

be made quite plain with the glass. All signals were quite plain with the glass. When the last signal was made, it was two minutes before the ship struck. It was as quick as I could run from the bridge to the gaff halyards to dip the ensign that it occurred.

*By Mr. Russell.*] What time elapsed between the time of your seeing the second signal and the last?—I suppose it must have been half-an-hour or better.

*By Mr. Domett.*] Was the second signal kept up all the time?—Yes, the signal one arm, "Keep more to the northward," was up all the time until the danger signal was made; and from the first showing of the second signal to the showing of the danger signal I estimate half an hour. The arm was not lowered.

*By Mr. Bell.*] Did you observe that the ship was kept still to the northward so long as the second signal was flying or not?—I heard the master give the order "More to port," but I did not take particular notice, being, as signal-man, watching the flagstaff.

*By Mr. Russell.*] He only gave the order once in my hearing, as I went to attend to my duties. When I was on the gangway, was fifteen or twenty yards from him, and I did not take notice. I could not say that he did not give another order.

*By Mr. Bell.*] Was she under steam as well as under sail at the time?—Yes, sir.

MR. HUNT then resumed his statement, which had been interrupted to examine the quartermaster and signal-man regarding the course and signals. He said:—

When she struck the second time, the men were aloft furling sails. They could not furl the sails, but lowered the topsails and clewed up the other sails. Keeping the foretopmast staysail set, for when she broached to, her bows going round to the port side, the wind then would be on her port side; and it was to keep her from broaching to any more. They then hove three of the weather guns over—also shot and any heavy incumbrance they came across. While I was in the foretop, I saw the second cutter stove at the davits, and the life-buoy broke, which had been let go to save a man who had fallen from forwards, and who had never touched it. They then manned the first cutter, and sent her, with eight hands and Mr. Fielding, midshipman, ahead of the ship. About half an hour after the ship had struck I came down with the men from the foretop. Soon after they piped "Hands, out boats." The pinnace was the first to be got out, and after great difficulty was lowered alongside. She then went away with Lieutenant Hill and Mr. Amphlett, paymaster, who had charge of the Commodore's private despatches in two boxes; also the money belonging to the Government,—they believing at the time that the first cutter had been lost.

[*Memo.*—At a subsequent stage of the proceedings this part of Mr. Hunt's statement was read over to Mr. Amphlett, who declared it untrue, and protested against its being received. Mr. Amphlett stated that he had had neither the Commodore's private Despatches nor Government money, nor anything else in charge, but that knowing the place, he had been sent ashore by the Commodore with Lieutenant Hill to obtain the assistance of as many whale-boats as possible.]

*Mr. Hunt* continued:—They then got the launch out, and with Lieutenant Jekyl and about thirty hands alongside having the boat rope from forward and aft made fast. The Commodore then passed the word "Any of the men wishing to save themselves must be ready at the starboard side of ship to jump into the launch"—Lieutenant Jekyl not allowing the men to come in till he had further orders from the Commodore. About eight hands had obeyed these orders and jumped in, and then the stem fast was let go adrift being made fast to the bow of the gig. One of the gig's crew reporting to the bridge that it was their boat-rope, which it would be necessary for them to have in case of lowering, the men received orders to let it go, which they did. The launch immediately forged ahead, and got under the starboard fore-chains. With great difficulty they got her back again. She had not been long aside again—not more than five minutes—when the stern-fast was again let go (at least I assume so), and the boat again forged ahead, capsized just off the bow, drowning Lieutenant Jekyl and all but a few hands. The word was then passed to those who could swim, "Better try and save their lives." The riggings were immediately manned, as it was impossible to stop on the deck, the sea breaking right over her. No guns were loose then. I then went up the main rigging to the maintop. That must have been about five o'clock. Up to that time no lives were lost except the man who fell over the bow, and Lieutenant Jekyl and those who were drowned with him from the launch.

*By Mr. Russell.*] Had the "Wonga Wonga" then made her appearance?—I saw her from the foretop within a quarter of an hour after we struck going out by the South Channel, and she came round the bar, coming round on her port beam outside.

*By Mr. Russell.*] About what time was it when the "Wonga Wonga" got round to your assistance?—It was about an hour after I went to the top when they left the decks, that she came to our assistance, towing our pinnace and cutter. That would be about six o'clock. That was an hour after we left the decks.

*By Mr. Bell.*] She did not anchor then?—She did not anchor till about seven o'clock; that is, so far as I can judge.

*Mr. Hunt* continued:—As the "Wonga" was coming down to us, a rope was made fast to the starboard side of the mainyard for the men to get down, thinking perhaps that she would come on our starboard beam, and drop our boats. The pinnace came about thirty yards from the flying jibboom end, where some of the men jumped off and swam to the boat, or were picked up. Others jumped off the starboard beam and quarter of the ship, trying to swim for the boats, but were unable to fetch them. The "Wonga" left towing our boats, and anchored about seven o'clock two miles from the ship. About 8.30 p.m. the mainmast went, carrying with it the foretopmast, and Commander Burton, Lieutenant Mudge, Mr. Story the master, Mr. Broughton, midshipman, myself, and about fifty hands. I was holding on the futtock rigging about twenty minutes, and the seas washing right over us. At intervals of five minutes a sea would come and wash alternately over and under where I was holding on by. Twice I was washed away from where I was holding on, the next sea bringing me back again. The last time I could recognise any men on the top with me I saw four. A heavy sea then came and washed me off, and carried the remaining officers away. I found myself being taken by the tide fast away from the ship towards the shore, and supported myself for several miles with a capstan bar, having had two very