

THE NEW HEBRIDES RUNS OF THE "S.S. TAUPO"
UNION STEAMSHIP CO OF NEW ZEALAND LTD, WELLINGTON

12 Oct 2010

The S.S. TAUPO
on the New Hebrides run
(on her way to Fiji)



The S.S. TAUPO was built in 1884 by the Scottish shipbuilder William Denny & Brothers at Dumbarton.

Propulsion:	Steam compound C2cy 92nhp 10½kn
Launched:	Thursday, 13/11/1884
Built:	1884
Ship Type:	Cargo Vessel
Tonnage:	737grt, 411nrt
Length:	200.0 feet
Breadth:	32.2 feet
Owner History:	Union Steamship Co of New Zealand Ltd, Wellington

Information thanks to <http://www.clydesite.co.uk/clydebuilt/viewship.asp?id=10519>

Until 1887 she was on the Melbourne – Suva, Levuka, Fiji via Newcastle and Norfolk Island run with passengers and cargo when the USSC of NZ Ltd. decided to call at Havannah Harbour, New Hebrides too. On the way to Havannah Harbour she called at Aneityum – supposedly at the saw mill of Mr. A.D. Martin.

Her first trip touching the New Hebrides started at Melbourne on 5 Nov. 1887. Captain was F. Fielding, acting manager and agent Thomas Oliver. USSC of NZ Ltd. received a subsidy of £100 from Victoria for calling at Havannah Harbour. She did not call at Sydney and reached Newcastle on 9 Nov., proceeding on the same day to the New Hebrides. She was supposed to sail via Lord Howe and Norfolk Islands as she received a subsidy by the New South Wales Government for quarterly calling there but this time she didn't.

On 17 Nov. 1887 she arrived in Havannah Harbour for the first time, "with all her flags flying" and "received a cordial welcome". She proceeded to Fiji and on 12 Dec. 1887 she was back in Melbourne.

The second trip started in Melbourne on 20 Dec. 1887 via Sydney, Newcastle, Norfolk Island to Havannah Harbour and Fiji. Mail from Melbourne could be delivered until 22 Dec to be transmitted overland via Newcastle. The Sydney Harbour Index does not mention the

Taupo and there are no other notices that she called at Sydney. On 24 Dec. she reached Newcastle and on 29 Dec. Norfolk Island. Her arrival at Havannah Harbour was on 1 Jan. 1888 – the second call there. The settlers there had not been previously advised of her coming and were in complete ignorance of the arrangements made in Melbourne. After proceeding to Fiji she was back in Melbourne on 25 Jan. 1888.

The next trip started on 31 Jan. 1888 in Melbourne. The typical merchandise comprised:

"798 pkgs biscuits, 71 bags flour, 3 pkgs tobacco and cigars, 1 keg 8cs wine, 3 qr-cks 7 cs 1 octave whisky, 3 qr-cks rum, 2 qr-cks brandy, 100 cs beer, 69 pkgs oilmen's stores, groceries and provisions, 11 bxs soap, 7 bls bags, 10 pkgs drapery and softgoods, 3 pkgs boots, 6 pkgs earthenware, 31 pkgs merchandise."

Havannah Harbour was reached on 11 Feb. and left on the same day for Fiji (arriving there at 24 Feb). After touching Norfolk (28 Feb) on the way back TAUPO returned to Melbourne on 6 March 1888.

The next trip started on 13 March 1888 and this time the TAUPO called at Sydney on 16 March, went to Newcastle and from there to Havannah Harbour (24 March), Mango Island, Levuka, Suva (4 Apr.) Norfolk Island (9 Apr), Lord Howe Island (11 Apr.), Sydney again (13 Apr.) and back to Melbourne, arriving there on 17 April 1888.

The stop at Melbourne was a rather short one as TAUPO left Melbourne again on 20 April, arriving in Sydney on 23 and Newcastle on 24 April. From there she sailed to Aneityum where she called on 1 May and at Havannah Harbour on 2 May. Fiji was reached on 9 May, then Sydney again on 18 May and on to Melbourne arriving there on 19 May 1888.

The sixth journey to Fiji started at Melbourne on 29 May to Sydney, TAUPO arriving there on 1 June. Havannah Harbour was reached on 11 June and on the way back from Fiji (where she arrived on 14 June and left on 23 June) TAUPO called again at Sydney on 1 July, left on 2 July for Melbourne and arrived there on 4 July.

This was her last voyage to Fiji as she was replaced by the much larger and superior S.S. Pukaki, which sailed for the first time on 26 June.

On 16 July 1900 the TAUPO drifted from her moorings in a gale at the Greymouth wharf, ran ashore and became a complete wreck. Remains blown up to clear channel 21/2/1901.

Sources: <http://paperspast.natlib.govt.nz/cgi-bin/paperspast?a=q&l=en>
<http://newspapers.nla.gov.au/ndp/del/search?adv=y>

Voyage #	Start at Melbourne	Havannah Harbour	Melbourne	days
1	4 November 1887	17 November 1887	12 December 1887	38
2	20 December 1887	1 January 1888	25 January 1888	36
3	31 January 1888	11 February 1888	6 March 1888	35
4	13 March 1888	24 March 1888	17 April 1888	35
5	20 April 1888	2 May 1888	22 May 1888	29
6	29 May 1888	11 June 1888	4 July 1888	36
7	5 July 1889	15 July 1888	5 August 1889	31
8	10 August 1889	?	9 September 1889	30
9	14 September 1889	?	15 October 1889	31
	21 February 1890	?	22 March 1890	29

P.S.: Hals / Collas on page 16 warn not to mistake A.U.S.N. Co. for "Australian Union Shipping Co" but they say that TAUPO was a A.U.S.N. steamer which she was not. She belonged to **Union Steamship Co of New Zealand Ltd, Wellington**

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28 June 1889 The Taupo arrived at Melbourne from New Zealand
 Dingadee wurde von USSC of NH Ltd gechartered für den coastal trade in NZ da Taupo nun im Melbourne Fiji trade.

The Pukaki left Port Pirie on 2 Oct 1889 and entered Sydney harbour on 24 Oct 1889.