

Station 156 : Shot again for another haul at 10 a.m., depth 18 fathoms, mud bottom, Totaranui bearing W.S.W., $3\frac{1}{2}$ miles. Towed half an hour, when the net came fast, and was hauled up badly torn. Position, Totaranui bearing S.W. x W. $\frac{1}{4}$ W., $2\frac{1}{2}$ miles.

After hauling up at station 156, steamed for Golden Bay, the starboard net being got ready on the way up. On opening out Separation Point a fierce gale was encountered, and it increased, with a choppy sea, as we got further in, making work impossible, and we ran back to Totaranui, when all hands were put on to repair the port-side net.

September 28.—Station 157 : The weather continuing unsettled, with a heavy sea outside Farewell Spit, I decided to work down the west and south side of Tasman Bay. Hauled up the anchor in Totaranui Bay at 5.30 a.m., and steamed two hours down the west coast, until south of Astrolabe. Finding suitable depth and bottom, the net was put over for the first haul at 7.45 a.m., depth 11 fathoms, and mud bottom, the position being Kaitehi Cove bearing W. x S. $\frac{1}{4}$ S., 3 miles. Towed on a S. $\frac{1}{2}$ E. course for 5 miles, and hauled up at 9 a.m. in 12 fathoms, Boat Harbour Island bearing W.S.W., 3 miles. Result, a fair haul of flounders, soles, schnapper, gurnard, tarakihi, red-cod, and barracouta.

Station 158 : As the prospects of getting on to good fish at the last station were encouraging, the net was shot right away for another haul at 9.15 a.m., depth 12 fathoms, mud bottom. Towed an hour and three-quarters, and hauled up in 16 fathoms, Boat Harbour Island bearing S.W. x W. $\frac{1}{2}$ W., 8 miles. This haul yielded a very fair quantity of flounders, soles, schnapper, gurnard, barracouta, and red-cod.

Station 159 : The last haul also giving encouraging results, after clearing the net it was shot again, the depth being 16 fathoms, mud bottom, and the time 11.15 a.m.; Boat Harbour Island bearing S.W. x W. $\frac{1}{2}$ W., 8 miles. Towed on an E. x S. course for 6 miles, and hauled up 4 miles west of Pepin Island. Result, considering the time the net was down, a very good haul of the best market-fish, including 96 flounders, 34 soles, 76 gurnard, 14 schnapper, 6 tarakihi, and a number of red-cod and kingfish.

Station 160 : As the prospects improved at every haul as we worked eastward, the net, as soon as cleared at the last haul, was shot again, depth 17 fathoms, bottom mud, time 1.30 p.m., position 4 miles west of Pepin Island. Towed for two hours and a half, and hauled up in 19 fathoms at 4 p.m., Pepin Island S. $\frac{1}{2}$ E., 6 miles. This proved to be the best haul to-day, giving 110 flounders, 54 soles, 80 schnapper, 63 gurnard, 56 red-cod, and a quantity of kingfish and tarakihi—all prime market-fish. After hauling up, we steamed back to Totaranui Bay, and anchored for the night.

September 29, Sunday.—At anchor in Totaranui Bay.

September 30.—Station 161 : Hove up anchor in Totaranui Bay at 5.30 a.m. As the weather was still unfavourable for work outside of Farewell Spit, I decided to work Golden Bay, where the net was shot for the first haul at 6.40 a.m., depth 13 fathoms, and bottom mud; position 4 miles N. x W. of Separation Point. Towed two hours and a quarter, and hauled up in 15 fathoms, Tata Island bearing S.W. x S., 3 miles. Result, a very good bag of mixed fish.

Station 162 : As the prospects at the last haul were encouraging, the net was shot, after clearing away from the last haul. Depth 15 fathoms, bottom mud, time 9.15 a.m. Towed two hours and a half, and hauled up in 15 fathoms, Streaky Head bearing W. x N., 5 miles. This haul gave a very fair bag of mixed fish.

Station 163 : Shot again for the next haul at 11.40 a.m., depth 15 fathoms, bottom mud; position, Streaky Head bearing W. x N. $\frac{1}{2}$ N. Towed 3 miles on a N.W. course into 12 fathoms, then altered the course and towed out 4 miles E. x N., and hauled up in 17 fathoms, Streaky Head bearing N. x S., $5\frac{1}{2}$ miles. This haul yielded a large bag of fish, principally schnapper, flounders, soles, gurnard, kingfish, and red-cod.

Station 164 : After hauling up at last station, shifted position two miles to the southward, and shot the net for the last haul at 2.15 p.m., depth 17 fathoms, and the same mud bottom which we have found all over this Bay; the position being N.W. x W. of Tata Island. Towed two hours on a S.E. $\frac{3}{4}$ E. course, and hauled up in 19 fathoms, Tata Island bearing S. The result of this haul was also very satisfactory, giving a good quantity and variety of the best market-fish. Blowing a gale all afternoon. After hauling up at station 164, returned to Totaranui Bay, and anchored for the night. Unwell.

October 1.—Station 165 : Unsettled weather, with low glass, and heavy swell outside. I decided to put in another day in Golden Bay. Hove up anchor in Totaranui Bay at 6 a.m. Shot the net 2 miles N.W. of Separation Point at 7.30 a.m., in 17 fathoms, mud bottom. Towed 6 miles on a N.W. course, and hauled up in 16 fathoms at 9.30 a.m., Separation Point bearing S.E. $\frac{1}{2}$ E. 7 miles. This haul gave a very good bag of schnapper, gurnard, red-cod, and a quantity of flounders.

Station 166 : After hauling up at last station, shifted ground 3 miles to the south-west, and shot for another haul at 10.10 a.m., 16 fathoms, mud bottom; Separation Point bearing E.S.E., 9 miles. Towed an hour and a half, and hauled up in 17 fathoms. Result, a fair haul of fish.

After hauling up at station 166 at 11.40 a.m., left for Nelson to get medical attention for myself.

October 2.—Left Nelson at 5 a.m. for outside Farewell Spit. Came on fierce gale, with heavy rain, at 8 a.m. With such weather work outside Farewell Spit was out of the question, and I decided to go into Golden Bay again; but when we rounded Separation Point the gale was so strong that there was no prospect of working, so we ran back to Totaranui Bay to shelter. Gale continued all day.

October 3.—Station 167 : Left anchorage in Totaranui Bay at 4.30 a.m. for Golden Bay. Shot the net for the first haul at 5.40 a.m. in 16 fathoms, Streaky Head bearing W. x S. $\frac{1}{2}$ S., 6 miles. Towed an hour and a half, and hauled up in 17 fathoms, Spit Light bearing N.E. $\frac{1}{2}$ N., 9 miles. Result, a good haul of mixed fish.

Station 168 : Shot for the next haul in 17 fathoms, mud bottom, at 7.30 a.m., Spit Light bearing N.E. $\frac{1}{2}$ N., $8\frac{1}{2}$ miles. Towed two hours and a half, and hauled up in 19 fathoms, Spit Light bearing