



TANGGAPAN NG KOMANDANTE
(Office of the Commandant)
PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS
(Headquarters Philippine Coast Guard)
139 25th Street, Port Area
Manila

16 November 1993

MEMORANDUM CIRCULAR
NUMBER.....14 - 93

ESTABLISHMENT OF MANILA – CAVITE SEA LANE

I. AUTHORITY:

- A. RA 5173 empowers the Philippine Coast Guard to establish, develop, maintain and operate aids to navigation and to establish navigational lanes.
- B. Convention on International regulation for Preventing Collisions at Sea (COLREGS) 1972 as amended by International Maritime Organization (IMO) Twelfth Regular Session on 19 November 1991.

II. PURPOSE:

To prescribes sea-lane between manila South Harbor Anchorage to Sangley Point and Port San Felipe, Cavite City in order to ensure safety of navigation and to delimit area where obstructions may be placed.

III. BOUNDARIES OF THE SEA LANE:

The sea lane shall bounded by 2 imaginary lines extending from Markers A, B and C respectively, and from the Sangley Aero Light to Jetty No.3, South Harbor, Manila along the Port San Felipe – Sangley Point – Manila Anchorage as shown in the Annex.

IV. MARKERS:

- A. The Markers defining points A, B, C shall made of concrete which will be lighted accordingly.

- B.** There will be three markers: A, B, C which will be located amid the sea lane at designated points as follows:

Marker A – Lat 14 degs 20 mins 31 secs North
Long: 120 degs 55 mins 24 secs East
Marker B – Lat 14 degs 30 mins 20 secs North
Long 120 degs 55 mins 24 secsEast
Marker C – Lat 14 degs 35 mins 05 secs North
Long 120 degs 56 mins 55 secsEast

- C.** Markers A and B shall be colored green and Marker C will be red.

V. RULES OF PASSAGE

- A.** The rule of passage is to keep right within the sea-lane, Vessels proceeding to Cavite shall pass at least 500 meters west of the line of markers. (Points A,B,C)
- B.** A vessel shall normally join the sea-lane at the termination of the sea-lane, but when joining or leaving from the side, it must do so at a small angle to the general direction of traffic flow a practicable.
- C.** A vessel shall, as far as practicable, avoid crossing the seal lane but if obliged to do so shall cross at the right angle of the general direction of traffic flow.
- D.** No vessel shall anchor cast of the line connecting the south entrance light and Sangley aero light within the sea-lane.
- E.** A vessel engaged in fishing shall not impede the passage of any vessel within the sea-lane.
- F.** In case of emergency and as far as practicable, a vessel shall steer beyond any of the boundaries of the sea-lane.
- G.** Nothing in the rules shall inhibit a ship from taking course west of the sea-lane if the safety of the vessel so dictates.

VI. PROHIBITION:

- A.** No fishtrap, fishpen of structure of any kind shall be laid or established along or west of the sea-lane.

- B. The owner of the fishtrap, fishpen of any structure within the sea-lane will be required to removed such of obstruction within reasonable period of time. Otherwise, such structure will be removed at the expense of the owner.

VII. PENALTY:

- A. Any of unauthorized construction of fixed structure within the sea-lane as herein established shall constitute violation of this Memorandum Circular and shall subject the offender to an administrative fine of not less than P5,000.00 but not exceeding P10,000.00
- B. Violation of rules of passage within the sea-lanes shall subject the master an/or shipowners to a fine of P5,000.00 or suspension of license or both

VIII. RESCISSION:

All Memorandum Circular or directive inconsistent with the provisions of this Memorandum Circular is hereby rescinded.

IX. EFFECTIVITY:

This Memorandum Circular shall take effect two weeks after submission to the UP Law Center or two weeks after its publication in a newspaper of general circulation. However, the removal of obstruction shall be done within 6 months after the completion of the concrete markers.

(SGD)

**CARLOS L AGUSTIN
COMMO, AFP**