

**BULLETIN: PHILIPPINE ISLANDS
SAILING DIRECTIONS. SECTION
III. PANAY, NEGROS, CEBU,
AND ADJACENT ISLANDS, 1906**

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ANONYMOUS

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PHILIPPINE ISLANDS SAILING DIRECTIONS.

SECTION III.

**PANAY, NEGROS, CEBU, AND ADJACENT
ISLANDS.**

THIRD EDITION

1906

BULLETIN

COAST AND GEODETIC SURVEY.

MANILA
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The description of the coasts and waters of the Philippine Islands is comprised in seven sections, issued at present in six pamphlets, a list of which is given below.

These pamphlets may be obtained free of charge, on application, by shipmasters and others interested.

Section I.—North and west coasts of Luzon and adjacent islands, from Cape Engaño to Manila Bay, 1906. (Third edition.)

Section II.—Southwest and south coasts of Luzon and adjacent islands, from Manila to San Bernardino Strait, 1906. (Third edition.)

Section III.—Coasts of Panay, Negros, Cebu, and adjacent islands, 1906. (Third edition.)

Section IV.—Coasts of Samar and Leyte and the east coast of Luzon, 1904. (Second edition.)

Section V.—Coasts of Mindanao and adjacent islands, 1905. (Second edition.)

Section VI and VII.—Mindoro Strait, Palawan Island, and Sulu Sea and Archipelago, 1906. (Second edition.)

INTRODUCTION.

The information contained in this bulletin relates to the coasts of Panay, Negros, Cebu, and adjacent islands. The second edition was dated July 1, 1904, and contained all information available at that time.

In this, the third edition, new information has been added, mainly from the following sources:

Reports of R. B. Derickson, W. C. Dibrell, Don R. Jewell, and John B. Boutelle, assistants, Coast and Geodetic Survey, on the survey of Guimaras Strait and vicinity by the steamer *Research* in 1904, 1905, and 1906.

Information received from the Philippine Islands Light-House Service and from the masters of Philippine Government vessels, United States Army transports, and the Mercantile Marine.

This bulletin and its previous editions have been prepared at the office of the Coast and Geodetic Survey at Manila by J. C. Dow, nautical expert.

Although better known than some other portions of the Philippine Islands, the existing surveys and information as to the region covered by this section are not sufficiently accurate nor complete to meet the needs of commerce. Navigators will therefore confer a favor by notifying the Coast and Geodetic Survey Office, Manila, P. I., of any errors which they may discover or of additional matter which they think should be inserted for the benefit of mariners.

MANILA, *November 1, 1906.*

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The bearings, courses, and trend of the land as given in this work are true, but for convenience occasionally the corresponding correct magnetic directions, to the nearest degree, follow in parentheses (variation in 1906).

Distances, unless otherwise stated, are given in nautical miles.

Bearings of lights are given from seaward.

Soundings of new surveys are referred to the mean of lower low waters; the former surveys were referred to practically the same plane.

Winds are referred to by the direction from which they blow.

Currents are referred to by the direction toward which they set.

PANAY, NEGROS, CEBU, AND ADJACENT ISLANDS.

Variation in 1906.

Iloilo	1° 32' E.
Cebu	1° 30' E.

HARBORS OF REFUGE.

Port Galera, Varadero Bay, and Mansalay Bay, Mindoro; Port Loco, Tablas; Iloilo, Panay; South Bais Bay, Negros; Carmen (Port Bugut) and Cebu, Cebu, are the principal harbors of refuge included in this section. They are referred to in their order in the detailed description of the coast.

GENERAL DIRECTIONS.

Manila to Iloilo.—Vessels bound from Manila to Iloilo have the choice of three different routes of nearly equal length but widely separated. The route to be selected depends on the class of vessel, the season of the year, and the opinion of the navigator. The first route to be described is by the way of Mindoro Strait and around the southwestern point of Panay, the second is by the Verde Island Passage and around the southern part of Panay, and the third is by the Verde Island Passage and around the northeastern part of Panay. The first and third routes may be modified to suit the views of the navigator. The first and second routes are generally preferred during the northeast monsoon, and are the ones that should be taken at all times by a stranger, especially if in a heavy draft vessel. The third route is usually taken by local steamers in the southwest monsoon and at other times by small coasting vessels which call at the various ports.

First route is that by Apo East Pass, Mindoro Strait, passing outside of Cabra Island. By this route vessels leave Manila Bay by either channel (directions for which are given in Sections I and II) and shape the course to give the Simo Banks (on which a recent survey has found a least depth of 6 fathoms) a good berth and round Cabra Island at a distance of about 2 miles, then steer S. 28° E. (S. 29° E. mag.) for 33 miles or until Cape Calavite is abeam, distant 3 miles. From here steer S. 34° E. (S. 35° E. mag.) for about 50 miles and Dongon Point should be abeam, distant 3 miles. Apo Reef light may be seen dipping when