

C O P Y

From: Cie. de Navigation Mixte,
1 La Canebiere,
MARSEILLE.

To: Monsieur l'Inspecteur,
due Lloyd's Register
of Shipping,
8 Rue de la Republique,
MARSEILLE.

Reference: Your letter of 13th November, 1957.

Re: Cargo ship "MILIANA"

Dear Sir,

We beg to acknowledge receipt of your letter of the 13th November addressed to our subsidiary, the Cie Nouvelle de Navigation Busck, who have forwarded same to us for attention seeing that we are responsible for the technical management of their ships.

To clear up this matter, we think it well to give a brief history of this case. The "MILIANA" was built by the Chantier Rolandwerft of Bremen, according to the plans approved for the construction of the "BALTIC CLIPPER", owned by the United Baltic Co., and the m.s. "VILLEGAS", owned by Armement MacAndrews. When we received the tenders for the construction of the "MILIANA", we pointed out to the Builders that as all our fleet are classed with the Bureau Veritas we would have preferred that Society to supervise the construction of the "MILIANA". The Builders then pointed out to us that since the plans for the first two ships of this series had only been approved by your Society, a new examination and approval by the Bureau Veritas would involve delays in the delivery of the materials which would make it impossible to adhere to the agreed delivery date for the ship.

In view of the soundness of these representations and bearing in mind also the esteem in which your Society is held, we agreed to the construction of the "MILIANA" under your Society's supervision.

It was always understood, however, that as soon as the vessel came up for registration under the French flag,

she would be transferred to the registration of the Bureau Veritas in the same way as all the other vessels of our fleet and of the Cie Busck, and this was duly done on arrival of the vessel at Marseille in April, 1956.

We apologise for the delay in informing you of this decision but we beg you to believe that it does in no way reflect upon your Society, whose pre-eminence in the field of ship-building we readily acknowledge. As pointed out above, this is purely a case of administrative standardization.

Yours faithfully,



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