

**39<sup>th</sup> Annual General Assembly of  
The International Federation of Ship Masters'  
Associations  
Rialto Intercontinental Hotel,  
Melbourne, Australia  
16<sup>th</sup> and 17<sup>th</sup> April 2013**

**Executive Summary**

The 39 AGA held in Melbourne was hosted by the Company of Master Mariners of Australia. Captain Allan Gray welcomed the delegates. IFSMA President Captain Christer Lindvall opened the Annual General Assembly, and welcomed Captain John Dickie as the Secretary General, who took over from Captain Rodger MacDonald in 2012.

Captain Lindvall outlined the work that had been carried out by IFSMA in the past year and expectations for 2013. with emphasis on the work carried out at IMO at the STW committee and MSC Committee. IFSMA will attend the joint meeting of the UN, IMO and ILO in London, 20<sup>th</sup> August 2013 and submitting a paper "Safety of Shipping, 100 years after Titanic." Criminalisation, Piracy, Armed Guards and Fair Treatment of Seafarers are still high on the Agenda of the international organisations.

Captain Dickie presided over the business of the Federation, outlining the financials for 2012 and the budget for 2013. He expressed concern that a number of member Associations were tardy or failed to pay dues. The Federation's only income is the dues of its members.

Dues are to remain the same for 2013/14 BUT, a letter will be sent to the President of member associations, requesting a review of the numbers of individuals in each association, thereby increasing the income of the Federation in upcoming years.

The Executive of the Federation has been busy in the past year, attending meetings with IMO, ILO, and developing programmes for the payment of dues through internet banking and reviewing costs and budgets. Carried forward is bad debt of £13,205 for unpaid dues. This figure will not appear in the next years financials, and there is a move to ensure that all dues are paid on time.

Budget: Income £ 100,000; Expenditure £ 98,000, Full budget information is available on the IFSMA web. [www.ifsma.org](http://www.ifsma.org)

Norway, Oslo and Eire, Cork bid for the next AGA. This was won by Oslo, and will occur on 21<sup>st</sup> and 22<sup>nd</sup> May 2014.

Four members of the Executive, including Jerry Banyo, (CAMM) the only representative from North America, will be stepping down at the end of this year. The Federation has asked for nominations. I have been asked to have my name put forward. (See note at end of Executive Summary)

The presentations of the members to the representatives focused mainly on personnel matters, and ranged from excessive paperwork to fatigue to training and certification. As well as these CMMA presented a paper on the changes in the regulations and programmes developed to streamline the Merchant Service in that country. In response to the comment from the IMO Manila meeting that there was a shortage of approximately eight thousand qualified seafarers, Captain Allan Gray, informed us that there were between 600 and 800 professional seafarers in Australia unable to find work! The Japanese Captains Society enlightened us as to the failure of making the Traffic Separation Systems on the approach to Tokyo Bay (and other entrances) mandatory.

At the end of the AGA the proposed resolutions were put to the members and the membership voted on the proposals. These were taken back to the Executive to finalise the wording and publish the Resolutions, which can be found on the Web site

A dinner at the end of the second day was hosted by the CMMA at the Melbourne Aquarium. It was attended by both the IFSMA delegates and the delegates attending the conference which followed the AGA

***For the full report please see the Company of Master Mariners of Canada Web site***  
[www.mastermariners.ca](http://www.mastermariners.ca)

*Note: The Company of Master Mariners of Canada is requested to consider putting forward Peter Turner's name to be on the Executive of IFSMA. The executive meets two times per year in London, and the travel is at the expense of the Association to which the member of the Executive belongs.*

**Full Report  
from  
Captain Peter Turner, Chair, Views and Positions Committee, CMMC**

16<sup>th</sup> April, 2013.

Captain Christer Lindvall noted that IFSMA Annual Reviews had not been received in Melbourne, and that they were still in Germany.

**Captain Allan Gray, Federal Master of the Company of Master Mariners of Australia**

The AGA was opened at 0900 with remarks from Captain Gray representing the host Association.

**Captain Christer Lindvall, President IFSMA**

Captain Lindvall, responded to Captain Gray, and opened the proceedings of the AGA. He identified the work being carried out by IFSMA at the International Maritime Organisation (IMO) and the involvement of IFSMA to be undertaken at a meeting on 20<sup>th</sup> August, 2013 in London at which United Nations (UN ) International Labour Organisation (ILO), IMO and invited Non Governmental Organisations (NGO) will attend. IFSMA will be submitting a paper "Safety in Shipping, 100 years after Titanic.

