



Department of Transportation and Communications
PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS
(Headquarters Philippine Coast Guard)
139 25th Street, Port Area
1018 Manila



HPCG/CG-3

27 June 2007

MEMORANDUM CIRCULAR
NUMBER04-07)

**REVISED GUIDELINES ON MOVEMENTS OF VESSELS
DURING HEAVY WEATHER**

I. **AUTHORITY:**

RA 5173 as amended by PD 601.

II. **PURPOSE:**

To prescribe policies and procedures in order to enhance maritime safety especially during the occurrence of a tropical depression or typhoon that makes sea travel dangerous

III. **SCOPE:**

This policy applies to all vessels that may be affected by the prevailing weather disturbance.

IV. **DEFINITION OF TERMS:**

- A. Typhoon Signal Nr 1 - is declared if winds of 30-60 kph (approximately 16 – 32 knots) are expected in at least 36 hours.
- B. Typhoon Signal Nr 2- is raised if winds of greater than 60 kph up to 100 kph (approximately 32-54 knots and above) is expected in the locality in at least 24 hours.
- C. Typhoon Signal Nr 3 - is raised if winds of greater than 100 kph up to 185

kph approximately 54-100 knot and above) are expected in at least 18 hours usually accompanied by heavy rains.

- D. Typhoon Signal Nr 4 - is raised if winds of greater than 185 kph (approximately 100 knots and above) are expected in the locality in at least 12 hours usually accompanied by heavy rains.
- E. Danger Sector - is defined as the area where a typhoon may possibly pass during the next 48 hours graphically constructed as follows;
1. From the last known position of the typhoon, draw lines 40 degrees on both sides of the typhoon track.
 2. Take the maximum predicted distance that the typhoon travel during the next 48 hours
 3. Using the last known position of the typhoon as the center, draw an arc with a radius equal to the predicted distance determined in para E2 above. The area bounded by this arc and the two radial lines drawn in para E1 above is the DANGER SECTOR.
- F. Vessel - Any ship, watercraft or other conveyances used or capable of being used as a means of transportation.

V. POLICY:

A. General:

1. Safety of Life at Sea should take precedence at all times, Whenever there is a weather disturbance within the Philippine area of responsibility (AOR), the PCG Station Commander (from whose AOR any vessel is scheduled to depart) and the operator/master of the vessel should study carefully the typhoon movement to ensure that the vessel will not be within the area directly affected by typhoon signals 1, 2, 3, and 4 or within the danger sector until they reach their destination.
2. In the careful study of the typhoon movement, the Station Commander merely assist the master of the vessel by providing the necessary information form which the master formulates his own decision either to stay in port or move the vessel away from the typhoon. The technical information supplied by the Station Commander shall not, in any manner, be construed as an instruction for the master on his possible course of action to evade the typhoon.

3. Due to the distinct geographical characteristics of the different areas in the country, effects of any particular typhoon signal varies from one place to another whenever it is hoisted. As such, responsibility and discretion is left to the ship owners/ masters for the decision to sail when PSWS Nr 1 is hoisted in an area that would affect the vessel. It is expected that ship owners/ masters of the vessels will act according to their best judgment in order to save lives and property.

B. Specific Guidelines:

1. Movements of any craft/ vessel is left to the decision and responsibility of its master/ ship owner if PSWS number 1 is hoisted within the vessel's point of origin, the route, and destination.
2. No vessel of 2,000 gross tons or below shall sail except to take shelter if PSWS number 2 is hoisted within its point of origin, the route, and point of destination.
3. No vessel shall sail except to take shelter if PSWS number 3/ PSWS Number 4 is hoisted within its point of origin, the route, and point of destination.
4. Vessels allowed to sail to take shelter or ride out the storm as covered by paragraphs 2 and 3 of this section, shall depart without passengers or cargo on board.
5. The Boarding Team must advise the vessel on the current weather report and forecast prior departure of the vessel.

VI. PROCEDURES:

- A. Every Master or any person in charge of the vessel shall ensure that the latest weather bulletin is received and the track of the typhoon is plotted on the weather chart aboardship.
- B. The Master or Patron, upon sensing of the danger as a result of a typhoon, shall request in writing to leave the port (if necessary) to take shelter in a safer area, attesting therein further that the decision to leave port is his alone.
- C. The Master or Patron must disembark passengers and cargo before leaving port to take shelter at a safer place.

