

H.M.H. Nemazee
H.M.H. Nemazee & Co.
Haji Moh. Nemazee (son)



Oriental Navigation Company Ltd
(reg. 19 Sept. 22, shipowning 1924-28)

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Nemazee was an old Persian/Parsee family long established in Bombay with agents elsewhere in India and what used to be Persia (now Iran). On the China Coast, the firm of H.M.H. Nemazee & Co. traced back to 1855, when H.M.K. Nemazee established and managed a branch in Hong Kong. In 1889 this business passed to his nephew, Hajee Mohamed Hassan (H.M.H.) Nemazee (b. 1857), who on 1 December 1884 was mentioned in 'The Times of India' as Acting Agent at Bombay for the Bombay & Persia S.N. Co. Ltd. The merchant house of what then became H.M.H. Nemazee & Co. opened a branch in Shanghai in 1895 under Mr M. Jaffer, previously deputy to H.M.H. in Hong Kong. As of 1908 the firm identified as General Merchants 'handl(ing) goods of any description for which there is a demand but import(ing) chiefly opium and piece goods, and export(ing) tea, silk and Chinese products' (Wright & Cartwright, Twentieth Century Impressions, 1908: 654).

In 1906 H.M.H.'s likely cousin Mirza Mohamed Ali Namazie (sic), born in Madras about 1864, established an affiliate in Singapore, first at 16 Arab Street, then from November 1913 also at 18 Malacca Street (later No. 19 and then No. 20). In June 1915 MMA was appointed a Municipal Commissioner as well as to the newly established Mohammedan Advisory Board. From 1 December 1920 his business was carried forward as M.A. Namazie & Sons Ltd.

H.M.H. Nemazee is said to have started out in the shipping business in 1915 with chartered vessels. First mention of him at Singapore was an advertisement by M.A. Namazie in the 'Malaya Tribune' of 20

August 1917 offering first- and second-class passages by *Derwent* (2471/1879) to Bombay. Thereafter passage and/or freight to India or Hong Kong and Japan were advertised intermittently. Significantly, 'Malaya Tribune' was a new Straits newspaper in English for a multi-ethnic Asian readership, especially Indian, and therefore targeting Nemazee/Namazie's potential market at a time of nascent nationalism. They never bothered to advertise to the British public in the 'Straits Times' or 'Singapore Free Press', though they were often reported on.

HMH's made his first known purchase in March 1918, being the cargo steamer *Miramichi* (3604/02) for £120,000. Previously owned by Bank Line, in 1917 the ship had been sold to William Gowan, who on-sold the ship, then lying at Durban, to Nemazee through Shanghai shipbroker Capt. T.W. Bowerne but failed to deliver, claiming that the British Government had requisitioned the ship and would not release it. After no resolution could be achieved, the sale was cancelled in October 1918. Five years later the Supreme Court at Cape Town awarded Bowerne £20,000 in damages (NCH, 8/12/23), finding that another party had detained the ship and that Gowan should have so advised the broker.

Nemazee's first completed purchase in mid-1919 was Jardine's cargo steamer *Mausang* (1893), which in mid-August was advertised at Singapore for Colombo, then sent to Fremantle to load a cargo of sandalwood. In October 1919 Nemazee was reported as having concluded negotiations to buy the coastal steamers *Morialta* (1911), *Rupara* (1906) and the older *Allinga* (1897), all built for The Adelaide S.S. Co. Ltd. As ships were now being released from wartime requisition, the first two sales were officially approved and the ships were delivered promptly, both loading sandalwood at Fremantle on the delivery voyage. Approval for sale of *Allinga* was somewhat delayed until early 1920. All three sales were brokered by Lane & Dawson Ltd of Sydney and recorded as sold to and first registered at Hong Kong to nominee Clifford Edgecombe, who looks to have been a ship's officer, probably because at that time the Australian government would have been unwilling to transfer ships to a foreign national. Bills of sale to HMH were dated the same day as registrations in Hong Kong. *Morialta* made one voyage to Haiphong to load rice and on return was sold to the Douglas S.S. Co. for the coastal trade to Foochow. In the second half of 1920 *Rupara* was deployed in the South China-Straits 'coolie' trade, returning to Hong Kong via Hoihow, then in early 1921 was chartered out for a year to Chinese for the Singapore-Borneo trade. *Allinga* was advertised in December 1920 from Singapore to Mauritius, then chartered for the rice trade from Saigon, though as *Lorestan* she would make another voyage to Mauritius in April-May 1922. Meanwhile, to replace *Morialta*, Nemazee had locally purchased the ex-Adelaide S.S. Co. *Innamincka* (1890), an older ship but with better tweendeck capacity for passengers and 'excellent 1st-class accommodation'. In May 1920 she was placed on the berth to the Persian Gulf via Singapore, Colombo and Bombay. A subsequent sailing for Basra via Bombay in December 1920 was taken by the chartered Norwegian-flag *Drufar* (1739/11905). In May 1921 *Innamincka* was on the berth for Mauritius.



Closeup of Chinese school painting of RUPARA in Nemazee colours (HK Maritime Museum).

Whereas these early steamers were all of around 2000-grt for coastal or regional trading, as was *Burrumbeet*, a fifth ex-Australian purchase and, like *Innamincka*, already on the China Coast, Nemazee quickly moved to acquire larger tonnage beginning with Bank Line's 4561-grt *Gujarat* (1895), built for Bucknall as one of a trio of intermediate liners for the London-Natal trade. The secondhand market quickly turned in his favour. While the first six ships had all been acquired at high wartime prices, onset of the severe postwar recession from April 1920 onwards caused many ships to be laid up and prices to tumble. Nemazee had funds and he seized the opportunity. By mid-1923 he had brought together a fleet of 13 steamers with a combined gross tonnage of almost 65,000 tons. Excluding the elderly 1210-grt *Ferrara* (1880), which would be lost by stranding a few months later, the oldest was 34 years, the newest 20 years. With the exception of the China Merchants fleet, it was the largest fleet deployed by a non-British/European shipowner between Suez and Japan, a remarkable achievement over less than five years.

Most of these acquisitions were cargo-liners with tweendeck accommodation for a large number of unberthed passengers. Four of them were big vessels for their time, notably *Historian/Arabestan* (1896), *Bosnia/Frangestan* (1899), *Bermuda/Englestan ex Saint Andrew* (1899) and *Almeria/Armanestan ex Sikh* (1903), while *Sarvistan ex Frankfurt* (1900) was a proper passenger liner. These larger ships could accommodate up to 2,000 passengers, mostly in dormitories or unberthed. By early 1921 M.A. Namazie & Sons in Singapore were advertising *Gujurat* for Trieste and Eastern Mediterranean ports, also on charter Chinese-flag *Hwah Ting* (ex *Deike Rickmers*, 4176/07) for Persian Gulf ports via Bombay. Two years later the larger ships were running a monthly line from China via the Straits to Mediterranean ports through to Marseille. The smaller ships were used in a variety of minor trades around the China Coast, Indian Ocean and Persian Gulf.

FOR PERSIAN GULF PORTS VIA BOMBAY

S.S. HWAH TING

due on Sunday, March 20, will have prompt despatch for above ports.

For freight, please apply

M. A. NAMAZIE & SONS, LTD.,
19, Malacca Street.

**FOR TRIESTE AND EASTERN
MEDITERRANEAN PORTS**

S.S. GUJARAT

due on Friday, March 18, will have prompt despatch for above ports.

For freight, please apply

M. A. NAMAZIE & SONS, LTD.,
19, Malacca Street.

**REDUCED PASSAGE TO
MARSEILLES**

SAILINGS FROM SINGAPORE.

S.S. ARABESTAN

7,000 tons gross, about Feb. 24
First Class £70.

S.S. FRANGESTAN

10,000 tons gross, about Mar. 20
Superior First Class £75.

Please apply to

M. A. NAMAZIE & SONS,
Limited
19, MALACCA STREET.

Early Namazie & Sons advertisements, 'Straits Times', L: 19 March 1921, R: 24 January 1923.

In 1922 Nemazee began offering passage to pilgrims from the Straits to Jeddah at rates somewhat below the hitherto sole carrier, Alfred Holt & Company's Blue Funnel Line. Subsequently he also offered sailings from the Netherlands Indies (Indonesia). By 1924 he was also involved in the pilgrim trade from Bombay for in April of that year *Frangestan* (8228/99), which had called at Bombay to embark pilgrims en route to Genoa and Barcelona with a large cargo of cotton, caught fire and burned out in the Red Sea. The business of the Namazie Line was handled by M.A. Namazie & Sons of Malacca Street in Singapore, where in 1920 he opened a new 3-storey office building. To travel aboard a Muslim-owned ship was a selling point, though conditions aboard were said to be much inferior. Prior to the 1925 season the firm was banned from carrying pilgrims from Dutch ports, partly to protect the welfare of pilgrims but more to protect the cartel of the Trio Lines (Nederland, Rotterdam Lloyd and Ocean/Blue Funnel).

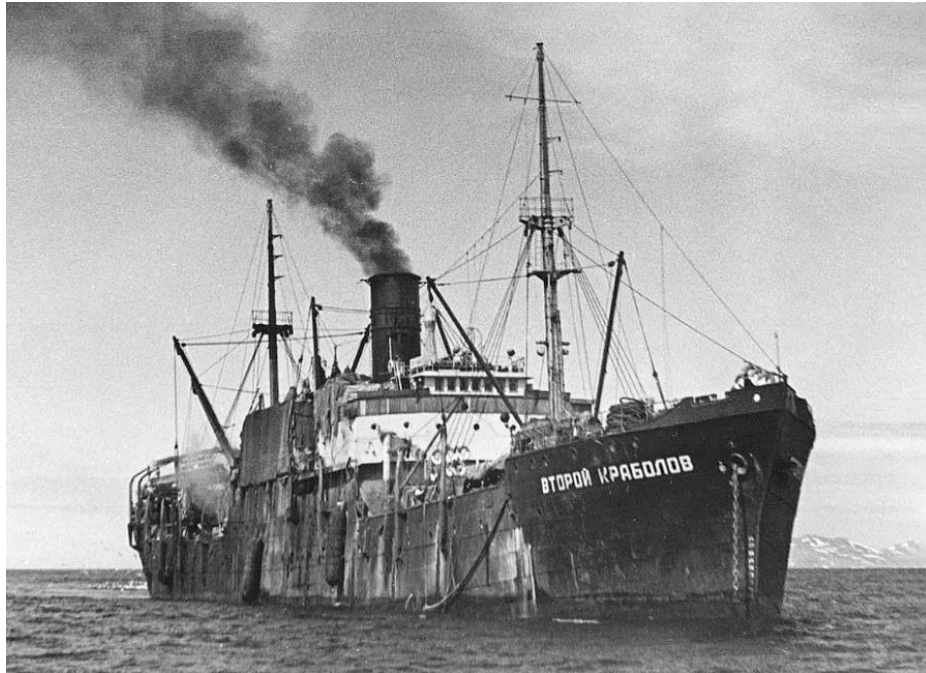
On the eve of his retirement from Hong Kong, in September 1922 HMH had there registered the Oriental Navigation Co. Ltd and, in the course of 1923, the ships registered in his name were transferred to the new firm, now managed by his sons, Haji Moh. Nemazee in Hong Kong and Ali Namazie in Singapore. Fortune did not smile. Cancellation in January of the 1925 pilgrim season because of strife in the Hedjaz (Arabia) stripped the profit from the Mediterranean line and the fleet had to be trimmed. During the course of 1925 as the ships completed their outward voyages, *Nairung* and *Sealda* were sold to Italian breakers, *Arabestan* (I) and *Englestan* (I) also to Italians for further trading. In April 1926 an extraordinary general meeting of Oriental shareholders agreed to place the company in liquidation and delist from the local stock exchange, though in the interim it continued to trade with a reduced fleet. HMH himself visited Singapore and Hong Kong in 1927 to help sort out the business and arranged for several of the ships to be transferred back into his name.

