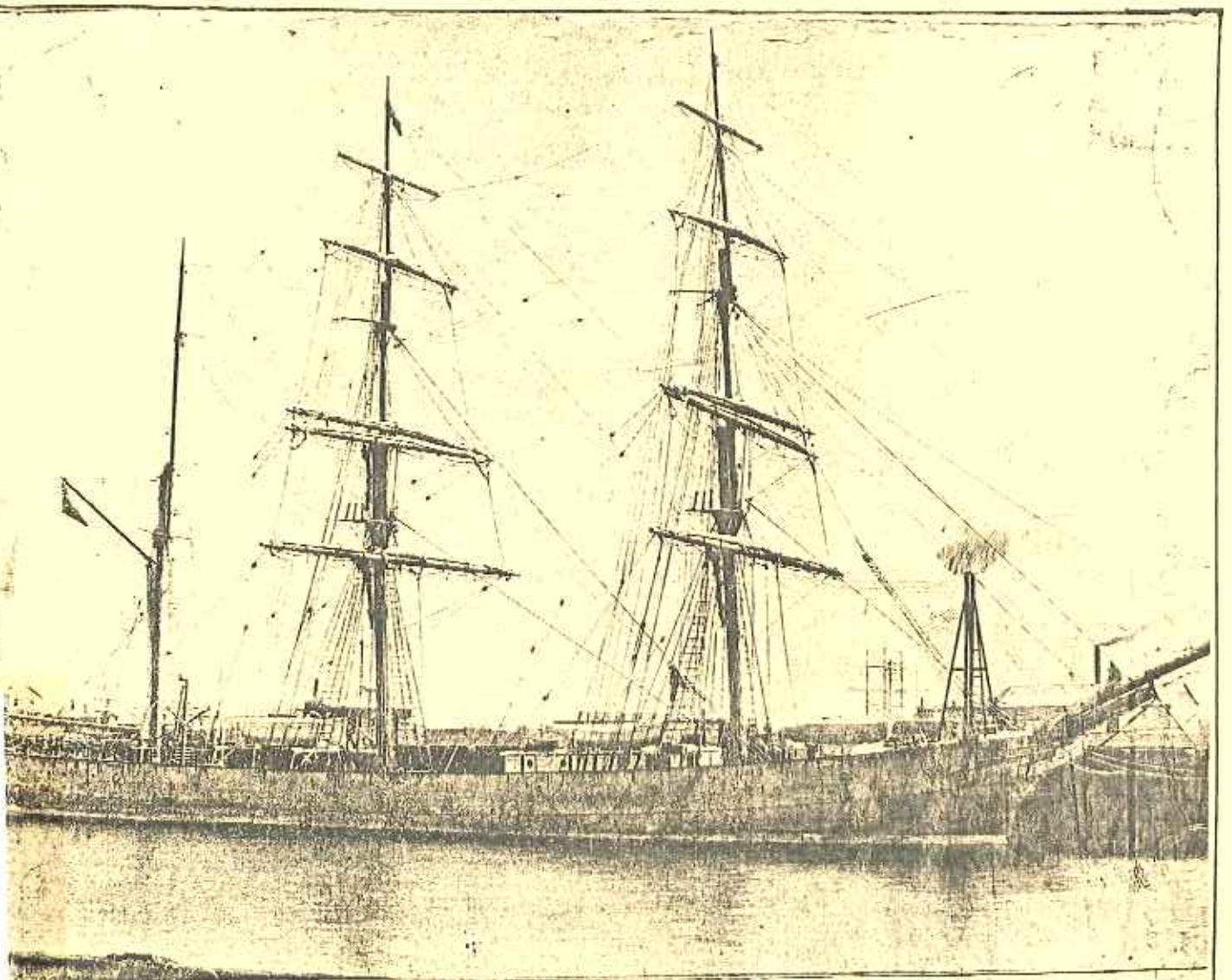


WRECK OF THE LIZZIE BELL.



THE ILL-FATED BARQUE LIZZIE BELL WRECKED OFF THE TARANAKI COAST, JULY 24, WHILEST VOYAGING FROM WELLINGTON, N.Z. TO NEWCASTLE. N.S. WALLS.

TRCV363.123 WRE

OEO SCHOOL

FOREWORD

The children of Oeo have grown up with the story of the "Lizzie Bell". The bell and flag pole in the playground are constant reminders of the tragedy of the 24th July, 1901.

So when a letter came from T.V.1 suggesting schools might like to write a story pertaining to their district for the 'After School' programme, the unanimous choice was the "Lizzie Bell". The story was written and accepted for showing on 24th July, 1984. Prior to this, part of the story, read by the children themselves, had been filmed and shown on T.V.1's 'Video Dispatch' programme on 5th June, 1984. The Taranaki Daily News also featured the children's work.

During our research into the wreck we uncovered a lot of material, far too much to be included in a 3 minute story. It seemed a pity to waste all this interesting historical material so hence this booklet.

We would like to thank the following people for making material available:

Mr. Jack Churchouse of the Maritime
Museum, Wellington.
Mr. Jack Blake of Hawera.
The Good Family of Oeo.
Mr. and Mrs. Brewer of Oeo Hotel.
Mr. A.J. Hughes of Manaia.

Diana O'Brien,
Principal,
Oeo School.

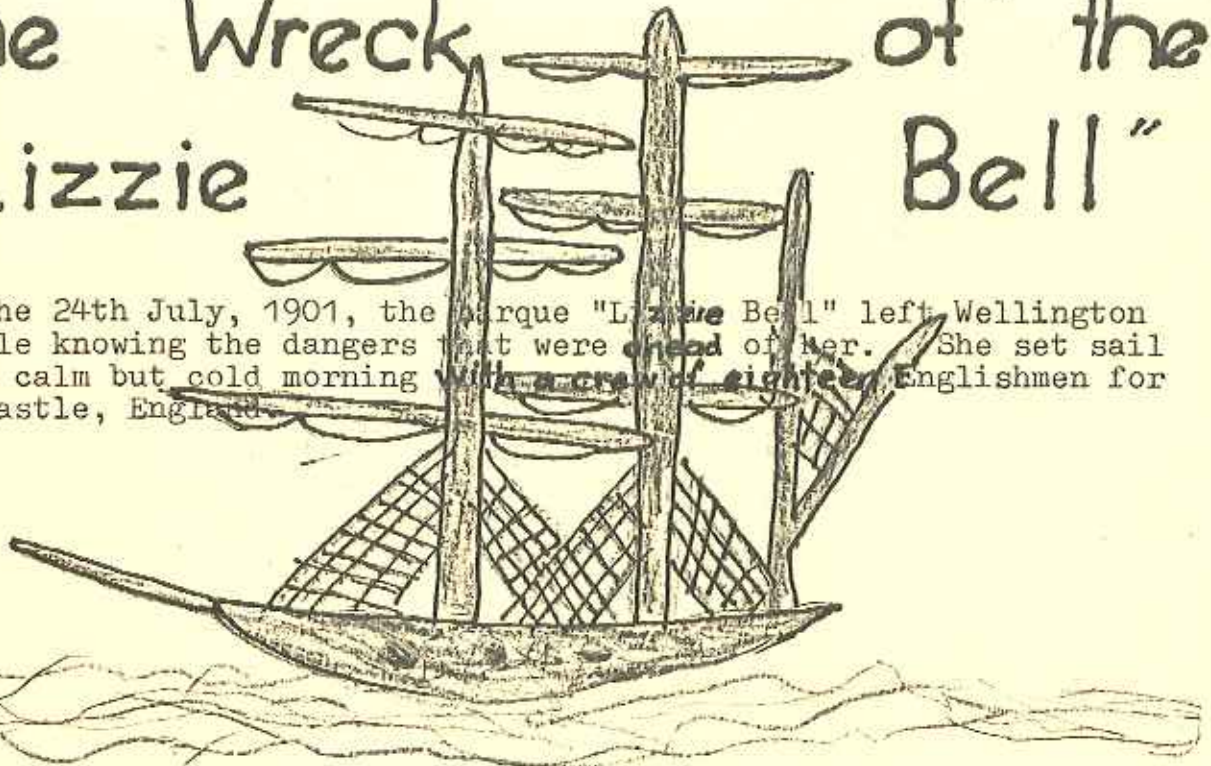
Published by Oeo School,
November, 1984.

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The Wreck of the "Lizzie Bell"

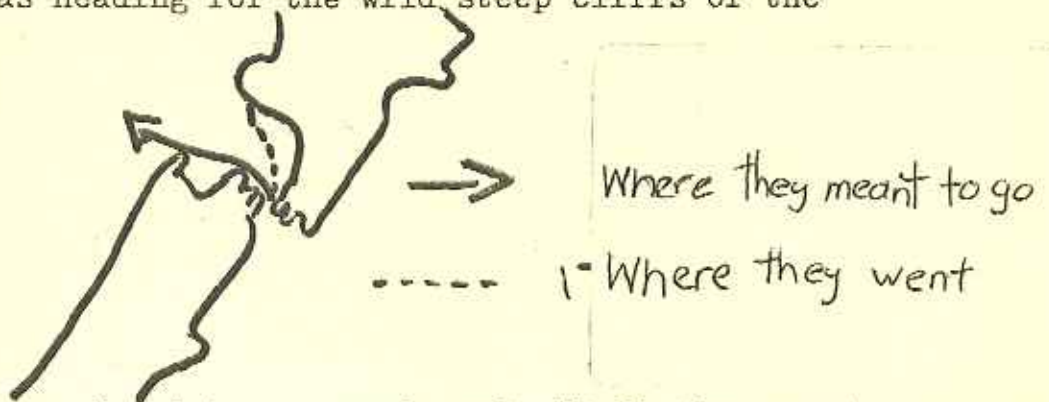
On the 24th July, 1901, the barque "Lizzie Bell" left Wellington little knowing the dangers that were ahead of her. She set sail on a calm but cold morning with a crew of eighteen Englishmen for Newcastle, England.



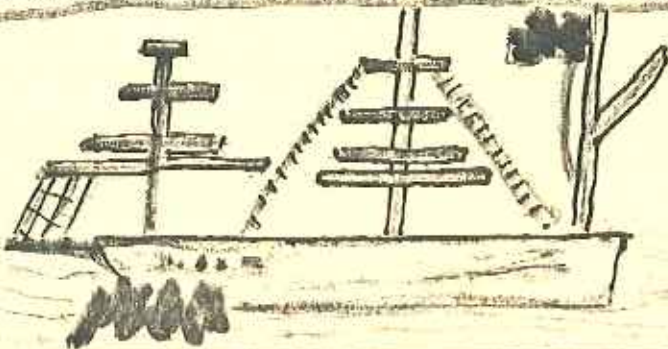
The Captain set his course from Cape Stephens. They were to pass Cape Farewell. Several times during the evening a man went aloft looking for the Cape Farewell lighthouse but could not see it.



