

mendous sea came on, lifted her up, and carried her a considerable way on to the reef—as far, indeed, as the chains would permit, the anchors being caught by the coral. As soon as daylight enabled the sailors to see, they cut down the foremast, fearing lest the working of the mast would have split up the vessel. When the rain, mist and spray had so far cleared off as that the vessel could be seen from the mission house, flags of distress were observed flying, and men were noticed perched on the rigging. The ship's boats were smashed, and the people on board had no means of escape. But the storm rapidly subsided; and as soon as it was safe to go out to the vessel, Mr. Joseph Underwood, of the whaling establishment on Inyeny, went out with his boat to render what assistance he could. Manura, a Tahitian, belonging to the other whaling establishment, also went out in his boat; and Mr. F. A. Campbell, a young gentleman, son of the Rev. A. C. Campbell, of Geelong—who was a passenger in the *Dayspring*, but who had gone ashore when the vessel came into harbour—went out with Mr. Murray's boat. All on board—men, women and children—were got safely on shore.

CAPTAIN'S RETURN.

"As soon as walking was possible, from the violence of the wind, Captain Jenkins and the second mate, a young man, who has come with him in the boat, set out to walk to the harbour along the shore, a distance about fourteen miles. When about half-way, they met a messenger with a note from Mr. Murray, stating that the vessel was on the reef! They reached the mission house early in the afternoon—all but dead with exhaustion—the walking was so bad, and they had pushed on so fast.

"As fine weather set in, and as the vessel was only in four feet of water, the passengers and those connected with the vessel saved the most of their personal effects, though considerably damaged. The most of the ship's provisions were also saved, though some were a good deal injured; sails, ropes and most of things belonging to the ship were also got ashore. After this, a jury of three ship's carpenters held a survey of the vessel; they pronounced her to be a total wreck, and recommended her to be sold without delay. She was accordingly sold by public auction for the benefit of the insurance, but realized only £38.

"We feel sorry, chiefly for his own sake, that Captain Jenkins was not on board when the hurricane came on; not that the fate of the vessel would have been otherwise than it was. But people will talk, and some may blame him. I have stated the circumstances under which he left the

vessel; even had the captain been on board, no more anchors could have been let go, no more chain could have been paid out, no more masts or yards could have been set down, and no human power could have parried off the fury of the wind.

DETENTION OF DAYSPRING.

"Our arrangements here to have always been to have the *Dayspring* away from these islands before the end of December, although for several years past some leading members of this mission considered it quite unnecessary to hurry her away so soon. 'No hurricane,' said they, 'has ever been seen in January; trading vessels almost always remain down till January, some of them all the year through; the *Dayspring* is a stronger vessel, better manned, and better found than any of these. Why then should she hurry away before any other vessel?' I never concurred with these views although it was difficult to meet them with any other than common places as, 'that it is wise to err on the safe side,' and 'there may be danger in staying, but there can be none in leaving.' So little danger was apprehended in this group, that one or two members proposed doing away with the insurance. This was the first year that she was not out of the group before the end of December, but it was the force of circumstances, not any change of plan, that kept her so long this year, and yet but for the hurricane of the 6th, her anchor would have been weighed for the last time on the 7th January.

DEFENCE OF CAPTAIN.

"But no blame can be attached to Captain Jenkins for this delay. The second voyage to Melbourne, in September last, added to the unusual amount of labour which the vessel had to perform in the early part of the season threw her more than a month behind her time for her last voyage among the islands. It was the first voyage Captain Jenkins had had command of the *Dayspring*, and he did his very utmost to economise time. The voyage from Melbourne to Aueityum was, perhaps, the shortest on record, and the *Dayspring* remained only one day in Aueityum harbour; and notwithstanding there was more than the average amount of calms, currents and unsettled weather, the voyage round the islands was performed in less than the average length of time, and the vessel was brought back to Aueityum without the slightest mishap.

DESTRUCTION.

"When daylight opened on us on the morning of the 6th inst, everything on and around my station bore the aspect of utter desolation. I had two houses blown down, and every building more or less injured.