

MORMUGAO PORT TRUST

मुरगांव पत्तन न्यास

MARINE DEPARTMENT

समुद्री विभाग

सं. सं.: DC/S(21)/2015/13

Date: 24th Sept., 2015.

HARBOUR NOTICE NO. 13 (TEMP) 2015

1. It is hereby notified that until further orders, the Aguada Bar is declared open for all water-borne traffic with effect from 0001 hours of 16th September, 2015.
2. It is also notified that the Lighthouses of Campal, Tejo Front, Tejo Rear, Reis Magos, Penha de Franca, and Aguada Beacon will start functioning from the above date with usual Characteristics.
3. It is further notified that the Old Aguada Lighthouse located inside the Fort exhibits a fixed white light on the outer wall of the Old Aguada Lighthouse structure visible over an area of 153⁰ (Degree) equidispersed on either side of the line traversing the Old Aguada Lighthouse structure and the Aguada Beacon at the foot of the hill. Mariners are particularly warned to keep well to the seaward of such line giving wide berth to the shoals of outer patches, Ameer shoals and Sunchi Reefs.
4. Mariners should particularly be aware that the line traversing the new Aguada Lighthouse and the Aguada Beacon is **NOT** repeat **NOT** a clearing line for the above mentioned shoals and under no circumstances should Mariners navigate along such line.
5. It is also notified that navigation through the Cumbarjua Canal under the Banastarim Bridge is totally banned except with prior permission of the Captain of Ports, Panaji.
6. A Black and Yellow Buoy flashing QUICK WHITE every 1.2 seconds is laid to mark the shallow patch namely 'REIS SAND' opposite Reis Magos Lighthouse, at geographical position 15⁰ 29' 57" N and 73⁰ 48' 52" E approximately.
7. Vessels proceeding to seaward should keep the above referred Black and Yellow Buoy to their port side and vessels entering Panaji Port should keep the Buoy to their starboard side by keeping a safe distance from the Buoy.

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8. Mariners are warned that the Buoy may drift out of its position. They should therefore navigate the area with **UTMOST CAUTION AS REQUIRED BY PRUDENT SEAMANSHIP**, go slow, scan the area and then proceed.
9. **OWNERS/MARINERS** are advised to inform the Captain of Ports immediately in the case of Buoy is drifted.
10. Mariners are warned that the weather may become rough at any time and should therefore be cautious to cross the Aguada Bar in such conditions.
11. It is also notified that the navigation under the Mandovi Bridges and the Zuari Bridge will be permitted as per the following instructions/directives;
12. It is notified that **TWO** pairs of Lighted Navigational Buoys (one pair on either side) have been laid to mark the approaches to the navigable spans of both the Mandovi Bridges. One pair of Buoys is laid approximately 500 metres **WEST** of Old Mandovi Bridge and One pair **EAST** of New Mandovi Bridge respectively. The direction of Buoyage and their positions are as under:

BUOYS	NUMBER	GEOG. POSITION		LIGHT Characteristics
			Approximate	
PORT (RED)	P-1	Lat	15° 30' 05.6 N	FI R2s Flashing RED every 2 seconds
	WEST of Old Mandovi Bridge	Long	73° 49' 57.7 E	
&	S-1	Lat	15° 30' 03.1 N	FI G2s Flashing GREEN every 2 seconds
	WEST of Old Mandovi Bridge	Long	73° 49' 57.6 E	
PORT (RED)	P-2	Lat	15° 30' 11.0 N	FI R2s Flashing RED every 2 seconds
	EAST of New Mandovi Bridge	Long	73° 50' 32.3 E	
&	S-2	Lat	15° 30' 13.5 N	FI G2s Flashing GREEN every 2 seconds
	EAST of New Mandovi Bridge	Long	73° 50' 31.8 E	

- (i) All Outbound vessels should navigate the area with MINIMUM SPEED passing through the PORT (RED) and STARBOARD (GREEN) lighted Buoys keeping the Buoys to their Port & Starboard at a safe distance and navigate through spans comprising of Piers P13 & P14 of New Mandovi Bridge and Piers P 8 & P 9 of Old Mandovi Bridge.

