

eastern boundary of Section 105 aforesaid to its southernmost corner; thence south-westerly generally along the south-western boundary of that section and the south-eastern boundary of Section 92, Ohariu District, to the north-eastern side of Old Ohariu Road; thence north-westerly along that side of Old Ohariu Road to a point in line with the north-western boundary of Section 93, Ohariu District; thence south-westerly generally along the north-western boundary of Section 93 aforesaid, a right line to the northernmost corner of Section 9, Kaiwharawhara District, along the north-western boundary of Section 9 aforesaid and the north-western boundary of Section 10, Kaiwharawhara District, for a distance of approximately 4 chains, to the 660 ft contour line, based on the City Datum, along that contour line to its intersection with the south-eastern boundary of the said Section 10, approximately 20 chains from the easternmost corner of that section, along the south-eastern boundaries of the said Section 10 and Section 11, Kaiwharawhara District, the north-eastern boundary of Otari B Block to the northernmost corner of Lot 1, Kaiwharawhara District, along the north-western boundaries of Lots I, II, III, IV, V, VI, VII, and VIII, Kaiwharawhara District, and the south-western boundary of the last-mentioned lot and its production to the right bank of the Kaiwharawhara Stream, up the right bank of that stream to a point in line with the south-eastern boundary of the Otari Maori Reserve, to and along that boundary and the north-western boundaries of Sections 33 and 35, Karori District, to the eastern corner of Lot 1, D.P. 18143, along the eastern, northern, and western boundaries generally of that lot to the north-western boundary of Section 35 aforesaid, along that boundary and the north-western boundaries of Sections 37, 39, 40, 41, and 42, Karori District, to the eastern side of Makara Road; thence southerly along that side of the said road and the eastern boundary of that part of Section 42 as shown on D.P. A/1773 to the northernmost corner of Lot 1, D.P. 13001; thence westerly along the northern boundary of the said Lot 1 to its western corner; thence southerly along the western boundary of that lot, and Lot 1, D.P. 9434, to the northern side of Allington Road; thence westerly along that side of the said road to a point in line with the eastern boundary of an area of 14 acres 1 rood 32.7 perches as shown on D.P. A/2539; thence south-westerly generally to and along the eastern and southern boundaries of that area, along the eastern boundary of Section 53, Karori District, the northern, western, and southern boundaries of Section 54, Karori District, to the westernmost corner of Section 45, Karori District; thence easterly along the south-western and southern boundaries of that section and the southern boundaries of Section 47, Karori District, to its southernmost corner; thence north-easterly generally along the eastern boundaries of the said Section 47 and Section 46, Karori District, the south-eastern boundaries of Sections 55 and 38, Karori District, to the western boundary of part 2 of Section 2, Upper Kaiwharawhara District; thence southerly generally along that boundary to and along the western boundaries of the Waterworks Reserve, to and along the north-eastern boundaries of Sections 69 and 70, Terawhiti District, the eastern boundaries of Sections 70, 38, and 37, Terawhiti District, and the production of the last-mentioned boundary to the high-water mark of the sea; thence easterly and northerly generally along the high-water mark of Cook Strait, Port Nicholson, and Evans Bay (such high-water mark being that existing before the commencement of the reclamations made in Lyall Bay and Evans Bay in connection with the reconstruction of Wellington Airport at Rongotai) to the eastern boundary of the area described in the Third Schedule to the Wellington City Reclamation and Empowering Act 1906; thence westerly and northerly along the said eastern boundary and the high-water mark of Evans Bay to a point on the southern boundary of the land reclaimed by the Wellington Patent Slip Company, distant 2434 links south and 10952 links east from Mount Cook Initial Station; thence north-easterly generally along right lines bearing $117^{\circ} 24'$ distance 206.06 links, bearing $80^{\circ} 28'$ distance 157.58 links, bearing $2^{\circ} 30'$ distance 206.06 links, bearing $27^{\circ} 43'$ distance 348.5 links (scaled) to the high-water mark of Evans Bay and along that high-water mark to a point on the eastern boundary of another portion of land reclaimed by the said company, distant 1860.7 links south and 11775.16 links east from Mount Cook Initial Station; thence along right lines bearing due north distance 400 links, bearing $290^{\circ} 58'$, distance 91.17 links to the high-water mark and along the high-water mark of Evans Bay and Lambton Harbour to the north-eastern boundary of Te Aro Baths; thence along the seaward boundary of the said Te Aro Baths to the north-eastern corner of the land as shown on the plan numbered M.D. 3188 deposited in the office of the Marine Department at Wellington; thence westerly along the northern boundary of the said land to its westernmost corner; thence north-westerly along the seaward boundary of the land as shown on D.P. 1373, being along right lines bearing $314^{\circ} 57'$ distance 123.72 links, bearing $15^{\circ} 54'$ distance 414.64 links, bearing $277^{\circ} 45'$ distance 739.8 links, and bearing $262^{\circ} 45'$ distance 430.8 links to the boundary of the land granted to the Corporation of the City of Wellington by deed of grant dated the 24th day of June 1874, and along the seaward boundary of the land so granted to the eastern boundary of the land as shown on the plan numbered M.D. 1332 deposited in the office of the Marine Department at Wellington; thence northerly along the seaward boundary of the said land, being along lines bearing $12^{\circ} 39'$ distance 298.95 links, bearing $349^{\circ} 41'$ distance 329 links, bearing $347^{\circ} 02'$ distance 83.76 links to a point on the southern boundary of the land as shown on S.O. Plan 13625, along the seaward boundary of