Another blow came in August 1927 when a four-line notice in 'The Straits Times' by M.A. Namazie (20 Malacca Street) stated simply, "I, the undersigned hereby give notice that as from date I have resigned the Steamship Agency of H.M.H. Nemazee, Shipowner of Hong Kong." No explanation was given but it followed a month after complaints in the press and from health officers about the crowded and unsanitary conditions on the return voyages from Jeddah of both *Tangistan* and *Armanestan* (Malaya Tribune, 12/7/27). It may be assumed that Namazie, who had become a substantial figure in Singapore in his own right wished to protect his reputation and the inheritance of his four sons by disentangling himself from the complications of Oriental Navigation and the pilgrim side of the business. Probably there was also a falling out with Moh. Nemazee in Hong Kong as the manager of the shipowning business. The Malayan pilgrim agency was taken over by British commercial house Sime Darby & Co. Ltd, which had branches throughout the Straits Settlements, Malaya, Sarawak and Borneo. For M.A. Namazie it was a good decision, all the more so after rubber prices began to fall and the Great Depression struck in late 1929, though not long afterwards he would die of heart failure in Singapore on 26 July 1931 at age 67 (Malaya Tribune, 27/7/31). He left four sons (Javad, Ghulam Hussain, Hasan and Yahya) to inherit and carry on the business of Namazie & Sons, also eight daughters. His obituary noted that besides his well-known shipping and patent flooring agencies, he was also a big property owner in both Singapore and Madras, a film distributor and cinema owner. From 1929 his last and biggest project was construction of the 1,600-seat Capitol Theatre complex and the adjacent Namazie Mansions on Stamford Road. According to Wikipedia, Capitol Theatres Ltd was financed by Namazie (Chairman) and S.A.H. Shirazee (Director) in the joint venture with South African-born brothers Joe Fisher (Managing Director) and Julius Fisher (Publicity Manager).

HMH and Moh. Nemazee sought to maintain a position in the Straits pilgrim trade and in May 1927 on their own account bought a newer and faster (13-knot) ship, the 4835-grt liner *Intaba* (1910) with good first- and second-class cabin accommodation and a new passenger certificate for 1,008 deck passengers, though on the long voyage to Jeddah she would carry only 838. On 22 January 1928 she berthed at Port Swettenham (now Port Kelang) for the first direct embarkation of local pilgrims from Selangor and Negri Sembilan, who hitherto had to make an initial journey to Singapore and wait several days in the Pilgrims' Depot (Malaya Tribune, 2/2/28). It was a VIP occasion with the ship being inspected by the Sultan and Crown Prince of Selangor, members of the nobility and the British Resident. Newly appointed agent Sime Darby & Co. were expected to improve arrangements for the pilgrims, who would travel for \$150 return for deck passage, \$200-250 second class or \$325 first class. For this 1928 season, *Tangistan* and *Armanestan* also carried pilgrims from the Straits, the latter renamed *Arabestan* making a first-ever direct sailing from Malacca, but they also made shorter pilgrim voyages from Bombay.

At a final meeting in June 1928 the five remaining ships *Arabestan* (5029/02), *Gorjistan* (4561/95), *Sarvistan* (7714/00), *Seistan* (2539/90) and *Tangistan* (4159/01) were transferred for £900,000 to the sub-mortgagee, Moh. Khaleel Shirazee (Shirazi) of Madras. *Gorjistan* and *Tangistan* were sold within months, while *Arabestan* and *Sarvistan* were switched to the Indian pilgrim trade. In consequence of the Depression, the two latter were sold to Japanese breakers in the second half of 1931. In August 1929 Shirazee also took over M. Nemazee's most recent purchase, *Englestan ex Intaba* (4736/10), but immediately sold her under mortgage to the Bengal Burma S.N. Co. Ltd of Rangoon for trading across the Bay of Bengal. After the sale of *Arabestan* (II) to breakers in August 1931, that left only *Seistan*, which continued in the labour trade with Reunion, Mauritius and Durban until sold to in 1933 to S.T.

Williamson of Hong Kong for operation on the China Coast. She would be sunk at Manila in December 1941. Under the control of Scindia from mid-1933, *Englestan* survived World War II and remained in Lloyd's class and in service until 1952, when sold to Belgian breakers. She was not, however, the last survivor of the original Nemazee fleet because, remarkably, the clipper-bowed *Tangistan ex Bencleuch* (1901), which had been sold out of the fleet in 1928, remained in service in the Russian Far East as the floating crab cannery *Vtoroy Krabolov* until around 1970.



VTOROY KRABOLOV ex TANGISTAN in Sea of Japan in 1964 (Gena Anfimov/shipping.com).

HMH, who had made another visit to Hong Kong in 1932, died at Shiraz in August 1935. The 'South China Morning Post' (16-19/8/35) remembered him as one of the colony's 'merchant princes'. He owned a good deal of property in Victoria and Kowloon, including from 1922 to 1928 the Princes Building, which he had bought with J.E. Joseph for \$2,750,000 as his head office, and also a country residence at Fanling. He was reported to have invested in gold and coal mining in the Philippines but also in various Hong Kong blue chip companies, such as the Hongkong & Shanghai Bank and the Hongkong, Canton & Macao Steamboat Company, and was a regular attendee at their annual meetings. As a citizen, he was also a generous philanthropist and seldom failed to attend funerals of prominent and lesser figures in the colony. As part of the social life of Hong Kong, he was also a leading racehorse owner. His son Ahmed predeceased him but sons Mohamed (Hong Kong) and Ali (Singapore) survived to carry on the business.

In 1940 HMH's son Moh. Nemazee resumed shipowning under the flag of Wallem & Co. of Hong Kong while he himself became the commercial attache at the Iranian embassy in Washington, DC., a position he held at least until the mid-1950s. He continued the association with Wallems after World War II with a number of wartime standard ships, typically identified by names beginning with the prefix 'Sha(h)-'. These will be covered in a subsequent post and are only listed below.

In Hong Kong there is no physical memorial to Nemazee. The grand Princes Building that he owned in the 1920s was demolished to make way for Hongkong Land's new 29-storey Princes Building, linked by overhead walkway to the group's Mandarin Hotel.



Princes Building in the 1950s (Wikipedia).

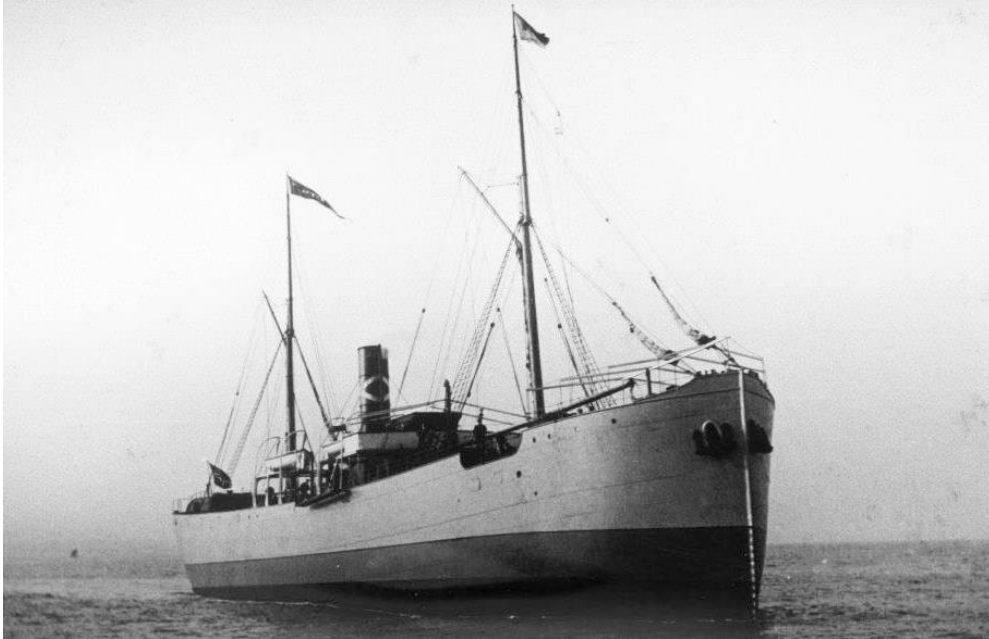
In Singapore, however, there does remain a monument to M.A. Namazie. The Capitol Theatre, which was sold in 1946 to filmmakers and cinema owners Shaw Brothers and operated by them until the end of 1998, was subsequently taken over by the government, refurbished and reopened in 2015 as a heritage and arts centre.

Note on Nomenclature

In Persian, '-stan' refers to a province or sub-province or sometimes a kingdom or princely state (the intermediate vowel may be 'e' or 'i'), hence Dashtestan (Bushire sub-province), Sarvistan (Fars province), Seistan (Sistan, adjacent to Baluchestan in S.E. Persia) and Tangistan (Bushire sub-province) but also Arabestan (Arabia), Armanestan (Armenia), Englestan (England), Frangestan (France), Gorjistan (Georgia) and Majaristan (Hungary).

Fleet List

MAUSANG/MAJARISTAN (1919-22) 2161/93 (275.6 x 37.4', T3cy/196 nhp by N.E. Marine Eng. Co. Ltd)
Built by Wood, Skinner & Co., Newcastle (#42) for Otto Thoresen, Christiana as SULTAN. 11/96 o/v to Hankow to load Russian tea stranded on sandbank 5 miles above Kiukiang, not refloated until river rose in spring, 14/5/97 arr. Shanghai. 3/6/97 outbound from Newchwang (beancake) stranded in fog in Miaotao Islands. Wreck sold to Taku Tug & Lighter Co., salvaged and 7/7 arr. Taku under own steam. After refit, re-reg. at Shanghai (#10/1898). 7/98 sold for £18,500 to Indo-China S.N. Co. Ltd, London r. MAUSANG, 1899 re-reg. at London (#165/1899). 7/19 sold to HMH Nemazee, Hong Kong. 27/5/21 reg. t/f to Hong Kong. 14/3/22 reg. at Hong Kong as MAJARISTAN. 1922 sold to Tung Lee S.S. Co., Canton r. TUNG LEE. 1929 broken up at Hong Kong (rep. 1930 by Lloyd's agents but still listed to LR 1933/34).

