

Flag Vanuatu

Quarterly Newsletter from the Vanuatu Shipping Register



Summer 2022

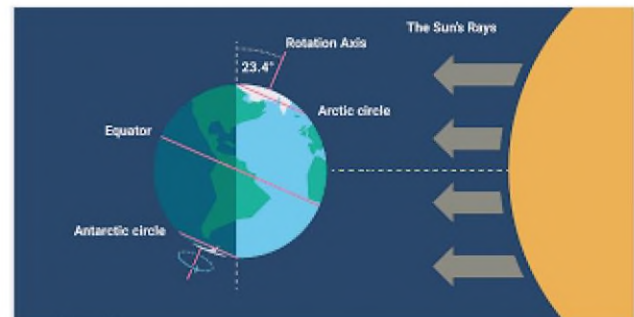
Issue date 15th June 2022

Welcome to the Summer edition of our quarterly newsletter 'Flag Vanuatu', intended for our vessel Owners, Operators, Managers, Seafarers, friends of the Register and colleagues; as a means of updating our readers, variously, on newsworthy/interesting items, important new legislation, policy, safety, and pertinent regulations. Brief snippets of 'news' also from our home country, Vanuatu, and from the shipping community worldwide.

The Summer solstice in the Northern hemisphere will occur this year on the 21st of June.

The summer solstice, also known as estival solstice or midsummer, occurs when one of Earth's poles has its maximum tilt toward the Sun. It happens twice yearly, once in each hemisphere.

To mark the season, from a well-known Japanese style 'Haiku' poem for Summer:



A haiku consists of three lines, with the first and last lines having five "moras," (read syllables) and the middle line having seven (referred to as the 5-7-5 structure).

A beautiful art of evoking deep sentiment or feelings, with just a few words.

"Summer here again.

Music plays sweetly, drifting.

And life is renewed"

Stay Cool and healthy this Summer



Main Features this Quarter

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Editorial

When planning publications of our periodical Newsletters:

We decided from the onset that these quarterly postings should reflect our situation as one of the smaller, yet reliable and high-quality, open shipping registers.

We understood that as a smaller flag with limited funds it would be inappropriate for us to attempt to compete with the slick and glossy professionally produced newsletters and PR 'reports' issued by many of the larger shipping registers, those commonly with hefty budgets which tend to be run as rather inflexible bureaucracies.

It was agreed also that in accordance with the widely international diversity of vessel owners, managers and the global links which make up our shipping register, that we should generally avoid specific political comment, while always, as is our policy, strongly supporting international/maritime law, freedom of discussion, human rights, and dignity.

Please forgive us though for unashamedly promoting our home nation, Vanuatu, at every opportunity.

We hope, then, to offer a lively and informative quarterly newsletter, which might be equally well received in the company boardroom, the ship's messroom and everywhere in between.

Please feel free to print/distribute this newsletter widely, and we always appreciate your feedback, comments, suggestions, and ideas.

-Ed.

'For Starters'...

Posting this issue will coincide exactly with commencement of the Offshore Support Journal (OSJ) Conference, Awards and Exhibition which will run on the 15 and 16th of June 2022, right after the 'European Dynamic Positioning' and the 'Offshore Wind Journal' conferences, LIVE at the Novotel London West Conference Centre. The Vanuatu Shipping Register will again be a Gold Sponsor of this OSJ event and will host lunch on day 1 of that Conference (June 15th).

ANNUAL OFFSHORE SUPPORT JOURNAL

CONFERENCE | AWARDS | EXHIBITION

15-16 June 2022 • London





**The Vanuatu Shipping Register.
An Attractive, Advantageous
and Economical Flag for the
Offshore Support Industry.**

Our register has a long association with the OSJ conferences at shipping centres around the world and we salute the organizers www.rivieramm.com for their consistently well run, important and informative events.

<https://www.rivieramm.com/events/annual-offshore-support-journal-conference-2022>

We shall include an outline of the event in our next newsletter.

According to recent monthly reports from our New York (Head Administrative) Office, our Register has been, and remains, very busy with the continued pandemic issues plus ongoing war in the Ukraine along with the normal request for registrations and exemptions.

