

subsided, and at 6 A.M. the weather was quite fine and bright, and the vessel again proceeded on her course. At 1.15 P.M. a sounding and serial temperatures were obtained in 1100 fathoms at Station 165c (see Sheet 27), and then the course was resumed towards Cook Strait. At 6 A.M. star observations proved that a current of 28 miles, S. 39° W., had been experienced since noon of yesterday, but between 6 A.M. and noon there was no current; the temperature of the surface water was 58°·5.

On the 23rd June, at 6.30 A.M., a sounding and trawling were obtained in 275 fathoms, at Station 166 (see Sheet 27). Star observations showed no current at 6 A.M., but between that time and noon a current of 8 miles, S. 56° E., was experienced. Part of this was no doubt due to the drift of the ship whilst trawling in shallow water. At 1.30 P.M. sail was made and the vessel proceeded towards the centre of an imaginary line, joining Mount Egmont and Cape Farewell. At 5.30 P.M. a sounding was obtained in 350 fathoms (Station 166A, see Sheet 27), and star observations showed a current of 7 miles, N. 53° E. since noon, or nearly the same rate, though not the same direction, as in the forenoon. At 10 P.M. a sounding was obtained in 400 fathoms, at Station 166B (see Sheet 27). From these soundings it is evident that a bank extends some 200 miles west of Mount Egmont, and may possibly reach as far as Lord Howe Island.

On the 24th, at 4 A.M., bottom was obtained in 400 fathoms, Station 166c (see Sheet 27). At 6 A.M. star observations showed a current of 9 miles, or three-quarters of a mile per hour, to the eastward since 5.30 P.M. on the previous day. At 7.30 A.M. a sounding and trawling were obtained in 150 fathoms at Station 167 (see Sheet 27). At noon all sail was made for Wellington, no current having been experienced since 6 A.M. At 6 P.M. star observations showed a slight E.S.E. set of half a mile per hour. At 9 P.M. the wind increased and became squally, with rain, which necessitated working to the eastward under steam and fore and aft sails. The temperature of the surface water was 58°.

On the 25th June, at 8.30 A.M., the land about Separation Point was observed, and at 9.30 A.M. the position of the ship was fixed by angles to objects on the shore, showing a westerly current of 16 miles since 5.30 P.M. on the 24th, or of one mile per hour. Passing along the land a remarkable yellow patch was observed at Cape Farewell, which is most probably Sandstone Island, but it is not mentioned in the sailing directions. At 10.30 A.M. the lighthouse on Farewell Spit was seen, and the ship steered for Port Hardy, anchoring there at 5 P.M. in 15 fathoms, off the Squadron Rocks. The vessel remained there until 4 A.M. on the 27th June, when the wind moderated, and at 6 A.M. Stephen Island was rounded, and the ship worked to windward under steam and fore and aft sails; but, finding at noon that Port Nicholson could not be reached that day, the vessel was anchored in Queen Charlotte Sound at 1.30 P.M., between Long and Motu Ara Islands.

The ship left Queen Charlotte Sound at 8 A.M. on the 28th, and worked to windward under steam and fore and aft sails through Cook Strait for Port Nicholson, against a strong southeast wind, which raised a short heavy sea, so much so that the leadsman