

# MANUAL PRÁCTICO DE INGLÉS MARÍTIMO



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**GOBIERNO VASCO**

NEKAZARITZA, ARRANTZA  
ETA ELIKADURA SAILA

DEPARTAMENTO DE AGRICULTURA,  
PESCA Y ALIMENTACIÓN



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## 1.1. G.M.D.S.S. TERMINOLOGÍA GENERAL

121,5 MHZ distress beacon .....	Baliza de socorro de 121,5 Mhz.
406 Mhz. distress beacon.....	Baliza socorro de 406 Mhz.
500 Khz waveband.....	Banda de 500 Khz.
AORE.....	Región Océano Atlántico Este
AORW .....	Región Océano Atlántico Oeste
A.M. ....	Modulación en amplitud
A.R.Q. ....	Solicitud automática de repetición
Abandoned trawl net .....	Red de arrastre abandonada
Abandoned trawl net made fast to seabed and extending to surface .....	Red de arrastre abandonada firme al fondo y extendiéndose superficialmente
Abandoning of ship.....	Abandono de buque
Accept .....	Aceptar
Acknowledgement .....	Confirmación
Accumulated «ON» time .....	Tiempo en funcionamiento
ACP .....	Adyacente a plataforma cartografiada
Additional information .....	Información adicional
Admiralty notice of mariners .....	Avisos navegantes del Almirantazgo
Adrift in vicinity .....	Al garete en la proximidad
Adrift.....	A la deriva
A.G.C. ....	Control automático de ganancia
Air rescue exercises .....	Ejercicios rescate aéreo
Alarm test.....	Prueba de alarma
Alarm generator (press both to send alarm) .....	Generador alarma (pulsar ambas para enviar alarma)
Alert conflicts .....	Conflicto de alertas
Alert orbital tape .....	Registro de alerta orbital
Along trackline joining .....	A lo largo del sendero uniendo
All ice sighted .....	Todo hielo avistado
All known ice .....	Todo hielo conocido
All ships .....	Llamada general
Anchor and fishing prohibited.....	Fondeo y pesca prohibida
Anchor with X shackles anchorchain lost	Ancla con X grilletes de cadena perdida
Anchorage prohibited .....	Fondeadero prohibido
Angina pains .....	Dolores de angina de pecho
Annual maintenance .....	Mantenimiento anual
Answerback.....	Código de respuesta
Antenna tuning unit .....	Unidad de sintonía de antena
Anticlockwise wind .....	Vto. gir. sentido contrario reloj
Appendicitis attack .....	Ataque de apendicitis
Approaches .....	Proximidades

Area.....	Zona
Area delimited by.....	Área delimitada por
Area bounded by .....	Área limitada por
Artificial reef in construction .....	Arrecife art. en construcción
Assist as appropriate .....	Ayudar convenientemente
Assist if possible .....	Ayudar si es posible
At the height.....	A la altura
Automatic Acknowledgement.....	Confirmación automática de recepción
Avoid zone of operations .....	Evitar zona de operaciones
Avurnav .....	Aviso urgente a la navegación
Awaiting ACK.....	En espera de confirmación de recepción
Awash.....	A flote (sin verse)
Barge anchored .....	Gabarra fondeada
Barge adrift .....	Gabarra a la deriva
Barge .....	Gabarra
Baude .....	Unidad velocidad de transmisión
Beacon .....	Radiobaliza
Beacon located and disabled.....	Baliza localizada y desactivada
Beginning of validity .....	Comienzo de validez
Bell fog signal .....	Señal de niebla de campana
Berth requested .....	Resguardo solicitado
Bit (binary digit) .....	Dígito binario
Boulders .....	Depósitos
Bown circle .....	Arco de círculo
Brief distress .....	Mensaje directo de socorro
Broadcast to all ships .....	Emisión a todos los buques
BT .....	Comienzo de transmisión
Buoy moved .....	Boya cambiada de posición
Buoy fitted with racon .....	Boya equipada con racon
Buoy established .....	Boya establecida
Buoy adrift .....	Boya a la deriva
Buoy fitted with radar reflector .....	Boya equipada con con ref. radar
Byte.....	8 Bits
C. code .....	Inmarsat C
C. S.A.T.....	Inmarsat C
C.I. ....	Conversación imposible
C.E.S. ....	Estación terrena costera
C.R.S.....	Estación costera
Cable recovery operations.....	Operaciones recogida de cables
Cable operations.....	Operaciones de cableado
Cablelaying operations.....	Operacion de tendido de cables
Cables ship.....	Buque cablero
Call.....	Llamada
Calling watch .....	Vigilancia de llamada

Can buoy .....	Boya cilíndrica
Cancel .....	Cancelar
Cancel navigation warning.....	Cancelar aviso a la navegación
Cancel message.....	Cancelar mensaje
Cancellation of warning.....	Cancelación de aviso
Cancelled .....	Cancelado
Capsized.....	Zozobrado
Category.....	Categoría
Cardinal lightbuoy.....	Boya cardinal
Cerebral embole.....	Embolia cerebral
Circular area radius.....	Área circular de radio
Clockwise wind.....	Vto. girando sentido agujas reloj
Coast earth station.....	Estación terrena costera
Coast Guard .....	Guardacostas
Coast radio station .....	Estación costera
Coastal defence .....	Defensa costera
Coastal warning .....	Aviso costero
COG .....	Rumbo efectivo
Colreg.....	Reglamento de maniobras
Cominticepat.....	Mando de patrulla Inter. de hielos
Commercial.....	Comercial
Complex high.....	Alta presión con varios centros
Configuration.....	Configuración
Conical lightbuoy.....	Boya cónica (con luz)
Conical buoy .....	Boya cónica
Container overboard.....	Container caído al agua
Container adrift.....	Container a la deriva
Correct (to).....	Corregir
Corrupted message .....	Mensaje interrumpido
Cospas-Sarsat.....	Sistema detección balizas socorro
Craft .....	Embarcación
Crewmember.....	Tripulante
Crewmember injured .....	Tripulante herido
Currentmeter reported missing .....	Corrientímetro reportado perdido
Currentmeters .....	Medidores de corriente
Change by .....	Cambiar por
Channel navigation information service...	Servicio de información navegación del canal
Chart BA .....	Carta náutica Almirantazgo
Chartered platform . . . . .	Plataforma situada en la carta
Chartered wreck.....	Naufragio cartografiado
Chartered depth.....	Profundidad cartografiada
Check their own equipment .....	Revisar su propio equipo
DSC.....	Llamada selectiva digital

DER .....	Averiado
DF bearing .....	Demora radiogoniométrica
Damaged and unlit .....	Dañada y apagada
Damaged .....	Dañado
Danger of capsizing .....	Peligro de zozobra
Dangerous wreck reported .....	Naufragio peligroso reportado
Dangerous to navigation .....	Peligroso a la navegación
Dangerous to navigation because no lights .....	Peligroso a la navegación por no tener ninguna luz
Dangerous area .....	Área peligrosa
Data .....	Datos
Date of sighting .....	Fecha de avistamiento
Decca system .....	Sistema decca
Decca chain .....	Cadena decca
Deep water route .....	Ruta para buques de gran calado
Definitely withdrawn .....	Definitivamente retirado
Deploy anchor buoyed .....	Desplegar anclas marcadas (balizadas)
Derelict .....	Objeto abandonado a la deriva
Dinghy adrift .....	Chinchorro a la deriva
Direct dial .....	Marcar directo
DIRTLX .....	Télex directo
Disabled and adrift .....	Al garete
Disabled fishing vessel .....	Buque pesquero incapacitado
Dismasted .....	Desarbolado
Distress beacon .....	Baliza de socorro
Distress call to area .....	Llamada de socorro a área
Distress alert .....	Mensaje directo
Distress beacon signals .....	Señales de peligro por baliza
Distress frequency .....	Frecuencia de socorro
Distress message .....	Mensaje de socorro
Distress watch .....	Vigilancia de socorro
Ditched aircraft .....	Avión amerizado
Diving support vessel .....	Buque de apoyo de buceo
Diving operations .....	Operaciones de buceo
Do not disturb .....	No molestar (No estorbar)
Dredging operations .....	Operaciones de dragado
Drifnet .....	Red de deriva
Drill ship .....	Buque de perforación
Drilling platform .....	Plataforma perforadora
Drum adrift .....	Bidón a la deriva
DSC frequency .....	Frecuencia de LSD
DSC frequency selection .....	Selección de frecuencia LSD
DTG .....	Fecha y hora Greenwich
Dumping ground . . .	Vertedero



Duplex telephone Channel with compandors.....	Canal telefónico dúplex con compandor
Duty controller.....	Controlador de guardia
EGC.....	Llamada a grupo
EPIRB.....	Baliza de socorro
EHF.....	Frecuencia extra alta
E.T.A.....	Hora estimada de llegada
Edit.....	Editar, escribir
Emergency signal.....	Señal de emergencia
Enter.....	Introducir
Enter latitude.....	Introducir latitud
Enter latitude of xx corner.....	Introducir latitud del cuadrante xx
Enter longitude.....	Introducir longitud
Enter maritime mobile service identity...	Introducir identidad servicio móvil marítimo
Enter own transmit frequency.....	Introducir frecuencia transmisión propia
Enter priority level.....	Introducir nivel de prioridad
Entries listed.....	Entradas listadas
Equipment disabled.....	Equipo imposibilitado
Escorting vessel.....	Buque de escolta
Established7.....	Instalada
Estimated drift.....	Deriva estimada
Exercise mine fields.....	Campos de minas para maniobras
Extensive buoyage changes undertaken....	Acometidos extensos cambios de balizamiento
F/V.....	Fishing vessel
F.E.C.....	Tipo transmisión télex
Fairway buoy.....	Boya de recalada
Features.....	Características
File.....	Fichero
Fire / Explosion.....	Fuego y explosión
Firing areas.....	Áreas de tiro
Firing exercises surface to air.....	Ejercicios de tiro tierra / aire
Firing exercises.....	Ejercicios de tiro
Firing practice.....	Prácticas de fuego / tiro
Fitted with flag.....	Equipada con bandera
Fitted with radar reflector.....	Equipado con reflector radar
Fitted.....	Equipada / Provista
Flare drop light.....	Lanzamiento de bengalas
Flare drop exercises.....	Ejercicios con bengalas
Flash.....	Destello
Flooding.....	Inundación (vía de agua)
Fog signal.....	Señal de niebla
Fogsignal inoperative.....	Señal de niebla inoperativa

Following received .....	Siguiente mensaje recibido
Following message .....	Siguiente mensaje
Forecast position .....	Posición pronosticada
Foreseen duration .....	Duración prevista
Formats .....	Formatos
Formfeed .....	Avance de forma
Frequency division multiple access .....	Acceso múltiple por repartición de fre-
(FDMA) .....	cuencia
Frequency maintenance .....	Frecuencia de mantenimiento
From these transmitters .....	Desde estas estaciones
FT .....	Pies
Full power .....	Potencia máxima
Full set of telecommands .....	Conjunto completo de telemandos
Fully enclosed .....	Totalmente cerrado
Further information .....	Información adicional (posterior)
Further medical attention .....	Atención médica adicional
Further Report .....	Reporte posterior o adicional
GA .....	Adelante
G.M.D.S.S. ....	Sistema mundial de socorro y seg. mar.
Gale in force .....	Temporal en la actualidad
Gale warning .....	Aviso de temporal
Gale ceased .....	Temporal cesado
Gas pipeline .....	Tubería de gas
Gas field .....	Campo de extracción de gas
Gear extends up .....	El aparejo se extiende hasta
Gold francs .....	Francos oro
GPS satellite system .....	Sistema de satélite GPS
GPS service interrupted .....	Servicio GPS interrumpido
Green / red lightbuoys .....	Boyas verdes / rojas
Green slave .....	Secundaria verde
Green transmissions (Decca) .....	Transmisiones de verde
Grounding .....	Embarrancada
Group .....	Grupo
Group id .....	Identificación de grupo
Growler .....	Témpano de hielo
Gun fire exercises .....	Ejercicios de tiro
Gun fire drill .....	Ejercicios de tiro
Gunnery exercises .....	Ejercicios de tiro
HF / MF .....	Onda corta, Onda media
H.M.S. ....	Buque de su majestad
Harbour entrance open .....	Entrada a puerto abierta
Harbour mistbell .....	Campana de niebla del puerto
Harbour Master .....	Capitán de Puerto
Harbour entrance closed. ....	Entrada a puerto cerrada

Hazard.....	Peligro
Hazardous area.....	Área peligrosa
Hazardous operations.....	Operaciones peligrosas
Heart attack.....	Ataque al corazón
Hi-sens.....	Alta sensibilidad
High seas forecast.....	Predicción para altamar
Homer.....	Buscador
Horn fogsignal.....	Señal de niebla de cuerno
Horn.....	Cuerno (señal de niebla)
Hull.....	Casco
Hydrographic survey.....	Inspección hidrográfica
Hydrographical instrument.....	Instrumento hidrográfico
IOR.....	Región Océano Índico
I.D.....	Dígito de identificación
I.M.N.....	Número móvil de INMARSAT
I.M.O.....	Organización marítima internacional
Icefield.....	Banco de hielo
IMO route.....	Ruta recomendada por IMO
In progress.....	Llevándose a cabo
In-orbit storage.....	Grabación de almanaque
Information to shipping.....	Información a la navegación
INMARSAT.....	Sistema INMARSAT
Inoperative.....	Inoperativo
Interface.....	Interfaz
International ice patrol.....	Patrulla internacional de hielos
Isolated danger lightbuoy.....	Boya de peligro aislado
Issued until further notice.....	Emitido hasta nuevo aviso
Joining following points.....	Uniendo siguientes puntos
Junction.....	Cruce / Confluencia
Kayak adrift.....	Kayak (canoa) a la deriva
Key.....	Tecla
Keyboard.....	Teclado
KT.....	Nudos
LF.....	Frecuencia baja
LES.....	Estación terrena costera
S.B.....	Banda lateral inferior
Land station.....	Estación costera
Lane number.....	Número de calle
Latest information.....	Última información
Leading line.....	Enfilación
Least safe clearance.....	Margen seguro mínimo
Least depth.....	Profundidad mínima
Lenght of tow.....	Longitud de remolque
Life-raft unmanned.....	Balsa sin tripular

Light buoy .....	Boya con luz
Light re-established.....	Luz reestablecida
Lightbuoy changed to W.....	Boya cambiada al oeste
Lightbuoy changed to E.....	Boya cambiada al este
Lightbuoy changed to S.....	Boya cambiada al sur
Lightbuoy unlit / off-station.....	Boya apagada / fuera de estación
Lightbuoy changed to N.....	Boya cambiada al norte
Lighthouse .....	Faro
Lightvessel .....	Buque faro
Linefeed .....	Avance de línea
Link test .....	Prueba de enlace
Link test failed .....	Prueba de enlace fracasada
List of lights .....	Lista de faros
Listing .....	Corrimiento de carga (escora)
Lit.....	Encendida
Local time .....	Hora local
Log adrift .....	Troza a la deriva
Login sucessful .....	Entrada en red aceptada
LOGIN .....	Entrada en región oceánica
LOGOUT .....	Salida de región oceánica
Look out requested.....	Se recomienda extrema vigilancia
Lost by .....	Perdido por
Low power.....	Baja potencia
LUT.....	Terminal local de usuario
MOM .....	Esperar un momento
MED.....	Asistencia médica requerida
Machine gun fire.....	Fuego de ametralladora
Mail .....	Correo
Main Screen .....	Pantalla principal
Main menu .....	Menú principal
Maintenance frecuency .....	Frecuencia de mantenimiento
Major naval exercise .....	Maniobras navales
Man overboard .....	Hombre al agua
Marine forecast branch .....	Oficina predicción marina
Mariner.....	Navegante
Mast, veil and hull.....	Mástil, velo y casco
Mayday message .....	Mensaje de socorro
Mayday.....	Llamada de socorro
Mayday relay.....	Retransmisión mensaje de socorro
MCC.....	Centro control de misiones
Medical advice .....	Consejo médico
Medical assistance .....	Asistencia médica
Medium power .....	Media potencia
Menaced areas.....	Áreas amenazadas

Meridians .....	Meridianos
MERSAR .....	Manual de búsqueda y rescate
Message .....	Mensaje
Message broken .....	Mensaje interrumpido
Message already received .....	Mensaje ya recibido
Message type accepted.....	Tipos de mensaje aceptados
Met. operations division.....	Sección de operaciones meteo.
Metarea .....	Área meteorológica
Metwarn .....	Aviso meteorológico
MF / HF DSC Controller-receiver .....	Receptor controlador de LSD en OM / OC
MID.....	Dígito de identificación marítimo
Minimum shoal depth .....	Sonda mínima de bajo
Missile and shell fall out.....	Caída de misil y carcasa
Missile fall-out.....	Caída de misil
Missing from station .....	Fuera de estación (desaparecida)
MMSI.....	Identidad servicio móvil marítimo
Modem .....	Procesador de señal
Mooring spherical buoy .....	Boya esférica de amarre
Movement .....	Movimiento
MRCC .....	Centro coordinador de rescate marítimo
MSG.....	Mensaje
MSI .....	Información seguridad marítima
NCS.....	Estación coordinadora de red
NCH .....	Número de abonado cambiado
NA .....	Correspondencia con abonado no admit.
NP .....	Número de télex no conectado
N.B.D.P. ....	Impresión directa en banda estrecha
National weather service.....	Servicio meteorológico nacional
Nautical miles .....	Millas náuticas
Navarea .....	Área de navegación
Navigation must not interfere .....	Navegación no debe interferir
Navigation warning.....	Aviso a la navegación
Navigation lights unreliable .....	Luces de navegación no fiables
Navtex .....	Avisos a la navegación por radiotélex
Navtex vital .....	Mensaje de emergencia en Navtex
Navy vessel .....	Buque de la armada
NM .....	Millas náuticas
No further information received .....	Ninguna información ulterior recibida
No operator .....	Sin operador
No print out.....	No imprimir
No reason given .....	Sin dar motivo
No sign of any occupants.....	Sin señal de ocupantes
Non explosive practice mines .....	Minas de maniobra no explosivas

NoPo .....	Sin posición
Normal conditions restored.....	Condiciones normales reestablecidas
Normal priority .....	Prioridad normal
Not dangerous to surface navigation .....	No peligroso para navegación de superficie
Not to use anchor nor fishing gear.....	No usar ancla ni artes de pesca
NR.....	Número de mensaje
Numerous log adrift .....	Numerosos troncos a la deriva
OCC .....	Número de télex ocupado
Occulting.....	Ocultación
Oceanographic survey.....	Inspección oceanográfica
Oceanographic ship.....	Buque oceanográfico
Odas lightbuoy .....	Boya oceanográfica
Off station .....	Fuera de estación
Off air.....	Fuera de emisión
Oil field.....	Campo petrolífero
Omega system.....	Sistema Omega
Omega differential station.....	Estación diferencial Omega
Omega station off air.....	Estación Omega fuera de servicio
Operations in progress .....	Operaciones en curso
Operations completed .....	Operaciones terminadas
Operative.....	Operativo / a
OSC.....	Mando en escenario de operaciones
Overdue.....	Fuera de fecha
POR.....	Región Océano Pacífico
PTT .....	Pulsar para hablar
Pan-Pan .....	Llamada de emergencia
Pan-vessel .....	Barco en emergencia
Pan-Pan message.....	Mensaje de emergencia
Parallel .....	Paralelo
Partially submerged.....	Parcialmente sumergido
Pass with moderate speed .....	Pasar a velocidad moderada
Password .....	Código de entrada
Patient .....	Paciente
Pay attention.....	Prestar atención
PC.....	Ordenador personal
Person on board.....	Persona a bordo
Phenomenon.....	Fenómeno
Pilotage cancelled .....	Practicaje cancelado
Pilotage resumed for big ships.....	Practicaje reanudado para grandes buques
Pilotage resumed.....	Practicaje reanudado
Pipeline .....	Tubería
Pipeline under construction .....	Tubería en construcción

Pipeline burial operations .....	Operaciones de enterramiento de tubería
Pipelineworks .....	Trabajos instalación de tuberías
Piracy .....	Piratería
Placed out of service .....	Situado fuera de servicio
Plastic bags with dangerous and toxic chemicals in powder .....	Sacos de plástico conteniendo polvos químicos, tóxicos y peligrosos
Polar cap disturbance .....	Perturbación en el casquete polar
Polling calls .....	Llamadas de comprobación
Port hand light buoy .....	Boya de la parte de babor
Practice minefield laid .....	Campo de minas para prácticas colocado
Press enter .....	Pulsar introducir
Press (enter) when ready .....	Presionar (enter) al estar listo
Print all calls .....	Imprimir todas las llamadas
Print all distress and safety calls .....	Imprimir todas las llamadas socorro y seguridad
Printer .....	Impresora
Printer status .....	Características de impresora
Priority .....	Prioridad
PRN .....	Código aleatorio de satélite
Programming .....	Programación
Purple slave .....	Secundaria púrpura
Purple transmissions (Decca) .....	Transmisiones de púrpura
Quadrant .....	Cuadrante
Quit .....	Salir
Quote / Unquote .....	Principio / fin de mensaje
Race .....	Regata
Racon inoperative .....	Racon inoperativo
Racon unreliable .....	Racon poco fiable
Racon installed at lightbuoy .....	Racon instalado en boya
Racon temporarily discontinued .....	Racon temporalmente fuera de servicio
Radar targets .....	Ecos en radar
Radar reflector .....	Reflector radar
Radio beacon inoperative .....	Radiofaro inoperativo
Radio beacon .....	Radiofaro
Radius of centre .....	Radio del centro
Raft launching exercises .....	Ejercicios lanzamiento de balsas
Range .....	Alcance
Rate (loran C) .....	Recurrencia
RCC .....	Centro coordinación de rescate
Red cable buoy .....	Boya de cable roja
Red slave .....	Secundaria roja
Red transmissions (Decca) .....	Transmisiones de roja
Reduced set of telecommands .....	Conjunto reducido de telemandos
Reject .....	Rechazar

Reliable .....	Fiable
Remainder .....	Restos
Remote operated vehicle .....	Vehículo operado a distancia
Removed .....	Eliminado / Quitado
Report any sighting .....	Reportar cualquier avistamiento
Report sightings .....	Reportar avistamientos
Reported shipsrope lost in pos. ....	Cabo de maniobra de buque perdido
Reported adrift .....	Reportada a la deriva
Request medical assistance .....	Solicita asistencia médica
Requested to pass at least 1 mile .....	Se pide pasar mínimo a una milla
Rescue coordination center .....	Centro de coordinación de rescate
Reset .....	Reajustar
Responding to treatment .....	Respondiendo al tratamiento
Rig .....	Plataforma
Riglist .....	Lista de plataforma
Rigmove .....	Cambio de plataforma
Routine .....	Rutina
Routine / priority .....	Rutina / prioridad
Rx .....	Receptor
Rx audio .....	Recepción audio
SHF .....	Frecuencia supra alta
SES .....	Estación terrena de buque
S / V (sailing vessel) .....	Velero
S.D.R. ....	Derechos especiales de giro
S.S.B. ....	Banda lateral única
Safe water marks buoy .....	Boya marcas de aguas seguras
Safe distante .....	Distancia de seguridad
Safety .....	Seguridad
Safety message .....	Mensaje de seguridad
Safety information .....	Información de seguridad
Safety zone .....	Zona de seguridad
Safety precautions .....	Precauciones de seguridad
Safety call to area .....	Llamada de seguridad en área
Safewater traffic control .....	Control de tráfico marítimo
Sailing prohibited .....	Navegación prohibida
Sailing vessel .....	Velero
Sailors missing .....	Marinos desaparecidos
Salvage operations .....	Operaciones de salvamento
SART .....	Respondedor radar 9 GHZ.
Satelite usable for navigation .....	Satélite utilizado para navegación
Satellite returned to service .....	Satélite devuelto al servicio
Satnav .....	Satélite de navegación
Satnav GPS .....	Sistema de GPS
Saved call .....	Llamada almacenada