As of end May our highly diversified flagged fleet stood at over 510 vessels and nearly 2 million gross tons ranging from deep water trading vessels, bulk carriers, tankers, and container vessels etc., to offshore support craft of all types and sizes.

We have issued over 91,000 Vanuatu Seafarer's ID Books and a similar number of Officer's Licence and GMDSS Endorsements, from our New York, Tokyo and Istanbul offices, nearly 300,000 documents in total.

Just a few examples of Vanuatu Flagged vessels currently working in the offshore support sector.

Platform Supply Vessel of 3,955 Gross Tons.



Well stimulation vessel



Fast Supply Boat



Vanuatu Registered vessels include most everything from Offshore drilling rigs to crew and work boats serving the Oil & Gas and Offshore Wind industries.

Some Thoughts of Seafarers away from home

The Christian Easter Week this year fell between the 10th and 17th of April, which coincided with some sacred observations in other of the great world faiths.



The Mission to Seafarers, known by many as ‘the Flying Angel’, reminded us, in their Easter message, that there are over 1.5 million people working at sea many away from their homes and loved ones during these holidays.

We thought it appropriate therefore to highlight the good work undertaken by The **Mission to Seafarers** and the **Stella Maris**



organisations, in particular their ship visits to cheer, comfort and, if requested, minister to the spiritual needs of seafarers of all

faiths, or none, in every part of the world.

‘Chaplain onboard’ - Iconic photo during a ship visit from The Mission to Seafarers

From their [website](#):

Should you wish to contact a Chaplain, please click [here](#) or get in touch with the local team using the contact details below.

We are delighted to reproduce here below, in full, an article written for our newsletter, by Captain Peter Giles, a long time friend of our register who is doing some remarkable work as a volunteer for Stella Maris.



Peter writes:

[A Day in The Life of a Stella Maris Ship Visitor](#)

I should say from the start that I am not writing this article as a representative of Stella Maris. I am simply relating my experiences as a Stella Maris volunteer.

I am a retired seafarer and do at least one day a week as a volunteer with the Catholic mission to seafarers, Stella Maris. This usually involves visiting ships in port but might also involve visiting a seafarer in hospital; meeting a cruise ship chaplain at the railway station and taking him to his ship; visiting parishes to collect gifts for seafarers at Christmas and Easter time, such as woolen hats and scarves, toiletries and, at Easter of course, Easter eggs. These are stored temporarily at our office then delivered to ships in port. I have also occasionally attended the likes of port authority meetings, local community events and national conferences.

But an average day involves simply visiting ships in port to meet crewmembers, have a chat and provide whatever help I can. More often than not, I visit with one of my colleagues who is also a retired seafarer; on other occasions, I visit ships alone or sometimes accompanied by one of the two port chaplains. I should emphasize that Stella Maris is not evangelical, though in our role as a Christian mission, we provide to vessels material such as bibles, prayer cards and rosaries: I find these to be especially popular with Filipino seafarers. But religion only rarely enters into the onboard conversations I have: if a seafarer wishes to discuss religious or spiritual matters, I am very happy to do so, but this is rare and our conversations are normally about life on board, ports visited by the ship, families at home and current world news and events. I see my role as providing companionship and help to all seafarers, whatever their nationality, background or religious affiliation (if any) and this is the aim of Stella Maris. We want all seafarers to know that we care for them and are prepared to go out of our way to help them if we can.

Our first contact on board is the gangway watchman. We always arrive with a bag of goodies: this would usually contain a number of books, such as crime novels, to add to the ship's library; a few DVDs; some chocolate bars and packs of biscuits etc. Sometimes, especially during Covid, we get no further than the top of the gangway on account of the owners or the master not wanting unnecessary visitors on board; but usually, after a brief chat with the watchman, we are escorted to the messroom where we meet crewmembers and hand over our gifts. We usually ask if anyone wants to go ashore and, if we have the mission bus with us, we are able to accommodate a number of crewmembers. But even if we are in our own car, we often take two or three crewmembers ashore. Before Covid, the first stop ashore was usually the port's Seafarers' Centre; but this closed down during Covid, and I don't know of any plans for it to re-open in the near future. Almost invariably, the seafarers want to do some shopping, so we drop them at one of the shopping centres; sometimes we are able to pick them up later and take them back to their ship, at other times they make their own way back.

