

MANUAL PRÁCTICO DE INGLÉS MARÍTIMO



EUSKO JAURLARITZA

NEKAZARITZA, ARRANTZA
ETA ELIKADURA SAILA



GOBIERNO VASCO

DEPARTAMENTO DE AGRICULTURA,
PESCA Y ALIMENTACIÓN

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**TEMA 1.
G.M.D.S.S. SISTEMA MUNDIAL DE
SOCORRO Y SEGURIDAD MARÍTIMA**

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 |
| Acumulated «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 exercices | Ejercicios rescate aéreo |
| Alarm test..... | Prueba de alarma |
| Alarm generator (press both to send alarm) | Generador alarma (pulsar ambas para enviar alarma) |
| Alert conflicts | Conflictos 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 |
| Bow 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 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 |
| Cableschip..... | 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 |
| Charted platform .. . | Plataforma situada en la carta |
| Charted wreck | Naufragio cartografiado |
| Charted 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 companders..... | 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 frecuency | 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 frecuencia (FDMA) | Acceso múltiple por repartición de frecuencia (FDMA) |
| 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 | Embarcación | |
| 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 boyas |
| 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 telemmandos |
| 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 boyas |
| 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 algún 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 curva |
| 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 | Trayectoria |
| 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 |
| Eastem..... | 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 l 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 accomodation 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 Ragor 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 Ragor 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 Ragor. 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 Ragor: O.K Ragor. Please take command of search and rescue. Over.
- From Ragor to Corina (arrived to vessel in distress position): Corina this is Ragor. I am sending a lifeboat for you. I will make a lee for you. Over.
- From Ragor to Brest Radio (all crew rescued are now on board of Ragor): Brest Radio this is Ragor. Operation completed. All crewmembers have beeен rescued alive and in good condition. I am waiting for helicopter to transfer the crew.

Helicopter Rescue

- Brest Radio: Ragor. This is Brest Radio. Roger. What is the visibility at your position? Let me know also wind direction and force. Over.
- Ragor. Brest Radio. This is Ragor. 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 signals 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 ₂ extinguisher..... | Extintor de CO ₂ |
| CO ₂ room | Cuarto CO ₂ |
| 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
bulkheadmounting bracket

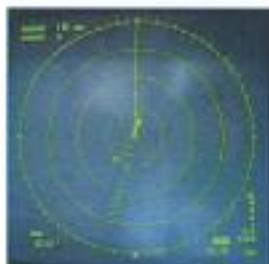


Antenna / Electronic unit

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 1 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 astem 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 courseo port in order to pass astern of you.
- Roger Bremen. Thank you very much. Have a good trip. Back lo 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 dogrees speed 15 knots, distance 5miles. 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 lo channel twelve. Over.
- O.K M/V Ciclon this is Spaton. Going down lo 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.

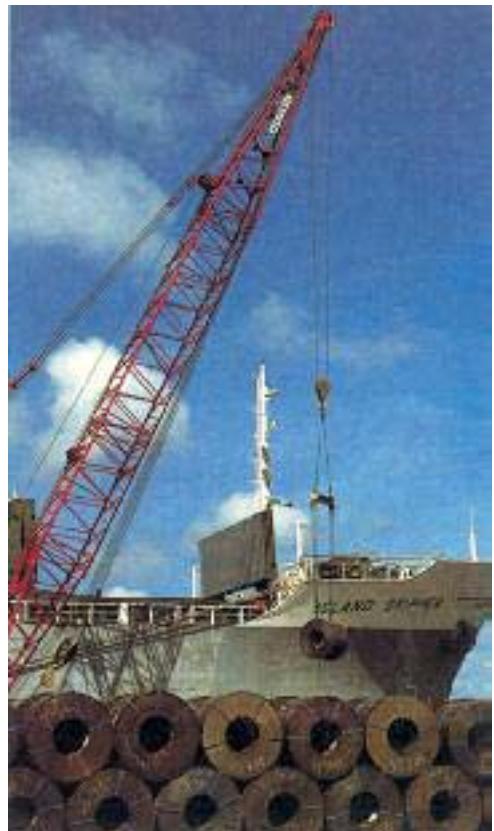
2.8. MANIOBRA DEL OTRO ESTANDO NOSOTROS REMOLCANDO *TOWING*

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.
- Yatch 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. FLETAMIENTOS 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 Aaew

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

To Messrs: Kerr Steamship Co.Baltimore

Baltimore, 25th January 1984

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 Maritirne 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

CBMV
(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 deficiency of appropriate means for grain loading operations.