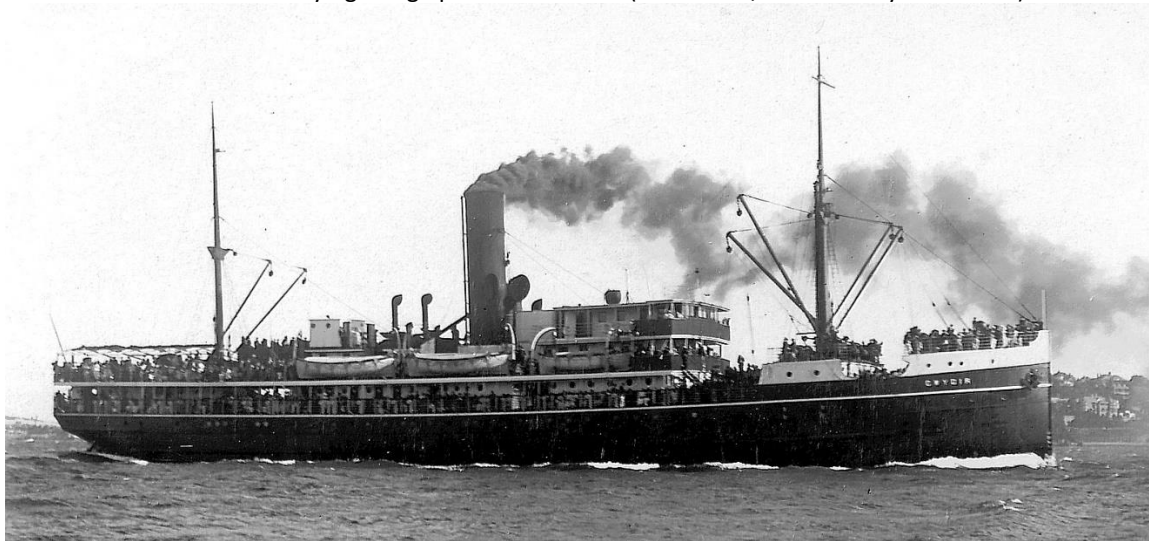


MAUSANG/MAJARISTAN on builder's trials as Norwegian-flag SULTAN (World Ship Society).

MORIALTA (1919-20) 1929/11-11 (240.0' x 40.3', 2-sc. T3cy/212nhp/12k)
Built by D. & W. Henderson & Co. Ltd, Glasgow (#474) for Adelaide S.S. Co. Ltd, Adelaide for Spencer Gulf passenger trade (164 cabin class, later 138 1st, 26 3rd) as MORIALTA, 25/11 sd Tyne for Melbourne (18/1/12) for docking prior to commencing Spencer Gulf service. 5/15-11/19 in Melbourne-N. Queensland service. 10/19 sold through F. Edgecombe to HMH Nemazee, Hong Kong for China coast service, 6/11 arr. Sydney for inspection, 27/11/19 sd Sydney for Hong Kong via Port Pirie and Fremantle (26/12) with sandalwood, 10/1/20 arr. Hong Kong, 15/1 to Haiphong to load rice, 20/1 reg. at Hong Kong. 2/20 sold for \$380,000 to DSSC r. HAI LOONG, 23/3 V1 to Swatow, Amoy, Foochow. 5/22 sold to Newcastle & Hunter River S.S. Co. Ltd, Sydney for Sydney-Newcastle trade and refitted in HK with cabins restored in tween deck (now 130 1st, 60 2nd class) and additional cargo space (now 1700 dwt), 31/8 sailed Hong Kong as GWYDIR, 24/9 arr. Sydney. 10/22 in overnight service. 14/2/42 beached near Norah Head after collision with *Neo Hebridais* (797/18), broken up as lay.



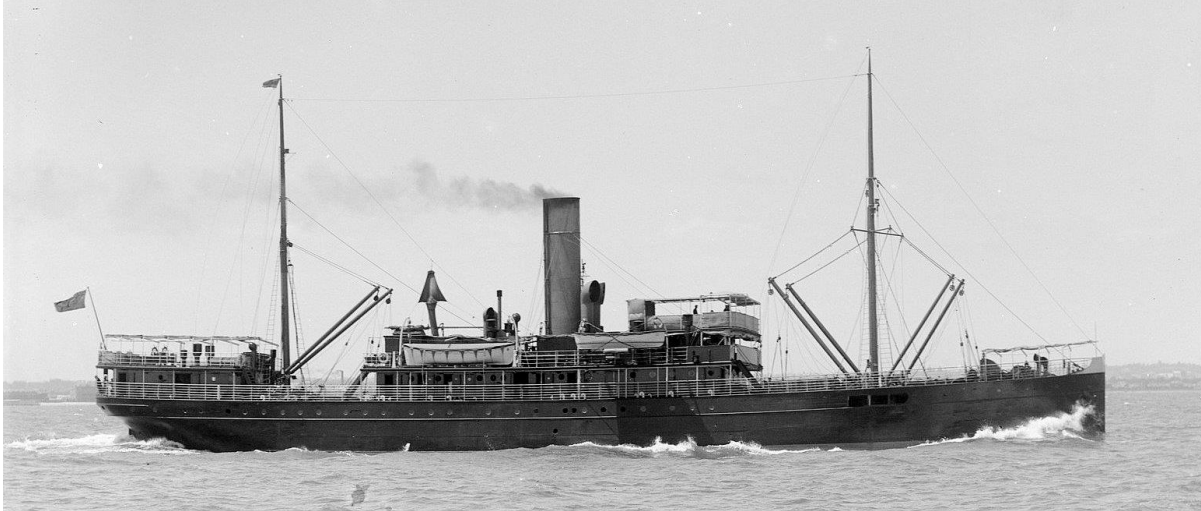
Adelaide S.S. Co. MORIALTA dep. Melbourne while in Queensland service. As built with low fo'c'sle and flying bridge plus radio aerials (A.C. Green/State Library of Victoria).



GWYDIR ex MORIALTA in later years as refitted by Newcastle & Hunter River S.S. Co. (R. Dufty).

RUPARA/(RIGESTAN) (1919-21) 1368/06-6 (230.2 x 36.2', T3cy/185nhp/12k)

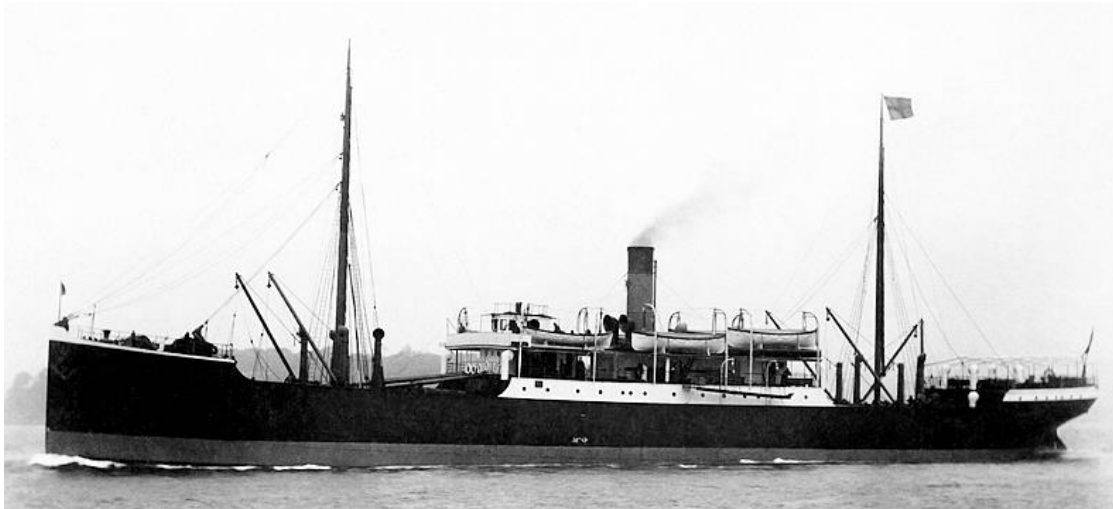
Built by Hawthorn, Leslie & Co. Ltd, Newcastle for The Adelaide S.S. Co. Ltd, Adelaide (reg. Port Adelaide) for Spencer Gulf trade (72/30 pass., later 86 1st 28 3rd) as RUPARA, 23/6 sd Newcastle for Adelaide (16/8). 8/15 t/f to Melbourne-N. Qld service. 10/19 sold to C. Edgecombe, Hong Kong for HMH Nemazee. 28/11/19 sailed Sydney via Fremantle (22/12) and Manila for Hong Kong (arr. 13/1/20), where 20/1 reg. to HMH Nemazee. 6-10/20 Amoy-Straits trade on own account, 11/20 to Java. 3/21 chartered to Kee Sang Chan, Singapore for Singapore-Banjarmasin-Surabaya trade. 5/21 application r. RIGESTAN but as RUPARA 11/8/21 sd Hong Kong for Manila, where 10/21 sold for P200,000 to Gavino Barretto, Manila r. HERAS. 9/22 placed on Manila-Amoy run. 1924 sold to Juan Sandoval Go Juanco [Ty Camco Sobrino], Manila r. MALAYA. 2/4/24 stranded on Taitan Island near Amoy o/v Manila-Amoy with sugar.



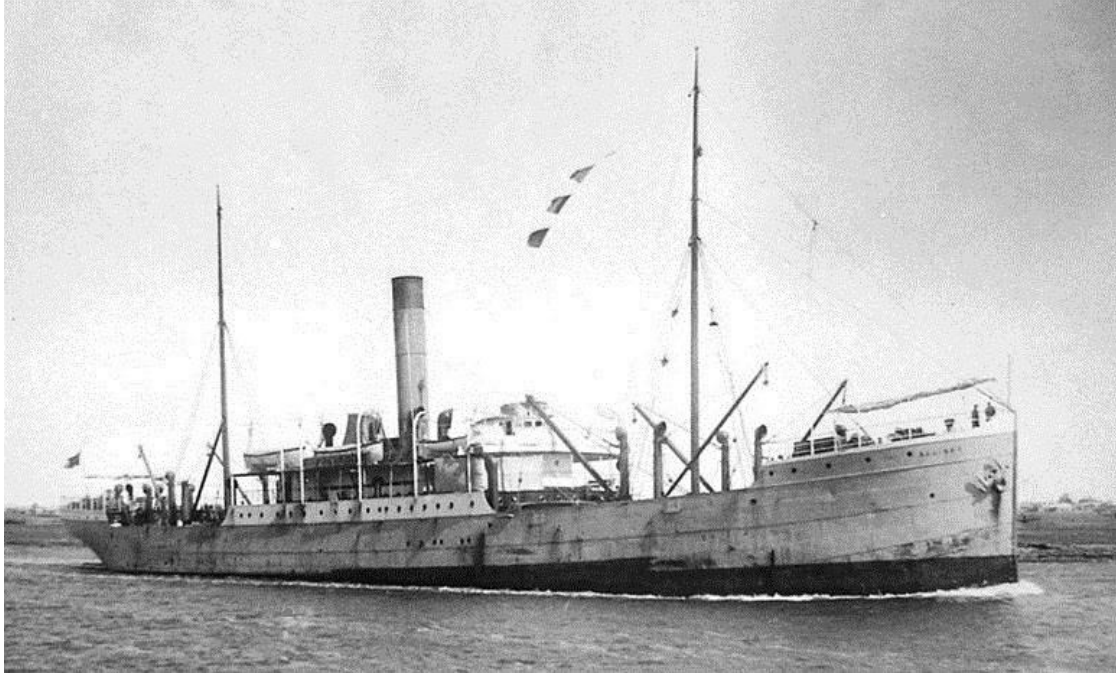
RUPARA dep. Melbourne in Adelaide S.S. Co. service (A.C. Green/State Library of Victoria).