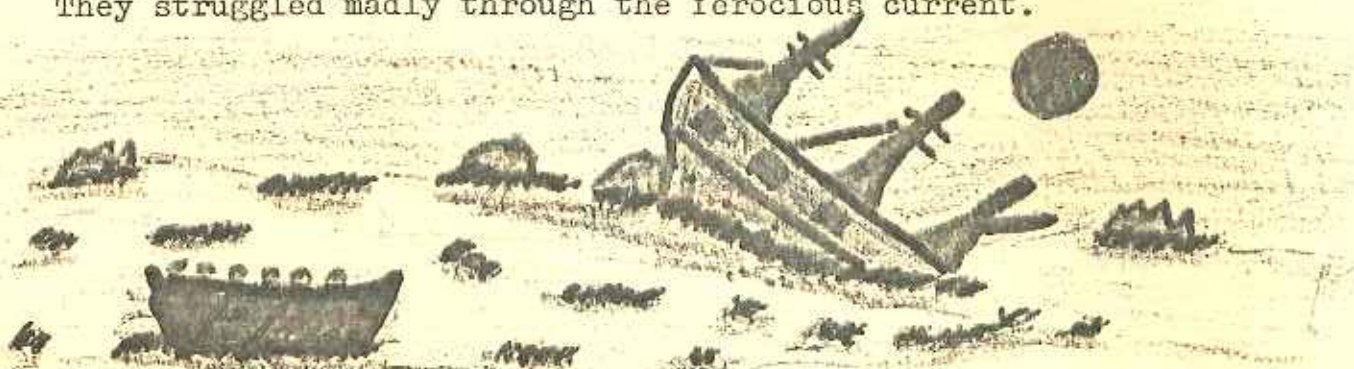
The Captain did not know he was off course. Instead of heading for open sea he was heading for the wild steep cliffs of the Taranaki coast.



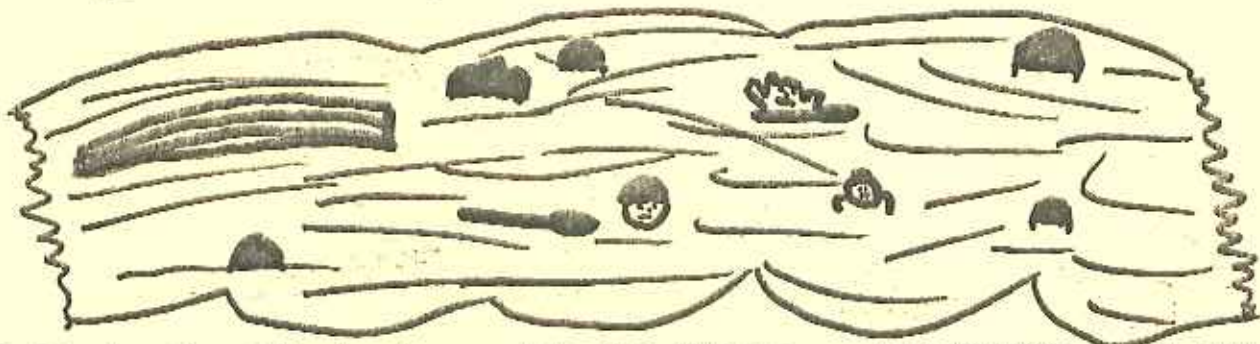
Suddenly the ship smashed into a rugged reef off the Oeo coast. Everything shook fiercely. "All hands on deck" shouted the Captain. The sleepy crew scrambled tiredly to the deck.



They threw the lifeboat into the dark deep ocean. All eighteen men jumped into the boat. The Captain was the last one to get in. They struggled madly through the ferocious current.



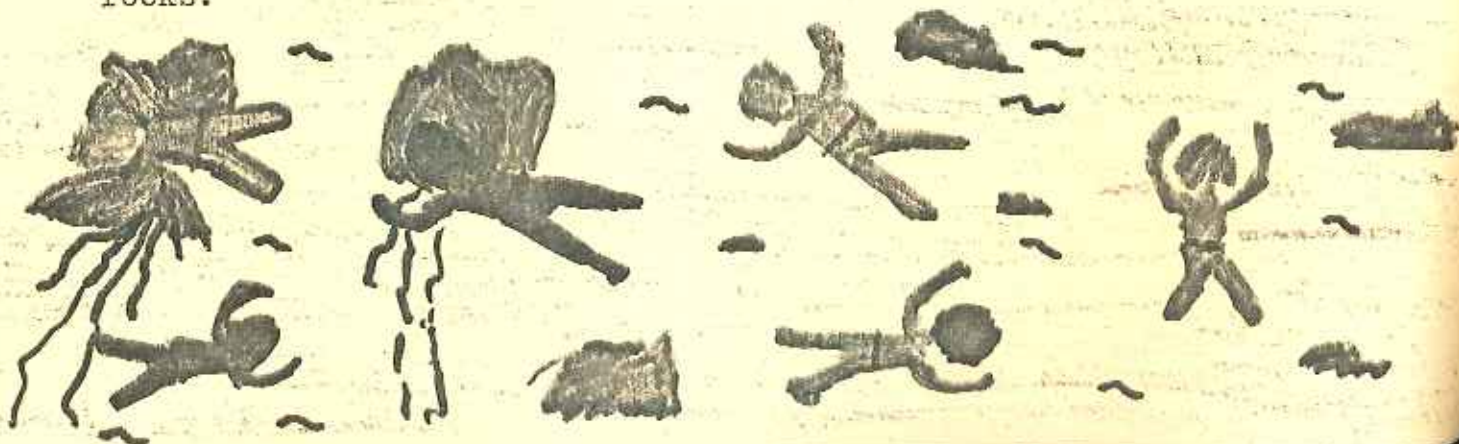
All of a sudden the boat trembled and tipped sending the men into the freezing water. One man lost his life. The others struggled back into the boat. The oars were lost. A second time the lifeboat tipped. This time several lives were lost and the men who struggled back into the boat were up to their middles in water. One man tried to swim ashore but was found dead among the rocks in the morning. By this time they were exhausted and were suffering from hypothermia. They had lost all sense of time and position.



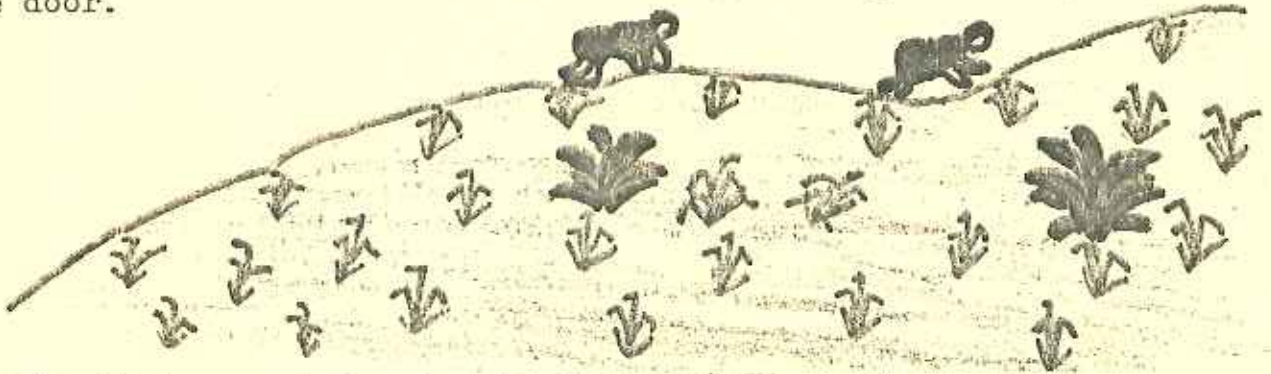
Suddenly they hit land near the Oeo Stream. Struggling, they got out of their lifeboat, cold, and relieved to feel land beneath their feet.



Lying down on the cold, wet sand, surrounded by darkness, bodies hugging together trying to keep warm, they waited for dawn. Morning came slowly for the exhausted men. At first light they found to their horror, two of their crew were dead amongst the rocks.



Fighting to walk up the cliffs, exhausted, nearly giving up hope, two men dragged themselves over the hill, happy and relieved to find a house light ahead. Running, falling over, nearly out of breath, they just had enough energy to open the gate and knock on the door.

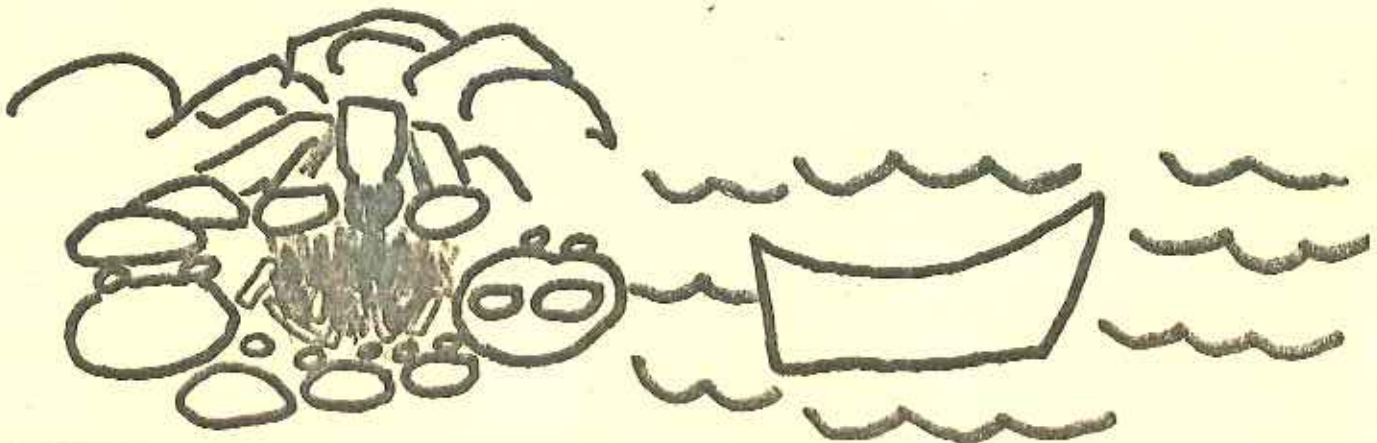


Captain Good opened the door to find half drowned, nearly dead sailors collapsing in front of him, telling him about the ship that was wrecked and the men who were suffering down by the sea. Captain Good quickly helped them inside and immediately arranged for help to be sent. His daughter, Miss Ivy Good saddled her horse and rode 5 kilometres to the small village of Pihama to raise the alarm.



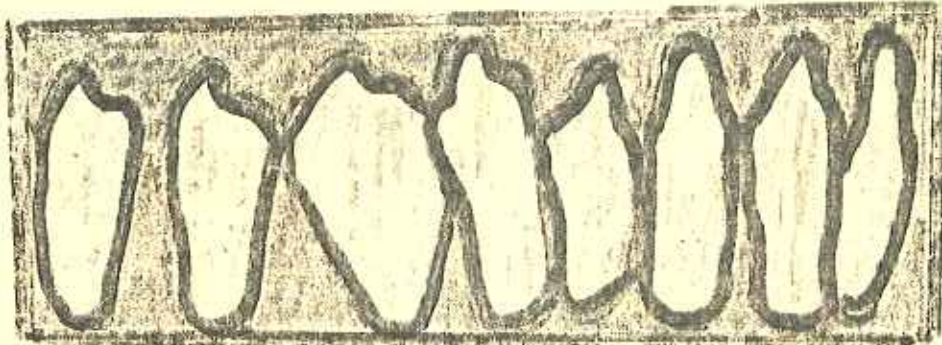
In the meantime William Good went down to the beach. At first he thought there were only bodies lying among the rocks but he was pleased to find he was mistaken and rushed to help those still alive. He was soon joined by Mr. Carroll of the Oeo Hotel who had brought whisky with him to help revive the survivors.