Scanner.....	Barredor (explorador)
Scanning.....	Exploración
Scattered wreckage .....	Restos de naufragio dispersos
Scientific surveys .....	Estudios científicos
Scientific drifting buoys.....	Boyas científicas de deriva
SDLLS .....	Sistema de llamada selectiva digital
Sea surface temperature .....	Tra. del agua de mar en superficie
Seabed.....	Fondo marino
Search terminated .....	Búsqueda terminada
Search and rescue.....	Búsqueda y rescate
Seconds .....	Segundos
Securite message.....	Mensaje de seguridad
Seelonce french.....	Silencio terminado
Seismic survey .....	Inspección sísmica
Selcall.....	Llamada selectiva
Selective .....	Selectiva
Self cancelling.....	Auto cancelación
Self id.....	Autoidentificación
Self test .....	Auto prueba
Send message .....	Enviar mensaje
Set-up .....	Presentar / configurar
Setting-up transceiver .....	Programación de transceptor
Settings.....	Colocaciones / puestas
Severe chest pains .....	Fuertes dolores de pecho
Sharp look-out .....	Extrema vigilancia
Shelter deck.....	Cubierta de abrigo
Ship aground.....	Buque embarrancado
Ship sunk.....	Buque hundido
Ship earth station .....	Estación terrena de buque
Shfip with doctor on board .....	Buque con médico a bordo
Shipping is requested .....	Se solicita a la navegación
Shipping .....	Navegación
Ship's business .....	Comercial
Ships able to assist .....	Buques capaces de ayudar
Shipsrope lost.....	Estacha de barco perdida
Shoaling .....	Disminución de profundidad
Signal strength .....	Intensidad de señal
Signal permanently discontinued.....	Señal permanente fuera servicio
Simplify configuration.....	Simplificar configuración
Single channel per carrier (SCPC).....	Portalora completa por canal de voz
Sinking .....	Hundiéndose / hundimiento
SOG .....	Velocidad efectiva
Special warning.....	Aviso especial
Specific stations only .....	Sólo estaciones específicas

Spherical lightbuoy .....	Boya esférica
Spherical orange buoy.....	Boya esférica naranja
Sport fishing-vessel .....	Buque de pesca de recreo
SQL.....	Squelch
SRA.....	Áreas de búsqueda y rescate
SSB .....	Banda lateral única
St. Andrew cross .....	Cruz de San Andrés
Starboard hand light buoy .....	Boya de la parte de estribor
Station barred.....	Estación excluida
Status.....	Condición / Status
Status (deliver).....	Status (entregado)
Status change .....	Cambio de condición
Steelcable .....	Cable de acero
Subj (Subect).....	Tema
Subject indicator character B 1 .....	Indicador de tema carácter B 1 (NAVTEX)
Subject indicator codes .....	Código indicador de temas (NAVTEX)
Submarine inspection.....	Inspección submarina
Submarine cables .....	Cables submarinos
Subsurface installation.....	Instalación subterránea (submarina)
Subsurface buoy.....	Boya submarina
Sunk .....	Hundido
Sunrise .....	Salida del sol
Sunset.....	Puesta del sol
Survey completed.....	Inspección (estudio) finalizado
Survey liaison officer.....	Oficial de enlace
Survey operations.....	Operaciones de inspección
Suscriber telephone number.....	N.º de teléfono del abonado
Suspected heart attack.....	Sospecha de ataque al corazón
Sweep .....	Barrer
Switch on / off.....	Encender / apagar
Switch transmitter on .....	Conecte el transmisor
Switched to the maintenance frequency .	Pasado a frecuencia de mantenimiento
TTT .....	Señal de seguridad
Taking on water.....	Haciendo agua (hundiéndose)
Tanker .....	Petrolero
Telex destination code.....	Código destino télex
Telex identity.....	Número de código de télex
Temporarily .....	Temporalmente
Temporarily established .....	Instalada temporalmente
Temporarily no opr.....	Temporalmente sin operador
Temporarily out of order .....	Fuera de servicio temporalmente
Temporarily withdrawn .....	Temporalmente retirada
Temporary Buoys.....	Boyas provisionales
Tenth of a lane.....	Décima de calle

Test alarm.....	Probado alarma
Test message .....	Mensaje de prueba
Tidal currentmeters .....	Medidores de corriente de marea
Tide gauges .....	Medidor de marea
Time division multiple access (TDMA)....	Acceso múltiple por repartición en el tiempo
To keep contact .....	Ponerse en contacto
To pass at least .....	A pasar como mínimo
To pass at safe distance .....	A pasar a una distancia segura
To resume.....	Reanudar
Topmark .....	Tope (boya)
Towing xxx metre cable .....	Remolcando xxx metros de cable
Traffic separation scheme .....	Dispositivo separación de tráfico
Transceiver .....	Transceptor
Transmission times .....	Tiempos de transmisión
Transmissions reliable.....	Transmisiones fiables
Transmissions unreliable.....	Transmisiones poco fiables
Trawl net adrift.....	Red de arrastre a la deriva
Tree trunk drifting in vicinity .....	Tronco de árbol a la deriva en prox.
Tropical storm.....	Ciclón tropical
TSS.....	Dispositivo de separación
Tug .....	Tráfico Remolcador
Tugwire lost .....	Alambre de remolque perdido
Tunny net.....	Almadrava
Tx .....	Transmisor
Tx test .....	Prueba de transmisión
Tx Tune .....	Sintonía de transmisión
U.H.F. ....	Frecuencia ultra alta
U.I.T.....	Unión internacional de telecom.
U.S.B. ....	Banda lateral superior
UKMRCC .....	Centro Coordinador de Rescate Marítimo del Reino Unido
Unclas .....	No clasificado
Underwater operations .....	Operaciones submarinas
Underwater cables.....	Cables submarinos
Underwater surveys .....	Inspecciones subacuáticas
Underwater cable works.....	Trabajos submarinos de cableado
Underwater cable operations.....	Operación cables submarinos
Underwater weapons launching .....	Lanzamiento armas submarinas
Unexploded ordnance .....	Artillería sin explotar
Unidentified vessel .....	Buque no identificado
Universal time .....	Hora universal (G.M.T.)
Unknown.....	Desconocido
Unlit .....	Apagada

Unlit beacon.....	Baliza apagada
Unmanned.....	No tripulada
Unreliable.....	Poco fiable
Unreported from .....	Sin noticias desde
Unreported sunk.....	Hundido sin noticias
Unreported .....	Sin noticias
Unspecified.....	Sin determinar
Unusable .....	Inutilizable
Up to xx tenths of a lane .....	Hasta xx décimas de una calle
Urgency.....	Urgencia
Urgency message .....	Mensaje de urgencia
Urgent call to area.....	Llamada urgente en área
User location .....	Situación del usuario
Users .....	Usuarios
VHF .....	Frecuencia muy alta
Vessel afire.....	Buque incendiándose
Vessel is G.M.D.S.S. equipped .....	Buque está equipado con S.M.S.S.M.
Vessel safe.....	Buque a salvo
Vessel seeking assistance .....	Buque en busca de ayuda
Vessel sighted safe .....	Buque avistado salvo
Vessel sinking .....	Buque hundiéndose
Vessel N.U.C. (not under command).....	Buque sin gobierno
Vessel in distress .....	Barco en peligro
Vessel aground .....	Buque embarrancado
Vessels able to assist .....	Buques aptos para ayudar
Vessels advised to proceed with caution ..	Se aconseja buques procedan con precaución
VHF broadcast .....	Radiodifusión por VHF
Vicinity.....	Inmediaciones
Vital signs (pulse, respiration) .....	constantes vitales (pulso, respiración)
Warship .....	Buque de guerra
Watch on / off.....	Vigilancia encendido / apagado
Watch receiver.....	Vigilante
Weak gradient pressure .....	Gradiente débil
Wellhead.....	Cabeza de pozo
Wellhead lightbuoy .....	Boya de cabeza de pozo
Wheelhouse.....	Puente
Whistle fogsignal .....	Señal de niebla de pito
Wide berth requested .....	Amplio resguardo solicitado
Wide berth advised .....	Amplio resguardo aconsejado
Withdrawn.....	Retirado / a
Without energy.....	Sin corriente
Working frequency.....	Frecuencia de trabajo
Wounded by a bullet .....	Herido por bala

Wounded person.....	Persona herida
Wreck.....	Naufragio
Wreck marked by buoy.....	Naufragio marcado por boya
Wreck of motor cruiser.....	Naufragio de moto-crucero
Wreckage.....	Naufragio / restos de naufragio
Wreckages adrift.....	Restos de naufragio a la deriva
XXX.....	Señal de urgencia
Yatch adrift.....	Yate a la deriva
Yachting purposes.....	Navegación de recreo
Yatch buoys.....	Boyas para regatas yates
Yatch.....	Yate
Yatch unreported.....	Sin noticias del yate
Yatch racings.....	Regata de yates

## 1.2. G.M.D.S.S. TERMINOLOGÍA METEOROLÓGICA

### *G.M.D.S.S. METEOROLOGICAL TERMS*

Backing.....	Rolando (sentido contrario)
Becoming (to become).....	Volverse / tornarse
Blizzard.....	Ventisca
Cloud.....	Nube
Cloudy.....	Nuboso
Cold front.....	Frente frío
Current (jet stream).....	Corriente de chorro
Cyclone.....	Ciclón
Dangerous semicircle.....	Semicírculo peligroso
Decreasing (to decrease).....	Disminuyendo
Deepening.....	Profundizándose
Dense fog.....	Densa niebla
Dew point.....	Punto de rocío
Drizzle.....	Llovizna
Eastern / western.....	Oriental / occidental
Expected (to expect).....	Esperada
Eye of the storm.....	Ojo de la tempestad
Fair.....	Bueno
Filling.....	Rellenándose
Flow.....	Flujo / ramal corriente chorro
Fog patches.....	Bancos de niebla
Fog.....	Niebla
For a time / For times.....	Por algun tiempo / Por veces
Force.....	Fuerza (viento)
Forecast.....	Predicción
Front.....	Frente

Frost .....	Helada
Gale warning.....	Aviso de temporal
General synopsis .....	Situación general
GMT / UTC .....	Hora Greenwich / hora universal
Good / Moderate / Poor.....	Buena / Moderada / Pobre
Gusts .....	Rachas
Heavy rain .....	Lluvia fuerte
High .....	Alta presión
High clouds .....	Nubes altas
Horse latitudes .....	Calmas tropicales
Hpa.....	Hecto Pascal
Hurricane tide .....	Marea del huracán
Hurricane .....	Huracán
Hurricane warnings.....	Avisos de huracán
Ice pellets / Hail .....	Granizo
Ice warning .....	Aviso de hielo
Increasing (to increase).....	Aumentando
Isolated showers.....	Chubascos aislados
Later .....	Más tarde
Little change .....	Poco cambio
Low clouds.....	Nubes bajas
Low .....	Baja presión
Mainly fair .....	Preferentemente bueno
Meteorological office.....	Oficina meteorológica
Middle clouds .....	Nubes medias
Millibars.....	Milibares
Mist .....	Neblina
Moderate rain.....	Lluvia moderada
Monsoons.....	Monzones
Moving (to move).....	Desplazándose
Navigable seinicircle.....	Semicírculo manejable
Occluded front .....	Frente ocluido
Ocean weather ships .....	Buque estación
Overcast .....	Cubierto
Path .....	Trayectoria / derrota
Point of recurvature.....	Punto de recurva
Polar front .....	Frente polar
Quickly / rapidly .....	Rápidamente
Rain.....	Lluvia
Rainfall.....	Cantidad de lluvia caída
Ridge.....	Cuña anticiclónica
Same time / At first.....	Para el mismo tiempo / En principio
Scattered showers.....	Chubascos dispersos
Secondary depression .....	Depresión secundaria

Showers / squalls.....	Chubascos
Sleet .....	Agua nieve
Slowly .....	Lentamente
Smog .....	Niebla y humo
Snow .....	Nieve
Snow flakes .....	Copos de nieve
Stationary .....	Estacionaria
Steadily .....	Directamente
Storm wave .....	Ola del huracán
Storm warning.....	Aviso de tempestad
Swell .....	Mar de fondo
Synoptic chart .....	Carta sinóptica
Tornado .....	Tornado
Thunderstorm.....	Tormenta
Thundery showers .....	Chubascos tormentosos
Track .....	Traectoria
Trade winds.....	Vientos alisios
Tropical depression .....	Depresión tropical
Tropical revolving storm.....	Tempestad tropical Ciclón
Tropical storm.....	Ciclón
Trough.....	Vaguada
Typhoon .....	Tifón
Until .....	Hasta
Veering .....	Rolando (sentido aguja reloj)
Visibility.....	Visibilidad
Vortex .....	Vórtice
Warm front .....	Frente cálido
Waterspout .....	Trombas de agua
Weather report.....	Informes del tiempo
Weather map .....	Mapa del tiempo
Weather bulletin .....	Boletín meteorológico
Weather forecast / Issued .....	Predicción del tiempo / Emitido
Weather report.....	Informes del tiempo
Whirl .....	Remolino
Wind.....	Viento
Wintry .....	Invernal

### **Winds**

Northerly .....	Del norte
Northeasterly . . . . .	Del nordeste
Easterly .....	Del este
Southeasterly .....	Del sudeste

Southerly . . . . .	Del sur
Southwesterly . . . . .	Del sudoeste
Westerly . . . . .	Del oeste
Northwesterly . . . . .	Del noroeste
North . . . . .	Norte
Northeast . . . . .	Nordeste
East . . . . .	Este (Leste)
Southeast . . . . .	Sudeste
South . . . . .	Sur
Southwest . . . . .	Sudoeste
West . . . . .	Oeste
Northwest . . . . .	Noroeste

### Zonas

Northern . . . . .	Septentrional
Southern . . . . .	Meridional
Eastern . . . . .	Oriental
Western . . . . .	Occidental

### Douglas Scale

Calm . . . . .	Calma
Rippled . . . . .	Rizada
Smooth . . . . .	Marejadilla
Slight . . . . .	Marejada
Moderate . . . . .	Fuerte marejada
Rough . . . . .	Gruesa
Very rough . . . . .	Muy gruesa
High . . . . .	Arbolada
Very high . . . . .	Montañosa
Confused . . . . .	Enorme

## 1.3. LLAMADA DE EMERGENCIA

### *EMERGENCY CALLS*

#### May-Day

*(Channel 16 / 2182 khz)*

— From ship in distress: Mayday Mayday Mayday (3 times) this is motorvessel Corina (3 times). Mayday this is motorvessel Corina call sign 5 MKS, in position latitude 45 degrees 10 minutes north longitude 009 degrees 15 minutes west.



a) I am sinking b) I am on fire in cargo spaces c) I am on fire in accommodation d) I am on fire in the engine room e) I have been in collision f) I have struck an unknown object.

1. I need help 2. I require immediate assistance.

- From coastal station: Mayday. mv Corina This is Brest Radio. What is your position? Over.
- From ship in distress to coastal station: Mayday. Brest Radio this is mv Corina my position is 45 degrees 10 minutes north, 009 degrees 15 minutes west. Over.
- From coastal station to ship in distress: Mayday. O.K Corina. All well noted. A search and rescue helicopter will be leaving as soon as possible to help you. Keep watch on this channel all the time.
- From vessel in distress to coastal station: Roger Brest Radio. Stand by on channel 16 all the time.
- From Brest Radio to all ships: Mayday relay, mayday relay, mayday relay. All ships. This is Brest radio. Following received from mv Corina. I NEED HELP. I AM SINKING. MY POSITION IS LATITUDE 45 DEGREES 10 MINUTES NORTH, LONGITUDE 009 DEGREES WEST. All vessels in the area are requested to help vessel in distress. This is Brest Radio out.
- From ship in the vicinity to mv Corina: Mayday. mv Corina this is mv Ragar I am 40 miles away. I am proceeding full speed and I expect to reach your position at 1830 llrs g.m.t. Over.
- From Corina to ship in the vicinity: Roger mv Ragar this is mv Corina. I am keeping watch on channel 16 all the time.
- From ship in the vicinity to coastal station: Mayday. Brest Radio. This is mv Ragar. I am 40 miles away of vessel in distress. I am proceeding full speed and expect to reach distress position at 1830 g.m.t. Over.
- From Brest Radio to Ragar: O.K Ragar. Please take command of search and rescue. Over.
- From Ragar to Corina (arrived to vessel in distress position): Corina this is Ragar. I am sending a lifeboat for you. I will make a lee for you. Over.
- From Ragar to Brest Radio (all crew rescued are now on board of Ragar): Brest Radio this is Ragar. Operation completed. All crewmembers have been rescued alive and in good condition. I am waiting for helicopter to transfer the crew.

### *Helicopter Rescue*

- Brest Radio: Ragar. This is Brest Radio. Roger. What is the visibility at your position? Let me know also wind direction and force. Over.
- Ragar. Brest Radio. This is Ragar. Visibility at my position is around 2 miles, wind direction is northeasterly and force four to five Beaufort. Over.



- Brest Radio: Search and rescue helicopter is now proceeding to your position. Stand by on channel 16
- Helicopter (Approaching to Ragar position): m/v Ragar this is helicopter «Rescue One». Please identify yourself by using a signal lamp. Over.
- Ragar: O.K Rescue One this is Ragar. I am making identification sig-nals for you. Over.
- Helicopter Rescue One: O.K Ragar you are identified, please keep the wind on your port bow.
- Ragar: Rescue One. This is Ragar. I will keep the wind on my port bow. I am ready for helicopter.
- Helicopter Rescue One: O.K Ragar a) please indicate landing point b) please indicate hoisting point c) operation will be carried out by using a hoist d) I am proceeding operation now e) I am landing on hatch number two.
- Ragar: Rescue One the landing point / hoisting point is in between hatch number two and hatch number three. On the monkey island / upper bridge.
- Ragar to Brest Radio (crew is evacuated and helicopter flies away): Brest Radio this is Ragar. Operation completed. Crew transferring carried out successfully. Assistance no longer required. I am proceeding over.
- Brest Radio: O.K Ragar. Thank you very much for your cooperation. Have a good trip.
- Brest Radio to all ships: Mayday. This is Brest Radio. Search and rescue of crewmembers of mv Corina has been completed. Mayday cancelled. All ships may proceed. Brest radio out.

### **Pan-Pan**

- Vessel in emergency: Pan-pan Pan-Pan Pan-pan: This is mv Corina call sign 5 MKS. a) Man overboard in position latitude 41 degrees 08 minutes north, longitude 10 degrees 25 minutes west. All ships in the area are requested to keep a sharp look-out. b) I require medical assistance urgently. One of the crewmembers has suffered an appendicitis attack. There is a crewmember suffering a heart attack.
- From a coastal station (emergency message heard): Pan-pan, mv Corina, this is Lisbon Radio please repeat man overboard position. Over.



- Vessel to coastal station: Pan-pan, man overboard position is 41 degrees 08 minutes north and longitude 10 degrees 25 minutes west. Over.
- Lisbon Radio (Rebroadcasting message). Pan-pan Pan-pan Pan-pan this is Lisbon Radio. Following Pan message received from mv Corina 5 M.K.S. MAN OVERBOARD IN POSITION LATITUDE 41 DEGREES 08 MINUTES NORTH LONGITUDE 10 DEGREES 25 MINUTES WEST. All ships in the vicinity are requested to keep a sharp look out. This is Lisbon Radio stand-by on channel 16 / 2.182 khz.
- Lisbon Radio to Corina: Pan-pan, mv Corina this is Lisbon Radio. Two search and rescue tugs and one helicopter are proceeding to reported position. Over.
- Vessel to Lisbon Radio: O.K Lisbon Radio this is Corina, roger. Thank you very much.
- Vessel to Lisbon Radio: Man overboard found and rescued alive and in good condition therefore assistance and look-out no longer required. Over.
- Lisbon Radio to all ships: Pan-pan. This is Lisbon Radio to all ships. Man overboard found and rescued alive and vessel proceeding. Look out no longer required. Pan cancelled. All ships in the area may proceed. This is Lisbon Radio out.

## Safety messages

- Securite. Securite. Securite. All ships. This is mv «Crimea» in position latitude 53 degrees 10 minutes north longitude, 009 degrees 25 minutes west. Not under command because of steering gear damaged. All ships are requested to give wide berth. This is mv Crimea out.
- Securite. Securite. Securite. All ships. All ships. This is S. Johns Coast Guard Radio. Navigation warning. Floating ice reported in position latitude 47 degrees 15 minutes north, longitude 50 degrees 25 minutes west. Considered hazardous to navigation. All ships in the area must keep a sharp look out. This is S. Johns Coast Guard Radio out.
- Securite. Securite. Securite. All ships. All ships. This is tug boat Biscay Star 5 M A N Present position from Lizard point, bearing 220 degrees, distance. 5 miles, towing a barge, length of tow 850 metres, present course 200 degrees, speed 8 knots. All ships are requested to keep well clear of me. This is Biscay Star» out.
- Securite. Securite. Securite. All ships. All ships. This is Saint Pierre Radio. Navigation warning. There is a drifting mine in position from Miquelon Island bearing 220 degrees, distance 8 miles. All ships in the vicinity / area are requested to keep a sharp look out. This is Saint Pierre Radio out.
- Securite. Securite. Securite. All ships. All ships. This is Saint Peter Coastal Station. Navigation warning. Tropical storm report. Tropical storm centre Sally reported at 161900 g.m.t. in position latitude 15 degrees 30 minutes north, longitude 75 degrees 10 minutes west. With easterly track and westward path speed 20 knots winds of 50 knots. Point of recurvature around 200 miles northeast of Yucatan Peninsula then northward path. Next bulletin will be broadcast at 2200 g.m.t. This is Saint Peter Coastal Station out.

## 1.4. SEGURIDAD MARÍTIMA

### *MARITIME SAFETY*

Alarm bell .....	Campana de alarma
All purpose nozzle .....	Tobera multiuso
Automatic extinguishers .....	Extintores automáticos
Branch.....	Bifurcación
Breathing apparatus .....	Aparato respiración autónomo
CO <sub>2</sub> extinguisher.....	Extintor de CO <sub>2</sub>
CO <sub>2</sub> room.....	Cuarto CO <sub>2</sub>
VHF DSC.....	VHF llamada selec. digital
Distress signal pistol .....	Pistolas de señales
Dry powder extinguisher.....	Extintor de polvo seco

EPIRB 121,5 / 406 MHZ .....	Radiobaliza
Firehose.....	Manguera contraincendios
Fire hatchet.....	Hacha contraincendios
Fire blanket .....	Manta ignífuga
Fire extinguisher .....	Extintor
Fireman's outfit .....	Equipo de bombero
Foam tank.....	Depósito de espuma
Foam extinguisher.....	Extintor de espuma
Free fall lifeboat.....	Bote de caída libre
Gas mask.....	Máscara antigás
Gas-mask filter .....	Filtro máscara antigás
Halon extinguisher.....	Extintor de halon
Hand-held distress signal with parachute ..	Cohete mano de socorro con paracaídas
Hand-held red fiare .....	Bengala de mano
Hydrants.....	Toma contraincendios
Hydrostatic release unit .....	Dispositivo hidrostático
Inmersion suit .....	Traje de supervivencia
International shore connection.....	Conexión internacional
Life jacket .....	Chaleco salvavidas
Lifeboat.....	Bote salvavidas
Liferaft .....	Balsa salvavidas
Lifering self igniting lights .....	Aros con luz Holmes
Lifering light smoke.....	Aro con luz Holmes y bote humo
Lifesmoke .....	Bote de humo
Line throwing apparatus.....	Lanzacabos
Portable extinguisher.....	Extintor portátil
Rescue boat .....	Bote de rescate
Safety torch.....	Linterna de seguridad
Safety signals .....	Señales de seguridad
Safety helmet .....	Casco de seguridad
Search and rescue tug .....	Remolcador de salvamento
Search and rescue helicopter.....	Helicóptero de rescate
Smoke detection system.....	Detector de humos
Strobe light.....	Luz estroboscópica
Thermal protective aid .....	Ayuda térmica
Water jet / spray system .....	Sistema chorro / pantalla (tobera)
Water extinguisher .....	Extintor de agua
Work-survival suit.....	Traje trabajo / superv.



