



ပြည်ထောင်စုသမ္မတမြန်မာနိုင်ငံတော်အစိုးရ
ပို့ဆောင်ရေးဝန်ကြီးဌာန
ရေကြောင်းပို့ဆောင်ရေးညွှန်ကြားမှုဦးစီးဌာန

အမှတ် ၃၆၃/၄၂၊ ကုန်သည်လမ်းနှင့် သိမ်ဖြူလမ်းထောင့်၊ ဝိတ်တထောင်မြို့နယ်၊ ရန်ကင်းမြို့။

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ရက်စွဲ၊ ၂၀၁၄ ခုနှစ်၊ ဇူလိုင်လ ၂၄ ရက်

ကြေညာချက် (၅ / ၂၀၁၄)

အကြောင်းအရာ။ ထူးခြားမိုးလေဝသသတင်းအချက်အလက်များ ပေးပို့ရန် (Collection of Meteorological Data) ကိစ္စ။

၁။ ရေကြောင်းပို့ဆောင်ရေးညွှန်ကြားမှုဦးစီးဌာနသည် မိုးလေဝသနှင့် ဇလဗေဒညွှန်ကြားမှု ဦးစီးဌာနမှ ထုတ်ပြန်သည့် (Sea Route Forecast) မိုးလေဝသခန့်မှန်းချက်များအား တိကျမှု ရှိစေရေးအတွက် ကမ်းရိုးတန်းတစ်လျှောက်သွားလာနေသည့် ရေယာဉ်များနှင့် အများ ပြည်သူ များမှ ပေးပို့သည့် ပကတိသတင်းအချက်အလက်များကိုလည်း ရယူလိုပါသည်။

၂။ ထို့အပြင် Merchant Shipping Act Section 245(O) - Duty to report dangers to navigation၊ SOLAS Convention Regulation V/31 - Danger messages နှင့် SOLAS Convention Regulation V/32 - Information required in danger messages များအရ ကမ်းရိုးတန်းတစ်လျှောက်သွားလာနေသည့် ရေယာဉ်များ၏ ရေယာဉ်မှူးများအနေဖြင့် မိမိရေယာဉ် ပတ်ဝန်းကျင်မှ ထူးခြားမိုးလေဝသ အခြေအနေများနှင့် ထူးခြားဖြစ်စဉ်များကို သတင်း ပေးပို့ သွားရန် လိုအပ်သည်ဟု ဖော်ပြပါရှိပါသည်။

၃။ သို့ဖြစ်ပါ၍ ပူးတွဲဖော်ပြပါ SOLAS Convention Regulation V/32 - Information required in danger messages Format အတိုင်း ရေကြောင်းပို့ဆောင်ရေး ညွှန်ကြားမှု ဦးစီးဌာန၊ sse@dmamyanmar.org နှင့် မိုးလေဝသနှင့် ဇလဗေဒညွှန်ကြားမှု ဦးစီးဌာန၊ dg.dmh1@gmail.com သို့ သတင်းအချက်အလက်များ ပေးပို့နိုင်ပါကြောင်း အသိပေးကြေညာ အပ်ပါသည်။

မောင်မောင်ဦး
ညွှန်ကြားရေးမှူးချုပ်

ဖြန့်ဝေခြင်း-

ရေကြောင်းဌာနခွဲ

သင်္ဘောသားဌာနခွဲ

စီမံရေးဌာနခွဲ၊ ဘဏ္ဍာရေးဌာနစု

မြန်မာအလံလွှင့်ထူထားသော အပြည်ပြည်ဆိုင်ရာသွား ကုန်သွယ်သင်္ဘောများ၊

မြန်မာအလံလွှင့်ထူထားသော ပြည်တွင်းကမ်းရိုးတန်းသွား သင်္ဘောများ၊

မိတ္တူကိုင်

ဒုတိယညွှန်ကြားရေးမှူးချုပ်(စီမံ)

ဒုတိယညွှန်ကြားရေးမှူးချုပ်(နည်းပညာ)

ဥပဒေနှင့်နည်းပညာစံများဌာနခွဲ

ရေကြောင်းအန္တရာယ်ကင်းရှင်းရေး၊ လုံခြုံရေးနှင့် ပတ်ဝန်းကျင်ထိန်းသိမ်းရေးဌာနခွဲ

ရေကြောင်းအင်ဂျင်နီယာဌာနခွဲ

စီမံရေးဌာနခွဲ

ရေကြောင်းလုပ်ငန်းဌာနခွဲ

ပြည်နယ်နှင့်တိုင်းဒေသကြီးရုံးများဌာနခွဲ (အထက်မြန်မာပြည်)

ပြည်နယ်နှင့်တိုင်းဒေသကြီးရုံးများဌာနခွဲ (အောက်မြန်မာပြည်)

notice shall specify the grounds on which the ship has been detained or the proceedings have been taken.