IMO has a new Secretary General, Mr Koji Sekimizu, who is not a member of the IFSMA. Mr Sekimizu has identified a target of reducing the lives lost at sea to be halved, and Piracy to be eliminated.

IFSMA is awaiting the report on the grounding of the Cost Concordia, before commenting. However, IFSMA is preparing comments on safety Training, Construction, Operations, and Nationality of the Crews.

*(Note (Turner): Report on the safety technical investigation of the Costa Concordia incident by the Italian Ministry of Infrastructures and Transport was released 23<sup>rd</sup> May 2013 and an English version can be found at: [http://www.safety4sea.com/images/media/pdf/Costa\\_Concordia\\_-\\_Full\\_Investigation\\_Report.pdf](http://www.safety4sea.com/images/media/pdf/Costa_Concordia_-_Full_Investigation_Report.pdf) )*

IFSMA in continuing its work with the IMO STW Committee on the existing STCW Code. Standards for Armed Guards on board vessels (ISO 2800) and the interim guidelines of the IMO MSC (MSC.1/Circ.1406) contracting armed guards

25<sup>th</sup> June this year has been nominated the "International Day of the Seafarer"

The Djibouti Conference identified that there were 5 vessels and 65 hostages being held in Somalia. In 2012 there were 28 piracy incidents worldwide, and that the more militant piracy was occurring in the Gulf of Guinea

Fair Treatment of Seafarers and Ports of Refuge (Places of Refuge) are on the IMO Agenda and to be addressed by IFSMA.

**Mr Gupreet Singhota, IMO Deputy Director Operations Safety**

Mr Singhota confirmed that IMO was working towards resolutions, among other things, referring to: Criminalisation, Navigation in Arctic Waters, Enclosed Space Entry, ON load / off load Release hooks for boats; these being referred by IFSMA.

**Captain John Dickie, Secretary General IFSMA**

Captain John Dickie was appointed Secretary General of IFSMA 14<sup>th</sup> June, 2012. Captain Dickie chaired the business session of the AGA.

**Agenda Item 2**

**Adoption of Agenda**

Minor changes in time table.

Turner request 5 minutes to present a video on the Nautical Skills Competition developed by CMMC Newfoundland.

**Agenda Item 3**

**Adoption of Minutes of 38th AGA**

Adoption of Copenhagen Minutes - approved

**Agenda Item 4**

**Establish of Drafting Group**

The drafting develops the proposed draft resolutions for Assembly approval  
Drafting group consists of Captains Dickie, Wittig and Turner.

**Agenda Item 5**

**John Dickie,**

**Reports on the business of the IFSMA**

Books and financial year end on 31<sup>st</sup> December each year. The Federation had a tax liability of £ .250.00 for year ending 31<sup>st</sup> December 2012.

It is important that the IFSMA is seen to represent the Masters at IMO, ILO, etc.

IMO recognises the expertise of the IFSMA, and is attentive to their input.

A paper on the crimes against seafarers and passengers is under review by the Legal Department of the IMO. Crime includes murder, theft rape of both male and female passengers and crew. It was emphasised that the preservation of evidence is paramount in proceeding with criminal charges.

The Secretary General of IMO has appointed Mr Martmut Hesse, a mariner in his early career, as his Special Representative for Maritime Security and Anti-Piracy Programmes.. Mr Hesse will be working with Non-Governmental Organisations (NGOs) in this role. It was further noted that no ship carrying armed guards has been successfully taken by pirates.

As with many NGO, IFSMA's small number of staff precludes attendance at all IMO Committees and Sub-Committees. It is therefore necessary that representatives attend the committees that are pertinent to the Resolutions developed by the membership.

Regarding the finances required to run the Office, it is noted that the permanent staff are few and that the office does need its equipment to be refurbished. Costs of new equipment notwithstanding, there are a need for more monies to be generated to cover this. At year end 2012, bad debts (non payment of dues) had mounted to £ 22k. This bad debt will not be carried through to year end 2013.

IFSMA will be sending a letter to all presidents of member companies, requesting information on the number of members each company has. Some companies are vastly under representing their numbers, and it is the intention of IFSMA to develop an increase in dues on an incremental basis based on the actual numbers.

It is an aim of the IFSMA to increase its membership. (One Association has been suspended for non payment of dues.)

Rates of Dues will not increase this year.

It was noted at this time that the Mission to Seafarers is in debt to the tune of £ 0.5 M.