Tron SART with standar bulkheadmountig bracket

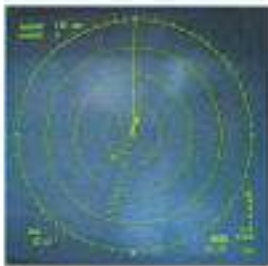


Antenna / Electronic unit

Battery / Indicator unit



EPIRB





**TEMA 2.**  
**MANIOBRA A OTRO BUQUE PARA**  
**EVITAR COLISIÓN**





## **2.1. BUQUE POR LA AMURA DE BABOR**

### *SHIP ON THE PORT BOW*

#### **Identification**

- Ship on my port bow, ship on my port bow on bearing 330 degrees distance 5 miles, with course 150 degrees and speed 12 knots, this is Spanish motorvessel Crimea, come in please.
- Yes, Spanish motorvessel Crimea this is Liberian M/V Kanin» on your port bow, come in please.
- M/V Kanin this is M/V Crimea please pass to channel ten.
- O.K Crimea going down to channel ten.

#### **Manoeuvring**

- M/V Kanin this is Crimea on channel ten. Please, let me know what your intentions are. Over.
- M/V Crimea this is M/V Kanin, my intention is to alter my course to starboard in order to pass port to port(red to red).
- O.K Kanin thank you very much and have a good trip, back to channel sixteen.
- O.K Crimea same to you. Bye-bye.

## 2.2. BUQUE POR LA PROA AL OPUESTO

### *SHIP RIGHT AHEAD COMING ON OPPOSITE COURSE*

#### **Identification on channel sixteen**

- Ship right ahead of me, ship right ahead of me, distance five miles coming on opposite course and speed 14 knots this is Spanish motorvessel Crimea, come in please. Over.
- Yes M/V Crimea this is liberian M/V Kanin right ahead of you and five miles off. Go ahead. Over.
- Good afternoon M/V Kanin this is motorvessel Crimea, please pass to channel twelve.
- O.K M/V Crimea going down to channel twelve.

#### **Manoeuvring**

- M/V Kanin this is M/V Crimea on channel twelve. Please let me know what your intentions are. Over.
- M/V Crimea this is M/V Kanin, I will alter my course to starboard and advise you to do same on your side, in order to pass port to port (red to red).
- O.K M/V Kanin I will alter my course to starboard too in orde to pass port to port, thank you very much and back to channel sixteen.

**2.3. BUQUE POR LA ALETA ALCANZÁNDONOS (atunero halando la red)**

*SHIP ON THE PORT QUARTER (Tuna fishing ship hauling her nets / hampered vessel)*

**Identification**

- Ship on my port quarter, ship on my port quarter, overtaking me with course zero six zero and speed twelve knots, this is tuna fishing ship Albacora, come in please. Over.
- Yes, tuna fishing ship Albacora this is Liberian motor vessel Kanin, go ahead. Over.
- Motorvessel Kanin this is Albacora, please pass to channel ten. Over
- O.K Albacora going down to channel ten.

**Manoeuvring**

- M/V Kanin this is Albacora on channel ten, please let me know what your intentions are. Over.
- Fishing vessel Albacora this is Kanin. I will keep my course like till now because I will pass 3 cables astern of you. Over.
- M/V Kanin this is Albacora. Negative, this is a hampered vessel because I am hauling my nets so I advise you to alter your course to starboard in order to keep clear of my nets. (Or in order to pass at least I mile away from me / 1 mile off).
- O.K Albacora, I will alter my course in order to keep clear of your nets.
- O.K Kamin thank you very much. Have a good voyage and back to channel sixteen.

**2.4. BUQUE APROXIMÁNDOSE POR EL TRAVÉS DE BABOR**

*SHIP ABEAM ON PORT / STARBOARD SIDE AND MAINTAINING A STEADY BEARING*

**Identification on channel sixteen**

- Ship abeam on my port side distance five miles, with course zero five zero and speed ten knots, this is Spanish motorvessel Crimea on channel sixteen, come in please. Over.
- Yes, Spanish motorvessel Crimea this is liberian motor vessel Kanin on your port beam, five miles off, over.
- M/V Kanin please pass to channel ten. Over .
- O.K Crimea going down to channel ten.

**Manoeuvring**

- M/V. Kanin this is motorvessel Crimea on channel ten. What are your intentions"? Over.
- I will alter my course to starboard in order to pass astern of you. Over.
- O.K Kanin that is right. Thank you very much and have a good voyage, back to sixteen. Over and out.
- O.K Crimea same to you. Bye-bye.

## 2.5. BUQUE PARADO Y SIN ARRANCADA

### *S'HIP NOT MAKING WAY THROUGH SEA WATER*

#### **Identification**

- Ship on my starboard bow, distance four miles, not making way through the sea, this is Spanish motorvessel Crimea come in please. Channel sixteen.
- Spanish motorvessel Crimea this is German motorvessel Bremen four miles on your starboard bow, go ahead.
- German M/V Bremen this is M/V Crimea please change to channel zero-five.
- O.K Crimea going down to zero-five.

#### **Manoeuvring**

- German motorvessel Bremen this is Crimea on channel zero-five. Are you in trouble?
- M/V Crimea this is M/V Bremen. This is a not under command vessel, because we are in trouble with the steering gear, so please keep well clear of me.
- O.K M/V Bremen, I will keep clear of you (I will alter my course to port to keep clear of you).
- O.K Crimea thank you very much. Have a good trip, back to sixteen.

## 2.6. BUQUE PROPIO SIN GOBIERNO

*OWN VESSEL IS N.U.C*

### Identification

- Ship abeam on my starboard side with course 270 degrees speed 14 knots, distance 5 miles. This is M/V Crimea, come in please. Over.
- Spanish M/V Crimea this is German M/V Bremen on your starboard beam 5 miles off, go ahead. Over.
- German M/V Bremen this is Crimea please change to channel zero eight. Over.
- O.K Crimea going down to zero-eight.

### Manoeuvring

- German M/V Bremen this is Crimea. This is a not under command vessel. I advise you to alter your course in order to pass ahead / astern of me.
- O.K M/V Crimea. I will alter my course port in order to pass astern of you.
- Roger Bremen. Thank you very much. Have a good trip. Back to channel sixteen. Over and out.

## 2.7. MANIOBRA DEL OTRO FAENANDO NOSOTROS EN PAREJA

### *PAIR OF TRAWLERS*

#### **Identification**

- Ship on my starboard bow with course 250 degrees speed 15 knots, distance 5 miles. This is Spanish trawler Ciclon. Come in please. Over.
- Spanish trawler Ciclon this is German motorvessel Spaten on your starboard bow 5 miles off.
- Yes M/V Spaten this is Ciclon please change to channel twelve. Over.
- O.K M/V Ciclon this is Spaten. Going down to channel twelve.

#### **Manoeuvring**

- German M/V Spaten this is trawler Ciclon. This is a pair of trawlers so please alter your course in order to keep both clear. A half a mile berth is required Over.
- Roger Ciclon I will alter my course to port in order to pass astern of you half a mile off Over.
- Roger Spaten. Thank you for your cooperation. Have a good trip. Back to channel sixteen. Over and out.

## 2.8. MANIOBRA DEL OTRO ESTANDO NOSOTROS REMOLCANDO *TOWING*

### Identification

- Ship on my starboard bow with course 210 degrees, speed 14 knots, distance 4 miles, this is Liberian tug-boat Biscay Star Come in please. Over.
- Liberian tug-boat Biscay Star this is Spanish yacht Obelix on your starboard bow, 5 miles off. Go ahead.
- Yacht Obelix this is tug Biscay Star please change to channel ten. Over.
- O.K tug Biscay Star this is Obelix. Going down to channel ten.

### Manoeuvring

- Spanish yacht Obelix this is tug Biscay Star. This is a hampered vessel because we are towing a barge with a length of towage of 600 metres, so please alter your course in order to keep clear of me, a 3 / 4 mile berth is required. Over.
- Roger Biscay Star. I will alter my course to port in order to pass astern of you, one mile off. Over.
- Roger Obelix. Thank you very much for your cooperation. Have a good trip. Back to channel sixteen. Over and out.
- O.K Biscay Star same to you. Over and out. Back to sixteen.





### **TEMA 3. FLETAMENTOS Y TRANSPORTE MARÍTIMO**



### 3.1. CARTA CONTRA RECEPTORES POR NO RECEPCIONAR LA CARGA EN LAS DEBIDAS CONDICIONES

M/S «INMA»  
Capt. Aranzabal

Arzew (Algeria) December 13th 1987

Fm: Master M/S «INMA»  
To: Messrs OAICC (Receivers)

**Re: Truck boxes observed in wet conditions**

Dear Sirs,

Hereby I inform you that during discharge operations it was observed that some of your trucks had their boxes in wet conditions, which may affect to the quality of commodity because of its nature (white beans in bulk).

For all the above exposed I hold you responsible for further damages to the cargo (if any) whatsoever.

Yours faithfully

---

Master M/S «INMA»

Agent for transmittal

---

CNAN Aaw

### 3.2. SOLICITUD DE PERMISO DE CAMBIO DE DIVISA

M/S «INMA»  
Capt. Aranzabal

Arzew, November 30th 1987

Fm: Master M/S «INMA»  
To: Custom authorities at Arzew

**Re: Currency exchange authorization**

Dear Sirs;

Hereby I kindly request your permission to exchange currency (approx. 200 U.S. dollars) in order to pay for some petty expenses at Spanish Consulate in Oran, such as Consular fees and various and which have to be paid in national money.

Thanking you in advance for your cooperation, I meantime remain.

Yours faithfully  
Master

---

Fco. Javier Aranzabal

Permission granted

---

Arzew Custom Office

### 3.3. CARTA CONTRA COMPAÑÍA ESTIBADORA POR POSIBLES DAÑOS OCULTOS CAUSADOS DURANTE LAS OPERACIONES DE CARGA

M/V «LORENA»  
Capt. Aranzabal

Detroit, August 20th 1984

From: Master M/V «LORENA»  
To: Stevedoring Company (Miller Compressing Co.)

**Re: Hidden damages during loading operations (SCRAP PACKAGES LOADING)**

Dear Sirs,

Owing to the nature of commodity as well as loading method used by stevedores, I have reasons to believe that cargo spaces of my vessel may have sustained hidden damages caused during loading operations.

By this letter, I reserve my owners' right to claim against you for any hidden damage which may be found upon completion of discharge at port of destination and caused by the above subject.

Yours faithfully

\_\_\_\_\_  
Sgd: Fco. Javier Aranzabal

Agent for transmittal

\_\_\_\_\_  
Armon Shipping Co.

### 3.4. CARTA DE DESCARGO ANTE AUTORIDADES MARÍTIMAS POR EXCESO DE VELOCIDAD EN ZONAS DE VELOCIDAD LIMITADA

M/V «JOSEMI»  
Capt. Aranzabal

Liverpool (Nova Scotia), October 5th 1985

To Messrs : St. Lawrence Seaway Authority

**Re: Speeding violation on October/2nd/1985 between St. Catherine and St. Lambert locks**

Dear Sirs,

Been in receipt of your notification regarding mentioned matter, I would like the following paragraphs to be taken into your full consideration.

- It is my first violation on Seaway Regulations since April 1.979 when I came first time to the Seaway.
- Aforementioned violation has occurred because of inexperience of my officer on duty (it was his first voyage to the Great Lakes).
- That, as it may be understood because of paragraph 1 my trusting on Seaway Pilots has been total.

Look forward to hearing from you. I meanwhile remain

Very truly, yours

\_\_\_\_\_  
Francisco Javier Aranzabal  
Master M/V «Joscmi,

### 3.5. CARTA DE INSTRUCCIONES AL CONSIGNATARIO EN RÉGIMEN DE «TIME-CHARTER»

M/V «JOSEMI»  
Capt. ARANZABAL

Baltimore, 25th January 1984

To Messrs: Kerr Steamship Co. Baltimore

Dear Sirs:

I apply to you as Master of the M/V «INMA» under my command and as a legal representative of her owners Armadores de Cabotaje S.A. «Arcana» of Valencia (Spain) to inform you that presently the vessel is trading under «time-charter» conditions with Messrs Chelsea of Panama.

Therefore, please be advised that all disbursement account, expenses of loading/unloading operations and bunkering supplies rendered to my vessel during the present call at your port, are for account and exclusive responsibility of the mentioned timecharterers, with whom you have to arrange directly any advance and settlement of any expenses incurred.

Other expenses or provisions required or authorized by myself for the vessel are to be for account and under responsibility of my owners, who in each case will contact the timecharterers for the necessary authorization to you.

By the present letter I consider myself as well as my owners' firm free of any responsibility for the above subject.

Please give back copy of this letter duly signed by you in acknowledgement.

Yours faithfully

Master  
Fco. Javier Aranzabal

Acknowledge  
Kerr Steamship Company

### 3.6. RECLAMACIÓN DE FALSO FLETE

M/V «YUCATAN»  
Capt. Aranzabal

Agadir, 27th 1991

To Messrs: Somatime-Agadir

**Re: Dead Freight Claim.**

Dear Sirs,

Hereby, I inform that according to Charter Party terms, the vessel under my command was fixed for min/max 2.500 m/tons of copper concentrate.

After loading operations were completed and according to the draft survey carried out by Captain and ship's officers, the vessel had only loaded 2.450 mtons.

Therefore my owners are authorized to claim for dead freight for the quantity of 50 mtons.

Yours faithfully  
The Master

Fco. Javier Aranzabal

Somatime (Received)

### 3.7. CARTA A RECEPTORES SOBRE GASTOS POR MANIOBRA DE CAMBIO DE MUELLE NO CONTEMPLADA EN P/F

M/V «ESCUBY»  
Capt. Aranzabal

Ghent, october 9th 1984

From Master: M/V «ESCUBY»  
To: Van Looy Maritime Co. (Receivers of the cargo)

Dear Sirs;

I kindly remind you that on the relevant Charter Party only one berth was mentioned during my stay in Ghent. Consequently and due to shifting from first berth to second one the expenses incurred such as Pilotage, mooring gangs etc. will be on your account. Laytime will count as normal.

Yours faithfully  
Received

Master

\_\_\_\_\_  
CBMNV  
(For transmittal)

\_\_\_\_\_  
Fco. Javier Aranzabal

### 3.8. CARTA CONTRA CARGADORES POR FALTA DE MEDIOS APROPIADOS PARA OCUPAR PLENAMENTE LA CAPACIDAD DEL BUQUE

M/V «INMA»  
Capt. Aranzabal

Ipswich, February 2nd 1983

To Messrs: Ronald Ashdown & Sons Ltd

**Ref: Excessive broken stowage due defficiency of appropriate means for grain loading operations.**

Dear Sirs;

I regret to inform you that due to defficiency of appropriate means for grain loading operations, the grain capacity of the holds has not been fully occupied, causing an excessive broken stowage and therefore reducing the quantity of tons to be loaded.

I hereby forward this protest letter, holding you responsible for excessive broken stowage, caused by the above mentioned reason.

Yours faithfully  
Master

\_\_\_\_\_  
Fco. Javier Aranzabal

Agents for transmittal

Received and accepted

\_\_\_\_\_  
Hythe Shipping Ltd (as Agents only)

\_\_\_\_\_  
Ronald Ashdovin Co.

### 3.9. CARTA CONTRA CARGADORES POR NO DISPONER DE MÁS CANTIDAD DE CARGA NO ESTANDO EL BUQUE COMPLETADO

M/N «INMA»  
Capt. Aranzabal

Bordeaux, March 12nd 1983

To Messrs: Agroshipping

**Ref: Cargo shortage due to no more cargo available**

Dear Sirs;

I regret to inform you that the ship's capacity has not been fully occupied because shippers haven't got more cargo available which has reduced the amount of cargo to be loaded in 105 metric tons.

I hereby forward this letter holding you responsible for shortage of cargo and therefore I claim dead-freight for the above mentioned 105 metric tons.

Yours faithfully

Master

Received and accepted

\_\_\_\_\_  
Fco. Javier Aranzabal

\_\_\_\_\_  
Agroshipping

### 3.10. CARTA CONTRA COMPAÑÍA ESTIBADORA POR DAÑOS A LAS MERCANCÍAS AL HACER REMOCIÓN DE CARGA

M/V «INMA»  
Capt. Aranzabal

Tees Dock, October 7th 1983

To Messrs: Tees Port stevedoring company

Dear Sirs,

Hereby, I certify that when shifting, operations of the galvanized steel coils on board of my vessel were finished, it was observed that 12 galvanized steel coils were damaged with their internal covers deformed and dented as a result of the above mentioned cargo shifting.

For all the exposed the vessel refuses all kind of responsibilities for any claims, for damages caused to the above mentioned galvanized steel coils.

Yours faithfully

Master

Stevedoring Co.

\_\_\_\_\_  
F.J. Aranzabal

\_\_\_\_\_  
Tees Port

### 3.11. CARTA DE AUTORIZACIÓN DE FIRMA DE C/E EN REPRESENTACIÓN DEL CAPITÁN

M/V «LORENA»  
Capt. Aranzabal

Oxelosund, 25th April 1986

To Messrs: Percy - Tharn Aktiebolag

Dear Sirs:

Hereby, you are authorized to sign the Bills of Lading for the cargo loaded and I advise and demand on behalf of myself and my owners that the Bills of lading, signed must bear all the exception details as por Britannia P&I Club Surveyor preloading survey.

Yours faithfully

\_\_\_\_\_  
Fco. J. Aranzabal - Master M/V «LORENA»

Signed as having been received

\_\_\_\_\_  
Representative of Agents to charterers

### 3.12. RECIBO DE GASTOS/ATENCIONES A CUENTA DE «TIME-CHARTERERS»

Place/Date

#### RECEIPT

M/V «LIRIA»  
Capt. Aranzabal

This is to certify that following goods have been presented to port authorities, agents, pilots, etc., for entertainment in order to obtain a quick dispatch and good service to the vessel in the above mentioned port, in the interest and for account of time-charterers, Messrs

_____ cartons of cigarettes	_____ bottles liquor
_____ bottles beer	_____ tins soft drink
_____ meals	_____ bottled wine
_____ cash bonus	_____ others

Signed

\_\_\_\_\_  
Master M/V «Liria»



### 3.13. SOLICITUD DE PERMISO A AUTORIDADES PORTUARIAS PARA LLEVAR A CABO TRABAJOS DE MANTENIMIENTO

M/V «CALABRIA»  
Capt. Aranzabal

Nordenham, 29th August 1990

From: Master M/V «CALABRIA»  
To: Nordenhtun Port Authority

**Re: Maintenance works permission**

Dear Sirs:

Hereby, kindly request permission to carry out some maintenance works on ship's deadwork and quickwork, such as painting and draught-marks cleaning, while our call at your port. Aforesaid works will be carried-out during normal working periods (0800-1200 hrs, 1300-1700 hrs).

Thanking you for your cooperation, I remain

very truly, yours

Signed: Fvo. Javier Aranzabal

### 3.14. DOCUMENTO DE «AVERAGE BOND» ENTREGADO POR RECEPTORES A ARMADORES

To: Messrs PASAIA SHIPPING CO.  
Owners of the motorvessel «SALBIO»  
Voyage BILBAO - VERACRUZ  
Port of shipment: BILBAO  
Port of destination: VERACRUZ  
Bill of lading number 5

Shipper: Messrs MENASA  
Receiver: PEMEX

#### QUANTITY AND DESCRIPTIONS OF GOODS

25 COILS (HOT ROLLED)	Weight (net) 2.550.000 kgs
32 COILS (COLD ROLLED)	Weight (net) 2.632.000 kgs
55 BUNDLES (STEEL BEAMS)	Weight (net) 1.234.168 kgs

In consideration of the delivery to us, on payment of the freight due, of the goods afore mentioned WE AGREE to pay the proper proportion of any salvage or general average which may hereafter be ascertained to be due from the goods or the shippers or owners thereof under an adjustment prepared in accordance with the provisions of the contract of affreightment governing the carriage of goods or, failing in such provision, in accordance with the law and practice of the place where the common maritime adventure ended and which is payable in respect of the goods by the shippers or owners thereof.

WE ALSO AGREE TO:

- furnish all particulars of the value of the goods, supported by a copy, of the commercial invoice rendered to us.
- make a payment on account of such such as is duly certified by the adverage adjusters to be due from the goods and which is payable in respect of the goods by the shippers or owners thereof.

Date: 25TH JANUARY 1990

Signature of receivers of goods

Full name and address

Pemex, S.A.

45. Calle America

17110 Veracruz (Mexico)

### 3.15. PERITAJE DE BOBINAS ANTES DE CARGAR

INMARCO  
INTERNATIONAL MARITIME & CARGO CONTROLS S.A.L.  
Cargo supervision-Marine surveying-Containers inspection  
P & I Surveyors - Consulting controls

#### PRELOADING CARGO CONDITIONS

To the Master  
Vessel: Kudu  
Cargo: Hot rolled coils  
Port of discharge: ANTWERP

Port: Bilbao  
Report: 119024  
Date: 26th january 1989  
Bill of lading N-1

On inspection of the above mentioned cargo prior and during loading operations its condition is as follows:

- Ex-4263-3.** Three coils slightly rust-stained
- Ex-4261-3.** Two coils telescopically deformed
- Ex-4263-1.** Coil 8104417, two inner eye windings edge indented
- Ex-4262-2.** Coil 8105432, three straps broken
- Ex-4264-2.** Four coils partly rust-stained
- Ex-4263-4.** Coil 812099 telescopically deformed

We recomend you to enter above remarks into shipping documents, MR and/or B/L, to be signed by you and not to accept any guaranty letter.

Survey was carried out to the best of our conscience and ability and all facts as stated above are to the best of our knowledge and belief TRUE and CORRECT.

MASTER (RECEIVED)

INMARCO

### 3.16. CARTA A CONSIGNATARIOS POR FALTA DE CARGA DISPONIBLE

M/S «ESCUBY»  
Capt. Aranzabal

Philadelphia, November 27th 1990

FM: Master M/S ESCUBY  
To: Shippers (Greenwich Coal Co.)

#### **Re: Lack of cargo available**

Dear Sirs,

Upon arrival to this loading pier, as Master of M/S «ESCUBY», I requested a total quantity of 6.890 m/tons, corresponding to the deepest permitting draft of 7,75 mts.

Later on I have been informed that shippers have only 5.000 m/tons available at loading pier. Consecuently I would appreciate, with your signature on this letter, another letter explaining, the reason of the above mentioned difference.

Yours faithfully

\_\_\_\_\_  
Master M/S ESCUBY

Agent for transmittal

\_\_\_\_\_  
Chapman Shipping

### 3.17. CARTA CONTRA CONSIGNATARIO POR EFECTUAR PAGOS SIN AUTORIZACIÓN

M/V «INMA»  
Capt. Aranzabal

New Orleans, October 21st 1983

To: Kerr Steamship Co. (Now Orleans-Louisiana)

Dear Sirs,

Hereby, I protest for the quantity paid to you (12.500 US Dollars) as a debt contracted by the M/V «LORENA», because the afore mentioned ship when using your services, was trading under time-charter conditions with a different Company to Messrs Chelsea International Inc. of Panama, under which the vessel under my comand is trading now.

Yours faithfully  
Master

\_\_\_\_\_  
Fco. Javier Aranzabal

Agent for transmittal

Received

\_\_\_\_\_  
Stracham Shipping Co.