William Arbuckle the apprentice looked as if he was dead lying on the bottom of the boat. Suddenly he groaned and twitched. Realizing he was alive the rescuers acted quickly. They lit a smoky fire between two solid rocks. William Good and another settler, Mr. Lambie, held Arbuckle over the smoky fire. He started to cough and splutter. The water that he had swallowed cleared from his lungs and slowly he revived. In a few minutes he was asking for bacon and eggs for breakfast.



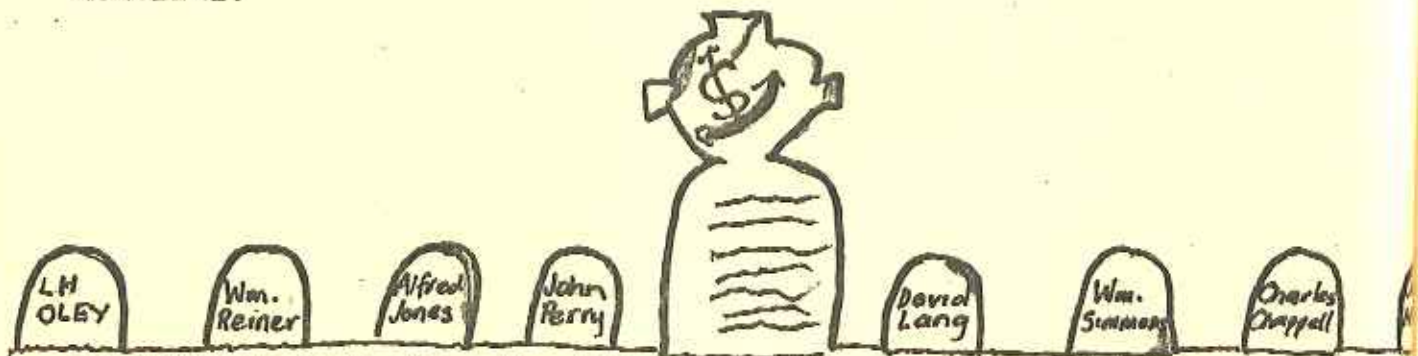
By now several more settlers had arrived to help. The survivors were taken to Captain Good's homestead where they were well treated. The Captain, mate and Arbuckle were put to bed but the others managed to keep up and later, with the mate visited the beach. There were only six survivors from the crew of 18.

Eight bodies were found on the shore and were taken to the Oeo Hotel where they were laid on the billiard table until an inquest was held the next day.



On July 28th the bodies of the dead seamen were buried in the Pihama Cemetery. All the settlers in the district attended and the funeral procession stretched for a mile along the road.

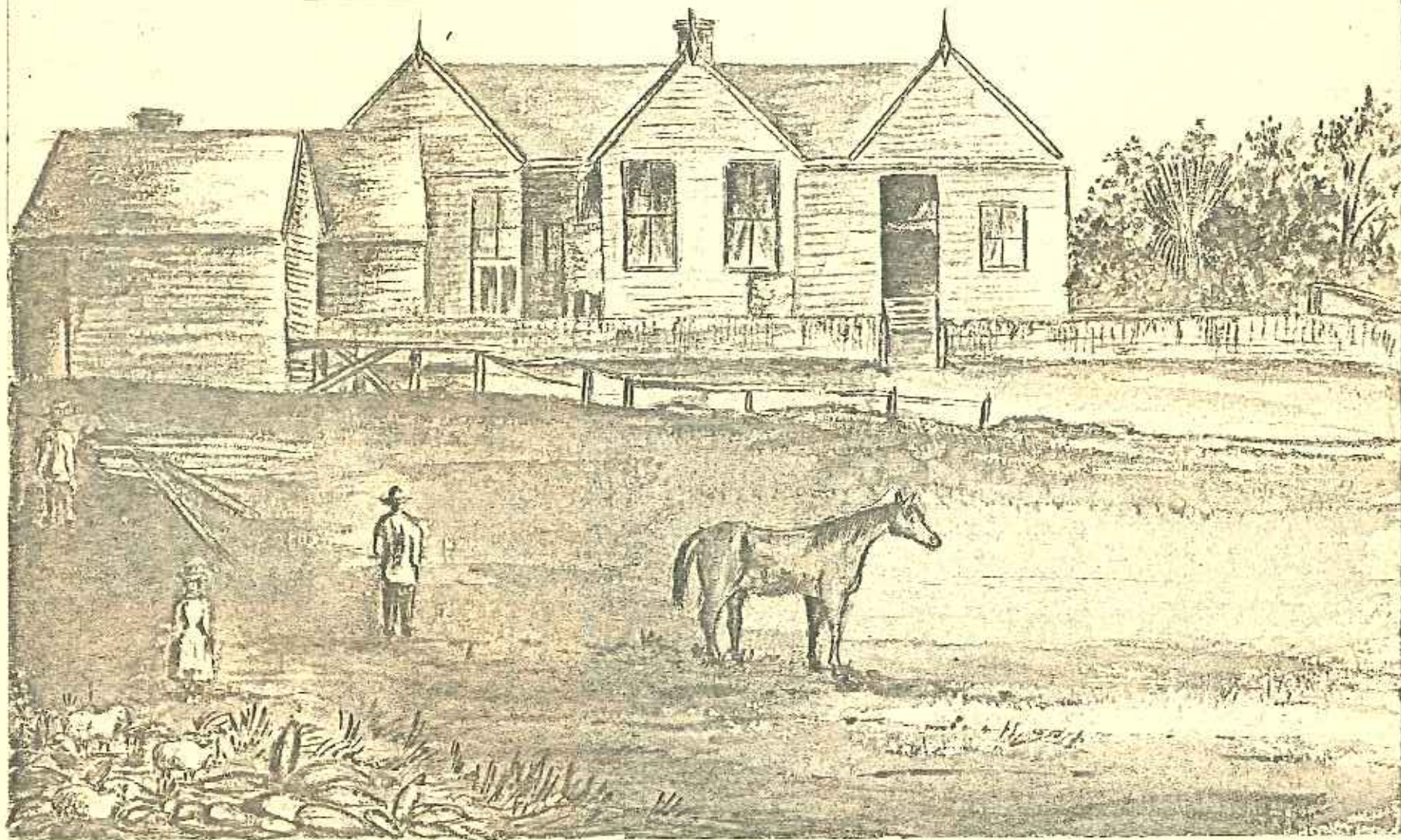
A memorial was built for the seamen at the Cemetery and in 1973 the anchor which had been found 6 years before was placed on the memorial.



In 1972 the bell from the "Lizzie Bell" was presented to Oeo School and today is still rung every day to call the children into school. A spar from one mast is the school flag pole from which our New Zealand flag flies proudly.



The back of Captain Good's house where the survivors of the "Lizzie Bell" sought help. The painting was done by Miss Fanny Good.





THE SURVIVORS OF THE CREW OF THE LIZZIE BELL, WRECKED OFF OEO, TARANAKI, JULY 24, 1901.
SITTING.—M. Tickell (apprentice), C. Barron (mate), John Rees (captain), John Harding (A.B.).
STANDING.—John Glenn (A.B.), W. Arbuckle (apprentice). A. Collis, Photo., New Plymouth.

This photo of the survivors was lent to us by Mr. Jack Blake of Hawera who also lent us the photo of the "Lizzie Bell" on the front cover.

Their tale of the sea...



Senior pupils of the Oeo School are pictured with the title page of a story about a local shipwreck — the cutter Lizzie — which they have written and illustrated for use in the children's television programme "After School".

Schools throughout the country were invited to write and draw a story for a three-minute story slot in the programme, teacher Mrs Diana O'Brien said yesterday. Twelve pictures and accompanying words, written entirely by the pupils, would be sent to the programme's production team, she said.

The bell around which the children are grouped was taken from the shipwreck, which occurred in 1870, and is in regular use by the school. A spar from the ship's mast is also used as a flagpole.

The children are (left to right) back, Alistair Baldwin (10), Damon Newman (9), Caroline Donoghue (9), Michelle Donoghue (11); front, David Simpson (11), Dean Baldwin (11), Melanie Lynskey (8), Alison Robinson (9), Gina Simpson (10), Phyllis Manu (8).

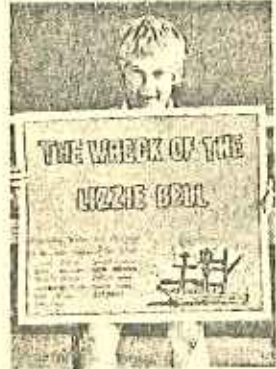


This patu and walking stick were made from wood from the "Lizzie Bell" by Mr. J. Blake who helped salvage the wreck. Mr. Blake lived on the Omaturangi Road.

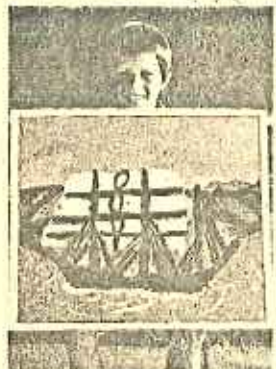
Lizzie Bell story in pictures

Senior pupils of the Oeo School have written an illustrated tale of local history which they have called "The Wreck of the Lizzie Bell". It is to be sent to Olly Ohlson's After School programme for inclusion in his story slot. The names are those of the pupils holding the painting.

The script which accompanies the pictures (shown above and below) is as follows:



1. On July 24, 1901, the barque Lizzie Bell left Wellington little knowing the dangers that were ahead of her. She set sail on a calm but cold morning with a crew of 18 Englishmen for Newcastle, England. (Dean Baldwin).



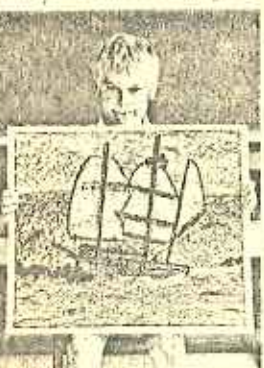
2. The captain set his course from Cape Stephens. They were to pass Cape Farewell. Several times during the evening a man went aloft looking for the Cape Farewell lighthouse but could not see it. (Alistair Baldwin).



3. The captain did not know he was off course. Instead of heading for open sea he was heading for the wild steep cliffs of the Taranaki coast. (Phyllis Manu).



4. Suddenly the ship smashed into a rugged reef off the Oeo coast. Everything shook fiercely. "All hands on deck" shouted the captain. The sleepy crew scrambled tiredly to the deck. (Damon Newman).



5. They threw the lifeboat into the dark deep ocean. All 18 men jumped into the boat. The captain was the last one to get in. They struggled madly through the ferocious current. (Dean Baldwin).



6. All of a sudden the boat trembled and tipped sending all into the freezing water. One man lost his life. The others struggled back into the boat. The oars were lost. A second time the life boat tipped. This time several lives were lost and the men who struggled back into the boat were up to their middles in water. One man tried to swim ashore but was found dead among the rocks in the morning. By this time they were exhausted and were suffering from hypothermia. They had lost all sense of time and position. (Gina Simpson).



