

**NOTICE TO MARINERS**

**DAYLIGHT NAVIGATION THROUGH CUMBARJUA CANAL UNDER BANASTARIM  
BRIDGE**

It is hereby notified that barges complying the requirements as mentioned below are permitted to navigate through the Cumbarjua Canal and under the Banastarim Bridge as a very special case exclusively during broad day light hours only, subject to their strictly adhering the following conditions with effect from 30/05/2017 noon, till further notice. International Collision Regulations are to be strictly followed, when complying with the requirements of this Notice with special regard to Rule 2(b) of the International Collision Regulations for preventing Collisions at Sea, which inter alia states:-

“In construing and complying with these rules due regard shall be had to all dangers of navigation and collision and any special circumstances, including the limitation of the vessels involved, which may make a departure from these rules necessary to avoid immediate danger”.

For permission seeking navigation through the Cumbarjua Canal under the Banastarim Bridge, the following need to be complied with in view of the safety of the bridge and the safe transit through Cumbarjua Canal:-

1. The barge should stop at 500 metres from the bridge and proceed cautiously at a speed of not more than 4 knots/hr.
2. Regular monitoring should be done by Captain of Ports/Marine Police and G.B.O.A. Staff.
3. Any damage to the bridge structure shall be set right at the cost of the Barge Owners whose barge causes the damage.
4. Large tyre fenders should be erected on piers by Goa Barge Owners Association.

The following is applicable to navigating the Cumbarjua Canal:-

- i) Only barges not greater than the following dimensions i.e. Length 70.00 M, Breadth 14.00 M and Loaded Draft 2.6 M, shall pass under the new Banastarim Bridge, through its Central Span only, with **UTMOST CAUTION** to prevent any **CONTACT WITH THE BRIDGE PIERS, GIRDERS & OVERHEAD HIGH TENSION WIRES.**
- ii) Vessels not having valid certificates are prohibited from navigating through the Canal until all inspections and Certifications have been completed by the Captain of Ports, Panaji/ Dy. Captain of Ports, Mormugao. They should also ensure that the vessel has valid insurance policy and proper manning.

**iii) NAVIGATION IS PERMITTED ONLY DURING BROAD DAYLIGHT HOURS ONLY. NAVIGATION DURING NIGHT FROM SUNSET TO SUNRISE IS TOTALLY BANNED.**

The following directions are to be **STRICTLY FOLLOWED:-**

- 1) **Loaded vessels should enter the Cumbarjua Canal from Mandovi River side at Daujim two hours before the TIME OF HIGH WATER. They should clear Madkai Shoal four hours before the TIME OF LOW WATER (Except in emergency).**

- 2) Empty vessels entering the Cumbarjua Canal from Zuari river side for proceeding to Mandovi River should enter the channel at Madkai, half hour after the TIME OF LOW WATER and clear the Daujim Shoal at least 2 hours before TIME OF HIGH WATER (except in emergency).

*Cumbarjua Tides:- High Water (Mormugao Harbour) + 40 Min.  
Low Water (Mormugao Harbour) + 60 Min.*

- 3) No vessels shall cross or overtake in the canal.
- 4) All Masters/Sukanis of vessels empty or loaded should be alert and station a lookout sailor at the forecastle not only while crossing the Zuari Bridges and at ferry crossings near Agacaim/ Cortalim, Cumbarjua/ Gaundalim and Tolta/ Dauji, but throughout the journey in the canal. They should navigate with minimum speed keeping in mind the tide, current, wind and ferries in the vicinity. They should sound the barge horn/ whistle at these points to alert the ferry crew. Priority should be given to ferries crossing the channel. Master/ Sukani should keep a sharp look out for ferries plying at Zuari when they are about 500 Metres on either sides of the Zuari Bridges.
- 5) In the event of any casualty such as SINKING/MISHAP/OR COLLISION, Master shall, if practicable, endeavour not to block the Canal and inform the concerned authorities immediately within one hour.
- 6) Owners are to take absolute caution to ensure that vessels are river worthy in every respect viz. Engines, Steering, Manning. They are to ensure that Masters with disabilities, bad eyesight, drunkenness or any deficiency that hampers their reflexes or efficiency or competency should not be put on duty to navigate through this canal.
- 7) Vessels navigating near or under the Bridge at Banastarim and near the two ferry crossings should proceed at minimum safe speed with due regard to the conditions of tide, current, wind, steerage, and stopping distances. DO NOT ATTEMPT to navigate under the Bridges if conditions are not favourable or conducive to safe navigation.
- 8) All vessels navigating under the bridge should stop 500 metres from the approaches to the bridge, and exercise utmost caution and only then proceed. If possible the forward mast to be retracted to avoid touching the High Tension lines near the bridge.