\_\_\_\_\_  
Crescent Towage & Salvage

### 3.18. CARTA DE LOS CONSIGNATARIOS SOLICITANDO AUTORIZACIÓN DEL CAPITÁN PARA CARGAR CON LLUVIA

AZURE AGENCIES INC  
Detroit Michigan 48218  
P.O. Box 127

Detroit, November 1st 1982

From: E.G. Schumacher (Azure Agencies Inc representative)  
To: Capt. Aranzabal (Master M/V «INMA»)

**Re: Charter Party clause number 29**

Dear Sir,

Hereby, we as charterer's agents request from you to keep hatch-covers open during loading operations even in case of inclement weather.

By the present letter we accept all kind of responsibilities about claims on cargo because of the above mentioned subject.

Thanking you for your cooperation, we remain.

Very truly, Yours

\_\_\_\_\_  
Azure Agencies Inc.

Acknowledge

\_\_\_\_\_  
Master M/V «INMA»

### 3.19. CARTA A LOS CARGADORES/RECEPTORES INFORMANDO QUE LOS C/E SON CONSIDERADOS SUCIOS AUN NO FIGURANDO REMARK EN LOS MISMOS

M/V «CALABRIA»  
Capt. Aranzabal

La Pallice, 18th Sept. 1993

From: Master M/V «CALABRIA»  
To: Shipper/Reccivers

**Re: Reserve for quantity**

Dear Sirs,

This is to inform you that by this letter I make my own reserve for the quantity of cargo declared on the manifest and on the Bill of lading because the quantity of cargo shipped on my vessel according to draft calculation carried out by ship's officers and I is 7.255 tons. Therefore the Bill of lading is signed under protest because shippers don't allow to insert on the Bill of lading the weight ascertained by draft calculation.

On the other hand and concerning the scale, I am not aware whether it is homologated, not even its measurements.

Consequently I consider myself as well as the owners' firm free of any responsibility in case of claim due to shortage at port of destination.

You are requested to sign this letter in acknowledgement

Agent for transmittal

Master M/V «CALABRIA»

Shipper's representative

Note: A draft survey calculation copy is attached hereto

### 3.20. CONFECCIÓN DE UNA PROTESTA DE MAR

M/N «INMA»  
Capt. Aranzabal

Montreal (Canaria), October 24th 1982

#### SEA PROTEST

Voyage Middlesbrough - Montreal - Chicago

On tuesday 7th October 1.982, left the port of Middlesbrough, laden with a cargo of steel products bound for Montreal (Canaria) and Chicago (U.S.A.).

During the passage vessel had to contend with severe weather conditions.

The vessel as a result of bad weather, has pitched and rolled heavily, shipping heavy seas over decks, forecastle, deck-winchies, hatch-covers etc.

On 7th October at 2200 hrs (g.m.t.), slowed down engine to 320 r.p.m. because of severe weather conditions. We remained under same conditions until 8th October at 2250 hrs, when weather conditions improved.

On 11st October at 2000 hrs (g.m.t.), slowed down engine to 250 r.p.m. (running seas) remaining under same conditions until the 14th at 0130 hrs.

All precautions were taken to save the cargo and the vessel but, nevertheless, fearing damages to the vessel and/or her cargo, I state the present Sea Protest against charterers, shippers, receivers, underwriters and against whom it may concern in accordance to law.

I reserve the right to extend and ratify this Sea Protest at a convenient time and place.

The Navigation Log Book abstract and testifying information are herewith attached.

Master

Sgd: Fco. Javier Aranzabal

Witness: 3rd Officer

Witness: Radio Officer

Sgd: Jose F. Bermell

Sgd: Andoni Perez C.

#### Log Book Abstract

<i>Date 7th October 1982</i> Watch 2000/2004	<i>Sea Day N-1</i> Wind (Beaufort Scale)	<i>Log Sheet 095</i> Sea state (Douglas Scale)
<i>Date 8th October 1982</i> Watch 0000/0400 0400/0800 0800/1200 1200/1600 1600/2000 2000/2400(2250)	<i>Sea Day N-2</i> Northnortheast/8 Northnortheast/8 Northnortheast/9 Northnorthwest/9 Northnorthwest/9 Northnorthwest/5	<i>Log Sheet 096</i> Very rough High Sea, High Seas High Seas High Seas Moderate seas
<i>Date 11.st October 1982</i> Watch 2000/2400(2000)	<i>Sea Day N-5</i> Wind (Beaufort Scale) Southeast/8	<i>Log Sheet 099</i> Sea state (Douglas Scale) Very rough
<i>Date 12nd October 1982</i> Watches 000012400	<i>Sea Day N-6</i> Wind (Beaufort Scale) West/9-10	<i>Log Sheet 100</i> Sea State (Douglas Scale) High Seas
<i>Dare 13th October 1982</i> Watches 0000/2400	<i>Sea Day N-7</i> Wind (Beaufort Scale) Westnorthwest/9-10	<i>Log Sheet 101</i> Sea State (Douglas Scale) High Seas
<i>Dnte 14th October 1982</i> Watch 0000/0400	<i>Scu Day N-8</i> Wind (Beaufort Scale) Northwest/5 Master	<i>Log Sheet 102</i> Sea state (Douglas Scale) Moderate seas

Sgd: Fco. Javier Aranzabal

### 3.21. CARTA CONTRA RECEPTORES POR POSIBLES DAÑOS AL BUQUE/MUELLE POR FALTA DE DEFENSAS EN EL MUELLE

M/V «CALABRIA»  
Capt. Aranzabal

Setubal, August 21 st 1993

From: Master M/V «CALABRIA» Te: Setenave-Setubal

**Ref: Shortage of fenders at unloading pier.**

Dear Sirs,

This is to inform you that when getting alongside this morning, it was observed that unloading berth had some of its fenders taken off. Therefore Master/Owners decline all kind of responsibilities concerning damages on the pier whatsoever. On the other hand, I must hold you responsible for any damage which may be caused on ship's hull because of the above mentioned subject.

Yours faithfully

\_\_\_\_\_  
Sgd: Fco. Javier Aranzabal

Agent for transmittal

\_\_\_\_\_  
Sadomaritima-Setubal

### 3.22. AVISO DE ALISTAMIENTO

Naviera Peninsular, S.A.  
M/V «CRIMEA»

From: Master M/V «CRIMEA»  
To: Penav - Casablanca

**Notice of Readiness**

I, Master of the Spanish M/V «Crimea», certify herewith that vessel under my command arrived at Casablanca port on 26th December 1993 at 0730 hrs and is now ready in every respect to load her cargo of phosphate in bulk. Time to count as per Charter Party dated 20th November 1993.

Yours faithfully

The Master

Notice of readiness tendered (26th Dec. 1993 at 0730 hrs.)

Notice of readiness (Penav or representative)

(Received/Accepted on 26th Dec. 1993 at 0900 hrs.)

**3.23. ABREVIATURAS COMERCIO MARÍTIMO***SHIPPING TERMS (ABBREVIATIONS)*

A.A.....	Always afloat
A.S.A.P.....	As soon as possible
A.P.S.....	Arrival pilot station
B/L.....	Bill of lading
Baltime.....	Uniform Charter Party
B.B.B.....	Before breaking bulk
Bends.....	Both ends
Barecon.....	Bareboat charter
Bimco.....	Baltic international maritime
B.V.....	Bureau Veritas
C & F.....	Cost and freight
C/P terms.....	Charter Party
C.C.C.....	Cargo carrying capacity
C.I.F.....	Cost insurance and freight
C.O.G.S.A.....	Carriage of goods by Sea Act
C.O.P.....	Custom of the port
C.Q.D.....	Customary quick dispatch
Chabe.....	Charterers agents both ends
D/a.....	Disbursement account
D.O.P.....	Dropping outward pilot
D.W.A.T.....	Dead weight all told
D.W.C.C.....	Dead weight cargo capacity
E.C.C.A.....	East Coast Central America
E.E.C.....	European Economic Community
E.I.U.....	Even if used
E.T.A.....	Expected Time of Arrival
E.T.D.....	Expected Time of Departure
F.A.S.....	Free alongside
F.C.L.....	Full container load
F.D.....	Free dispatch
F.I.L.O.....	Free in liner out
F.I.O.....	Free in and out
F.I.O.S.T.....	Free in/out stowed and trimmed
F.O.B.....	Free on board
F.W.....	Fresh water
F.W.A.....	Fresh water allowance
Gencon.....	Uniform general charter
GMT.....	Greenwich Mean Time
GRT.....	Gross Registered Tonnage
H.D.....	Half dispatch
H.P.....	Horse Power

Inclot.....	Including overtime
I.F.O.....	Intermediate fuel-oil
I.M.O.....	International maritime org.
I.O.P.P.....	Intern. oil pollution prevent.
I.W.L.....	Institute warranty limits
L.R.....	Lloyd's Register
L/t.....	Long tons
L.b.p.....	Lenght between perpendiculars
L.I.F.O.....	Liner in free out
L.O.A.....	Lenght overall
L.T.....	Liner terms
Lash.....	Lighter above ship
Laycan.....	Laydays-cancelling date
L.P.G.....	Liquefied petroleum gas
L/S/D.....	Lashed/Secured/Dunnaged
M/t.....	Metric tons
Minmax.....	Minimum/maximum
Moloo.....	More or less in owners option
Molchop.....	More or less in charterers opt.
N.A.A.B.S.A.....	Not always afloat but safely aground
N.O.R.....	Notice of readiness
N.R.T.....	Net Registered Tonnage
N.Y.P.E.....	New York Produce (Asbatime)
P.C.T.....	Percent
P.M./A.M.....	Post meridiem/ante meridiem
R.O.B.....	Remainder on board
R.O./R.O.....	Roll on/Roll off
S.F.....	Stowage factor
S/t.....	Short tons
S.O.F.....	Statement of facts
S.w.....	Salt water
S.W.L.....	Safe working load
Shex.....	Sundays and holidays excluded
Shinc.....	Sundays and holidays included
Spanmed.....	Spanish mediterranean
Sshex.....	Saturdays sundays and holidays excluded
Sshinc.....	Saturdays sundays and holidays included
T/c.....	Time charter
T.B.N.....	To be nominated
T.e.u.....	Twenty feet equivalent unit
T.I.P.....	Taking inbound pilot
T.P.C.....	Tons, per centimetre
T.P.I.....	Tons per inch
U.S.C.G.....	United States Coast Guard



U.S.E.C.....	United States East Coast
U.S.W.C.....	United States West Coast
U.u.....	Unless used
V.L.C.C.....	Very large crude carrier
W.C.C.A.....	West Coast Central America
W.D.....	Working days
W.W.D.....	Whether working days
Wibon.....	Whether in berth or not
Wipon.....	Whether in port or not

### 3.24 TÉRMINOS COMERCIALES

#### *SHIPPING TERMS*

24 hrs notice.....	Aviso de 24 horas
Average adjuster.....	Liquidador de averías
Bareboat charter.....	Alquiler a casco desnudo
Bill of lading.....	Conocimiento de embarque
Broker.....	Corredor de fletes
Brokerage.....	Corretaje
Claim letter.....	Carta de reclamación
Clean on board.....	Limpio a bordo
Consignee.....	Receptor
Copy b/l.....	Copia del conocimiento
Charter party.....	Póliza de fletamento
Charterer.....	Fletador
Chartering manager.....	Jefe de fletamentos
Dead freight.....	Falso flete
Delivery/redelivery.....	Entrega/reentrega
Demurrage.....	Demora
Dispatch money.....	Despacho adelantado
Disponent owner.....	Armador (time-charter, bareboat)
Draft survey.....	Peritaje de calados
Freight.....	Flete
Full liner terms.....	Términos de línea regular
General average.....	Avería gruesa
Hire.....	Alquiler
Hull & engine insurance.....	Seguro de casco y máquinas
Incoterms.....	Términos internac. comerciales
Lashing/securing.....	Trincado
Laycan.....	Fecha puesta dispos/Cancel.
Laytime.....	Tiempo de plancha
Letter of indemnity.....	Carta de garantía
Mate's receipt.....	Recibo del piloto
Notice of readiness.....	Aviso de alistamiento

On hire/Off hire.....	En alquiler/fuera de alquiler
Original b/l.....	Conocimiento original
Owner.....	Armador (propietario)
P & I club.....	Club protección/indemnización
Prenotice .....	Preaviso
Protest letter .....	Carta de protesta
Receiver .....	Receptor
Remarks .....	Reservas
Reversible laytime.....	Tiempo de plancha reversible
Sea protest.....	Protesta de mar
Shipper .....	Cargador
Signed under protest .....	Firmado bajo protesta
Statement of facts.....	Relación de hechos
Strike .....	Huelga
Subject to owners approval .....	Sujeto aprobación de armadores
Surveyor .....	Perito
Terms and conditions c/p .....	Términos y condiciones de P/F
Time sheet.....	Hoja de tiempos
Time charter .....	Alquiler por tiempo
Trimming .....	Trimado (nivelado)
Underwriter .....	Asegurador

### 3.25 CARTA CONTRA COMPANÍA ESTIBADORA POR DERRAMA DE MERCANCÍA (GRANO) DURANTE LAS OPERACIONES DE DESCARGA

M/V «LIRIA»  
Capt. Aranzabal

Hamburg, 23rd April 1987

From: Master M/V «LIRIA»  
To: Stevedoring Co. (Holzmüller)/Receivers (Baltic Shipping)

**Ref: Spilling out of cargo**

Dear Sirs,

Hereby, I inform you that during discharge operations this morning it was observed that the grab of the crane working in hold n-3 was excessively laden and spilling out part of its content on main deck, sea and berth before being discharged onto the trucks.

By this letter I demand you to correct the aforementioned deficiency as soon as possible.

Yours faithfully


\_\_\_\_\_  
Fco. Javier Aranzabal

Agent for transmittal

\_\_\_\_\_  
Kalenberge Maritinic



### 3.27. CONOCIMIENTO DE EMBARQUE DE NAVIERA DE LÍNEA REGULAR

Shipper:		<b>BILL OF LADING No.</b>	
Consignee:		Reference No.	
Party to be notified:		<b>NAVIGATION MARITIME BULGARE VARNA</b>	
But no claim to attach for failure to notify:			
*Local vessel:	*From:		
(Down) vessel:	Part of loading:		
Port of discharge:	*Final destination (if on cargo):	Freight Payable at:	Number of original B/Ls:
PARTICULARS OF GOODS ARE THOSE DECLARED BY SHIPPER	Marks & Nos.:	Number and kind of packages, description of goods:	Gross weight kg:
Freight and charges:		<p>Shipped in apparent good order and condition unless otherwise stated and are to be discharged at the above port of discharge or at open thames or the vessel may safely get and be stowed afloat. Freight to be paid in cash without discount. Freight prepaid to be considered as received upon shipment and not to be returned vessel and/or cargo lost or not lost.</p> <p>Weight, measure, marks, numbers, quality, contents and value if mentioned in the Bill of Lading, are to be considered unknown unless the contrary has been expressly acknowledged and agreed to. The signing of this Bill of Lading is not to be considered as such an agreement.</p> <p>In accepting this Bill of Lading the Shipper expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated as fully as if they were all signed by the Shipper.</p> <p>One of the Bills of Lading must be surrendered duly endorsed in exchange for the goods or delivery order.</p>	
IN WITNESS whereof the Master or Agent of the ocean vessel has affixed to the number of original Bills of Lading stated above, all of this tenor and date, one of which being accomplished the others to stand void.		Place and date of issue:	
		For the master and owners:	

3.28. FORMATO DE RELACIÓN DE LOS HECHOS

1. Agents		STANDARD STATEMENT OF FACTS (LONG FORM) RECOMMENDED BY THE BALTIC AND INTERNATIONAL MARITIME CONFERENCE (BIMCO) AND THE FEDERATION OF NATIONAL ASSOCIATIONS OF SHIP BROKERS AND AGENTS (FONASBA)		3. Port	
2. Vessel's name					
4. Owners (including Charter)		5. Vessel status		6. Loading completed	
8. Cargo		9. Discharging completed		10. Discharging completed	
13. Charter Party <sup>1</sup>		11. BIMO DOCUMENTS (IF ANY)		12. Vessel status	
16. Bill of Lading responsibility		18. Cargo responsibility		14. PROCEEDINGS (name and nature of the port)	
17. Vessel arrival at berth		18.		15.	
18. Notice of readiness (MOR)		19.		16.	
21. Next use available		20.		17.	

DETAILS OF DAILY WORKING<sup>2</sup>

Date	Day	Hours worked		Hours stopped		No. of gangs	Crews load/unload	Remarks <sup>3</sup>
		From	To	From	To			
General remarks <sup>4</sup>								
Place and date						Name and signature (Master) <sup>5</sup>		
Name and address (Agent) <sup>6</sup>						Name and signature (for the Charterparty) (Agent) <sup>7</sup>		

Published by The Baltic and International Maritime

<sup>1</sup> See explanatory Notes attached to B-1 to B-10

## INSTRUCTIONS FOR FILLING IN THE BOXES

### General

It is recommended to fill in the boxes with a short text. When it is a matter of figure to be inserted as in the case in most of the boxes it should be done as follows.

6. loading commenced 1975-03-15-0800
---

the figures being mentioned in the following order: year-month-date-time.

### Boxes calling for special attention

#### Charter party\*:

Insert name and date of charter, for instance, "Gencon" dated 1975-03-01.

#### Working hours/meal hours of the port\*:

Indicate normal working hour/meal hours the port and not be actual hours worked on board the vessel which may be longer or shorter than the ones normally worked in the port. Such day-by-day figures should be indicated in the box provided under "Details of daily working".

Some empty boxes are made available in which other relevant information applying to the particular port or vessel could be inserted, such as, time of granting free pratique, if applicable etc.

#### Details of daily working\*:

Insert day-by-day figures and indicate in the vertical column marked "Remarks" all relevant details as to reason for stoppages such as bad weather, strikes, breakdown, of winches/cranes, shortage of cargo etc.

#### General remarks\*:

This box should be used for insertion of such general observations which are not covered in any of the boxes provided for in the first main group of boxes, for instance, reasons for berthing delay or other general observations.

#### Signatures\*:

It is of importance that the boxes provided for signatures are duly signed by the parties concerned.

3.29. CONOCIMIENTO DE EMBARQUE «CONGEBILL»

Page 2

COGE NAME: CONGEBILL EDITION: 018

Bill of Lading

**BILL OF LADING**  
TO BE USED WITH CHARTERPARTIES

Reference No.

Com. No.

Bill of Address

DATE: Part of loading

Part of discharge

Quantity and description of goods Gross weight

of which on Deck or (Stowage on Deck) the Carrier will be responsible for loss or damage however arising.

Freight prepaid or not CHARTER-PARTY OCEAN FREIGHT ADVANCED RECEIVED ON BEHALF OF MASTER Time used for loading _____ days _____ hours	<p><b>SHIPPED</b> on the Bill of Lading is contained and unless otherwise specified on board the vessel for carriage to the Port of destination or to other ports in the way subject to the general conditions of carriage.</p> <p>Weight, measure, quality, quantity, condition, contents and value unknown.</p> <p>All matters relating to the liability of Agents of the said vessel shall be governed by the Bill of Lading and subject to the general conditions of carriage.</p> <p>FOR CONDITIONS OF CARRIAGE SEE PAR. 247.</p>
The Bill of Lading is Number or original Bill Signed	













**PART II**  
**"Gencon" Charter (As Revised 1972 and 1978)**  
**(Including "A.D." Alterations, etc)**

use of the loading gear, if more than one, it appears that the	220	<b>T. GENERAL ICE CLAUSE</b>	281
operations at the charterer's expense the Vessel has Master and	220	Port of Loading	281
crew at his charge, to use risks, the cargo shall be discharged, at	221	(a) In the event of the loading port being inaccessible by reason of	281
the discharge but more circumstances shall be considered, if any arise	220	the vessel is bound to proceed to the best port or at any	281
port in vicinity of the port of discharge as may be ordered by the	220	time during the voyage or on arrival to be kept free from	281
Charterers. If an such cargo shall be received from the Charterers	220	after arrival at said the Captain or Mate of being known to be	281
within 48 hours after the Charterers have stipulated in request by	221	liberty to break without receipt and the Charter shall be null and	281
telegram to the Charterers for the constitution of a suitable discharging	221	void.	281
ing part, the Owners shall be at liberty to discharge the cargo at	220	(b) If during loading the Captain, for fear of vessel being broken or	280
any safe port, which they may, in their discretion, deem one and such	220	damage is attributable to cause, he has liberty to do so with other cargo	280
discharge shall be deemed to be in due fulfillment of the charter if	220	by fear of vessel and in payment to the Charterer and in goods and	281
after payment, in the event of cargo being discharged at any such	220	expense of unloading cargo for Gencon Charter, but in any port or place	281
other port, the Owners shall be entitled to freight as if the cargo had	220	including cost of discharge. Any port which thus loaded under this	281
not been subjected to the port of discharge in the Bill of Lading	220	Charter or be forwarded to destination or other destination the	281
or in which the cargo may have been received postpaid, unless	220	express agreement of Charterer provided that no such expense for	280
On the Vessel shall have liberty to deviate with any intention	220	incurred in payment to the Charterers, freight being paid of quantity	280
to conformations as to loading, unloading, stowage, lashing, dunnage	220	received in proportion to quantity, all other conditions as per	281
of all shipments, discharges, stowage, lashing, dunnage, securing of	220	Charter.	280
in any other way whatsoever, including any discharge of receipts	220	(c) In case of more than one loading port and if one or more of	280
therein is not intended to receive after port given to any destination	220	the cargo are received by her, the Captain or Owners to be at liberty	280
to any destination or by any regulated body stipulated in Charter	220	to load or to load the cargo at the other port and if so, the Charterer	280
or to any other port, the Charterer shall be deemed to have	220	shall not be deemed to have received the cargo at the other	280
agreed to give any such discharge or receipt, unless it is	220	port, and the Charterer shall be deemed to have received the cargo	280
by reason of, or in connection with, any such discharge or receipt	220	at the other port.	280
Charterers, signing a bill of lading, bills of lading, bills of lading	220	(d) The Ice Clause shall apply in the Spring.	215
a discharge.	220	Port of Discharge	216
(M) In the event of a discrepancy with any such directions or no	220	(a) Except as provided in the Charter, the vessel shall proceed	216
compliance, the vessel shall not proceed to the port or ports	220	and at discharge facilities shall have the option of being to receive	216
stipulated in the Bill of Lading or to which the cargo may have	220	freight until the receipt of instructions and being confirmation of	216
discharge, unless the Charterer has expressly agreed in writing	220	of loading the cargo to a bill and instructions, including	216
to discharge at any such port or ports, the Charterer shall	220	which also set forth discharges without risk of discharge by the	216
that discharge may be made at any such port or ports, the	220	Charterer to be given within 48 hours after Charterer or Owners	216
Charterer shall be deemed to be in due fulfillment of the charter if	220	have given notice in Charterer at the responsibility of receiving cargo	216
after payment, and the Charterer shall be deemed to have	220	at discharge.	216
discharge had been effected at the port or ports stipulated in the	220	(b) If during unloading the Captain for fear of vessel being broken or	280
Bill of Lading or to which the cargo may have been received postpaid	220	damage is attributable to cause, he has liberty to do so with other	280
unless.	220	cargo by fear of vessel and in payment to the Charterer and in goods and	281
(N) All bills of lading included in these terms provided in Charter	220	expense of unloading cargo for Gencon Charter, but in any port or place	281
shall be subject to the Bill of Lading of the Charterer, the Mate	220	including cost of discharge. Any port which thus loaded under this	281
at any port as provided in Charter and the Mate shall be paid	220	Charter or be forwarded to destination or other destination the	281
by the Charterers and the cargo owners and the Charterer shall have	220	express agreement of Charterer provided that no such expense for	280
a bill of the cargo for all expenses and under these terms.	220	incurred in payment to the Charterers, freight being paid of quantity	280

**3.32. RIDER TO CHARTER PARTY M/V «INMA», DATED MADRID 15TH MARCH 1990**

Cl. 18) Vessel's description:

M/V «INMA» Built 1979, singledecker, abt. 7.200  
DWCC, Spanish flag, 2 holds/2 hatches of 26 × 12,65 m each.