Dear Sirs;

I regret to inform you that due to deficiency 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. Javícr 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 per 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

| | |
|--|--|
| <input type="checkbox"/> cartons of cigarettes | <input type="checkbox"/> bottles liquor |
| <input type="checkbox"/> bottles beer | <input type="checkbox"/> tins soft drink |
| <input type="checkbox"/> meals | <input type="checkbox"/> bottled wine |
| <input type="checkbox"/> cash bonus | <input type="checkbox"/> 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:

- a) furnish all particulars of the value of the goods, supported by a copy, of the commercial invoice rendered to us.
- b) 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

Full name and address

Pemex, S.A.

45. Calle America

17110 Veracruz (Mexico)

Signature of receivers of goods

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 recommend 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. Consequently 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 command 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

Shipper's representative

Master M/V «CALABRIA»

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-winches, 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

Sgd: Jose F. Bermell

Witness: Radio Officer

Sgd: Andoni Perez C.

Log Book Abstract

| | | |
|--|---|--|
| Date 7th October 1982 Watch 2000/2004 | Sea Day N-1 Wind (Beaufort Scale) | Log Sheet 095 Sea state (Douglas Scale) |
| Date 8th October 1982 Watch 0000/0400 0400/0800 0800/1200 1200/1600 1600/2000 2000/2400(2250) | Sea Day N-2 Northnortheast/8 Northnortheast/8 Northnortheast/9 Northnorthwest/9 Northnorwest/9 Northnorwest/5 | Log Sheet 096 Very rough High Sea, High Seas High Seas High Seas Moderate seas |
| Date 11.st October 1982 Watch 2000/2400(2000) | Sea Day N-5 Wind (Beaufort Scale) Southeast/8 | Log Sheet 099 Sea state (Douglas Scale) Very rough |
| Date 12nd October 1982 Watches 0000/12400 | Sea Day N-6 Wind (Beaufort Scale) West/9-10 | Log Sheet 100 Sea State (Douglas Scale) High Seas |
| Date 13th October 1982 Watches 0000/2400 | Sea Day N-7 Wind (Beaufort Scale) Westnorthwest/9-10 | Log Sheet 101 Sea State (Douglas Scale) High Seas |
| Date 14th October 1982 Watch 0000/0400 | Sea Day N-8 Wind (Beaufort Scale) Northwest/5 Master | Log Sheet 102 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 mediterraneam |
| 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 fletamientos |
| 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 |
| Subjet 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 COMPAÑÍA ESTIBADORA POR DERRAMA DE MERCANCÍA (GRANO) DURANTE LAS OPERACIONES DE DESCARGA

M/V «LIRIA»

Capt. Aranzabal

Hamburg, 23rd April 1987

Fron: 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 Maritine

3.26. FORMATO «TIME SHEET»

ROMUALDO ALVARGONZALEZ, S. A.

GUION - AVILES - PASAJES - MADRID

TIME SHEET

| Date Cargo: | on | | from/to | | | | |
|---|---------------------|-------|---------|---------------|------|-------|-----------------------|
| | Charter Party dated | | | | | | |
| | Day | Date | Hour | | | | |
| Vessel arrived: | | | | | | | |
| Vessel berthed: | | | | | | | |
| Notice rendered: | | | | | | | |
| Time to count from: | | | | | | | |
| Loading/Discharge commenced: | | | | | | | |
| Loading/Discharge completed: | | | | | | | |
| Date 196 | WORKED | | | TIME COUNTING | | | REMARKS |
| | From - To | Mins. | Wks. | From - To | Days | Mins. | |
| | | | | | | | |
| Time used in loading/discharging: | TOTAL | | | | | | |
| Time allowed at the rate of: | | | | | | | |
| per winter working day: | | | | | | | |
| Time saved / on demurrage: | | | | | | | at the rate of: |
| | | | | | | | |

