

anchor inside until the morning of the 14th, when a start was made and trawling commenced at a point  $12\frac{1}{2}$  miles S. x W. of Manukau Heads, the net being towed in a zigzag southerly direction, and the result for the day was three fairly good and one poor haul.

Work on the 15th was commenced at a point thirteen miles north-west of Woody Point and finished four miles from Gannet Island, the result of four hauls being very similar to that of the previous day.

On the 16th we made three very good hauls off Kawhia Harbour, taking for the day sixty-three cases of fish, principally schnapper, gurnard, and tarakihi. The next day being Sunday we anchored inside Albatross Point, and on the 18th November commenced operations twelve miles S.  $\frac{1}{2}$  W. from Albatross Point, trawling in a southerly direction and finishing for the day off the mouth of the Mokau River. Four hauls were made; all except the last were fairly good, forty-one cases being taken for the day. We continued trawling on the 19th, working towards New Plymouth; but results were poor, and we put into New Plymouth for coal and supplies, and to land fish—176 cases.

□ A course was shaped on the 21st November from New Plymouth in the direction of Farewell Spit, in order to test the intervening ground, and several hauls were made with very poor results. The bottom wherever tested was of a soft, dirty nature, and not until we were within eight miles of Farewell Spit light did the soundings show a cleaner bottom. At this point the net was towed for five miles, the result being a fair catch only.

On the 23rd work was commenced off West Wanganui Inlet, and the ground tested until off Farewell Spit light. The results were poor, and as bad weather was setting in we ran for shelter into Taranui Bay, remaining there over Sunday.

On the 25th November work was commenced about twenty-one miles W. x N. from Stephens Island, and the net towed in the direction of Wanganui. Several hauls were made with very poor results, the soundings showing soft, muddy bottom. The following day the wind was blowing strong from the north-north-west with heavy sea, and as the soundings showed sticky-clay bottom, I decided not to run the risk of losing nets, so we proceeded to Wellington, arriving there at 6 p.m.

On the 28th November the vessel left Wellington for Cloudy Bay with the object of dredging for oyster-beds said to exist in that locality; but although traces of oysters were found no satisfactory result could be arrived at, as the dredge proved unsuitable for the work.

On the 29th a haul of the trawl-net was made about five miles north of Wairau bar, and a very fair catch of mixed fish was obtained.

On the 2nd December Guard's Bank was tested with the trawl with very poor results, and we then tested ground  $13\frac{1}{2}$  miles east of Stephens Island, towing in the direction of Wanganui. Several hauls were made, but the results were poor in all cases. Next day a trial was made of ground nine miles N. E.  $\frac{1}{2}$  E. of Jackson's Head, and of ground twelve miles W. x S.  $\frac{1}{2}$  S. of the south end of Kapiti Island. In each case with poor results.

The bottom here proved of a very dangerous nature for trawling, so I decided to finish operations at this point and proceed to Wellington, where we arrived on the evening of the 3rd December.

(d.) DAILY MEMORANDUM OF WORK DONE FROM THE COMMENCEMENT OF THE SECOND CHARTER OF THE "NORA NIVEN" ON THE 5TH SEPTEMBER TO THE 4TH DECEMBER, 1907.

*September 5, 1907.*—Inspected the nets and fishing-gear on board.

*September 6 and 7.*—Trawl-nets and gear being overhauled and repaired, and boilers blown down and cleaned.

*September 9.*—Station 107: "Nora Niven" left Glasgow Wharf at 8.40 a.m. to test trawl-nets and sample bottom in Wellington Harbour preparatory to taking out a party of members of Parliament to demonstrate to them how trawl-nets are worked. Made one short haul, shooting the net between Somes and Ward Islands and towing in towards Day's Bay Wharf. Encountered soft bottom; net hauled in full of mud. Very few fish.

Station 108: Left wharf with parliamentary party on board at 2.30 p.m. Steamed down the harbour and shot the net south-west of Ward Island in 13 fathoms, mud bottom. Towed three-quarters of an hour, and hauled up in 12 fathoms. Very few fish.

*September 10.*—Left Wellington wharf at 5 a.m. for west end of Cook Strait. Took a sounding at 1.30 p.m.  $5\frac{1}{2}$  miles east of Stephens Island: depth, 43 fathoms; bottom, sand and shell. Sounded again 5 miles north of Stephens Island: depth, 43 fathoms; bottom, coral and stones. A strong westerly wind coming up, with a heavy choppy sea and falling glass, decided to run into Tasman Bay, where work could be continued until the weather settled. Anchored off Separation Point for the night.

*September 11.*—Station 109: Hauled up anchor off Separation Point, Tasman Bay, at 6 a.m. The soundings showing mud bottom, the net was shot for the first haul at 6.35 a.m. in 27 fathoms. Separation Point bearing S.W. x W.  $\frac{1}{4}$  W., 5 miles. Towed on an E.  $\frac{1}{4}$  N. course for two hours and a half, and hauled up off a mud bottom in 30 fathoms. The result of this haul was rather poor, the market-fish being represented by 12 soles, 29 schnapper, 35 gurnard, 14 kingfish, 20 tarakihi, and 30 red-cod.

Station 110: From hauling up at station 109 steamed  $4\frac{1}{2}$  miles on a E.  $\frac{1}{4}$  N. course, and shot the net for the next haul at 10 a.m. in 30 fathoms, mud bottom; Separation Point bearing W.  $\frac{3}{4}$  S.,  $19\frac{1}{2}$  miles. Towed 5 miles on the same course, and hauled up from the same mud bottom in 36 fathoms at 11.30. This haul gave a large bag of fish, consisting principally of red-cod, with a fair quantity of soles, gurnard, tarakihi, and kingfish.

Station 111: After hauling up at last station steamed 3 miles, and shot the net at 12.15 p.m. in 26 fathoms, mud, Ragged Point bearing E. x N.  $\frac{1}{2}$  N.,  $9\frac{1}{4}$  miles. Towed  $5\frac{1}{2}$  miles on an easterly course, and hauled up  $4\frac{1}{2}$  miles off Ragged Point; the point bearing N.E.  $\frac{3}{4}$  E. Depth 30 fathoms, mud. This haul was rather unsatisfactory both as to quantity and variety of fish.