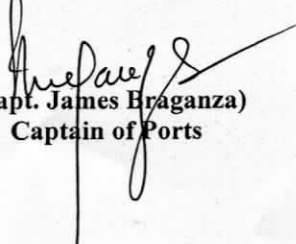
The following is the vertical and horizontal clearances of the bridge at Banastarim for information:

	<u>Vertical</u>	<u>Horizontal</u>
1) New Banastarim Bridge	10.8 meters	40.0 meters.

- 9) It is prohibited for vessels to anchor, tie up or come alongside the banks within 1000 metres of the Bridge.
- 10) Vessels in convoy should keep safe distance of at least 200 metres between the stern of the vessel ahead and bow of the vessel astern.
- 11) Vessels navigating during spring tide should be extra cautious due to strong tidal effect and cross currents, which could drift the vessels on to the bridge piers etc.
- 12) Vessels waiting for the tide should anchor clear of the mouth of the canal and clear of the navigational route of barges both of Daujim and Madkai confluence.
- 13) Vessels should enter as per their turn depending on time of arrival at the anchorage.
- 14) Efficient look out has to be maintained on board the barges at all times specially when passing under the Bridge and at ferry crossing points.

- 15) Number and the name of the vessel should be painted with white/fluorescent paint and should be clearly visible at all times failing which the vessel should not pass under Banastarim Bridge.
- 16) Duty personnel from Captain of Ports Departments, Marine Police and Goa Barge Owners Association shall be stationed in the canal at the bridge site. Further responsibility is cast upon the G.B.O.A. to ensure that traffic is self-regulated and utmost discipline is maintained by the crew. The crew should be made thoroughly familiar with these instructions by the owners and should follow the instructions of notice strictly.
- 17) Masters/Coxswains of vessels should have on board the copy of this Notice to Mariners No. C - 23011/SPG/3404 dated 30/05/2017. Also, a copy of tide tables should be kept on board the vessel for the Master to use as desired.
- 18) All Owners/Operators/Crew of barges while passing under the Banastarim Bridge should scrupulously adhere to the instructions already issued. Any Vessel/Owner/Operator/ Master or crew found violating these instructions will be dealt with severely as per rules in force.
- 19) All Owners/Operators/Masters are required to submit monthly report of passing of barges through the Cumbarjua Canal to this office, and, in addition, should maintain a log stating the time of entrance, passing under the bridge, exit of canal and speed of vessel.
- 20) This Notice to Mariners supercedes this office Circular No. C - 23011/SPG/3383 dated 29/05/2017.

The receipt of this Notice to Mariners be acknowledged within 24 hrs. on receipt.

  
(Capt. James Braganza)  
Captain of Ports

Forwarded to:

1. COP Dept. Website.
2. All Barge Owners.
3. The Goa Barge Owners Association, Vasco-da-Gama, Goa.
4. The Goa Mineral Ore Exporters Association, Panaji.
5. The Mercantile Marine Department, Mormugao
6. The Dy. Conservator, M.P.T. Mormugao.
7. The Director of Information & Publicity, Panaji
8. The All India Radio, Panaji.
9. The Goa Chamber of Commerce and Industry, Panaji.
10. The Chief Engineer, P.W.D. Altinho, Panaji.
11. The Supt. Of Police, Marine Police, Panaji.
12. The Commissioner of Custom & Central Excise, Patto - Panaji.
13. The Director of Fisheries, Panaji.
14. The Dy. Captain of Ports, Mormugao - Harbour.
15. The Hydrographic Surveyor, COP, Panaji - Goa.
16. The Radio Officer, Captain of Ports Department, Panaji - Goa
17. The River Navigation Department, Betim.
18. The Technical Superintendent/Incharge of Captain of Ports Dept., Panaji - Goa.
19. The Supervisor (LHK) COP Office, Panaji.
20. The Principal, Maritime School, Britona
21. The Under Secretary (PW&UD), P.W.D., & Urban Dev. Secretariat, Porvorim.
22. The Secretary (Ports), Secretariat, Porvorim.
23. The Chief Secretary, Secretariat, Porvorim.
24. The P.S. to Governor of Goa, Raj Bhavan, Dona Paula, Goa.
25. The P.S. to Hon. Chief Minister, Secretariat, Porvorim.
26. The Federation of All India Sailing Vessels, Mumbai.
27. The Chairman, Mandovi Fisherman Marketing Co-op. Society, Panaji.
28. Office copy.
29. Guard file.