

for 1990 came at 293, while registering a total of 37,815 Gross Tonnage. Sufficient supply of fuel oils can be obtained in Mandaue City as there are several oil companies with fuel depot. Common brand beverages and softdrinks are likewise in good supply. Direct communication may be had with the offices of PT&T, RCPI, PLDT and the Bureau of Telecommunication. Mandaue City is part of Metro Cebu where transportation is always available. The riding public can use the jeepney or taxi to reach many places of importance and interest.

CEBU (CHART 4446 and 4447), a chartered city and the capital of the province of the same name, is near the middle of the E side of Cebu Island. It is on a large plain at the foot of the mountain chain which traverses the length of the island and faces the strait which separates it from Mactan Island. It is a port of entry and one of the most important shipping centers in the Philippines. Its principal exports are hemp, copra, sugar and cement. Most of the hemp raised in Bohol, Leyte, Camiguin and N Mindanao finds its way to Cebu for export. Hotel accommodations are available.

HARBOR LIMITS.—CEBU HARBOR, one of the finest in the Philippines, is that portion of the strait between Mactan Island and the Island of Cebu within the following boundaries. An imaginary line extending from Bantolinao Point, Mactan Island, due N to a point on the shore of the island of Cebu; and an imaginary line extending from Luis Ledge, Mactan Island, to Lipata point, Cebu Island.

PROMINENT FEATURES in Cebu Harbor are the Provincial Capitol dome, Customhouse tower, gravity tanks, and several church towers, all of which are shown on the chart.

Coming from S, a radio tower, marked by three red obstruction lights arranged vertically, stands near Lipata Point. A conspicuous green neon sign "LUDO" is erected over the soap factory in SW Cebu City.

A TV tower, marked by an obstruction light, is located about 1 1/2 miles N of the Provincial Capitol dome.

CHANNELS.—The harbor can be entered by all classes of vessels either from the NE or from the S. The NE channel is narrow with a least navigable width of 135m and a controlling depth of 8.8 m (4 3/4 fathoms). It is comparatively straight and well marked with beacons, buoys, and lights. The channel through the S approach is about 0.5 mile wide at the narrowest point. From the marginal wharf to the edge of the reef extending from Mactan Island, the width of the harbor is 450 to 540 m and general depths of 9.1 m (30 feet) two small patches with cleared depths of 6.7 and 8.5 m (22 and 28 feet) are in mid-channel SE of the Customhouse mast. An area N of the piers on the W side of the harbor is being filled W of a line extending from the entrance of the Tinago Estero to the entrance of S. Jose River.

ANCHORAGE.—The following anchorage zones have been established for vessels entering Cebu Harbor whose masters do not desire to berth at a pier or wharf.

1. At the S entrance, that portion of the harbors waters enclosed by the following boundaries: From the shore end of the S breakwater (near Cebu Market) throughout its entire length, and from the sea end thereof along a line drawn to Cautit Island running 222°, thence a line extending N from Cautit Island running to its intersection with the shore of the mainland, thence along the shore of the mainland to the point of commencement at the shore end of the above-mentioned breakwater.

2. At the N entrance, a line drawn from the NE corner of the "Terraplen" (filling) toward beacon No. 7 until its intersection with the line drawn from the sea end of Pier 1 to buoy No. 10, thence along this latter line to said buoy No. 10, thence along a line drawn toward the radio station to its intersection with the shore of the mainland, thence along the shoreline to the point of commencement at the NE corner of the "Terraplen".

Vessels drawing more than 2.4 m (8 feet) are advised to anchor within the limits of the S anchorage zone.

PROHIBITED ANCHORAGE — Nothing contained in these provisions shall be construed as authorizing any vessel to take any anchorage which may obstruct or endanger the movements, maneuvers, or passage of other vessels in the fairway.

Anchoring of any vessel in Cebu Harbor between the limits of the City of Cebu and Mactan Island and in the Cebu Channel between Bantolinao Point and Luis Ledge Light is strictly prohibited unless authorized in writing by the PPA.

CAUTION.—A submarine cable is laid across the harbor from a position about 735 m 126° from San Nicolas Church Tower in a 148° direction for about 570 m to close W of Beacon 4, charted on the edge of Mactan Island.

DANGERS.—LIPATA BANK, partly bare at low water, is in the middle of the S entrance between Lipata Point and Luis Ledge. Its E edge is marked by a black buoy about 540 m E of the bare part.

NARVAEZ REEF, having a depth of 0.4 m (1/4 fathom) is of coral formation about 360 m NW Lipata Bank. Several fish traps mark this reef and also around the edge of Lipata Bank.

BOGO SHOAL, OSTENG SHOAL, and LAGUNDI SHOAL, stretching nearly E and W, about 1 mile S of the town of Talisay, and 2 miles SW of Lipata Bank, have depths of 4.1, 7.8 and 4.6 (2 1/4, 4 1/4, and 2 1/2 fathoms), respectively. The S edge of Bogo Shoal is marked by a black buoy.

