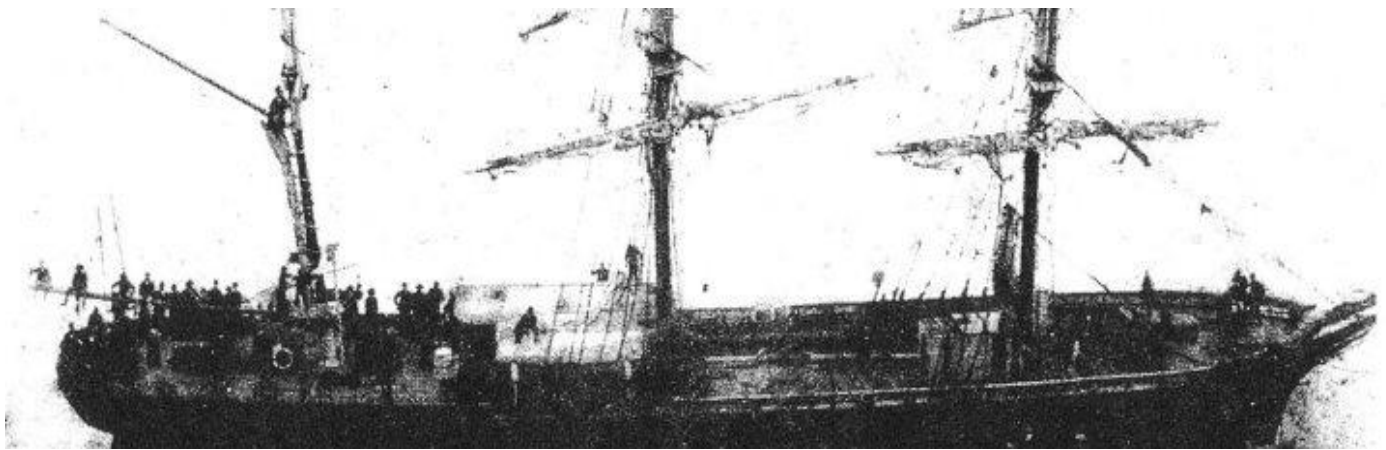


# Ship Wrecks

## Part One





## **Ship Wrecks**

Page 3      Ship Wrecks: *Part One and Part Two*

Page 4      Map showing the locations on Rangitikei coast.

### ***Fusilier***

Page 6-7      News Clippings- January 1884: '*Vessel Ashore At Turakina Beach*'

Page 8-12      News Clippings- 1977: From Rangitikei Mail, the Fusilier story.

Page 13-20      Photos and News Item-1915 -1954: Deterioration over the years.

### ***Robina Dunlop***

Page 22      News report, 15<sup>th</sup> August 1877: '*Wreck of the Robina Dunlop*'

### ***Indrabarah***

Page 24-30      News Clippings & Photos-1918: Liner ashore 11<sup>th</sup> May till refloat 7<sup>th</sup> July.

# Ship Wrecks

## Part One

Being adjacent to the coast it is not surprising that there are ship-wreck-locations within reasonable proximity to Koitiata. *(We don't include the numerous 'dumping's' in the surf coming back from fishing).*

**Fusilier:** The most well-known to village residents has been the Fusilier, which was wrecked in 1884, some eight kilometres south of the village down Turakina Beach. The wreck has long since vanished under the dunes, but its location is marked on maps and there is a road named after it in that area. There has been a lot of media reports about this wreck over the years and extracts and copies from news media publications are reproduced on the following pages.

The Fusilier was a popular place for a beach-day-out when it was accessible, with numerous mentions of it in the recollections of early Koitiata residents. The deteriorating wreck was also an interesting photography subject, and some of those photos came to hand during research for the Koitiata History project and are also included.

**Robina Dunlop:** Less well known is the story of the Robina Dunlop which was wrecked in 1877 on the northern side of the Turakina River mouth. Possibly because of access having to cross the river, perhaps because it was reported to be “a total wreck” or maybe being that the captain “gifted” the remains to the local Māori chief, it has not been recorded as being a beach-day-out-destination for early village residents. It was probably long gone by the time Koitiata was established.

**Indrabarah:** This steamer went ashore a few miles north of the mouth of the Rangitikei River in May 1913. Some of the cargo was removed with the help of residents of the area and the ship was re-floated two months later. There was no shortage of news clippings or photos available to tell that story.

## Ship Wrecks *(Produced in separate booklet)*

## Part Two

Part Two contains two stories, one each on the wrecks of the Robina Dunlop and the Fusilier by *Mike Johnston, MSc (Hons) in Earth Sciences*.

Mike presented an information evening for Koitiata residents in the Koitiata Hall in September 2018, the main subject being about the Robina Dunlop, and subsequently he provided these stories for inclusion in the Koitiata/History web site.

Mike was at that time working with a team of *Maritime Archaeology Association of New Zealand (MAANZ)* members researching the wreck of the Robina Dunlop.

Mike also provided us with his well-researched and informative story about the wreck of the Fusilier.





Robina Dunlop  
1877

Fusilier  
1884

Indrabarah  
1913

Moana Roa Beach

Scotts Ferry



# FUSILIER





## A VESSEL ASHORE AT TURAKINA BEACH

(January 18)

Considerable excitement prevailed in town this morning on the news being made known that a barque had gone ashore on the Turakina beach, blown on doubtless by the heavy gale of Tuesday last. The first intimation of the occurrence was received by the Collector of Customs last evening in a telegram which simply stated that "The Fusileer, of Liverpool, was ashore at Turakina beach. Position bad." Owing to the distance from any telegraph station or post office, information on the subject is very meagre, but from a further telegram received from the locality this morning by Mr Burgess, we are able to give a few particulars. The Fusileer is an iron, three-masted vessel, of 404 tons, of Liverpool, bound from Wellington Adelaide, in ballast. She is in charge of Captain Harkness, and has a crew of 13 men. The barque seems to have gone ashore about five miles south of the Turakina river, or Sandy Point, and is high and dry at low water, being four feet in the sand. Fortunately the crew are all safe, and up to the present there is no leakage; but the fact of the vessel being four feet in the sand indicates that there will be very great difficulty in getting her off, if that is possible at all. It is not known in what office she is insured, but it is thought that probably it is in Lloyds at home, as neither the New Zealand nor National offices have policies on her. Messrs Bethune and Hunter are the Wellington agents for Lloyds in the colony. The position of the boat is very isolated, being a considerable distance from any settlement. The Stormbird passed the spot in coming up this morning, but Capt. Doile informs us that the weather was too hazy to permit a view of the vessel. The Collector of Customs has received instructions from Wellington not to proceed to the wreck, and an enquiry will be held in Wanganui in a day or so.

(PER UNITED PRESS ASSOCIATION.)

Wellington, January 17

The following telegram was received from the Captain of the Fusilier this morning: "Fusilier went ashore five miles south of Sandy Point yesterday during a heavy N.W. gale." The Fusilier is an iron barque of 404 tons register, owned in Liverpool and commanded by Captain Harkness. She was bound for Newcastle.

# The Yeoman

## WRECK OF THE FUSILIER

Turakina, Jan 18 (January 25)

The barque Fusilier, 404 tons, 24 years old, bound to Adelaide, 13 hands all told, is now lying broadside on, her head bearing N.W. She is buried 6ft aft and 5ft forward, and is lurching heavily and getting deeper every tide. The rigging is in good order, but the rudder shows signs of starting. The vessel was provisioned for 7 months. The captain attributes the loss of the vessel to the heavy westerly gale, which blew her on the lee shore. The anchors were tried, but dragged, and the vessel being unweatherly and in ballast, he had to beach her to save life. All hands are still on board, and the captain is awaiting orders from Home and Wellington. He recommends a survey at once, and considers there is small chance of getting the vessel off. He does not know if she is insured. The vessel is in perfect order, and making no water.

(PER UNITED PRESS ASSOCIATION.)

Wellington, Jan. 18

The agents of the Fusilier received the following telegram from the captain this morning:— "Every tide is driving vessel further up beach."

