

The Myanmar Merchant Shipping (Wireless Telegraphy) Rules, 1937.

No.201

[Amendment : 18.06.1989]

No. 201.- In exercise of the powers conferred by section 245 of the Myanmar Merchant Shipping Act, the Governor of Myanmar makes the following rules:-

1. Short title and commencement.- These rules may be called the **Myanmar Merchant Shipping (Wireless Telegraphy) Rules, 1937.**

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2. Definitions.- In these rules unless the context otherwise requires the following expressions have the meanings hereby respectively assigned to them:-

“Cargo ship” means any ship not being a passenger ship.

“Normal range” means the distance in nautical miles from a ship to which wireless signals on a frequency of 500 kilocycles (wave length 600 metres) can be transmitted over sea by day under normal conditions so as to be clearly perceptible by means of a receiver employing a rectifier of the crystal type without amplification devices.

“Normal range by reckoning” means normal range reckoned in relation to power in metre amperes in the case of type B or fully modulated type A-2 transmitters on the assumption that-

100 nautical miles corresponds to 60 metre amperes;

80 nautical miles corresponds to 45 metre amperes;

50 nautical miles corresponds to 25 metre amperes;

the number of metre amperes being determined by multiplying the actual height in metres of the aerial, at its height point above the deepest load water line of the ship, by the current in amperes measured at the base of the aerial.

“Normal range by test” means normal range proved by test with a Standard Station of the Myanmar Posts and Telegraphs Department by means of a receiver employing a crystal rectifier without amplification devices.

“Standard Station of the Myanmar Posts and Telegraphs Department” means a wireless telegraphy station designated by the Director-General, Posts and Telegraphs as a standard station for marine wireless telegraphy range tests.

“Hours at sea” means the normal number of hours occupied in a voyage between one port of call and the next.

“Alarm signal” means a signal consisting of a series of twelve dashes sent in one minute, the duration of each dash being four seconds and the duration of the space between two dashes one second.

“Continuous watch” means wireless telegraphy watch maintained continuously whilst the ship is at sea by means of an operator, a watcher, or an approved auto-alarm.

“The Act” means the Myanmar Merchant Shipping Act.

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3. Classification of ships.- The ships to which these rules apply shall be classified as follows:-

Class I- Passenger ships of 3,000 tons gross tonnage or upwards and cargo ships of over 5,500 tons gross tonnage.

Class II- Passenger ships of under 3,000 tons gross tonnage and cargo ships of 3,000 tons gross tonnage or upwards but of not more than 5,500 tons gross tonnage.

Class III- Cargo ships of 1,600 tons gross tonnage or upwards but of less than 3,000 tons gross tonnage.

4. Installation.- (1) Every ship to which these rules apply shall be provided with a wireless telegraphy installation (hereinafter referred to as the “installation”) of a type approved by the Governor, and from and after the date appointed under sub-section (1) of section 242A of the Act every British passenger ship registered in Myanmar of 5,000 tons gross tonnage or upwards shall also be provided with a direction-finding apparatus (hereinafter referred to as the “Direction finder”) of a type approved by the Governor.

(2) Save where a single installation complies with all the requirements of these rules relating to both main and emergency (reserve) installation, every installation shall comprise a main installation and also an emergency (reserve) installation each complying with all the requirements of these rules respectively relating thereto.

(3) All dangerous parts of the installation shall be either screened or effectively isolated.

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5. Wireless telegraph room.- (1) There shall be provided for the housing of the installation a separate room or compartment (hereinafter called the wireless telegraph room) which shall be placed in such a position in

the ship that there will be no interference by extraneous noises or otherwise with the proper reception of wireless signals, and as high above the deepest load water fine as is practicable, so that the greatest possible degree of safety may be secured.

(2) The wireless telegraph room shall be provided with-

- (a) efficient means of communication with the bridge of the ship. The said means of communication shall be a voicepipe or a telephone, or some other means equally efficient;
- (b) a reliable clock with a seconds hand;
- (c) a reliable emergency light (which may be an oil lamp); and
- (d) sufficient tools to make any minor adjustment of the installation, together with spare apparatus and spare parts sufficient to maintain the installation in efficient working condition.

6. Frequencies and capabilities.- (1) The installation shall be so constructed as to be capable of-

- (a) transmitting waves of type A-2 or type B on frequencies in the case of the main installation of 500 kilocycles and 375 kilocycles (wave lengths 600 metres and 800 metres) and in the case of the emergency (reserve) installation of 500 kilocycles (wave length 600 metres);
- (b) receiving on all frequencies from 1,000 kilocycles to 15 kilocycles (wave length 300 metres to 20,000 metres). Provided that the Governor may authorise, where it appears to him reasonable to do so, the use of installation capable of receiving only on frequencies from 1,000 kilocycles to 150 kilocycles (wave lengths 300 metres to 2,000 metres);
- (c) maintaining reception by means of a rectifier of the crystal type; and
- (d) allowing changes from transmission to reception and vice versa, when communication is established, and also changes of frequency, to be made as rapidly as possible.

