

Mozaffari

The *Mozaffari* was one of two sister ships built for the Mogul Line in the late 1940s, representing an unusual chapter in post-war migration history. Along with her sister *Mohammedi*, she was designed for the Indian Ocean pilgrim and passenger trade but briefly entered the Australia migration service in 1950. The vessel's single voyage to Australia under the temporary name *Ocean Victory* exemplified the complex logistics of post-war shipping, where vessels were adapted and renamed to meet urgent transportation needs.

Ship Information

Built by	Lithgows Ltd., Port Glasgow
Launched	1948
Dimensions	451 ft x 60 ft (137.5m x 18.3m)
Tonnage	7,026 GRT
Propulsion	Triple expansion engine, single screw
Speed	14.5 knots
Capacity	62 (10 cabin + 52 deck); 1,390 (pilgrim season)
Sister Ship	<i>Mohammedi</i> (1947)
Company	Mogul Line (P&O subsidiary)
Temporary Name	<i>Ocean Victory</i> (February-April 1950)
Fate	Scrapped at Bombay, 1977
SWI Ref	2775, 1766

Construction and Design

Built by the respected Scottish firm Lithgows Ltd at Port Glasgow, *Mozaffari* embodied the practical design philosophy of her era—a sturdy, reliable vessel capable of carrying both regular passengers and large numbers of pilgrims during the seasonal hajj traffic between India and the Middle East. The 7,026-gross-ton vessel measured 451 feet in length and 60 feet in beam, powered by a triple expansion engine driving a single screw to achieve a service speed of 14.5 knots.

The ship's accommodation reflected her dual role in the Indian Ocean trade. For regular service, she carried 10 cabin class and 52 deck class passengers on the Bombay to Red Sea route. However, during the annual pilgrim season, her configuration transformed dramatically—the 'tween decks and cargo holds could accommodate up to 1,390 passengers, making her a vital link in the sacred journey to Mecca.

Original Service with Mogul Line (1948-1950)

Mozaffari entered service with the Mogul Line, a subsidiary of P&O that operated between 1913 and 1960. The company maintained a mixed fleet consisting primarily of cargo vessels, supplemented by a few ships capable of carrying passengers or pilgrims. The vessel's white hull gleamed under the Indian Ocean sun as she plied her regular route between Bombay and the Red Sea ports, serving the diverse transportation needs of the Indian Ocean region.

The 1950 Australian Charter

Early in 1950, both *Mozaffari* and *Mohammedi* received an unusual assignment that would temporarily take them far from their familiar Indian Ocean routes. The ships were chartered to make single voyages to Australia from Malta, carrying migrants as part of the post-war resettlement efforts.

One of the most intriguing aspects of this charter was the requirement that both vessels be renamed for their outward voyages. The name changes were effected at Aden while the ships were en route to Malta, suggesting bureaucratic or diplomatic reasons that have not been fully documented. *Mozaffari* became *Ocean Victory* for this special voyage.

As *Ocean Victory*, the vessel departed Malta on 21 February 1950, calling at Port Said four days later on 25 February. The long journey across the Indian Ocean brought her to Fremantle on 24 March, followed by Melbourne on 30 March. Her voyage concluded in Sydney on 2 April 1950, where all emigrants disembarked.

The transformation back to *Mozaffari* occurred with remarkable speed—on 3 April, just one day after the migrants' disembarkation, the ship resumed her original identity. By 5 April, she had departed Sydney bound for Port Lincoln to load wheat, setting course for India on 22 April.

Return to Indian Ocean Service (1950-1977)

Back in familiar waters, *Mozaffari* resumed her regular duties in the Bombay to Red Sea trade. The ship's hull was later repainted from white to black, marking a visual change from her earlier years. For more than two decades, she continued this reliable service, adapting to the changing patterns of trade and travel in the Indian Ocean.

Final Years

The end came gradually for *Mozaffari*. On 11 February 1977, she was laid up in Bombay, her active career concluded after nearly three decades of service. Six months later, she was sold to local shipbreakers, her steel recycled for new purposes in the industrial workshops of Bombay.

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