## THE CAREER OF THE FUSILIER

The iron barque Fuselier, commanded by Captain Harkness, now lying on the beach about five miles south of the Turakina river, has had many eventful voyages since last leaving the United Kingdom. She left Falmouth for Middlesbro on 14th June, 1882, to load cargo for Buenos Ayres, thence to Rosario, then to Rio Janeiro, thence to Trinidad, and from there to New York, where she loaded cargo to Wellington. Owing to the slow sailing qualities of the vessel, she was 169 days on the latter voyage; scurvy breaking out among the crew, and water running short, added to the trials of their tedious trip. After discharging her cargo in Wellington, she left there on the 4th, in ballast, for Adelaide, to load general cargo for the United Kingdom. Leaving Wellington, she stood across to Cloudy Bay, and owing to contrary winds, anchored there till Sunday night the 6th, when she weighed anchor at 7 o'clock and started off. A strong N.W. breeze, which afterwards increased to a gale, drove the ship towards Cape Campbell. Here she lay-to for four or five days until the gale moderated. Made sail again and stood up Cook Strait; passed Terawhiti at 6 o'clock last Sunday evening, when the wind nearly drove the ship ashore. Weathering Terawhiti; passed the Brothers, then got abreast of Stephen's Island, bearing S.S.E. 12 miles. The wind here fell light for five or six hours, then

came up strong from N.W. Stood over towards Cape Egmont; tacked again towards Stephen's Island, gale increasing, and heavy blinding sheet rain, which prevented us seeing further than 100 yards from the ship. After running as far as prudent, we wore ship to N.N.E. again. At 5 p.m. on Tuesday the weather cleared up sufficiently to allow sights for longitude; sounded at 6 p.m. at 58 fathoms — green mud. Then wore ship and stood to the southward, and at midnight we experienced very vivid lightning and heavy rain, the wind shifting three points to W. by S. Wore ship to northward and stood on that tack till 5 a.m., sighting Kapiti S. half W., distance 15 miles. Stood on same tack till 8 a.m., sighting lowland about Rangitikei river and still expecting the wind to shift to S.E. Barometer rising, stood on, and about 11 a.m. saw there was no hope of saving the ship. Consulting with the mate and crew, thought it best to beach her, to save life. Since beaching, every tide has sent her higher up. The hull is sound, and everything outwardly in good order. Officers and crew all agree in saying the only course to save life was the one adopted by the captain.

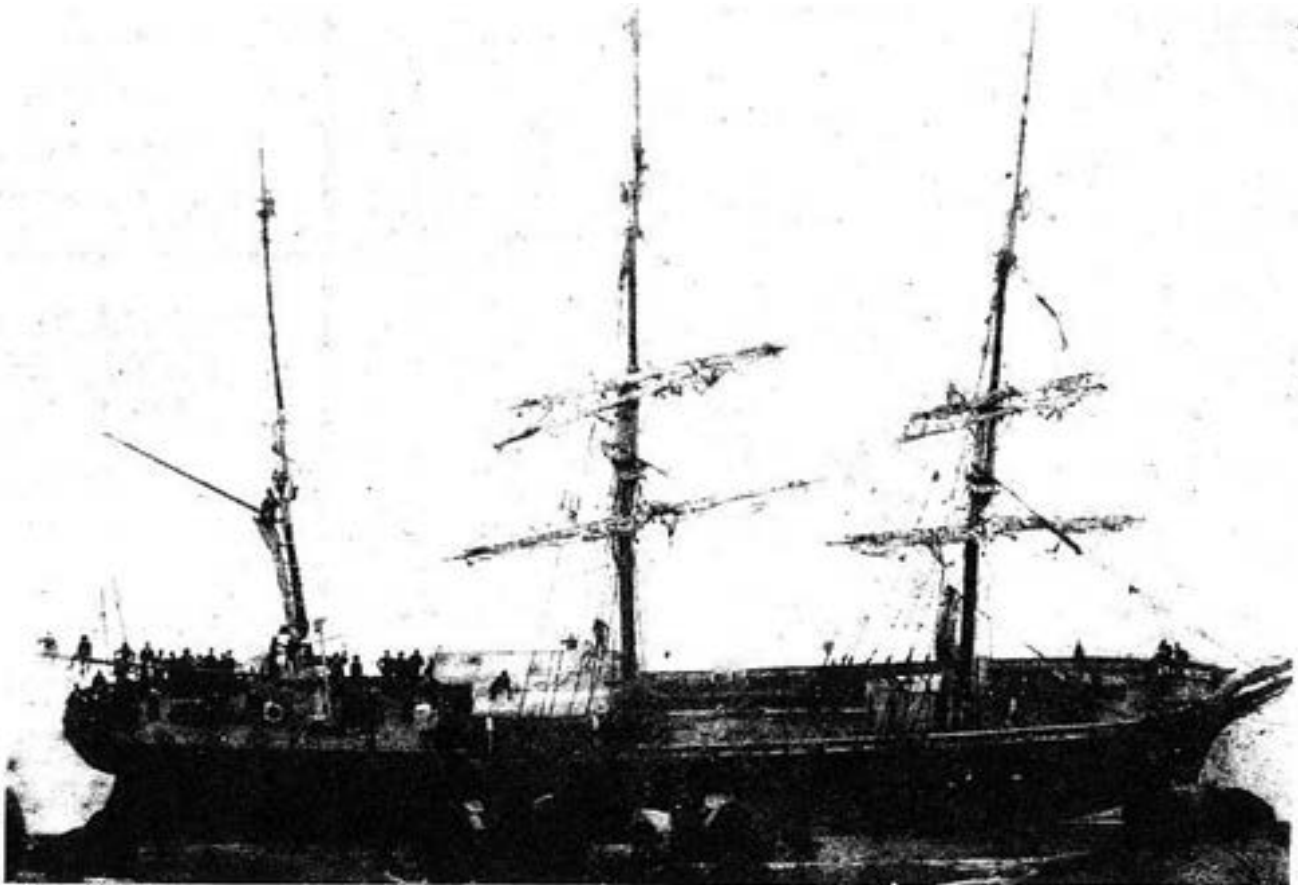


## From Rangitikei Mail, 12<sup>th</sup> May 1977

The content in the next six pages has been created by cropping and pasting from the original news clipping pages, shown below.



# The Day the Fusilier was Stranded



This was how the Fusilier looked on the day she was wrecked on Santoft Beach 93 years ago, on January 16, 1884.

The iron-bodied barque, 130 ft long and 26ft wide, was beached by her master, Captain John Nivinson Harkness, at mid-day after the vessel had fought a powerful gale for a day and a half.



At mid-day one day in January, 93 years ago, the barque *Fusilier* was stranded on the beach at Santoft, during a severe gale. The stranding followed a struggle lasting a day and a half to stop the 404-ton vessel from drifting ashore at several points between the Manawatu and Rangitikei Rivers, in the face of storm conditions.

The date was January 16, 1884.

No lives were lost in the beaching, but the *Fusilier* was driven high onto the beach, and was carried further up on every tide.

Attempts were made to refloat the stricken iron barque, but with no success. The vessel was sold by auction for 250 pounds.

Today the ho low, rusting shell of the *Fusilier* lies in the sandhills a hundred yards from the beach, gradually disappearing under a layer of sand and marram grass. It is located to the left of the extreme end of the *Fusilier* Road, the main road leading to the beach through Santoft Forest, but not many district residents know of the whereabouts of the 93-year-old wreck.

#### **Inquiry Into Disaster**

A marine inquiry into the beaching of the *Fusilier* was held in Wellington in 1884, three weeks after the event. In spite of suggestions by several sailor witnesses that the stranding had been planned by the vessel's master and mate well beforehand, the court of inquiry exonerated the two chief officers, commenting, "We do not think it necessary to notice the imputations suggested by some of the witnesses".

The "New Zealand Times" reported the proceedings at the inquiry, at which Mr E Hardcastle, a magistrate, presided, aided by Captains Horne and Watt, nautical assessors. Extracts from the "Times" report are quoted below.

John Nivinson Harkness, master of the *Fusilier*, said the vessel was built in 1860, was of 404 tons, classed "A1 at Lloyds" and owned by Messrs E C Friend and Company, of Liverpool. She had arrived in Wellington from New York the previous month (December, 1883).

