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11th October, 1960.

Messrs. Furness, Withy & Co. Ltd.,
Insurance Department,
Furness House,
Leadenhall Street,
London, E.C.3.

Dear Sirs,

m/v " BRITANNIA "

We beg to report that at 0445 hours on the 27th ultimo, the watchman on duty on board reported that the vessel was drawing water.

We boarded her at 0600 hours together with our Engineers, and we found the tunnel was full of water and that the water had found its way to No. 4 hold and the engine room.

The output of the vessel's bilge pump was insufficient, and our Engineers brought two other pumps on board, and with the help of these, the water was brought under control.

By 1700 hours, sufficient water was pumped out to enable Engineers to locate the leakage which was found to have sprung below the water line portside aft.

Efforts were made to stop the leak from inside but without success. A diver was engaged, but it was very dark and he could not work.

In the meantime, the leak was extending and the pumps employed could not cope with the intake of the water. Water was again spreading to No. 4 hold and to the engine room. We applied to the Boom Defence Officer for the hire of a 4 in. pump and this was placed on board round about 2100 hours.

The water was again brought under control by 0200 hours on the 28th ultimo, but we still could not have access to the tunnel.

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The pumps were kept working right through the night and the diver reported again on board at daylight to carry out the necessary repairs which were completed by 1200 hours.

Fortunately, the machinery suffered very little damage with the exception of the lights which were completely damaged.

Please inform Underwriters accordingly.

Relative accounts will follow in due course.

Meanwhile, we shall be pleased if you will kindly advise us whether you consider a certificate from Lloyd's Surveyor is necessary in order to substantiate our claim against Underwriters.

Yours faithfully,
for THE PHOENICIA STEAMSHIP CO., LTD.
(Sd) C.E.S.



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