

Yugorsky Shar (*Yugor Strait*)

Western limits : from Cape Belyi Noss to Cape Greben.

Eastern limits : from Cape Sokolii to Cape Belyi.

Yungsturm Strait (Severnaya Zemlya)

Western limits : from Cape Frunse to Cape Budionnyi.

Eastern limits : from the southern cape of Komsomolets Island to the eastern cape of Pioneer Island.

Red Army Strait

Western limits : from the western cape of the Parishskaya Kommuna (Commune of Paris) peninsula to the southern extremity of Pioneer Island.

Eastern limits : from the south-eastern cape of Komsomolets Island to Cape Voroshilov.

Shokalsky Strait

Southern limits : from Cape Sverdlov to Cape Ostryi Noss.

Northern limits : from Cape Anuchin to Cape Unschlicht.

Boris Vilkitsky Strait

Western limits : from Cape Neupokoev, through Heiberg Island to Cape Poluostrovnoy

Eastern limits : from Cape Yevgenov to Cape Pronchishchev

Demetrius Laptev Strait

Western limits : from Cape Vaguin to Cape Sviatoy Noss.

Eastern limits : from Cape Shalaurov to the mouth of the Kondratieva River.

Bering Strait

Northern limits : from Cape Unikan to the southern cape at the entrance into Shishmarev lagoon.

Southern limits : from Cape Krigugon to Cape York.

UNIFICATION OF BUOYAGE.

(See : *The Hydrographic Review*, Vol. IX, No 1, May 1932, page 192,
Vol. X, No 1, May 1933, page 184, Vol. XI, No 2, Nov. 1934, page 123)

The Advisory and Technical Committee for Communications and Transit of the League of Nations has published, in the Records of the Work of its Nineteenth Session held at Geneva from November 5th to 9th, 1935, a report on the state of progress of the work on the unification of buoyage rules. The Preparatory Committee for the study of buoyage which met in London in July 1933 had drawn up a draft agreement which had been communicated by Circular Letter to the various Governments of maritime countries. This Circular Letter asked them to forward to the Secretariat of the League of Nations any comments which they might desire to make on the subject and also whether they would be prepared to conclude an agreement on the basis of the Preparatory Committee's proposals.

Annex 3 of the Records on the Work of the Nineteenth Session gives the detail of the observations forwarded by the various Governments following the report of the Preparatory Committee.

The following States have forwarded their observations to the Secretariat : Union of South Africa, Australia, United States of America, United Kingdom of Great Britain and Northern Ireland, Bulgaria, Canada, Chile, China, Denmark, Free City of Danzig, Egypt, Spain, Estonia, Finland, France, Irish Free State, Iceland, Italy, Japan, Latvia,

Lithuania, Monaco, Norway, Netherlands, Poland, Roumania, Sweden, Union of Soviet Socialist Republics, Yugoslavia.

The most comprehensive reports are those forwarded by the United States of America and the United Kingdom of Great Britain and Northern Ireland.

For particulars interested parties are referred to the official document N° C. 458.M. 240.1935.VIII (C.C.T./19th Session/P.V.) published by the League of Nations, Geneva, 20th November, 1935, which gives the results of the enquiry. (N° VIII Transit 1935, VIII. 8. of the series of the League of Nations publications).

The results of that enquiry show that the situation is approximately the same as at the time of the Lisbon 1931 Conference, that is to say, that a group of States, most of which are European, is prepared to conclude an agreement, whereas certain other States particularly those of North America, are not ready to accept standard buoyage regulations on the proposed basis. Some of the States, although favourable to the proposed draft, have nevertheless proposed certain amendments to it. 13 replies are favourable and make no reservations; 9 are favourable, but make more or less important reservations; 3 are negative; one, that of the Norwegian Government, is more or less negative, but says that if the Convention is accepted by the majority of European countries and particularly by countries that are neighbours of Norway, the Government of that country will endeavour gradually to put as many as possible of the regulations into force; 3 Governments have made no comments on the matter.

In these circumstances, at the proposal of its President, the Committee has decided to set up a committee of experts instructed to frame a new text, having regard to the various amendments and modifications proposed by the Governments. Should the Committee think fit, this text will be communicated to those Governments which have made known their readiness, in principle, to conclude an agreement on the basis of the Preparatory Committee's proposals. The Advisory and Technical Committee is of opinion that, for this purpose, a Protocol of Signature should be opened at Geneva at such time as shall be subsequently fixed.

H. B.

THE METHODS OF MODERN NAVIGATION

by

EDWARD J. WILLIS, M. E. Virginia, U. S. A.

(165 pp. - ill. - Pr. 5s. 6d. net from the Publishers : BROWN SON & FERGUSON Ltd., Glasgow, 1935).

This is an interesting book which is characterised by "the use of differential calculus in navigation" and also by the extensive use of graphs and diagrams in the solution of the problems of navigation.

A number of mechanical calculators, including the Willis Altitude-Azimuth Instrument and the Willis Navigating Machine are briefly described, as being valuable aids to navigation in saving a great deal of laborious calculation. The book ends with a short but very interesting chapter by the author entitled: *Navigation - A Guess at the Future*.

It is believed that this publication will be useful in scientific libraries and to professors of navigation, but it is doubtful whether it will be accepted by the great body of practical navigators on the surface of the sea and in the air, who are looking, naturally, for the quickest and easiest method of solving their problems and determining with accuracy their positions.

A. T. L.

HISTORY OF THE MAGNETIC COMPASS

Commander J. HENNESSY, R.D., R.N.R., of the Marine Division of the British Meteorological Committee, has published in *The Marine Observer*, Vol. XII, N° 120, London, October 1935, page 149, a very interesting article on the history of the magnetic compass. This digest is based on an important documentation on this subject particularly Captain A. Schück's work *Der Kompass*, Hamburg, 1911. To this should be