Harkness said it was over 21 months since he had left Home and he could not now say whether the vessel was insured or not. He

had been master for 3 years of the ship, which was well found in every respect, having an extra good suit of sails.

The mast said he received instructions from his owners to proceed to Adelaide for a grain charter, and left Wellington on January 4, 1884, with a moderate northerly wind, with 160 tons ballast, coming to an anchor in Cloudy Bay. After several days of variable weather he was driven out of Cook Strait, the first land sighted being Cape Palliser. The vessel was a very slow one and made considerable leeway.

At first he mistook the land to be Terawhiti, but stood off after finding out his mistake, and cleared Turakirae Head. Had he gone further into Palliser Bay he could scarcely have come out again, as the wind was fresh and southerly.

Terawhiti was passed on January 13, and after that he steered north by west and nothing to west. Harkness sighted the Brothers at 8.20 p.m. the same day, the weather being very dirty. The lights were passed at 9.15, about 5 miles distant. On the Monday morning he sighted Stephens Island about 9 miles off. The wind was fair and the vessel carried all sails except the royals, which it was not usual to carry when in ballast.

The master described continuing winds to January 15, at 11 a.m. The weather then was so thick that he could not see more than 100 yards from the ship, and none of the crew thought of going below for their meals. He carried a patent log, but did not heave it, nor was he aware that any of the officers had done so.

About 6 p.m. on the 15th he took an observation and found he was about 22 or 23 miles off the Manawatu River. At midnight he considered he was about 15 or 16 miles off the land.

#### **Wind Blowing Hard**

The weather was thick and the wind blowing from the southwest, witness continued. He wore round and stood on the port tack until she went ashore. The wind continued to increase, and the ship was only carrying two double-reefed topsails and three staysails. He did not think the vessel could have carried any more sail. Nothing but a change of wind or a powerful steamer could then have saved her. Had he put on more canvas she would have gone ashore sooner.

When he found it impossible to save the ship, said the captain, he consulted with the officers and men, and then beached her to

save life, taking the smoothest part of the breakers, between the Rangitikei and Turakina Rivers.

"The ship was drawing 10 ft, being an inch by the head. She sails better trimmed that way. She will go two miles to leeward each time she is wearing round", Harkness said.

He could not have fetched any

place of shelter. If he had tried to make Kapiti he would have run ashore sooner. He would not have been justified in running further on the starboard tack.

John Bamber Woods, the Fusilier's mate, said in evidence that after Kapiti was sighted he told the captain he did not think they could weather the island. He thought the vessel was about 200 yards from the shore when the anchor was let go. He thought the breakers extended about a mile from land when she was squared for the shore.

#### **Anchors Not Favoured**

About an hour before the ship went ashore the wind moderated, but the sea remained very high. The captain asked whether he thought the anchors would do any good, and he replied that he thought if they did her bottom would bump out in the outer breakers. The mate said he did not believe the vessel could have been got off at the first favourable change in the weather.

To a question from the Court, witness said there was no-one intoxicated on board at the time, and liquor was never served out, except for medicinal purposes.

John Crotty, AB on board the Fusilier, told the Court that about 8 p.m. on the day before the vessel went ashore the mate called out to the men below to hold themselves in readiness, as the ship was likely to go ashore. The man at the wheel also told him that the barque was going on shore. . . . he thought she might have been saved by being put on the starboard tack.

#### **"Devil's Claw"**

Henry Barry, AB, said that in consequence of what one of the hands told him, he went forward and saw that the "devil's claw" had been put on the starboard anchor, so that only 15 chains of cable could be run out. He was told this had been done under instructions by the mate. There was nothing the matter with the other anchor.

Barry said that at 7 o'clock on the day they ran ashore they had shoal water on one side and deep water on the other, and it struck him as very suspicious that she should have been kept on the tack which took her towards the land. The steward told him that he had heard the captain and mate talking about putting her ashore. The day before that happened the crew generally understood that the vessel was to be run ashore.

Cross-examined by Mr Bell, counsel for the master, Barry said he was not dissatisfied with his treatment (as a crew member). It

was after they had got ashore that the steward told him about the vessel being run on shore. The steward had never said in his hearing that he would make it warm for the captain.

#### **Not Enough Sail**

Hugh McCarthy, who said he had been 26 years at sea, said the ship did not have enough sail on, and was bound to drift to leeward . . . if the ship had been kept on the port tack, with more sail, she might have been got off.

McCarthy said he was told at 8 o'clock on Wednesday morning, by the steward, that he had overheard the captain and mate arrange to beach her. He paid no attention to the statement.

#### **"Best Clothes"**

Robert Hughes, cook, shipped at New York, said that something like 18 hours before they were on the beach, the chief officer told him and others that they had



better put their best clothes on, as the vessel would get ashore. He heard the captain and mate afterwards talking in the captain's cabin, when the captain said that it was the best thing to put her ashore, as she was a Jonah to her owners, and sinking money.

Cross-examined, witness said he never told the captain that he would make it hot for him, nor had he said it in Wellington, nor to the men aboard. He never told any of the men of the conversation he had overheard. He may have told one man.

Donald McDonald, bosun of the Fusilier, said he had been 27 years at sea. He was quite certain the barque could not get out of the bight, and that more canvas would only have put her ashore sooner. She would have gone ashore on either tack. . . . If the anchors had been let go she would, he thought, have snapped her cables.

William Robb, ordinary seaman, deposed that he had suspicions the vessel was going ashore soon after passing Terawhiti. When at the wheel the captain told him to keep her shaking, while the mate wanted him to keep her full. It looked suspicious to keep her so close to Terawhiti.

#### **Did Not Refuse**

Charles Reeves, AB, said he had no difference with the captain about money. McCarthy tried to make a bargain for taking the sails down, but he and the other men did not refuse to do it. He asked for money at Turakina,

but never told him that he would make it hot for him if he did not give him some.

Opening the defence, Mr Bell, counsel for Captain Harkness, said it was hardly likely that the steamer Napier would lie under Kapiti for shelter during the 16th and 17th, with the wind moderate and not much sea, as some of the witnesses had tried to show.

Captain Harkness, in his own defence, said he had never received any instruction from the owners to get rid of the vessel by means other than sale, and did the best he could to get the vessel out of the bight.

Woods, the mate, when recalled, said the captain had asked him his opinion of the vessel's position on the Tuesday night. He added, very despondently, that if he got her out of the scrape and home, he would resign. Witness said that if he had his money, that was what he should do.

### **The Decision**

After the Court had conferred for half an hour, the chairman, Mr Hardcastle, delivered the following decision:

"We think the stranding was the result of the leewardly qualities of the ship, from the hazy weather she encountered, and from the wind repeatedly heading her.

"We think the course the captain held on the 15th instant is open to difference of opinion, but do not consider it such an error of judgment under the circumstances as calls for censure. We do think the absence of precaution in heaving the log improper, but we do not think it an impropriety which caused this casualty.

"About the conduct of the mate there is no question. The certificates of both officers are returned.

"We do not think it necessary to notice the imputations suggested by some of the witnesses. We make no order as to costs".

### **Sale of Masts**

After the Fusilier was sold at auction and attempts to refloat

her failed, the masts and main timbers were sold, and were eagerly sought by district farmers, for use in their woolsheds and other farm buildings.

One property which acquired some of the ship's timbers was Heaton Park, then owned by Mr Barney Rhodes, a land buyer who at one stage owned 2,500,000 acres of New Zealand, including the 25,000 acres of Heaton Park, which was registered in his name at least as far back as 1858. The ironbark masts were incorporated into the Heaton Park woolshed, where they can still be seen inside the building. Other mast timber was used in the shed's piles.

During World War 2 pilots training at Ohakea Air Base used the Fusilier wreck as a target for bombing practice, soon hastening the break-up of the 130-ft-long barque. Her two remaining masts resisted the pilots' forays, until at least 1949, however.

A 1949 photograph shows the Fusilier wreck lying out in the open some distance from the tide line, but today a high foredune separates her from the sea-front.