### **This Year**

- IFSMA has undertaken to speak at events. John Dickie mentioned that Mike Gray, Lloyd's List, has undermined him (Unknown cause and results)
- Participating in new book from NI on ECDIS
- At a conference on ECDIS in London, Philip Wake, NI Chief Executive, stated that the NI was the principal representative of the maritime industry. IFSMA refutes this.
- Meeting regarding the concerns arising from communications between togs and pilots, for example, in languages not understood by all the bridge team.
- On 25<sup>th</sup> Sept, 2013, a luncheon will be held for the Executive and Honorary Members in London. IFSMA will NOT be paying the way of the Executive. .
- At the next IFSMA AGA, the President, Deputy, and 3 members of the Executive will be stepping down. The membership is requested to forward names of candidates for the positions on the executive. (Travel of the Executive is paid by the individual company, not IFSMA.)
- The Masters protective insurance has not been very successful, with Master's still not appreciating that the Company's interests and those of the Master may not be the same, and that the P&I insurance does not cover the Master. 2% of the premium is paid to IFSMA, (the only other income other than Dues.)
- To date, dues in arrears amount to £13,025. It is the secretariat's view tha this must not be allowed to continue. Dues fall due on 1<sup>st</sup> January each year.
- Arrangements are being made to enable members to pay dues by internet banking. Credit card payments are not in the offing, as these financial institutes charge a large premium to the payee.

### **2014 Budget**

The budget for 2014 identifies:

- Income                      £ 100,000
- Expenditure                £ 98,600

Full budget information is available on IFSMA web site. [www.ifsma.org](http://www.ifsma.org)

Budget was approved for 2014.

A Command Seminar will take place in Manila in conjunction with Lloyd's. It is being considered that IFSMA will institute its own Command Seminars to increase the income.

It is intended that there is a reduction in printing and stationary costs.

## **Agenda Item 6 40<sup>th</sup> AGA.**

Both Ireland and Norway have put in bids for this. (Voting took place at end of AGA.)

Norway has never hosted the AGA, Ireland has 20 years ago.

Norway is a founding member.

After presentations from both country representatives, it was decided that the 40<sup>th</sup> AGA will take place in Oslo Norway, 21<sup>st</sup> and 22<sup>nd</sup> May, 2014

## **Agenda item 7 Fritz Ganzhorn , Danish Maritime Officers. Lean Ships of the Future (Follow-up report)**

At the AGA in Copenhagen, the initial report was given to the members on the a programme to review the duties of seafarers relating to paperwork.

Communications have enabled ships to be supervised from ashore; never more so than today. Supervision, Inspections, Certification and the accompanying paperwork.

In 2011 there were 70 IMO Conventions applying to shipping

Port State Control increase its requirements for inspections from 21300 in 2011 to nearly 25000 in 2011.

Paper work and documentation increased accordingly.

First survey for Danish Officer and Owners only.

20% of seafarers' time spent on paperwork, 9% office workers time spent on corresponding paperwork. (Administrative burdens)

It was considered that little of this time was conducive to the safe operation of the ship.

The Danish Maritime Authority decided to push for an international survey relating to 7 areas of work. This survey was carried out between 15<sup>th</sup> November and 14<sup>th</sup> December 2012. Countries to which the survey was provides related to the number of seafarers from those countries. : Ukraine, Philippines, India, Denmark, and other maritime countries

Overall approx 70% of the questionnaires were completed

Most seafarers complain about the way tasks are implemented but recognise the relevance .

Tasks are burdensome 70%

Repeated too often 33%, but recognise that its need helps to run an efficient ship.

4 out of 6 countries seafarers said there was too much paperwork. And that the loss of personnel in the marine industry leads to this administrative burden.

Results will be available on the Danish government web site. [www.cma.dk](http://www.cma.dk). (to be confirmed)

#### **Agenda item 8**

**Allan Gray, Federal Master, Company of Master Mariners of Australia**  
**Time for Change.**

At the Imo Manila meeting, it was announced that there was an eight thousand shortage of qualified ships officers. Australia has 600 - 800 qualified officers who cannot find work. Crew competency is declining with 28% of employed seafarers unable to undertake basic seamanship tasks.

The practicality of monitoring and stewardship falls to the mariner, however, the small numbers of crew, makes this all but impossible to carry out.