7. Suddenly they hit land near the Oeo Stream. Struggling, they got out of their lifeboat, cold, and relieved to feel land beneath their feet. (Melanie Lynskey).



8. Lying down on the cold, wet sand, surrounded by darkness, bodies hugging together trying to keep warm, they waited for dawn. Morning came slowly for the exhausted men. At first light they found to their horror, two of their crew were dead among the rocks. (Melanie Lynskey).



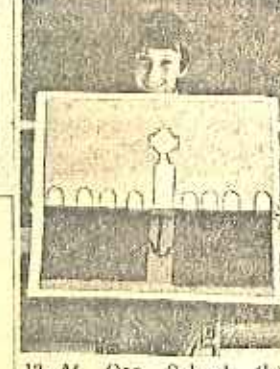
9. Fighting to walk up the cliffs, exhausted, nearly giving up hope, two men dragged themselves over the hill, happy and relieved to find a house light. Running, falling over, nearly out of breath, they just had enough energy to open the gate and knock on the door. (Gina Simpson).



10. Captain Good opened the door to find half drowned, nearly dead sailors collapsing in front of him, telling him about the ship that was wrecked and the men who were suffering down by the sea. Captain Good quickly helped them inside and immediately arranged for help to be sent. (Caroline Donoghue).



11. Twelve of the 18 crew died in this tragedy. Eight of them are buried in the Lizzie Bell memorial at the Pihama Cemetery. (Caroline Donoghue).



12. At Oeo School the Lizzie Bell bell stands firmly in the playground, rung every school day. A spar from one mast is our flag pole from which our New Zealand flag flies proudly. (David Simpson).



**TELEVISION
NEW ZEALAND**

Christchurch PO Box 1945 Phone 792680
Telex NZ31031 Cables Teltwo Christchurch

1 June, 1984

Diana O'Brien
Principal
Oeo School
Manaia

Dear Diana,

Thank you very much for the superb story and artwork that arrived today. We were all most impressed, and there is already talk of using it on our programme in late July to coincide with our 'Kupu' spot which will be featuring Manaia then anyway. As the details are finalised I will let you know.

With many thanks for the excellent work.

Yours sincerely,

Martin Doyle

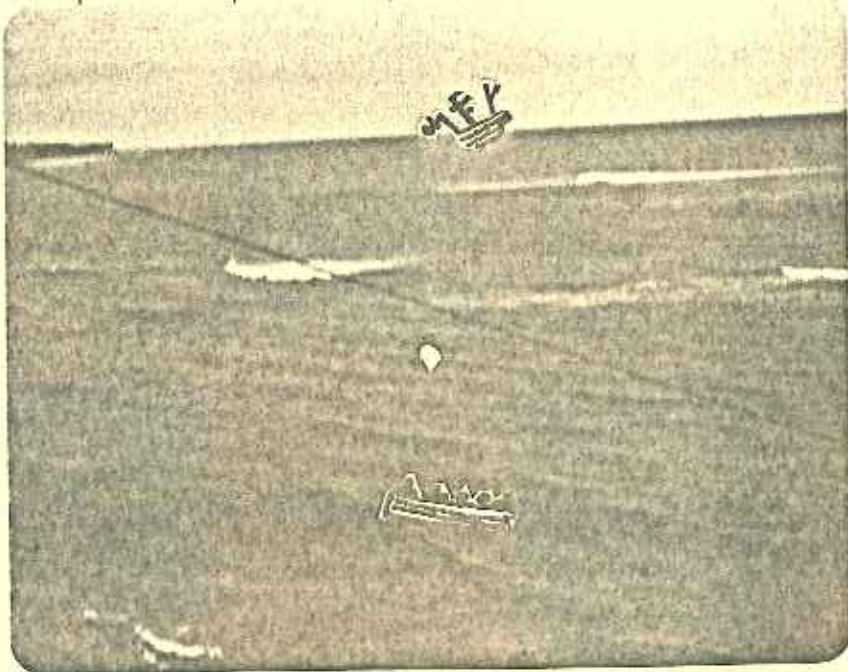
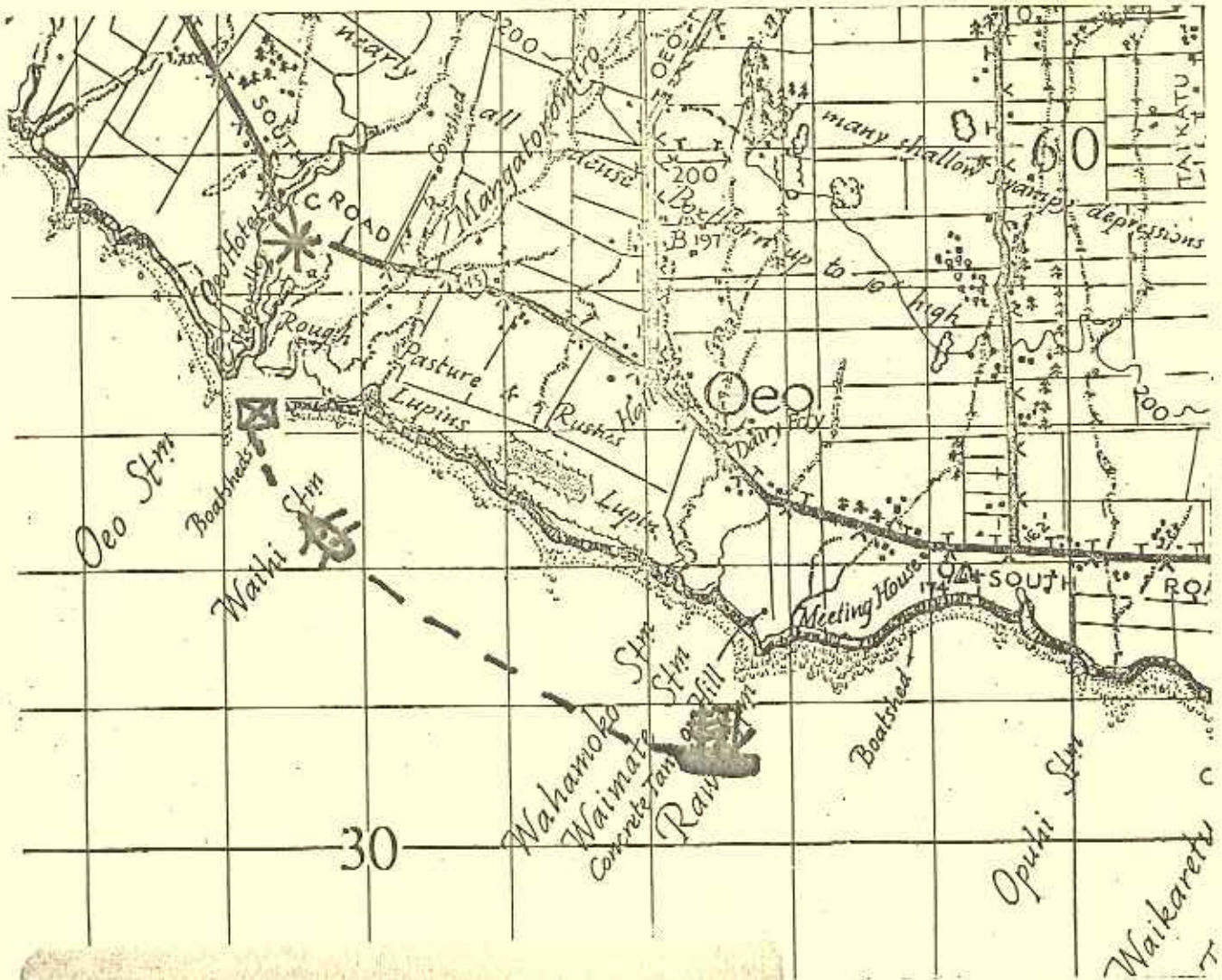
Martin Doyle
R^dsearcher
AFTER SCHOOL

*P.S. Thanks also to Phyllis and Gina for their
interesting letters.*

A MAP OF WHERE WE THINK THE "LIZZIE BELL" WENT DOWN



- The wreck site of "Lizzie Bell"
 Captain Good's house
 The "Lizzie Bell" lifeboat
 Where the lifeboat landed



This is the view from the path just up from the boat shed. This is where we think the "Lizzie Bell" went down and where the lifeboat drifted. The background point is the Baldwin's metal pit near the cliff.

Dean Baldwin

LOCAL STORIES OF THE "LIZZIE BELL"STORY FROM MRS. JONES

Mr. Lambie and Mr. Good found a man in the bottom of the boat. They thought he was dead. They lit a fire between two rocks and hung him over a rock and let the smoke get into his lungs. He coughed violently and got all the water out of his lungs. When he was at Mr. Good's he wanted bacon and eggs for breakfast.

David Simpson.

WRECKAGE FROM THE "LIZZIE BELL"

Wreckage was found all along the shore line. On the beach it was swept up by the sea. The residents found a letter from the father of one of the sailors. Also lying on the sand they found a cookery book belonging to James Mulligen, the cook, bought in San Francisco. Nearby, of all things, a darning needle, a family Bible and photographs of the crew.

Alison Robinson.

CAPE EGMONT LIGHTHOUSE

One story that is around Oeo about the "Lizzie Bell" concerns the lights of the Oeo Hotel. At that time the Oeo Hotel was said to be on top of the hill by the Pa. The people around Oeo said that the Captain thought they had sighted the Cape Egmont Lighthouse but it was the lights of the Oeo Hotel. We don't think this story is true because it wasn't mentioned in the inquiry into the loss of the "Lizzie Bell".

Phyllis Manu.

THE SURVIVOR HITCHHIKER

A few days after the wreck a driver working for the carrier, Mr. Moller of Kaponga, picked up a man between Opunake and Kaponga on his horse and cart. The man was one of the survivors from the crew of the "Lizzie Bell". He stayed the night at Mr. Moller's house and taught one of the Moller girls how to make boxes out of paper.