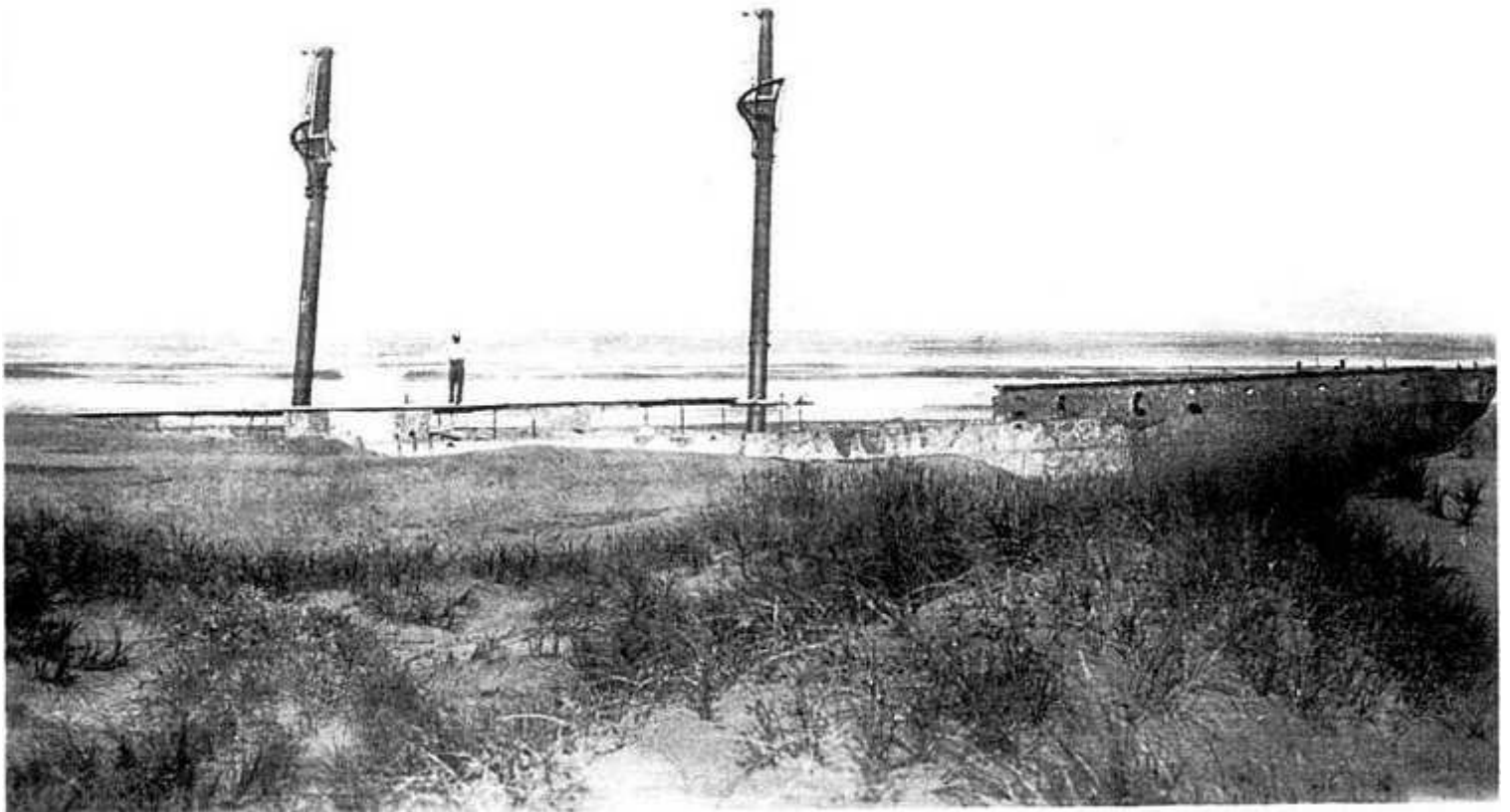




**Photo taken 1915.**

*(Note that shoreline is still close to wreck at that time.)*

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**Photo taken 1938**

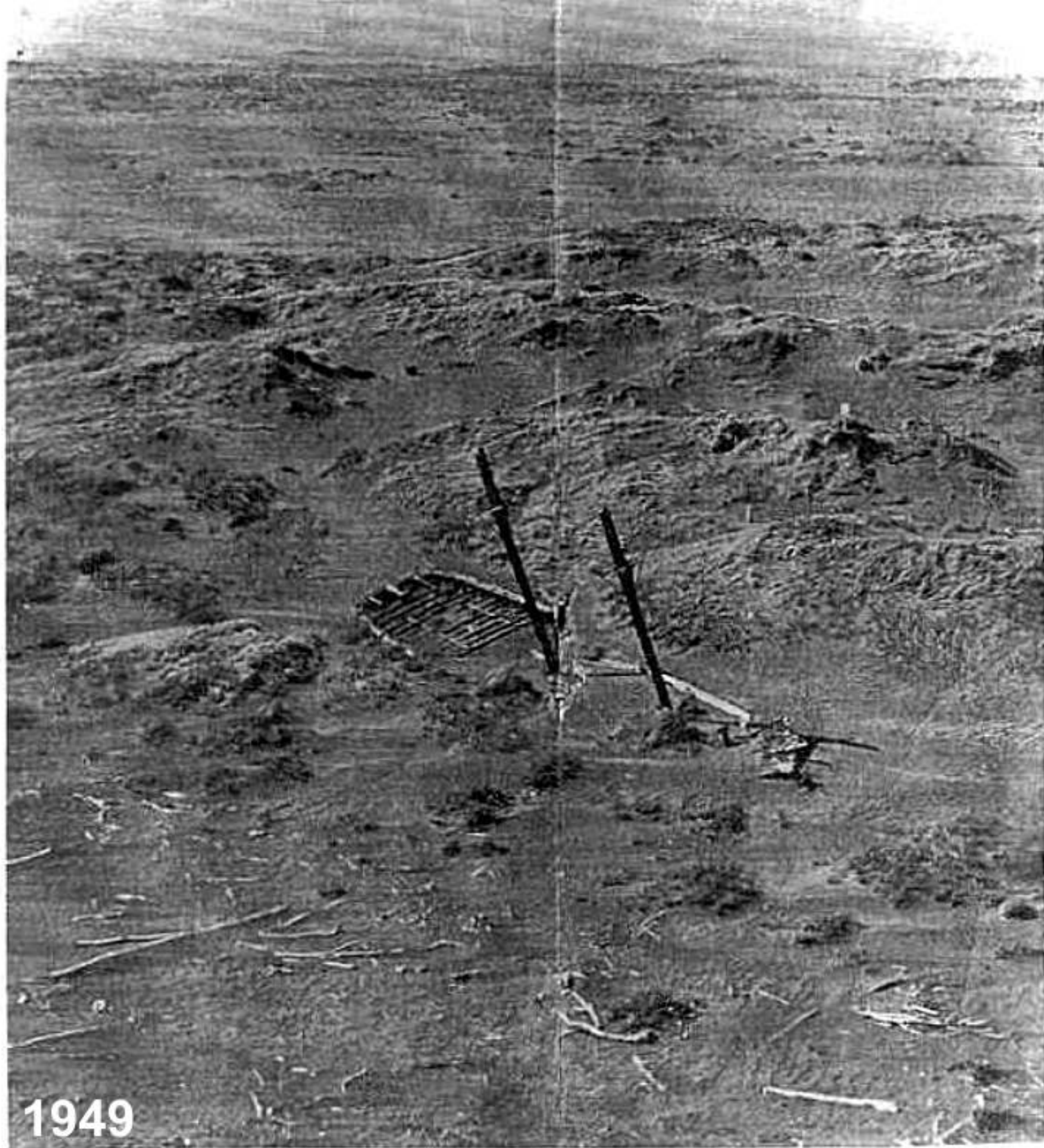
1930-40's





These photos were taken in 1948 and provided by Maurice Heidrich. In a note with photos, he said *"These were taken in 1948. The chap holding the rudder is myself and the other two are my sister Nathalie and Charles Haar."* Their visits to the wreck are described in Recollections.