A role of the CMMA is to provide stewardship; however the members of the CMMA are out of touch with the modern ships, technology, equipment and regulatory regime. Membership of the CMMA is as follows:

Member 487: 13% over 81 years of age. 43% between 66 and 80, 40% between 41 and 65, and 3% between 20 and 40 years of age

#### **Agenda Item 9**

**Raffat Zaheer, Master Mariners of Pakistan**  
**Motivation Young Persons to Pursue Jobs ashore.**

Recognising that the traditional jobs ashore for qualified mariners are highly competitive, and in short supply. In most cases senior certificates are required.

In Pakistan the numbers of persons operating in Logistics is small, and it is a role in which women are beginning to take positions. Nevertheless, there are vacancies for qualified mariners in the Logistics. Masters certificates are transferable

Logistics give opportunities in all aspects of the movement of goods, from purchasing to delivery, and cover all modes shipments of goods in between. Just in time delivery is in demand, and Logistics is a principal behind this. Up to 30% of the cost of shipping is spent on Logistics.

Pakistan, ( and worldwide) is in need of youth and women in the Logistics field.

#### **Agenda Item 14**

**Ernie van Buuren Company of Master Mariners of Australia**  
**Criminalisation of Shipmasters**

24% of Masters have faces criminal prosecution. Professor E Gould has identified that because of improved technology, and the master being an easy target this is an ongoing concern for the Master. It is deterring people from seeking a career at sea.

It is becoming more common for states to seek prosecution as a result of an incident. Results of this are custodial sentencing. In an endeavour to reduce this, a Seafarers' Protection guidelines has been established, but while this is influential in the Laws and Regulations directing ships and shipping. Environmental agencies are finding ways to circumvent this. Under UNCLOS article 230 the seafarer is not subject to imprisonment. However in the case of the RENA in New Zealand, this was circumvented. The Master was charged with Perverting the Course of Justice, sentenced to 7 months, reduced to 3 months.

Under the IMO Casualty Investigation Code, the Seafarer must have access to legal advice,

Some countries, Denmark, Chile and Norway amongst them, have no legislation for custodial sentencing of Seafarers.

The Sheng Neng 1, grounding on the Great Barrier Reef, following the hearings, the Master was fined and the Chief Officer was sentenced.

The question was asked that if a seafarer incorrectly fills in his hours of rest sheet, is this considered to be Perverting the Course of Justice? An emphatic “No” from Ernie van Buuren.

Masters and Seafarers are advised to tell the truth at any enquiry.

**Agenda Item 11**  
**Peter Turner, Company of Master Mariners of Canada**  
**Role of the Master**

The full, paper is available on CMMC web site: [www.mastermariners.ca](http://www.mastermariners.ca)

The paper was intended to be somewhat controversial; questioning the relevance of the STCW in the Masters Certificate of Competency (and other certificates) It recognises that the Master has other responsibilities other than those which are defined in the syllabus. Further it questions whether the qualification of a certificate of competency should have included in the syllabus all the ancillary courses that are required to be taken before the holder can hold the position identified in the certificate.

Finally it questions whether the person in command of the vessel needs to be qualified as a Master, or whether other qualified seafarers, or maybe a person with no seafaring background could be “in Command”

The paper was accepted without raising the ire of the delegates.

**Agenda Item 12**  
**Megumi Masuda, Technical Advisor, Japanese Captains' Association**  
**Vessel traffic Safety on the Japanese Coast.**

At the entrance to Tokyo Bay in the vicinity of O Shima a voluntary traffic Separation Scheme was put in place in 1970, revised in 1986 and again in 2002. A study was undertaken in 2012, and it was found that both east bound and westbound traffic in the main were ignoring the TSS. Similar situation occur in other TSS to other major ports.

Fishermen claim that the routing for the TSS goes through major fishing grounds. Coastal traders object to the amount of traffic in the inshore lanes

It is planned that the TSS be moved offshore taking routing well south of Mikimoto Shima, This disputes the naysayers and supports the recognition that the failing to make the TSS mandatory is detrimental to safety.

40 years, still no approval!

**Agenda Item 13**  
**Darryl Coventry, Australian Maritime Safety Authority**  
**Maritime Labour Convention.**

The Maritime Labour Convention has been developed by the International Labour Organisation (ILO) in 2008. It consolidates more than 68 maritime labour standards. This paper dealt with the highlights of the Convention as they apply to the Australian shipping.

The Navigation Act (2012) and the National Law for Domestic Commercial Vessels come into force together in July 2013, preceding this was the Tax reform, Coastal trading and International Register, which came into force July 2012.