Cl.19) Freight payable 90% within 7 days of signing Bills of Lading, by telegraphic transfer to Owners' account nr 776832/12 with Banco de Cantabria, Agencia Urbana nr. 4 Pasajes, for the credit of Pasaia Maritime: discountless and non-returnable ship and/or cargo lost or not lost Balance after right and true delivery of the cargo, together with demurrage/despatch, Owners pre-senting final freight invoice with supporting documents.

Cl.120) The cargo to be loaded, stowed, secured, lashed and dunnaged at the rate of 1.800 metric tons and to be discharged at the rate of 1.800 metric tons, both per weather permitting day of 24 hours consecutive hours. At the port of loading, time from Saturday noon or 5 p.m. on a day preceeding a holiday, both until 8 a. m. on Monday or on the next working day following a holiday, not to count, unless used, in which case only time used to count. Lay-time to be non-reversible.

- C1.21) Owners to pay Charterers Despatch Money at half demurrage rate for all working time saved in loading and discharging port.
- C1.22) All taxes on cargo and/or freight, and wharfage including v.a.t. and G-3 dues are to be for Charterers' or Receivers' account, but usual disbursements accounts are to be for Owners' account.
- C1.23) Stevedores' damages are to be settled directly between the Owners and stevedores. All damages to be notified by the Master to stevedores in writing 24 hours after occurrence of damages, failing which the stevedores will not, longer be responsible. Proved damages are to be repaired by the stevedores without the intervention of the Charterers or Receivers. Only at loading port, the Charterers shall be ultimately responsible for the damages caused by the stevedores.
- C1.24) Arbitration and General Average to be settled at Madrid according to the Spanish Law.
- C1.25) Vessel's holds to be swept, dry and clean in every respect ready to load a cargo of steel products, on tendering Notice of Readiness, Opening and closing of hatches are to be for Owners' account, as far as local regulations permit.
- Cl. 26) Charterers/Shippers and Receivers to have the free use of vessel's light, as on board.
- Cl. 27) Tallymen from shore to be for account of the party ordering same.
- C1.28) Overtime to be for the party ordering same, overtime of Officers and Crew always to be for Owner's account.  
Overtime ordered by port authorities to be for Charterers account.
- C1.29) On completion of discharge the Master to mail one copy of the time-sheet at discharging port to Sea Master, S.L.-Bilbao and to the Charterers.
- C1.30) Owners/Master to cable Sea Master-Bilbao 3/2/1 days definite notice of arrival at loading port, and to give to the Agents at discharging port 5/3/2/1 days notice of arrival at discharging port.
- C1.31) Chamber of Shipping Clause, War Risks Clauses 1 & 2, New Jason Clauses, and Paramount Clause, P&I Bunkering Clause and New Both to Blame Collision Clause, are to be fully incorporated in this Charter Party.
- C1.32) The cargo could be composed of various parcels with several Receivers.
- C1.33) Force Ma jeure Clause:  
The Acts of God, restraint of princes rules, the country enemies, fire, floods, drought, and all and every danger and accident of the seas, rivers, and navigations, of whatsoever nature and kind, which may prevent the load-

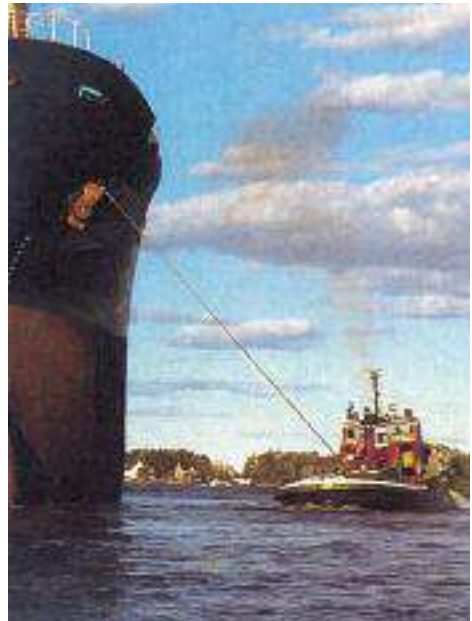
- ing and discharge and delivery during the said voyage, always mutually expected.
- C1.34) Owners guarantee that vessel is not intended for break-up upon completion of engagement entered into under this Charter. Should Owners contrary to the above guarantee sell the vessel for break-up before she has been completely discharged and released by the Receivers of the cargo, Owners then to pay whatever insurance penalty might be assessed against Charterers forthwith.
- C1.35) If vessel calls at any US port for purposes, of loading or discharging cargo vessel's cargo gear and all other equipment shall comply with regulations established by U.S. Public Law 85-7-42, part 9 (safety and health regulations for longshoring). If longshoremen are not permitted to work due to failure of the Master and/or Owners and/or Owners' Agents to comply with the aforementioned regulations and delay resulting there from shall be for Owners account.
- C1.36) Owners to comply with any law or regulation concerning oil pollution.

The Charterers

The Owners







**TEMA 4.  
DOCUMENTACIÓN DE LLEGADA  
A PUERTO**



## 4.1. DECLARACIÓN MARÍTIMA DE SANIDAD

### DECLARACION MARITIMA DE SANIDAD

#### DECLARATION OF HEALTH

QUE PRESENTARAN LOS CAPITANES DE LAS EMBARCACIONES PROCEDENTES DE PUERTOS SITUADOS FUERA DEL TERRITORIO.  
TO BE RENDERED BY THE MASTER OF A FOREIGN-GOING SHIP ARRIVING TO MEXICO FROM A FOREIGN PORT.

Puerto de Part	Fecha
Nombre del barco	Procedencia
Nombre de Vessel	From
Destino	Nacionalidad
To	Nationality
Nombre y apellido del Capitán	
Nombre A cargo	
Tonaje neto	
Net tonnage	
Desembarcación o asociación de desembarcación	Certificado Expedido en
	Certificate Dated at
	De fecha
	Date
N.º de Pasajeros	En camarote
Number of passengers	Cabin
	Número de tripulantes
	Number of crew
	En cubierta
	On deck

Lista de puertos de escala desde el comienzo de la travesía, con indicación de las fechas de salida.  
List of ports of call from commencement of voyage with day of departure.

### CUESTIONARIO DE SANIDAD

#### HEALTH QUESTIONS

Contéstese  
El o No  
Answer

- ¿Se ha producido a bordo durante la travesía(?) algún caso presunto de peste, cólera, fiebre amarilla o de viruela? Conségnense los datos en la planilla
  - ¿Ha habido o se ha sospechado peste a bordo entre las ratas o los ratones, durante la travesía(?) o se ha producido una mortalidad inusitada entre estos roedores?
  - ¿Ha habido o se ha sospechado a bordo durante la travesía(?) algún caso de enfermedad de presunto naturaleza infecciosa? Conségnense los datos en la planilla
  - ¿Ha fallecido a bordo durante la travesía(?) alguna persona por causas distintas de un accidente? Conségnense los datos en la planilla
  - ¿Hay a bordo algún enfermo en el momento actual? Conségnense los datos en la planilla
- NOTA: En ausencia de un Médico, el Capitán deberá considerar los siguientes síntomas como bases suficientes para considerar una enfermedad como peste: fiebre con erupción, o que persiste varios días, o que se acompaña de inflamación ganglionar; cualquier erupción surtosa o supuración escabiosa, amantelada o en el fello; diarrea grave con síntomas de cólera; frotis folicular de frotis.
- ¿Tiene Ud. conocimiento de cualquier otra condición existente a bordo que pudiera acarrear una infección o la propagación de una enfermedad?
  - ¿Are you aware of any other condition on board which may tend to influence or the spread of infectious diseases?

Los datos y contestaciones que se consignen en la presente Declaración de Sanidad y en planilla adjunta son, según mi feal saber y entender, exactos y conformes a la verdad.

I hereby declare that the contents and answers to the questions given in this Declaration of Health including the Schedule are true and correct to the best of my knowledge and belief.

Firmado,  
CAPITAN  
Signed

Refrendado,  
MEMBR DE A BORDO  
Signed

Fecha  
Date

21 Si han fallecido algún o varios animales desde el comienzo de la travesía, deberá consignar los datos correspondientes a los cuatro primeros párrafos.  
If one or more than one animals have elapsed since the voyage began, it will suffice to give particulars for the last four only.



**4.2. DECLARACIÓN DE FECHAS DE CADUCIDAD. CERTIFICADOS**  
*DECLARATION OF SHIP'S CERTIFICATES*

Mr. \_\_\_\_\_, as Captain of the ship named \_\_\_\_\_, flag of \_\_\_\_\_ declare that the ship's certificates related below have been issued and will get out of date –included the referentes to the periodical surveys– on the expressed dates.

Certificate	Date of issue	Date of expiry
Safety Construction Certif. Solas 1974-78	_____	_____
Safety Equipment Certif. Solas 1974-78	_____	_____
Safety Radio Certificate. Solas 1974-78	_____	_____
Load Lines, 1966 Certif.	_____	_____
IOPP Certificate. Marpol 1973-78	_____	_____
Minimum Safe Manning Certif. (STCWS, 78)	_____	_____
Liferafts Certificate	_____	_____

Pasajes port, of of 199


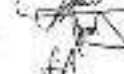
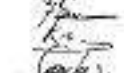


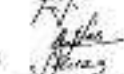










THE CAPTAIN

### 4.3. MANIFIESTO DE TRIPULACIÓN CREW MANIFEST

BISCAYAN TOWAGE & SALVAGE CO.

M/T «Biscay Star»

Monrovia-Liberia Off. Number 5785

Rank	Name	Cigarettes	Cigars	Spirits	Other Goods	Signed
Master	J. Peters	400	50	2 bott.	1 camera	
1st Mate	W. Johns	200	—	1 bott.	1 radio	
2nd Mate	P. Weers	200	—	1 bott.	1 video	
Radio	C. Poulot	200	—	1 bott.	1 calculator	
Chief eng.	K. Raab	200	25	—	1 video	
2nd eng.	P. Auras	—	50	1 bott.	1 radio	
3rd eng.	P. Kromas	—	50	1 bott.	1 video	
Bosun	M. Sanchez	—	50	1 bott.	1 radio	
A. B.	I. Pagoaga	200	25	1 bott.	1 radio	
A. B.	F. Outeiral	200	—	—	—	
O. S.	A. Archer	200	—	—	1 radio	
Donkeyman	P. Lingas	200	—	—	1 video	
Oiler	R. Kanvas	200	—	1 bott.	1 camera	
Oiler	J. Figueroa	200	—	—	1 computer	
Cook	A. Hassum	200	—	—	5 blue books	
Steward	J. Perea	200	—	—	—	

Rotterdam 25th July 1990

Master

J. Peters

### 4.4. LISTA DE PROVISIÓN GENERAL PROVISIONLIST

#### Deck department

##### Paints

White exterior.....	Blanco exterior
White interior.....	Blanco interior
White flat.....	Blanco mate
Black enamel.....	Negro esmalte
Black ensign 395.....	Negro ensign 395
Blue deck grey.....	Gris cubierta
Blue enamel.....	Azul esmalte
Blue flat.....	Azul mate
Green bootoping.....	Verde bootoping

Green floor deck.....	Verde suelo
Green head deck.....	Verde techos
Green signal.....	Verde señal
Red floor deck.....	Rojo suelo
Red signal.....	Rojo señales
Red continental funnel.....	Rojo chimenea
Red enamel.....	Rojo esmalte
Orange.....	Naranja
Cream enamel.....	Crema esmalte
Grey enamel.....	Gris esmalte
Aluminium.....	Aluminio
Red lead.....	Minio
Varnish.....	Barniz
Thinner.....	Diluyente
Turpentine.....	Aguarrás
Oil linseed.....	Aceite de linaza
Print remover.....	Quita pinturas
Penetrating oil.....	Aceite penetrante
Grease.....	Grasa
Putty.....	Masilla
Carpenter glue.....	Cola de carpintero
Cement q.d.....	Cemento rápido
Cement portland.....	Cemento Portland
Sand.....	Arena
Sawdust.....	Serrín

### *Ropes*

Manila mooring.....	Estacha Manila
Polipropilene.....	Polipropileno
Nylon.....	Nilon

### *Blocks*

Single eye.....	Moton
Double eye.....	Cuadernal dos ojos
Triple eye.....	Cuadernal tres ojos

### *Snatch Blocks*

Iron snatch block.....	Pasteca de retorno (hierro)
------------------------	-----------------------------

### *Tackle.s & Various*

Single / single tackle.....	Aparejo sencillo
Double / single tackle.....	Aparejo doble / sencillo
Double / double tackle.....	Aparejo doble / doble
Chain block.....	Diferencial

*Hackles*

Shackles, anchor form .....	Grillete forma lira
Shackles, chain form .....	Grillete cadena
Mooring shackles .....	Grillete de amarre
Hooks.....	Ganchos fijos
Swivel.....	Giratorios

*Turn Buckles*

Open turn buckle .....	Tensor abierto
Pipe turn buckle.....	Tensor de tubo
Wire rope clips .....	Mordaza
Thimbles.....	Guardacabos

*Maintenance Tools*

Flat paint brushes .....	Brochas planas
Curved paint brushes .....	Brochas curvadas
Round paint brushes .....	Brochas redondas
Sash tools.....	Pinceles
Paint rollers.....	Rodillos
Chipping hammer .....	Piqueta
Chippers goggles .....	Gafas de picar
Triangular scrapers .....	Rasquetas triangulares
Wire brush .....	Cepillo de alambre
Electric chipping hammer .....	Piqueta eléctrica
Spare chipping hammer.....	Diente de repuesto
Washing clown hose .....	Manguera de baldeo
Push air brooms .....	Escobones
Mops.....	Lampazos
Shovel.....	Pala
Plastic buckets .....	Baldes de plástico
White waste cottom .....	Estopa blanca
Detergent .....	Detergente

*Various*

Accomodation ladder .....	Escal real
Aluminium gangway .....	Plancha de aluminio
Pilot ladder .....	Escala de práctico
Rope ladder.....	Escala de gato
Raft .....	Batea
Cargo net .....	Red de carga
Canvas .....	Lona
Hand fenders.....	Defensas de mano
Black balls .....	Bolas de fondeo
Ratguards.....	Rateras



Boatswain chair .....	Guindola
Safety belt.....	Cinturón de seguridad
Safety caps.....	Casco de seguridad
Tarpaulin.....	Encerado
Oakum .....	Estopa
Working gloves .....	Guantes de maniobra
Rubber gloves .....	Guantes de goma

### *Safety Equipment*

Portable radio apparatus .....	Aparato radio portátil
Lifebuoys .....	Aros salvavidas
Lifebuoys self igniting lights.....	Aros con luz Holmes
Lifebuoys light-smoke.....	Aros con luz y humo
Life jackets .....	Chalecos salvavidas
Line throwing apparatus .....	Lanzacabos
Distress signal pistol.....	Pistola señales
Red parachutes .....	Bengala paracaídas roja

### *Fire Equipment*

Fire hose .....	Manguera contra incendios
Fire extinguishers .....	Extintores
Distress signal pistol.....	Pistola señales
Red parachutes .....	Bengalas paracaídas rojas

### *Library*

Ball points.....	Bolígrafos
Pencil .....	Lapiceros
Staple machine .....	Grapadora
Staple .....	Grapa
Clips.....	Clips
Rubber bands.....	Gomas
Carbon paper .....	Papel carbón
Ink.....	Tinta
Sharpener machine .....	Sacapuntas
Writing books .....	Cuadernos
Envelopes.....	Sobres
Air mail envelopes.....	Sobres de correo aéreo
Porous pen .....	Rotulador
Rule .....	Regla
Compass .....	Compás

### *Nautical Books*

Lloyd's Maritime Atlas .....	Atlas Marítimo del Lloyd's
International Code Signal.....	Código Internacional de señales

Light & Fog Signals.....	Libros de faros
Admiralty list of Radio Signals.....	Libro de señales de Radio
Tidal stream books.....	Libro corrientes de marea
Catalogue of Admiralty charts.....	Catálogo de cartas
Distance tables.....	Tabla de distancias
Brown's Almanach.....	Almanaque del Brown's
Pilot charts.....	Cartas de derrota
Sailing directions.....	Derroteros
Guide to port entry.....	Guía de entrada a puerto
The ship Captain's medical guide.....	Guía médica del Capitán

### **Cattering Department**

#### *Meat*

Ox-beef frozen.....	Carne buey congelada
Ox-tail frozen.....	Rabo buey congelado
Pork sides.....	Cerdos mitados
Pork loins.....	Chuletas de cerdo
Ham.....	Jamón
Knuckle of pork.....	Pata de cerdo
Bacon.....	Panceta
Sliced bacon.....	Panceta fileteada
Smoked bacon.....	Panceta ahumada
Legs of veal.....	Pernil de ternera
Rumpsteaks.....	Chuletas
T-bone steaks.....	Chuletas en hueso T
Minced meat.....	Carne picada
Smoked ham.....	Jamón ahumado
Pork sausage.....	Salchicha de cerdo
German sausage.....	Salchichón / salami
Mortadella.....	Mortadela
Black pudding.....	Morcilla
Sirloin steak.....	Solomillo
Rabbit.....	Conejo
Frozen lamb.....	Cordero congelado

#### *Poultry*

Chicken eviscerated.....	Pollo eviscerado
Turkey eviscerated.....	Pavo eviscerado
Duck.....	Pato

#### *Dairy Products*

Eggs.....	Huevos
Icecream.....	Helado
Butter.....	Mantequilla

Margarine .....	Margarina
Cooking butter .....	Mantequilla de cocina
Lard .....	Manteca
Mayonnaise.....	Mayonesa
Cheese .....	Queso
Cheese Edam .....	Queso Edam
Cheese Gouda.....	Queso Gouda
Danish blue Cheese .....	Queso verde danes
Fresh long life milk .....	Leche fresca larga duración
Evaporated milk.....	Leche evaporada
Condensated milk .....	Leche condensada
Milkpowder in tins .....	Leche en polvo

### *Soups*

Tomato soup .....	Sopa de tomate
Asparagus soup.....	Sopa de espárragos
Chicken soup .....	Sopa de pollo
Mushroom soup.....	Sopa de champiñones
Onion soup .....	Sopa de cebolla
Vegetable soup.....	Sopa de vegetales
Ox-tail .....	Sopa de rabo de buey
Vermicelli soup .....	Sopa de fideos

### *Vegetables, Legumes and Fruits*

Borecole.....	Repollo
Brussels sprouts.....	Coles de Bruselas
Cauliflower .....	Coliflor
Red cabbage .....	Lombarda
Broccoli .....	Broccoli
Lettuce .....	Lechuga
Leaks .....	Puerros
Cucumber .....	Pepino
Parsley .....	Perejil
Spinach .....	Espinaca
Beet roots.....	Remolacha
Carrots .....	Zanahorias
Onions .....	Cebollas
Tomaos.....	Tomates
Potatoes.....	Patatas
Green pepers.....	Pimientos verdes
Red peppers .....	Pimientos rojos
Green beans .....	Judías verdes
Rice.....	Arroz
Green peas .....	Guisantes

White beans .....	Alubias blancas
Brown beans .....	Alubias rojas
Lentils .....	Lentejas
Chick peas .....	Garbanzos
Apples.....	Manzanas
Golden apples .....	Manzanas Golden
Oranges.....	Naranjas
Plums .....	Ciruelas
Bananas .....	Plátanos
Pears .....	Peras
Pears conference .....	Peras conferencia
Lemons .....	Limonas
Grapefruit .....	Pomelo
Grape .....	Uvas
Peaches .....	Melocotones
Apricots .....	Albaricoques
Watermelon .....	Melón
Strawberries.....	Fresas
Peenapple.....	Piña
Tropical fruits .....	Frutas tropicales

#### *Fresh and Canned Fish*

Herrings.....	Arenques
Hake.....	Merluza
Mackerel .....	Caballa
Sardines .....	Sardinias
Anchovies .....	Anchoas
Saumon.....	Salmón
Cod fish .....	Bacalao
Salted cod fish.....	Bacalao salado
Halibut.....	Fletán
Roll mops .....	Arenques en vinagre
Turbot .....	Rodaballo
Pollack .....	Abadejo
Bream .....	Besugo
Squids .....	Calamares
Pout.....	Faneca
Dory.....	Gallo
Prawns .....	Gambas
Peeled prawns .....	Gambas peladas
Spiny lobster.....	Langosta
Lobster.....	Bogavante
Norway lobster .....	Cigala
Sea perch .....	Mero
Oysters.....	Ostras

Mussels .....	Mejillones
Crab .....	Buey (sanguro)
Red snapper .....	Pargo
Trout .....	Trucha
Octopus.....	Pulpo
Horsemackerel.....	Jurel
Fried herrings .....	Arenques salados
Tunna in olive oil .....	Atún en aceite (enlatado)
Sardines in olive oil .....	Sardinas en aceite

*Various*

Vinegar .....	Vinagre
Instant coffee .....	Café soluble
Dark bread .....	Pan negro
White bread .....	Pan blanco
Dry bread.....	Pan tostado
Biscuits .....	Galletas
Assorted Biscuits .....	Galletas surtidas
Wheatflour.....	Harina de trigo
Cake.....	Pastel
Olive oil .....	Aceite de oliva
Salad oil.....	Aceite de ensalada
Jam.....	Mermelada
Honey .....	Miel
Granulated sugar.....	Azúcar granulado
Yeast .....	Levadura
White pepper .....	Pimienta blanca
Black pepper.....	Pimienta negra
Mustard.....	Mostaza
Vinegar .....	Vinagre
Common wine .....	Vino corriente
Ground coffee.....	Café molido
Garlic .....	Ajo
Salt.....	Sal
Powder cocoa.....	Cacao en polvo
Coffee without caffeine .....	Café sin cafeína
Teabags .....	Bolsas de te
Allspice.....	Pimentón
Baking powder.....	Polvo de levadura
Table wine .....	Vino de mesa
Bottled cider .....	Sidra embotellada

*Bonded Stores*

Bottled beer .....	Cerveza embotellada
Beer in tins.....	Cerveza en latas

Sparkling wine.....	Vino espumoso / champán
Malted whisky .....	Whisky de malta
Scotch whisky.....	Whisky escocés
Bourbon.....	Whisky americano
Rum .....	Ron
Gin.....	Ginebra
Cognac VSOP.....	Cognac reserva
Virginia cigarettes.....	Cigarrillos tipo Virginia
Cigars.....	Puros
Bottled wine .....	Vino embotellado
Sherry .....	Vino de Jerez

### Engine Department

Adhesive tape .....	Cinta adhesiva
Asbestos.....	Amianto
Asbestos packing.....	Empaquetadura de amianto
Bar solder .....	Soldadura en barra
Bulb .....	Bombilla
Bayonet bulb.....	Bombilla de bayoneta
Boiler tubes.....	Tubos de calderas
Bolts.....	Pernos
Brooms .....	Escobas
Brushes .....	Escobillas
Caps .....	Casquillos
Caustic soda.....	Sosa cáustica
Condenser tube packing .....	Emp. tubos condensador
Copper rod.....	Varilla de cobre
Copper wire .....	Alambre de cobre
Cotton waste.....	Algodón desperdicios
Electric tape.....	Cinta aislante
Emery paper .....	Papel esmeril
Emery stone.....	Piedra de esmeril
Flash stone.....	Piedra de esmeril
Flash light.....	Linterna
Flash light batteries .....	Pilas de linterna
Gasket paper .....	Papel de juntas
Goggles.....	Gafas protectoras
Graphite.....	Grafito
Grease cups.....	Engrasadores
Hand lamp .....	Lámpara de mano
Hoses .....	Mangueras
Canvas hoses.....	Mangueras de lona
Electrodes .....	Electrodos
Iron nuts.....	Tuercas de hierro
Iron rods .....	Varillas de hierro

