

mean high water as shown on D.P. 13033 and northerly generally and south-easterly generally along the line of mean high water of the Waitemata Harbour to the north-western side of Meola Road in Block XVI, Waitemata Survey District; thence north-easterly generally along that roadside and along the line of mean high water bounding Allotment 46, Section 9, Suburbs of Auckland, and again along the north-western side of Meola Road and along the line of mean high water bounding Allotment 47, Section 9 aforesaid, and again along the north-western side of Meola Road to the southernmost corner of Allotment 44, Section 9 aforesaid; thence northerly generally and southerly generally along the line of mean high water bounding Allotment 44, part Allotment 20 and Allotment 45, Section 9, Suburbs of Auckland, and north-easterly generally again along the north-western side of Meola Road and along the line of mean high water bounding Allotment 43, Section 9 aforesaid, and again along the north-western side of Meola Road to the line of mean high water of the right bank of Motions Creek; thence north-westerly generally along that line of mean high water and north-easterly generally along the line of mean high water of the Waitemata Harbour to the north-western side of West End Road; thence north-easterly generally along that road to the southernmost corner of Lot 3, D.P. 26840; thence north-easterly generally along the line of mean high water of the Waitemata Harbour to its junction with the western boundary of land set aside for Auckland Harbour Bridge purposes by *New Zealand Gazette*, 1978, page 1862, as shown on S.O. 46787; thence easterly generally, northerly generally and south-easterly generally along the old line of mean high water as shown on D.P. 501 and D.P. 45468 to the northernmost corner of Lot 1, D.P. 68102, in Block XVI, Waitemata Survey District, and continuing south-easterly generally along the south-western boundary of the aforementioned lot to its southernmost corner; thence north-easterly, south-easterly and south-westerly along the north-western, north-eastern and south-eastern sides of St. Marys Road to the westernmost corner of Lot 1, D.P. 44946, and easterly generally along the generally southern boundaries of the last-mentioned lot and Lot 1, D.P. 59524, and continuing along the old line of mean high water as shown on S.O. 16145 to and south-easterly along the south-western boundary of land set aside for Auckland Harbour Bridge purposes aforesaid as shown on S.O. 46844 to a point in line with the western boundary of Lot 18, D.P. 9097; thence along a line bearing 18° 18', distance 534.10 metres, crossing the land set aside for Auckland Harbour Bridge purposes aforesaid and along lines bearing 108° 08' 25", distance 10.06 metres; bearing 18° 18', distance 45.26 metres; bearing 108° 08' 25", distance 12.67 metres; bearing 42° 08', distance 11.00 metres; bearing 10° 08', distance 13.04 metres; bearing 42° 08', distance 438.35 metres; bearing 132° 08', distance 7.00 metres; bearing 81° 05' 58", distance 175.58 metres; bearing 132° 24', distance 73.02 metres; bearing 222° 08', distance 458.66 metres; bearing 198° 08', distance 10.36 metres; bearing 132° 08', distance 13.88 metres; bearing 222° 08', distance 27.16 metres; bearing 198° 08' 25", distance 10.06 metres; bearing 108° 08' 25", distance 208.41 metres; bearing 198° 08' 25", distance 30.18 metres; bearing 108° 08' 25", distance 10.06 metres; bearing 198° 08' 25", distance 487.83 metres; bearing 108° 08', distance 88.51 metres to a point bearing 32° 30' and distant 130.76 metres from Standard Survey Block, number 900, shown on S.O. 48166; thence along a right line between that Standard Survey Block and a point bearing 306° 30' and distant 107.42 metres from Standard Survey Block 264, shown on S.O. 48159, to its intersection with the western side of Customs Street West and northerly along that western side and westerly and northerly along the southern and western sides of Pakenham Street and the western boundary of Lot 2, D.P. 63443, and north-easterly generally along the generally north-western boundary of the land shown on S.O. 44576 and easterly along the northern boundary of the land shown on S.O. 44576 to and along the northern side of Customs Street West to a point in line with the western boundary of Lot 2, Deeds City Plan No. 45; thence northerly and easterly along the western and northern boundaries of the aforesaid lot and continuing easterly along the northern boundary of Lot 1, Deeds City Plan 45, the northern end of Market Place and the northern boundaries of Lots 1 and 2, also shown on Deeds City Plan 45 and the last boundary produced to the south-western corner of Lot 1, L.T. 29125; thence northerly along the western boundary of Lot 1 aforesaid and that boundary produced across the Western Viaduct as shown on L.T. 29125 to its northern side; thence easterly along that northern side to and along the northern side of Quay Street to the point marked by Peg D shown on S.O. 23889 in Block VIII, Rangitoto Survey District; thence easterly along that roadside for a distance of 35.13 metres and along right lines bearing 18° 08', distance 15.29 metres, bearing 108° 08', distance 63.57 metres,