The intent of the reform was to revitalise the Australian shipping industry. Definitions in the new act and convention have change. Some of which are:

- Overall general control and management of a vessel is not merely because he or she is the Master
- An Overseas Voyage is a voyage that takes a vessel outside the limits of Australian EEC
- A port includes an offshore terminal.
- Seaworthiness includes satisfactory living, working health, safety and welfare!
- Regulated Australian Vessel is defined , listing the requirements and exemptions

Generally, the MLC and the Navigation Act apply to all Regulated Australian Vessels, Foreign flagged vessels. Does not apply, barring come sections of the act, to Domestic trading vessels, defence vessels and recreational vessels.

(The tax reform is intended to make Foreign trade a function of the Australian MN. However, the Act does not allow any tax exemption for seafarers aboard foreign going vessels.)

The Maritime Labour Convention was ratified (33% of world tonnage) on 20<sup>th</sup> August, 2012, and comes into force 20<sup>th</sup> August 2013. At this time the legislation in Australia is still in draft form.

- Pilots and other professionals associated with the Marine Industry (e stockmen on animal carriers) are exempt.
- Cooks are to be certificated.
- Inspected vessels will have a minimum gross tonnage of 200
- No exemptions under the MLC may interfere with living conditions. All water, food, noise and vibration are to be in accordance with existing rules.
- The work agreement replaces the Articles and the contract is no longer with the Master. Seafarers must be at least 16 years of age. And must be listed if the seafarer is under 18.
- Seafarer left ashore is to be repatriated. Initially claim against the Agent, then the Owner then the Government of Australia, with a claim against the Flag State of the vessel.

*----End of Day 1----*

17<sup>th</sup> April, 2013

**Agenda Item 10**

**Marcel Van den Broek, Assistant General Secretary, Nautilus International**

**Project Horizon**

The process of Project Horizon was to find a scientific method of measuring fatigue in seagoing scenarios using bridge, engineroom and cargo simulators. The process also involved scientific risk analysis. The system utilised was "MARTHA"

Project Horizon required that seafarers kept a diary of their work both as watch keepers and outside the watch, in relation to the watchkeeping system under which they were working. (4 on, 8 off, or 6 and 6) Through accepted scientific programmes, eg Kowalski sleepiness scale, the participants, keeping the diary for 6 weeks were assessed in relation to Alertness (start of the watch) leading to fatigue, to likelihood of sleep.

Individuals are put into a simulated situation related to the relevant discipline and monitored.

MARTHA Name derived as an acronym for: Maritime alertness regulation tool based on hours of work. MARTHA can be found and downloaded from the Warsash Maritime Academy

[www.warsashacademy.co.uk/about/our-schools/maritime-research-centre/horizonproject/Martha.aspx](http://www.warsashacademy.co.uk/about/our-schools/maritime-research-centre/horizonproject/Martha.aspx)

It is requested that if you download and use the software, feedback should be sent to [mike.barnet@solent.ac.uk](mailto:mike.barnet@solent.ac.uk)

The process enables evaluation of the alertness/ fatigue/ stress/ sleepiness of the participant.

Fatigue has been discussed but seldom understood in the MN for many years. This process gives a scientific breakdown of how fatigue affects the person.

**Agenda Item 15**

**Dimitar Dimitrov, Bulgarian Ship Masters' Association**  
**Master Pilot Relationship in an Electronic World.**

With the downturn in the industry, ships are being managed and manned by less competent and trained personnel. The importance of transfer between the bridge team is vital but more so is the quality of the personnel. Technology has replaced some of the competence expected. eg position fixing systems offering immediate results. Pilots arriving on board with Portable Pilotage Units, and utilising this to the exclusion of the navigation of the bridge team. Pilot passes orders to manoeuvre the vessel. The core factor in the success of a manoeuvre is still the human element.

An example of a situation that developed in the port of Varna was presented. Pilot boarded, information was exchanged, lines were let go, crew jumped ship! Master was young and unaware of the situation in which his crew were planning.

Ship was moved to a safe berth with minimal crew. Extra pilotage, tugs, harbour dues and berthage were charged. The hazard of such a situation was reduced once the vessel was alongside.

Small inexperienced crews, relying on technology will bring about risks to port structure, ships and life.