1949

An aerial view of the *Fusilier*, taken from the shoreline — a New Zealand Free Lance photo



*Wreck of Fusilier 1954. Photos by Wally Bertram*



# Time And Weather <sup>30 AUG 1963</sup> Take Toll Of Once Proud Ship

## WRECK OF BARQUE VISITED NEAR TURAKINA

Time and weather have taken their toll of the once proud square rigged barque, the Fusilier, now drawing 13ft of sand in the foreshore sand dunes five miles south of the Turakina River.

Little remains except a rusted, half eaten away iron hull and a section of the foremast.

Rabbits and bees have made homes in this derelict all the while fighting a losing battle against the ever advancing drifting sand.

The Fusilier has lain here canted to one side for the past 70 years — since the fateful early afternoon of January 16, 1894, when it went ashore at high water and became a total loss.

Last week a "Manawatu Standard" reporter and a city resident,

Mr A. Harvey, explored the wreck.

Mr Harvey found relics of the wrecked vessel Manakau recently. After his findings were published, Mr Harvey said it was his ambition to explore for the Fusilier, known to have been wrecked between the Flock House Estate and Turakina.

He accompanied a reporter and photographer who went searching for the derelict.

Years ago a ride to the Fusilier

was a favourite Sunday jaunt for horse mounted parties. Nowadays, however, the easiest way to reach her resting place is by four-wheel drive vehicles through the prohibited area of the New Zealand Forest Service's plantations.

And we did just that — ride the plantations, swaying and rocking over sand dunes. Our guide was Mr D. B. Seager, of the Forest Service.

The remains of the Fusilier are hard to locate unless you know exactly where to go. The hull rests in a gully between two dunes and the only land mark is the section of her foremast silhouetted against the sky.

We spent more than an hour scrambling over the hulk, pushing aside vegetation and digging in the sand with bare hands to get a better idea of her lines.

Exploring in the warm afternoon sun it was hard to imagine the circumstances which resulted in the Fusilier becoming a total loss. Over the years a succession of sand banks have built up between the hulk and the sea, leaving her high and dry.

Indeed, pottering about in that sun-warmed gully, we could just here the sigh of waves breaking

and receding gently on the beach more than 100 yards away.

On that tragic day in January 79 years ago the Fusilier of 404 tons register, was bound from Wellington to Newcastle in ballast.

A heavy gale was blowing and the vessel became a total loss when it went ashore at midday.

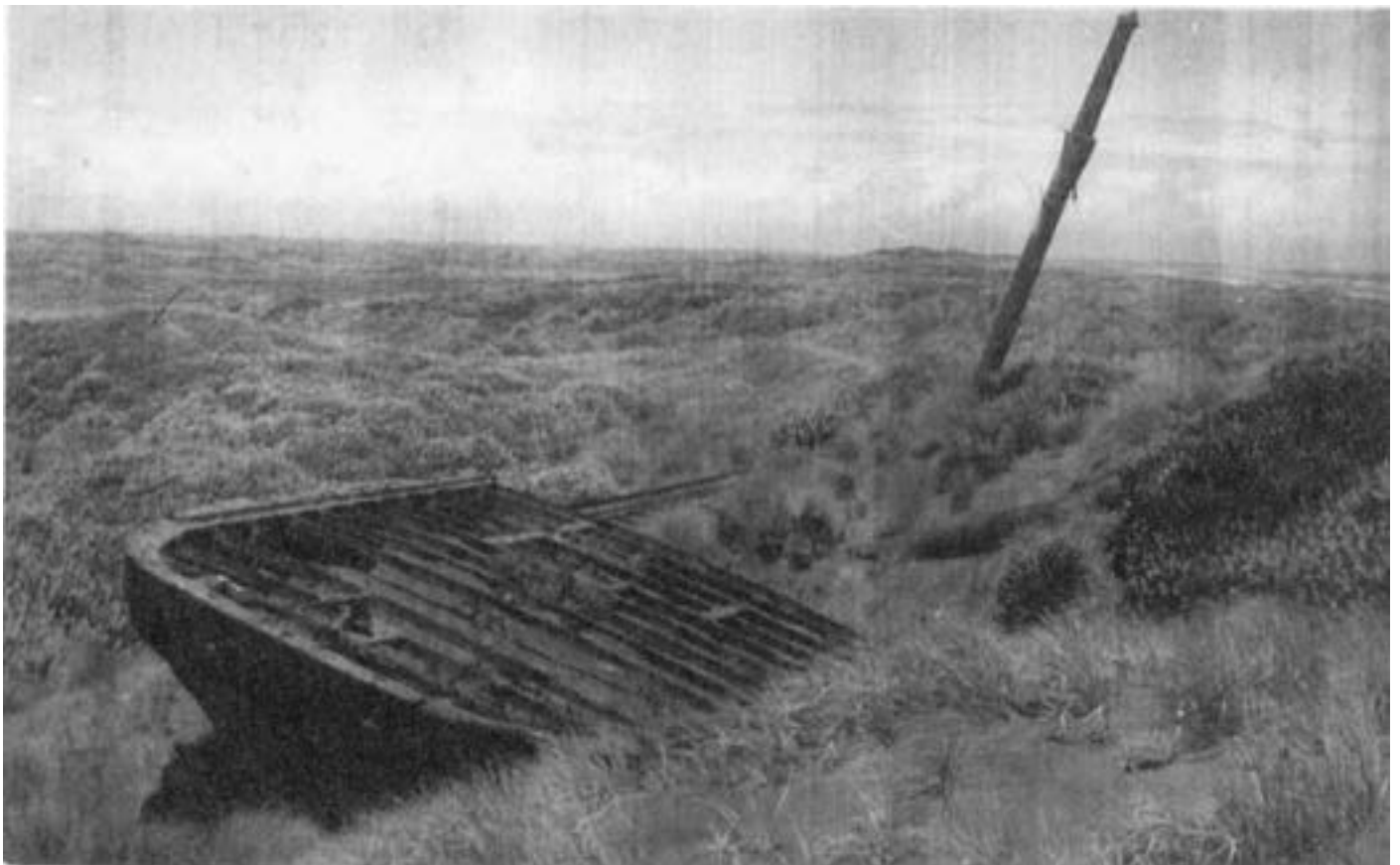
At low tide it was high and dry, with its hull firmly embedded in 4ft. of sand — and being carried further up the beach with each tide.

All the crew was saved. At the subsequent official inquiry, the master said the vessel went ashore in the heavy gale, and as there was no hope of beating out again, he decided to beach her and save the lives of those on board.

An attempt was made to pull the ship off the beach. Cargo was removed to lighten her and a hawser attached to a tug. The tow was proceeding well until the hawser, frayed during the operation, parted. Back swung the ship and soon she was firmly wedged behind a sand bank.

And there she has stayed — a prize of small animals and sea birds which inhabit the coast line.

Above: News Clipping 30<sup>th</sup> August 1963 (Source publication unknown)

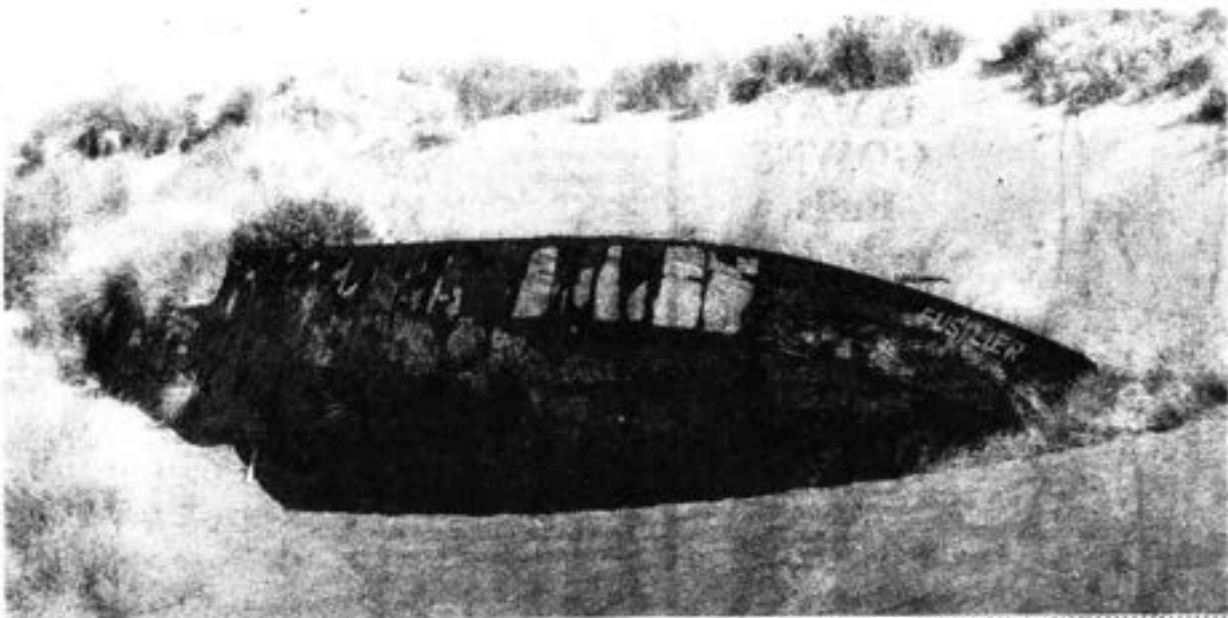


Above: Photo 1963 (Source unknown)