I am writing this article in early May. I visited two ships yesterday: the first was a 15,000 dwt bulk carrier loading grain for Portugal; the second was a 150,000 dwt container ship with a 15,000 teu capacity – a very big vessel indeed! The bulk carrier had been alongside for a number of days and all crewmembers had had the opportunity for runs ashore. The container vessel had arrived on the

*previous evening and would be sailing the next day, eventually to the Far East. Because of Covid and potential delays to the vessel if any crewmember were to test positive, no shore leave was permitted. Face masks were worn by myself and crewmembers. I sometimes still encounter similar restrictions on other vessels, particularly on some of the car carriers, although in general I find that things are easing. The lack of any opportunity for a run ashore seems to me to be particularly onerous – it is obvious from talking to crewmembers that they find it difficult being unable even to have a walk ashore at any time during the period of their contracts, which may be for 9 months or more. I'm sure that our visits provide some help in this respect, **as one crewmember said to me yesterday, "We can't get ashore, but it's nice to have the shore come to us."***

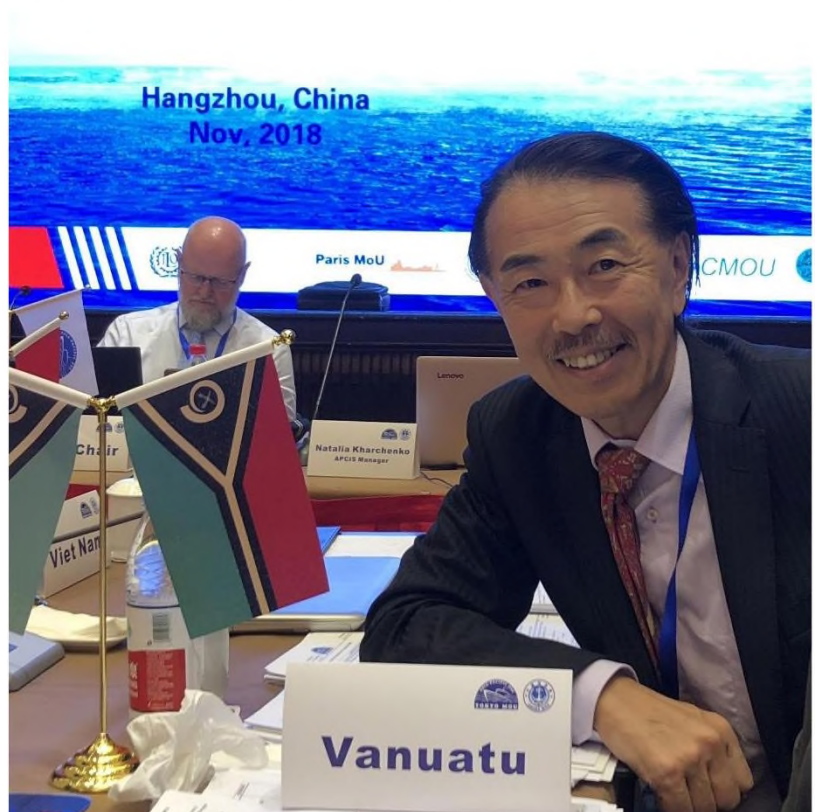
Our thanks to Capt. 'Pete' Giles and we salute the important work done by both The Mission to Seafarers and the Stella Maris.

Both organisations are readily findable on the web and as ever we urge full support to them from the shipping community and others worldwide.

Meet our Staff

These new 'Meet our Staff' sections are intended to introduce members of our worldwide registry team and support staff to our customers and friends. Hopefully this will allow readers to get to know our team in a more meaningful way than simply a voice at the other end of the phone or a name at the bottom of an email.

Eiji Atsumi has been actively involved with the Vanuatu Shipping Register since 2007 initially as Tokyo Special Agent and latterly as Director of Vanuatu Maritime Services Ltd. in Japan. He regularly represents the Vanuatu Shipping Register's interests and commitments also throughout the Asia-Pacific region.