ALLINGA/LORESTAN (1919-25) 2242/97-3 (279.7 x 42.5', 2 x T3cy/272nhp/10k)

Built by Scott & Co., Greenock (#344) for Adelaide S.S. Co, Adelaide (reg. Port Adelaide) for Melbourne-N. Queensland passenger-cargo trade as ALLINGA (60 saloon, 300 steerage pass., later 50 1st, 95 3rd). 13/3/97 sailed Glasgow and 30/5 arrived at Adelaide. From 2/98 also Sydney to Fremantle. 4/12-4/13 replaced lost *Koombana* (3668/08) in Fremantle-NW trade (grey hull). 10/19 sold at Sydney for £38,000 to C. Edgecombe for HMH Nemazee, Hong Kong but sale not approved until 1/20, 27/2 cleared Sydney for Hong Kong and 24/3/20 reg. at Hong Kong for C. Edgecombe. 5/21 r. LORESTAN. 10/22 on charter to Kunst & Albers to evacuate 400 White Russian refugees from Vladivostok to Shanghai. 1923-25 in South China-Straits trade. 2/24 t/f to Oriental Nav. Co., Hong Kong. 9/25 sold to To Tze Tuan & Tse Ma Yuan, Canton (reg. address 137 Wing Lok St., Hong Kong) for Saigon rice trade r. TAI FOOK SING. 1935 sold for breaking at Shanghai.



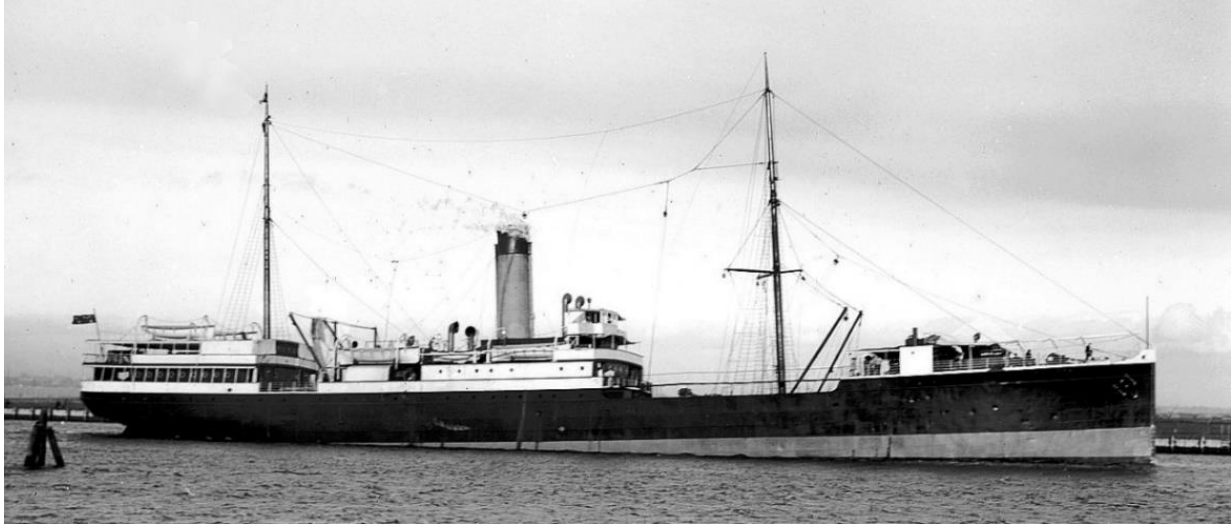
Adelaide S.S. Co. ALLINGA at Sydney as built (W. Livermore/State Library of Victoria).



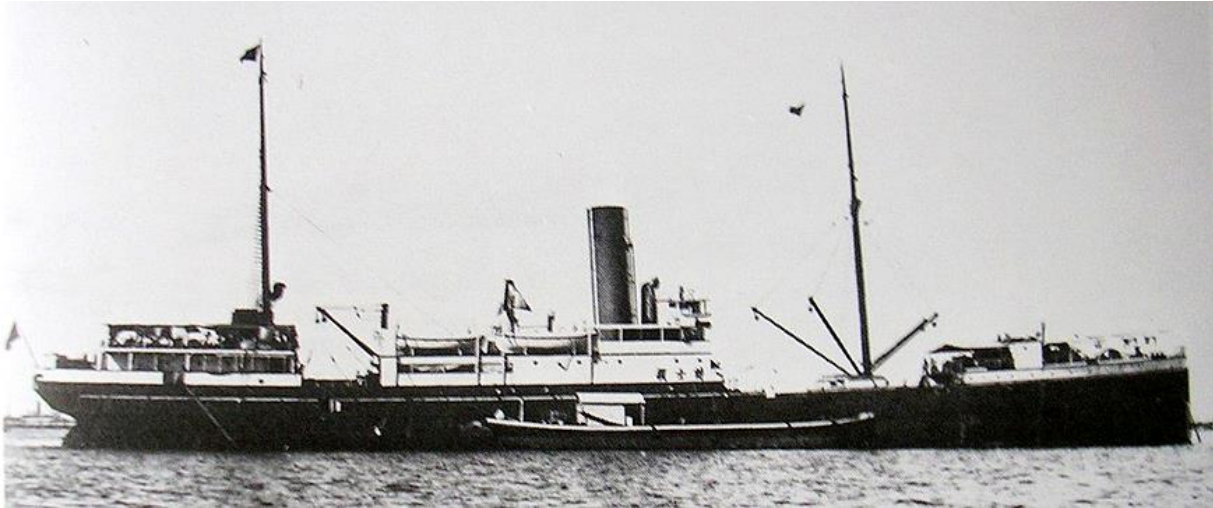
LORESTAN as Adelaide S.S. Co. ALLINGA with taller funnel to improve up-draft (Terry Callen/NLA).

INNAMINCKA/SEISTAN (1920-33) 2455/90-10 (305.0' x 35.0'; E (1923) T3cy/285nhp)

Built by Napier, Shanks & Bell, Glasgow (#51) with T3cy/477nhp engines by Bow, McLachlan, Paisley for Adelaide S.S. Co. Ltd, Adelaide for Adelaide-Melbourne-Sydney trade as INNAMINCKA. 7/6/98 struck rock near Cape Otway. 2/10/99 stranded at Cape Edgecombe near Bowen - 5/10 refloated. 29/1/13 dragged onto Alexander Reef at Port Douglas during hurricane, refloated. 1/16 sold to D. McDonald, Hong Kong but transfer of registry delayed by Australian Government until 27/7 sailed Sydney for Hong Kong. 3/6/17 reg. at Hong Kong to t/f to Innamincka S.S. Co. Ltd (D. McDonald mgr), Hong Kong. 1917 req. by R.N. for use as collier. 1918 released and placed in Hong Kong-Bombay trade. 5/5/19 certificate of sale by D. McDonald to HMH Nemazee, Hong Kong, 29/5 Singapore to Persian Gulf. 4/3/20 bill of sale to Nemazee. 5/21 r. SEISTAN. 1923 re-engined (1918 by Worthington Pump & Mchry Corp., Buffalo) and reboilered (1923 by HWD) by Hong Kong & Whampoa Dock (10 knots). 2/24 passed survey and t/f to Oriental Nay. Co. Ltd, Hong Kong and placed in China-Straits deck passenger trade. 13/6/24 ashore at Gap Rock, Hong Kong, 15/6 refloated and drydocked at Kowloon. 8/25 mortgaged to HMH Nemazee and t/f to Moh. Khalul Shirazee, Madras. 7/3/27 arrived at Mauritius from Hong Kong via Reunion Is. after battling cyclone with death of radio officer and deck fittings and stores burnt as fuel. 6/28 t/f to HMH Nemazee. 6/33 sold under mortgage to S.T. Williamson, Hong Kong. 8/33 t/f to Wing Hong Co. c.1935 chartered to Douglas S.S. Co. for Hong Kong-Swatow trade. 13/8/36 rescued six crew from a junk sinking south of Swatow. 12/37 t/f to DSSC. Late April 1939 boarded by Japanese at Swatow but armed RN guards prevented ship's removal to Taiwan. 1940 req. by Hong Kong Shg. Board (MOWT) for Rangoon-Hong Kong rice trade (DSSC mgrs). c.25/12/41 escaped from Hong Kong with sufficient coal only to reach Manila, where 27/12/41 bombed and sunk.



SEISTAN as Adelaide S.S. Co. INNAMINCKA post 1910 with wireless, sails removed (A.C. Green/SLV).

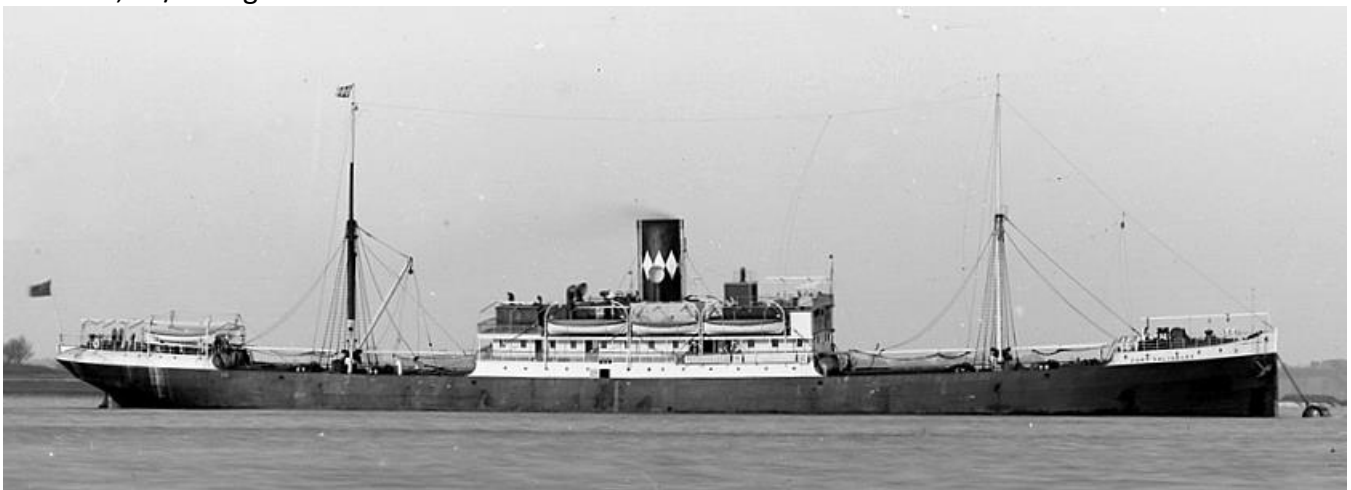


SEISTAN ex INNAMINCKA in Singapore c.1927 under Nemazee ownership (KPM/Alg. Rijksarchief).



SEISTAN at Douglas S.S. Co. wharf, Hong Kong on about 16 September 1940 (Harrison Forman/UWM Libraries).