(2) The transmitters of both the main and the emergency (reserve) installations shall have a note frequency of not less than 100.

(3) The emergency reserve installation shall be capable of being put into operation rapidly.

7. Normal range.- The normal range of the transmitters shall be not less than-

(1) In the case of the main transmitter-

- (a) a normal range by reckoning of 100 nautical miles; or
- (b) a normal range by test of 150 nautical miles;

(2) In the case of the emergency (reserve) transmitter on a ship of Class I-

- (a) normal range by reckoning of 70 nautical miles; or

(b) a normal range by test of 120 nautical miles;

(3) In the case of the emergency (reserve) transmitter on a ship of Class II or Class III-

- (a) a normal range by reckoning of 50 nautical miles; or
- (b) a normal range by test of 75 nautical miles.

8. Direction finder.- (1) The direction finder shall be so constructed as to be capable of-

- (a) receiving clearly perceptible signals on frequencies of 500, 390 to 360, and 315 to 285 kilocycles (wave lengths 600, 770 to 830, and 950 to 1,050 metres); and
- (b) taking bearings of other wireless telegraphy stations from which true bearings may be determined.

(2) In all ships required by these rules to be provided with a Direction finder, efficient means of communication between the Direction finder and the bridge of the ship shall also be provided.

9. Power.- (1) There shall be available at all times while the ship is at sea, a supply of electrical power from the ship's dynamo sufficient for operating the main installation over the normal range required by these rules, and also for the purpose of operating the Direction finder (if any) required to be provided. Such power as aforesaid shall also be available at a definite time each day for charging any batteries forming part of the installation.

(2) The emergency (reserve) installation shall include an independent source of electrical energy sufficient to maintain the installation in operation over the normal range required by these rules continuously for a period of at least six hours without recourse to the propelling power of the ship or the main electricity system. Such source shall be placed as high above the deepest load water line as is practicable, so that the greatest possible degree of safety may be secured.

10. Number and qualifications of operators and watchers.- (1) Every ship to which these rules apply shall be provided with an operator, and every ship of Class I whose hours at sea exceed eight shall also be provided with one of the alternatives following, that is to say, either-

- (a) with additional operators, or with watchers, in accordance with the following scale:-
 - (i) If the hours at sea do not exceed 48, with one additional operator, or a watcher.
 - (ii) If the hours at sea exceed 48, with two additional operators, or two watchers, or one additional operator and a watcher; or
- (b) with an apparatus for automatically receiving and registering the alarm signal (hereinafter referred to as an approved auto-alarm) which is of a type approved by the Governor and conforms with the conditions specified in the First Schedule.

(2) No person shall be deemed to be an operator or a watcher within the meaning of these rules unless he is duly certificated, nor shall he be deemed to be duly certificated unless he is the holder of a valid certificate of such grade as is hereby prescribed or of a higher grade, that is to say-

- (a) on board a British ship registered in Myanmar an operator should hold a certificate of competency as defined in Rule 2 of the Myanmar Wireless Telegraph Rules, 1937, of the Second Class, and a watcher shall hold a watcher's certificate granted by the Director-General, Posts and Telegraphs;
- (b) on board a foreign ship an operator shall hold a certificate showing that he is a qualified operator and a watcher, a watcher's certificate being in either case a certificate granted by an authority empowered in that behalf by the laws of the country in which the ship is registered and recognised by the Director-General, Posts and Telegraphs as equivalent to the like certificate granted by him.

(3) A certificate of competency as wireless operator shall be deemed to be of a higher grade than a watcher's certificate.

(4) No operator shall be employed as the chief or only operator on board a ship of Class I or Class II unless he has been an operator at sea for a period of at least three months.

(5) An operator or watcher who-

- (a) having held a certificate during the preceding two years has, during that period, either not been employed at sea as such operator or watcher for at least three months or only been so employed on ships keeping a wireless watch of less than six hours a day, may be required either by re-examination or in such other manner as may be directed by the Director-General, Posts and Telegraphs to satisfy the Director-General, Posts and Telegraphs that he still possesses the qualifications as regards ability to receive and transmit described on his certificate of competency;
- (b) having held a certificate as such during the preceding five years, has, during that period, not been employed at sea as such operator or watcher, may be required either by re-examination or in such other manner as may be directed by the Director-General, Posts and Telegraphs to satisfy the Director-General, Posts and Telegraphs that he still possesses all the qualifications described on his certificate of competency.

