



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



HPCG/OCG3

02 February 2001

MEMORANDUM-CIRCULAR
NUMBER ----- 03

**GUIDELINES ON MOVEMENT OF MOTORBOATS/VESSELS IN THE ABSENCE
OF WEATHER BULLETIN IN THE LOCALITY**

I. AUTHORITY:

RA 5173 as amended by PD 601

II. PURPOSE:

To prescribed policies and procedures in order to enhance maritime safety during the absence of weather bulletin in certain locality that make sea travel dangerous.

III. SCOPE:

This policy applies to all motorboat/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) is expected in at least 36 hours.
- B. **Typhoon Signal Nr 2 –** is raised if winds of greater than 60 kph (approximately 32 -54 knots) 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 knots) is expected in at least 18 hours usually accompanied by heavy rain.
- D. **Typhoon Signal Nr 4 –** is raised if winds of greater than 185 kph (approximately 100 knots) is 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 probably pass during the next 48 hours graphically constructed as follows:

1. From the last know position of the typhoon, draw lines 40 degrees on both sides of the typhoon track:
2. Take the maximum predicted distance that the typhoon travels during the next 48 hours.
3. Using the last known position of the typhoon as the center, draw an are with a radius equal to the predicted distance determined in para E2 above. The areas bounded by this are 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.

G. **BEAUFORT SCALE** - a table of scale indicating various velocities of winds and describing its effect at sea.

V. POLICY:

1. GENERAL GUIDELINES:

A. Safety of life at Sea should take precedence at all time, Whenever there is a weather disturbance with in the area of responsibility (AOR), the PCG Station Commander (from whose AOR any vessel is scheduled to depart) should analyze carefully the weather condition in the locality during the absence of weather bulletin and ensure that movement of motorboats/vessels shall be in accordance with the specific guidelines of this Memo-Circular utilizing the Beaufort Scale as reference.

B. The Station/Detachment Commander is not precluded from exercising his professional judgment utilizing the Beaufort Scale and rules of thumb as reference in case the weather is inclement enough in the locality as to warrant prevention of departure particularly if passenger are not board.

C. Estimation of the wind speed and a constant awareness of the state of the sea are important responsibilities of the Station/Detachment Commanders and motorboat/shipowner who shall act according to their best judgment in order to save lives and property particularly during the absence of any weather bulletin in their area of operation.

2. SPECIFIC GUIDELINES:

A. No Motorboats 15 GT and below shall be allowed to sail if in the estimate of the Station/ Detachment Commander the weather condition prevailing in the locality has reached the Beaufort scale Nr 4.

B. No Motorboats as well as ferry boat or yachts (engine or sail driven) 35 GRT and below shall be allowed to sail if in the estimation of the Station /Detachment Commander the weather condition prevailing in the locality has reached Beaufort Scale No. 5. (Description Fresh Breeze Winds 17-21 knots, Moderate waves (6 ft) taking a more prolonged long foam many white caps are formed, Chance or more spray).

C. No vessel of 250 GRT or less shall sail it the weather condition in the locality estimation of the Station/ Detachment Commander has reached Beaufort Scale Nr. 6 (Description

Moderate Gale-Winds 28-33 knots. Waves at 14 ft. Sea heavy waves and white foam from breaking waves begin to be blow in streaks along the direction the wind spindrift begins).

D. No vessel of 700 GRT or below shall sail if the weather condition in the locality in the estimation of the Station/ Detachment Commander has reached Beaufort Scale No. 9 (Description Strong Gale-Winds 41-47 knots. High waves (23 ft), Dense streaks of foam along the direction of the wind. Sea begins to roll, spray may affect visibility).

E. No vessel shall sail regardless of tonnage if in the estimation of the Station/ Detachment Commander the weather condition in the locality has reached Beaufort Scale No. 10 (Description Storm-Winds 48-55 knots. Very high waves (29 ft), with long overhanging crests. The resulting foam in great patches is blown in dense white streaks along the direction of the wind. On the whole surface of the sea takes a white appearance. The rolling of the sea becomes heavy and shocklike. Visibility is affected).

F. Station / Detachment Commanders shall as soon as weather disturbance improves in their locality in the exercise of his professional judgment shall allow the immediate departure of vessel in the absence of any weather bulletin.

VI. PROCEDURES:

- a. Station / Detachment Commander after thorough evaluation of weather condition in area in the absence of availability of weather bulletin and in the exercise of his professional judgment shall immediately inform motorboats owner/operator or ship owners/ master of concerned vessel of the prevailing weather disturbance and advise same not to depart until further notice pursuant to the specific provisions of this Memo-Circular.
- b. Station / Detachment Commander shall effect denial of departure thru written request to the proper government agency, Philippine Port Authority (PPA).
- c. Station / Detachment Commander shall immediately initiate lifting of denial of departures as soon as weather condition improves in his locality.

VII. RESPONSIBILITY:

A. COAST GUARD DISTRICT COMMANDER:

1. Monitor and get all weather bulletin at all times through HPCG and /or other agencies.
2. In the absence of weather bulletin, monitor any sign of unusual weather disturbance in the locality.
3. Advise concerned Station Commander for any sign of unusual weather disturbance in the locality.
4. Monitor distress frequencies (VHF-Channel 16) CW-5KHZ and SSB-2182 MHZ) particularly during adverse /heavy weather condition.
5. Perform other duties as CPCG may direct.

B. COAST GUARD STATION COMMANDER:

1. Monitor the weather bulletin through the District Headquarters, HPG or other sources.
2. In the absence of weather bulletin, monitor any sign of unusual weather disturbance in respective locality.
3. Implement provision of this Memo-Circulars soon as unusual weather disturbance in the locality is observed in the absence of any weather bulletin.
4. Monitor distress frequency (VHF-Channel 16) CW -5KHZ and SSB 2182 MHZ) particularly during absence/heavy weather condition.
5. Perform other duties as higher headquarters may direct.

C. SHIPPING OWNERS/OPERATOR:

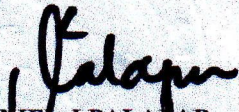
1. Ensure that all motorboats / vessels are properly informed of the weather updates.
2. Inform the nearest Coast Guard Stations of any weather disturbance in the locality in the absence of any weather bulletin.

VII. EFFECTIVITY:

This Memorandum Circular takes effect immediately

BY COMMAND OF VADM LISTA:

OFFICIAL:



NIEL J PALAMAR
IV PCG
Coast Guard Adjutant

DANILO A ABINOJA
COMMO PCG
Chief of Staff, PCG