GUJARAT/GORJISTAN (1919-28) 4561/1895-3 (360.0 x 47.0', T3cy/580nhp/14k Hawthorn Leslie)
Built by Armstrong, Mitchell & Co. Ltd, Newcastle (#620) for British & Colonial S.N. Co. Ltd (Bucknall Bros. mgrs), London as FORT SALISBURY for new London-Cape Town-Durban-Lourenco Marques line (60 saloon pass.). 1901 t/f to Bucknall Steamship Lines Ltd (same mgrs). Early 1913 sold to Booth Steamship Co. Ltd, Liverpool for UK-Amazon service r. VINCENT. 1913 sold to Bank Line Ltd (Andrew Weir & Co. mgrs), Glasgow for India-East Africa line r. GUJARAT. 1919 sold to HMH Nemazee, Hong Kong. 9/3/21 arr. Hong Kong o/v Vladivostok-Trieste via Sabang on charter to German Red Cross with 1350 former German and Austrian POWs with Russian wives plus Romanian officers, wives and refugees (SFP, 17/3/21). 4/22 r. GORJISTAN. 4/22-4/23 on charter to China Mail S.S. Co. Ltd, San Francisco for Hong Kong-Singapore-Java line. 26/1/24 reg. at Hong Kong under t/f to ONC. 29/2/24 o/v Rangoon-China put into Saigon for repair of burst valve. 4/26 ONC in liquidation. 7/28 for sale by order Supreme Court. 9/28 sold to Berg & Co. Ltd, Hong Kong for scrapping, 4/10 arr. Kobe for delivery to breakers, 19/10 reg. closed.



Bucknalls' FORT SALISBURY at Gravesend (www.rmg.co.uk/collections/objects/rmgc-object-958124).



Nemazee's GORJISTAN at Tanjung Priok (Jakarta) in mid-1920s. More ventilators and side housings added by Bank Line for tweendeck passengers, also taller funnel (KPM archive, Alg. Rijksarchief).



Reversed image of a Chinese school painting of a Nemazee vessel thought to be GORJISTAN in 1920s after modifications (artsandculture.google.com/asset/sarvistan/).

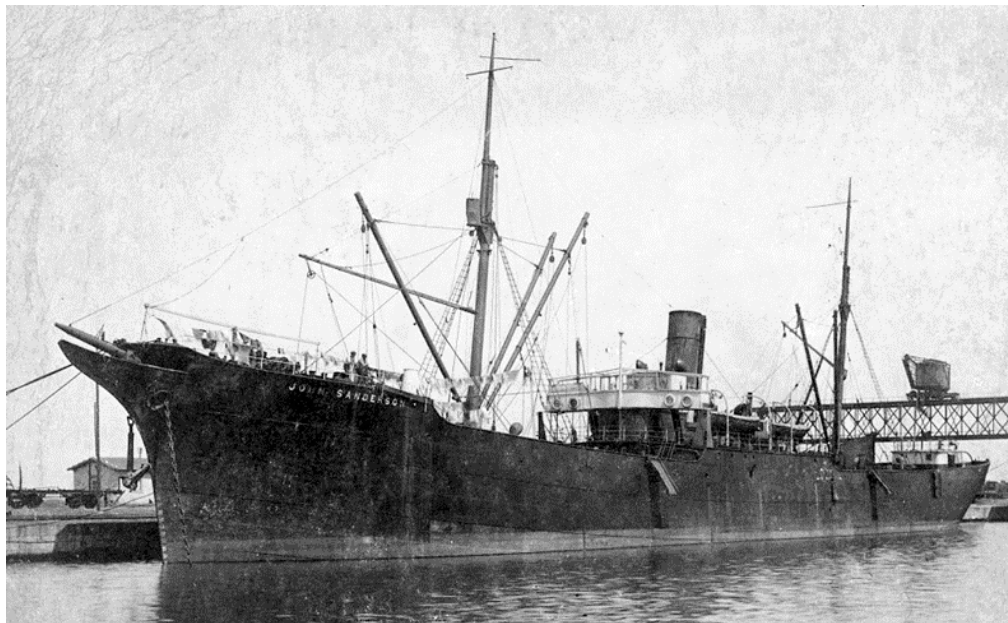
BURRUMBEET (1920-21) 2420/85-5 (300.0' x 40.1', T3cy/3-cyl/290 nhp, Wallsend Slipway & Eng. Co. Ltd, Newcastle)

Built by C.S. Swan & Hunter, Newcastle (#89) for Huddart Parker & Co. Ltd, Melbourne (pass: 100 first 80 second), 17/5/85 sd Newcastle for Melbourne (13/7). 18/4/91 in collision with *Konoowarra* (1273/1880) in Brisbane River, minor damage. 6/4/96 collided with yacht *Cacique* in West Channel, Port Phillip Bay and 3 of the 4 crew on the yacht lost. 11/00 resumed service after major overhaul, including fitting of new boilers. 14/6/15 sold to H.S.P. Storey, Hong Kong and 16/6/15 sailed Newcastle for Shanghai, 25/6 at Thursday Island, then put back to Townsville for repairs until 26/7 for Cebu (arr. 7/8), thence Hongay for coal to Hong Kong (arr. 2/9 with coal for MBK) and laid up. Late 1915 sold to G.B.S. McBain, Shanghai. 12/15 chartered to KMA for Shanghai-Chinwangtao coal trade. 26/2/16 t/f to R.S.F. McBain, Shanghai. 7/19-3/20 charter to KMA. 7/20 sold to HMH Nemazee, 24/7 reg. at Hong Kong. 6/21 sold to Lau Tsan Yiew (Lau Yew), Hong Kong. 12/21 t/f to Canton (Chinese flag). 1924 r. NAGASAKI. 1925 sold to Yung Sing, Canton r. HOI PING. 1927 sold to Luk Hing, Canton. 1928 sold to Tai Hong S.S. Company, Amoy r. TANG SHAN. 1929 sold to Ta Chung S.S. Company, Amoy. 1934 sold to Tung Wah S.S. Company, Shanghai r. TUNG SHANG. 1936 broken up at Shanghai.



Huddart Parker's BURRUMBEET as Australian interstate steamer after 1900 refit (A.C. Green/SLV).

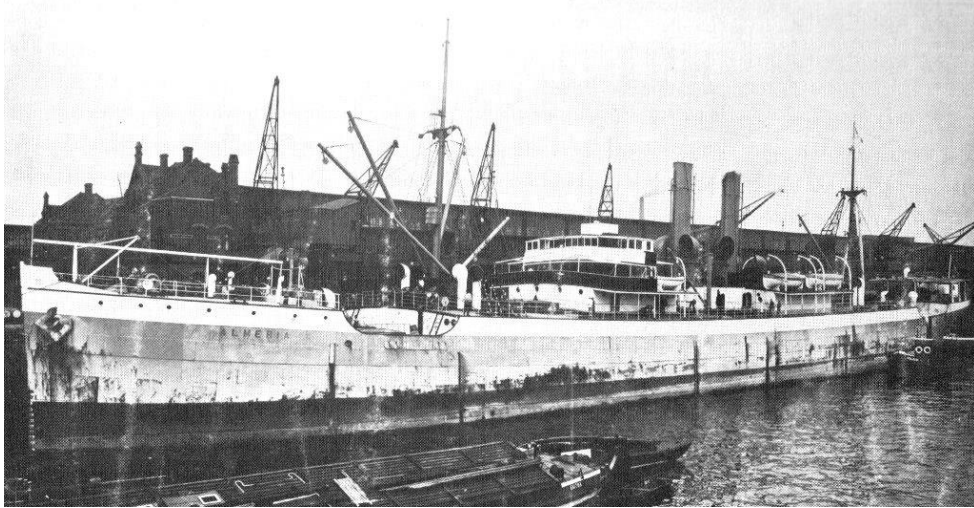
DASHTESTAN (1922-23) 3271/89-2 (335.3 x 42.1', T3cy/263nhp by J. Dickinson, Sunderland)
Built by Short Bros., Sunderland (#181) for Taylor & Sanderson, Sunderland as JOHN SANDERSON. 1899
t/f to Taylor & Sanderson Steam Shg Co. Ltd (Taylor & Sanderson mgrs). 1919 sold to Mirza Mhd.
Shirazie, Bombay. Late 1921 sold to HMH Nemazee, Hong Kong. 2/2/22 reg. at Hong Kong as
DASHTESTAN, in service to Mauritius. 9/23 sold to H. H. d'Aguire Caneiro, Macao r. COLOANE. 1925
sold to Chan Yau Lee, Macao r. TAI TAK. 1927 sold to Lee Ching S.S. Co., Macau r. HUNG ON. 5/9/29 o/v
Hongay-Ningpo (coal) wrecked in Hainan Strait.



DASHTESTAN as JOHN SANDERSON (www.searlecanada.org/sunderland/sunderland079.html).

ALMERIA/ARMANESTAN (1921-28) 5029/03-1 (400.5 x 49.2', T3cy/471nhp by Dunsmuir & Jackson, Glasgow)

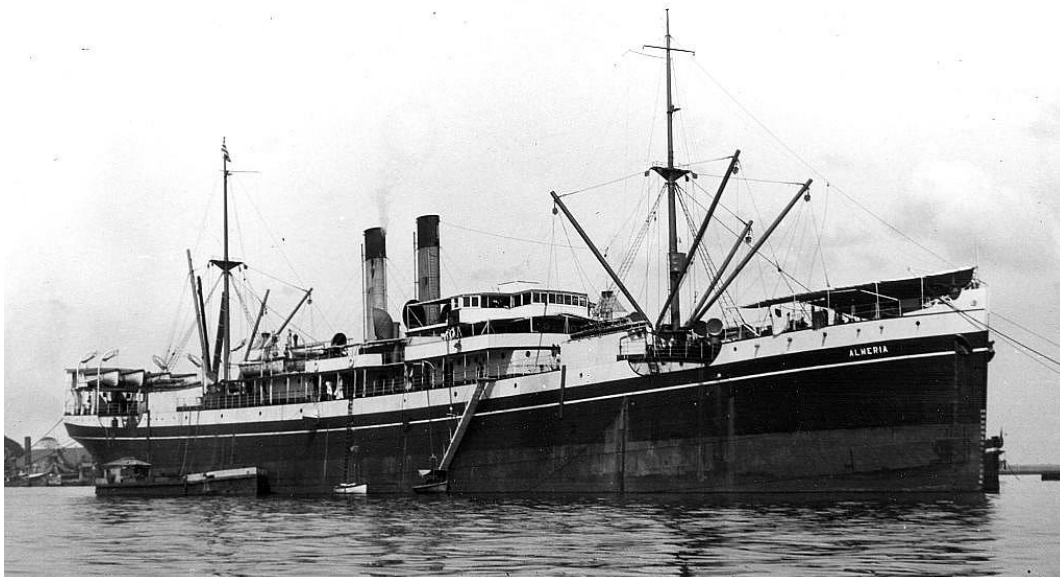
Built by Napier & Miller, Ltd., Glasgow (#125) for Mogul S.S. Co. Ltd (Gellatly, Hankey & Co., mgrs), London (reg. Rochester) for UK-China trade as SIKH (20 cabin, c.2000 troops/deck pass.). 15/11/04 dep. Chinwangtao for Durban (13/12) with 1849 'coolies' (NCH, 23/12/04). 1/12 sold to Hamburg-Amerika Packetfahrt A.G., Hamburg r. ALMERIA. 31/8/14 detained at Antwerp. 1919 t/f to The Shipping Controller (Turner, Brightman & Co., mgrs), London. 1920 mgrs J. Gardiner & Co. 11/21 sold for £17,000 to HMH Nemazee, loaded Cardiff (coal) for Hong Kong. 6/22 docked prior to charter to China Mail S.S. Co. Ltd, San Francisco for Hong Kong-Singapore-Java line. 15/7/22 reg. Hong Kong as ARMANESTAN. 2/24 t/f to ONC. 13/2/24 arr. Bombay from Durban (142 cabin, 172 deck pass.). 3-5/26 carrying pilgrims outward Bombay to Jeddah (c.650-1200/voyage), 3/7 on first return voyage (1200 pilgrims) put into Perim with fire in bunkers, 7/7 proceeded to Bombay. 2/28 r. ARABESTAN. 19/3/30 sd Bombay for Jeddah (749 pilgrims, M.K. Khaleli agents). 21/5/30 at Jeddah rescued survivors from burning French pilgrim ship *Asia* (6122/07). 8/31 sold for £8500 to Japanese breakers, Q3/31 broken up at Osaka [see also D. Eccles, 'The Mogul Steamship Company', *Bulletin of Liverpool Nautical Research Soc.*, 4.]



