

At last when the ship was already among the shoals, and but two short minutes before she struck, the signal was made to "keep more off shore."

It was shewn at the Court Martial, and further evidence has since been received at the Admiralty, that the marks given in the directions of 1861 were correctly on at the time the Ship struck.

My Lords are therefore led irresistibly to the conclusion that the signals made to the "Orpheus" were injudicious, and that had a more efficient Pilot establishment existed at Manukau Heads, the ship might have been preserved from wreck.

To prevent a recurrence of such a calamity, my Lords would offer the following suggestions for the consideration of the Colonial Government, viz. :—

1st. That the Signal Station should never be left without an experienced Pilot, fully competent to direct the approach of the vessels to the Bar, and to guide them through the channels by proper signals.

2nd. That the Station should be provided with a complete set of Signal Flags and Books, and with an efficient Boat and a Clock ; also that the Code of Local Signals should be revised.

3rd. That on the approach of a vessel the state of the tide and the depth of water on the Bar should be indicated by proper signals, to be provided in the revised code ; and that the Pilot should further make the signal to take the Bar or stand off, as might appear to him advisable.

4th. That the Pilots at the Station should take every opportunity of examining the position of the Banks and the depth of water and direction of the Channel.

5th. It is understood that money has been voted for providing Buoys for marking the South Channel. My Lords have not the means of judging whether it will be possible to keep these Buoys in their places in face of the heavy seas and strong tides to which they will be exposed.

6th. My Lords conclude that the trade of the Manukau would not be sufficient to support the expense of a small steamer ; otherwise they would recommend that one should be attached to the Pilot Station, both to enable the Pilot to board vessels outside the Bar and to make himself acquainted from time to time with the depth of water in the Channels.

Some measures, such as these now suggested, appear to my Lords to be urgently required ; but without more local knowledge it would be difficult to define them accurately.

Their Lordships propose to order one of the Surveying Officers on the Australian Station to proceed immediately to New Zealand to examine the present state of the Channels leading into the Manukau, and to report to what extent they are available for ships of heavy draught of water, and how far they may be safely used ; and my Lords will gladly direct him to afford to the Colonial Government all the assistance in his power in devising measures for ensuring, as far as practicable, the safety of vessels entering the Inlet.

The enclosures in the Despatch of the Governor of New Zealand are herewith returned, agreeably with your request.

I have, &c.,

C. PAGET.

Sir F. Rogers, Bart.

## No. 19.

GOVERNOR SIR GEORGE GREY, K.C.B., TO COMMODORE SIR W. WISEMAN, BART.

Government House,  
Auckland, 21st October, 1863.

SIR,—

I have the honor to enclose the copy of a Despatch I have received from His Grace the Duke of Newcastle in reference to the wreck of H.M.S. "Orpheus," and enclosing a letter from the Lords of the Admiralty, suggesting measures which ought to be taken to prevent the recurrence of such a calamity.

In order that the recommendations of their Lordships may be carried out without delay, I should feel much obliged to you if you would cause a report to be made to the Colonial Government as to what particular signals it would be most desirable to adopt at Manukau Heads, and would furnish any other information on this subject you may consider necessary.

I have, &c.,

G. GREY.

Commodore Sir W. Wiseman, Bart.