CAMPANARIO SHOAL with a depth of 2.1 m (1 1/4 fathoms) is about 1 mile NNE of Lipata Bank. It is marked by a buoy on the S side. The two small, unmarked patches with cleared depths of 6.7 and 8.5 m (22 and 28 feet) in mid-channel SE of the Customhouse mast should be avoided.

A rocky shoal with a depth of 8.2 m (27 feet) is 260 m SE of the offshore end of Pier 1. A horizontally striped buoy marking this shoal was missing in December 1956.

BANILAD SHOALS, on the W side of the channel halfway between the entrance and the S entrance to the harbor, has several rocks bare at low water. A red nun buoy is near their E sides.

Several other shoal spots and wrecks are indicated on the chart in the N and S entrances to the harbor.

CAPITOL DOME LIGHT, 10°19'05"N, 123°53'21"E, flashing red, every 5 seconds, atop the dome of the Cebu Capitol Building, at elevation of 61.3 meters (201 feet) above high water mark and visible 6 miles from 332° to 39° on a red-white-red sector. The white sector from 2° to 9° clears the dangers on the S approach to the vicinity of Cautit Island.

DIRECTIONS.—SOUTHERN APPROACH TO CEBU: The best channel for entering Cebu from S is that between Lipata Bank and Lauis Ledge. The channels N of Bogo, Osteng, and Lagundi Shoals, and W of Lipata Bank and Capanario Shoal are not recommended.

Vessels from S, when at a point about 720 m W of Lauis Ledge Light, should steer 004° heading for the dome of the Cebu Provincial Capitol Building. There is a 8.8 m (29-foot) obstruction on this course which, if the vessel's draft so requires, should be avoided by giving it a berth of about 180 m on the port side, coming back to the course after passing the obstruction. Vessels entering at night should head for the Capitol Dome Light on the same course. When the steel tower on Cautit Island bears 279° change course to 032° heading for the red-roofed Cathedral Church bell tower. The Santo Niño Church bell tower is approximately in range on this heading. When beacon "4" is about 328 m on starboard beam, change to 075° until the Customhouse mast bears 317° when the course may be shaped to either the pier or the anchorage.

NORTHERN APPROACH TO CEBU: To enter by the N approach from a position with Bagacay Light bearing 315°, distant 1 mile, steer 230° for Bantolinao Point Light, passing about 405 m SE of buoy N "2". When buoy C "1" bears 180°, distant 440 m, change course to 237°. When Bantolinao Point Light bears 180°, distant about 247 m, follow mid-channel courses and be guided by buoys, beacons, and lights to the wharves at Cebu.

The controlling depth in the channel is 8.8 m (4 3/4 fathoms). The narrowest part which is about 135 m wide

and a depth of 9.1 to 16.5 m (5 to 9 fathoms), is SE of Mandaue tower. The tower of Mandaue on the Cebu side and the tower surmounted by a fixed green light at Lapulapu City on the Mactan side are prominent landmarks.

TIDES.—The tide tables published annually by the Coast and Geodetic Survey include predictions for each day of the year for Cebu.

TIDAL CURRENTS.—The current runs NE during flood and SW during ebb with an average velocity of 1 knot in the channel: maximum velocity of 2 knots may be expected. The times of the slack water coincide closely with those of high and low water of Cebu. At high water stands there is usually a period about 2 hours of variable currents, from 0.2 to 0.3 knots, swinging gradually through S, and at low water there is a similar period with the currents swinging through N. Maximum velocities are usually midway between high and low water.

During flood there is a strong eddy off the fort. It is most violent at spring tides but practically disappears during the neaps. The reverse current is reported to start about 1 1/2 hours after the beginning of the flood and is felt in the area alongside the marginal wharves and piers inside a line drawn from the angle of the marginal wharf off Fort San Pedro across the end of Pier 1.

During the ebb the eddy is felt through an arc of about 035° from the marginal wharf and SW of the point of the marginal wharf previously mentioned.

An additional eddy current, reverse in direction, is experienced at berths 1 and 2 immediately E of the jetty during the flood.

STORM WARNING SIGNALS are displayed both day and night from the tower on the Custom house in accordance with instructions received from the PAGASA.

PILOTS AND PILOTAGE.—Pilotage is compulsory when entering through either the N or S Channels and in berthing. Pilots are available twenty-four hours a day. Masters of ships should mention in their messages to shipping agents and to the Cebu Pilot's Association which channel will be used in entering and the present draft of the vessel in order to avoid unnecessary delay. Vessels are boarded at the N entrance off buoy C "1", and at the S entrance off Lauis Ledge. A lookout is maintained day and night in the tower of the Customhouse. The Cebu Pilot's Association maintains 5 motor launches, painted white, numbered, and carrying on them the letter "P" painted in black. A square blue flag with a white letter "P" in the middle is displayed.