Atsumi-San, a graduate of Kyoto University with a Bachelor of Engineering degree, has a long and deep all-round association with the shipping industry worldwide, including not only documentary/regulatory and financial requirements but also the practical aspects of agency, safety, and Technical Survey.

Name: Eiji Atsumi

Position: Director of Vanuatu Maritime Services Ltd., Japan

Office: Tokyo, Japan.

Graduate of Kyoto University, Japan

Hobbies: Include Ultra Marathon Running, and Volunteering:
Tokyo Marathon Translator, Peace activist for Democracy,
Constitutionalism and 'no war'. Also, a 'No Plastic Bag'
Activist – **All Good causes & Close to our hearts – Ed.**

Atsumi-San writes:

"I believe choosing a vessel's flag is the most important decision an owner will make in the vital early stage of that vessel's ongoing working life. Flagging a vessel is not like just buying an item from Amazon; but needs to be investigated in depth for suitability and flexibility keeping in mind where the unit will be trading/working and what the owner's requirements are.

A poor flagging decision may easily affect a vessel's daily operations and could cost 'millions of dollars' in lost revenue in case of unexpected events if the owner chooses an unsuitable or unreliable flag. Therefore, I am always trying to establish long-term relationships with Owners who flag with us, based on mutual trust and benefit.

A short but true story:

- Over 30 years ago I exported a series of newly built reefer (refrigerated cargo) vessels to Greek shipowners from a Japanese shipyard. A 'young' Greek superintendent stayed at the shipyard in Japan, with his family, during the new building project and we became good friends.

A few years ago the "axe" that was used in the launching ceremony for one of those reefer vessels came to me via various channels. And then Last week I found, quite accidentally, that same Greek superintendent on social media, and offered to send the "axe" to him. I found that now this old friend is running a successful independent marine consultancy business, with his son

who was only 3 years old when I last saw the family all those years ago in Japan!.

He was very happy to hear from me again and receive the launching axe because that particular reefer vessel was very special for him and meant a lot in his career. Finally, the axe will be coming back to the right person after 30 years. –

I hope my relationships, friendships, and connections with owners and our business partners can last like this axe over 30 years....and more.

Wishing everyone safe and successful business in these uncertain and unusual times, Eiji Atsumi

Editor's Note

Japanese ship launchings incorporate silver axes which are thought to bring good luck and scare away evil. Japanese shipbuilders traditionally order the crafting of a special axe for each new vessel; and after the launching ceremony, the axe is usually presented to the person who christened the vessel, as a commemorative gift.

Symbolically, the axe is used to cut the rope which tethers the ship to the place where she was built.

Local News and Features from Vanuatu

We are very pleased to report that the Vanuatu Tourism Office (VTO) has announced that Vanuatu will open its borders to fully vaccinated international travellers from July 1st, 2022, with no quarantine or arrival caps, with agents able to book their clients on flights to Port Vila with the country's national carrier, Air Vanuatu.

“This is fantastic news for the local tourism industry and future international travellers,” says the CEO of the Vanuatu Tourism Office, Mrs. Adela Issachar Aru. “We’ve kept Vanuatu beautiful, and we’re thrilled to be welcoming travellers back to our shores come July,”

“We are working closely with the Ministry of Health, the Department of Tourism, and other relevant stakeholders to ensure our people and visitors will be safe when they do travel. We’re inviting everyone to Answer the Call of Vanuatu once again.” *For more information on the reopening flight schedules, please visit www.airvanuatu.com.*



Agriculture, the Climate and Natural Disasters

Vanuatu, due to its size, location (within the Pacific ‘Ring of Fire’) and (to an extent) it’s historical circumstances, is amongst the poorest nations on earth. It is subject to a host of natural disasters, largely cyclones, also volcanic eruptions, floods and earthquakes, droughts, and tsunamis. Tellingly, Vanuatu is classified No. 1 in the world as the most at-risk country for natural disasters by the UN World Risk Index and suffers the highest annual economic losses in the region due to natural disasters.