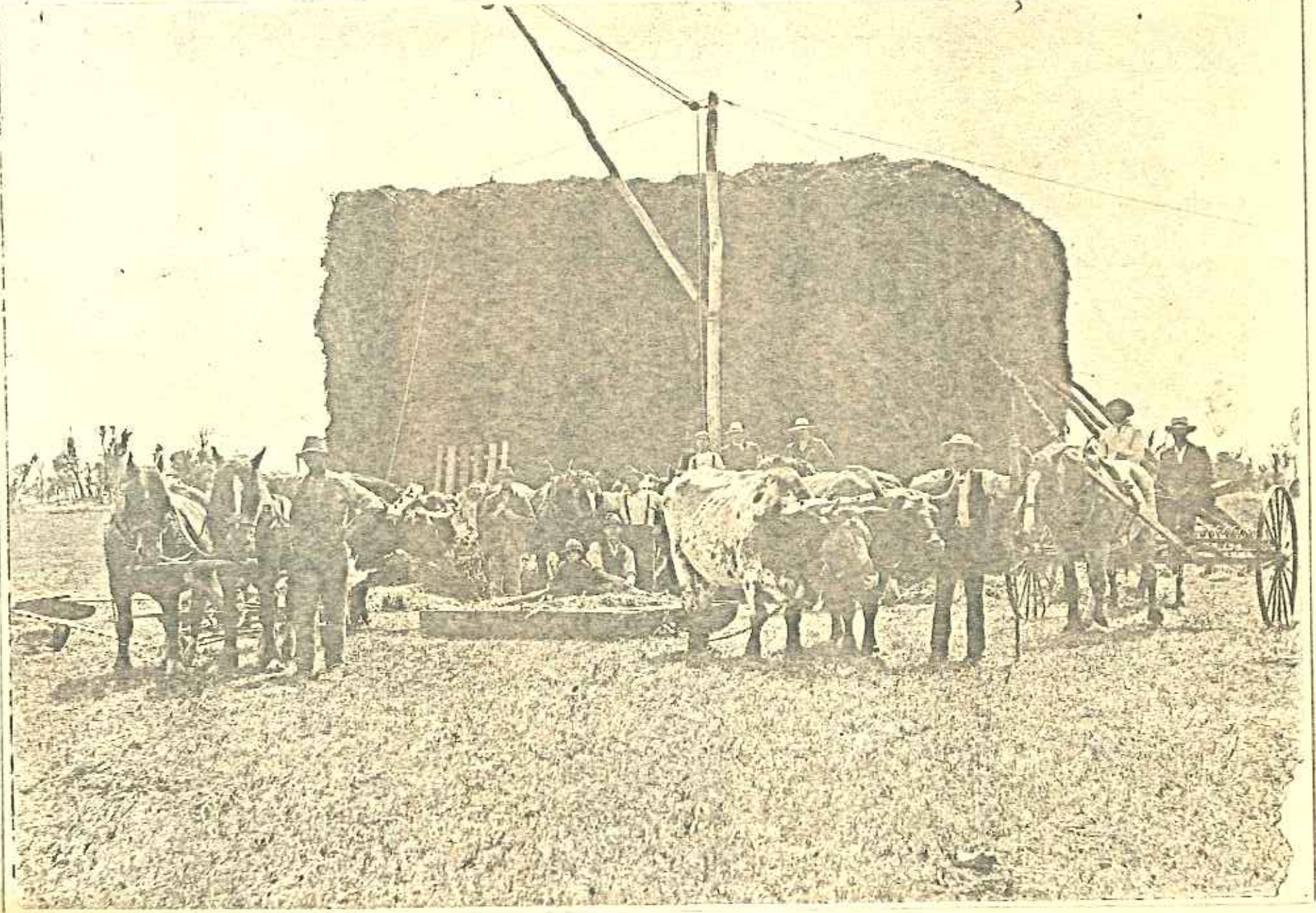
Glen Mercer.

WHERE DID THE "LIZZIE BELL" GO DOWN?

As we stood on the path leading from the beach we saw where we thought the "Lizzie Bell" went down. It is said it was a mile and a half from the mouth of the Oeo stream. Those who lived floated in the life boat to a part of the beach, and a few people dragged themselves up the cliff to Captain Good's house. The rest were brought up and looked after for a few weeks.

Out to sea off a point behind Baldwin's place we could see the waves breaking over a reef that stuck out for about three or four miles into the ocean.

Dean Baldwin.



WRITING THE STORY FOR T.V.

We started by gathering information. We looked up books, old newspaper clippings and listened to stories from people. We split up into three groups, and divided the story into three parts, beginning, middle and end. Each group wrote one part. We put the three parts of the story together and timed it to make sure it was less than three minutes. We found it was spot on. We discussed what pictures needed to be done. We decided on 12 pictures to go with the story. We chose the people to do each picture. Then we sketched our pictures with pencil. After that we all did a good copy. When the pictures were finished they were mounted on cardboard. Mrs. Gilligan typed the story out for us. When we had finished the Daily News came and took photos and put them in the paper.

Melanie Lynskey.

T.V. STARS

May 28th the Video Dispatch team came to film the senior pupils of Oeo School and their "Lizzie Bell" story. Brendon Gray was the reporter, Sam Lowe the Camera man and his wife was the sound technician. First they took a film of Melanie Lynskey ringing the bell. Then they asked us to gather around the flag pole and Brendon introduced the story. They filmed Alistair Baldwin raising the flag. We came inside and Brendon Gray chose some of the pictures to go in the programme. We held up the pictures and read part of the story while Mr. Lowe filmed us. Some parts had to be repeated several times until perfect. It took an hour and a half to film. Next day Mr. and Mrs. Lowe came back to film the Memorial at the Pihama Cemetery and down at the beach.

Tuesday, 5th June, all of Oeo were glued to the T.V. as Video Dispatch came on at 4.30 p.m. All of Oeo were proud of us on T.V. People from everywhere rang up to congratulate us on our wonderful story. Two days later it came on the Regional News.

Gina Simpson.

This ensilage stack was made on Mr. Jim Hare's farm, Hunter Road, Eltham in 1904 and contained 30 acres. The stacker was made by Jim Carter and the mast and boom came from the wreck of the "Lizzie Bell" off the coast of Pihama, Taranaki. 8 of the crew of the "Lizzie Bell" are buried in the Pihama cemetery.

Richard Hughes (my father) is the man with his arm on the horse's neck and Bill Hughes (my brother) is the man in the middle of photo behind the sledge and I am the boy sitting on sledge with Jim Carter. Bill Carter in white shirt behind sledge. Bill Bublitz has his arm on bullock's horn and Mr. Hare is on hay rake and man in white coat is a Maori. The other 3 by stacker pole unknown.

A.J. Hughes

STORIES OF THE WRECK OF THE "LIZZIE BELL"

As told to the children of Oeo School

by
Mr. John Robert Blake (84 years), Hawera.

I lived on the Omuturangi Road, Otakeho with my parents Mr. John and Mrs. Mary Jane Blake. My mother came from Ireland and my father came from Scotland. I was born on the farm on Omuturangi Road on 2nd May, 1901, just a few days before the "Lizzie Bell" went down.

Mr. Mulholland who was a carrier between Hawera and Opunake bought the wreck and he contracted Mr. John Blake and Mr. Bennie of the Omuturangi Road to salvage the wreckage from the beach. My Dad put long posts at the top of the cliff with a swivel boom and he had blocks and tackles and ropes and this was controlled by horses. Mr. Bennie was down on the beach and he gathered up loads in nets and when he gave the signal Dad would set the horse going and the load would come up to the top of the cliff. He had it worked somehow that when it arrived at the top it swung round and was lowered to the ground. My father and Mr. Bennie both bought from Mr. Mulholland enough timber to build their cowsheds and cowyards. The site of the wreck was on the Oeo beach somewhere near the Oeo River mouth, out towards the reef.

My father built his cowshed and cowyards using girders from the deck of the boat. The girders were different lengths made of steel and he had no way of cutting the girders to make them even lengths but when the posts were in the ground they were all the same height (6 feet high I think). To do this he had to dig the holes to different depths and one hole was over 8 feet deep. The sheds and yards were pulled down many years ago and the girders sold as scrap metal. I believe they were pulled out of the ground by bulldozers.

A crate of galvanised roofing iron came ashore and this was bought by Mr. Bob Lambie of Pihama and I believe that iron is still on a shed on the Lambie farm today. The Bennie farm on the Omuturangi Road was bought by the Grindlay family, but I don't know if any of the timber from the wreck is still there today. As far as we can gather the timber was from the Norwegian pine forests.

The ship had two masts and one went to the Hawera Public School and was used for a flag pole. That stood there for years but the rope carrying the flag to the top became jammed. No one would go up the pole to clear it so the Hawera School Committee brought a sailor up from Wellington and they paid him £50 to clear the rope. That was a big sum of money in those days. There were guy ropes holding the pole in place and I made a circular garden right around it. Some of the garden is still there today. I understand that when the pole came down a farmer from Matapu bought it and he used it for stacking hay. I believe the pole eventually came back to the Infant School in Hawera and is still at the back of the school today.

The other mast was presented to the Oeo School by either a Mr. Candy or a Mr. Taylor and is still used today as a flag pole.

THE COMMEMORATION
OF THE "LIZZIE BELL"

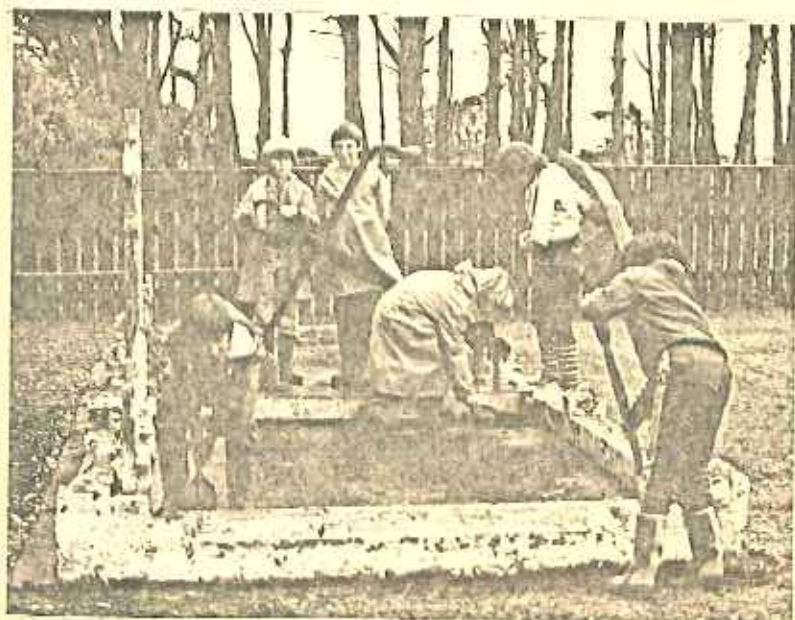
by

Alistair Baldwin



On the day of the wreck, Tuesday 24th July, Mum made a wreath. All the children in the Senior room took it down to the Pihama Cemetery to remember the 83rd anniversary of the wreck on that day.

We laid it in front of the big memorial stone with all the sailors names on.



After we laid the wreath we decided to clean up the memorial grave. With some shovels we took all the dirty rotten leaves out. It looked a lot better when we had finished. It felt funny while we were doing it.

We hope to go back and paint the memorial one day.

WELLINGTON HARBOUR BOARD

TELEGRAPHIC ADDRESS
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MR.



PLEASE ADDRESS YOUR REPLY TO
THE SECRETARY

PLEASE QUOTE
REF. 9/14/7

P.O. BOX 893
WELLINGTON, N.Z.

4 April 1984

Oeo School,
R.D. 28,
MANAIA.

Dear Caroline, Dean, Phyllis, Damon and Gina,

Thank you all ever so much for your most interesting letters in which you advise that you are the proud possessors of the bell from the sailing ship "Lizzie Bell" wrecked in 1901 off Oeo.

I enclose a xerox of information held and have made arrangements for a rather faded photograph we have of the barque to be copied and I will send you an enlargement of this just as soon as I can. I also enclose a leaflet on this museum.

With kind regards and best wishes to everyone.

Yours sincerely,

Jack Churchouse

Jack Churchouse,
Curator, Maritime Museum.

Mr. Churchouse sent us the cuttings on the following page from the New Zealand Times, 1901.

WRECK ON OEO REEF.

THE LIZZIE BELL ASHORE.
LOSS OF TEN LIVES.