PILOTAGE ENTRANCE AND CLEARANCE FEES

Pilotage through the Cebu Channel shall be compulsory to all vessels engaged in the foreign trade and the corresponding fees shall be paid.

Vessels taking pilots through the Cebu Channel upon entrance or a clearance shall be exempt from the docking fee except if the vessels first anchor in the stream longer than twelve (12) hours in which case they shall pay the docking fee. The pilotage provided for in this paragraph shall be optional to coastwise vessels but should pilotage service be requested and rendered, the fees as prescribed above less ten (10%) per cent shall be paid.

Tankers or any other vessels drawing more than 26' draft entering in the S channel to dock at the Shell installations or at any other private wharves shall be charged extra in addition to the regular pilotage fees prescribed herein for extraordinary service assumed by the pilot on duty, half of which amount shall be retained and considered as the Cebu Pilot's Association Fund.

DOCKING PILOTAGE FEES Pilotage for all vessels engaged in the foreign and coastwise trade docking at the Government piers or wharves or at private piers or wharves shall be compulsory, and the corresponding fees shall be paid.

Provided, however, that pilotage of vessels engaged in coastwise trade docking at the above-mentioned piers and wharves the pilotage fee shall be those prescribed above less ten percent (10%).

UNDOCKING AND SHIFTING FEES

Pilotage for all vessels undocking from Government piers or wharves or from private piers or wharves shall be compulsory and shall pay the same fees as provided for in Paragraph "Docking Pilotage Fees" above.

Pilotage for all vessels shifting from one deck to another by means of her own motive power shall be compulsory and shall pay the prescribed fees for undocking and docking.

Pilotage for all vessels shifting from one anchorage to another shall be compulsory and shall pay the same fees for docking and undocking as prescribed above.

TOWAGE AND LIGHTERAGE.—Tugs and lighters are available in Cebu. The Bureau of Public Works maintains a derrick barge capable of lifting 5 tons. a floating crane with capacity of 25 tons is also available. Diving apparatus at Cebu is limited to helmets only.

QUARANTINE.—The quarantine station for Cebu is on the N side of Caut Island. The approach to the station is marked by a yellow buoy, about 315 m NE of the NW point of the island. These buoys were missing in August 1990. Fumigation facilities are available. Vessels approaching the quarantine station from S should give the NE tip of the island a berth of about 450 m until it bears 226° before hauling W. The wooden pier N of the island is visible from seaward. Custom officials board either at

quarantine or with the pilots.

In addition to the regular Quarantine Anchorage located between Caut Island and the shell Tank Farm, the area between Pier 3 and the Caltex compound, about 1.6 miles ENE has been designated an Alternate Quarantine Anchorage.

HOSPITALS are available and there is a leprosarium at Cebu. The S Islands Hospital is recommended. Dental maternity, and other clinics are also available. The drug stores have complete stocks of drugs and medicine.

HARBOR REGULATIONS issued by the Philippine Ports Authority, published in the Official Gazette in Vol. 79, No. 17, April 25, 1993 are enforced and applicable to Cebu Harbor. Pursuant to Section 9, Paragraph c, Executive Order No. 513, dated Nov. 16, 1978, amending Section 43 of Presidential Decree No. 857, otherwise known as the "Revised Charter of the Philippine Port Authority" promulgated on December 23, 1975, the following rules for the proper use of the port and the corresponding procedure for the imposition of administrative fines in the case of violation thereof are hereby prescribed for the strict observance and compliance by all port users and other concerned in all ports/port districts. Port facilities or any other places or premises under the jurisdiction of the Authority:

ARTICLE I PROHIBITION AND FILES

SECTION 1. Administrative Offenses and Fines - The Administrative fines indicated hereunder shall be imposed upon any person or corporation who may be found to have committed any of the following violations, namely;

1. Vessels maneuvering for berth or anchor without the necessary pilot in port declared under compulsory pilotage by regulations, a fine not exceeding Ten Thousand Pesos.

2. Vessels berthing or mooring or loading or unloading of cargo in places and time not specified or authorized berth without permission to do so by the Authority by a fine not exceeding Five Thousand Pesos for overseas vessel.

3. Vessel departing from the port without clearance or permission from the Authority, a fine not exceeding Three Thousand Pesos for domestic vessel and not exceeding Ten Thousand Pesos for overseas vessel.

4. Vessel allowing loading or unloading by cargo handling operator not duly authorized by the Authority, a fine not exceeding Five Thousand Pesos.

5. Vessels left without Marine Officer on board and necessary complement to move the same when directed by

the Authority due to necessity, a fine not exceeding Three Thousand Pesos.

6. Operator shifting cargo in the port or authorizing withdrawal or entry of cargo in port for stacking without clearance from the Authority, a fine not exceeding Two Thousand Pesos.