A good friend of Vanuatu, Ms. Marla Dukharan, a leading economist, and advisor based in the Caribbean, in her comprehensive report entitled EU Blacklisting of Vanuatu (A report on the history, Analysis and Socio-Economic Implications) observes that in fundamental terms **Vanuatu must run faster every day just to stay in the same place economically.**

Notwithstanding, the country, post-independence, continued and developed its agriculture and fisheries, hardwood forestry and tourism, to name some of the main ones.

For a full unabridged version of the report, which makes for compelling reading, visit: www.marladukharan.com The author may also be found on a variety of social media. <https://marladukharan.com/special-reports/eu-blacklisting-of-vanuatu-history-analysis-and-socio-economic-implications/>

Editor’s Note

Despite a multitude of challenges for what is still regarded a fledgling nation, Vanuatu always rates consistently high on worldwide happiness indexes, seeming to prove that, as far as happiness goes, size and consumption doesn’t necessarily matter.

Vanuatu’s Tanna Coffee

A Taste of the South Pacific

Having spoken a little about Vanuatu’s remarkable active volcanos in our Spring issue, a natural progression might now be to highlight some of the crop production associated with a rich volcanic soil. Coffee beans come to mind, although such items as taro, yams, sweet potatoes, bananas and coconuts also flourish.



The Tanna Coffee Development Co., Ltd. (TCDC) Advise us:

Tanna Coffee is grown in the South Pacific nation of Vanuatu under the shadows of the still-active Yasur volcano. It is the active volcano's influence that makes our Tanna Coffee so unique. The deep, rich soils, abundant sunshine and plentiful rainfall are the very essence of this truly natural, excellent product.



The Tanna Coffee plantation is located in beautiful Vanuatu at 400m above sea level. With an average annual rainfall of 2500mm, it is perfectly suited for growing 'Semi-Dwarf' Catimor varieties of Arabica. These are hybrids developed from some of the world's finest coffee stock. The deep rich volcanic soils of Tanna Island are highly fertile, rich

and free draining, providing a pest-free environment which ensures that Tanna is an ideal location for growing a pure and organic coffee in a sustainable, non-harmful manner.

Tanna Coffee has a long and colourful history:

The Tanna Coffee Development Company (TCDC) was first established in 1982, to assist in the development of the newly independent South Pacific nation of Vanuatu. Tanna Island was selected for a Coffee Development Program, due to its history of Arabica Coffee production dating back to 1852.

There were some trials and tribulations from establishment, not least due to a combination of severe climatic conditions and 'coffee leaf rust disease'.

New rust resistant varieties of Arabica Coffee were introduced although production remained poor until Terry Adlington (a coffee farmer from Australia) took over the company in 1998 and lived and worked with the farmers on Tanna Island for 3 years to educate them on the process of coffee growing, harvesting, and processing their valuable product.

(Our readers may remember that Terry Adlington appeared - extolling the virtues of Tanna Coffee in the imbedded Dubai Expo video in our Spring '22 issue – Ed.)

Once established and producing quality coffee, TCDC moved to Port Vila to establish a Coffee Roastery and went about securing local and international customers.

The production grew over the next 13 years substantially, and in 2014, TCDC recorded a maximum production of over 86 Metric tons.



On 12 March 2015, **Tropical Cyclone Pam** devastated Vanuatu and all of its 84 Islands. Rated as a Category 5, and with wind gusts up to 250km/hour, nobody stood a chance. Thousands of people's homes and livelihoods were destroyed, and a total of 12 lives were lost (7 from Tanna). 90% of the Tanna Coffee trees were destroyed leaving a total of 650 farmers without a source of income.

'We will rebuild' said Managing Director Terry Adlington. 'It's just not an option to give up now, as there are thousands of people's lives and futures totally reliant on the redevelopment of Tanna Coffee and we will not succumb'. Stumping, pruning and re-planting continued for several years with an initial meagre total of only 8 tons recorded from the first (post cyclone) harvest.

