

## **NOTICE TO MARINERS**

**Panaji, September 16, 2026**

The Captain of Ports Department has notified the Aguada Sand Bar open for all water-borne traffic with effect from September 16, 2026 until further notice. It is also informed that the Lighthouses of Campal, Tejo Front, Tejo Rear, Reis Magos, Penha de Franca, and Aguada Beacon will start functioning from September 16, 2026 with usual characteristics.

It is further informed 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 153° (Degrees) equidiposed 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, Amee shoals and Sunchi Reefs.

Mariners should particularly be aware that the line traversing the new Aguada Lighthouse and the Aguada Beacon is not a clearing line for the above mentioned shoals and under no circumstances should Mariners navigate along such line.

Navigation through the Cumbarjua Canal under the Banastarim Bridge is totally banned except with prior permission of the Captain of Ports, Panaji.

A Black and Yellow Buoy flashing 'QUICK WHITE' every 1.0 seconds (QW-0.2s+0.8s) is laid to mark the shallow patch namely 'REIS SAND' opposite Reis Magos Lighthouse, at geographical position 15° 29' 57" N and 73° 48' 52" E approximately.

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.

Mariners are also warned that the Buoy may drift out of its position. Hence, they should navigate the area with utmost caution i.e. go slow, scan the area and then proceed.

Owners/Mariners are advised to inform the Captain of Ports immediately in the case of Buoy is drifted.

The weather may become rough at any time and hence Mariners should therefore be cautious to cross the Aguada Bar in such conditions.

Navigation under the Mandovi Bridges and the Zuari Bridges will be permitted as per the following instructions/directives;

(i) All Outbound vessels should navigate the area with minimum speed passing through spans comprising of Piers P 13 and P 14 of New Mandovi Bridge and Piers P 8 and P 9 of Old Mandovi Bridge. These Piers are mounted with sign boards with RED square on white background and GREEN Triangle on white background respectively. 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 approach only.

(ii) All Inbound vessels should navigate the area with minimum speed passing through spans comprising of Piers P 7 and P 8 of Old Mandovi Bridge and Piers P 12 and P 13 of New Mandovi Bridge. These Piers are mounted with sign boards with RED square on white background and GREEN Triangle on white background respectively. During the night 3 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.

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.

Vessels navigating near or between the bridge piers should go at minimum speed and should stop in half its length. Navigation under the bridge should be avoided if conditions are not favourable or conducive for safe navigation.

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 efficiency, competency should not be put on duty while navigating.

Vessels navigating during spring tide should be extra cautious due to strong tidal and cross currents which could drift the vessels on the Bridge piers, etc.

In case of any doubt /poor visibility /strong currents/strong winds, vessels should not endeavour or attempt to pass under the bridges.

Owners/Mariners are required to exercise extreme caution while navigating through bridges. Violations of these instructions will be dealt with severely under rules in force. Crossing or overtaking of vessels in the vicinity of bridges in the rivers 500 meters on either side of the bridge is also strictly prohibited.

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.

All Owners /Masters/Serangs of the Barges and other inland vessels should adhere to the Inland Vessels (Motor) Navigation Rules, 1968.

Owners/Masters/Serangs of the Barges and other inland vessels are also 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. Extreme 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.

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.

Vessels will be permitted to operate West of Aguada Bay within Panaji 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 Panaji Port are cautioned to remain anchored firmly within the limits of the Panaji Port and should not create any sort of pollution.

Mariners are hereby cautioned that the minimum depth over the Aguada Sand Bar is 1.8 Metres below chart datum on the mouth of river Mandovi at geographical position Latitudes 15° 30' 41" N and Longitude 73° 47' 51" E approximately on main transit line.

The clearance of all vessels exceeding draught of 1.7 Metres are hereby WARNED not to attempt to cross the Aguada Bar without proper assessment.

**DI/NB/AXP/CR/2026/624**

--

-----  
-----

Issued by the Department of Information & Publicity

Department of Information & Publicity,  
Government of Goa,  
Udyog Bhavan, Third Floor,  
Near Azad Maidan,  
Panaji – Goa.