

FURTHER PAPERS

“

RELATIVE TO THE

LOSS OF HER MAJESTY'S SHIP “ORPHEUS.”

IN CONTINUATION OF D. No. 1B. SESSIONAL PAPERS, 1863.

PRESENTED TO BOTH HOUSES OF THE GENERAL ASSEMBLY BY COMMAND OF HIS
EXCELLENCY.

AUCKLAND :
1864.

FURTHER PAPERS RELATIVE TO THE LOSS OF H.M.S. "ORPHEUS."

MEMORANDUM by MINISTERS.

The Despatches from the Right Honorable the Secretary of State (No. 70, 28th May, 1863; No. 72, 26th June, 1863; No. 71, 26th June, 1863) on the subject of the wreck of H.M.S. "Orpheus" at the Manukau Heads, have been referred by His Excellency the Governor to the Ministers.

The delay which has occurred in the reply to these Despatches, has arisen from the enquiry which was required to be instituted into circumstances referred to therein.

Ministers respectfully submit to His Excellency the following observations on these Despatches, respectively:—

The first Despatch (No. 70, 28th May, 1863) refers to the report of Mr. Wing, the Harbor Master at Manukau (forwarded in the Governor's Despatch, No. 14, of the 11th February, 1863), which report contains a statement that "Had the late Provincial Government supplied the necessary requirements of the Pilot Station, many valuable lives would, in all probability, have been saved on this occasion." The Secretary of State requires a report from the Governor, what were the particular requirements to which the Harbor Master alludes—whether they were brought under the notice of the Provincial Government, and if so, in what manner, how often, and at what dates; and what steps, if any, were taken by that Government in consequence.

The accompanying papers (D.—No. 1., D.—No. 1A., D.—No. 1B.) relative to the loss of H.M.S. "Orpheus," which were laid before the General Assembly show (See pages 10, 11, 12, 13, and 14, D.—No. 1A., and D.—No. 1B., *passim*) the steps which have been taken since the receipt of the Despatch, and which had been taken previously, to enquire into the charge made by the Harbor Master against a former Provincial Government of neglect to furnish the Manukau Pilot Station with proper requirements.

The report of the Select Committee of the Auckland Provincial Council (See pages 2, 3, 4, 5, 6, 7, 8, 9, and 10, D.—No. 1B.) it will be seen, fully exonerates the late Provincial Government of Auckland from the charge made against it by Mr. Wing, and states that on a review of the whole of the evidence taken on the subject of the wreck of H.M.S. "Orpheus," the Committee find nothing to justify Mr. Wing in having made such a charge.

From the enclosed copy of the letter, dated 6th instant, from the Superintendent of the Province of Auckland to the Colonial Secretary, it appears that the Provincial Council have not as yet taken any steps in reference to this report, either by formal adoption or otherwise.

The second Despatch from the Right Honorable the Secretary of State for the Colonies (No. 72, 26th June, 1863) transmits a copy of a letter from the Lords Commissioners of the Admiralty enclosing extracts from the minutes of proceeding at a Court Martial held at Portsmouth to enquire into the particulars of the loss of H.M.S. "Orpheus," and calling attention to the discrepancy which exists between the statement advanced by the Harbour Master at Manukau respecting the signal made to the "Orpheus," and the evidence which was elicited by the Court Martial.

The explanation furnished by the Harbor Master at Manukau (Mr. Wing) as to this discrepancy is contained in the accompanying papers (See pages 17 and 18, D.—No. 1A.).

Ministers also enclose, as bearing on this subject, copies of certain statements made on board of H.M.S. "Miranda" by certain of the survivors of H.M.S. "Orpheus," before a Commissioner appointed by His Excellency the Governor, which Commissioner, however, in consequence of the sudden departure of H.M.S. "Miranda" to Sydney with those survivors, who went there *en route* to England, did not take further evidence beyond that now transmitted.

The third Despatch (No. 71, 26th June, 1863) draws attention to the arrangement suggested by the Lords Commissioners of the Admiralty for the security of vessels entering the Manukau Harbour, and informs the Governor that their Lordships have offered to instruct a surveying Officer, who is about to be ordered to New Zealand, to afford the New Zealand Government all the assistance in his power in devising measures for the above purpose.