Due to its pure isolation and the unique climatic conditions that prevail on this lush tropical island, Tanna Coffee became 'Organically Certified' in 2017, when almost 1,000 individual small-holder coffee farmers gathered together under the POET Com. & Organic Pasifika Banners to celebrate an incredible milestone in their journey. It is only through the total utilisation of traditional organic farming practices passed down through the centuries (without using any harmful sprays or chemical fertilisers), the Tannese farmers can be internationally recognised as fully 'Organic' under a self-regulating Participatory Guarantee System (PGS).

Our Comments

Not only an unmitigated success story, but Tanna Coffee is also known to aficionados as possibly one of the world's finest.

When tourism to Vanuatu fully returns, a unique taste of the South Pacific can be enjoyed at the Central Roastery Factory in Port Vila.

‘Tripadvisor’ writes:

Experience Vanuatu's very own 'Taste of Paradise'. Watch and learn as our staff take you on a once in a lifetime journey from the 'Tree to The Cup'. Indulge in 100% Arabica Coffee direct from our plantation on Tanna and delight in locally made cakes that complement our unique Coffee. See for yourself our Coffee Roaster in action and relax as you experience a culture that has supported Vanuatu's farmers for over 150 years.

Recent Items from the Register

Items appearing in this section are summarized for general information only and for specific information and policy please always refer to our website and official circulars.



Your inquiries are always welcome. These may be directed to Vanuatu Maritime Services, Limited New York

Our policy letter relating to Covid-19 (Rev.4) dated 31st December 2021 and related Fleet Safety Letter 123121.GEN still stand and cover areas of assistance to Shipowners and Managers during the pandemic.

Our Administration remains sympathetic to the difficulties relating to travel, employment and Documentation etc. in particular ensuring the safety of all seafarers, while recognizing their rights to leave periods as close as possible to the due date.

It is our policy and directive that: ‘All efforts should be made where practical to make the appropriate crew changes as the conditions allow’.

We would like to remind our readers that Registration Fee Schedules, Registration and Licensing Application Forms, reporting forms, along with full sets of Fleet Safety Letters and Maritime Bulletins etc. are available to download from our website.

Global Shipping News

(Extracted from the Shipping Press, dedicated to the wellbeing of the worldwide shipping community, and all those: 'who go down to the sea in ships, and occupy their business in great waters')

In Brief This Quarter

The shipping press is still dominated largely by the conflict in Ukraine, which is of course, linked to fresh supply chain issues and shortages on top of covid-linked cargo backlogs.

As an example of these **uniquely bizarre times**, and how deeply interconnected global trade is, we noted that the government of Indonesia decided to ban exports of highly refined palm oil to ensure enough supply for domestic consumption, causing an immediate surge in edible-oil prices worldwide. Indonesia is the world's biggest supplier of the most popular edible oil, and the news came just two months after Ukrainian sunflower oil exports were shut down by a Russian blockade.

Virtually all shipping, particularly container shipping, continue with strong earnings after post covid backlogs as the world struggles to shake off the pandemic.

In the offshore sector there is much reference to the



development of offshore wind farms and a renewed interest in the development of oil and gas fields because of rising oil and (particularly) gas prices.

It was recently reported that:

Drilling companies are in a stronger position to demand higher dayrates (the Daily costs to hire a rig) for their equipment after several lean years that led to a wave of mergers and pushed them to scrap older rigs, leaving fewer available now that demand is rebounding.

Conflict in Ukraine has helped push up demand for rigs as the United States, Europe and other allies look for alternatives to Russian oil and gas supplies. The European Union aims to end the use of Russian hydrocarbons by 2027.

In all sectors there is seemingly a move towards alternative and dual-fuel hybrid systems and articles relating to 'Autonomous' vessels (those that will operate without an active crew onboard) are becoming more frequent, although still largely experimental. Methanol, LNG, Hydrogen and Ammonia seem set to play a large part as 'alternative' and dual-fuel vessels.

The Worldwide Pandemic

While the trend is toward diminishing pandemic levels worldwide, there are still areas for serious concern, such as the recent major lockdown in Shanghai, China effecting port operations there along with trade and cargo volumes on a global basis, particularly in container shipping.

While operations at Shanghai Port is nearing normal after a two-month lockdown, and China's exports are surging on easing of COVID restrictions, we read that:

China accounts for about 12% of global trade and Covid restrictions have idled factories and warehouses, slowed truck deliveries and exacerbated container logjams. U.S. and European ports are already swamped, leaving them vulnerable to additional shocks.