HAPAG's two-funnelled cargo ship ALMERIA, probably at Hamburg (coll. A. Kludas).



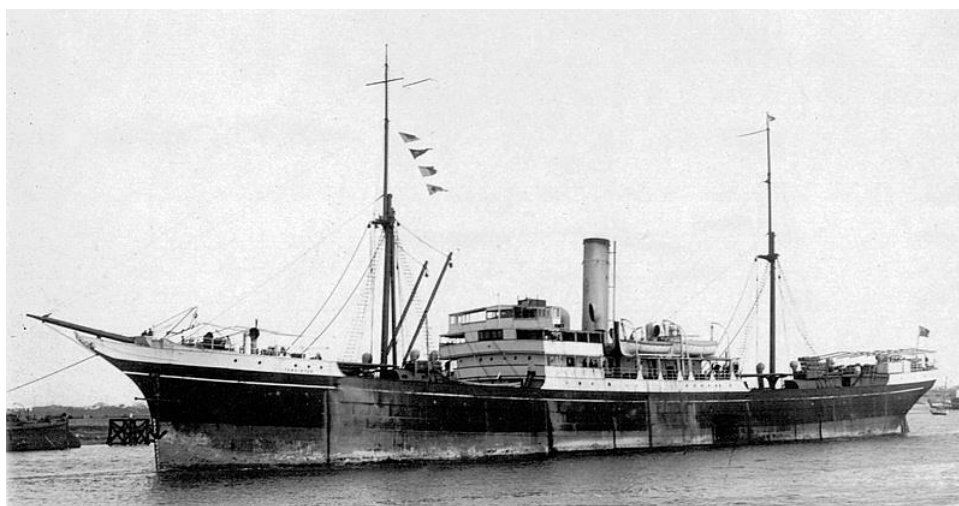
Mogul Line's SIKH at Boston, 19 Feb. 1911 (R. Hildebrand/Eric Johnson-print W. Schell); Hapag's ALMERIA in ice, location unknown (clydeships.co.uk)..



Nemazee's ALMERIA, probably at Tanjung Priok, Java in 1922/23 while on China Mail charter (WSPL).

BENCLEUCH/TANGISTAN (1921-28) 4159/01-1 (385.2 x 46.2', TC3y/324nhp)

Built by Ramage & Ferguson, Ltd., Leith (#174) for Wm Thomson & Co., Leith as BENCLEUCH for UK-Far East line. 10/15 req. by The Admiralty as Collier No. 914. 6/8/18 escaped U-boat attack off Cape Hatteras, N. Carolina. 1919 on release t/f to Ben Line Steamers Ltd (Wm Thomson & Co. mgrs). 9/21 sold to HMM Nemazee, Hong Kong r. TANGISTAN. 3/8/23 reg. at Hong Kong. 2/24 t/f to Oriental Navigation Co. Ltd (HMM Nemazee mgr), Hong Kong. 4/26 ONC in liquidation, 6/26 reverted to HMM Nemazee as sub-mortgagee. 3/7/28 arr. Singapore from Jeddah, thence Hong Kong, where laid up. Mid-8/28 rep. sold at Hong Kong to Japanese buyers with crew re-signed for delivery at Kobe but apparently del. at Taipeh, then 30/9 to Kobe, where conv. to floating crab cannery and 3/29 del. to Sovtorgflot (Dal'ryba), Vladivostok as VTOROY KRABOLOV (ВТОРОИ КРАБОЛОВ – 'Second Crabbery'), 26/3 sd Kobe for Kamchatka. c.1970 broken up in USSR [further details from G. Somner, *Ben Line*, 2009].

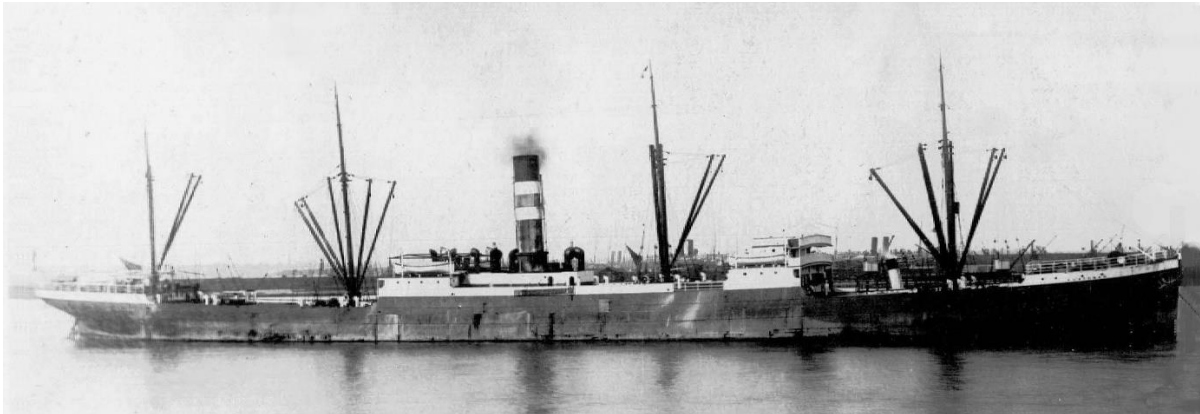


TANGISTAN ex BENCLEUCH under the Nemazee flag (postcard/coll. H. Dick).



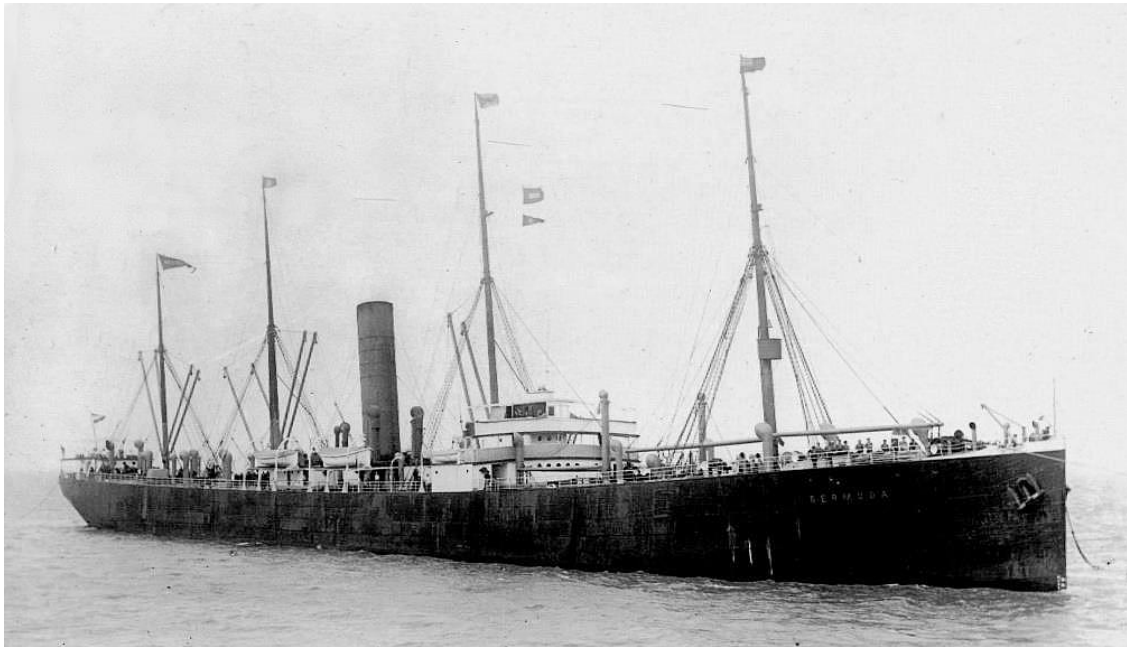
VTOROV KRABOLOV working in Sea of Japan in 1964 (Gena Anfimov/shipspotting.com).

HISTORIAN/ARABESTAN (1922-25) 7122/96-1 (4-m, 460.7 x 55.2', T3cy/570nhp/11½k)
 Built by Harland & Wolff Ltd, Belfast (#295) for Charente Steamship Co. Ltd (T. & J. Harrison), Liverpool as HISTORIAN. 11/2/20 laid up at Swansea. 11/21 sold for £16,459 to HMH Nemazee. 1/22 arr. Hong Kong for refit as pilgrim ship (34 1st, 58 2nd, 1829 deck pass.). 16/3/22 reg. at Hong Kong as ARABESTAN. 2/24 t/f to ONC. 9/25 sold to Industrie Navali Soc. Anon. (I.N.S.A.), Genoa r. DELIA. 1925 r. DELIA TERZO. 12/30 sold for £8,200 to Italian breakers and 24/12/30 arr. Savona for demolition [see also G. Cubbin, *Harrisons of Liverpool*, 1998].

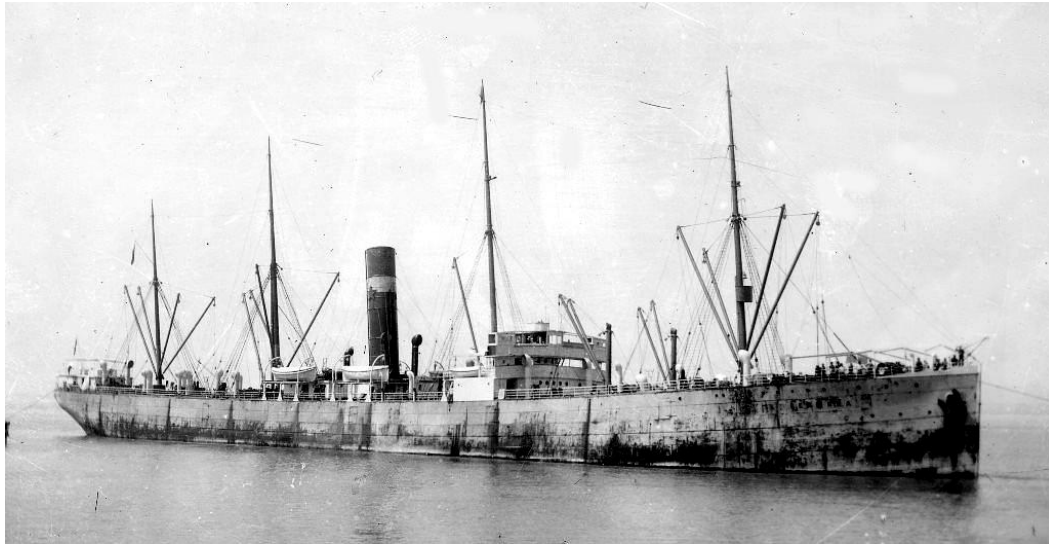


Four-master ARABESTAN as HISTORIAN in T. & J. Harrison colours (postcard/col. H. Dick).