These Piers are painted with red fluorescent colours. During the night 3 green lights in vertical line one above the other will be displayed at top center of the navigable span visible in the direction of approached only.

- (ii) All Inbound vessels should navigate the area with MINIMUM SPEED passing through the PORT (RED) and STARBOARD (GREEN) lighted Buoys keeping the Buoys to their Port & Starboard at a safe distance and navigate through spans comprising of Piers P 7 & P 8 of Old Mandovi Bridge and Piers P 12 & P 13 of New Mandovi Bridge.

These Piers are also painted with red fluorescent colours. During the night 3 Nos. green lights in vertical line one above the other will be displayed at top centre of the navigable span visible in the direction of approach only.

13. It is also notified that TWO pairs of Lighted Navigational Buoys (one pair on either side) have been laid to mark the approaches to the navigable spans of both the Zuari Bridges. One pair of Buoys is laid approximately 500 metres WEST of Zuari (PWD) Road Bridge and One pair EAST of Zuari (KRC) Rail Bridge respectively. The direction of Buoyage and their positions are as under:

LOCATION OF BUOYS		GEOG. POSITION Approximate		LIGHT Characteristics
PORT(RED) & STBD(GREEN)	WEST of Zuari Road Bridge	Lat	15 ⁰ 24' 37.5 N	FI R2s Flashing RED every 2 seconds
		Long	73 ⁰ 54' 10.8 E	
	WEST of Zuari Road Bridge	Lat	15 ⁰ 24' 35.1 N	FI G2s Flashing GREEN every 2 seconds
		Long	73 ⁰ 54' 10.8 E	
PORT (RED) & STBD(GREEN)	EAST of Zuari Rail Bridge	Lat	15 ⁰ 24' 32.1 N	FI R2s Flashing RED every 2 seconds
		Long	73 ⁰ 54' 50.0 E	
	EAST of Zuari Rail Bridge	Lat	15 ⁰ 24' 34.7 N	FI G2s Flashing GREEN every 2 seconds
		Long	73 ⁰ 54' 50.1 E	

- (A) Zuari Rail Bridge (Konkan Railway Corporation) Zuari River
- (i) All Outbound vessels should navigate the area with MINIMUM SPEED passing through the PORT (RED) and STARBOARD (GREEN) lighted Buoys keeping the Buoys to their Port & Starboard at a safe distance and navigate through spans comprising of Piers P 15 & P 16 of Zuari (KRC) Rail Bridge and Piers P 4 & P 5 of Zuari (PWD) Road Bridge.
- (B) Zuari Road Bridge (PWD) Zuari River
- (i) All Inbound vessels should navigate the area with MINIMUM SPEED passing through the PORT (RED) and STARBOARD (GREEN) lighted Buoys keeping the Buoys to their Port & Starboard at a safe distance and navigate through spans comprising of Piers P 3 & P 4 of Zuari (PWD) Road Bridge and Piers P 16 & P 17 of Zuari (KRC) Rail Bridge.
- 14 (A) A lookout man should be placed on the bow of the vessel from Campal Lighthouse to Britona and vice versa, day and night to keep a sharp watch for ferryboats buoys, vessels, etc..
- (B) Vessels navigating near or between the bridge piers should go at MINIMUM SPEED and should stop in half its length. DO NOT ATTEMPT to navigate under the bridge if conditions are not favourable or conducive for safe navigation.
- (C) Owners are to take ABSOLUTE CAUTION to ensure that the vessels are Sea worthy in every respect viz engines, steering and manning. They are to ensure that Masters with disabilities, bad eye sight, drunkenness or any deficiency that may hamper their reflexes or efficiencing competency should not be put on duty while navigating.
- (D)Vessels navigating during spring tide should be extra cautious due to strong tidal effect cross currents which could drift the vessels on the Bridge piers etc.
- (E)In case of any doubt / poor visibility / strong currents/strong winds, vessels should not endeavour or attempt to pass under the bridges.
- 15.OWNERS/MARINERS ARE REQUIRED TO EXERCISE EXTREME CAUTION WHILE NAVIGATING THROUGH BUOYS TO AVOID FOULING OR COLLIDING WITH BUOYS, VIOLATIONS OF ABOVE INSTRUCTIONS WILL BE DEALT WITH SEVERELY UNDER RULES IN FORCE.
- 16.CROSSING OR OVERTAKING OF VESSELS IN THE VICINITY OF BRIDGES IN THE RIVERS 500 METRES ON EITHER SIDES OF THE BRIDGE IS STRICTLY PROHIBITED.