That officer has been for some time engaged in that duty, and Ministers have rendered to him all the aid they can towards its satisfactory fulfilment. A copy of the Despatch of the Secretary of State and of the enclosed letter from the Lords of the Admiralty has been transmitted by His Excellency the Governor to Sir Wm. Wiseman, the Commodore on this station, with a request that in order to the carrying out the recommendations of their Lordships without delay, he would cause a report to be made to the Colonial Government as to what particular signal it would be most desirable to adopt at Manukau Heads, and would furnish any other information on that subject he may consider necessary (See page 20, D.—No. 1A.).

Auckland, 7th March, 1864.

FREDK. WHITAKER.

Enclosure No. 1.

Superintendent's Office, Auckland, 5th March, 1864.

SIR,—

In reply to your letter of the 24th February ultimo, referring to the enquiry by a Select Committee of the Provincial Council of Auckland into the conduct of the Pilot at Manukau in connection with the loss of H.M.S. "Orpheus," I have the honor to inform you that, from enquiries I have made, it appears that the Provincial Council took no action in reference to the report of the Select Committee above mentioned.

The Hon. the Colonial Secretary.

I have, &c.,

ROBERT GRAHAM, Superintendent.

Enclosure No. 2.

MINUTES of EVIDENCE taken on board Her Majesty's Ship "Miranda," in Auckland Harbour, on the night of Monday, February the 9th, 1863, before the Hon. A. Domett, Colonial Secretary; Hon. Dillon Bell, Native Minister; and Hon. Thomas Russell, Member of His Excellency's Executive.

Mr HUNT, midshipman on board Her Majesty's late ship "Orpheus," interrogated, and made the following statement:—We left Sydney on the 31st January, at 4.30 a.m. We had a fair wind down. The Commodore, at starting, intended to go to Auckland, but altered his opinion when he was about three days from the Manukau. By some it was supposed that he intended to hold the Court-martial at the Manukau. We sighted the Manukau Heads at 9.30 a.m. on Saturday morning the 7th of February, steering from East by South to East by North. At 12.30 observed the flagstaff, with what we took at the time to be two balls, but it was the arms extended at each side. It was the signal to pass the Bar, as the Bar was safe. We then steered straight for the entrance, only being a little to the northward of it.

By Mr. Bell.] Were you south or north of the bar at the time you sighted the flagstaff?—*Mr. Hunt* described the position on the chart, and continued—The course we were steering when we sighted the flagstaff signal was East by South, which course we continued until we came to the position marked "O" on the chart.

By Mr. Russell.] Were you outside this shoal (pointing to the chart)?—We must have been southward, for we must have touched slightly before.

By Mr. Bell.] How long was it from the time the vessel first touched till the second touching?—About two minutes. She bounded in and gave another roll, and then stuck hard. When we struck, we steered North-east and by East. I was in the foretop, and could not see exactly the course. The only thing that I can judge from is, that I know so perfectly that the Commodore went in by Drury's Chart. The only thing he had to go in with was the Chart and *New Zealand Pilot*, without the new corrections.

By Mr. Russell.] What edition was it?—The edition of 1859. That was the one we steered in by; but he had a little printed book of four leaves, written by Mr. Veitch, master of the "Niger," warning of the shifting of the bar. I don't know what was the date of Mr Veitch's book.

At this stage it was suggested that *Henry Browne*, Quartermaster of the "Orpheus," be examined.

HENRY BROWNE then made the following statement:—I was at the wheel a few minutes before one—as I allow twenty minutes before she struck. We were at the time going about East and by South, but we had altered our course once or twice, not higher than East by North. I did not know the compass course when I took her. I was under the direction of Master Strong. He was on the bridge at the time. I told the other quartermaster to stand on, and he stood on the course. The master was on the bridge, and his habit was to give the orders to the second quartermaster who was at the conn, who repeated it to the man at the helm.