Unfortunately, the pandemic is still to some degree hindering timely crew changes for ship's staff and shore leave.

Conflict in Ukraine

We regret to acknowledge that the conflict in Ukraine appears set to continue indefinitely, and there are many items of serious concern, including the welfare of seafarers and civilians, not least the reported sighting of floating mines near Ukraine's key ports.

Recent Press articles advise:

Removing sea mines near Ukraine's key ports could take months, and hundreds of seafarers are still stranded in the region following Russia's invasion of the country, according to the IMO.

"Even if the ports wanted to reopen tomorrow it would take some time until ships could enter or depart," Peter Adams, special advisor on maritime security at the International Maritime Organization, said in an interview. "Completely removing sea mines in the port areas would take several months."

Russian ships have blocked Ukraine's Black Sea access, essentially halting seaborne exports of staples from grains to chicken and worsening a global food crisis. Moscow has denied responsibility for the disruption, blaming Ukraine for refusing to remove mines protecting its harbours from possible Russian attacks.

Some 450 foreign seafarers remain stranded on over 80 ships in Ukrainian ports, down from about 2,000, he said. A third are from the Philippines, with substantial numbers also from Turkey, Syria, and Azerbaijan.

Late News:

(Breaking late and ongoing news items which might be of interest to our readers)

Heartfelt Best Wishes to 'Bob' Brewster

We have heard from our New York Office that **Mr Robert ('Bob') Brewster** of US based Tidewater Inc. (TDW) is scheduled to retire sometime in August 2022. Bob has been our main contact with TDW over recent years and his responsibilities will be spread among several people after he retires. While this is rather sad news for us – Bob and VMSL New York Office have had an outstanding working relationship over the years – we extend our heartfelt good wishes for a long and happy retirement. He will be missed.

Vanuatu's Ambassador to the European Union

Vanuatu's new ambassador to the EU, HE Georges Maniuri, took up office at the Embassy of the Republic of Vanuatu in Brussels during April. HE Maniuri takes over from HE John Licht due health problems.

We wish Amb. Georges Maniuri every success in his new posting.

From the Vanuatu Ministry of Health:

According to the most recent developments in the Covid-19 pandemic, the Government of Vanuatu has issued a 'Roadmap to Safe Recovery (Version 3.1 dated 27th May 2022) covering health recommendations for safe transition to a 'new normal in Vanuatu'

Significantly, it is recorded that Covid-19 cases are decreasing, and that health system capacity is sufficient to cope with current levels of infection.

The report states:

The virus that causes COVID-19 – especially the Omicron variant – has proven difficult to contain worldwide. It is likely that COVID-19 will eventually spread to all inhabited areas of Vanuatu and become endemic. **Returning to Alert Level 0 (no cases) nationwide is not likely in the foreseeable future.** This Roadmap therefore proposes a phased approach to pursue 'a new normal'. This entails incremental reduction of restrictions and a gradual opening up. It extends the strategy in the Ministry of Health Roadmap to Safe Re-Opening of Borders (version 1) to consider other public health and social measures

At update on the roadmap is expected in July 2022.

Vanuatu, being a proud Commonwealth Nation since gaining independence in 1980, our Shipping Register takes this unique, once in a lifetime opportunity to Salute Her Majesty Queen Elizabeth II in the year of her Platinum Jubilee, marking 70 years of dedication and devotion as British Monarch and as current Head of the Commonwealth.

"Thank You Ma'am"



We hope that you found this edition interesting and informative. **This Newsletter appears on our website, under the link 'NEW POST'**

Your feedback, comments and suggestions are always welcome, along with your contributions in the form of news, items of interest and photos etc. Please get in touch:

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Finally, as always:

Greetings from all of us in Vanuatu, VMSL and our Shipping Register worldwide.

Stay Safe and Well.

Looking forward to your feedback, suggestions, comments, and contributions.

Why not send us a seasonal or topical Haiku?

Back issues of our quarterly newsletter can be requested by email to the editor, who will be pleased to provide these online.