The news came to Wellington by telegraph yesterday that the barque Lizzie Bell—which on the previous morning left this port for Newcastle—had gone on shore in South Taranaki Strait, and that as a result of the catastrophe twelve lives had been lost.

The Lizzie Bell was an iron barque of 1970 tons gross, with two decks, and is entered 100 A1 at Lloyd's. She was built by R. Thompson, of Sunderland, in 1877, and was registered at Liverpool, her owners being Messrs P. Rodale and Porter. Her dimensions were—Length, 214ft, breadth 34.1ft, and depth 22.3ft. She came to Wellington from Port Chalmers on the 29th of June last, and after a short stay at the Queen's Wharf she put out to the stream, where she rode at anchor until Wednesday morning, when she sailed for Newcastle. She had on board a crew of eighteen all told. Early in the afternoon the vessel was sighted by the Westralia as the latter was making for Wellington. The Lizzie Bell was then off Terawhiti, with sail shortened, but speeding along at a fair rate.

THE CREW.

The list of the crew lodged with H.M. Customs in Wellington by Messrs Levin and Co. agents for the vessel) was as follows:—

John Rees, master.
W. G. C. Barrow, mate.
Leonard Olley, second mate.
James Mulligan, cook. A.B.'s—W. Simmons, J. Portland, Wm. Rimer (sic), J. Harding, J. Glen, D. Lang, J. Perry, and Percy Fridreksen. Apprentices—Charles Chappel, Thomas Gay, Wm. Boyce, John McTicoll, Alfred Jones, Wm. J. Arbuckle.

Of the above men six shipped in Wellington—J. Harding (aged 25), J. Glen (24), D. Lang (22), J. Perry (22), J. Portland (22), and H. Fridreksen (24). James Melwood signed on in Wellington as one of the ship's crew, but owing to circumstances over which he had no control, he was unable to join her at the last minute. His place was taken by Portland.

THE MISHAP.

No collected account of the mishap has reached Wellington. It is believed that the ship struck Oeo Reef, three miles south-east of Oeo Point, at 11 o'clock on Wednesday night. This point is in the vicinity of where the steamers Mania and Marama, also the schooner Annie Wilson, were wrecked in years gone by. In the darkness the boats were launched, and all the crew got safely into them. There was a heavy swell running, and the night was cold, with a light fog prevailing. In the blackness of night the crew manoeuvred the boats in the hope of gaining safe haven, but by some unexplained cause were at last thrown into the water, with the result that ten of the eighteen lost their lives.

It was at about 7 o'clock yesterday morning that the survivors reached shore. There is much doubt as to the persons of the drowned men. Earlier accounts gave the captain and the mate as among those saved, but made no mention of the remaining seventeen ones. A statement of the drowned men received by the Marine Department contains the name of an apprentice (Wright). There was no such name on the ship's articles. It is surmised that the name meant is Boyce—why, we know not.

26th July, 1901

THE DROWNED.

The list of the drowned, as received by the Marine Department, is as follows:—

Kolly (? Olley), second mate.
Mulligan, cook.
J. Portland, A.B.
Fridreksen, A.B.
Lang, A.B.
Perry, A.B.
Jones, apprentice.
Wright (? Boyce), apprentice,
Chappel, apprentice.
Gay, apprentice.
Portland was a native of Birkenhead. Fridreksen, just before leaving Wellington in the ill-fated vessel, wrote a letter to his mother, and left it with a boardinghousekeeper to post for him. It was addressed to the town of Kotia, in Finland.

An inquest on the bodies which have come ashore is to be held at Opunake today.

THE WRECK.

The police are guarding the wreckage which has been cast up by the waves. There is no information so hand that the vessel has been seen at Oeo, so it is to be presumed that she suddenly broke up and sank.

There is nothing yet adduced to show how the vessel came to be so far out of her course. A theory has been put forward that the compasses may have been affected; but it is on the other hand asserted that they were tested just before the vessel left Wellington.

THE NAUTICAL INQUIRY.

A Court of Inquiry into the cause of the wreck is to be held at New Plymouth next week.

PRESS ASSOCIATION.

PIHAMA, July 25.

The Lizzie Bell struck about three miles from Captain Good's place at Oeo. From what can be heard, the vessel struck last evening at about eleven o'clock, and the crew took to the boats. Evidently the men suffered greatly from cold, and it is said that the larger boat capsized more than once. About seven o'clock this morning a large boat came ashore with several men, among them being the captain and mate. The survivors were very much exhausted, as may be judged from the fact that two who had got out of the boat were afterwards found dead with their heads among the rocks. Four dead bodies were found beneath the thwarts of the boat. Captain Rees and the mate are at Captain Good's place. The former is very much exhausted, and it is impossible at present to get anything like a coherent account of the wreck. Seven bodies have been washed ashore. No view of the wreck can be obtained, but wreckage is strewn along the beach. The bodies are to be conveyed to the Ico Hotel, where an inquest will be held.

27th July, 1901

LOSS OF THE LIZZIE
BELL.

SOME FURTHER PARTICULARS.

PRESS ASSOCIATION.

MANAIA, July 26.

The ill-fated barque Lizzie Bell is going to pieces very quickly. The beach is strewn with wreckage.

The vessel left Wellington at 11 a.m. on Wednesday, and met with a favourable wind. About 11 p.m. it was the second officer's watch, Captain Rees being also on deck. The mate (Mr Barrow) turned in. The vessel had all sails set, and was travelling at the rate of twelve knots. The weather was fine, but cold, and there was a light haze.

Suddenly the barque struck a rock on the Whangārei Reef, about a mile or so from the mouth of the Oeo stream. The mate, with only a singlet on, and the sleeping crew, who had been awakened, rushed up from below, and the lifeboats were at once put out. The crew, consisting of eighteen in all, immediately left the vessel, but the boat hung by a rope from the mizzenmast for an hour. Then the line was cast astern, and the shipwrecked men took to the oars.

Some say they pulled out to sea, but it is difficult to arrive at a clear conclusion on that point, as the men are very confused, and hardly seem to know what actually did occur. However, this much is certain—the boat capsized, and one man was drowned before it was righted. Half-starved with cold, the poor fellows who were left again got in the boat, and drifted wherever wind or current dictated.

Later the boat once more overturned, and this time, when she was righted, several had disappeared for good.

The survivors, numbed with cold, had lost all count of time or position, but at seven o'clock in the morning the men were vigorous—they were few in number—found themselves on the rocks below Captain Good's property. As soon as the strongest were able to walk they made their way to the captain's house, and sought help.

During the fearful night two men died in the boat, and two who had reached shore safely, and who had strength remaining to get out of the boat, were dead when the rescuers arrived. They were lying with their heads among the rocks.

One of the apprentices seemed almost beyond recall, but after restoratives had been applied he was brought back to life, although he is still very weak.

NAPIER, July 26.

There is reason to believe that the D. Lang drowned in the wreck of the Lizzie Bell is a son of Mrs Lang, a well-known resident of Napier. It is known that Mrs Lang's son left the steamer on which he had been engaged some time ago, and nothing further has been heard of his movements.

SYDNEY, July 26.

Messrs J. and A. Brown, the Newcastle representatives of the owners of the Lizzie Bell, understood that the vessel was proceeding to Timaru to load grain. They had not been advised that she was coming to Newcastle. The first intimation they received that the ship was in Australian waters was when Captain Rees called for funds on behalf of the owners.

Copied from the HAWERA and NORMANBY STAR, Saturday, July 27th. 1901.

THE WRECK OFF OEO.

THE BARQUE LIZZIE BELL.

FURTHER PARTICULARS OF THE WRECK.

TWELVE LIVES LOST.

SURVIVORS SUFFER GREAT PRIVATIONS.

(By a STAR SPECIAL.)

It is unique in the annals of this district to have to report a shipwreck, with sacrifice of life, occurring on our immediate coast, and, naturally the loss of the Lizzie Bell caused keen excitement and profound sorrow. The news reached Hawera, Manaia and Opunake almost simultaneously, and soon horses and vehicles were pressed into service, and settlers anxious to render assistance in finding the bodies and saving anything of value from the wreck were quickly on the spot. A great number, of course, were actuated by curiosity, but it was gratifying to see the many who worked hard during the day, and rendered willing aid to the police. The constables present were Constables Hickman (Opunake), Salmon (Hawera), Heather (Pungarehu), Quinn (Manaia), and Twomey (Feilding) the latter being on a visit to the district. They worked most energetically throughout, and received valuable assistance from Messrs. Good (3), Lambie (2), Forsyth and others. Captain Good and his family did everything they could to ameliorate the condition of the survivors of the ~~dis~~ disaster and make easy the task of the rescuers.

THE DISASTER.

The Lizzie Bell, 1036 tons, Captain Rees, left Wellington for Newcastle in ballast at 11 am on Wednesday. She experienced favourable weather during the remainder of the day, and at 11 pm, the time of the accident as nearly as can be gleaned, was moving along under full canvas at the speed of twelve knots. The captain and second officer Olley were on the bridge, and there was the usual look-out and man at the wheel. The Mate (Barrow) had turned in, as had also the bulk of the crew. Everything to all appearance was going smoothly, and up to within five minutes of the vessel striking, not a soul on board, with the possible exception

of the look-out, apprehended the terrible disaster that was so soon to come. Suddenly, without warning, the ship struck, and in quick time every man was prepared for emergency. The captain had five minutes earlier ordered one of the hands to awaken those below, and quickly everyone was on deck. The lifeboat was swung out, and captain and crew got in, the former being the last to leave the ship. There was no confusion, and for an hour or more the boat remained by the ship. Then the line was cast off, and the captain ordered the oarsmen to put to sea, in order to clear a point of land and reach a possible landing-place. The sufferings of the crew were great, and those who were lucky enough to survive will long remember their terrible experience. The night was bitterly cold, and a keen wind filtered through the scanty wet clothing worn by most of the men. Those who stay at home and do not 'go down to the sea in ships' can hardly realise what in some cases ship-wreck means, but those who had the opportunity of seeing the result of the wreck of the Lizzie Bell will long retain vivid recollections of the incident.

HELP.

Before daylight the boat had reached the beach south of Captain Good's farm, and two of those (the chief Mate and Hardy), who had not suffered so much from exhaustion as the others, made their way slowly - dragged themselves along to the home-stead. Mr. W. Good at once went to the spot indicated, and Miss A. Good rode to Pihama to give information. When Mr. Good arrived, he was at first under the impression that he had to do with dead bodies only, but fortunately, this conclusion was not verified. The captain and two others were in a very weak state, and an apprentice named Arbuckle, whose first voyage it was, was in a state of collapse. Mr. Good, who had by this time been joined by Mr. D. Carroll of the Oco Hotel, administered whiskey to the youth, and after a considerable interval, had the satisfaction of seeing him revive. He was very shaky for some time, but is now in something approaching his normal condition. Soon settlers began to arrive, among the first being the Messrs. Lambie, and the survivors were taken to Captain Good's, where they received every care. The captain, mate and Arbuckle were put to bed, but the others managed to keep up, and later, with the mate, visited the beach.

THE CREW.