Nuts .....	Tuercas
Oakum .....	Estopa
Oil cup .....	Aceitera
Buckets .....	Baldes
Padlocks.....	Candados
Plugs .....	Enchufes
Fuses.....	Fusibles
Pressure gauges .....	Manómetros
Quick setting cement.....	Cemento rápido
Safety lamps .....	Lámparas de seguridad
Sand paper .....	Papel de lija
Scrappers .....	Rasquetas
Silver solder.....	Soldadura de plata
Soap .....	Jabón
Powder detergent .....	Detergente en polvo
Spark plugs .....	Bujías
Steel tape .....	Cinta métrica de acero
Screw driver.....	Destornillador
Adjustable spanner .....	Llave inglesa
Hammer .....	Martillo
Sledge hammer .....	Mandarria
File .....	Lima
Hack saw frame .....	Arco sierra fija
Paints .....	Pinturas
Switches.....	Interruptores
Thermometer .....	Termómetro
Voltmeter .....	Voltímetro
Turpentine.....	Aguarrás
Paint remover.....	Quitapinturas
Drills.....	Brocas
Washers.....	Arandelas
Nails.....	Clavos
Water gauge glasses.....	Tubos nivel de agua
Wedges .....	Cuñas
White leal .....	Albayaalde
Work gloves .....	Guantes de trabajo
Sheet of lead .....	Plancha de plomo
Steel plate .....	Plancha de acero
Tin plate.....	Hojalata
Wire solder .....	Alambre de soldadura
Grease.....	Grasa
Babbit metal .....	Metal antifricción
Caliper .....	Calibre
Cold chisel.....	Cortafríos

**4.5. LISTA DE TRIPULANTES***CREW LIST*

Name of ship: LIRIA

Port of departure: Rotterdam

Date of arrival: 07104187

Name	Rank	Nationality	Date / place of birth	Pass. N.
González Pedro	Captain	Spanish	Vigo 07 / 07 / 50	SS-1235
Vega Manuel	Chief Off.	»	Vigo 08 / 09 / 53	VI-5647
Siaba Martín	Second Off.	»	Coruña 12 / 05 / 49	CO-9754
Artola Ramón	Third Off.	»	Bilbao 06 / 08 / 59	BI-12456
Guridi Iñaki	Cadet	»	Lekeitio 08 / 07 / 65	BI-34257
Uribe Javier	Radio Off.	»	Ondárroa 12 / 12 / 56	BI-65345
Lecaroz Unai	Chief Engrn	»	Bermeo 10 / 05 / 43	BI-34276
Pérez Ramón	1 st Engrn	»	Santander 10 / 08 / 55	ST-23411
Cámara Julián	2nd Engrn	»	Santoña 12 / 03 / 65	ST-26445
Murua Ángel	Supercargo	»	Santurce 17 / 05 / 53	BI-12543
Outeiral Luis	Boatswain	»	Camelle 12 / 12 / 57	CO-23776
Iglesias Luis	Carpenter	»	Riveira 06 / 06 / 43	CO-32327
Sánchez Pedro	A.B.	»	Riveira 16 / 12 / 61	CO-45766
Lagoa Ramón	A.B.	»	Chapela 17 / 11 / 67	VI-34678
Latorre Juan	A.B.	»	Cullera 12 / 09 / 45	V-145632
Elosta Pedro	Deck boy	»	Rentería 10 / 09 / 69	SS-34876
Pérez Pedro	Donkeyman	»	Avilés 16 / 11 / 61	O-35444
Rodríguez A.	Repairman	»	Oviedo 15 / 12 / 45	O-56478
Allo Germán	Electrician	»	Getxo 17 / 12 / 48	BI-53267
Elzo Javier	Cold s. keeper	»	Santurce 11 / 11 / 57	BI-76589
Regúlez Luis	Greaser	»	Santurce 12 / 06 / 55	BI-35433
Santos Manuel	Greaser	»	Avilés 17 / 11 / 54	O-56233
García José	Chief steward	»	Avilés 12 / 10 / 44	O-54632
Larrucea Luis	Cook	»	Gámiz 16 / 11 / 39	BI-65443
Muñiz José	Steward	»	Cangas 11 / 07 / 55	VI-56772
Vales Luis	Galley boy	»	Panjon 16 / 02 / 60	V1-34289

Date and signature by Master

\_\_\_\_\_  
Pedro González P.

M/V LIRIA

Port of registry: GIJON

Official number: 3655

Gross stonage: 12.345

Nett tonnae: 6.577



**4.6. LISTA DE CERTIFICADOS***LIST OF CERTIFICATES*

Annual survey.....	Reconocimiento a flote
Cargo gear certificate .....	Medios de carga y descarga
Certificate fitness L.G. in bulk.....	Aptitud transp. gas licuado
Certificate of registry .....	Patente de navegación
Certificate of class.....	Certificado de clasificación
Deviation table.....	Tablilla de desvíos
Deratting or deratting exemption.....	Desratización o exención
Exemption certificate .....	Certificado de exención
Financial certificate .....	Responsabilidad financiera
Grain carriage fitness cert .....	Autorización transporte grano
I.O.P.P. certificate .....	Certificado MARPOL
Intermediate survey .....	Reconocimiento en seco
International loadline certificate .....	Francobordo
Lifeboats standard compasses .....	Agujas magnéticas botes
Liferafts certificates .....	Certificados balsas
Medicine chest certificate .....	Certificado botiquín
Nautical equipment certificate .....	Material náutico
Oil record book.....	Libro de hidrocarburos
Panama Canal certificate.....	Certificado Canal Panamá
Radiotelegraph certificate .....	Seguridad radiotelegráfica
Radiotelephone certificate.....	Seguridad radiotelefónica
Safe manning certificate.....	Certificado dotación mínima
Safety construccion certificate .....	Seguridad de construcción
Safety equipment.....	Seguridad de equipo
Seaworthiness certificate.....	Navegabilidad
Ship station license.....	Licencia estación radio
Ship's standard compasses.....	Agujas magnéticas buque
Stability booklet .....	Cuadernillo de estabilidad
Suaz Canal certificate.....	Certificado Canal Suez
Tonnage certificate .....	Arqueo
Weight control CO <sub>2</sub> bottles.....	Control peso botellas CO <sub>2</sub>





## TEMA 5. EQUIPOS ELECTRÓNICOS



## 5.1. GLOSARIO

### GLOSSARY

A.I.S. (Automatic identification system)...	Sistema de identificación automática
2.182 watchkeeping receiver .....	Receptor 2.182 khz
A.R.P.A.....	Radar de punteo automático
Alarm.....	Alarma
Automatic steering .....	Gobierno automático
Automatic DF (Direction finder) .....	R.G. automático
Cellular phone .....	Teléfono portátil (T.M.A.)
Chart plotter.....	Trazador de carta
Cospas / Sarsat.....	Sistema socorro satelitario
Decca chain .....	Cadena Decca
Decca Navegador.....	Navegador Decca
Direction finder .....	Radiogoniómetro
DSC (Digital selective calling).....	Llamada selectiva digital
Ecdis .....	Carta electrónica
Echo sounder .....	Sonda
Electric log.....	Corredera
Electronic charts .....	Cartas electrónicas
Epirb 121,5 / 406 mghz .....	Radiobaliza 121,5 / 406 mghz
GPS (Global positioning system) .....	Satélite GPS
Gyrocompass .....	Giroscopás
Gyroscope.....	Giroscopo
H.F. DSC.....	Fonía de corta con LSD
Inmarsat A / B / C / M.....	Comunicación satélite
Loran «C» system.....	Sistema Loran «C»
LRIT (Long-range tracking and identification systems) .....	Sistema de ifentificación y seguimiento de largo alcance
M.F. DSC .....	Fonía de media con LSD
Navtex receiver .....	Receptor Navtex
Omega navigator.....	Navegador Omega
Radar plotting .....	Punteo de radar
Radar display .....	Presentación radar
Radar .....	Radar
Radio Facsímil .....	Receptor Facsímil
Radio beacon .....	Radiofaro
Radiotelephone.....	Radioteléfono
Rana.....	Sistema hiperbólico
Range marker .....	Anillo variable
Range rings.....	Anillos fijos
Receiver .....	Receptor
Recording paper .....	Papel inscriptor

Relative motion radar .....	Radar movimiento relativo
SART (Search / Rescue transponder) .....	Respondedor radar
Satellite navigator Transit .....	Navegador satélite Transit
Scanner aerial .....	Antena barrido
Screen .....	Pantalla
Sonar .....	Sonar
Syledis .....	Sistema hiperbólico
Target .....	Eco (radar)
Toran .....	Sistema hiperbólico
Transceiver .....	Transmisor / receptor
Transmitter .....	Transmisor
True motion radar .....	Radar movimiento verdadero
VHF DSC (Digital selective calling) .....	V.H.F. llamada selectiva
V.H.F. portable .....	V.H.F. portátil



Automatic Direction Finder



Gyro-Compass



Inner mechanism



Synchro amplifier



Navtes Receiver



Echo-Sounder





Gmdss Communications



Decca Navigator MK52



Skanti VHF Radiotelephone



Navigator GPS



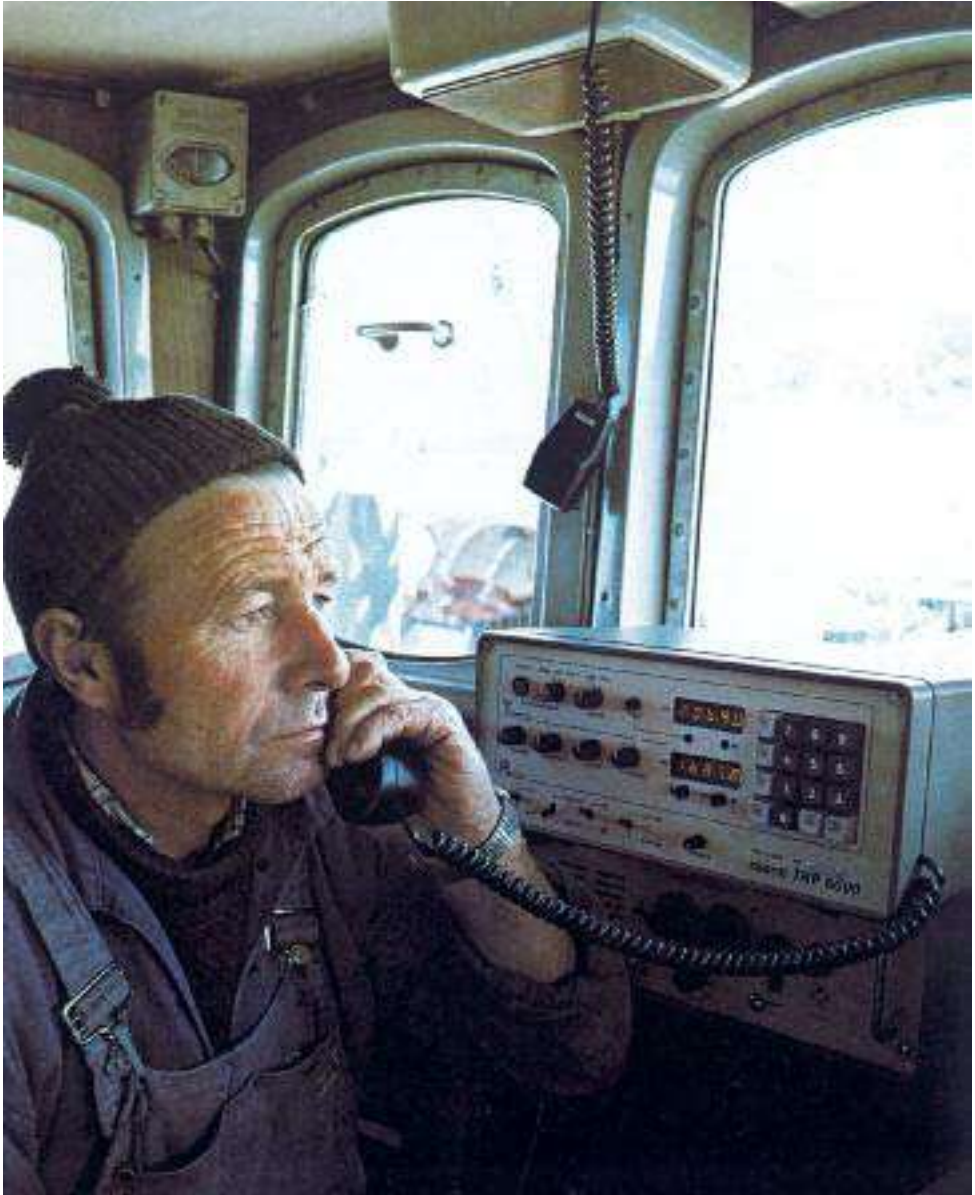
Radiotelephone

## 5.2. TERMINOLOGÍA RADAR

### *A.R.P.A. GLOSSARY*

Acquire target .....	Captar eco
Alarm .....	Alarma
Barriers .....	Barreras
Brilliance .....	Brillo
C.P.A. (Closest point approach) .....	Punto más cercano aprox.
Collision warning .....	Aviso peligro colisión
Contrast .....	Contraste
Course up .....	Rumbo arriba
Cursor .....	Cursor
Dimmer .....	Luminosidad
Drift speed .....	Velocidad de corriente
Drift direction .....	Dirección de corriente
E.C.D.I.S.....	Carta electrónica (O.M.I.)
E.B.L. (Electronic bearing line) .....	Demora electrónica
Expander .....	Ampliación de imagen
Fairway .....	Pasillo
Gain .....	Ganancia
Guard zone .....	Anillo de seguridad
H.M. (Heading marker) .....	Línea de proa
Head up .....	Proa arriba
History .....	Derrota anterior
L.P. (long pulse) .....	Impulso largo
Limits .....	Límites
Lost target .....	Eco perdido
Main menu .....	Menú principal
Mapping .....	Construcción de mapa
Marker .....	Cursor
New target .....	Nuevo eco
North up .....	Norte arriba
Own ship .....	Buque propio
P.P.I. (Plan position indicator) .....	Pantalla de radar
Pannel .....	Panel
Plotter .....	Punteador
Power .....	Corriente
Previous menu .....	Menú anterior
Pulse length .....	Longitud de pulso
R.M. (relative motion) .....	Movimiento relativo
Rain clutter .....	Anti-perturbación lluvia
Range .....	Escala
Reset centre .....	Recolocación centro
Rings .....	Anillo

Roller ball / joy stick .....	Bola
SP (short pulse) .....	Impulso corto
Sea clutter .....	Anti-perturbación mar
Second menu .....	Menú segundo
Set centre .....	Colocación centro
Speed log .....	Velocidad corredera
Speed manual .....	Velocidad manual
Stand-by .....	Preparación
T.C.P.A. (Time of C.P.A.) .....	Hora llegada mínima distancia
T.M. (true motion) .....	Movimiento verdadero
Target data .....	Datos del eco
Target .....	Eco
Trial .....	Maniobra previa
Tune .....	Sintonía
V.R.M. (Variable ring marker) .....	Anillo variable (gusano)
Vector .....	Vector



**TEMA 6.  
COMUNICACIONES**



## 6.1. LLAMADAS A PRÁCTICOS

### *APPROACHING TO PORT*

- Ship: Dakar pilots, Dakar pilots, Dakar pilots this is Spanish motorvessel «TUCAN».
  - Come in please.over
  - How do you read me?.Over
  - How do you copy me?.Over
  - Calling.over
  - Calling to Dakar pilots.over
  
- Pilot Station: Spanish motorvessel «TUCAN», here Dakar pilots replying
  - I read you loud and clear.go ahead
  - Go ahead. over
  - I read you very weak. call again
  - I read you very noisy,spell your ship's name
  - What is your E.T.A. to pilots / pilots boarding area / Dakar.
  
- Ship: Dakar pilots, my E.T.A. to pilots is
  - at 0830 hrs local time
  - at 0830 hrs g.m.t.
  - In three hours from now
  - In two hours from now
  - my draft is 15 feet and 6 inches
  
- Pilot Station: O.K «TUCAN» roger, please call us back
  - half an hour before arrival
  - two miles of the breakwater
  - three miles of the entrance
  - two miles North of fairway buoy
  
- Ship: O.K Dakar pilots roger, I call you again (as above stated)

### **Second call**

- Ship: Dakar pilots Dakar pilots, Dakar pilots this is Spanish motorvessel «TUCAN»
  - come in please.over
  - calling you.over
  - How do you read me?.Over
  - How do you copy me?.Over
  
- Shore: Yes, «TUCAN» here Dakar pilots replying.go ahead.Over

- Ship: Dakar pilots, this is «TUCAN», I am three miles of the entrance
- have you any instructions for me?
  - have you any information for me?
  - have you any berthing instructions?
  - have you any docking instructions?
  - what about my berthing instructions?
- Pilot Station: Motorvessel «TUCAN» this is Dakar pilots. roger
- you must go to the anchorage, because your berth is still occupied.
  - you have berthing on arrival  
(In case of paragraph 1)
  - drop your anchor 1 mile north of the entrance
  - drop your anchor out of harbour limits
  - drop your anchor 2 miles west of the breakwater.  
(In case of paragraph 2)
  - please rig the pilot ladder on port side (1 meter / feet above sea)
  - please slow down because your pilot is still occupied with another ship.
- Ship: O.K pilots all understood
- Pilots Station: Please Captain, I need some information from you
- what is your last port of call?
  - what is your port of registry?
  - what is your gross tonnage?
  - what is your length overall?
  - what is your cargo?
  - have you any dangerous cargoes on board?
  - what is your deepest draft?
  - do you have a bow thruster?.Over
- Ship:
- my last port of call is Bilbao
  - port of registry is Santander
  - my gross tonnage is 4.188 tons
  - my length overall is 110 metres
  - my cargo is frozen tuna fish
  - negative, no dangerous cargo on board
  - affirmative, I have a bow thruster.Over
- Pilot Station: O.K, roger. Captain for your information
- pilot boat is underway
  - pilot boat is waiting for you at pilot boarding area
  - keep on coming
  - proceed to the entrance
  - proceed full ahead to meet the pilot boat



- slow down, your pilot will be available in one hour.
- your pilot is occupied in another ship.
- the pilot boat is waiting for you between buoy n-2 and n-3.
- your pilot will be on board at 1600 hrs so please make everything ready at that time.
- your berth will be free this afternoon at 1800 hrs so the pilot will be at 1830 hrs.
- Make a lee for the pilot boat because of heavy weather.

— Ship: OK, Roger. I will keep watch on channel 16.

## 6.2. LLAMADA A ESTACIÓN DE CONTROL DE TRÁFICO MARÍTIMO *REPORTING TO A TRAFFIC CONTROL STATION*

- Ushant Traffic, Ushant Traffic this is Spanish motorvessel «Lorena» call sign come in please.Over.
- Spanish motorvessel «Lorena» EBVW this is Ushant Traffic please pass to channel eleven.Over.
- O.K Ushant Traffic, going down to channel eleven.
- Spanish motorvessel «Lorena» this is Ushant Traffic on channel eleven, please let me know your present position, course and speed.Over.
- Ushant Traffic this is «Lorena», my present position from Creach Point, bearing 210 degrees distance 20 miles speed 14 knots and present course is 010 degrees.Over.
- Lorena this is Ushant Traffic, roger. Please let me know also your kind of ship, cargo on board as well as your gross tonnage, port and E.T.A. to destination.Over.
- Ushant Traffic this is «Lorena». This is a multipurpose vessel, cargo on board is steel products, gross tonnage 4.620 tons, port of destination is Bremen and E.T.A. 162000 weather permitting.Over.
- Lorena this is Ushant Traffic, roger. Finally just one more question. Are you carrying dangerous cargo on board?Over.
- Ushant Traffic this is «Lorena», negative. No dangerous cargo on board.Over
- O.K «Lorena» this is Ushant Traffic. Thank you very much for your cooperation and have a good trip.Over and out.
- O.K Ushant Traffic. Thank you and have a good watch. Over and out.,

### 6.3. LLAMADA COMERCIAL A COSTERA

#### *LINK CALL*

- Calling on 2.182 khz or directly on coast radio station working frequency Lisbon Radio, Lisbon Radio, Lisbon Radio, this is EBVR, EBVR calling Lisbon Radio, come in please.Over.
- Answer from coastal station  
EBVR, EBVR, this is Lisbon Radio a) I read you loud and clear / weak and noisy. Your turn is number 3. b) Please note I transmit on 1705 khz and receive on 2083 khz. c) What is your working frequency?
- From ship to coastal station  
O.K Lisbon Radio I will transmit on 1705 khz and will receive on 2083 khz, going down / going up.
- Calling on working frequency  
Lisbon Radio, Lisbon Radio, Lisbon radio... this is EBVR. calling on your frequency.Over.
- Answer from coastal station  
EBVR. this is Lisbon Radio. Please spell your ship's name and let me know your Radio Company.Over.
- From ship to coastal station  
My ship's name is Crimea (spelling) and my Radio Company is ESO1 and I wish to make one telephone call to Spain. The name of the city is Bilbao (spelling) the area code is 4 and telephone number is 4462314.Over.
- From coastal station to ship  
O.K Crimea, stand by.
- From coastal station to ship  
O.K Crimea, Bilbao on line, speak please or go ahead.
- From ship to coastal station  
(telephone call is finished) I have finished my telephone call. Please let me know time and charge in gold francs.Over.
- From coastal station to ship  
O.K Crimea. Time is 4 minutes and the total charge is 25,65 gold francs.Over.
- From ship to coastal station  
O.K sir. all well noted. thank you very much.good watch.over and out.
- From coastal station to ship  
Thank you very much Crimea. Have a good voyage. Bye Bye.

## 6.4. LLAMADA RADIOMÉDICA CON INTERCO

### *MEDICAL ADVISE BY RADIO*

- Address: Radiomedical Tromsö, Radiomedical Tromsö, Radiomedical Tromsö, this is Spanish Fishing vessel «Liria». Motorvessel «Liria». Yatch «Liria». Come in please.Over.
- Answer: Ship calling Radiomedical Tromsö please call again.Over.
- From M/V «Liria»: Radiomedical Tromsö, this is Spanish motorvessel «Liria» Call sign EBVR.
  - I require medical advice by radio
  - I will use International Code of Signals-Medical Terms
  - I have Standard medical chest on board.over
- From Radiomedical Tromsö: Roger. M/V «Liria». Intercó-Medical Terms to be used for communication.go ahead.
- From M/V «Liria»: O.K Radiomedical Tromsö, I start now my message  
MIKE-ALPHA-JULIETT 44 stop  
MIKE-ALPHA-PAPA stop  
MIKE-BRAVO-CHARLIE stop  
MIKE-BRAVO-ROMEO 39 stop  
MIKE-BRAVO-YANKEE stop  
MIKE-DELTA-LIMA stop.over
- From Radiomedical Tromsö: O.K M/V «Liria» roger.Please stand-by.
- From Radiomedical Tromsö: M/V «Liria» this is Radiomedical Tromsö, please note medical advice message;  
MIKE-TANGO-DELTA 28 stop  
MIKE-QUEBEC-ECHO 51 stop  
MIKE-TANGO-INDIA 2 stop  
MIKE-TANGO-PAPA 8 stop  
MIKE-VICTOR-UNIFORM 24 stop
- From M/V «Liria»: O.K Radiomedical Tromsö. roger. thank you very much for your cooperation. Bye-bye.
- From Radiomedical Tromsö: O.K M/V «Liria». Have a good voyage. Bye Bye.