**Marram grass is slowly hiding the tiller of the Fusilier among the Santoft sand-hills, 93 years after she was beached.— "Mail" photo**



THE RANGITIKEI MAIL, Thursday, May 12, 1977.

**All that is visible of the wreck of the Fusilier in the sand-dunes of Santoft Forest. The rest of the Fusilier's 130-ft-long bulk is buried under sand and marram grass. —"Mail" photo.**

Last remnants of wreck taken in 1983

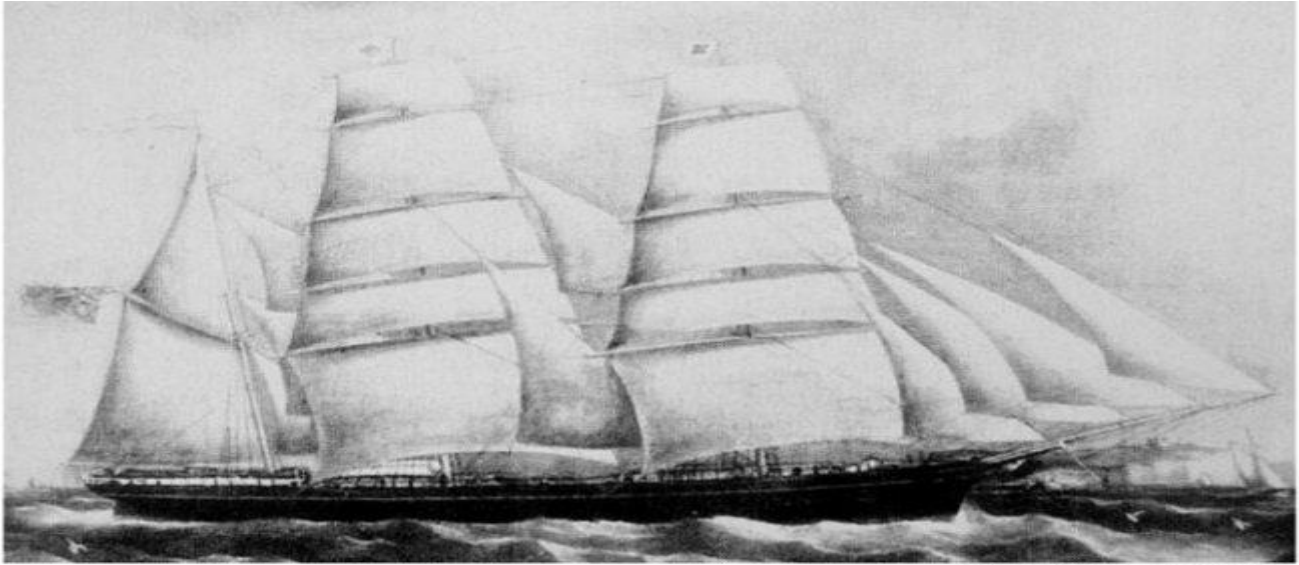


# ROBINA DUNLOP





## Robina Dunlop



Robina Dunlop as she was in better days.

*News from Evening Post 15<sup>th</sup> August 1877*

### WRECK OF THE ROBINA DUNLOP.

We regret to learn that the barque Robina Dunlop, which arrived at this port from London under charter to the New Zealand Shipping Company on the 16th ult., and sailed again last Saturday for Batavia, has been totally wrecked on the New Zealand coast, off the mouth of the Turakina River. Captain Rose received a telegram last evening announcing the wreck, and on his telegraphing back asking whether a steamer would be able to render any assistance, received a reply from Captain Graham, master of the vessel, stating that it would be useless to send a steamer, as the barque was a total wreck. We are glad to learn that all hands were saved. The ill-fated barque was built of wood, and her registered tonnage 493 tons. She was three years old, and was owned by Mr. Neill, of Glasgow.

No particulars have been received as to the cause of the mishap or the circumstances attending it. Captain Rose has sent several telegrams to Captain Graham requesting him to furnish information, but has been unable to obtain any reply. It is difficult to understand how a vessel could have got into such a place unless there had been great carelessness, for with either a northerly or southerly wind a vessel could keep clear of the deep bight in which the scene of the shipwreck is situated; in fact, the vessel had no business to be anywhere near there at all. The spot where she was wrecked is eighteen miles north of Manawatu and nineteen miles south of Wanganui. Captain Rose telegraphed to Captain Graham this morning to guard the wreck carefully until it was decided what was to be done with her; but a Press Agency telegram this afternoon states that Captain Graham, with surprising generosity, has presented

the vessel to Reuben, the Maori, by formal deed of gift, in return for the hospitality that chief showed on the previous night when he and his crew were cast ashore. This singular transaction loses some of its lustre by the fact that the vessel did not belong to the liberal donor, and it is possible that some considerable complications may ensue.

(PER PRESS AGENCY.)

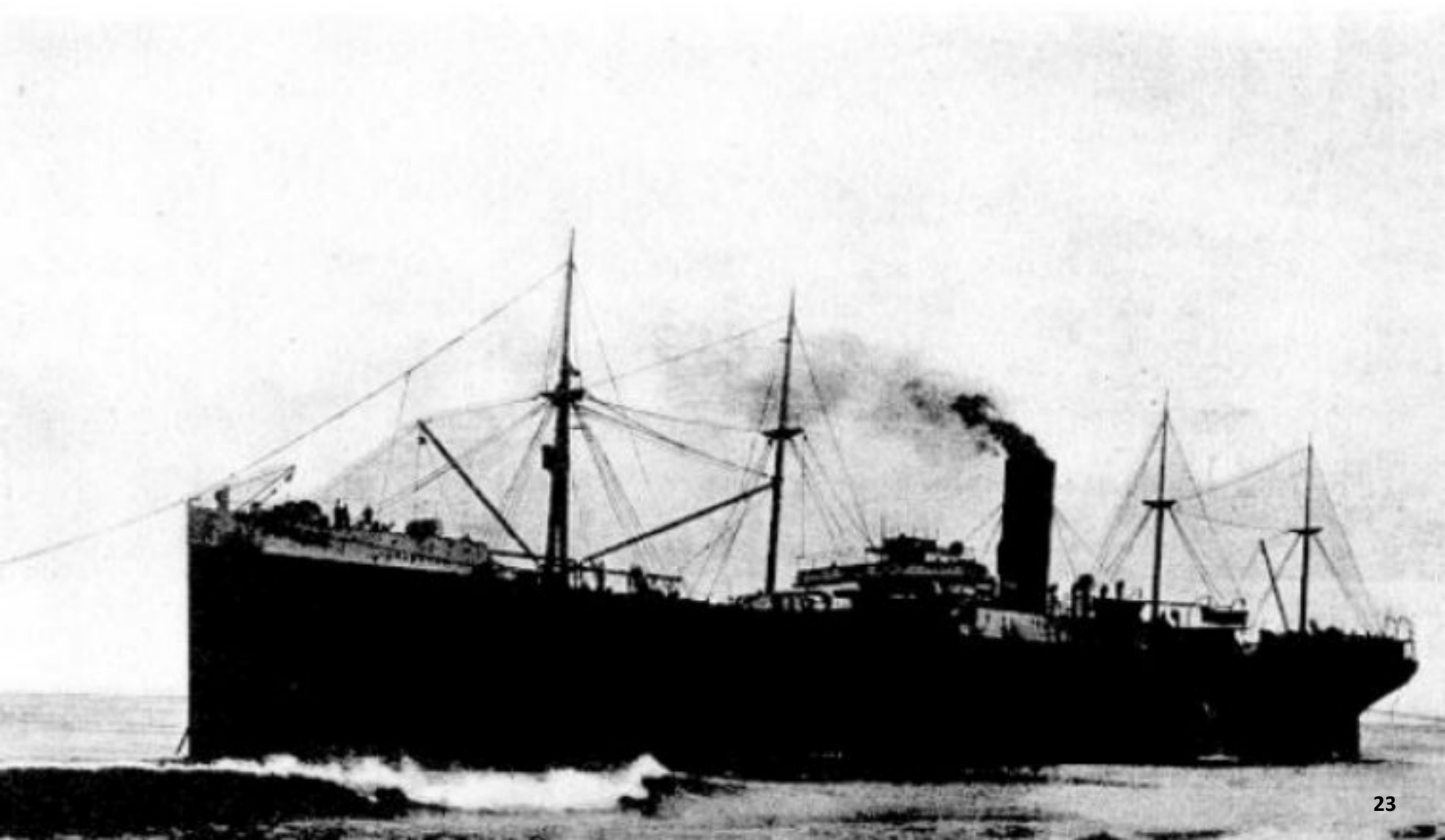
MARTON, 15th August.