The officers and crew consisted of:-

Captain Rees	Arbuckle, apprentice
Mate Barrow	Simmons, seaman
Second Mate Olley	Ryner, seaman
Mulligan, cook	Hardy, seaman
Tickell, apprentice	Glenn, seaman
Bryce, apprentice	Partland, seaman
Jones, apprentice	Laing, seaman
Chapple, apprentice	Perry, seaman
Guy, apprentice	Frederickson, seaman

With the exception of the cook, whose wife is at home, all were single men.

THE BARQUE

was a boat of 1036 tons, and was built in 1877. She belonged to the Liverpool firm of Peter Iredale and Porter. She left Glasgow on 1st. February with a general cargo, her first port of call in New Zealand being Dunedin. Thence she proceeded to Wellington, and was on her way to Newc~~astle~~ when she met her fate. She was a nice looking craft, and a very good sailor. Her ballast was of clay.

THE PLACE OF THE WRECK

The vessel struck on the Whamoka (Wahamoka ? A.H.G.) reef, which runs out a considerable distance, and is estimated to be lying nearly a mile and a half from the beach. Near this spot there have been four vessels lost within the short space of five years, namely, the schooner Annie Wilson, the steamers Manala and Maramara, and last and worst, the Liverpool barque.

A NIGHT OF HORROR

As already related, the life-boat upset twice, and the men were thrown into the water, from which some emerged still determined to do battle for their lives, while the more exhausted sank never to rise. Young Arbuckle, who nearly lost the number of his mess, was twice dragged aboard by a seaman named Glenn. The cold was intense, and after the boat had been righted the second time, the poor shivering fellows had to sit up to their middles in water. No wonder by the time land was

reached, the survivors were few.

PATHETIC

Jones, one of the apprentices, and a member of the Naval Reserve, died in the arms of the Captain. Jones was a Welsh youth, and the Captain also hails from the principality. Two poor fellows had the strength to leave the boat when she fetched the beach, but then collapsed, and were found dead with their heads among the rocks. A half-caste Negro endeavoured to swim ashore after the boat capsized the last time, and his body was washed on to the sand later in the day.

TWICE WRECKED

John Glenn A.B. has had the unpleasant experience of having been shipwrecked twice within the short space of five months. He was a member of the crew of the yacht Ariadne.

THE BODIES FOUND

The bodies of second officer Olley, Apprentice Jones, and Seamen Laing, Simmons and Perry have been found, and lie at the Oco Hotel, where an inquest is being held today, before Mr. C. E. Major, District Coroner. SEARCH is being made for the remaining bodies - those of Mulligan, Bryce, Chapple, Guy, Ryner, Partland and Fredericksen.

WHAT THE CAPTAIN SAYS

The captain was too prostrated to give any great information. He says that the compass prior to the disaster was shifting considerably, as much as three or four points either way. A strong current was setting up, and he therefore set a course.

THE MATE'S STORY

The mate (Mr. Barrow) says the barque left Wellington about 11 a.m. on Wednesday. About eleven that night he was aroused, and the vessel immediately afterwards struck. The crew took to the life-boat, and after vicissitudes related by other survivors, reached land. Hardy and himself made their way through paddocks, and at last reached Captain Good's residence. The Good family at once rendered every assistance. The mate was in a very shaky condition, and bore every mark of the privation he in company with the others had suffered.

ARBUCKLE'S STORY

William James Arbuckle, apprentice, stated: It was the second mate's watch on deck. I was in that watch, and with me were William Bryce, and Charles Chapple. I struck six bells (ele ven o'clock), and about twenty minutes later, Glenn (the look-out) sighted land. The captain, who was on the poop, called out, "All hands on deck". I went down and called the hands, and was on the half-deck when she struck. the shock was considerable. The captain, I think it was, ordered the life-boat out, and all hands got into her. A line was made fast to the mizzen mast, and we lay to lee of the vessel for about an hour. The line was then cast adrift. We went out to sea to get round a point, but the sea was too heavy, and we then made for the land. The boat capsized but was righted, and later she overturned again. The first time I was under the boat, but the life-belt I wore impeded me. I was hauled in by the mate and Glenn. After the boat capsized the second time, I was again got on board, but remember no more until brought to on the beach.

In reply to a question, Arbuckle stated that the captain was the last to leave the ship, and before doing so, he asked if all were in the boat.

Arbuckle, who comes from Belfast, and is 17 years of age, had a very close call. He lay in the bottom of the boat after the second capsize, and his mates were under the impression that he was dead. Some brandy and other restoratives administered by Mr. W. Good brought him round.

WHAT THE LOOK-OUT SAYS

John Glenn, A.B., says he was on look-out on the night of the disaster. He went on at 10 o'clock. About 11 he sighted land, and informed the second mate, who seemed to consider he was mistaken. The second mate was below the fo'c'se at the time; he had gone to see if Glenn was keeping a proper look-out. About twenty minutes later the vessel struck. She appeared to be running along the shore, and struck on her starboard side. There was no confusion. and the life-boat was got out and all hands boarded her. The men in Glenn's watch were: Simmons A.B., Arbuckle apprentice, Bryce apprentice, Chappell apprentice. There was a good breeze and a big sea. The boat capsized twice, and the crew suffered great privation, the weather being particularly cold. It was dark when

What the Look-out Says (Con'td)

the shore was reached, and Glenn has little recollection of what occurred until succour came. The Captain had command, and gave directions until shore was reached.

GENERAL.

About 10.30 last night, rockets were seen ascending in the direction of the wreck, and Constables Salmon and Heather, with Mr. J. Lambie, and others, investigated. It is supposed the rockets were sent up by a passing steamer which had been instructed to keep a look-out for any possible survivors.

Today the police on the scene were augmented by the Sergeant from New Plymouth.

The bodies of the men drowned are not very much knocked about.

Dr. Good of Manaiia, was quickly on the scene yesterday, and did all he could for the survivors.

HOW IT FEELS TO BE DROWNING.

The youth Arbuckle, who had such a narrow escape of parting company with life, gives his experience of drowning. He says he fought first, but gradually weakened, and he never thought of anything but going to sleep. "I heard", he said, "the sound of music-- strong and loud like a band, and then I knew no more." Arbuckle is the son of a widow living in Belfast, Ireland, and his great anxiety seemed to be as to whether she would think he was drowned. It was explained to him that full and reliable particulars would be cabled to the Board of Trade, and this seemed to satisfy him somewhat. He was also much cut up at the loss of a particular mate - an apprentice.

IT WAS TO BE.

Of six men who shipped in Wellington on Wednesday, four were drowned. The remaining two are evidently not to be drowned, as they have been ship-wrecked twice.

A NEEDLE

Strange as it may appear, among the things washed ashore was a darning needle, which was recognised as his property by one of the apprentices, and which, with a family Bible and a torn photograph of a group consisting of the first and second mate and the apprentices, he is treasuring with great care.

CLOTHING WANTED

The men are practically unprovided for in the way of clothing and boots, and it seems an excellent opportunity for the charitably disposed - and we feel sure there are many in Hawera - to exhibit that noble quality which covers a multitude of sins. Anything that is done will have to be done quickly.

Joseph Mulligan, the cook, was well-known in Wellington, where he was employed at the Post Office Hotel, and later at Mr. Watson's Oriental Hotel. He was out of work two or three weeks ago, and no doubt then took the billet. Previously to his experience in Wellington, he was employed in Christchurch. A resident of Wellington, E. Toby, who is now in Hawera, and who knew the deceased very well, says he could not have been more than six and twenty years of age.

THE WRECK OFF OEO.

BODY OF AN APPRENTICE FOUND.

Yesterday morning, Mr. A. Good, in company with some Maoris, found the body of Charles Chappell, an apprentice. The police are still searching. A great quantity of wreckage has come ashore.

THE CORONER'S ENQUIRY

Yesterday, at Oco, an inquest was held before Mr. C. E. Major, District Coroner, on the bodies of five of the men drowned in the wreck of the Lizzie Bell - namely William Simmons, John Perry, William Laing, Alfred Jones and Charles Chappell. The following jury were sworn:-

Rev. A. W. H. Compton and Messrs. A. E. Baylis (foreman), H. Sinclair, J. James, J. Lambie and A. Good

John Rees deposed:

I was the master of the barque Lizzie Bell, registered at the port of Liverpool, and sailed from Glasgow on the 5th. February 1901. I left Wellington on the 24th. July, at about 9 am. bound for Newcastle in ballast. The crew consisted of myself, William Thomas Claude Barrow, chief officer; L. H. Olley, second officer; John Glenn AB. John Harding AB.; John Maurice Tickell, apprentice; William John Arbuckle apprentice; William Simmons AB.; John Perry AB.; William Laing AB.; Alfred Jones apprentice; Charles Chappell apprentice; James Mulligan, cook; Harry Frederickson AB.; William Reiner AB.; John Partland AB.; Thomas Guy apprentice; and William Bryce apprentice. Six were shipped in Wellington, namely Perry, Laing, Harding, Glenn Frederickson and Partland. The remainder of the crew joined ship in Glasgow. I have seen the bodies lying dead in the adjoining room, and identify them as the bodies of Alfred Jones, an apprentice, aged 19, a native of Holyhead; L.H. Olley, second officer aged about 21 years, and a native of Norwich; William Simmons, able seaman, about 39 years of age, a native of Boston; U.S.A.; John Perry AB. about 24 years of age, a native of Liverpool; and William Laing AB., joined in Wellington, about 22 years, a native of Christchurch, New Zealand; and Charles Chappell, an apprentice 19 years of age, a native of Sunderland.

The survivors are: myself, Barrow, Glenn, Harding, Tickell and Arbuckle. The following are still missing: Mulligan, Frederickson, Renier, Farland, Guy and Brice.

We left Wellington at about 9am. on Wednesday, in tow of the steamer Duco, and cast off the tug at 1 pm.. We then set sail according to the state of the weather, and proceeded down Cook Straits. We were abreast of the Two Brothers at about three pm., about eight miles off. I shaped the ship's course for Stephen's Island, which we made about five pm.; then shaped the course from Stephen's Island for Cape Farewell, which I expected to see about 12 o'clock. I was on deck the whole time from when we started, the officers taking the usual watches. At about 9 pm., I sent the second officer aloft, to see if he could discern Cape Ferewell light, again at about 10 o'clock, and once more soon after, saying he must see it. I noticed our log - it registered 43 from Stephen's Island. I went down and marked it on the chart, when I heard someone say there was land on the lee bow. I ran up at once and could not believe the evidence of my own eyes. (The ship struck heavily) The helm was put down to port. The ship struck heavily. I lowered the main top gallant sail, and called all hands on deck. By this time the ship was bumping heavily, throwing one off one's feet. I gave everyone a life-belt, prepared the life boat, and went in her with a coil of three inch rope, the end being made fast to the mizzen mast, and slacked her off the full length - about 120 fathoms. The ship had a good lee. I was afraid to let her drift to the shore not knowing there was a beach, and thinking there might be cliffs and certain destruction. I intended to hang that way till daylight, but after we had been in the boat half an hour the main-mast went over the side, a few minutes later the fore-mast went, and a few minutes later she broke her back, practically going out of sight. The wind taking off a bit and there being no shelter, we cut the rope and pulled away outside of the ship, thijking to get around the point at the mouth e of the river. In so doing the boat capsized. All except one man got on her keel and we righted her again, she being now full of water and everything washed out of her. We managed to get two oars which were floating about, and pulled in under the beach again, when the boat again capsized, three or four men being lost. We got ~~her~~ on her keel again, and righted

her once more. This time we lost the oars altogether; nothing more could be done and we drifted to our fate ashore. We reached the shore at about 3 o'clock in the morning. There were then in the boat six alive and two dead, the two latter being Laing and Jones. We got on the beach through the surf, and fell or laid down on top of each other until daylight. When daylight came, I awakened the men, and we made for the cliffs. That is as far as my recollection carries me. I became unconscious, and was carried to Captain Good's house.