By Mr. Hunt.] I have heard that when the master told the Commodore the course, that he had to steer by Drury's Chart, and that he would not bring her in; is that true?—No, sir; *Mr. Towzer* was the one that took the helm. He was steering East and by South to East, but he altered the course just before I left to the East. I took the helm, but I could not take her more than half a point near. *Mr. Towzer* then took her, and East was the course.

By Mr. Hunt.] East was the course they were steering when I left the deck at 12 o'clock, the master having asked permission from the Commodore to alter the course as he wished.

By Mr. Russell.] Could you see the signal-staff from where you were steering?—I could.

By Mr. Russell.] When you first saw it, what signals did you observe?—I could not see what signal. I saw it on the port bow. I allowed a point or point and half off. I could see easily through the fore-rigging.

By Mr. Hunt.] The Commodore, the master, myself, the signal-midshipman, and signal-man, all saw the signal "Take the bar."

By Mr. Russell.] During the whole time you observed the signal-staff what signals were flying? Did the signals change?—We did not take notice. Simply when we saw the signal flying "Take the bar." All that I know is that we did take it. The Commodore came in entirely by Drury's Chart, the master looking at it as they came in.

By Mr. Hunt.] All agree that the western end of the middle bank was what we struck upon, and this has been proved to have shifted three-quarters of a mile from where it is laid down in Drury's Chart, unknown to us.

WILLIAM OLEAT, signalman of the "Orpheus," on being interrogated, made the following statement:—The first signal we observed was soon after they went to dinner; it had gone eight bells. I had gone to dinner, and was called to see what was on the signal-staff. I saw two square flags, one at each arm. The Commodore ordered the signal-midshipman to dip the ensign, to show that it was understood. The next thing I saw was the north yard-arm of the semaphore raised straight out. I reported it to the master, who reported it to the Commodore. The master told me to dip the ensign, and I heard the master give the order to keep her to port. I saw one signal afterwards, but that was when we were at the entrance of the breakers. It was the stud-arms out (signal for "Keep back"). The master gave the order to keep more to port again, and then it was a few seconds after when she struck. I was away dipping the ensign when she struck. I ran aft to dip the ensign, and when I was dipping it she struck. Then the Commodore gave the order "Full speed astern." That was the first time she struck. And then we lowered the top-sails, clewed up the top-gallant sails and royals, and took the stern-sails in, and all hands were piped to furl sails. [*Memo.*—The last sentence was by Mr Hunt in the first place, but on being read to William Oleat, he adopted it as his own statement.] They started the engines to go full speed astern, and the engines started to go astern; but the vessel had too much way upon her, having all plain sail set and the starboard foretopmast stunsail, the wind being then on the starboard quarter.

By Mr. Domett.] When you first saw the pilot-signal was it easily discernible?—Yes; they could

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

hard knocks on the head with timber as the waves came rolling over. I saw two people in the water near me, but could not recognise them. One was on the top of a chest of drawers, as far as I can make out. I then heard them singing out to the boat to save them. I looked in the direction they were going, and I saw the first cutter taking in one of those men. I immediately hailed her, was answered, and picked up. The two that were picked up were Mr. Barkly and a man named Hall. Seeing no one else in the water, and hearing no cries, we pulled for the shore. All this while two of the Maori pilots were in the boat, encouraging our men to pull, and steering. They took us to their landing-place. We assisted the boat up, went to their house, where we were accommodated with food and bedding. During the middle watch some of the men went down to the beach to see if any bodies had come ashore, but only found a chest of tea, a cask of peas, a case of candles, and the Commodore's cot, with all the bedding on it. They went again about six o'clock in the morning. I, being very much bruised, and my foot being very painful, was unable to go in the morning till about an hour afterwards. I met one of the Maori pilots near the boat-shed, and asked him if he had seen the steamer. He showed me one just come up with the pinnace in tow, and the "Avon" just heaving in sight coming down the harbour.

By Mr. Bell.] The guns began to break loose and the decks to start about half an hour before the masts went. The masts did not go until about 8.30. Commander Burton was seen with his head between the shrouds, which jammed his head and throat between them, killing him instantly. Commodore Burnett, about six o'clock, hailed the men, asked them to pray to God, and said that he would be the last to leave the ship. When the mizzenmast went he was between the top and the futtock rigging, the former of which fell on his head, partly stunning him. He rose up at once, and seemed to make no effort to save himself, and was lost. He fell with the mizenmast, and the mizentop falling upon his head he was drowned. The mainmast went first, then the foremast, and then the mizenmast. There were 8 officers and 61 men saved from the wreck.

