

N. x E. $\frac{1}{4}$ E., $6\frac{1}{4}$ miles. This haul gave a very good variety of fish, but the quantity was not equal to any of the other hauls in this bay.

Station 169 : From hauling up at last station steamed $6\frac{1}{2}$ miles E. x N., and shot for another haul in 23 fathoms at 10.30 a.m., Farewell Spit Light bearing N.W. $\frac{1}{4}$ N., $8\frac{1}{2}$ miles. Towed 5 miles on an E. $\frac{1}{2}$ N. course, and hauled up in 25 fathoms at 12 p.m. Result, a good variety but only moderate quantity of fish.

Station 170 : From last station steamed out 11 miles on an E. $\frac{1}{2}$ N. course, and shot for another haul at 1.30 p.m., Farewell Spit Light bearing W., $21\frac{1}{2}$ miles, depth 30 fathoms, bottom sand and mud. Hauled up at 3 p.m. in 35 fathoms from a sand bottom, Farewell Spit Light bearing W. $\frac{1}{2}$ S., 26 miles. This haul was a rather poor one, the market-fish being represented by a few gurnard, kingfish, tarakihi, and schnapper.

Station 171 : Steamed 10 miles E. $\frac{1}{2}$ N. from last station, and shot for the last haul in 36 fathoms, 10 miles west of Stephens Island, bottom sand. Hauled up at 5.45 p.m. in 41 fathoms, sand bottom, Stephens Island bearing E. x S., 5 miles. This haul gave a fair variety of round fish, but no soles or flounders, the quantity being similar to the last haul.

After hauling up at station 171 left for Wellington to have the refrigerating-engines repaired, and to take coal and water. Arrived at Wellington at 7.30 a.m. on the 4th.

October 4.—The Department, having reconsidered the question of prospecting the grounds in the north, decided to work a section on the east coast from the Hauraki Gulf northward, and as there was a much better prospect of getting fine weather on the west coast during the month of November, it was considered advisable to do the east coast section at once. As the owners could have the repairs to the refrigerating-engines done better at Napier, the "Nora Niven" left Wellington for the north at 4 p.m. to-day.

October 5 and 6.—"Nora Niven" arrived at Port Ahuriri on the 6th.

October 7.—Repairs being effected to refrigerating-engines.

October 8.—Repairs to engines finished to-day.

October 9.—"Nora Niven" sailed from Port Ahuriri for Auckland.

October 10.—On run from Port Ahuriri to Auckland.

October 11.—Owing to heavy weather "Nora Niven" had to put into Hicks Bay for shelter.

October 12.—Sheltering in Hicks Bay.

October 13.—Left Hicks Bay for Auckland.

October 14.—Arrived Auckland at 5 p.m.

October 15.—Coaling at Auckland. Captain McAlister ill, and ordered ashore by doctor.

October 16.—"Nora Niven" was unable to proceed to sea to-day owing to Captain McAlister's illness. Making arrangements with the owners for another captain to be employed temporarily.

October 17.—"Nora Niven" left Auckland at 4 a.m. to prospect outside the trawling limits in the Hauraki Gulf. Captain Nielsen temporarily in charge.

Owing to continued indisposition, the Department, acting on my medical adviser's advice, decided to allow me to leave the vessel, and Mr. H. Stephenson, Inspector of Fisheries for the Bay of Islands, was put in charge for the remainder of the cruise. I accompanied the vessel to-day for the purpose of instructing Mr. Stephenson in the work, and from this date the records were kept and reports of the cruise were supplied by him.

October 17.—Station 172 : Auckland was left at 4 a.m. for the north of Tiri Island and outside of the trawling limits. The net was shot for the first time at 7.15 a.m. 3 miles due north of Tiri Island in 30 fathoms, mud bottom. Towed N. x E. for 2 hours, and hauled up from 26 fathoms, mud bottom. The result of this haul was a large bag of fish, principally schnapper.

Station 173 : The net was shot again 10 miles N.E. of Tiri Island in 24 fathoms, sand bottom. Towed an hour and thirty-five minutes, and hauled up, Cape Colville bearing E.N.E., $9\frac{1}{2}$ miles. This haul yielded fair results, the principal market-fish being schnapper and John-dory, with a considerable quantity of horse-mussel shell and sponges.

Station 174 : The net was shot again 8 miles W.S.W. of Cape Colville in 30 fathoms, bottom mud and sand. Towed an hour and three-quarters, and hauled up from a mud bottom in 27 fathoms, 5 miles S.W. of Cape Colville. The net came up badly torn in the belly and badly chafed at the cod-end, through being hauled over rough bottom. This haul consisted principally of John-dory and schnapper, and although a large number escaped, owing to the net being torn, yet fully half a ton were landed on deck.

Station 175 : The net was shot for the last haul to-day 5 miles S.W. Cape Colville, in a depth of 26 fathoms, mud-and-sand bottom. Towed 4 miles, and hauled up in 25 fathoms. The bottom throughout the haul proved to be clean. This haul yielded excellent results, the catch consisting principally of schnapper, dory, and trevalli. After hauling from last station we steamed for Man-o'-war Bay, Waiheke Passage, where the Chief Inspector of Fisheries was landed, and we anchored for the night.

October 18.—Station 176 : Hove up anchor at Man-o'-war Bay at 5 a.m., and steamed out to $4\frac{1}{2}$ miles W. $\frac{1}{2}$ S. of Channel Island, where the net was shot in 27 fathoms, mud-and-sand bottom, at 7.45 a.m. Towed an hour and a quarter in a N.W. x N. direction, and hauled up in 27 fathoms. This haul gave very good results, consisting again principally of schnapper and a few other varieties of market-fish.

Station 177 : The net was shot again at 9.55 a.m., 6 miles N.W. $\frac{3}{4}$ W. of Channel Island, depth 25 fathoms, bottom mud and sand. As soundings indicated rough bottom, the net was only towed an hour and hauled up in 27 fathoms, bottom coral and shell. The result of this haul, poor both as regards the quantity and variety of fish.