Date:

The Master:

The Shipper/Consignee:

The Agents:

per day or pro rata

3.27. CONOCIMIENTO DE EMBARQUE DE NAVIERA DE LÍNEA REGULAR

| | | | |
|---|--|--|-----------------------------------|
| Shipper: | BILL OF LADING No. | | |
| Consignee: | Reference No. | | |
| Consignee: | | NAVIGATION MARITIME BULGARE VARNA | |
| Party to be notified: | |  | |
| But no claims to attach for failure to notify: "Local vessel": _____ "Name": _____ | | | |
| (Owner) vessel: _____ Part of loading: _____ | | | |
| Port of discharge: | Final destination if on carriage: _____ | Freight Pounds per unit | Number of original Bill(s): _____ |
| Marks & Nos.: | Number and kind of packages, description of goods: | Gross weight kg: | |
| <p>© R J G J N A L</p> <p>Particulars of goods are those declared by shipper</p> <p>Freight and charges:</p> <p>Shipped in apparent good order and condition unless otherwise stated and are to be discharged at the above-mentioned port of discharge or so near thereto as the vessel may safely get and be driven ashore. Freight to be paid in cash without discount. Freight prepared to be considered as earned 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 the Bill of Lading is not to be considered as such of 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> <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 accompanied the other to stand void.</p> <p>Place and date of issue:</p> <p>For the master and owners:</p> | | | |

3.28. FORMATO DE RELACIÓN DE LOS HECHOS

| | | | |
|-------------------------------------|--|---|---------------------------|
| 1. Agent: | | STANDARD STATEMENT OF FACTS (LONG FORM) RECOMMENDED BY THE BALTIC AND INTERNATIONAL MARITIME CONFERENCE (BIMCO) AND THE CONFEDERATION OF NATIONAL ASSOCIATIONS OF SHIP BROKERS AND AGENTS (MONASHA) | |
| 2. Vessel's name: | | 3. Port: | |
| 4. Owner's/Brokers' Details: | | 5. Vessel berthed: | |
| 6. Cargoes: | | 6. Loading commenced: | 7. Loading completed: |
| | | 8. Discharging commenced: | 9. Discharging completed: |
| | | 10. Cargo discharge or being: | 11. Vessel sailed: |
| 12. Charter Party: | | 14. Working hours/berth hours of the port: | |
| 15. Bill of Lading weight/quantity | | 16. Carriage weight/quantity: | |
| 17. Vessel arrived at port: | | 18. | |
| 18. Notice of readiness/hold ready: | | 19. | |
| 20. Next date available: | | 21. | |

| DETAILS OF DATA WORKSHOP | | | | | | | | |
|-----------------------------|-----|--------------|----|---|----|----------------|--------------------------|----------|
| Date | Day | Hours worked | | Hours stopped | | No. of persons | CHARTERED BOAT Vessel | Remarks* |
| | | From | To | From | To | | | |
| | | | | | | | | |
| General remarks: | | | | | | | | |
| Place and date | | | | Name and signature (Master)* | | | | |
| Name and signature (Agent)* | | | | Name and signature (for the Charterholders/Recipients)* | | | | |

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 is should the be done as follows.

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

the figures being mentionet 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 ours normally worked in the port. Such day-by-day figures should be indicated in the box provided for 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»

