

(6) 8th November, 1864. Schooner "CATHERINE."

The schooner "Catherine," when bound from Lyttelton to the North Island, with a cargo of coal, was lost at sea on November 8, 1864. She was sailed by her owner, Captain J. Taylor. On November 8, the master of the steamer "Mullogh" (now to be seen hulked at Governor's Bay), on a passage to Lyttelton, noticed some hatches belonging to a small vessel, floating some distance outside Lyttelton Heads. Other wreckage was picked up several days later, which was identified as belonging to the "Catherine." The schooner was known to be very shaky. It was supposed that some of her planks gave way. She was deeply laden for her tonnage, having some twenty-one tons of coal on board, with an ordinary stowage of fifteen tons. The dinghy belonging to the schooner was subsequently discovered outside Lyttelton, and no doubt remained as to the fate of the ship.

(7) 18th May, 1865. Ketch "PALINURUS."

On 18th May, 1865, as the ketch "Palinurus" attempted to cross the bar at Sumner, the wind failed when she was over the first breakers. She became unmanageable, and drifted on to the north spit, where she became a total loss. The ketch was laden with coal. The pilot officers stationed at Cave Rock, Sumner, rescued the Captain and crew, who were found to be in an exhausted condition.

(8) 8th December, 1866. Cutter "ELLEN."

On December 8, 1866, the cutter "Ellen" struck on the Sumner Bar, and became a total loss the following morning (9th). The cutter was loaded with flour and bran for Hokitika, and the cargo and wreckage was strewn along the beach.

(9) 24th January, 1867. Schooner "EMILY."

The schooner "Emily" foundered on the Sumner Bar on 24th January, 1867. She was in ballast, and the accident was supposed to have been caused by some defect in her hull. The bar was smooth when the "Emily" sank. No lives were lost.

(10) 23rd November, 1867. Barque "LEVY."

The barque "Levy," bound from Lyttelton to Heathcote with a cargo of coal, foundered outside the Sumner Bar on November 23, 1867. The Captain found during the night, that the vessel was rapidly making water, owing to squally weather. About 4 a.m., finding that the barque was settling, the captain ordered the boat to be launched, and the crew lay-to for an hour, when the "Levy" went down. No lives were lost.

(11) 3rd August, 1876. Ketch "JUPITER."

The ketch "Jupiter" foundered outside the Sumner Bar on 3rd August, 1876. No lives were lost. The casualty was caused through the fluke of the anchor piercing the port bow, and as a result, the ketch filled and sank in about 20 minutes. The "Jupiter" was of 27 tons, built in Auckland in 1860, and was commanded by Captain R. Day.

(12) 13th July, 1886. Schooner "VOLUNTEER."

The schooner "Volunteer" of 22 tons, went ashore at Sumner Bar on 13th July, 1886, and became a total wreck. She was going out when she struck on the Beacon Rock. The casualty was caused through the vessel losing steerage-way owing to the wind failing, the vessel drifting on to the rocks. No lives were lost. The "Volunteer" was a wooden vessel, built at Lyttelton in 1866.

(13) 7th October, 1937. Trawler "MURIEL."

On October 7, 1937, the steam trawler "Muriel" of 148 tons, was wrecked on Sumner Bar, and eventually drifted up on to the beach, where she lay for many months, until finally being broken up where she lay. The "Muriel" was commanded by Captain W. Stephenson and was built about 1912.

(14) 24th December, 1939. "FIFI."

On December 24, 1939, the small vessel "Fifi" was totally wrecked at Sumner. She was of 18ft. measurement, and commanded by skipper S. Haylock.

## FIRST LAND-OWNERS AND BUILDINGS IN SUMNER

When Captain Thomas, Chief Surveyor to the Canterbury Association, arrived at Lyttelton in September, 1849, he immediately proceeded with arrangements for the survey of the new settlement, a portion of which included Sumner.

Supplies and timber for use by the surveyors were transported over the Sumner Bar. Some of this was housed in a store erected near what is now the bottom of Clifton Hill Road, the balance going on to Christchurch. This store was the first building erected in Sumner.

In the November following the erection of the store, George Day established his home in Sumner. Mr Day was, at that time, the master of the schooner "Flirt." Later he became the licensee of the first hotel, which he called the "Canterbury Arms." It was erected on a piece of land adjoining the Association's store, remaining there until it was destroyed by fire in 1892.

Mr Jollie was the surveyor chosen by Captain Thomas in 1849 to lay out the rural sections in Sumner. Sumner, by the way, was named after Archbishop Sumner, who at that period was Primate of England and President of the Canterbury Association. In a letter written to Mr J. R. Godley about this time, Captain Thomas referred to Sumner as "certain to be of importance," and as being "of picturesque beauty."

During 1850 and 1851, the Wakefield family purchased a considerable interest in land in the Canterbury settlement, including an allotment of 100 acres in Sumner.

Disputes and readjustment of interests took place between the members of the family from time to time, and in respect of the Sumner allotment of 100 acres, it was not until 1864