

CLYDE, schooner: On July 22, 1901, the schooner, which was engaged in the fishing and oystering trade out of Bluff, went ashore at Bushy Point, about 12 miles east of Bluff Harbour. The casualty was caused by the only man on deck thinking that the land was further off than it actually was, and not putting the vessel on the other tack in time to clear the land. No attempt was made to refloat the schooner, which was abandoned by the owners as a total loss. Sixteen years later the *Clyde* could still be seen on the Fortrose Beach.

The *Clyde*, No. 84,954, was a schooner of 21 tons register, built as a screw steamer at Bluff Harbour in November, 1886, by Barker and Jones, and her dimensions were: length 52 ft., beam 14.5 ft., depth 7.6 ft. She was owned by Messrs. G. R. Waddell and T. Gilroy, of Bluff, and was under the command of Captain Karl F. Junge. Her tonnage as a steamer was 30 tons gross and 8 tons net register, and her engine and boiler were removed in April, 1889.

LIZZIE BELL, barque: When bound from Wellington to Newcastle, in ballast, the vessel was totally wrecked on Waimate Reef, a mile and a half south of the Oeo River, Taranaki, on the night of July 24, 1901. Twelve members of the crew were lost out of a total complement of 18, those saved including the master, mate, two seamen, and two apprentices. The scene of the wreck was close to where the schooner *Annie Wilson* and the steamer *Marramarra* were wrecked.

The *Lizzie Bell* sailed from Wellington on July 24, and had favourable winds. About 11 p.m. the vessel had all sail set, and was travelling at the rate of 12 knots. The weather was fine, but cold, and there was a slight haze. Suddenly the barque struck a rock about a mile or two from the mouth of the Oeo River. Two of the crew fell overboard, and were found dead, jammed in among the rocks. The crew immediately left the vessel, and they had a trying experience before the boat capsized. It was righted, however, and drifted before the wind and the current. Later the boat was again overturned, six of the men being caught underneath and drowned before it could be righted. The survivors were almost perished with the cold, and lost all count of time and position. Early next morning the more vigorous survivors found themselves on the rocks below Captain Good's property. They made their way to the captain's house, and sought help. During the night two of the men died in the boat, and two who had

reached the shore safely were dead when the rescuers arrived.

A Magisterial Inquiry into the wreck of the *Lizzie Bell* was opened at New Plymouth on July 30. The master said that the barque was well found in every respect when she left Wellington. The compasses were adjusted at sea between Dunedin and Wellington. The steering compass was affected by the iron of the vessel. The ship had a narrow escape on the Ninety Mile Beach when making for Port Chalmers, but it was due to the gale and not to the faulty compasses. He never left the deck from the time the ship cleared Wellington. There was an error of about 2½ points between the steering compass and the pole compass. At Stephen Island the log was 15 miles out, which he accounted for by stiffness. Unless the compass was in error or a strong current existed, he could not account for the ship's position. The master was of the opinion that had he held on to the wreck until daylight all hands would have been saved. The court, after a very exhaustive and lengthy inquiry, gave its finding of the wreck of the *Lizzie Bell* on August 5. The court found that the course, as stated by the captain, was not steered, and that the loss of the barque was occasioned by negligent navigation. The master's certificate was suspended for 12 months, and he was ordered to pay £25 towards the cost of the inquiry.

The *Lizzie Bell*, No. 78,731, was an iron barque of 1,070 tons gross register, built at Sunderland in 1877 by R. Thompson, and her dimensions were: length 214.5 ft., beam 34.4 ft., depth 21.3 ft. The barque was owned by Messrs. Iredale and Porter, of Liverpool, where she was registered, and under the command of Captain John Rees.

GHOST, ketch: On the night of August 15, 1901, the vessel went ashore at Bream Head, North Auckland. The vessel sprang a leak, and the wheel chains carried away. The crew were all saved, but the *Ghost* became a total wreck.

The *Ghost*, No. 78,377, was a ketch of 36 tons register, built at Freemans Bay, Auckland, in July, 1879, by John Graydon, and her dimensions were: length 64.7 ft., beam 19 ft., depth 4 ft. She was owned by Mr. P. Bryant, of Auckland.

WHAKAPAI, schooner: On September 29, 1901, the vessel capsized and became a total loss between East Cape Island and the mainland, with the loss of her crew of four, the only survivor, a passenger, succeeding in getting ashore safely. The *Whakapai* sustained some damage in landing her cargo on the beach at Tokomaru Bay. Attempts