



REPUBLIC OF THE UNION OF MYANMAR
MINISTRY OF TRANSPORT AND COMMUNICATIONS
DEPARTMENT OF MARINE ADMINISTRATION

NO.363/421, CORNER OF MERCHANT & THEINBYU ROAD,
BOTATAUNG TOWNSHIP, YANGON, MYANMAR

P.O BOX 194, Fax: +95 1 397641

E-mail: dgdma@myanmar.com.mm

Date : 22th January 2018

Directive (10/2018)

Reporting of Danger Message

Applicable to : All Ship - Owners, Ship Operators, Flag State Surveyors, Recognized Organizations, Masters and Officers of Myanmar Flagged Ships.

Reference :

- (a) SOLAS 1974, as amended Reg: V-31 & Reg: V-32
- (b) Myanmar Merchant Shipping Act 1923, as amended Part VA Section 245 (O) Paragraph (1)

1. The Department of Marine Administration circulates this directive in the exercise of the power of Section 294-B, paragraph (b) of Myanmar Merchant Shipping Act 1923, as amended.
2. This directive applies to all Myanmar Flagged ships engaged on International voyages complying with the requirements of SOLAS 1974, as amended Reg: IV-1.1.
3. The parties concerned shall comply with the requirements of International Convention for the Safety of Life at Sea 1974, as amended in order to achieve the safe operation of navigation.
4. The master of every ship which meets with dangerous ice, a dangerous derelict, or any other direct danger to navigation, or a tropical storm, or encounters sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures, or winds of force 10 or above on the Beaufort scale for which no storm warning has been received, is bound to communicate the information by all means at his disposal to ships in the vicinity, and also to the competent authorities on shore.
5. Guidance for Reporting of Danger Message is set up by Department of Marine Administration to fulfill the above requirements.

Maung Maung Oo
Director General
Department of Marine Administration



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Guidance for the Reporting of Danger Message

Introduction:

1. The Department of Marine Administration sets up this Guidance to fulfill the requirements in accordance with the Directive (10/2018). The Reporting of the Danger Message according to this Guidance is summarized as follows;

- Masters to communicate information on navigational dangers,
- Contracting Governments to promulgate danger information,
- Messages free of charge to ships,
- Details of information to include in danger messages, and
- Examples of typical danger messages.

Application:

2. The master of every ship which meets with dangerous ice, a dangerous derelict, or any other direct danger to navigation, or a tropical storm, or encounters sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures, or winds of force 10 or above on the Beaufort scale for which no storm warning has been received, is bound to communicate the information by all means at his disposal to ships in the vicinity, and also to the competent authority on shore.

3. The form in which the information is sent is not obligatory. It may be transmitted either in language (preferably English) or by means of the International Code of Signals.

4. For the purpose of this Guidance, the Master of Myanmar Flagged Ship shall report the following incidents to ships in the vicinity and the competent authority on shore (all stations) without delay including the prescribed information;

4.1. Ice, derelicts and other direct dangers to navigation:

4.1.1 The kind of ice, derelict or danger observed.

4.1.2 The position of the ice, derelict or danger when last observed.

4.1.3 The time and date (Universal Co-ordinated Time) when the danger was last observed.

4.2. Tropical cyclones (storms):

4.2.1 A statement that a tropical cyclone has been encountered. This obligation should be interpreted in a broad spirit, and information transmitted whenever the master has good reason to believe that a tropical cyclone is developing or exists in the neighborhood.

4.2.2 Time, date (Universal Co-ordinated Time) and position of ship when the observation was taken.

4.2.3 As much of the following information as is practicable should be included in the message:

- barometric pressure, preferably corrected (stating millibars, millimetres, or inches, and whether corrected or uncorrected);
- barometric tendency (the change in barometric pressure during the past three hours);
- true wind direction;
- wind force (Beaufort scale);
- state of the sea (smooth, moderate, rough, high);
- swell (slight, moderate, heavy) and the true direction from which it comes. Period or length of swell (short, average, long) would also be of value;
- true course and speed of ship.

4.3. Sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures:

4.3.1 Time and date (Universal Co-ordinated Time).

4.3.2 Air temperature.

4.3.3 Sea temperature (if practicable).

4.3.4 Wind force and direction.

5. When a master has reported a tropical cyclone or other dangerous storm, it is desirable but not obligatory, that further observations be made and transmitted hourly, if practicable, but in any case at intervals of not more than 3 hours, so long as the ship remains under the influence of the storm.

6. Winds of force 10 or above on the Beaufort scale for which no storm warning has been received. This is intended to deal with storms other than the tropical cyclones referred to in paragraph 4.2; when such a storm is encountered, the message should contain similar information to that listed under the paragraph but excluding the details concerning sea and swell

Examples of Reporting Dangerous Message:

(1) **Ice**

- TTT ICE. LARGE BERG SIGHTED IN 4506 N, 4410W, AT 0800 UTC. MAY 15.

(2) **Derelicts**

- TTT DERELICT. OBSERVED DERELICT ALMOST SUBMERGED IN 4006 N, 1243W, AT 1630 UTC. APRIL 21.

(3) **Danger to navigation**

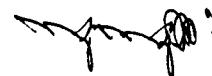
- TTT NAVIGATION. ALPHA LIGHTSHIP NOT ON STATION. 1800 UTC. JANUARY 3.

(4) **Tropical cyclone**

- TTT STORM. 0030 UTC. AUGUST 18. 2004 N, 11354 E. BAROMETER CORRECTED 994 MILLIBARS, TENDENCY DOWN 6 MILLIBARS. WIND NW, FORCE 9, HEAVY SQUALLS. HEAVY EASTERLY SWELL. COURSE 067, 5 KNOTS.
- TTT STORM. APPEARANCES INDICATE APPROACH OF HURRICANE. 1300 UTC. SEPTEMBER 14. 2200 N, 7236 W. BAROMETER CORRECTED 29.64 INCHES, TENDENCY DOWN .015 INCHES. WIND NE, FORCE 8, FREQUENT RAIN SQUALLS. COURSE 035, 9 KNOTS.
- TTT STORM. CONDITIONS INDICATE INTENSE CYCLONE HAS FORMED. 0200 UTC. MAY 4. 1620 N, 9203 E. BAROMETER UNCORRECTED 753 MILLIMETRES, TENDENCY DOWN 5 MILLIMETRES. WIND S BY W, FORCE 5. COURSE 300, 8 KNOTS.
- TTT STORM. TYPHOON TO SOUTHEAST. 0300 UTC. JUNE 12. 1812 N, 12605 E. BAROMETER FALLING RAPIDLY. WIND INCREASING FROM N.
- TTT STORM. WIND FORCE 11, NO STORM WARNING RECEIVED. 0300 UTC. MAY 4. 4830 N, 30 W. BAROMETER CORRECTED 983 MILLIBARS, TENDENCY DOWN 4 MILLIBARS. WIND SW, FORCE 11 VEERING. COURSE 260, 6 KNOTS.

(5) **Icing**

- TTT EXPERIENCING SEVERE ICING. 1400 UTC. MARCH 2. 69 N, 10 W. AIR TEMPERATURE 18°F (-7.8°C). SEA TEMPERATURE 29°F (-1.7°C). WIND NE, FORCE 8.



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