| | | | |
|--|--|---|--|
| CARRIER NAME: FORWARDER: EDITION: 1998 Date: | | BILL OF LADING TO BE USED WITH CHARTERERS | |
| | | Reference No. _____ | |
| Commodity _____ | | | |
| Notify address _____ | | | |
| Port of loading _____ | | Port of discharge _____ | |
| Type of carriage _____ | | Gross weight _____ | |
| Description of goods _____ | | | |
| <p>On which _____ day of _____ Month of _____ Year, the Carrier had being responsible for loss or damage however arising.</p> | | | |
| Freight payable as per CHARTERER'S ORDER _____ PRESENT ADVANCE : Received on account of freight | | SHIPPED at the Port of Loading in sufficient good order and condition to be loaded the vessel for carriage to the port of discharge or to next port on the trip entry on the goods described above. Weight, measure, quality, quantity, condition, contents and value un- known. All INTERESSES between the Master or Agent of the said Vessel has signed the reverse of this Bill of Lading and agrees to be bound by all of the terms and any one or all of which being attached thereto shall be valid from convictions of carriage by overland. | |
| Days used for loading _____ hours | | Freight payable as per Order and value of load | |
| | | Number or original Bill: _____ Signature: _____ | |

BILL OF LADING

TO BE USED WITH CHARTER PARTIES
CODE NAME: "CONFABILL"
EDITION 1978

ADOPTED BY
THE BALTIC AND INTERNATIONAL
MARITIME CONFERENCE (BIMCO)

Conditions of Carriage.

(1) All terms and conditions, liberations and exemptions of the Charter Party, carried or offered, are herewith incorporated. The Carrier shall be liable to carry

be reasonable for loss of or damage to cargo whilst prior to loading and after discharging.

(2) General Paramount Clauses.

The Hague Rules, contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924, as amended in the country of shipment until applicable, when no such enactment is in force in the country of shipment, the corresponding International Convention of the country of destination, shall apply, but in respect of imports to which no such enactments are specifically applicable, the terms of the said Convention shall apply.

(3) Trade where Hague-Visby-Rules apply.

In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 2nd 1960 - the Hague Rules in their - duly incorporate the provisions of the respective legislation that be consolidated incorporated in the Bill of Lading. The Carrier takes all responsibilities provided under such applicable legislation relating to the period before loading and after discharging and whilst the goods are in the charge of another Carrier, and to deck cargo and low ashore.

(4) General Average.

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1974, in London unless another place is agreed in the Charter. Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a half, reduction or some of the Master, Pilot or Crew. The Charterers, Owners and Consignees expressly renounce the Netherlands Commercial Code, Art. 720, and the Belgian Commercial Code, Part II, Art. 144.

(5) New Jason Clause.

In the event of assistance, danger, coverage or otherwise before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which the Carrier is not responsible, by marine, court or otherwise, in so far as such sum or liability represents less than 3 (three) average nature that may be made of assumed and shall pay salvage and special charges incurred in respect of the goods. If a salving vessel is owned or operated by the Carrier, salvage shall be paid to actually all the said salving ship or vessel belonged to salvor. Such deposit as the Carrier or his agents, may claim, sufficient to cover the required contribution of the goods and any salvage and special charges therefore shall, if required, be made by the goods, Shipper, Consignee or owners of the goods to the Carrier before delivery.

(6) Bosphorus-Bilbao Collision Clause.

If the vessel comes into collision with another ship on a route of the Bosphorus or any other part of the same, the carrier, carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying ship or her Owner. In so far as such sum or liability represents less than 3 (three) average, whatever or of the owners of said ship, paid or payable by the other or non-carrying ship or her Owner to the carrier, the carrier will be entitled to recover the same from the other or non-carrying ship or her Owner in full. The carrier shall be entitled to recover the same from the other or non-carrying ship or her Owner, notwithstanding that the other or non-carrying ship or her Owner objects to the same. The foreign jurisdiction shall apply where the Owners, operators, or those in charge of any ship or vessel or objects other than, or in addition to, the colliding ship or vessels are at fault in respect of a collision or contact.

For particularizations of cargo, freight,
destination, etc., see General.