## 6.5. GLOSARIO MÉDICO

### *MEDICAL GLOSSARY*

A wound .....	Una herida
A.I.D.S.....	Sida
Abdominal pain .....	Dolor de abdomen
Ankle .....	Tobillo

Appendicitis attack .....	Ataque de apendicitis
Appendicitis.....	Apendicitis
Arm.....	Brazo
Aspirin.....	Aspirina
Back.....	Espalda
Belly .....	Vientre
Blood .....	Sangre
Breathing difficulty .....	Dificultad respiratoria
Broken (to break).....	Roto
Burns .....	Quemaduras
Burnt (To burnt) .....	Quemado
Buttock .....	Nalga
Colic .....	Cólico
Constipated.....	Estreñido
Constipation.....	Estreñimiento
Chest.....	Pecho
Cholera .....	Cólera
Death / dead.....	Muerte / muerto
Diabetes .....	Diabetes
Diabetic .....	Diabético
Diarrhoea.....	Diarrea
Dislocated (to dislocate).....	Dislocado
Drops .....	Gotas
Ear .....	Oreja / oído
Elbow.....	Codo
Excrements .....	Excrementos
Eye.....	Ojo
Face.....	Cara
Fever .....	Fiebre
Finger.....	Dedo
Fingemail.....	Uña
First aids .....	Primeros auxilios
Fist.....	Puño
Fit / unfit.....	Apto / no apto
Foot.....	Pie
Fracture.....	Fractura
Gonorrhoea.....	Gonorrea
Headache .....	Dolor de cabeza
Heart attack .....	Ataque al corazón
Heart.....	Corazón
Hepatic colic.....	Cólico hepático
Hit.....	Golpe
Infirmary .....	Enfermería
Injured .....	Lesionado

---

Knee.....	Rodilla
Leg.....	Pierna
Lips.....	Labios
Liver .....	Hígado
Medical assistance.....	Asistencia médica
Medical report .....	Informe médico
Medicine chest.....	Botiquín
Neck.....	Cuello
Nephritic colic .....	Cólico nefrítico
Nose.....	Nariz
Urine.....	Orina
Pain.....	Dolor
Preservative .....	Preservativo
Pulse .....	Pulso
Ribs.....	Costilla
Salt tables .....	Pastillas de sal
Sea sickness.....	Mareo
Shoulder.....	Hombro
Skin.....	Piel
Skull.....	Cráneo
Small-pox .....	Viruela
Stretcher.....	Camilla
Symptoms .....	Síntomas
Tablets.....	Pastillas
Temperature .....	Temperatura
The forehead.....	La frente
Thermometer .....	Termómetro
Throat .....	Garganta
To urinate.....	Orinar
To breath .....	Respirar
Tongue .....	Lengua
Tooth.....	Diente
Toothache .....	Dolor de muela
Ulcer .....	Úlcera
Vaccination list .....	Lista de vacunas
Venereal disease .....	Enfermedad venérea
Wounded.....	Herido
Yellow fever.....	Fiebre amarilla





## **TEMA 7. CONSTRUCCIÓN NAVAL**



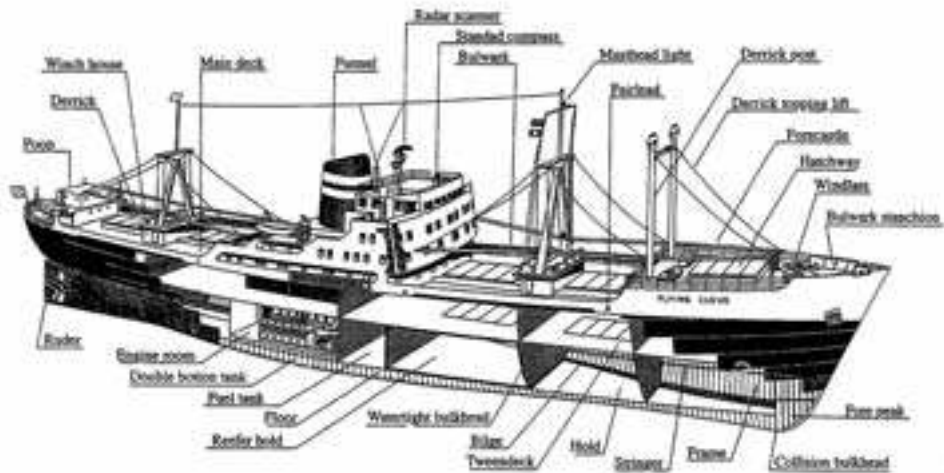


## 7.1. GLOSARIO DE CUBIERTA

### DECK CLOSSARY

Accomodation .....	Acomodación
Accomodation ladder .....	Escala real
Anchor .....	Ancla
Bilge .....	Pantoque / sentina
Blade propeller .....	Pala del timón
Bulwark .....	Regala
Cargo runner.....	Amante
Collision bulkhead.....	Mamparo colisión
Commanding bridge.....	Puente de mando
Crosstree.....	Cruceta
Chain locker .....	Caja de cadena
Davit .....	Pescante
Deck stringer .....	Trancanil
Derrick post.....	Palo del puntal
Derrick.....	Puntal de carga
Dinghy .....	Chinchorro
Double bottom tank.....	Tanque de doble fondo
Engine room .....	Sala de máquinas
Fairlead .....	Gatera
Flag.....	Bandera
Floor .....	Plan / varenga
Fore peak .....	Rasel de proa
Forecastle.....	Castillo
Frame.....	Cuaderna
Fuel tank .....	Tanque de fuel
Funnel.....	Chimenea
Gangway.....	Portalón
Hatch .....	Escotilla
Hawspipe .....	Escoben
Hold.....	Bodega
Jack staff.....	Torrotító
Lifeboat .....	Bote salvavidas
Liferaft.....	Balsa salvavidas
Main deck.....	Cubierta principal
Masthead light .....	Luz de tope
Monkey island .....	Puente alto
Poop.....	Toldilla

Portholes .....	Portillos
Propeller .....	Hélice
Radar scanner .....	Antena radar
Reefer hold .....	Bodega frigorífica
Rudder .....	Pala del timón
Scupper .....	Imbornal
Ship / vessel .....	Buque
Stanchion .....	Barraganete
Standard compass .....	Compas magnético
Stem .....	Proa / roda / branca
Stern .....	Popa / codaste
Topping lift .....	Amantillo
Tweendeck .....	Entrepunte
Watertight bulkhead .....	Mamparo estanco
Winch house .....	Casamata
Windlass .....	Maquinilla / molinete



**7.2. CÁLCULO DE ESTABILIDAD Y CALADOS**  
*DRAFT & STABILITY CALCULATION*

Denomination	M / tons	KG	K Mt	F / S	KG
L Mt					
Light ship					
Fore peak					
Deep tank Nr 1					
Double bottom N.2 port					
Double bottom N.2 st.					
Double bottom N.3 port					
Double bottom N.3 st.					
Double bottom N.4 port					
Double bottom N.4 st.					
Double bottom N.5 port					
Double bottom N.5 st					
Wing tank N.3 port					
Wing tank N.3 st					
Wing tank N.4 port					
Wing tank N.4 st					
Aft peak					
Fresh water N.14 port					
Fresh water N.14 st.					
D.bottom central 5 (G.O.)					
D.bottom central 6 (G.O.)					
Oil settling tank					
Daily tank N.17 port					
Daily tank N.17 st.					
Constant (stores)					
Hold N.1					
Hatch N.1					
Hold N.2					
Hatch N.2					
Hold N.3					
Hatch N.3					

Displacement ..... T                      K Mt ..... T                      FIS ..... T                      L Mt .....

KG= Trim calculation: Trim forward=  $\frac{\text{Trim} \times \text{forward distante}}{\text{LBP}(\ast)}$   
 F / S correction=

$\text{K Gc} = \frac{\text{P} \times \text{CG}}{\text{M}}$  Trim Aft.=  $\frac{\text{Trim} \times \text{after distante}}{\text{LBP}}$   
 $\frac{\text{K M}}{\text{G Mc}}$  X G = Mean draft=  
 X C = ( $\pm$ ) Trim forward=  
 C G = **Draft forward**=  
 Mean draft=  
 ( $\pm$ ) Trim. Aft.=  
**Draft after**=

(\*) Length between perpendiculars.

### 7.3. CÁLCULO DE CARGA POR CALADOS

#### DRAFT SURVEY

Vessel: M/V «Escuby»

Berih: Walker Terminal. Milwaukee

Registry: Gijon-Spain

Owners: Arcasa-Valencia (Spain) Date: May 13 1990 Date: May 15 1990

	Light	Loaded
1 Draft Forward	2,83 mts	7,70 mts
Stem correction	—	—
a) Draft forward (corrected lo FP)	2,83 mts	7,70 mts
Draft after mean	5,055 rnts	7,75 mts
Stern correction	—	—
b) Draft after mean (corrected to AP)	5,055 mts	7,75 mts
c) Draft Fore & Aft Mean $\frac{(a+b)}{2}$	3,943 mts	7,73 mts
2 a) Draft Midship - Port	4,013 mts	7,75 mts
b) Draft Midship - Starboard	3,795 mts	7,75 mts
c) Draft Midship - Mean $\frac{(2a+2b)}{2}$	3,904 mts	7,75 mts
3 Mean of means $\frac{(1c+2c)}{2}$	3,923 mts	7,74 mts
4 Mean of Mean of Mean $\frac{(2c+3)}{2}$	3,914 mts	7,74 mts
5 Displacement	4.311,38 m / t	9.291,62 m / t
6 a) Correction for trim (*)	-23,18 m / t	+2,20 m / t
7 Displacement corrected for trim	4.288,20 m / t	9.293,82 m / t
8 Observed Density (1.000)		
9 Correction for density $\frac{(1.025-Density) \times 1000 \times \text{Displacement}}{1025}$	104,59 m / t	-226,68 m / t
10 Displacement corrected for Den	4.183,61 m / t	9.067,14 m / t
11 Total Deductable Weights	-2.104,39 m / t	-323,00 m / t
12 Displacement corrected for Deductable Weights	2.079,22 m / t	8.744,14 m / t
13 Corrected Displacement - Loaded	8.744,14 m / t	
14 Corrected Displacement - Light	2.079,22 m / t	
Difference in Displacennents	6.664,92 m / t	
15 Total Weight of Cargo	6.664,92 m / t	

Acknowledged

Master ra / v Escuby

Ballast  
Fresh Water  
Fuel oil  
Diesel oil

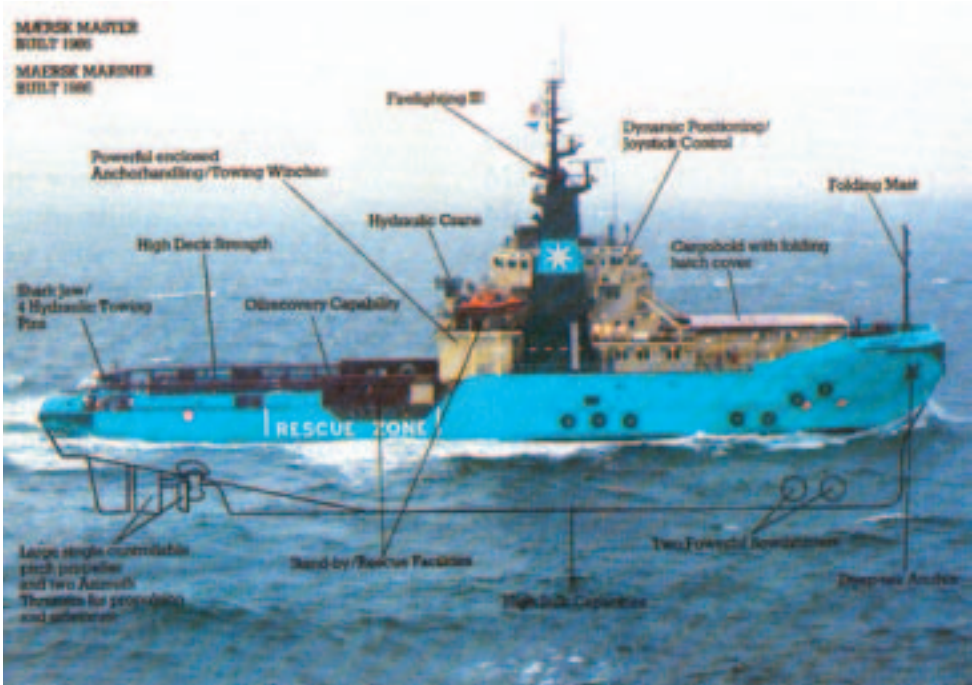
Totals

Total Deductable Weights

1.835,39 m / t      22,90 m / t  
42,00 m / t      74,10 m / t  
164,00 m / t      164,00 n / t  
63,00 m / t      62,00 m / t  
2.104,39 m / t      323,00 m / t

$$(*) \text{ Trim correction} = \frac{\text{Trim (cm)} \times \text{TPC} \times \text{LCF (cm)}}{\text{L.B.P. (cm)}}$$

Sign (+) if trim and LCF =  
Sign (-) if trim and LCF #



# TEMA 8. OFF-SHORE



## 8.1. TERMINOLOGÍA DE REMOLQUE Y MANEJO DE ANCLAS

### *ICE ANCLAS TOWAGE & ANCHOR HANDLING TERMS*

«D» screw pin shackle.....	Grillete recto con pasador
«D» Anchor .....	Grillete recto
«J» chaser .....	Gancho «J»/Cayado del pastor
Anchor winch .....	Maquinilla de anclas
Anchor handling .....	Manejo de ancla
Anchor pattern.....	Ancla muestra
Anchorhandling winch .....	Maquinilla manejo anclas
Azimuth thruster.....	Hélice (propulsión / lateral)
Bitt .....	Bitá
Bollard pull.....	Potencia de tiro
Bow thruster .....	Hélice de proa
Bow screw pin shackle .....	Grillete campana cabeza punzón
Bow & Eye shackle .....	Giratorio simple
Bow shackle.....	Grillete de campana
Breaking strength .....	Carga de rotura
Bull-dog grips.....	Mordazas
Buoy pattern .....	Boya muestra
Buoy catcher wire.....	Alambre cazaboyas
Capstan .....	Cabrestante
Cardinal Marks .....	Marcas sistema cardinal
Cast iron sinker.....	Fondeo
Catenary chain.....	Catenaria del cable
Clips.....	Mordazas
Closed chock .....	Guiacabos cerrado
Controlable pitch propeller.....	Hélice de paso variable
Crown chain.....	Cadena de corona
Cylindrical floating fenders.....	Defensas cilíndricas flotantes
Chafing plate .....	Zapata antiroce
Chain bridle .....	Brida de cadena
Chain chaser .....	Argolla
Chain .....	Cadena
Chain pendant.....	Orinque de cadena
Danforth anchor.....	Ancla Danforth
Deep sea towing .....	Remolcador de altura
Dinamic position barge.....	Plataforma pos. dina.
Dispersant.....	Dispersante
Double drum reeling machine .....	Carretel de doble tambor
Drilling oil rig.....	Plataforma perforador
Dynamically positioned drillship .....	Buque perforador posic. dinámico
Dynamic positioning control .....	Control posicionamiento dinámico
Emergency tow .....	Remolque de fortuna

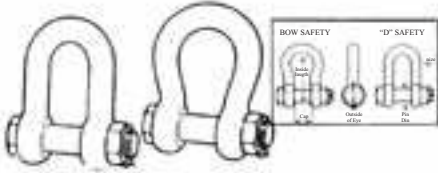
Eye thimble.....	Guardacabos
Firefighting.....	Contraincendios
Flipper Delta anchor.....	Ancla Filpper Delta
Flounder pláte.....	Triángulo de remolque
Folding mast.....	Palo plegable
Folding hatch cover.....	Escotilla plegable
Gipsy.....	Barboten
Gob line.....	Guía
Gob eye.....	Gatera de guía
Grapnel hook.....	Gancho de anclote (arpeo)
H-Bitt.....	Bitá tipo H
Flammerlock.....	Malla de unión
High deck strength.....	Cubierta de alta solidez / resis.
High grade plow steel wire rope.....	Cabo de acero de alto grado
Hydraulic towing pies.....	Cabillas hidráulicas de remolque
Hydraulic crane.....	Grúa hidráulica
Jack up rig.....	Plataforma con patas al fondo
Jacket Platform.....	Plataforma fija
Jaw & Jaw shackle.....	Giratorio doble
Joining link.....	Eslabón de unión
Joining shackle.....	Grillete de unión
Leading anchor.....	Ancla guía
Lightweight anchor.....	Ancla ligera
Main tow.....	Remolque principal
Main anchos.....	Ancla principal
Mark buoys.....	Boyas de marca
Monkey face.....	Triángulo de remolque
Mooring system.....	Sistema de fondeo
Mooring rings.....	Argollas de amarre
Mooring buoy.....	Boya de amarre
Multip. offshore support vessel.....	Buque de apoyo polivalente
Nut shackle.....	Grilletes de tuerca
Nylon towing spring.....	Cabo nylon de remolque
Ocean towing.....	Remolque de altura
Offdrill anchor.....	Ancla Offdrill
Pedestal roller.....	Rodillo vertical
Pelican hooks.....	Gancho pelicano
Pendant.....	Orinque
Pennant wire.....	Orinque
Permanent anchor.....	Ancla fija
Permanent chain chaser.....	Gancho de cadena fijo
Pig tail.....	Cola de cerdo
Pin.....	Pasador (Cadilla)
Plate shackles.....	Grilletes del triángulo



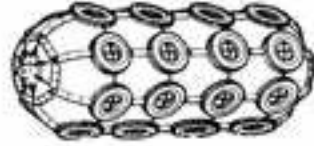
Purchase tackle .....	Aparejillo
Reeling machine .....	Carretel
Rescue zone .....	Zona de rescate
Rescue facilities.....	Medios de rescate
Retrieving wire .....	Cable de retorno
Riding shackle .....	Grillete de fondeo
Rig heading.....	Alineamiento de plataforma
Roller fairleads .....	Gateras de rodillo
Safety pin.....	Pasador
Salvage tug boat .....	Remolcador de salvamento
Semi-submersible drilling .....	Perforadora semi-sumergible
Semi-submersible barge .....	Plataforma semi-sumergible
Sling.....	Eslinga
Slip hook.....	Gancho de zafa
Snatch block .....	Pasteca (de madera)
Soft buoy .....	Boya de superficie
Spelter sockets (closed type) .....	Terminales de cable (cerrado)
Spelter sockets (open type).....	Terminales de cable (abiertos)
Split pin .....	Pasador de seguridad
Spooling of wire-rope.....	Autoestiba de cable en tambor
Spring buoy .....	Boya intermedia
Steel chain strenght .....	Resistencia cadena de acero
Steel blocks.....	Pastecas de acero
Stern roller .....	Rodillo de popa
Stern thruster .....	Hélice de popa (lateral)
Stevin anchor.....	Ancla Stevin
Stockless anchor .....	Ancla de patente
Straight supply vessel .....	Remolcador supply
Survey area .....	Área de inspección
Swan barge .....	Perforadora (sobre esquíes)
Swivel shackle .....	Grillete
Swivel head fairleads.....	Gateras de cabeza giratorios
Swivel hook.....	Gancho giratorio
Swivel assembly .....	Ensamblaje giratorio
Tandem tow .....	Remolque en tándem
Tandem .....	Tándem
Towing gear .....	Aparejo de remolque
Deep sea anchor.....	Ancla para aguas profundas
Towing wire .....	Cable de remolque
Towing winch .....	Maquinilla de remolque
Towing hawser .....	Calabrote
Towing pads.....	Defensas de remolque
Towing bits .....	Bitas de remolque
Towing spring .....	Calabrotillo

Towing bridle.....	Brida de remolque
Towing hook.....	Gancho de remolque
Triangular fish plate.....	Triángulo
Tug boat.....	Remolcador
Turnbuckles.....	Tensores
Vertical roller.....	Rodillo vertical
Wellhead buoy.....	Boya de cabeza de pozo
Wellhead.....	Cabeza de pozo
Wildcat.....	Barboten
Wire rope strenght.....	Resistencia cable de acero
Vire rope.....	Cable de acero
Wire strops.....	Estrobos de alambre
Wire-rope carpenter stopper.....	Boza de carpintero
Work wire.....	Cable de trabajo de anclas
Single hull floating.....	Plataforma monocasco
Outrigger.....	Trimaran
Hinged catamaran.....	Plataforma orientable al viento
Fixed pile-self contained.....	Plat. fija servicios propios
Inland barge.....	Gabarra fluvial de perforación
Fixed pile plat.tender support.....	Plat. fija sin servicios propios
Structural columns.....	Columnas estructurales
Stabilizing pontoons.....	Gabarra con estabilizador
Spud stabilized.....	Plataf. varada anclaje al fondo
Piggy back anchor.....	Ancla secundaria
Jaw.....	Boza accionada a distancia

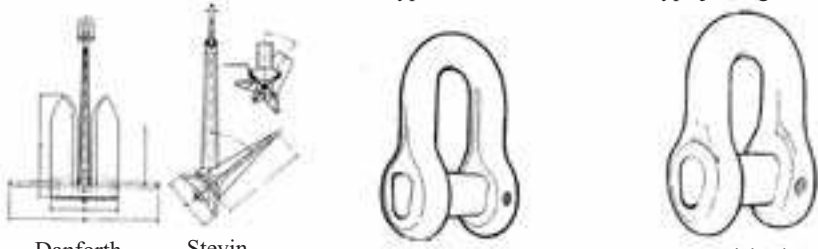
Shackles, Bow & "D" Safety



Cylindrical Floating Fenders



"D" Type Anchor Shackles "D" Type joining Shackles

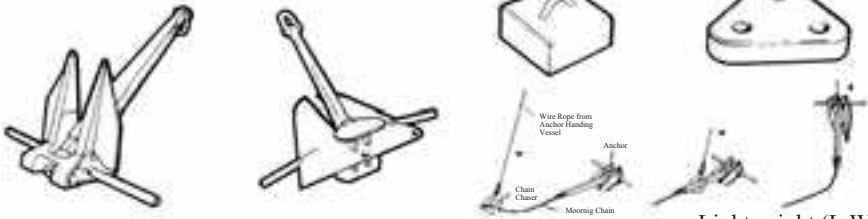


Danforth

Stevin

Sinkers

Fish Plates



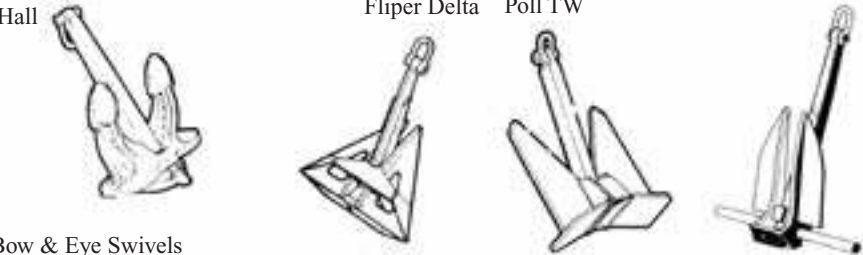
Wire Rope from Anchor Handling Vessel  
Chain Chaser  
Mooring Chain  
Anchor

Lightweight (L.W.T.)