By Mr. Russell.] The weather was fine when we were approaching the bar, with a fine leading wind.

By Mr. Bell.] When the mainmast went, the men on it gave three heart-rending farewell cheers, which were answered by the men on the other masts, and all was then over.

Mr. Hunt then stated that the treatment they had received from Mr. Wing and his family was most kind, and he wished this to be mentioned.

By Mr. Russell.] I do not attach any blame to the pilot, for Mr. Wing told me yesterday morning the signals he had made, and they corresponded exactly with the evidence of the signal-man which has just been taken down. I was told this by the son of the pilot, whose duty it was not to leave the signal-staff.

Memo.—[This closed the evidence taken in the gun-room, and the aforementioned gentlemen proceeded to the Captain's cabin to get the statements of Lieutenants Hill and Gouge, and Paymaster Amphlett, surviving officers of the late ship "Orpheus."

An objection was taken by Lieutenant Hill to the statement made by Mr. Hunt and the other witness in the gun-room being received as evidence, which objection was further supported by Mr. Amphlett. Ultimately it was consented to by these gentlemen that the statement of Mr. Hunt be read over to them from the shorthand writer's notes, which was in part done. Lieutenant Hill stated that the evidence by Mr. Hunt in so far as regarded the course the "Orpheus" was steering, was incorrect: that there were many inaccuracies in it besides, that, as for instance regarding the signals and the distance at which the "Wonga Wonga" is said to have anchored off the "Orpheus." Mr. Amphlett likewise objected to the evidence of Mr. Hunt and the two men being received, as it had been taken in the absence of the senior officer, and contained erroneous statements. *See Memo. ante folio.* It was ultimately arranged that Lieutenant Hill should make any statement he chose bearing on the point on which the Colonial Government wished to obtain information, and which were explained to him by the Hon. the Native Minister and the Hon. the Colonial Secretary.

LIEUTENANT HILL (late of the "Orpheus") made the following statement:—I went on deck at 8 a.m. on Saturday, the 7th February. We steered East half South till 12 o'clock, when we went East. We were under sail up to that time. At 8 o'clock, reckoning by the master's reckoning, we were 38 to 40 miles off. After 12 o'clock we steered on that East course till we got the bearing on, and then steered Northeasterly-east, and that was the course we were steering when she struck. We were keeping the Nine Pin Rock on with Paratutai. We were then under steam, at 12.30, and sail. The signal "take the bar" was sighted at 11.30 a.m. At 12.30 turned hands up to shorten sail, the men having gone to dinner half an hour before the usual time, so as to get dinner over for that duty—that is at half-past 11. We had all the ropes manned for shortening sail. The steam had been up for distilling, and had only been used as an auxiliary, as there was wind enough to take her in without steam. I was standing on the bridge and heard the engineer report there was 10lbs. pressure. We were going quietly on until 1.20, when she first touched astern. I had only observed the signal "take the bar" up to this time; that was a very slight touch. After she touched at that time the leadman on the starboard chains called 5½ fathoms; that was the last call of the lead I heard. Then we went on at the rate of 7 to 8 knots for 10 minutes good, and she struck then with her bow—not heavily, but softly, as if sliding on, with her bow. We were then running right before the breakers; she went gradually into it, and stopped finally, the rollers following on; nothing was displaced by it.

By Mr. Russell.] There were no breakers when we first struck. There may have been breakers ahead.

By Mr. Bell.] Between the time she first struck and the second time I did not observe the danger signal out. I had my glass to my eye and I did not observe it. After that the Commodore ordered "full speed astern," that was after she struck the second time. The engines never moved. The Commodore told me to watch the screw to see if it moved, and it never did.

By Mr. Domett.] The signal, "Take the bar," was still flying. I saw no other.

[Memo.]—It was then suggested that the evidence of the signalman be read to Lieutenant Hill, which was done from the shorthand notes, and he remarked that he saw no other signal, but it may have been as the signalman stated.