The captain and crew of the Robina Dunlop, which was wrecked off Turakina River, reached Reuben's pa on Monday evening, and were kindly treated by the natives, in return for which Captain Graham, by deed of gift, gave Reuben the wreck as she lies on the beach.

WANGANUI, 15th August.

The Turakina correspondent of the Wanganui Herald, in writing of the wreck of the Robina Dunlop, gives the following further particulars:—About 8 o'clock on the night of the 13th the weather became very dirty, and the vessel was driven on shore near Turakina River. The crew got off at 6 o'clock next morning by means of ropes, all safe, though much distressed. They were all hospitably received by Reupena Kewetone at the native pa, and will arrive at Wanganui to-day.

# INDARABAH





# TYSER LINER ASHORE

## PLIGHT OF THE **INDRABARAH**.

MARTON, May 11.

A sensation was caused at Bulls yesterday when news reached the postmaster that the Tyser cargo steamer **Indrabarah** was stranded on the coast seven miles north of the Rangitikei River and between the river and the old stranded Fusilier. The vessel (Captain Hollingsworth), which has a crew of 60 men and officers, was proceeding from Gisborne half laden with frozen mutton, beef, wool, and pelts to Wanganui, whence she was to proceed to Wellington and Lyttelton for Home ports.

On reaching the Wanganui Heads Captain Hollingsworth decided, after failing to find an anchorage, to stand off, as the night was very dirty. There were frequent hailstorms, the atmosphere was hazy, and a tremendous sea was running, with a set to the south. The steamer had evidently drifted, grounding about 4.30 a.m. a quarter of a mile from the shore.

After the position had been located a life-boat was lowered under command of the second mate, Mr Adcock. A tremendous lurch tore away the oars and precipitated the stevedore, Monson, into the sea. It was impossible to get the boat back to attempt a rescue, and after effecting a landing Mr Adcock stripped off his clothes, attached a life line to his body, and swam out. After repeated attempts he rescued Monson, who had kept himself afloat by means of one of the oars. Monson, who was previously on the Star of Canada, stranded at Gisborne about a year ago, was in the water for an hour and a half.

The crew of the lifeboat remained at Bell's Flaxmill and the residence of Mr Dalrymple, who provided much-needed refreshments.

Doubts have been expressed by those competent to judge as to the possibility of towing the steamer off, but the Tera-whiti, Kapiti, and Stormbird are expected to make an attempt. At present there are low tides. The steamer has now drifted round head on to the shore, and is apparently firmly embedded in the sand. To all appearances she looks as if she were anchored. She is quite motionless, and does not seem to have suffered any damage. The sea is now subsiding, and when normal the steamer will be drawing about 12ft to 14ft of water.

Mr Adcock will remain on shore to keep in communication with the agents, and will semaphore to the captain, who is on board with all except seven of the crew. All the crew are safe, but are reticent.

News from Bulls to-day states that an examination shows that the cargo holds are undamaged and the engines sound. During to-day the vessel swung clean round head on to the sea, and then drifted back to her original position, head on to the shore.





Above: Photo taken the day Indrabarah was stranded.

Below: Camping at the beach.





## WANGANUI, May 11.

During a severe westerly gale on Friday night the Tyser steamer **Indrabarah** was stranded on the beach seven miles north of the Rangitikei River and about 25 miles from Wanganui. The vessel is now lying stern on to the sea, and is reported to hold out every prospect of refloating. The **Indrabarah** was bound from Gisborne for Wanganui to load frozen meat. She was due about 9 p.m. on Friday, and is reported to have arrived off the roadstead, but the weather being very dirty put to sea again, and at 4 o'clock next morning took the beach. The land in the vicinity is very low-lying, with broad belts of sandhills and at night is very hard to discern. It is estimated that the steamer is lying nearly half a mile from the shore on a sandy bottom. She is said to be lying as though at anchor, with steam up.

At 6 o'clock on Saturday morning a farmer observed distress signals, and went to the beach in the direction he saw the rockets. It was then still fairly dark, but he could just make out a boat's crew pulling to the shore from the helpless liner. The boat had a crew of 10, who landed after a perilous trip over the intervening breakers, which rolled in with great force before a strong westerly. One man named Andrew Monson, a stevedore, was washed out of the boat, and had it not been for the efforts of the second mate, Mr Adcock, would assuredly have been drowned. Monson was thrown an oar, which he grasped, and for two hours kept up a battle and strife for life which was watched with awe by those on the **Indrabarah**. It was then that Adcock performed a deed of heroism, for, despite the bitterness of the gale and greater peril to which he was subjecting himself, he stripped off and, affixing a lifeline, plunged into the raging surf. After almost superhuman efforts he gallantly rescued his comrade, who had by this time drifted well to the southward. Monson, who was on the *Star of Canada* at the time of her wreck, says this was the closest call he had ever experienced. Adcock was much exhausted, but was able to walk to the nearest farmhouse (Dalrymple's), while Monson had to be taken on horseback, and afterwards taken to Bulls for medical treatment.

The settlers displayed great hospitality, and the unfortunate sailors were supplied with a tent and food. They have pitched camp in a sheltered position, and are standing by and will return to the vessel as soon as the sea moderates. Since their landing there has been no communication with the vessel.

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## A HOPEFUL VIEW.

### WANGANUI, May 12.

Arrangements are being pushed forward for refloating operations in connection with the **Indrabarah**, and the officials speak most hopefully of the attempt to be made to pull the big liner into commission again. "The prospects are very bright," said one official to-night, "and everything is in our favour." Fortunately the ship came in on neap tides, so that the tides will be making and should assist materially in a successful floating.

Another official to-night said that, in view of the latest information he had received, he could not understand the message telegraphed from Marton and was disinclined to accept it as accurate.

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## DRIVEN FURTHER ASHORE.

### MARTON, May 12.

The **Indrabarah** is now in a more perilous position. To-day she has come in a good distance, and is now within her own length of the shore. When the tide is out and the sea is normal she could be reached on horseback. At high tide the sea is breaking right over her and she is rolling considerably. The sea is not subsiding.

The *Terawhiti* arrived about 1 a.m., but sailed away again. The chance of towing is doubtful. The beach is sandy and shelving, with a strong undertow.



DRIVEN FURTHER ASHOPE.

SEA CONTINUES HEAVY.

APPEAL FOR ASSISTANCE.

HOLDS REMAIN DRY.

(PER UNITED PRESS ASSOCIATION.)

MARTON, May 12.

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The Terawhiti arrived about 1 a.m., but sailed away again. The chance of towing is doubtful. The beach is sandy and shelving, with a strong undertow.

