

**"COOLANGATTA" SCHOONER**

Moreton Bay Courier 29/8/1846, page 2, column ?

**LOSS OF THE SCHOONER COOLANGATTA**

It is with regret that we have to announce the loss of this Schooner, on Wednesday the 18th instant, at Point Danger, near the mouth of the Tweed River. The "Coollangatta" left this port on the 6th ultimo to load cedar at the Tweed, but in consequence of the small depth of water at the bar, she could not enter the river, and was necessitated to anchor on the north side of Point Danger, for the purpose of rafting the timber from the shore. On the evening of Tuesday Week the wind blew strong from the North-east, and subsequently veered round to the eastward with increasing force until Wednesday morning when the schooner parted with both anchors, and was driven ashore high and dry. The Captain was on shore rafting timber at the time the gale commenced, and, we believe, was unable to reach the ship in consequence of the boat having been stove in a few days previous. The crew saved themselves, by swimming through the surge, at the imminent risk of their lives. There were two prisoners on board: one of them named Craig had been sentenced by the Brisbane Bench to an iron-gang, and the other named Lewis had been committed for a breach of the Hired Servants' Act. The former had his irons knocked off, and was thus enabled to swim for his life. The Captain, crew and prisoners reached the Pilot Station at Amity on Tuesday evening last, having walked from Point Danger along the Beach. On Thursday evening Captain Steele and the crew went on board the "Tamar" and proceeded to Sydney. The two prisoners were brought to Brisbane yesterday in the Pilot's boat and immediately delivered themselves up to the Chief Constable. The Schooner has only her lower masts standing and is expected shortly to become a perfect wreck, as there is a good deal of sand in her already. She had nearly a full cargo of cedar on board at the time the disaster occurred. The natives behaved very kindly to the shipwrecked men and provided them with fish every evening during their stay at Point Danger. The Schooner is, we believe, the property of Mr. Berry, M.C., and was chartered by Mr. Sutton to trade between this port and Sydney. We are not aware whether or no she is insured. The men who arrived yesterday report that the "Golden Fleece" and three other vessels were blocked in the Tweed and that their crews are nearly in a state of starvation."

(Notice spelling of "COOLLANGATTA").

**"COOLANGATTA" SCHOONER**

Moreton Bay Courier 12/12/1846, page 2, column 1

The steamer "Tamar" reached Sydney eight hours earlier than the "Cornubia," both having started from Brisbane at the same time.

The "Fanny Morris" arrived in Sydney from the Tweed on the 25th ultimo, after a fine run of sixty hours. The "London," "Hyndes," "Sarah Wilson," and "Jane Williams," were lying there bar-bound, the north channel being blocked up. Another channel had, however,

been found to the southward, through which the "Fanny Morris" came out.

Captain Freeman, of the William, reports that the hull of the "Coolangatta" had been lifted out of the sand by means of rollers, but just as the workmen had completed their arrangements for the launch, a gale of wind came on, and placed her in a worse position than she was before. The cargo had been discharged, and the damage which she had sustained on the larboard side had been repaired. Captain Freeman also reports the loss of a schooner, supposed to be the "Providence," in Trial Bay . . .

### **"COOLANGATTA" SCHOONER**

Moreton Bay Courier 12/6/1847, page 3, column 2

THE "COOLANGATTA" — In the Supreme Court in Sydney, on the 26th ultimo, an action of assumpsit was brought by Mr. Berry, the owner of this schooner, against Mr. Salting, the Chairman of the General Assurance Company, to recover £1000 the amount of insurance, and loss at the Tweed River. It appeared from the evidence that the plaintiff had insured his vessel for three months, during which term the vessel was stranded and lost, by which the plaintiff had sustained damage to the extent of £2000. Under the insurance, Mr. Sutton chartered the vessel to trade between Sydney, Newcastle, and Moreton Bay. She obtained a clearance from the latter for Sydney via the Tweed. While at Port (sic) Danger she stranded. The company refused to pay the amount for which the vessel was insured on the ground that the policy had been vitiated by the vessel deviating from her course in going to the Tweed, except she had been driven there by stress of weather. Mr. Justice Dickenson, in charging the jury, said there were two kinds of policies—the one for the voyage, and the other to cover any given time. The policy they had to deal with, was for a period of time, and he was of opinion that the schooner might have called at any port between the termini mentioned, and there take in cargo, and it was immaterial how long she remained there afterwards—this would not be a deviation, because the time mentioned in the policy could not be extended. The jury returned a verdict in favour of the plaintiff for the amount claimed.

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