: *For “Croc Harbour” read “Croque Harbour”.*

**Page 431.**—Line 1: *Delete and substitute:—“Charts 4507, 4583”.*

Line 21: *For “Croc Harbour” read “Croque Harbour”.*

*After line 32 insert:—“Charts 4583. Admiralty Chart 282”.*

Line 34: *For “Channel” read “Tickle”.*

Line 42: *Delete and substitute:—“Charts 4516, 4515, 4583”.*



**Page 432.**—Line 1: *Delete and substitute:—“Charts 4516, 4515, 4583”*.

Line 11: *For “Channel” read “Tickle”*.

**Page 437.**—Line 13: *Add:—“A black spar buoy marks the south limit of shoal water extending off Flat Point”*.

**Page 440.**—*After line 35 insert:—“Buoyage.—The channel into Prince Edward Bay, abreast Echelle Point, is marked by two red and two black spar buoys. A black spar buoy marks the channel westward of Elizabeth Island and a white spar buoy is moored in 9 fathoms (16<sup>m</sup>5) of water close eastward of the island. Two red spar buoys mark the limit of shoal water extending northward from Burnt Point”*.

**Page 442.**—Lines 18-22: *Delete “A light” to end of paragraph and substitute:—“A light is exhibited, at an elevation of 88 feet (26<sup>m</sup>8), from a red and white vertically-striped lantern, situated on the roof of the fog alarm building on Fox Point. A fog signal is sounded from the above building”*.

**Page 444.**—*After line 10 insert:—“Chart 4507”*.

**Page 445.**—Line 1: *Delete and substitute:—“Chart 4507”*.

*After line 14 insert:—“Admiralty Chart 271”*.

**Page 446.**—*After line 21 add:—“The southwest side of the above spit is marked by a black spar buoy”*.

*After line 29 insert:—“Chart 4512. Admiralty Chart 271”*.

**Page 447.**—Line 1: *Delete and substitute:—“Chart 4512. Admiralty Chart 271”*.

Line 15: *For “12 feet (3<sup>m</sup>7)” read “8 feet (2<sup>m</sup>4)”*.

Line 32: *For “6 feet (1<sup>m</sup>8)” read “5 feet (1<sup>m</sup>5)”*.

Line 36: *For “88 feet (26<sup>m</sup>8)” read “73 feet (22<sup>m</sup>3)”*.

Line 40: *For “Grande Cove” read “Grand Cove”*.

Line 46: *For “187 feet (57<sup>m</sup>0)” read “168 feet (51<sup>m</sup>2)”*.

Line 47: *For “red roof, 83 feet (25<sup>m</sup>3) in height” read “lantern”*.

**Page 448.**—Line 1: *Delete and substitute:—“Chart 4512. Admiralty Chart 271”*.