7. Vessel dumping or causing to spread crude oil, kerosene or gasoline in the bay or at the piers within three miles from the nearest coastline, a fine not less than One Thousand Pesos.

8. Vessel anchoring at any dock, pier, wharf, quay or bulkhead without rat guards, fine not exceeding Two Thousand Pesos for overseas vessel.

9. Vessel dumping garbage or slopes over the side within three miles from nearest coastline, a fine not exceeding One Thousand Pesos.

10. Vessel loading gasoline at a place other than that designated by the regulations, a fine not exceeding One Thousand Pesos.

11. Vessel causing the emission and spread of harmful gas fuming, and chemicals, a fine not exceeding One Thousand Pesos.

12. Vessel conducting unauthorized repair work on board, a fine not exceeding One Thousand Pesos.

13. Commercial vehicles violating the regulations on from exit and entry to the port area, a fine not less than Ten (P10.00) nor more than Five Hundred (P500.00) Pesos.

ARTICLE II PROCEDURAL STEPS FOR THE IMPOSITION OF ADMINISTRATIVE FINES

SECTION 1. NOTICE - For Administrative Offenses committed by the vessel mentioned in Art. 1, Sec. I notice of the violation shall be served to the captain or master of the vessel, copy furnished the owner or agent to the vessel.

SECTION 2. CONTENTS OF NOTICE - The above notice shall contain specification as to the type of offense committed, the time and date of the commission and the corresponding liability for administrative fine.

SECTION 3. COPIES AND DISTRIBUTION OF NOTICE - The notice shall be prepared in triplicate, the original copy of which shall be issued to the offender, the duplicate copy to the port manager of the Port Management Unit, and the third copy to the retained by the Officer issuing the notice.

SECTION 4. SERVICE OF NOTICE - The offender shall acknowledge receipt of the notice by signing his name at the space provided therein. In the event that the offender

refuses to sign the notice, said fact shall be stated in the notice and the same shall be forwarded by registered mail with return card to the offender's residence/office, or in case of foreign vessel, to the resident shipping agent, or at the option of the Authority when practicable, copies of such notice shall be posted at conspicuous place at the offender's office/residence together with the affidavit of the server to that effect.

SECTION 5. IMMEDIATE PAYMENT OF FINE - The offender to whom notice of violation has been issued must pay the fine within seven (7) days from receipt of the notice to the cashier/collecting officer of the Philippine Ports Authority. The fact of payment must be reflected in the records of the Port Management Unit wherein the nature of offenses and other data necessary in maintaining a comprehensive record of infractions of this Administrative Order shall be reflected.

SECTION 6. PAYMENT UNDER PROTEST - In case of protest as to the imposition of administrative fine, the party concerned shall pay the fine under protest and file a written protest within seven (7) days from receipt of the violation with the Port Management Unit involved. Failure to file the written protest and pay the amount of fine under protest within the period prescribed above shall make the fine final and unappealable.

Section 7. Remedies in Case Non-Payment - Failure or refusal of the offender to pay the fine imposed shall subject him to the penalties specified under Sec. 43, P.D. 857 as amended by Executive Order No. 513, to wit:

SECTION 43. PENALTIES

a. Any person who violates any of the provisions of this Decree or any of the rules and regulations issued or promulgated by the Authority, shall be punished by imprisonment for not less than one day but not more than six years, and pay a fine of not less than Two Hundred Pesos but not more than One Hundred Thousand Pesos. If the offender is a Government Official or Employees he shall, in addition to imprisonment and fine be perpetually disqualified to hold any public office. If the offender is a juridical person, the penalty of imprisonment and fine shall be imposed upon its manager, director, representative for the violation. If the offender is an alien he shall be deported immediately without further proceedings, after serving his sentence and paying the fine.

b. Any license, franchise, authority or permit to exercise any right or privilege, which may have been issued by the Authority in accordance with this Decree, shall be deemed withdrawn and revoked upon conviction of the holder thereof.

Section 8. Contents of Protest - The protest must likewise state the specific violation being contested, the date and time of its commission, payment of the amount of the fine under protest indicating the date and amount of

the receipt and the grounds relief upon in support thereof.

Section 9. Action on Protest - Upon receipt of the written protest, the same shall be set for hearing which is to be conducted by the Port Manager or his duly authorized representative. In the hearing, the following shall be complied with:

a. Notice - No such hearing shall proceed unless a notice of hearing has been sent through personal service or by registered mail with returned card to offender, or in case of a foreign vessel, to resident shipping agent, or to their counsel of record.

b. Venue - The hearing shall be held before the Port Manager or his duly authorized representative at the port manager's office.

c. Nature of Proceeding - The proceedings shall be non-litigious and summary in the nature without regard to legal technicalities obtaining in courts of law. The rules of court shall not suppletory character and whenever practicable and convenient.

d. Powers Incidental to the Hearing - For the purpose of the hearing, the port manager or his duly authorized representative shall have the power to administer oaths, subpoena witnesses, conduct ocular inspections, take the positions, and require the production of any book, paper, correspondence, memorandum and other records which may be deemed relevant or material to the inquiry.

e. Decision - The port Manager render a decision on the protest within fifteen (15) days from the date the case is submitted for resolution.