In either case no such operator or watcher shall be deemed to be duly certificated after being notified in writing that the Director-General, Posts and Telegraphs is not satisfied that he still possesses the respective qualifications above referred to until such subsequent time as the Director-General, Posts and Telegraphs notifies him in writing that he is satisfied in regard thereto.

(6) Nothing in these rules shall be deemed to relieve the owner of a ship from any obligation with respect to the number or qualifications of the operators or watchers with which the ship should be provided in order that any particular radiotelegraphy service undertaken by means of the ship may be performed.

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11. Watches.- Wireless watches shall be maintained on board every British ship registered in Myanmar to which these rules apply while such ship is at sea at the times and in manner following, that is to say-

(1) if the ship is not provided with an approved auto-alarm the watches shall be in accordance with the following scale:-

(a) If the ship is of Class I a continuous watch.

(b) If the ship is of Class II and the hours at sea do not exceed 8, then during the whole of the time that the ship is at sea.

(c) If the ship is of Class II and the hours at sea exceed 8, then for not less than 8 hours a day including the time specified in the Second Schedule.

(d) If the ship is of Class III then for not less than 6 hours a day including the times specified in the Third Schedule.

(2) if the ship is provided with an approved auto-alarm, watch shall be maintained during the times specified in the Fourth Schedule by the operator, and at all other times either by the operator or by means of the auto-alarm. The operator shall also discharge all the duties on his part to be performed and observed as well as the tests which are prescribed in the First Schedule.

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12. Wireless log.- A wireless log in such form as the Governor may from time to time direct shall be carried on board every ship to which these rules apply. This document shall be kept in the wireless telegraph room, and shall be available for inspection by any officer authorised for that purpose by the Governor. Every operator or watcher shall enter in the wireless log his name, the times at which he goes on and off watch, and all incidents occurring during his watch connected with the wireless telegraph service which may appear to be of importance to safety of life at sea. In particular there shall be entered in the wireless log the record of tests of the auto-alarm (if fitted) and, where practicable, all distress messages and distress traffic in full.

13. Wireless Services.- (1) The master of every ship to which these rules apply shall take all necessary steps to ensure that the wireless telegraph service of the ship is maintained in accordance with these rules and

with the conditions of the licence granted by the Director-General, Posts and Telegraphs under the Myanmar Telegraph Act.

(2) Every operator or watcher as the case may be shall go on watch punctually at the times appointed and no operator or watcher, being on duty, shall leave the wireless telegraph room during any such time as a watch is by these rules required to be maintained by an operator or watcher unless another operator or watcher takes his place.

(3) The emergency (reserve) installation shall not be used otherwise than for the purpose for which it is installed, except when it is necessary or desirable that communication should be limited to very short ranges.

(4) Batteries, whether forming part of the main or emergency installations, shall be maintained in a fully-charged condition. A statement that this requirement has been fulfilled shall be inserted in the official log book each day.

(5) A record of batteries shall be kept by the operator in the form shown in the Fifth Schedule. These records shall be open to inspection by any officer authorised for that purpose by the Governor.

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14. Manner in which notice should be given to the Chief Officer of Customs.-

The notice required to be given under sub-section (3) of section 243 of the Act shall be in the form in the Sixth Schedule and a copy of every such notice shall on the same day be forwarded by the Wireless Telegraphy Inspector issuing the notice to the Chief Officer of Customs at the port concerned.

15. Fees.- (1) For the grant of the certificate referred to in sub-section (4) of section 243 of the Act, there shall be charged a fee, calculated, subject to a maximum of Rs.60. at the rate of Rs.15 for each inspection of a ship which is made by a Wireless Telegraphy Inspector with a view to the grant of the said certificate.
(2) The fee prescribed by sub-rule (1) shall be paid to the Wireless Telegraphy Inspector before the certificate is granted.

----- Footnote -----

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----- Attachment -----

[ATTACH LIST 1] 01 FIRST SCHEDULE. [RULES 10 (1) (b) AND 11 (2).] Approval and Maintenance of Auto-Alarms.

[ATTACH LIST 2] 02 SECOND SCHEDULE. [RULE 11 (1) (c).] Times of Watch' for Ships of Class II.

[ATTACH LIST 3] 03 THIRD SCHEDULE. [RULE 11 (1) (d).] Times of Watch for Ships of Class III.

[ATTACH LIST 4] 04 FOURTH SCHEDULE. [RULE 11 (2).] Times of Watch for Operators in Ships fitted with Approved Auto-alarms.

[ATTACH LIST 5] 05 FIFTH SCHEDULE. [RULE 13 (5).] Ship Battery Log Daily Record.