that land, being along right lines bearing $81^{\circ} 31'$ distance 20.97 links, bearing $349^{\circ} 34' 37''$ to the eastern boundary of the land granted to the Superintendent of Wellington by grant dated the 20th day of June 1862; thence north-easterly along the seaward boundary of the last-mentioned grant to a point on the line marked "Proposed Limit of Reclamation" as shown on the plan numbered M.D. 2192 (sheet 1) deposited in the office of the Marine Department at Wellington, along that line to a point marked O on the aforesaid plan, being a point on the eastern side of the Railway Wharf as it existed in May 1898, along the said eastern side of the Railway Wharf to the southernmost point of the land vested in the Wellington Harbour Board by Order in Council dated 25 April 1887 and shown on D.P. B/30, and thereon edged green, along the seaward boundary of that land to the southernmost point marked E of the land described in the First Schedule to the Wellington Harbour Board Reclamation and Empowering Act 1903 and shown on the plan numbered M.D. 2636 deposited in the office of the Marine Department at Wellington, along the seaward boundary of that land to the southernmost point of the land described in the First Schedule to the Wellington Harbour Board Reclamation and Empowering Act 1903 Amendment Act 1906, and marked C on the plan numbered M.D. 2988 deposited in the office of the Marine Department at Wellington, along the south-eastern and north-eastern boundaries of that land to the point marked K on the said plan M.D. 2988, which said point is reproduced on D.P. 10606; thence south-westerly along the north-western boundary of the land as shown on the aforesaid plan M.D. 2988 for a distance of 0.59 of a link to the easternmost corner of the land as shown on the aforesaid D.P. 10606; thence northerly generally along right lines bearing $347^{\circ} 48' 20''$ distance 4103.13 links and bearing $33^{\circ} 23' 20''$ distance 1878.35 links being the seaward boundaries of the said D.P. 10606 and a plan numbered W.R. 29919 lodged as S.O. 19199, along a right line bearing $0^{\circ} 12'$ to a point on a high-water mark on the existing sea wall (1934) of the Wellington-Hutt Railway; thence north-easterly generally along the high-water mark of the said sea wall of the Wellington-Hutt Railway as defined on plans S.O. 16462, S.O. 19263, and S.O. 16437 to a point in line with the north-eastern boundary of Section 7, Harbour District, being the point of commencement.

BOUNDARIES OF COUNTY OF MAKARA

All that area in the Wellington Land District bounded by a line commencing at a point on the mean high-water mark, Porirua Harbour, in line with the north-eastern boundary of Section 99, Porirua District, Block VIII, Paekakariki Survey District; thence to and along that boundary to the easternmost corner of that section; thence generally southwards along the south-eastern boundary of Section 99 aforesaid, the north-eastern boundary of Section 29, and the northern and eastern boundaries of Section 32, Takapu District, the northern boundary of Section 35, Horokiwi Road District, the western, northern, and eastern boundaries of Section 348, and the eastern and southern boundaries of Section 344, Hutt District, and thence along the south-eastern boundaries of Sections 34, 33, 39, part 31, 30, 29, and 28, Horokiwi Road District, Block II, Belmont Survey District, the south-eastern boundaries of Sections 27, 26, 25, 24, 22, 21, 20, 16, 15, 14, 12, 11, and 9, Horokiwi Road District, Block VIII, Belmont Survey District; thence along the south-eastern boundary of Section 7, Horokiwi Road District, to and along the northern and eastern boundaries of Section 78, Hutt District, Block XIII, Belmont Survey District, the north-eastern boundary of Section 19, Harbour District, Block XII, Belmont Survey District, and the production of the last-mentioned boundary to mean high-water mark, Port Nicholson; thence in a south-westerly direction along the mean high-water mark aforesaid to its intersection with the northern boundary of the City of Wellington hereinbefore described; thence northerly, westerly, and southerly generally along the eastern, northern, and western boundaries of the City of Wellington to the mean high-water mark, Cook Strait; thence westerly and northerly generally along the mean high-water mark, Porirua Harbour, to the point of commencement, excluding therefrom the Borough of Tawa as described in *Gazette*, 1958, page 1042.

BOUNDARIES OF MAKARA RIDING

All that area in the County of Makara bounded by a line commencing at the intersection of the north-eastern boundary of Section 99, Ohariu District, with the mean high-water mark, Cook Strait, being a point on the boundary of the County of Makara hereinbefore described; thence south-easterly and south-westerly along the north-eastern and south-eastern boundaries of Section 99 aforesaid to the north-eastern boundary of Section 76, Ohariu District; thence south-easterly generally along that boundary, the north-eastern boundaries of Sections 79 and 104, Ohariu District, the south-eastern boundary of Section 104 aforesaid to the northernmost corner of the land as shown on D.P. A/3196 and along the northern boundary of that land to the north-western boundary of Section 57, Ohariu District; thence north-easterly generally along that boundary, the north-western and north-eastern boundaries of Section 11, Kaiwharawhara District, and the north-western boundary of Section 10, Kaiwharawhara District, to a point on the 660 ft contour line, based on the City datum, approximately 4 chains from the northernmost corner of the said Section 10, the said point being on the boundary of the City of Wellington hereinbefore described; thence