Section 10. Appeal - Any person or company aggrieved by the decision of the Port Manager on the protest may, within fifteen (15) days from receipt of such decision, file a notice of appeal with the port Manager. The Port Manager shall, within ten (10) days from receipt of the notice of appeal, forthwith transmit all the records of the protest to the General Manager.

Section 11. Action on Appeal - The General Manager shall, within ten (10) days from receipt of the records of the protest case from the Port Manager, refer the appeal to the Review Committee, which will evaluate/review the decision of Port Management Unit. The General Manager shall within thirty (30) days from receipt of the recommendation of the Review Committee, render a decision by either confirming, modifying, reviewing or revising the decision of the Port Manager.

Section 12. Automatic Review - In case the decision of the Port Manager, in protest case involving an amount of fine of One Thousand (P1,000.00) Pesos or over is favorable to the protestant, the same shall be submitted to the General Manager for automatic review within fifteen (15) days from the date the decision is rendered. The

General Manager shall refer the matter to review committee and shall affirm, reverse or modify the decision within thirty (30) days from receipt of the recommendation of the Review Committee.

Section 13. Appeal to Board of Directors - A person or company aggrieved by the decision of the General Manager, if he/it so desires, may appeal further such decision to the PPA Board of Directors within ten (10) days from receipt thereof. If no appeal is made, the decision shall forthwith become final.

ARTICLE III FINAL PROVISIONS

Section 1. Repealing Clause - All PPA rules, regulations, memorandum and/or Administrative Orders or Circular Guidelines or part thereof, which are contrary to or inconsistent with this Administrative Orders or Circular Guidelines or part thereof, which are contrary to or inconsistent with this Administrative Orders are hereby repealed, Modified or amended accordingly.

Section 2. Amendment Clause - The Authority may from time to time, review, revise, amend, add or modify any part of the provisions hereof, which amendments, revisions, additions or modifications will be subject to the approval of the Board and published on the Official Gazette.

Section 3. Separability Clause - If any section or part of this Administrative Order is declared null and void by competent judicial authority, the invalid section or part hereof shall not affect the other sections or parts to which such declaration of nullity does not apply.

Section 4. Effectivity - This Administrative Orders shall take effect fifteen (15) days after its publication in the Official Gazette.

PORT OF CEBU, is considered as one of the busiest ports in the Philippines and the first domestic port to receive container services. In 1990 there is a long, general purpose, berth of 1,264.50 m., utilized for international and domestic shipping. Just S are the three 155-m. long piers at right angles to the main frontage, with a storage shed in each finger pier. Northward of the long, general purpose, berth is the container berth at 690.30 m. long. Port facilities includes the port proper at 893,167 sq. m., warehouses at 30,105 sq. m., transit shed of 6,610 sq. m., the passenger terminal of 720 sq. m., Container Freight Station of 6,480 sq. m., the container yard of 86,600 sq. m. and an open storage of 342, 128 sq. m.

The port has a total physical berth length of about 4.66 km capable of berthing 75 ships at the same time. The majority of fenders used were of the timber-pile cluster type and few were rubber deck fenders. Mooring fixtures came in at 80 for the bollards while there were 92 bitts and 24 cleats. Cargo handling equipments were divided into the foreign and domestic destinations. The foreign port

have two (2) fixed cranes, six (6) forklifts and one (1) Bobcat, while the domestic portion utilizes eleven (11) mobile cranes, one hundred twelve (112) forklifts of varying capacities and six (6) toplifts. In 1990 a Ro/Ro facility is being proposed for construction at berth 7.

Vessels calling at Port Cebu were numerous and have different destinations. For 1990, there were recorded 579 foreign ships and 29,719 domestic, for a total of 30,298, while at the same time registering 21,617,734. Gross Tonnage broken down respectively as follows 3,815,534 and 17,802,200. Foreign trade circulation for the year 1990 came at 1,732,268 metric tons of goods where 641,142 metric tons were exported and 1,091,126 metric tons imported. Domestic transactions realized a total of 5,006,534 metric tons for the same period where 2,972,962 metric tons was brought in and 2,033,572 metric tons shipped out. Passengers at the port number at 6,279,423 people; where 3,137,630 embarked and 3,141,793 disembarked in 1990.