A bottle containing a message from one of the crew came ashore. The message stated that the vessel was bumping and shaking a good deal, and he hoped to be ashore soon. The vessel is being gradually driven in by the big seas which prevail.

A large crowd visited the scene of the wreck yesterday. The members of the crew who are ashore are being well cared for.

Yesterday a bottle was picked up with a note as follows:—"To Captain Rainey, Marine Department. 9 a.m. (Sunday).—The ship is bumping a good deal. We shall work the engine again, but had to stop for steam. At 5 a.m. the ship slewed a bit to head. Tanks 1, 2, and 6 and the boiler from the tanks have been pumped out since stranding. The draught on leaving Gisborne was 18ft 6in and 21ft (this would appear to indicate respectively the draught at the stern and the head, as the forward holds were chiefly used at Gisborne). Both propellers are damaged. The holds remain dry. All hands are well. We tried hard last night (Saturday) to get off. A boat got adrift this morning. We have sent other bottles. Assistance is urgently needed. We could not put anchors with our own boats as there is too much swell. The tanks pumped in all amounts to 550 tons (11 inches).—(Signed) HOLLINGSWORTH."

EXCITING EXPERIENCES.

MARTON, May 13.

Information received this morning states that the Indrabarah cannot be reached on horseback at low tide.

The Terawhiti is standing near by. The sea is rougher than it was yesterday, and a strong westerly wind is blowing.

When a party from Bulls arrived on the beach this morning a boat was alongside the steamer, and its crew was apparently trying to get a line ashore. Two attempts were made. In the first the boat nearly capsized, as the wash was down the coast. The boat was immediately driven out of the lee of the steamer, and got into difficulties, and had to put back. The second attempt was equally unsuccessful. A member of the boat's crew afterwards jumped overboard with a line attached and made an effort to swim ashore in the heavy sea, but he soon got into difficulties, and after struggling for some time had to sever the life-line, as he was nearly exhausted. The second mate (Adcock) then plunged in to his assistance, and after a severe effort brought him to land. Mr Adcock was also very exhausted. It will be remembered that he previously pluckily rescued Monson. A little later those aboard attached a length of sewing twine to a tin, which floated towards the shore. Mr Adcock swam out and brought this ashore. Thicker lines were successively attached to the twine and each other, and eventually a 1½in rope was got ashore. Constant communication is now probable.





Above: It's a busy day at the beach.

Below: *"Cargo was jettisoned on Thursday and Friday, June 19 and 20 when the unsuccessful attempts to refloat the vessel were being made. The cargo is strewn along the shore for a distance of over two miles, and comprises wool & fibre, kauri gum in sacks & cases, casks of tallow, etc."*

Photo by C. H. Edwards





SWEPT BY HEAVY ROLLERS.

NEARLY BROADSIDE ON.

GOOD SHORE COMMUNICATION.

(PER UNITED PRESS ASSOCIATION.)

WELLINGTON, May 14.

This morning the **Indrabarah** was practically in the same position, though she is now three parts broadside on to the shore. The smoke from the funnel is rising straight up, indicating an absence of wind. The sea is very rough, but shows signs of abating. Three connections by rope have been established with the shore, and messages are being transmitted by this means instead of by semaphore. No tugs are in sight yet, but evidently the Terawhiti is expected, as she coaled at Castlecliff yesterday, and has all the necessary gear. It was too rough to do any work yesterday. The crew are in good spirits.

MARTON, May 14.

Many conjectures have been made as to the distance the **Indrabarah** is from the shore. Some say she is 400 yards distant, others 150; but the first is somewhere near the truth at high water. The vessel is rolling a good deal and has a list to starboard out to sea. All who have seen her say she will never be towed off. There is a big sand bank some distance from the shore and those who know consider she is over this and between it and the shore.

The steamer is now broadside on, with the bow pointing south towards the Rangitikei River. Big rollers are sweeping over her, the spray rushing half way up the funnel at high water.

No tugs appeared to-day, but Captain Daniels went to the scene with several tons of wire rope, etc., in readiness for the attempt to tow the steamer off. This attempt, it is understood, will be made on Saturday.

A boat with a crew of three attempted to land provisions for the shore crew, but the boat almost turned turtle and had to return. One of the ropes was utilised to send packages of clothing, tobacco, etc., to the shore crew, but although put in huge canvas and tarpaulin bags, the contents were saturated. It was also attempted to land water, but without success. The men on shore have to walk a mile and a-half to the nearest creek.

The second mate, Mr Adcock, has been signalling and sending messages to the steamer all day.

WELLINGTON, May 16.

Mr A. Walker, Lloyd's surveyor, returned to Wellington to-day from the **Indrabarah**, and has furnished a confidential report to the Tyser Company's agents in Wellington (Dalgety and Co). It is understood that the vessel is making no water, that her cargo is intact, and that the refrigerating machinery is working satisfactorily. It is further understood that the surveyor's report is favourable.

Mr Walker says the vessel is lying in what the local fishermen call the "Deep Hole," and is not yet too far inshore. At the top of high water she is on an even keel and on the move. If the salvage people are prepared to wait after getting out a mushroom anchor to keep the ship in her present position he is convinced she can be got off on the spring tide a fortnight hence. The unperishable cargo can easily be landed in the vicinity, thus considerably lightening the vessel.

Captain Plunket, of Auckland, has been appointed to watch operations on behalf of the London Salvage Association.



## SUCCESSFULLY REFLOATED.

### STEAMS TO WELLINGTON.

### FAVOURABLE WEATHER AND BIG TIDES.

### MEAT CARGO SAFE.

(PER UNITED PRESS ASSOCIATION.)

WELLINGTON, July 7.

After being fast on the Rangitikei Beach for 48 days the steamer *Indrabarah* was floated off at high tide last night, and came to Wellington this morning under her own steam. The opportunity came with the high spring tides. The weather was favourable on Saturday and Sunday, and hauling on four cables attached to five anchors out seaward the stern of the liner, which had till then been lying partially to the beach and only about 100 yards out from the water's edge, slowly slewed round, and the whole ship moved bodily out, her bow pointing first to the south and then round eastwards. The work went on steadily and carefully. The tides generally were a foot to 16 inches higher than in the previous month, when the attempt failed.

On Saturday afternoon a southerly gale sprang up and made the operations "ticklish." The *Terawhiti*, which had stopped by the *Indrabarah* right through, was compelled for safety's sake to go out to sea, the whole of the coast being full of shoal water. By Sunday afternoon the *Indrabarah* had pulled herself out about a quarter of a mile from her position parallel to the shore. Her stern was now pointing straight out to sea, a similar position to that on the 5th and 6th June, when the hopes of refloating her were dashed by a gale which snapped the mooring wires. The wind moderated considerably, and what there was came off shore, making the swell of the sea very favourable for the vessel's exit over the sand bar. The propellers were kept going to clear away the sand, but care had to be taken all the time to prevent the cables from fouling. This was a source of trouble in last month's abortive venture.

At half-past 9 the vessel was floating, but the sand-bar had still to be crossed. Two hours later she had surmounted the last obstacle, the delicate operation of slipping the cables was successfully carried out, and the *Indrabarah* was free to plough the main once more. Convoyed by the *Terawhiti* she turned her head southwards and made a fast but uneventful voyage to Wellington, with fair weather and moderate seas, averaging 11 knots.

The officials are reticent concerning the actual damage sustained. To the lay observer, however, there seemed but little wrong. The propellers will have to be replaced.

The cargo of mutton is all on board; the refrigerators having been kept going throughout.

Large crowds assembled at the wharf to welcome the vessel as she came alongside about 8 o'clock this morning. Her decks presented a bewildering entanglement of wire ropes and hawsers, but otherwise showed little sign of the recent experience.

The insurance on the *Indrabarah* cargo totals £933,000, and reinsurances have been effected in London, it is believed, up to 50 per cent. The cost of saving the ship, roughly estimated, is anything from £20,000 upwards. The services of the *Terawhiti* alone will amount to £120 a day.

About 200 tons of tallow and pelts were jettisoned together with a large quantity of wool and flax. Much of this was washed up on the beach and recovered.

The meat is reported to be in good condition.