#### **Agenda item 16**

**Willi Wittig, executive of IFSMA. Paper delivered on behalf of Claus Bornhorst, VDKS Safety and Security Trainer .**

The trainer gives realistic human responses to events in an emergency. The Simulator provides avatar (a realistic image that represents a person) reaction to the operators direction. It has been developed because there is always insufficient training to deal with an emergency and people operating in that emergency. There is always insufficient information when dealing with an emergency. Rhinemetall Safety and Security Training provide this simulated training.

#### **Agenda Item 17**

##### **Approval of Resolutions**

The IFSMA resolutions from which the executive develops their action for the future are approved by the delegates at the AGA. Only unanimous approval allows the resolution to go forward. The resolutions are approved by the executive after the AGA.

The resolutions of the AGA are as follows:

#### **The delegates of the 39th IFSMA Annual General Assembly held in Melbourne on 16 and 17 April 2013**

**Recalled with concern the findings of the European-study “Project Horizon”;**

**Realized the urgent need for further dissemination of the findings and recommendations of the “Project Horizon”;**

**Request the active, professional involvement of all IFSMA Member Associations in disseminating the outcome of the “Project Horizon” to their member Shipmasters, national administration, port state and flag state authorities and national ship-owners.**

**Request further that IFSMA Member Associations make use of the MARTHA prototype maritime fatigue prediction tool when addressing the aforementioned parties.**

#### **The delegates of the 39th IFSMA Annual General Assembly held in Melbourne on 16 and 17 April 2013**

**Recognized that the International Maritime Organization (IMO) has undertaken to review the content of the Seafarers’ Training, Certification and Watchkeeping (STCW)**

**Convention at least every ten years;**

that technology, Laws and Regulations, policies and guidelines are continually changing;  
and

that training and examination of seafarers for certificates of competency do not, alone, qualify a seafarer for the responsibilities of the position identified in the Certificate of Competency;

Recommend that the review of the STCW be commenced at the earliest opportunity with the aim of removing those sections from the syllabi that are redundant to the necessary knowledge and operational functions of seafaring;

adding to the syllabi sections that more accurately address technological changes, Laws and Regulations and the functions required by the certificate holders; and

including in the syllabi the ancillary training and courses required to be undertaken before the holder of the certificate of competency be allowed to undertake the position identified in the Certificate of Competency

### **The delegates of the 39th IFSMA Annual General Assembly held in Melbourne on 16 and 17 April 2013**

Noted with the greatest concern the ongoing trend to criminalize Shipmasters as the result of many maritime incidents;

Noted further the recent tendency of some administrations to also charge the Shipmaster and other seafarers with offences arising from pollution, environmental damage, other offences arising from international conventions, in particular the Maritime Labour Convention;

Noted that the interest of the ship-owner may not coincide with those of the Shipmaster;

Recommend that Shipmasters should take advantage of the opportunity to purchase identified covers, e.g. the IFSMA MasterMarinerProtect Benefit Scheme.

### **The delegates of the 39th IFSMA Annual General Assembly held in Melbourne on 16 and 17 April 2013**

Recognized the findings of a recent survey and study conducted by the Danish Maritime Officers (DMO) which identified that there is an unsupported amount of time being spent on administrative burdens having little bearing on the operation and safety of navigation;  
Support the survey and study and will further the aims of the DMO.

#### **Agenda Item 18 Other Business**

##### **SOLAS gap in rescue operations.**

At this time there are no statements in the convention directing, permitting or requiring vessels to undertake rescue operations

Ships of Opportunity are utilised, frequently successfully, in rescue operations.

There are no directions on how to pick up those that are to be rescued, Boats are required to be launched within 30 minutes  
Seafarers should not be relying on "lucky circumstances" but should be relying on adequate tools and training.

### **Propellers**

Propellers are now being developed with no boss but the blades are driven by the nozzle in which the propeller rotates. A safer method of propulsion. Not yet approved by SOLAS

### **Marine Skills Program**

A short video developed by the Newfoundland and Labrador Division outlining the Nautical Skills programme was shown to the delegates. It was emphasised that the money prizes, the time and the testing were carried out as a result of sponsorship from local companies. CMMC and Memorial University are heavily involved in the programme.

The programme is a success, and encourages students to take up the career at sea. Copies of the video were requested by both Australian and German Training colleges.

## **--- Closing ---**

Closing remarks from Captain Christer Lindvall thanking the delegates and the host, CMMA, for a successful AGA.

## **--- Dinner ---**

Dinner was hosted by the CMMA for the IFSMA delegates and the delegates for the CMMA conference that followed the IFSMA AGA. The dinner was held at the Melbourne Aquarium. About 170 people attended.