- D. It is the responsibility of the master of the vessel to take the necessary precaution to avoid danger to his ship and injury to his crew and passengers.

VII. RESPONSIBILITY:

A. Director, Coast Guard Action Center :

1. Coordinate with PAGASA on the availability of weather bulletin every 0500, 1000, 1700 and 2300 and immediately disseminate same through fastest means of communications to all PCG units with priority to the area directly affected by the typhoon.
2. Plot in the weather chart the track and forecast position of the typhoon.
3. Advise immediately CPCG on all major maritime accidents.
4. Monitor continuously all PCG units and take appropriate action on all reported maritime accidents. Recommend to CSPCG the activation of the HPCG Battle Staff for Maritime Incident in case of major incidents.
5. Perform other duties as CPCG may direct.

B. Coast Guard District Commanders:

1. Monitor and get the entire weather bulletin at all times through HPCG or other available sources.
2. Plot the prevailing weather condition and weather forecast for the next 72 hours at the weather board. Display the weather board in a conspicuous area for the benefit of local seafarers. Further, hoist the basic day to-day signals to indicate the expected velocity of the winds within the next 12-24 hours. (See the enclosure re-characteristic of the day signals)
3. Disseminate to all subordinate units and local shipping agencies the latest weather update.
4. Render situation report to HPCG at interval as indicated:
 - (a) every 12 hours if signal number 1 and 2 are hoisted
 - (b) every 6 hours if signal number 3 is hoisted
 - (c) every 3 hours if signal number 4 is hoisted

(Note: SITREP to include weather and Maritime Traffic Condition.)

- D. It is the responsibility of the master of the vessel to take the necessary precaution to avoid danger to his ship and injury to his crew and passengers.

VII. RESPONSIBILITY:

A. Director, Coast Guard Action Center :

1. Coordinate with PAGASA on the availability of weather bulletin every 0500, 1000, 1700 and 2300 and immediately disseminate same through fastest means of communications to all PCG units with priority to the area directly affected by the typhoon.
2. Plot in the weather chart the track and forecast position of the typhoon.
3. Advise immediately CPCG on all major maritime accidents.
4. Monitor continuously all PCG units and take appropriate action on all reported maritime accidents. Recommend to CSPCG the activation of the HPCG Battle Staff for Maritime Incident in case of major incidents.
5. Perform other duties as CPCG may direct.

B. Coast Guard District Commanders:

1. Monitor and get the entire weather bulletin at all times through HPCG or other available sources.
2. Plot the prevailing weather condition and weather forecast for the next 72 hours at the weather board. Display the weather board in a conspicuous area for the benefit of local seafarers. Further, hoist the basic day to day signals to indicate the expected velocity of the winds within the next 12-24 hours. (See the enclosure re-characteristic of the day signals)
3. Disseminate to all subordinate units and local shipping agencies the latest weather update.
4. Render situation report to HPCG at interval as indicated:
 - (a) every 12 hours if signal number 1 and 2 are hoisted
 - (b) every 6 hours if signal number 3 is hoisted
 - (c) every 3 hours if signal number 4 is hoisted

(Note: SITREP to include weather and Maritime Traffic Condition.)

5. Monitor distress frequencies(VHF-channel 16, CW-5 khz and SSB-2182 Mghz) particularly during adverse/heavy weather condition.
6. Perform other duties as CPCG may direct.

C. Coast Guard Station Commanders::

1. Monitor the weather bulletin through the District headquarters, HPCG or other available sources.
2. Plot the prevailing weather condition/weather forecast for the next 72 hours on the weatherboard.
3. Display the weather board in a conspicuous area for the benefit of local seafarers. Further, hoist the day signal to indicate the expected velocity of the winds within the next 12-24 hours.
4. Disseminate to all subordinate detachments and local shipping agencies the latest weather update.
5. Render situation report to HPCG.CGD at interval as indicated:
 - (a) every 12 hours if signal numbers 1 and 2 are hoisted
 - (b) every 6 hours if signal number 3 is hoisted
 - (c) every 3 hours if signal number 4 is hoisted

(Note: SITREP to include weather and Maritime Traffic Condition)
6. Recommend to appropriate authorities the denial of departure clearance to any vessel of any category in accordance with typhoon signal hoisted.
7. Ensure that masters' request to leave port for the purposes of sheltering in a safer area or riding out the storm are put in writing and properly attested to.
8. Ensure that vessels granted approval to leave port for the purpose of sheltering or riding out the storm have disembarked their passengers and cargoes.
9. Monitor distress frequencies (VHF-channel 16, CW-5 khz and SSB 2182 Mhz) particularly during adverse/heavy weather condition.
10. Perform other duties as higher headquarters may direct.

