

weather, and being dismayed, bore up for Bombay. About noon on the 20th June, 1866, she was observed passing the Bombay lighthouse, but as it was blowing heavily, assistance could not be given to her, and she drifted on to the rocks at Breach Candy. A heavy sea was breaking over them at the time, the place being quite exposed to the force of the south-west monsoon.

Attempts were at once made by people on the spot to render assistance, which were not then successful; but on the two following days they were renewed, and by the unceasing exertions of those who took part in rendering assistance, the whole of the passengers and crew who remained on board (some having jumped overboard and swam ashore, or reached it by means of spars, &c., and some having lost their lives in the attempt), were safely landed.

The rescue of the shipwrecked persons was attended with much difficulty and danger, as, in consequence of the heavy sea breaking on the beach, several of the boats were capsized and damaged.

Amongst a large number of persons who rendered much valuable assistance on this occasion, two gentlemen, viz., Messrs. S. LAKE, of the Bombay Reclamation Company's Works, and W. H. MILLETT, Third Officer on board the Peninsular and Oriental Company's steam-ship "Emeu," made themselves conspicuous by their gallantry. Mr. LAKE took command of the first boat that put off to the wreck on the 20th June. The boat was capsized, but the crew were saved by clinging to her. He also formed one of the crew of another boat which made an attempt to board the wreck on the following day, but which became water-logged and unmanageable, and was driven on shore where she was stove. The boat was repaired, and Mr. LAKE again went in her. This time she succeeded in reaching the wreck. Mr. LAKE volunteered to go on board for the purpose of giving confidence to the shipwrecked people. He went on board and rendered great service in assisting the almost helpless passengers into the boats. When it became dark he swam ashore, promising to go on board next day. At daybreak he went off again in a surf boat, and remained for some hours exerting himself in putting the passengers over the ship's side, until all had left the wreck.

Mr. MILLETT was in command of a lifeboat sent overland to the scene of the wreck by the Superintendent of the Peninsular and Oriental Company, at Bombay. Upon her arrival, on the 21st June, Mr. MILLETT, accompanied by Mr. H. B. Greaves, the Company's Dockmaster, and a crew of 12 Chinamen, proceeded in her to the wreck, and in two trips brought ashore some of the passengers. On the following day he made seven trips, and succeeded in landing in safety altogether 120 people.

During the time he was engaged in this service the sea was very heavy, and the boat was continually filled with water. On two trips Mr. MILLETT was washed out of the boat, and was with difficulty saved, but he continued his work until the last passenger was landed.

2. The French Lugger "Courier de Dieppe," wrecked at Dymchurch, Kent.

The "Courier de Dieppe," of 59 tons, with a crew of four persons in all, drove ashore at Dymchurch, on the morning of Sunday, January 6, 1867.

On the evening of January 5, a strong gale of wind arose, the weather became tempestuous, and the vessel was found to be on the English

coast. The next morning the master failed to get assistance, and ran the vessel ashore. Attempts made to reach her by means of the Mortar Apparatus were unsuccessful; and the master, a cabin boy, and a seaman were washed overboard and drowned.

Soon the vessel parted, and the portion upon which the mate, the only survivor of the crew, had taken refuge, was driven within 50 or 60 feet of the shore.

JOHN BATIST, a Boatman at the Coast Guard Station at Dymchurch, clad in a cork jacket, and having a line attached to him, attempted to reach the vessel, but failed and was dragged ashore. The Rev. CHARLES COBB, Rector of Dymchurch, then rushed into the water, made for the bulwarks of the vessel, and, after one or two ineffectual attempts, reached the survivor, who was in the rigging; BATIST followed, and with a line, which he carried with him, the French sailor was dragged ashore, supported by Mr. COBB and BATIST. Mr. COBB made this attempt in spite of the remonstrances of the people on the spot, and declined their assistance by refusing to take a line with him.

It was blowing a strong gale from the S. by E., and a heavy sea was running at the time.

3. The Italian barque "Thetis," in distress in Courtmacsherry Bay, Ireland.

The "Thetis," of 324 tons, with a crew of eleven persons, became embayed in Courtmacsherry Bay during a gale on November 30, 1866.

She had anchored in a dangerous position surrounded by reefs, and had cut away her masts when she was observed by the Coast Guard and Fishermen on shore.

JOHN DONOVAN, Chief Boatman in charge of the Old Head Coast Guard Station, Kinsale, endeavoured to prevail upon the fishermen who lined the shore, to the number of about 200, to launch one of their boats, well adapted for the service, and already on the strand, for the purpose of rendering assistance, but they refused.

DONOVAN then caused the Coast Guard Galley to be dragged across the land a distance of about one and a-half miles, and lowered over a perpendicular cliff about 50 feet in height. When this was done, he and four Coast Guard men launched her and proceeded to the vessel. On getting alongside, the galley was capsized and partially stove, but by good management her crew, who had life jackets on, got on board the barque, where they remained for some hours expecting that she would part her cables, owing to the heavy sea running, and a gale blowing on shore. She however rode till the weather moderated, when the galley was repaired and the crews of the boat and vessel landed in her.

4. Bridport fishing boat capsized at Burton, Dorset.

On the 11th June, 1866, the fishing boat containing five men ran for the beach at Burton. As she touched it, a heavy sea struck her and threw her upon the crew. CHARLES SPANKLING, a Commissioned Boatman, of the Burton Coast Guard station, who was near the spot, managed by great exertion and at some risk to himself, to raise the side of the boat which was washing backwards and forwards in a heavy surf, and thus enabled three of the men to get from under her.

The other two men, who had been injured by the gear in the boat, drifted into deep water, when SPANKLING, who is a good swimmer, rushed into the sea and succeeded in bringing first one and then the other safely to land, but apparently