Hall

Fliper Delta

Poll TW

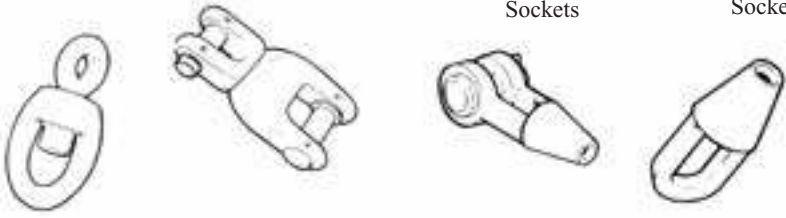


Bow & Eye Swivels

Jaw & Jaw Swivels

Open Type Sockets

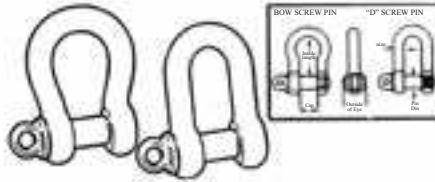
Closed Type Sockets



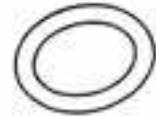
“J” Lock Chain Chasers



Shackles



Mooring Rings



Joining Links



Baldr ORQ Connecting Link



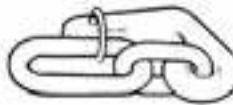
Pelikan Hooks



Permanent Chain Chaser



Slip Hooks



Swivel Head Fairlead

“J” Chaser

Permanent Wire Chaser

Grapnels



Deep Water Nav. Aid Buoy mooring System

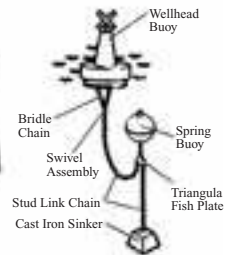
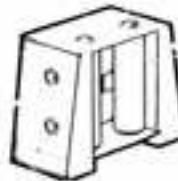
Wire Rope Carpenter Stoppers



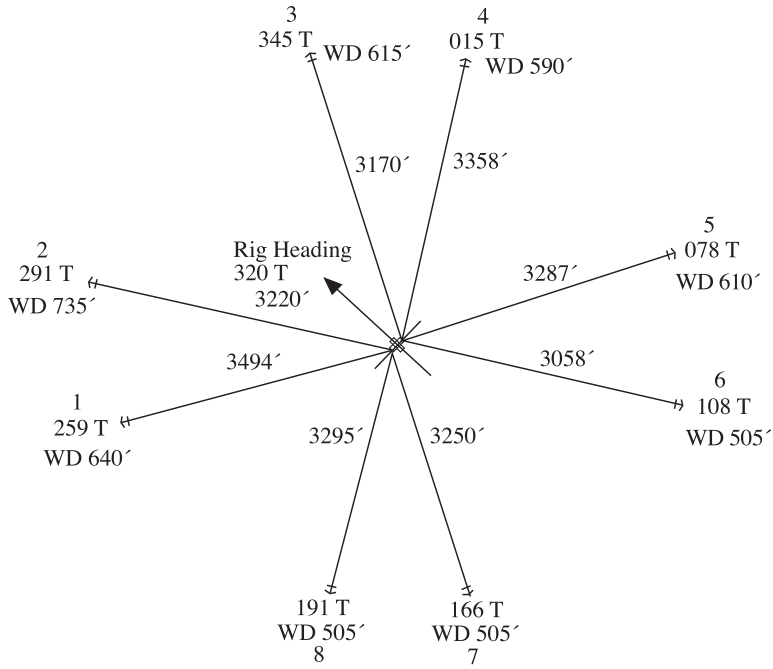
Kenter Joining Links



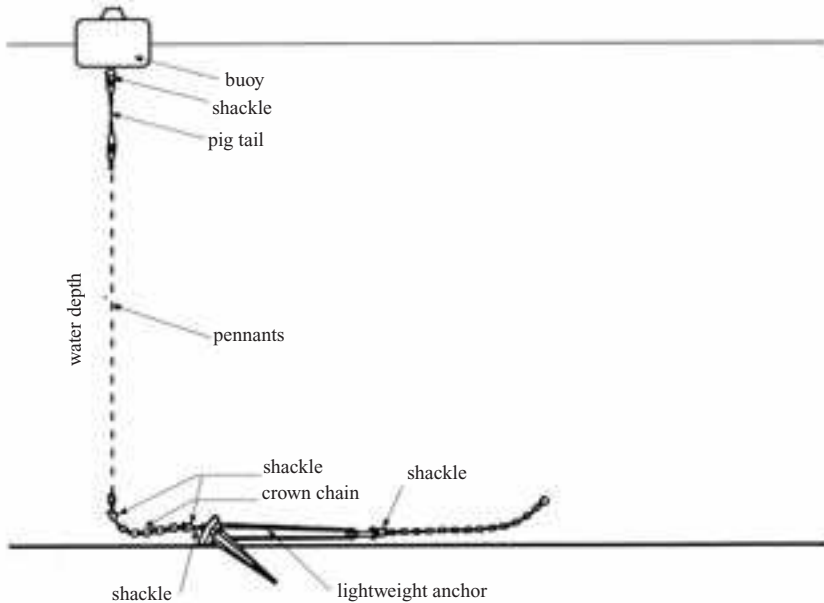
Roller Fairleads



ANCHOR PATTERN



PENNANT SYSTEM





Semi-submersible drilling rig



Semi-submersible drilling rig



Semi-submersible drilling rig



Platform



Dynamically positioned drillship



Jack up rig





**TEMA 9.  
ARTES Y APAREJOS DE PESCA  
MARÍTIMA**



## 9.1. GLOSARIO DE PESCADOS Y MARISCOS

### *FISH & SHELL FISH GLOSSARY*

Albacore .....	Albacora
Anchovy .....	Anchoa / boquerón
Ballan wrase .....	Mangote
Barnacle.....	Percebe
Bass .....	Lubina
Brill.....	Gallo / rapante
Cantabric bonite .....	Bonito del Cantábrico
Capelin.....	Capelan
Claras .....	Almejas
Coalfish .....	Fogonero
Cockle.....	Berberecho
Cod .....	Bacalao
Conger .....	Congrio
Crab .....	Crangoje / sangurro
Dentex .....	Denton
Derbio.....	Palometa
Flying fish .....	Pez volador
Haddock.....	Eglefino
Hake.....	Merluza
Halibut.....	Fletán
Herring .....	Arenque
Horse mackerel.....	Chicharro
King fish.....	Mero
Lobster.....	Bogavante
Mackerel .....	Caballa
Meagre.....	Corvina / andeja
Mussel .....	Mejillón
Norway lobster .....	Cigala
Oceanic bonite.....	Bonito de altura
Octopus.....	Pulpo
Oyster .....	Ostra
Plaice .....	Platija
Pollack .....	Abadejo
Red snapper .....	Pargo
Red sea bream .....	Besugo
Red mullet .....	Salmonete
Royal lobster.....	Langosta
Sardine / pilchard.....	Sardina
Saumon.....	Salmón
Scallop.....	Vieiras
Scorpion fish .....	Cabracho

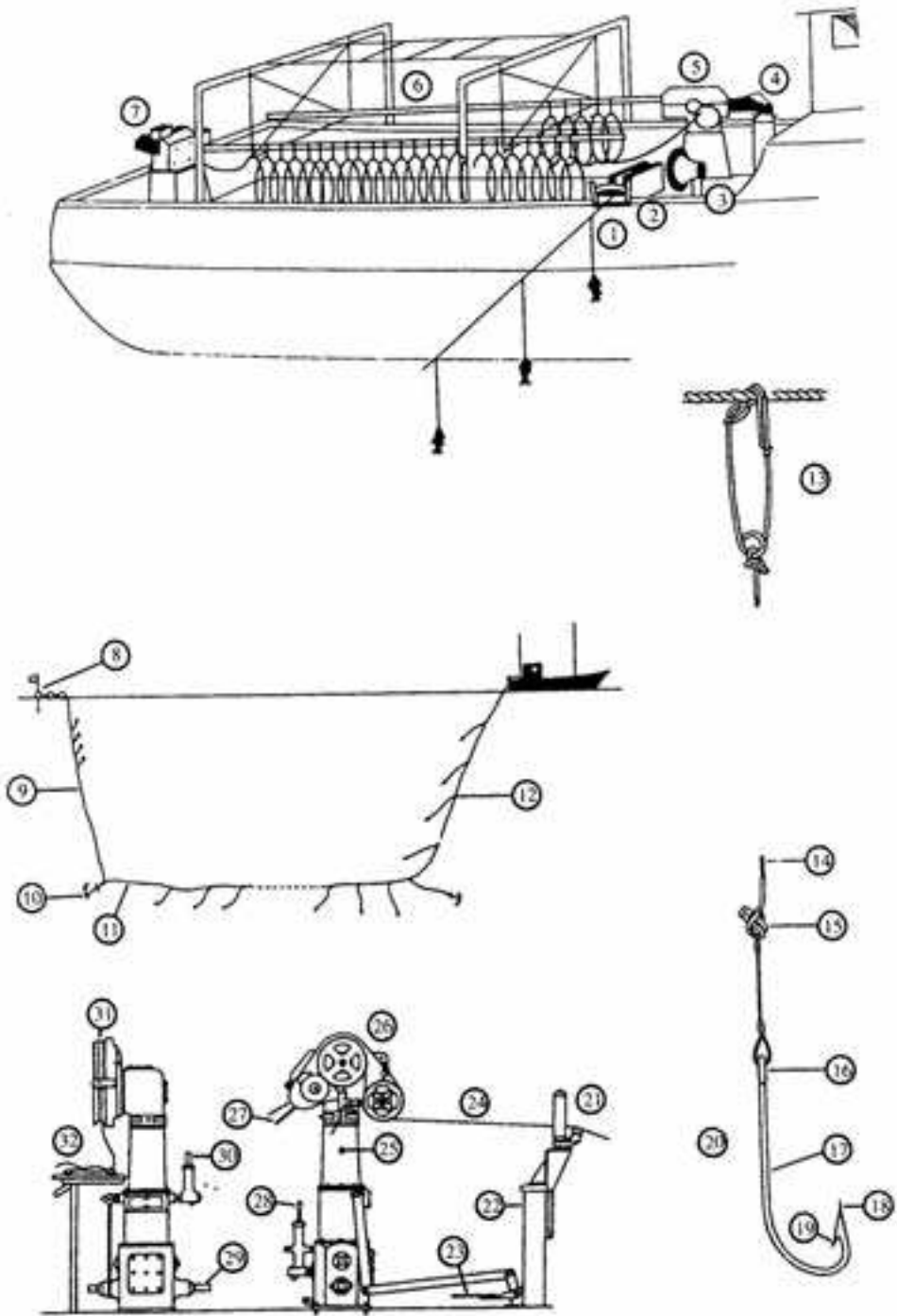


Sea lamprey .....	Lamprea
Shark.....	Tiburón
Shrimp / prawn .....	Gamba / camarón
Skate .....	Raya
Sole.....	Lenguado
Spanish bream .....	Aligote / pancho
Squid / Ink fish .....	Calamar
Sturgeon.....	Esturión
Sword fish .....	Pez espada
Toad fish.....	Sapo / rape
Tope .....	Cazón
Trout.....	Trucha
Tuna .....	Atún
Turbot .....	Rodaballo
Whiting pout.....	Faneca



**9.2. GLOSARIO DE PESCA AL PINCHO***LONG LIME GLOSSARY*

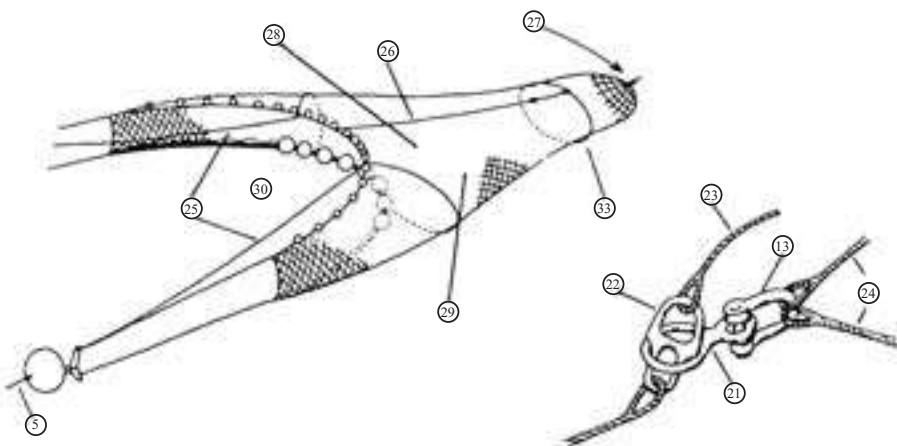
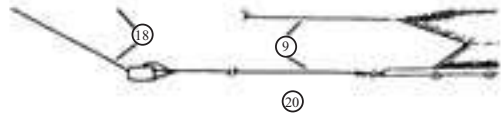
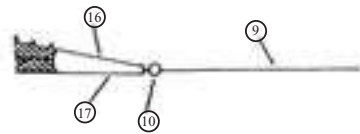
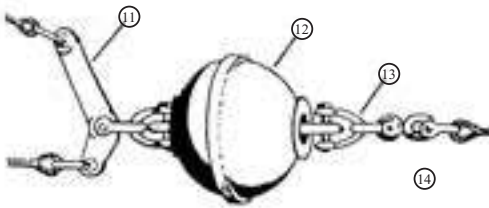
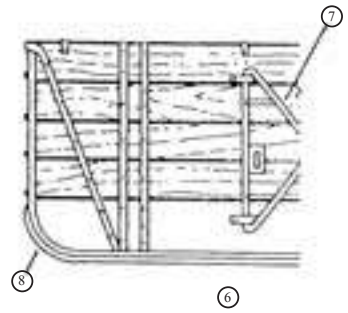
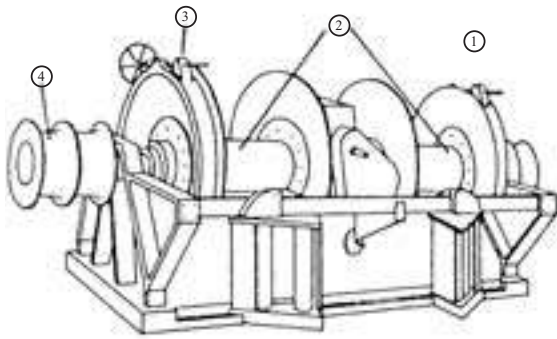
Anchor .....	Ancla (10)
Automatic baiter .....	Cebador automático (7)
Barb .....	Arponcillo (19)
Branch fine .....	Puntera
Buoy .....	Boya (8)
Clamp .....	Grapa (13)
Coiling platform .....	Plataforma de bobinar (32)
Dan line .....	Fondeo (9)
Disentangler.....	Clarificador (4)
Drive shaft .....	Árbol de tracción (29)
End rope .....	Madre (11)
Eye.....	Ojo (16)
Foot operated clutch .....	Pedal de embrague (23)
Gear shift leven.....	Palanca de velocidad (28)
Hand clutch lever.....	Palanca de embrague (30)
Hauler .....	Virador (3)
Hauling head.....	Cabezal. del virador (26)
Hauling machine.....	Maquinilla de halar (1)
Hook .....	Anzuelo (20)
Hook tipe .....	Punta (18)
Hooks cleaner .....	Limpiador de anzuelos (2)
Hooks separator.....	Separador de anzuelos (5)
Knot.....	Nudo (15)
Main line.....	Línea madre (12)
Mainline.....	Línea madre (24)
Oil level .....	Nivel de aceite (25)
Release lever.....	Palanca (27)
Roller .....	Rolin (21)
Rubber collar .....	Collar de goma (31)
Shank .....	Caña (17)
Ships rail.....	Borda (22)
Storage rail .....	Rail de almacenamiento (6)
Swivel .....	Giratorio



**9.3. GLOSARIO DE PESCA DE ARRASTRE AL BOU***TRAWL NET GLOSSARY*

Backstrops .....	Pie de gallo (24)
Barrel / reel.....	Tambor / carretel (2)
Belly .....	Vientre (29)
Bobbin .....	Diabolo (30)
Bosom.....	Cielo / biseca (28)
Bottom trawl.....	Red de fondo
Bottom leg .....	Viento de plomo (17)
Brake .....	Freno (3)
Bridle and sweeplinerigging.....	Montaje de viento y malleta
Bridle .....	Viento (9)
Butterfly.....	Calón (11)
Codend.....	Copo (33)
Dan leno / butterfly.....	Calón (15)
Dan leno .....	Calón (10)
Fork rigging .....	Montaje de horquilla
Fork.....	Horquilla (18)
G hook .....	Gancho G
Gypsy / gudgeon.....	Cabezal / muñón
Halving becket.....	Sireta (27)
Kelleg's eye.....	Eslabón de ocho (21)
Lazy deckey.....	Cabo del ahorcaperro (26)
Leg.....	Viento / tirante
Mesh .....	Malla
Middle leg.....	Miento de costadillo
Pair trawl.....	Red de pareja
Pelagic trawl .....	Red pelágica
Pennant .....	Falsa bota (23)
Quarter rope.....	Parpallón (25)
Ring .....	Burlón
Shackle .....	Grillete (13)
Splice.....	Costura
Steel bobbin.....	Esférico (12)
Stopper.....	Tope malleta (22)
Sweep .....	Malleta
Swivel.....	Giratorio (14)
Top leg.....	Viento de corcho (16)
Towing brackets.....	Brazos de puerta (7)
Trawl head / runner.....	Zapata (8)
Trawl loor .....	Puerta de arrastre (6)
Warp .....	Cable (5)
Winch .....	Maquinilla / chigre
Wing .....	Ala, burlón

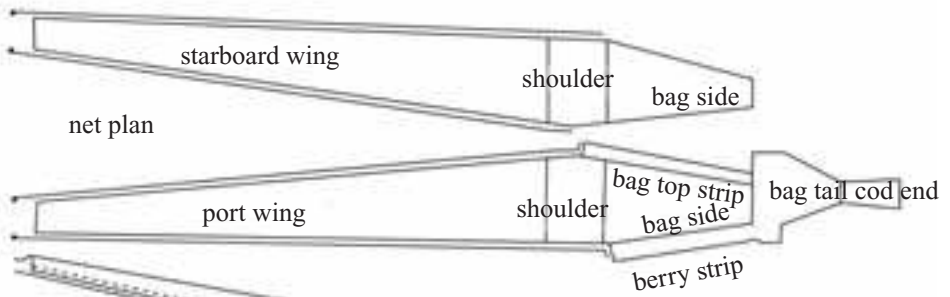
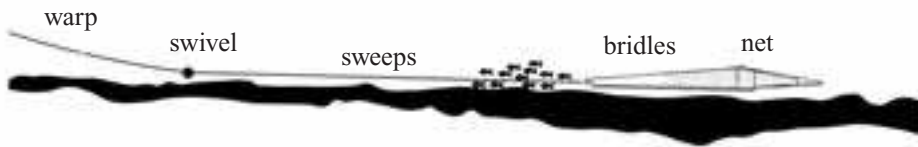




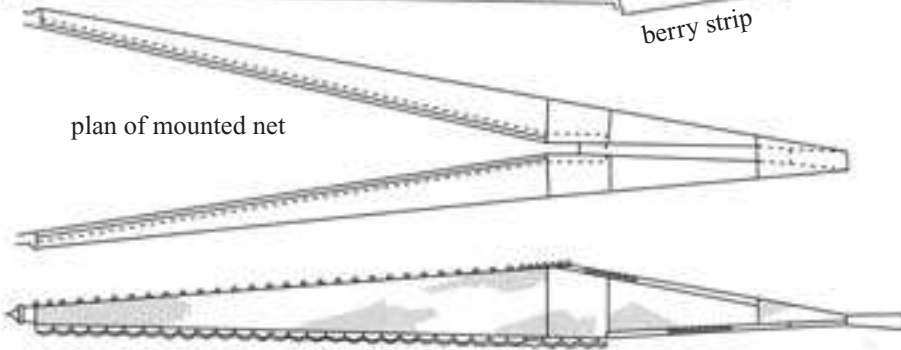
**9.4. GLOSARIO DE PESCA DE ARRASTRE POR PAREJAS***PAIR TRWLING GLOSARY*

Bag side .....	Enteclaro
Bug top strip .....	Fisqueta
Barrel .....	Carretel
Belly strip .....	Fisca
Brake .....	Freno maquinilla
Bridles .....	Vientos
Cod end.....	Copo
Dan leno .....	Calón
Floats .....	Flotadores
Foot rope.....	Relinga de plomo
Groundrope.....	Tren de diabolos
Gudgeon .....	Muñón maquinilla
Halving becket.....	Sireta
Headline.....	Relinga de corcho
Mesh size .....	Tamaño de malla
Mesh .....	Malla
Mounted net.....	Red montada
Net plan .....	Plano de la red
Net .....	Red
Pair trawlers.....	Pareja arrastreros
Pennant .....	Falsa boza
Port wing .....	Banda de babor
Shackle .....	Grillete
Shoulder.....	Claro
Starboard wing .....	Banda de estribor
Sweeps.....	Malletas
Warp .....	Cable de arrastre
Weight (swivel).....	Giratorio
Whing .....	Banda
Winch .....	Maquinilla

pair of trawlers



plan of mounted net



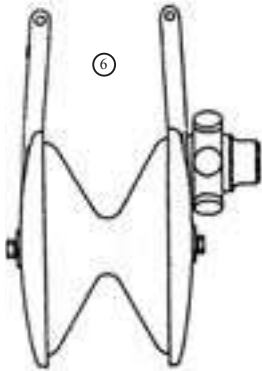
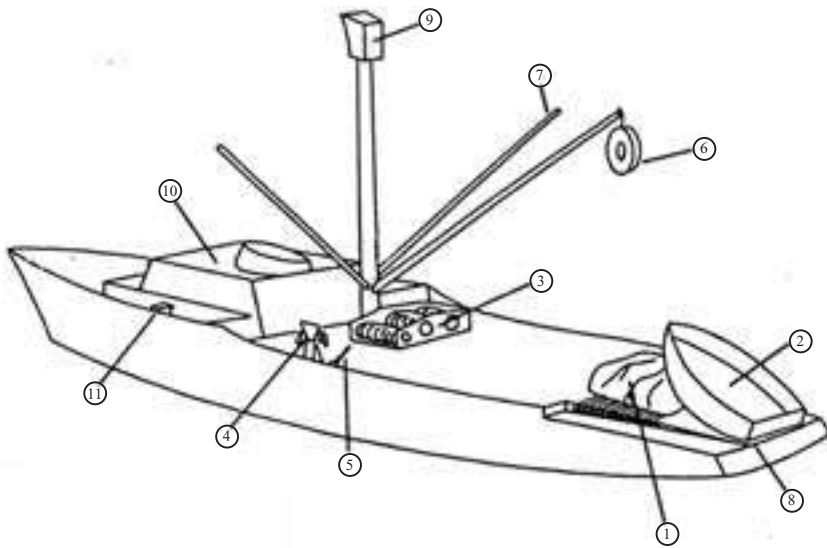
net rigged with floats, groundrope and dan leno

## 9.5. GLOSARIO DE PESCA DE CERCO

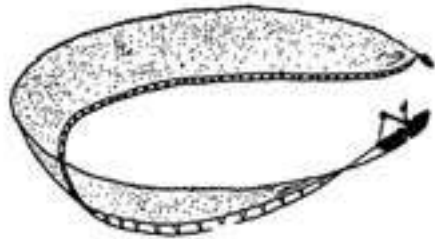
### *PURSE SEINER GLOSSARY*

Boom / Derrick.....	Puntal (7)
Brigde .....	Puente (10)
Coiler .....	Tambor
Crow´s nest.....	Cofa (9)
Deck control .....	Mandos de cubierta (11)
Dipnet .....	Salabardo
Dipnetting.....	Salabardeo
Gallow .....	Potencia (4)
Gypsy head.....	Cabezal
Hauling / Hoisting .....	Cobrando / Virando (14)
Power block .....	Polea motriz (6)
Purse line .....	Jareta
Purse seine.....	Red de acero
Pursing drum .....	Tambor
Pursing.....	Cerco (13)
Pursing.....	Cerco del banco (12)
Ring gun .....	Estibador de anillos (5)
Skiff .....	Panga (2)
Slip.....	Rampa (8)
Tackle .....	Lanteones / aparejillos
Winch .....	Maquinilla (3)

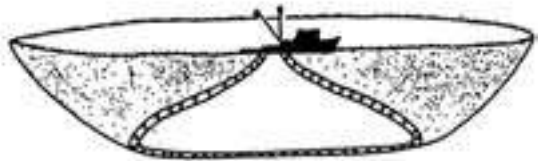




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13



14