and bearing 198° 08', distance 15.29 metres, to and easterly along the northern side of Quay Street to and northerly, easterly and northerly along the generally western side of the Kings Wharf approach road to the end of that road; thence easterly generally along the generally southern boundaries of the land marked A on S.O. 49014 to its easternmost corner and along a line bearing 108° 08', distance 133.36 metres and easterly and southerly along the generally south-western boundaries of the land marked B on S.O. 49014 to and along the old line of mean high water of the Waitemata Harbour (Judges Bay) as shown on S.O.s 17651, 17672 and 663 and D.P.s 1595 and 2373 and S.O. 1330Q and S.O. 17237 and continuing southerly, generally along the old line of mean high water of Hobson Bay as shown on S.O. 47751 to its intersection with the northern side of Shore Road; thence easterly along that northern side to its intersection with the old line of mean high water of Hobson Bay as shown on S.O. 47751 in Block VIII, Rangitoto Survey District; thence northerly generally, easterly generally and southerly generally along the old line of mean high water aforesaid to its junction with the northern side of Shore Road aforesaid and easterly along that northern side to its junction with the old line of mean high water as shown on S.O. 47751 and northerly generally and easterly generally along that line to the western side of Orakei Road Bridge; thence northerly, easterly and southerly for distances of 21.38 metres, 20.14 metres and 21.14 metres around the Orakei Road bridge approach and continuing southerly generally, easterly generally and northerly generally along the old line of mean high water of Orakei Basin and Orakei Creek as shown on S.O. 21189 (2) and S.O. 47750 and easterly generally along the old line of mean high water of Purewa Creek as shown on S.O.s 21189 (3) and (4) and westerly generally along the line of mean high water of Purewa Creek and Hobson Bay as shown on S.O. 24315 and along the south-western side of Ngapipi Road to the southern side of Tamaki Drive; thence westerly along the southern side of Tamaki Drive to and south-westerly and north-westerly along the south-eastern and south-western boundaries of part Auckland Harbour Board Grant Land shown on S.O. 26421 and continuing north-westerly and westerly along the south-western and southern sides of Tamaki Drive to and north-westerly along the old line of mean high water of the Waitemata Harbour as shown on S.O. 17651 to the northern side of Tamaki Drive; thence easterly generally along the northern side of Tamaki Drive and along the line of mean high water of the Waitemata Harbour (Okahu Bay), and along the seaward side of Tamaki Drive and along the line of mean high water of the Waitemata Harbour (Mission Bay) in Block IX, Rangitoto Survey District, and along the seaward edge of a stone parapet on the northern side of Tamaki Drive, to and along the line of mean high water aforesaid of the Waitemata Harbour, to and along the seaward edge of a stone parapet on the northern side of Tamaki Drive to and northerly generally and easterly generally along the line of mean high water of the Waitemata Harbour, Tamaki River and Omaru Creek to the point of commencement; excepting thereout the Borough of Newmarket as described in *New Zealand Gazette*, 1939, page 1828.

Signed at Wellington this 17th day of September 1981.

J. N. SEARLE, Secretary for Local Government.

(I.A. 103/5/330)

Minimum and Trigger Prices for Export Meat (No. 2678, Ag. 4/52/3/1)

THE Meat Export Prices Committee, after having consulted the Minister of Agriculture and pursuant to sections 13 and 14 (1) of the Meat Export Prices Act 1976, hereby gives notice that it has determined that the bench mark grades, and the minimum and trigger prices for these grades, of meat intended for export for the 1981-82 season, commencing on 1 October 1981, shall be as follows:

Category of Meat	Bench Mark Grade	Minimum Price (cents per kg)	Trigger Price
Lamb ..	PM (13 to 16 kg)	116	160
Mutton ..	MLI (22 kg and under)	43	65
Beef (Prime) ..	Steer PI (245.5 to 270 kg)	125	175
Beef (Manufacturing)	(i) Cow M (145.5 to 170 kg)	100	150
	(ii) Bull (220.5 to 245 kg)	124	175

Dated at Wellington this 3rd day of September 1981.

A. DANKS, Chairman, Meat Export Prices Committee.