

# Trip to Corregidor Island.

The boat crew ~~put~~<sup>ran</sup> the gangway out on to the platform ~~above~~ along which the passengers would walk ashore. One of them crossed the precarious bridge and leant against the ~~the~~ railings of the platform, ~~so~~ The railings promptly snapped off and crashed into the rocks, below almost taking the man with them.

This, at the rear quayside of the Manila Hotel, is indicative of the total lack of any   
↳ one of the best hotels in Manila

understanding of safety that is the Philippines have in their way of life. To be a Filipino you have to be a survivor.

This was after 4 attempts had been made to get the boat into the correct position alongside. The facilities for berthing a boat of this size are woefully inadequate. The boat is totally devoid of any winches, and on shore, there is no mooring party at the hotel end of the pier: at the Corregidor end there is a mooring party whose incompetence defies description. The boat itself, despite carrying fare-paying passengers on a 3-hour each way trip to Corregidor Island, appears to carry no life-rafts or boats. A few life-rings tied to hand rails are all that we seem to exist by way of safety equipment. The boat has to thread its way through busy shipping lanes inside Manila Bay which in itself is 770 sq. miles in area - according to one of the guides.



For an all-in price of about £30/person - including the necessary while 'extra' of a visit to the Malinta tunnels + AV presentation, the trip to Corregidor is worth making. The tour of the island itself is very rushed but gives some insight into the wartime problems associated with the Philippines. Many of the guns & mortars used to defend the island were made in the late 19th and were usefully inadequate against air borne attack, their original use being to defend the country / island against an attack from the sea.

A tip around the islands 'Aviary' is to be avoided if you're into ~~bird~~ being kind to animals. We saw a python kept inside a glass sided box, wire meshed opening all the way, laying on a cement base. No water, foliage or any level of protection or comfort was included. The birds were kept in dirty, wire mesh cages without any place to ~~clamber~~ climb or take shelter except an old oil drum mounted on its side near the top of the cage, having a hole cut into its side to allow access by the bird. The whole place is a disgrace to animal welfare and is indicative of the Philippines' lack of education & awareness of anything to do with wildlife & environmental conservation & preservation.

However, there is a good side to Corregidor. It is a peaceful place - away from the noise & bustle of



Manila, it is like a sanctuary away from chaos.  
Go there, take the ferry, hire a bike and explore  
the island for a few days piece. If you don't want  
the tour of the island, Sun Cruises offers an alternative  
to the Sunday only service from the Manila Hotel.

## A Visit to Corregidor Island

The boat crew ran the gangway out onto the platform along which the passengers would walk ashore. One of them (passenger) crossed this precarious bridge and lent against the railings of the platform. The railings promptly snapped off and crashed onto the rocks below, almost taking the man with them. This, at the rear quayside of the Manila Hotel, one of the best hotels in Manila, is indicative of the total lack of understanding of safety that the Filipinos have in their way of life. To be a Filipino, you have to be a survivor.

This was after four attempts had been made to get the boat into the correct position alongside. The facilities for berthing a boat of this size are woefully inadequate. The boat is totally devoid of any winches and, on shore, there is no mooring party at the hotel end of the trip. At the Corregidor end, there is a mooring party whose competence defies description. The boat itself, despite carrying fare-paying passengers on a 3-hour each way trip to Corregidor island appears to carry no life rafts or life boats. A few life-rings tied to handrails are all that are seen to exist by way of safety equipment. The boat has to thread its way through busy shipping lanes inside Manila Bay which in itself is 770 square miles in area – according to one of the guides.

For an all-in price of about £30 / person (1996 figure), including a very worthwhile 'extra' of a visit to the Malinta Tunnels + AV presentation, the trip to Corregidor is worth making. The tour of the island itself is very rushed but gives some insight into the wartime problems associated with the Philippines. Many of the guns and mortars used to defend the island were made in the late 19<sup>th</sup> century and were woefully inadequate against airborne attack, their original use being to defend the country / island against an attack from the sea.

A trip around the island's 'aviary' is to be avoided if you're into being kind to animals. We saw a python kept inside a glass-sided box, wire mesh opening at the top laying on a cement base. No water, foliage or any level of protection or comfort was included (Ed: it was outside in the intense sunshine too). The birds were kept in dirty wire mesh cages without any place to clamber or take shelter except an old oil drum mounted on its side near the top of the cage, having a hole cut into its side to allow access by the bird.

The whole place is a disgrace to animal welfare and indicative of the Filipino's lack of education and awareness of anything to do with wildlife and environmental conservation and preservation.

However, there is a good side to Corregidor. It is a peaceful place, away from the noise and bustle of Manila, it is like a sanctuary away from the chaos.

Go there, take the ferry, hire a bike and explore the island for a few day's peace. If you don't want the tour of the island, Sun Cruises offers an alternative to the Sunday only service from the Manila Hotel.