PART VA.

NAVIGATION.

Method of giving helm orders.

245N. (1) No person on any [* *]¹ ship registered in the Union of Burma shall when the ship is going ahead give a helm or steering order containing the word "starboard" or "right" or any equivalent of "starboard" or "right," unless he intends that the head of the ship shall move to the right, or give a helm or steering order containing the word "port" or "left" or any equivalent of "port" or "left," unless he intends that the head of the ship shall move to the left.

(2) Any person who contravenes the provisions of this section shall for each offence be liable to a fine which may extend to five hundred rupees.

Duty to report dangers to navigation.

245O. (1) The master of any [* *]¹ ship registered in the Union of Burma on meeting with dangerous ice, a dangerous derelict, a tropical storm or any other direct danger to navigation shall send information accordingly by all means of communication at his disposal, and in accordance with such rules as the President of the Union may make in this behalf, to ships in the vicinity and to such authorities on shore as may be prescribed by these rules.

(2) If the master of a ship fails to comply with the provisions of this section, he shall be liable for each offence to a fine which may extend to five hundred rupees.

(3) For the purposes of this section the expression "tropical storm" means a hurricane, typhoon, cyclone or other storm of a similar nature, and the master of a ship shall be deemed to have met with a tropical storm if he has reason to believe that there is such a storm in the vicinity.

Obligation to render assistance on receiving signal of distress.

245P. (1) The master of a [* *]¹ ship registered in the Union of Burma on receiving a signal of distress by wireless telegraphy from any other ship shall proceed with all speed to the assistance of the persons in distress, unless he is unable or, in the special circumstances of the case, considers it unreasonable or unnecessary to do so, or unless he receives information that his assistance is no longer required.

(2) If the master is unable or in the special circumstances of the case considers it unreasonable or unnecessary to proceed to the assistance of the persons in distress, he shall forthwith send a message by wireless telegraphy informing the master of the ship in distress accordingly, and shall enter in the official log-book his reasons for not going to the assistance of those persons.

(3) Any master failing to comply with the provisions of sub-section (1) shall be liable to imprisonment for a term which may extend to six months, or to a fine which may extend to one thousand rupees, or to both.

¹ Omitted by the Union of Burma (Adaptation of Laws) Order, 1948.

Regulation 31*Danger messages*

- 1 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. The form in which the information is sent is not obligatory. It may be transmitted either in plain language (preferably English) or by means of the International Code of Signals.
- 2 Each Contracting Government will take all steps necessary to ensure that when intelligence of any of the dangers specified in paragraph 1 is received, it will be promptly brought to the knowledge of those concerned and communicated to other interested Governments.
- 3 The transmission of messages respecting the dangers specified is free of cost to the ships concerned.
- 4 All radio messages issued under paragraph 1 shall be preceded by the safety signal, using the procedure as prescribed by the Radio Regulations as defined in regulation IV/2.

Regulation 32*Information required in danger messages*

The following information is required in danger messages:

- 1 Ice, derelicts and other direct dangers to navigation:
 - .1 The kind of ice, derelict or danger observed.
 - .2 The position of the ice, derelict or danger when last observed.
 - .3 The time and date (Universal Co-ordinated Time) when the danger was last observed.
- 2 Tropical cyclones (storms)*
 - .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 neighbourhood.
 - .2 Time, date (Universal Co-ordinated Time) and position of ship when the observation was taken.
 - .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);

* The term tropical cyclone is the generic term used by national meteorological services of the World Meteorological Organization. The term hurricane, typhoon, cyclone, severe tropical storm, etc., may also be used, depending on the geographical location.

- 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.

Subsequent observations

3 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.

4 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 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.

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

- .1 Time and date (Universal Co-ordinated Time).
- .2 Air temperature.
- .3 Sea temperature (if practicable).
- .4 Wind force and direction.

Examples

Ice

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

Derelicts

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

Danger to navigation

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

Tropical cyclone

* The standard international unit for barometric pressure is the hectopascal (hPa) which is numerically equivalent to the millibar (mbar).