During the time Lieutenant Hill was making his statement the First Lieutenant of the "Miranda" entered the Captain's cabin and stopped the investigation, informing the members of the Colonial Executive, who were conducting the inquiry, that it was contrary to the regulations of the service to hold an official investigation on board a man-of-war unless the senior officer of the ship was present. He would take his seat during the remainder of the inquiry and allow the evidence taken in the cabin to stand good; but for the rest, it must be considered null and void. The Hon. the Native Minister explained the facts in relation to the inquiry: that they had written permission from Captain Jenkins to hold the inquiry, and that they had reported themselves and their business to the officer on deck on coming on board.

Lieutenant Hill said he had stated what he thought the Colonial Government wanted to know regarding the signal station and the course of the ship, and he declined making any further statement.

The Hon. the Colonial Secretary and the Hon. the Native Minister requested Lieutenant Hill to volunteer a statement regarding the "Wonga Wonga," which that officer declined to do before consulting with Captain Jenkins, who was ashore at the time.

After waiting for some time for Captain Jenkins' arrival, and he not coming, the inquiry was continued.]

MR. AMPHLETT, (Paymaster of H.M. late ship "Orpheus,") made the following statement:—I think it was half-past four when we met Captain Wing, the pilot. We met him coming out at about 4.30, and I saw the "Wonga" coming from the sea into the Heads at the same time. I consulted with Mr. Hill, and it was agreed that I should go on with two sick boys on to the "Harrier." The tide was against me, I had a good sail in the boat and a leading wind; and Lieutenant Hill taking Mr. Wing into the pinnace, went out to save lives. We then went to the "Wonga," and I pulled into the pilot station. I saw young Wing. He came running down, and asked what the ship was. He said that she was setting down fast. I asked him what time it was, and he said five o'clock. I said, "Can you go up and pilot me to the 'Harrier?'" He said he would send his brother, as he could not come himself. I said, "How was it you did not make proper signals to us when we were coming over the bar?" He said he did make proper signals. I said, "We never saw them." He said "You came in by Captain Drury's directions." I said, "Yes," and as he recognised me, I added, "the same as the old 'Niger' used to come." He said, "Yes, I recollect well the 'Niger' coming across the same place, and we all thought at the flagstaff that she had struck." He says, "I thought you were only skirting the reef;" he says, "Many ships come in as close as you did, but skirt the reef, either coming to the South or North as the wind allows."

By Mr. Domett. When we were sailing in in the pinnace there was no signal.

Lieutenant Hill: From 2.30 till 5 o'clock there was no signal flying. There were 256 all told on board; 256 were victualled last Sunday week, and 69 have survived. There were lost from the gun-room 7 officers, 10 from the ward-room, 5 from the engineers' mess, 1 warrant officer, and 1 commodore. 33 men were picked up by the boats, the remainder of the men were boats' crews.

Mr. Amphlett continued: The Commodore sent me ashore, as I knew the place, to get assistance, whale boats especially. When we met Mr. Wing I asked him if he had communicated with the "Harrier" or town? and he said that no communication could be made, and that in fact there was nobody to send. We asked him about a life boat, and he said that it would take twelve men two days to get it down. [Lieutenant Hill, on being appealed to by Mr. Amphlett in reference to the statement of Mr. Wing about the life boat, said he could not say what the exact expression was, but it was of such a nature that he at once concluded the force at his disposal could never get it launched.] *Mr. Amphlett* continued: We met Mr. Wing going out to our assistance at half-past four. He was just on the Orwell Bank, where we were aground in the pinnace. He said that when the flood tide came she would break up, and asked was there a boat in her. We all pulled out to go to the "Wonga," which went in by the South Channel again, and we thought that she was going up to Onehunga. We stood up in the boat, and she was past the Heads a long way. That was about five o'clock. She took the pinnace in tow, and several up in the whale boat.

In reply to the Hon. the Native Minister, Lieutenant Hill stated that the draft of the "Orpheus" was 21 feet.

[*Memo.*—This concluded the inquiry, the officers of the "Orpheus" declining to make any further statement.]

