



Republika ng Pilipinas
PANGASIWAAN NG DAUNGAN NG PILIPINAS
(PHILIPPINE PORTS AUTHORITY)
5th Floor BF Condominium
Aduana Intramuros, Manila

P. O. BOX 62
TELEPHONE NOS 47-92 04
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March 3, 1982

MEMORANDUM ORDER
No. 04 - 82

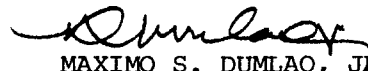
T O : ALL PORT MANAGERS/OIC's
PILOTAGE ASSOCIATIONS,
SHIPPING COMPANIES AND
ALL OTHERS CONCERNED

SUBJECT : Rendition of Compulsory Pilotage
By Pilotage Associations and
Corresponding Service Fee Therefor

Reports have reached this Office that there are vessels calling at some ports without a harbor pilot on board which situation could result to damage to the port facilities as well as the vessel. In order to avoid damage to government and private properties, all pilotage districts where compulsory pilotage services are required shall be rendered the necessary services and the fees to be charged therefor be in accord with the schedule of fees as set forth in CAO 15-65 dated September 1, 1965, as amended. If there is no service rendered, there shall be no payment.

Strict compliance is hereby enjoined.

BY AUTHORITY OF THE GENERAL MANAGER:


MAXIMO S. DUMLAOG, JR.
Assistant Executive Officer

POED/POD





Republika ng Pilipinas
PANGASIWAAN NG DUANGAN NG PILIPINAS
 (PHILIPPINE PORTS AUTHORITY)
 PORT OF CEBU
 3RD FLOOR M&K BUILDING CORNER JUAN LUNA
 AND LAPULAPU STS CEBU CITY

TELEPHONE NOS
 9-18-59 7-08 15

00302208206
 22 February 1982

MEMORANDUM

FOR : The General Manager
 Philippine Ports Authority
 BF Condominium, Aduana, Manila

THRU : The Asst. Executive Officer
 Attn. Manager, P O E D

FROM : The Port Manager, Port of Cebu

SUBJECT : Pilotage Services

PHILIPPINE PORTS AUTHORITY
 RECORDS

RECEIVED
 FEB 25 1982

No. 1000 1000

It has been observed that coastwise vessels coming to the port of Cebu are, more often than not, maneuvered to berth without a harbor pilot on board. Needless to say, this practice could result to damage to port facilities, not to mention the repeated violation of our port rules and regulations. Moreover, in such instances pilotage fees were collected just the same.

It is quite difficult for us to stop this practice, because Masters of vessels are too willing to sign on the bills presented by the pilots showing proof that services have been rendered. There is an apparent connivance between Masters of vessels and the harbor pilots. Furthermore, par. XLI of CAO 15-65, which has been adopted in toto, calls for the compulsory payment of pilotage fees, whether or not services have been rendered, for ports within the Pilotage District.

In order to impose discipline on the harbor pilots and to enjoin Masters of vessels to strictly comply with the provisions of CAO 15-65, it is recommended that the specific provision cited above be reviewed and, if found feasible, pilotage fees shall not be paid unless actual service is rendered.

[Signature]
 VICENTE T. SUAZO, Jr.