

# Victorian Heritage Database Report

Report generated on - 18/08/24

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## NEWFIELD



S488 Newfield Peterborough  
NewfieldBay HistoricView



S488 Newfield Peterborough  
NewfieldBay Debris



S488 Newfield Peterborough  
NewfieldBay Detail



S488 Newfield Peterborough  
NewfieldBay UnderView



S488 Newfield Peterborough  
NewfieldBay TopView

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### Location

Newfield, one mile east of Curdies River

### Victorian Heritage Register (VHR) Number

S488

### Date lost

29/08/1892

### Official number

96316

### Construction material

Iron

### Hull

1 bulkhead, cemented, 1 deck iron, 2 tiers beams constructed on clipper lines iron and steel frame and plates  
Poop 29', forecastle 33', character 100A1 in 1890, Special Survey, iron frame, steel plating, 1 bulkhead,  
cemented, 1 iron deck, 2 tiers of beam

## **Propulsion**

Sail

## **Number of masts**

3

## **Length/Breadth/Depth**

0.00 Feet / 0.00 Feet / 0.00 Feet

## **Builder**

Stephen & Son

## **Year of construction**

1889

## **Built port**

Dundee

## **Built country**

Scotland

## **Date lost**

29/08/1892

## **Departure**

Sharpness

## **Destination**

Brisbane

## **Cargo**

Fine rock salt. 1850 tons

## **Owner**

1890: Newfield Ship Company, 1890: Brownells & Co

## **Master**

Captain George Scott

### **Cause of loss**

Navigational error when Cape Otway light was mistaken for King Island lighthouse

### **Number of crew**

26

### **VHR history**

Mistook Cape Otway Light for one on King Island The Newfield had left on 28th May from Sharpness. Exceptionally rough weather had been encountered and hurricanes and storms after the Cape of Good Hope. The Cape Otway light was sighted in squally, bumpy weather, but the captain was under the impression it was the King Island light. The ships chronometers were wrong. Orders were given to tack the ship away from the light, which headed it straight for the cliffs of the Victorian coast. The vessel struck rocks about 100 yards from shore, and 5' of water filled the holds immediately. The captain gave orders to lower the boats which caused a disorganised scramble for safety among the crew. The panic resulted in the deaths of 9 men including the captain when they drowned after the boats capsized in heavy seas. The 17 men who regained the ship decided to wait until daylight, and rowed to Peterborough in the ships jollyboat and gig when locals failed to secure a rocket apparatus line to the ship. The Marine Board inquiry found the wreck was caused by a "one man style of navigation" and that the Captain had not heeded the advice of his crew.