17. All vessels plying through the New Konkan Railway Bridge at Daujim, across River Mandovi are required to navigate under the span with UTMOST CAUTION. The horizontal clearance is 124.2 metres and the vertical clearance is 12.9 metres.

18. All Owners/Masters/Serangs of the Barges and other inland vessels should adhere to the INLAND VESSELS (MOTOR) NAVIGATION RULES, 1968. Further to this all Owners/Masters/Serangs of the Barges and other Inland Vessels are hereby notified to be thoroughly conversant with the existing vertical and horizontal clearance of all the bridges in the Inland Waterways of Goa. It is pointed out that there are numerous passenger ferry crossing in the Inland Waterways of Goa. EXTREM CAUTION will have to be exercised when navigating at the vicinity of the passenger ferry routes and the bridges(s), pillars and avoid collisions. Passengers Ferry Boats will have the right of way, others to keep clear. Any damage, or harm or any other minor occurrence as a result of these commercial activities will have to be compensated to the Government.

19. All Owners/Masters/Serangs of the vessels should strictly and scrupulously adhere to the above instructions and exercise utmost care and utmost caution while approaching/negotiating the bridges and proceed with a speed just sufficient for a steering and stopping the vessels within their own length.

20. Attention is also drawn to Circular No. C-23011/SPG/813 dated 23.03.1992 for compliance.

21. Vessels will be permitted to operate West of Aguada Bay within Panjim Port Limits and are advised to exercise due caution as the weather is liable to deteriorate without warning. Vessels loading West of Aguada Bay will be permitted to load upto their mark. All ships calling at Panjim Port are cautioned to remain anchored firmly within the limits of the Panaji Port and should not create any sort of pollution.

22. It is hereby cautioned that the minimum depth over the Aguada Bar is 2.8 Metres below the chart datum on the mouth of river Mandovi at geographical position Latitudes $15^{\circ} 29'00''$ N and Longitude $73^{\circ} 48'10''$ E approximately.

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23. Masters/Serangs of all vessels exceeding draught of 2.7 Meters are hereby WARNED NOT TO CROSS THROUGH THE AGUADA SAND BAR DURING LOW WATER PERIOD, and are advised to cross through the Aguada Sand Bar only during high water period, with utmost care and caution by assessing the situation.
24. Masters/Serangs/Owners violating the above instructions shall be severely dealt with under the Rules and Regulation in force.

(CAPT. PARAMJEET S. SAINI)
HARBOUR MASTER
हारबर मास्टर

To
All concerned.

Barge Owners Association - To intimate all the masters of the barges under their association.

Launch Owners Association:

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| (1) Fishery Survey of India | } To intimate all the masters of the launches under their association. |
| (2) Private Fishing Launches | |
| (3) Passenger Launches | |

c.c.: Communication Officer - Please advise Signaler cum RTO to inform the above message to all ships calling/barges/launches at this port and proper entries should be made in the Shipping log book.

CISF/MPT

Copy to: Chairman's table
HM/All Pilots/CO(SS)/CO(PR)/Signal Station/Pilot Room/MS
Hindi Section for Translation