In August 1990 the depths at the various berth were as follows:

Berth No. 1	3.0 m
Berth No. 2	4.6 m
Berth No. 3	4.6 m
Berth No. 4	5.2 m
Berth No. 5	5.4 m
Berth No. 6	6.4 m
Berth No. 7	7.6 m
Berth No. 8	5.5 m
Berth No. 9	4.2 m
Pier No. 1 South side (inner end)	5.0 m
Pier No. 1 South side (outer end)	6.8 m
Pier No. 1 North side (inner end)	5.5 m
Pier No. 1 North side (outer end)	6.5 m
Pier No. 2 South side (inner end)	3.0 m
Pier No. 2 South side (outer end)	5.1 m
Pier No. 2 North side (inner end)	1.4 m
Pier No. 2 North side (outer end)	6.4 m
Pier No. 3 South side (inner end)	1.8 m
Pier No. 3 South side (outer end)	4.1 m
Pier No. 3 North side (inner end)	0.9 m
Pier No. 3 North side (outer end)	5.1 m

CARGO HANDLING FACILITIES --- Level Luffing Crane of 25 - 35 tons capacity, forklifts of various capacities & other cargo handling gears for containerized, breakbulk & bulk types of cargoes are available.

SUPPLIES.—Coal, water, ice, fresh meat, and stores of all descriptions may be obtained. Several oil companies maintain numerous fuel storage tanks off Mactan Island along the S side of the channel. All these companies have fair berthing facilities and fuel oil may be obtained directly from these installations by arrangements. Bulk bunker fuel and Diesel oil can be secured in unlimited quantities, vessels being served usually by lighter. Some gasoline is stored in

bulk. Kerosene and lubricating oil are plentiful. A coal storage of 1,000 tons is maintained, but arrangement for delivery to ship's side must be made in advance.

Fresh water suitable for boiler purposes, can be obtained from the pipeline connections at the marginal wharf berths Nos. 4, 5, 6, 7 and also at Piers 1 and 2; the maximum loading speed being at night, about 20 tons per hour. For service before 0700 hours or after 1700 hours, a surcharge of 50 percent is made. A 375-ton water barge is also available from the Cebu Stevedoring Company. The PAMA and LETRONDO has a fleet of 3 and 10-ton water trucks that deliver artesian water at one peso (P1.00) per ton. Boiling or treating of city water is necessary in order to make it suitable for drinking. Distilled water, if needed, can be supplied in tank by the Cebu Ice Plant.

REPAIRS.—There are several shipbuilders, ship repairers & machine shops where ordinary repairs can be made. The Cebu Shipyard and Engineering Works at Lapulapu City, on Mactan Island, is well equipped to handle all kinds of repair work. Four slipways are available, the dimensions and capacity of which are tabulated below:

Slipway	Width	Length	Max.	Max.	Max.
	of	of	Draft of	Draft of	Gross
	Cradle	Cradle	Blocks	Blocks	Tonnage
			Forward	Aft	
	feet	feet	feet	feet	
1	70	220	10	19	1,000
2	45	170	8	17	600
3	40	140	4	11	300
4	Under repair				

The Ponce Drydock located between Mabolo and Mandaue, can haul out vessels up to 250 tons dead weight and up to 150 feet long. Other shipyards includes the Colorado Shipyard Corp., Sandoval Shipyard Inc., Milagrosa Shipyard and Shipbuilding, Philippine Trigon Shipyard Corp., Mandaue Shipyard, Santiago Shipyard and Shipbuilding Corp., and Michael Shipways Inc. There are other machines shops where minor repairs can be made.

COMMUNICATIONS.—Cebu is connected with all parts of the archipelago by numerous lines of coasting steamers. Foreign shipping make regular calls. Most of the important towns are connected by bus transportation. Cebu is only an hour flight from Metro Manila and less than an our by air travel from the cities of Mindanao and the Visayas. Post, Telephone, Telegraph and modern radio communication facilities are available. Daily airplane passenger and freight service is available with other cities and important towns of the Philippines.

Large and small vessels, ferry passengers and cargoes from the port of Cebu City to Mindanao and Visayas ports in overnight trips. Luxury liners make regular trips from Manila to Cebu in a days voyage.

MACTAN ISLAND, forming the S side of Cebu harbor, consists of an old coral reef raised for the greater part 2.4 to 3.0 m (8 to 10 feet) above the present sea level. It is well populated. The shores are generally fringed with mangroves, and the remainder of the island is devoted principally to the cultivation of coconuts and manguey.

LAPULAPU CITY LIGHT, now **OPON LIGHT** (10°18'53"N., 123°56'48"E), fixed red light, displayed from an old tower, is 10 meters (33 feet) above high water mark on a pier at Lapulapu City and visible 6 miles seaward.

MACTAN ISLAND AURO LIGHT, 10°19'21"N., 123°58'40"E., about 1 mile SSW of Bantolinao Point shows a flashing white and green light. It is visible 15 miles. In 1965, it was reported to be obscured from 258° to 032°. An aeronautical radio beacon transmits from a tower about 1 mile SW of the light.