ENGLESTAN (1922-25) 7077/99-3 (4-m, 469.4 x 56.2', 2-T3cy/570nhp by Wallsend Slipway Co. Ltd, Newcastle)
 Built by C.S. Swan & Hunter Ltd, Newcastle (#242) for British & Foreign S.S. Co. Ltd (Rankin, Gilmour & Co.), Liverpool as SAINT ANDREW. 1911 sold to Hamburg-Amerika Packetfahrt A.G., Hamburg r. BERMUDA. 1913-14 in Hamburg-Far East line. 1919 surrendered to The Shipping Controller (Lawther, Latta & Co., mgrs), London. 1/22 del. in UK to HMH Nemazee, 22/2 arr. Singapore from Bombay. 18/7/22 reg. at Hong Kong as ENGLESTAN. 2/24 t/f to ONC. 4/25 sold to L. & G.B. Mortola & E. Bozzo, Genoa r. MARIA ADELE. 14/9/32 arr. Savona for breaking up.



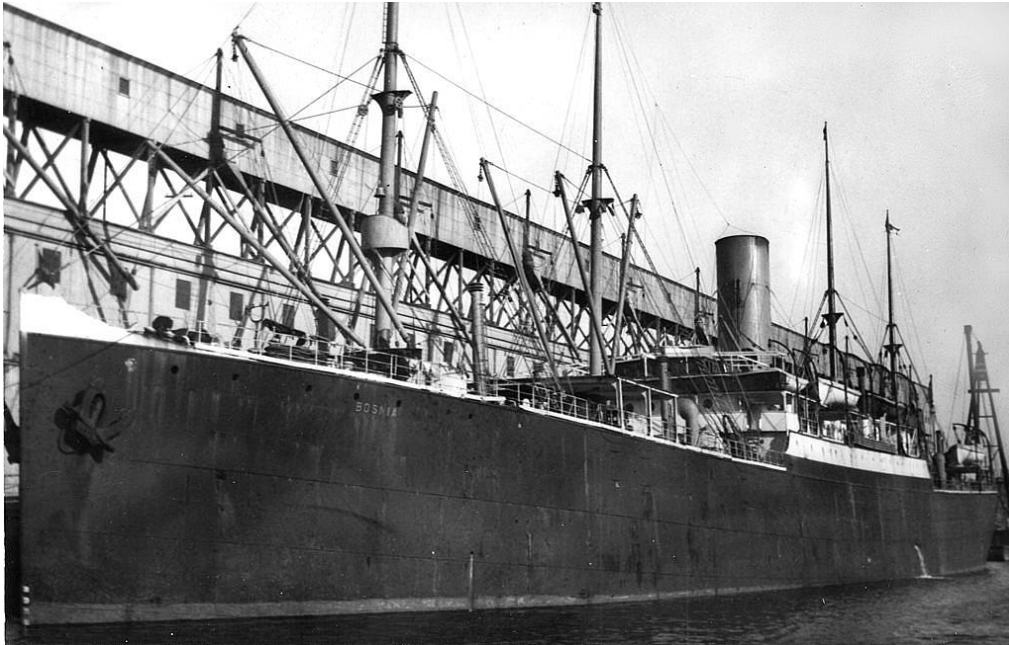
Emigrant carrier BERMUDA/ENGLESTAN pre-1914 in Hapag colours (postcard/coll. H. Dick).



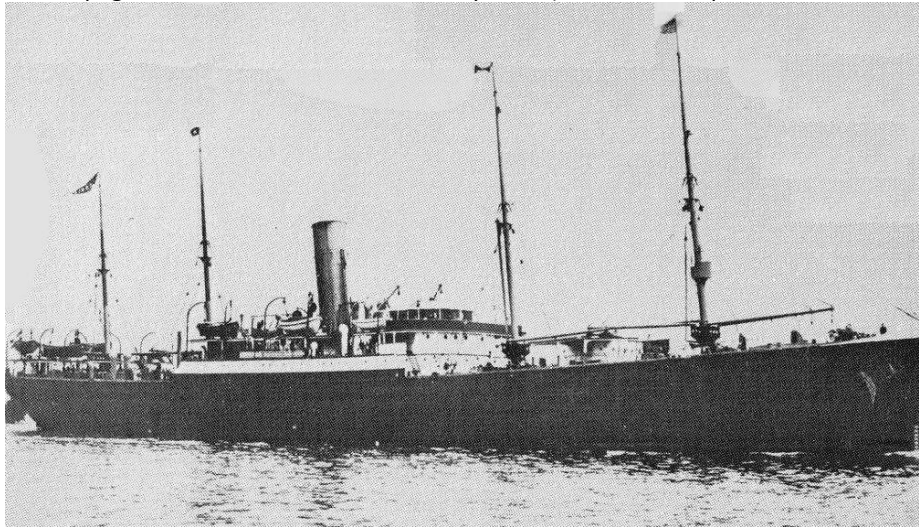
BERMUDA post-WWI under Lawther Latta management (York coll./pr. E.N. Taylor).

FRANGESTAN (1922-24) 9683/99-1 (4-m, 483.6 x 57.3', T3cy/710nhp//13k)

Built by Palmers' S.B. & Iron Co. Ltd, Newcastle (#733) for Hamburg-Amerika Packetfahrt A.G., Hamburg for North Atlantic cargo trade as BOSNIA (8 cabin pass.). 1907 rebuilt by Blohm & Voss with passenger accommodation for 2500 emigrants, 4/6 resumed service. 8/14-12/18 under req. by Imperial German Navy as repair ship (*werkstattschiff*). 1920 taken over by The Shipping Controller (Macvicar, Marshall & Co. Ltd, London mgrs), 22/5/20 sd Kiel for Leith. 1/22 sold to HMM Nemazee, mid-4/22 arr. Hong Kong for refit by Hongkong & Whampoa Dock. 18/7/22 reg. at Hong Kong as FRANGESTAN. 2/24 t/f to ONC. 2/4/24 o/v Karachi and Bombay to Jeddah (pilgrims), thence Genoa and Barcelona (cotton) burned out in the Red Sea, subsequently sunk by submarine torpedo SE of Port Sudan in 18.44N, 39.20E [German service details from www.schiffe-maxim.de/bosnia.htm].



FRANGESTAN as Hapag's BOSNIA at Boston, 19 February 1911 (R. Hildebrand per Eric Johnson/coll. W. Schell).



BOSNIA (coll. A. Kludas).

SARVISTAN (1922-31) 7714/00-3 (430.3 x 54.3', 2-T3cy/509nhp/13k)

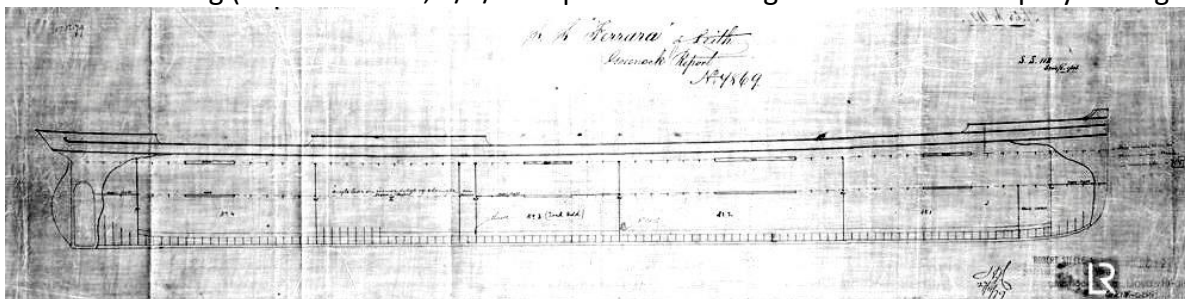
Built by Joh. C. Tecklenborg A.G., Geestemünde (#169) for Norddeutscher Lloyd, Bremen as intermediate liner (108 2nd, 1889 3rd class pass.) for North Atlantic service as FRANKFURT. 9/08 t/f to South America line. 3/10 resumed N. Atlantic service. 8/14 laid up at Bremen, req.by German Navy as storeship (*lazarettenschiff*). 2/15 reverted to ND.L. 4/19 surrendered to The Shipping Controller (Oceanic S.N. Co. Ltd mgrs), London. 1920 mgrs A. Holt & Co., Liverpool. 1921 sold to Anglo-Jugoslav Transatlantic Co. Ltd, London. 1922 sold to HMH Nemazee r. SARVISTAN. 23/1/23 reg. at Hong Kong. 2/24 t/f to O.N.C. 4/26 O.N.C. in liquidation. 6/28 t/f to HMH Nemazee. c.27/3/30 sd Bombay via Karachi for Jeddah. 8/10/31 arr. Osaka for breaking up, 19/11/31 register closed [German service details at www.schiffe-maxim.de].



SARVISTAN as NDL's FRANKFURT (postcard at www.schiffe-maxim.de).

FERRARA (1923-23) 1210/80-8 (3-m, 248.3 x 33.2', C2cy/135nhp)

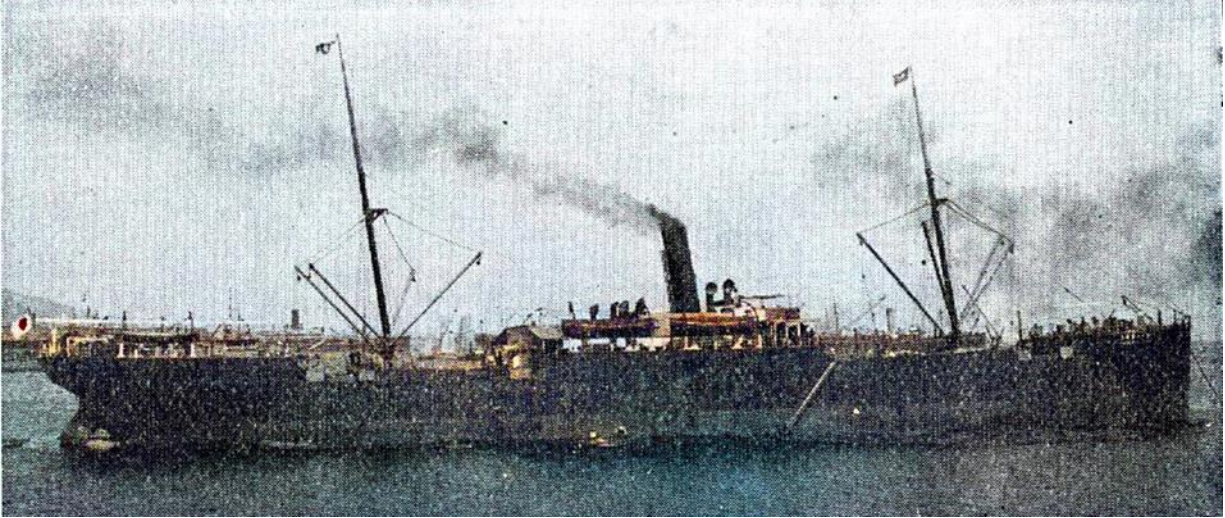
Built by Robert Steele & Co., Greenock (#112) for Leith, Hull & Hamburg Steam Packet Co. Ltd. (J. Currie & Co. mgrs), Leith as FERRARA. 1912 sold to Anglo-Persian Oil Co. Ltd, London. 1915 t/f to British Tanker Co. Ltd. 1921 t/f to Petroleum S.S. Co. Ltd (still reg. Leith). 1923 sold to HMH Nemazee, Hong Kong but 2/8/23 on delivery voyage from Bushire (300,000 lbs opium) to Macao to Hong Kong ignition of an oil fuel leak caused the engineroom to catch fire and the ship to burn out at entrance to Malacca Strait and subsequently sink near Pulo Rondo (c.10 miles east of Sabang) after putting in for bunkers, crew landed at Sabang ('Straits Times', 4/9/23 reports the findings of the Marine Inquiry at Singapore).



