

Owners East & West S.S.Co.

s.s. "FAKIRA"

The ship foundered on November 25th, 1955, about 300 miles off the Indo-China coast due, it was reported initially, to water entering No. 2 hold and, in subsequent messages, to flooding of the fore peak and No. 1 hold, and to flooding in many compartments.

The ship was built in the United States under the Society's special survey and was classed ~~+~~100A1, Shelter deck with freeboard, upon completion in March, 1920. Freeboards were assigned by the Society. At the Owner's request the class was withdrawn in September, 1920 and the ship's subsequent history is unknown to the Society until 1950, when proposals for reclassification were received from the Owners. A reclassification survey was commenced at Colombo in August, 1950 and a survey for the assignment of Convention freeboards by the Society also carried out at that time. However, the ship was not classed until after a full special survey had been held at Antwerp in December, 1951 and January, 1952, the shell plating being drilled and a number of renewals of shell, tank top, deck and bulkhead plating made. Convention freeboards were assigned by the Society and an International Load Line Certificate issued on 20.12.51. valid until 19.12.56.

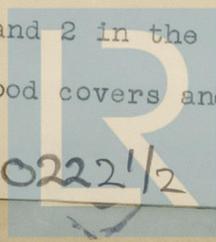
Subsequent periodical load line surveys were held by the Karachi Surveyors on 6.12.52., 11.12.53. and 8.11.54. Docking and condition surveys were held at Bombay in July, 1953 and at Calcutta in September, 1954, and a survey for repairs afloat held at Karachi in November, 1954, upon completion of which there were no conditions attached to the ship's class.

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The ship, 395'-0" x 55'-0" x 34'-11", was of poop, bridge and forecandle type and fitted with 5 cargo hatchways, 2 in the forward well, one on the bridge deck and 2 in the aft well.

The hatchways were fitted with wood covers and three

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tarpaulins were provided for those on the exposed freeboard deck.

There were eight 24" diameter ventilators in the forward well, all leading to the holds and tween decks, the coamings of these being 16'-6", 15'-6" and 5'-6" in height and being specially supported. Wood plugs and canvas covers were provided.

There were six 4 1/2" or 5" diameter air pipes in the forward well, 42" in height, and for which wood plugs were provided.

There were no scuppers or sanitary discharge pipes below the freeboard deck, except one 10" diameter Collinson type scupper at the aft end of the forward well, port and starboard.

Freeing ports, in accordance with Load Line rule requirements, were fitted in the bulwarks.

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