LAPULAPU CITY is within the harbor limits of Cebu Harbor, on the NW side of Mactan Island. The principal oil companies represented in the Philippines have installations in this city with berthing facilities for bunkering vessels. The General Milling Corporation operates a flour mill at Lapulapu City. Its wharf can accommodate ocean-going vessels. A ferry service between Cebu and Mactan Island is available for motor vehicles at Mandaue.

Coming from the N, the first wharf of the Lapulapu City is the General Milling Corporation wharf. A little to the SW of it are the Mobil Oil Company wharves and the drydock slipways of the Cebu Shipyard and Engineering Works. Further S, it is the Caltex installation. The T-shaped pier has been extended 25 m (82 feet) SW of its SW T-head in a 225° direction thence 135° towards the shore. An L-shaped grain pier is also in this Caltex compound. The Shell Oil Company, forming an island by itself, is about 720 m S of the Customhouse. Pilotage to all of these piers and wharves is compulsory.

BANTOLINAO POINT LIGHT, (10°20'12"N., 123°59'07"E), flashing green in groups of three, every 15 seconds, from a 9.1-meter high, white concrete tower, on the edge of the reef off Bantolinao Point in Mactan Island, is visible 11 miles over an arc of 234° from 60° to 294°.

FROM BANTOLINAO POINT, on the N part of the island, a reef extends about 1 mile ENE and is marked at the outer edge by a black can buoy. The edge is also generally marked by fish traps. From Bantolinao Point to about 0.8 mile SW of Lapulapu City the shore is fringed by a very narrow, steep-to reef marked by beacon.

MAGELLAN BAY is E of Bantolinao Point. The head of this bay is blocked with reefs, and there are a number of shoal patches in the middle. Magellan's Monument stands near the shore at the head of the bay about 2 miles SW of Bantolinao Point. An obstruction, with a swept depth of 10 m (5 1/2 fathom), lies in the middle of the bay

about 1.1 miles W of Panguian Point.

PANGUIAN POINT, the NE extremity of the Mactan, is clear and steep-to, as is also the SE side of the island to the barrio of **MARIGONDON**, where the shore reef begins to widen and continues SW for about 4.5 miles and then curves NW surrounding **Lauis Ledge**.

The SW part of Mactan Island has been worn away by the sea, leaving a large reef which extends about 2.5 miles SW. On that portion of the reef immediately fronting the City of Cebu are a few pillar-like blocks which are very conspicuous from the anchorage. The surface of the reef is scooped out into irregular basins and sharp projecting pinnacles and covered with mud. The remainder of the reef is bare almost to the edge of the water at extreme low tides. At high water it is covered, and only a few mangrove-covered islets, some fishermen's huts built on great rock piles, the discolored water, and the numerous fish traps indicate the presence and the limits of the reef. There is a dwelling on the N edge of the reef which is quite prominent.

LAUIS LEDGE, the SW part of the reef, is marked by a small coral islet on which is generally one or two fishermen's huts. The W limit of the shoals off the lighthouse is marked by a red nun buoy.

LAUIS LEDGE LIGHT, (10°14'12"N., 123° 53' 26"E,) flashing white, every 10 seconds, from an 8.5-meter high iron tower on top of a concrete house which is partly destroyed, having elevation of 16 meters (53 feet) above high water mark, on the W end of Mactan Island, near the outer edge of **Lauis Ledge**, visible 12 miles over an arc of 240° from 304° to 184°.

From **Lauis Ledge Light** the edge of the reef extends N a curve E for a distance of 3 miles to the beacon which marks its NW extremity and is generally steep-to.

HILUTANGAN CHANNEL, separating **Olango Island** and **Mactan Island** is more than 2 miles wide, straight, deep and free from obstruction.

OLANGO ISLAND, 2.3 miles SE of **Mactan Island**, is 4.3 miles long NE and SW, of irregular shape, low and cultivated.

MABINI POINT, the NE extremity, is clear and steep to. The W and E sides are fringed with reefs, and from the S side a wide reef, bare at low water, extends SW for 4.5 miles and surrounds **SULPA**, **CAMUNGI**, **HILUTANGAN**, **PANGANAN**, **CAOHAGAN** and **LASSUAN ISLETS**, which are simply continuations of **Olango**. On **Olango Island**, half of the E, the N and most of the W shores are overhanging bluffs of porous, sharp, jagged coral. Most of the S shore is exposed coral rock with occasional deposits of sand in which grass and a few scattered mangroves have taken root. **Olango** has a population of 14,091 people in 1980. The barrios of **SANTA ROSA** and **POO** are on the W side of the island. **Olango** is the only island of this

group which has a supply of fresh water.

