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WRECK OF A SHIP. TEN LIVES LOST. ARRIVAL OF SURVIVORS IN AUCKLAND. STORY OF THE DISASTER.

THE Union steamer Tavuni brought to Auckland on Thursday the captain and officers and crew of the Clyde-built four-masted ship the County of Roxburgh, which drove ashore on Takaroa Island on the evening of February 8, the date of the cyclone which devastated the Puamotu Islands. Out of a crew of 26 men 10 were lost at the wreck. Their names are:—

L. PARSONS, apprentice, age 18, of Newport, Mon., England.

C. WAGNER, steward, 32, Germany.

P. WAGNER, A.B., 45, Norway.

M. OLDEROG, A.B., 21, Germany.

R. ANDERSON, A.B., 27, Sweden.

P. ANDERSON, A.B., 57, Sweden.

P. KOCH, A.B., 22, Denmark.

C. DIESTEL, A.B., 21, Germany.

HUGH CORDES, ordinary seaman, 19, Australia.

G. HERD, carpenter, 27, Russia.

The survivors are :—

J. Leslie, captain; W. Miller, first officer; H. Ochenden, second officer; J. Brown, third officer; J. T. C. Headrick, apprentice; J. Stirling, apprentice; A. V. Richardson, apprentice; C. Robson, A.B.; J. Marshall, A.B.; R. Cease, A.B.; J. Paschburg, A.B.; W. Simpson, A.B.; Batista Charlie, A.B.; R. Krahn, sailmaker; G. Roberts, cook; J. Harris, O.S.

CAUGHT IN A CYCLONE.

The County of Roxburgh was bound from Caldera, Chili, in ballast, to Port Phillip, for orders, when she was caught in the cyclone and driven ashore in thick weather. Of the 10 men who lost their lives, one, Diestel, a German sailor, was killed while a boat was being launched; two named Parsons and Anderson, a Swede, were washed overboard; another, a German seaman named Wagner, lost his life when attempting to swim ashore with a line, and the rest were drowned by the capsizing of a lifeboat which had not left the ship's davits. Only one body, that of the seaman Wagner, was recovered.

Two of the survivors, Stirling and Richardson, are apprentices. They were in the boat at the time she capsized, and both were wearing lifebelts. Stirling could not swim, but both he and Richardson were washed ashore, although a long way from each other. Both imagined that they were sole survivors, because when daylight broke they could see nothing of their shipmates nor of the ship. The captain and some of the crew stood by the ship, living on board of her in fine weather, but they feared when

she went ashore that the masts would roll out of her and crush all on deck, and when the weather was at all bad they lived on shore. As it was, the crew were all more or less badly knocked about, and were the subjects of kindly care on the part of the natives on the island.

A LINE TAKEN ASHORE.

When the vessel struck and the two boats were lost, Mr. W. Miller, the chief officer, dived overboard with a line, which he succeeded in making fast to a tree, enabling all on board to get ashore. The weather was very bad at the time, and the ship was bumping heavily.

Those who got ashore by the line were severely knocked about. The whole of the survivors were so badly injured by the washing about of ventilators and other top-hammer on deck, and by the buffeting of the waves when endeavouring to reach the shore, that the natives had to complete the erection of a tent which had been begun, but which the sailors were too weak to finish. The natives also went aboard the ship with some of the sailors who were less injured, when the weather moderated, and got out some clothes, food, and water for the exhausted sailors.

As the island on which the ship was wrecked was one of those that suffered most in the cyclone, the people being on the verge of starvation and wanting water badly, the disaster came to them as a blessing in disguise, especially in regard to the fresh water on board.

The ship lies well in towards the shore, practically up in the trees, and was apparently cast up beyond the reach of ordinary

tides. Her hull is badly pierced by coral, and the ballast was nearly all washed out.

The ship was put up for auction at Paapeete, and realised a little over £40 as she lay.

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