

DAILY MEMORANDUM OF WORK DONE FROM THE COMMENCEMENT OF THE CHARTER ON THE 5TH JUNE, 1907, TO THE 4TH SEPTEMBER, 1907.

June 5.—After the inspection was completed, the "Nora Niven" left Wellington for Stewart Island, by way of Lyttelton, at 6 p.m.

June 6.—Arrived at Lyttelton at 4 p.m., and, after taking Mr. Waite, with his collecting outfit, on board, the "Nora Niven" left the same evening at 7 p.m. for Stewart Island.

June 7.—Steaming from Lyttelton to Stewart Island. Passed Moeraki light at 5.30 p.m.

June 8.—On run from Lyttelton to Stewart Island, after rounding Nugget Point, experienced heavy head sea. Arrived at Half-moon Bay, Stewart Island, at 5 p.m.

June 9.—Sunday—anchored in Half-moon Bay.

June 10.—Hove up anchor in Half-moon Bay at 7 a.m., and left for the grounds to the east of Stewart Island. When outside Half-moon Bay the chief engineer reported that the feed-pump gland was broken, and would take two hours to repair. The anchor was hove up for the second time at 8.45 a.m., and the vessel steamed south to about 10 miles off Port Adventure. Several soundings were made with the hand-lead, but the bottom proved to be rough and unsafe for trawling. The strong wind, with heavy sea, prevailing made further work impossible, and we ran in to Port Adventure. We fitted up the Lord Kelvin sounding-machine, and drilled the crew in its use.

June 11.—Station 1: Weather unsettled this morning; gale blowing, with heavy rain during the night. The anchor was hove up at 8.30 a.m., and we steamed out due east from Wreck Reef for 9 miles, the soundings showing a fine sand bottom. At 52 fathoms the net was shot for the first haul at 11.30 a.m., and towed for two hours due east. Hauled up at 1.30 p.m. The result of this haul was rather poor, both as to quality and variety of fish. Bad weather setting in, with a heavy southerly, further trawling was considered unsafe. Several soundings were taken, and we returned to Port Adventure to shelter.

June 12.—Stations 2, 3, and 4: The weather having improved during the night, the anchor was hove up at 6 a.m., and we steamed N.E. from Wreck Reef for 10 miles. The soundings showing a fine sand bottom at 37 fathoms; the net was shot at 8 a.m., and towed on a N.E. course for two hours. This haul yielded a poor quantity of market-fish, consisting of hapuka, ling, kingfish, barracouta, &c. Work was continued on a N.E. course all day, and we trawled out to a distance of about 36 miles. In that distance three hauls of the net were made, and six soundings taken. The character of the bottom varied very little, being generally fine sand, and no obstructions of any kind were experienced. The result of the hauls made during the day was poor in quantity and variety of market-fish obtained. Hapuka, ling, and kingfish were the only varieties taken. The trawler lay-to for the night.

June 13.—Station 5: At daylight we steamed out for deeper water. A level bottom was found at 62 fathoms for about 15 miles, when it suddenly dropped down to 183 fathoms, the next sounding giving 197 fathoms. We steamed back to 67 fathoms, and put over the net, towing out to deep water. The depth gradually increased for the first hour's towing, and suddenly the warps hung perpendicularly, showing that the net had been hauled into water well over 100 fathoms. The vessel was then turned back, and the net hauled up in 67 fathoms. The result of this haul was a poor one as regards market-fish. After hauling up we steamed inshore to test the grounds to the east of Ruapuke Island. Bad weather setting in, with a low barometer, we sheltered in Paterson's Inlet all night.

June 14.—Very stormy weather prevailing, with a low glass, no work was possible, and we had to shelter all day in Paterson's Inlet.

June 15.—Left the anchorage in Paterson's Inlet at 9 a.m. for the Bluff for coal, &c.. A strong gale, with a bad sea, was experienced crossing Foveaux Strait, and the vessel had a very rough time crossing.

June 16.—Sunday. Lay at the Bluff.

June 17.—Coaling was delayed to-day owing to the only coal-hulk grounding.

June 18.—Station 6: Coaling was finished this morning, and we left the Bluff at 11.30 a.m. for the grounds to the east of Waipapapa Point and Ruapuke Island. The grounds between Waipapapa Point and the Bluff were tested by the "Doto" in 1900. The trawl-net was shot at 3 p.m. 6 miles to the south of Waipapapa Point in 26 fathoms, the soundings showing the bottom to be fine sand. Towed N.E. for $1\frac{1}{2}$ hours, when the soundings indicated rough bottom, and the net was hauled up and found to be badly torn. Lay-to for the night off Brothers Point.

June 19.—Station 7: Work was resumed S.E. of Brothers Point at 7 a.m. The net was shot for the first haul in 43 fathoms at 7.45 a.m., bottom fine sand. The result of this haul, after towing $2\frac{1}{2}$ hours, was rather poor. The bottom was then tested out to 100 fathoms, but proved to be too rough for trawling. Mr. Waite's bucket dredge was put down at a depth of 120 fathoms.

Station 8: After testing the bottom with the dredge we steamed N.W. x N. $1\frac{1}{2}$ hours, and shot the net in 60 fathoms—a sand-and-shell bottom—at 4.15 p.m. Towed $2\frac{1}{2}$ hours, and hauled up from 59 fathoms. The result of this haul was poor, the few market-fish being represented by ling, hapuka, and kingfish. Steamed north until abreast of Nugget Point, and lay-to for the night.

June 20.—Station 9: Commenced work off Nugget Point at 7 a.m. Several soundings were taken to test the bottom, and the net was put down for the first haul at 8.30 a.m. in 50 fathoms on a sand-and-mud bottom. Towed into the opening of Molyneux Bay, and hauled up in 15 fathoms—mud bottom—4 miles N.E. of Nugget Point. This haul yielded fair results.