FERRARA, hull plan (Lloyd's Register Foundation).

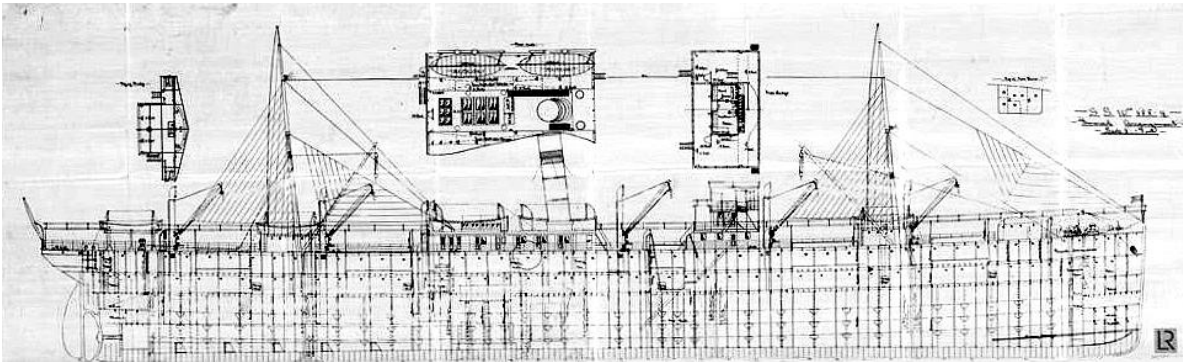
NAIRUNG/(NAMESTAN) (1922-23) 4425/92-11 (400.7 x 45.2', 2-T3cy/373nhp/12k)

Built by Harland & Wolff, Ltd, Belfast (#255) for Asiatic S.N. Co. Ltd (Turner & Co. mgrs), Liverpool. 3/7/00 dep. Calcutta with 1st Sikhs as third of seven troopships with Indian Contingent via Hong Kong (15/7) for Taku (Boxer Rebellion), 28/8 arr. Hong Kong on V2 Calcutta-Taku. 1914 sold to Bombay & Persia S.N. Co. Ltd (Turner, Morrison & Co. Ltd mgrs.), Bombay. 1922 sold to HMH Nemazee, to be r. NAMESTAN but 29/8/24 reg. at Hong Kong as NAIRUNG on t/f to ONC. Early 1925 sold to Cantieri Metallurgici della Venezia Giulia S.A. for demolition and 31/5 sd Genoa in tow for La Spezia for breaking up.

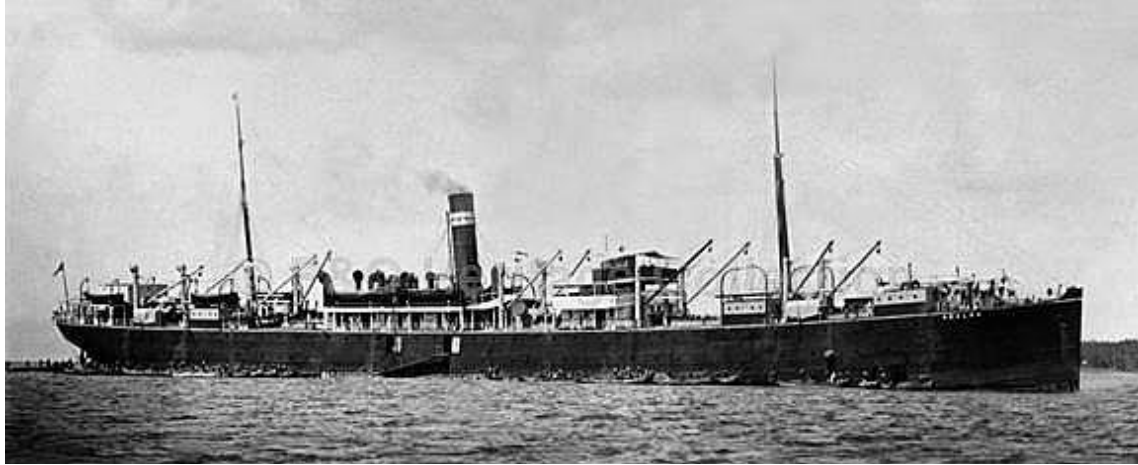


NAIRUNG's near sister NIZAM (1890) as TAMON MARU No.12 at home port of Kobe. A series of five similar vessels from Harland & Wolff in 1889-1892, the last pair being slightly larger (Japanese Steamship Register 1918).

SEALDA (1923-25) 5382/02-3 (411.0 x 50.8', T3cy/395nhp/10½k by G. Clark Ltd, Sunderland)
 Built by Sir James Laing & Sons Ltd, Sunderland (#588) for British India S.N. Co. Ltd, Glasgow (pass. 9 1st, 1376 3rd for Indian labour trade). 3-4/9/02 bunker fire at Fremantle while loading timber sleepers for India. 9/14-5/15 transport for Indian Expeditionary Force. 15/10/17 attacked off Ushant by *U-53*, 16/10 by *U-22*, no damage. 1/23 sold for £20,000 at Hong Kong to HMM Nemazee. 23/3/23 sd Singapore for Jeddah (pilgrims). 2/24 t/f to ONC. 3/2/25 reg. at Hong Kong. 6/25 arr. Genoa, where sold to shipbreakers and Q4/1925 broken up in Italy [see also Laxon & Perry, *B.I.*, 1994].



SEALDA builder's plan (Lloyd's Register Foundation, edit SK).



SEALDA (poheritage.com).

INTABA/ENGLESTAN (II) (1927-29) 4835/1910-10 (386.1 x 48.2', T3cy/572nhp/13k, pass.)
 Built by Hall, Russell & Co. Ltd, Aberdeen (#476) for J. T. Rennie & Son, Aberdeen for London-Durban line (Rennie's Aberdeen Line) as INTABA (pass. 84 first, 54 second class). 5/11 sold for £72,073 to Charente SS. Co. Ltd (T. & J. Harrison mgrs), Liverpool (reg. Aberdeen), now Harrison-Rennie Line). 3/10/13 returned to London after on fire in Channel, 1/11 resumed voyage. 8/14 under Admiralty requisition as RFA store ship, 4/16 comm. as submarine decoy ship Q2 (alias *WAITOMO*, then *WAITOPPO*). 7/17 resumed commercial service. Mid-1921 t/f to London-West Indies line. 1926 laid up. 5/27 sold for £18,414 to HJM Nemazee. 2/7/27 reg. at Hong Kong. 18/1/28 arr. Singapore from Calcutta (2500t coal), then 21/1 sd Singapore via Port Swettenham for Jeddah. 1928 r. **ENGLESTAN (II)**. 8/29 sold to Bengal Burma S.N. Co. Ltd (A.B. Chowdry mgr), Rangoon under mortgage to M.K. Shirazee, Madras. 5/33 Scindia S.N. Co. Ltd mng agents. 27/12/37 sd Calcutta for Jeddah on charter to Scindia S.N. Co. (first pilgrim voyage). c.1939 reg/ t/f to Calcutta, still trading ex Rangoon to Coromandel ports until 18/11/42 arr. Bombay, then from 4/1/42 fortnightly Bombay-Karachi. 10/45 Karachi to Jeddah (pilgrims). 11/48 completed Special Survey at Calcutta. 5/51 on liquidation of owners t/f to Scindia S.N. Co. Ltd, Bombay. 8/52 sold to Etablissements Van Heyghen Frères for demolition, 31/10 dep. Calcutta under tow, 21/1/53 arr. Ghent, 26/1 work commenced [see also G. Cubbin, *Harrisons of Liverpool*, 1998].



ENGLESTAN as Rennie's intermediate liner INTABA. The tall, thin funnel remained her distinguishing feature until her end in 1953 (Nautical Photo Agency).

ARABESTAN (II) (1928-31) see ALMERIA/ARMANESTAN (1921-28)

Part II. Immediate Prewar and Postwar (to be completed)

HERLEIK (1940-41) 1893/14. SCMP (14/2/40) rep. recently acquired from Norwegian owners (Wallem & Co. agents) for £42,000 'through M. Nemazee', buyers not disclosed), previously trading Bangkok-Singapore (HK).

SAN ANTONIO (1940-40) 3451/12. 2/40 sold by Wallem & Co. for £85,000 to Nemazee but prior to delivery o/v Haiphong-Shanghai (coal) 21/3 stranded in Hainan Strait 5nm from Chinweichio Lighthouse, *Taikoo* sent to assist, meanwhile surrounded by pirate junks that were held off by Japanese warships in response to ship's SOS, crew and master taken off (SCMP, 29/3/40)

W.M. TUPPER (1940-42) 1756/17. SCMP (25/11/40): 23/10/39 on charter to Nemazee arr. Haiphong from Hong Kong to load cement, 5/11 detained by Customs after seizure of opium, fine paid, 20/3 arr. Hong Kong, where promptly sold to Nemazee for G\$140,000 through A.E. Gerondal.

DAYLITE (1941-41) 1976/17 (JOMANZEE)

ATLANTIC GULF (1941-42) 2639/19 JOMANZEE

HERON (1941-46) 1389/23 JOMANZEE

ISLAS VISAYAS (1941-41) 516/84 JOMANZEE

MASCOT (1941-46) JOMANZEE

SONORA (1941-42) 2220/16 JOMANZEE

MORAZAN (1941-41) 2984/08

ORADELL (1941-47) 1645/24

ORISKANY (1941-45) 1644/24

RONIN (1941-44) 5704/19

VIRGINIA (1941-47) 1660/04

WAWA (1941-41) 1650/25

IRAN (1946-48) 7246/46

NORVARG (1946-47) 4784/20

SHAHIN (1946-48) 2161/30

SHAHROKH (1946-46) 5859/19

SHAPUR (1946-47) 5670/18

TAISHAN PEAK/PARVIZ (1946-48/1948-49) 1674/09

TURAN (1946-48) 7273/46

GANANDOC (1947-52) 1924/29

SHAHIN (II) (1947-48) 6847/18

SHAHROKH (II) (1946-47) 6053/13

SHAPUR (II) (1947-60) 2865/18

NOWROOZ (1948-51) 4904/48
SHAHIN (III) (1948-53) 7159/43
SHAHROKH (III) (1948-51) 7210/44
TURAN (II) (1949-50) 7607/45
HASSAN (1951-53) 7607/45
HAFEZ (1951-53) 7607/44

