it was neat and simple, and would suffice for a still larger flow of water. A Muntz-metal disc was made during the voyage and fixed with an indicator over each inlet brine cock, and this greatly facilitated the task of maintaining a steady temperature during times of sudden variations. Throughout the voyage I was most kindly allowed the services of Mr. T. J. Harrison, a former second refrigerating engineer of the vessel, whose assistance proved of the utmost value.

In conclusion, I need hardly express my own keen disappointment with regard to the loss of the herring-ova when success was almost within sight. The expenditure on the expedition has been more than justified by the large increase in the breeding-stock of lobsters and crabs—from twenty-seven to 111—and by having demonstrated that it is possible to carry them in about one-half the space that was formerly allowed. It has also proved the possibility of transporting one of the finest of the European flat fishes to this country, and has resulted in the introduction of two hundred turbot to form a breeding-stock from which it is considerably hoped to establish this valuable fish into these waters.

The thanks of the Department are due to the Shaw, Savill, and Albion Company for the free use of the required space, pumping and cooling of the water, and for allowing the vessel to call into Plymouth for the shipment; to Captain Noal, Mr. McCallum, and Mr. Adams, superintendents of the company; to Captain Burville Holmes, and Mr. Arthur, Chief Engineer of the "Waimana"; to Dr. Allen and his staff for collecting and storing the fish, &c.; to Mr. T. Dance and Messrs. Peacock and Co., of Lowestoft, for providing facilities for securing the herring-ova; and to Dr. H. C. Williamson for collecting and supervising the shipment of herring-ova.

The Secretary, Marine Department.

I have, &c., T. Anderton.

TABLE OF TEMPERATURES IN DEGREES FAHRENHEIT.

Date, 1913.	Position.		Herring-ova Tanks.					Sea.		
	Latitude.	Longitude.	Max.	Min.	Ave- rage.	From	То	From	Ťο	Remarks.
Jan.										
12	English Ch	annel	40	135	37.5	53	53	53	53	Received stock, Plymouth, 7 p.m
13	47° 55′ N.	6° 6′ W.	38	32	36	53	53	53	53	, , , , ,
14	43° 45′ N.	9° 30′ W.	38	33	36	53	54	53	54	
15	39° 54′ N.	11° 14′ W.	36	33	35	54	55	54	55	•
16	35° 35′ N.	13° 10′ W.	39	33	35	55	55	55	55	
17	30° 49′ N.	15° 25′ W.	37	34	35.5	55	58	55	60	Put on cooler for fish-tanks.
18	25° 44′ N.	16° 40′ W. 17° 26′ W.	36	33·5 32	35	63 63	63 63	65 67	67	
19 20	20° 31′ N.	17° 26′ W.	37 35·5	34.5	35 35	56	57	63	$\frac{63}{73}$	
20	15° 12′ N. 10° 1′ N.	16° 25′ W.	37	34.5	35·5	56	56	73	79	
$\frac{21}{22}$	5° 47′ N.	13° 0′ W.	37	35	35.5	56	58	79	84	· ·
23	1° 53′ N.	9° 45′ W.	37	35	35	55	58	84	- 80	
24	1° 56′ N.	7° 14′ W.	35	33	34.5	57	57	81	81	·
$\frac{24}{25}$	5° 45′ S.	4° 11′ W.	35	33	35	57	57	80	77	water and the
26	9° 49′ S.	1° 10′ W.	39	35	36	56	56	77	77	
27	14° 4′ S.	2° 10′ E.	36	3 3	35	55	56	73	72	
28	18° 10′ S.	5° 13′ E.	35	33	34.5	55	56	72	71	
29			35	33	35	55	56	70	70	
30	••		35	33	35	55	55	70	70	
31	••		35	33	35	55	56	69	66	
Feb.					0.0	~ 0		0.0		
1	Cape Tow	n	39	34	36	56	57	66	57	Cape Town harbour water 57°.
2	34° 46′ S.	19° 1′ E.	38	$\frac{35}{34}$	35.5	56 5e	53	71	53	Left Cape Town, 4 a.m.
3	37° 40′ S.	24° 11′ E.	$\frac{36}{37}$	33	35.5	56 54	54*	$\frac{70}{72}$	63	Aghulas current.
4	40° 13′ S. 42° 13′ S.	30° 40′ E. 36° 52′ E.	36	34	$\frac{36}{35}$	53	53 50	58	$\frac{62}{50}$	
5 6	42 13 S. 43° 39′ S.	43° 35′ E.	37	33	35·5	50	46	50	46	
7	44° 52′ S.	50° 17′ E.	38	34	36	46	44	46	44	
8	45° 37′ S.	57° 24′ E.	39	34	36	47	43	47	43	
9	45° 24′ S.	65° 20′ E.	37	34	36	50	46	50	46	
10	45° 51′ S.	73° 10′ E.	37	33	34.5	45	43	45	43	
11	46° 31′ S.	80° 45′ E.	36	34	35.5	43	43	43	43	
12	46° 55′ S.	88° 48′ E.	37	34	36	47	45	47	45	
13	47° 9′ S.	96° 29′ E.	38	35	36	46	42	46	42	
14	47° 26′ S.	104° 57′ E.	37	36	36	44	45	44	45	
15	47° 29′ S.	112° 39′ E.				46	48	46	48	Abandoned herring-ova.
16	46° 50′ S.	119° 53′ E.				49	52	49	52	_
17	45° 11′ S.	127° 11′ E.				52	53	52	53	
18	42° 41′ S.	133° 47′ E.	• •	• • •		54	56	54	58	Put coolers on to fish-tanks.
19	40° 11′ S.	140° 11′ E.		• • •		56	56	58	61	TREEL - J. 4
20	Off Melbou	rne Heads	••	••	••	56	57	62	63	Filled two ballast-tanks for Sydney.
21	New South	Wales Coast		• • •	• •	57	56	62	75	Sydney, 11 p.m. harbour water 71°.
22	Sydney Ha	rbour	••	••	••	55	56	69	71	Part ballast-tank and part harbou water.
23	,,					55	56	73	71	Ditto.
24	,,					56	57	75	75	More ballast-tank and less harbou
٥~						56	57	75	76	water.
25	,,	• • •	••	• •	• •	56 56	57 56	75	$\frac{76}{64}$	Left harbour 6 a.m., sea-water 76°
26 27				••	• •	55	56	63	$\frac{64}{57}$	
27 28	Foveaux St	rait	••	••	• •	55	56	57	56·5	Shut off coolers.
	Port Chalm		•••	• •	• • •	56·5	56·5	56·5	56·5	Port Chalmers 9 a.m. No chang
Mar.1	TOTO OHSIM	ers	•••	••	••	50.0	90.9	50.0	00.0	of temperature on being transferred.

^{*} Reducing temperature of tanks to meet colder currents. Shut off coolers from fish-tanks.