D. Shipping Owners/ Operators:

1. Ensure that all vessels are properly informed of the weather update, to include the areas where typhoon signals are hoisted.
2. Discourage any vessel's movement except for sheltering purposes especially when typhoon signals are hoisted or expected to be hoisted within the area of origin, the route and the destination.
3. Keep track of all weather report for dissemination purposes as well as monitor all vessel's movement until they reach the port safely.
4. Inform the Coast Guard immediately of any unusual incident involving maritime safety such as missing craft and/or loss of contact with any of their vessels

VIII. RECISSION CLAUSE:

This Memorandum Circular rescinds MC Nr 03-98.

IX. EFFECTIVITY:

This Memorandum Circular takes effect immediately.




DAMIAN L CARLOS

ADM PCG
Commandant, PCG

ENCLOSURE

CONDITIONS

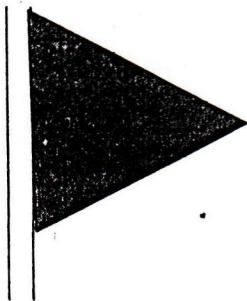
CHARACTERISTICS OF DAY AND NIGHT SIGNALS

TYPHOON SIGNAL NR 1

*** CONDITIONS**

When conditions dangerous to small crafts are forecasted for the areas (winds of 30-60 kph or 16-32 knots), a red pennant will be displayed by day, and a red light over white light will be displayed at night.

*** FLAG/ PENNANT**



LIGHT

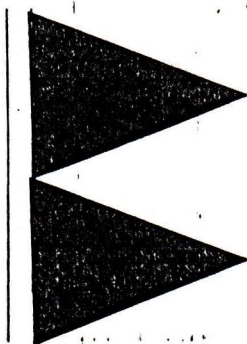


TYPHOON SIGNAL NR 2

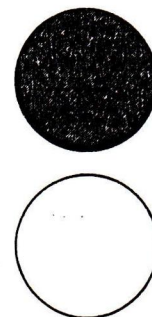
*** CONDITIONS**

Two red pennants or a white light over a red light indicate that winds ranging from 60-100 kph (32-54 knots) are forecasted and conditions are dangerous to the operation of vessels 2,000 GT or less.

*** FLAG/ PENNANT**



LIGHT

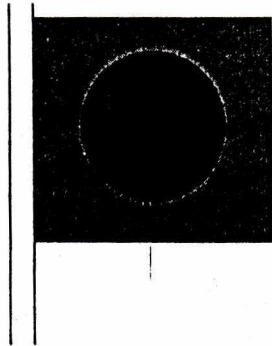


TYPHOON SIGNAL NR 3 and 4

* CONDITIONS

A square red flag with a black center or two red lights indicate that winds from 100-185 kph (54-100 knots) are forecasted and conditions are dangerous to the operations of all types of vessels.

* FLAG/ PENNANT



LIGHT



219 507

ANNEX B

MARPOL INCIDENT REPORT
(SOP No. ____ Form C)

(PCG Reporting Unit)

- A. DATE/TIME OF REPORT _____
- B. INFO SOURCE OF REPORTING UNIT _____
- C. PLACE OF INCIDENT (LAT/LONG) _____
- D. TYPE OF POLLUTION (OIL, OTHERS) _____
- E. CAUSE OF POLLUTION _____
- F. APPROX QTY SPILLED _____
- G. EXTENT OF AFFECTED AREA _____
- H. PREVAILING SEAWEATHER CONDITION _____
- I. NAME OF VES/GRT/NT _____
- J. TYPE OF VES/OFF SHORE INSTALLATION _____
- K. REGISTRY/HOMEPORT/ADDRESS _____
- L. PORT OF ORIGIN _____
- M. PORT OF DESTINATION _____
- N. ON-SCENE COMMANDER _____
- O. ACTION TAKEN BY REPORTING UNIT _____

P. OTHER REMARKS _____

REPORT SUBMITTED BY: _____
(SIGNATURE OVER PRINTED NAME)

REPLY TEL/FAX NUMBER: _____