To the jury: Guy was lost the first time the boat capsized; at the second capsize three or four men were lost, and several when the boat first reached land.

To the Sargeant of Police: I was eight miles nor'west of Stephen's Island when passing, and altered my course to N. W. by W. magnetic. I kept that course until the ship struck. I cannot tell where the ship struck. I have not visited the place, having been in bed since the disaster. My compasses were adjusted at Glasgow before the ship left. The ship was sailing at 9½ to 10 knots at the time of striking, and was under top-gallant sail. The vessel was built at Sunderland in 1877. It was on a reef she struck, about one and a half to two miles from shore. There was a fresh S. E. wind, the night was partly clear, and there was a moderate sea. I had a man on the look-out. The second officer was on the poop at the time the ship struck. I thought the land - called out by the man - was a cloud. I cannot account for the ship being out of her course, unless some current sets in towards the reef.

To the Coroner: The man at the wheel was Partland. He took the wheel at 10 o'clock. I watched the compass, and noted the man at the wheel was steering the course given.

To the Sargeant: The wind was blowing S.E. when the ship struck.

To the Foreman: A lighthouse would have prevented my reaching the point where the ship struck.

To the Coroner: I know the ship's crew were all perfectly sober.

William Thomas Claude Barrow said:

I was the chief officer of the barque Lizzie Bell. From the time the ship left Wellington all hands were at work putting things

in order until 4 pm., when the first watch was set from four to six, which was taken by the second officer. The captain was on deck also. I took the second watch - from six to eight. When I came on at six o'clock, the ship was about 10 miles N.W. by W. magnetic from Stephen's Island. The light was still visible. The course was not altered during my watch. I turned in at 8 o'clock, and heard nothing further till the call "All hands on deck". Immediately after, the ship struck. The main top-gallant mast was taken down, and the main topsail halyards. The ship was then bumping heavily and taking heavy seas right over her. Life-belts were served out to all hands, and we tried to send up a rocket, but could not do so, owing to seas coming over her. We could not light the rocket. The captain gave orders to get the lifeboat over, which we did with great difficulty. We all got into the boat, with a coil of 3 in. rope. The captain and myself were the two last to get in and slacked the boat away to leeward of ship. Shortly after leaving the vessel, the mainmast went over the side, and was followed soon after by the foremast. Shortly after that, the ship broke her back, and went to pieces. There then being no lee, we cut the rope, and pulled out to sea. Owing to the heavy surf, we could not keep the boat away. When we attempted to do so, to shape a course for the point, a heavy sea struck her, and turned her over. We then lost one boy - Thomas Guy. We all got on to the boat's keel, and righted her again. We picked Guy up, but he was dead. He had got under the boat when she capsized, and was there for about ten minutes while we were righting her. Everything was washed out of the boat - oars, bailers and water cask, and she was full of water. We managed to secure two oars, and started to pull for the shore. We were not long doing so when the boat capsized again, and we lost three or four men. We picked up two, Lang and another, but they died whilst in the boat from exposure. We were now without oars, and the boat drifted ashore. I do not know the time. She struck some rocks first, when two or three men left her. The second mate was one. It was dark then. Those supposed to have been against the rock, as far as I know, were the second mate and Perry. After first striking, a heavy sea caught the boat, and lifted her further inshore, when those remaining left her. When we reached the beach, we all fell down exhausted, and went to sleep, knowing nothing until

the captain called us at daylight, when we made an attempt to climb the cliffs. We left the captain behind, being unable to assist him. We reached Captain Good's house, and help was sent to the captain. I returned to where the ship was wrecked the same morning, and could see nothing of her, she being completely smashed up. I should think the ship was two miles from shore when she struck.

To the Foreman: The lifeboat was the only boat we could get over the side, and she was capable of carrying all hands. The lifeboat was new. Simmons left the boat with a view of swimming ashore. He left it after the first capsize.

To a Juror: There were, I think, about eleven men left in the boat after the second capsize, two of whom (Laing and Jones) died.

To the Sargeant: When I went off watch, the course was set to steer clear of Cape Farewell. I know when the ship struck. I cannot give any information as to why she should have been so far out of her course, save that there must have been some heavy undercurrents.

To the Coroner: All hands obeyed the captain throughout, from the time the ship struck to the time the boat reached the shore. The captain consulted with me as to the best course to pursue. In my opinion, everything was done that was possible to save life.

John Glen stated:

I was an able seaman on the barque. I joined her in Wellington. I was on watch on the night of the 24th. from 8 to 12. I was on deck all the time from 8 to 10. From the latter hour till the ship struck, I was on the look-out on the foc'sle head. The second mate came on his rounds at 6 bells. I told him I thought it was land on our starboard bow. He said it was not land. He then went aft. About 20 minutes later, the ship struck. I could see no breakers until she struck.

To the Coroner: After I told the second officer, the land became more distinct, but I did not again report it. There would hardly have been time to have escaped the reef if I had done so.

William James Arbuckle, apprentice, said he struck six bells. It was fine at the time. Simmons went aft about 11.20, and said they had sighted

Lizzie Bell Enquiry (6)

land. Witness went to the poop with Simmons, who sang down the second cabin, "Land close by." The second mate was in the cabin. Captain Rees came up immediately, and called, "All hands on deck." The second mate was on deck when witness struck six bells, and he did not know when he went down to the cabin.

W. A. Good gave evidence as to being called at 7 o'clock on Thursday morning by seven sailors. He asked them in, and then went towards the beach, where he met another man and took him to the house, after obtaining assistance. On returning to the beach witness saw three men in the boat. Two were dead, and one was breathing. Witness gave the latter some brandy, and he partly (recovered) revived, later becoming stronger. This was Arbuckle. Witness gave evidence as to the finding of bodies.

A. Good, Dr. Good, J. Lambie, and J. Twomey also gave evidence, the former as to finding Chappell's body, and the latter as to the number of wrecks near Oco.

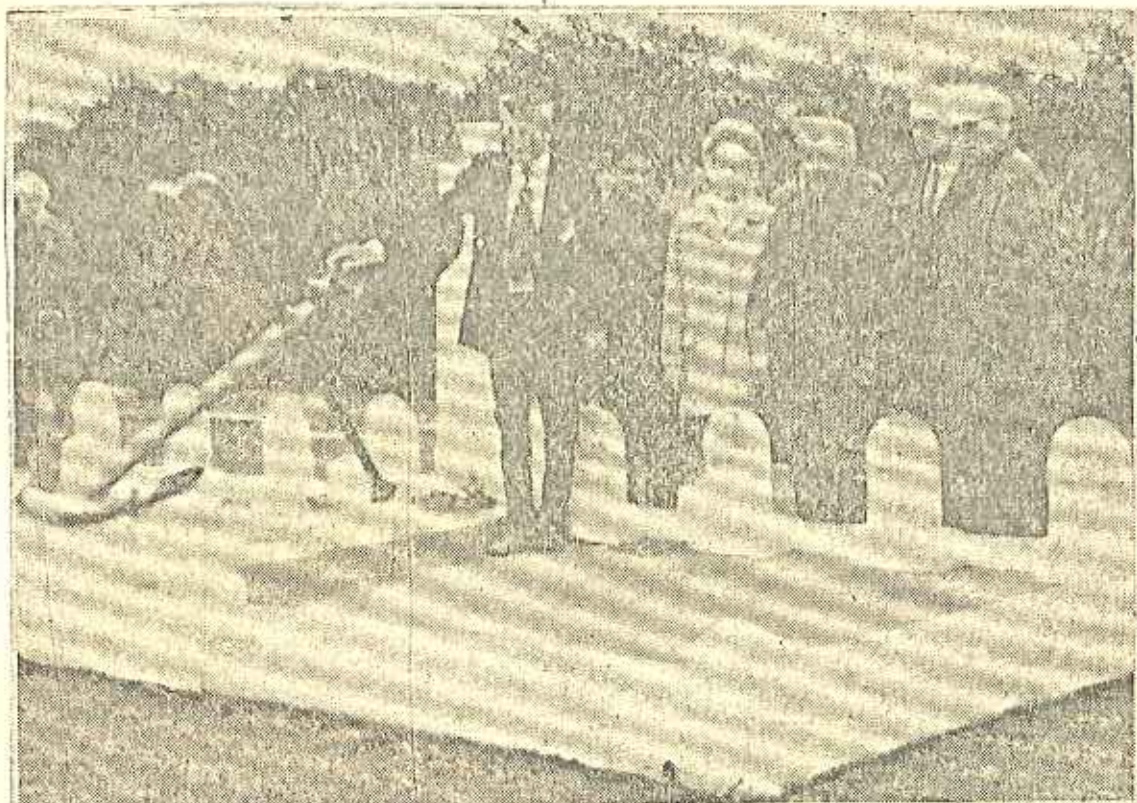
The jury returned a verdict that deceased met their deaths by drowning.

 NAUTICAL ENQUIRY

Mr. H. Bedford, Collector of Customs, New Plymouth, has formally taken charge of the wreck. The Magisterial Enquiry will be held at the New Plymouth Courthouse on Tuesday next by Mr. R. L. Stanford, S.M.

 THE FUNERAL

The funeral of the victims will leave Oco for Pihama Cemetery at 8 o'clock tomorrow.



THE ANCHOR FROM THE BARQUE LIZZIE BELL mounted in the Pihama Cemetery. From left to right, Mr I. Stephenson, secretary of the Pihama Cemetery Board, who arranged for the anchor to be placed in the cemetery; Mr A. Edwards, who, with Mr R. W. Gulliver salvaged the anchor about six years ago; Mrs C. A. Paterson, who made the anchor available, and who is a granddaughter of Captain T. Good, who assisted six survivors off the wreck; Mr Gulliver; Mr R. M. Velvin (obscured); Mr R. Syme and Mr J. S. Stronge. "Star" photo D84/1.

Anchor Mounted As Memorial To Sailors

The anchor from a ship wrecked off the Taranaki coast at Oeo has been mounted as a memorial in the Pihama Cemetery.

The barque, Lizzie Bell foundered on the coast on July 24, 1901, and 12 crewmen lost their lives.

The anchor was mounted over their communal grave in a ceremony held at the cemetery yesterday.

The speaker included Mr R. M. Velvin, Chairman of the Taranaki Historic Places Trust; Mr J. S. Stronge, deputy-chairman of the trust; Mr W. M. Allan, chairman of the Egmont county Council, Mr W. R. Gulliver, one of the men who salvaged the anchor; and Mr Ian Stephenson, secretary of the Pihama Cemetery Board, who arranged for the anchor to be mounted.

The anchor was salvaged in 1968 and given to Mrs C. A. Paterson, granddaughter of Captain T. Good, who aided the six survivors of the wreck.