In the beach of Santa Rosa is a rock causeway extending NW for 500 meters, with a width of 4 meters while its offshore end running for another 100 meters is an unfinished portion. In 1988 there was recorded an annual total transaction of 1,133 metric tons of goods at this landing site, with imports at 953 metric tons and 180 metric tons shipped out.

HILUTANGAN ISLET, about 2.5 miles SW of Olango, is rocky and about 2 m (7 feet) high on the W part; the E part is low and sandy and covered with coconut trees. Except at low water, Hilatungan provides, on the N side, a much used shelter for bancas during rough weather.

LASSUAN ISLET, 1 mile SE of Hilatungan, is the smallest and most S islet of this group. It is close to the edge of the reef and is composed of sand, with a partly exposed coral foundation. A group of tall coconut trees is conspicuous.

OLANGO CHANNEL, separating Olango Island from the reefs surrounding Danajon Bank and the reefs SW of it, is about 2 miles wide at its narrowest part, between Caohangan and CABULAN ISLETS, and is deep and clear.

LIPATA POINT TO TANON POINT (CHARTS 4429 and 4430).—From LIPATA POINT, at the entrance of Cebu Harbor, the coast trends SW for 15 miles to Carcar Point. The towns of TALISAY, MINGLANILLA, NAGA, and SAN FERNANDO and a number of barrios are along this coast.

The interior is rock, coral formation, broken and rough, but nearly all cultivated. The hills have been eroded into steep gullies whose general direction is at right angles to the coast. Much of the shore is bordered by mangroves which in places give way to mud and the mud grass and cultivated land without any definite high water mark. Most of the coastline is fringed with steep-to coral reefs, and there are a few places where a small boat can land at low water in rough weather.

From Lipata Point to LANGTAD POINT, just S of Tinaan Anchorage, are numerous detached reefs lying 1 to 1.5 miles from shore, and this part of the coast should be given a good berth. In front of the town of Minglanilla, in which there is a prominent church with a large tree, are numerous passages between the reefs, but the bottom is very uneven and the channels too narrow and tortuous to be of any value. S of Tinaan Anchorage the shore reef is narrow and steep-to until Carcar Point is reached, and there are no off-lying dangers.

NAGA is a small town about 7 miles WSW of Lipata Point. It may be recognized by a prominent church. The largest cement plant in the Philippines is 1 mile SW of the town. The plant is distinguished by its buildings, concrete pier and smoke stack which are good landmarks. Vessels

of 4.5 m draft can go alongside the pier. No fresh stores or fresh water are available. Medical supplies are limited to the plant dispensary. The town has post and telegraph offices.

ANCHORAGE may be had here in 27.4 m (15 fathoms), sand bottom, about 720 m from shore, with the prominent church bearing 271°. There is a 0.4 m (14-fathom) patch 0.5 mile NE and patches of 4.6 and 8.7 m (2 1/2 and 4 3/4 fathoms) SE of Naga church.

TINAAN ANCHORAGE, formed by the bight of the coast 1 mile S of Naga and the off-lying reef about 1 mile off it, has depths of 9.1 to 18.3 m (5 to 10 fathoms), sand and mud bottom. The reef which protects the anchorage is mostly bare at low water and serves as a guide for entering. A concrete beacon marks the limit of the reef on the W side of the S entrance to Tinaan Anchorage. Anchorage for dry cargo vessels is S of the beacon in 64 m (35 fathoms) with the smoke stack bearing 342°. Tankers tie up to the mooring buoys off the end of the pier and discharge through the submerged pipe line.

SAN FERNANDO, a small town about 4 miles SW of Naga, has a prominent church. The reef bordering the shore of the town is narrow and steep-to.

ANCHORAGE for small vessels, with sufficient swinging room in fine weather, may be had in front of the town in 36.6 m (20 fathoms), sand bottom. There are the remains of a small jetty which does not extend to the low-water line.

SANGAT COVE, about 2.5 miles SW of San Fernando, is small and shallow and the entrance is narrow. It is used only by small sailing craft.

CARCAR POINT, about 2.5 miles S of Sangat Cove is formed by a right-angled elbow of the coast; it is low, covered with coconut trees, and fringed by a narrow, steep-to reef which on its E side extends about 720 m.

THE DAANLONGSOD RIVER discharges about 0.7 mile N of the point. Shallow water, with mud bottom, extends well offshore from its mouth which can be distinguished by an old fort about 180 m N of it.

CARCAR BAY (CHART 4465) is about 1.5 miles W of Carcar Point. There is a small, low islet on the W side of the entrance connected with the shore by a reef bare at low water. The shores are low and fringed with mangroves, and reefs extend from both entrance points and from the shores of the bay, leaving available a small anchorage area well sheltered from the sea by the reefs and the small islet.

CARCAR is a small town on slightly rising ground about a mile NNW of the head of the bay. It is connected by good roads with Barili on the W coast, and with other towns N and S. The town has a post-telegraph office. The