3.30. CONOCIMIENTO DE EMBARQUE «LINER»

Page 2

| | | |
|--|---|--|
| | LINER BILL OF LADING | |
| | Reference No. | |
| <u>Cargo name</u> | | |
| <u>Notify address</u> | | |
| <u>Pre-carriage Day*</u> | <u>Place of Receipt by Carrier</u> | |
| <u>Port</u> | <u>Port of Loading</u> | |
| <u>Port of discharge</u> | <u>Place of Delivery by Consignee</u> | |
| <u>Marl. and Nat.</u> | <u>Number and kind of packages</u> | <u>Description of Goods</u> |
| | | U.S. \$ 100.00 |
| | | Measurement |
| Particulars furnished by the Merchant | | |
| <u>Flight details, steamer etc.</u> <u>Drafty damage rate (additional Clause A)</u> | SHIPPED on board in apparent good order and condition, weight, measure, marks, numbers, quality, contents and value unknown, for carriage to the Port of Discharge or to other destination as the Vessel may safely get and to always allow, to be delivered in the like good order and condition at the aforesaid Port and Consignee or their Assigns, they paying freight as indicated to the last plus other charges incurred in accordance with the provisions contained in this Bill of Lading. In accepting this Bill of Lading the Merchant expressly accepts and agrees to all its stipulations on both pages, whether written, printed, stamped or otherwise incorporated, as fully as if they were all signed by the Merchant. One original Bill of Lading must be surrendered duly endorsed in exchange for the goods or delivery order. MR. MITTIV S.R. , wherein the Master of the said Vessel has signed the number of original Bills of Lading issued below, all of this year and date, one of which being accomplished, the others to stand void. | |
| <small>*Applicable only when receiver used as a Through B/L of Lading</small> | <u>Flight details</u> <u>Master of original No. 1</u> | <u>Date and year in 1990</u> <u>Signature</u> |
| <small>© 1990 AMCO INC. by F. G. Knudsen, D.L., 31, 1040 Copenhagen, Denmark, an authority of The Baltic and Mediterranean Maritime Conference, Copenhagen</small> | | |

3.31. PÓLIZA DE FLETAMENTO «GENCON»

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--------------|-------------|---|--|-------------------|--|-------------------------------------|------------------------|---|--|---|------------|---|-------------------------------|---|--|--|--|----------------------------------|--|--|--|---|--|--|--|---|---------------|---|--|---|--|--|--|----------------------------|--|---|--|--|--|
| Recommended THE BALTIc AND INtERNATIOnAL MARITIME CONFERENCE UNIFORM GENERAL CHARTER (INC. REVISION 1990 and 1995) INCLUDING "F.I.O.T." ALTERNATIVE, ETC. (To be used for trades for which no RECOMMENDED form is in force) CODE NAME: "GENCON" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Recommended THE GENERAL ASSOCIATION OF BRITISH SHIPPING, LONDON AS APPLIED TO CHARTERS FOR TRADES IN THE TRADES BETWEEN THE 17 PORTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>1. SHIPOWNER</td> <td>RECOMMENDED</td> </tr> <tr> <td>SEA MASTER SL Calle Cristo n-1 Bilbao 20110</td> <td>THE BALTIc AND INtERNATIOnAL MARITIME CONFERENCE UNIFORM GENERAL CHARTER (INC. REVISION 1990 and 1995) INCLUDING "F.I.O.T." ALTERNATIVE, ETC. (To be used for trades for which no RECOMMENDED form is in force) CODE NAME: "GENCON"</td> </tr> <tr> <td>2. Place and date</td> <td></td> </tr> <tr> <td>3. Owners/Place of business (CL. 1)</td> <td>Bilbao 15th March 1990</td> </tr> <tr> <td>4. Charterers/Place of business (CL. 1)</td> <td></td> </tr> <tr> <td>5. Vessel name (CL. 1) M.V. "T.N.M.A."</td> <td>SIDEMAR SA</td> </tr> <tr> <td>6. Deadweight tonnage carrying capacity in tons (CL. 1)</td> <td>Madrid (Calle del Círculo 54)</td> </tr> <tr> <td>7. Deadweight range carrying capacity in tons (CL. 1)</td> <td></td> </tr> <tr> <td>8. Expected ready or load date (CL. 1) 20th/27th march 1990</td> <td></td> </tr> <tr> <td>9. Loading port or place (CL. 1)</td> <td></td> </tr> <tr> <td>10. Charterer's name quantity and handle in Owner's option. If agreed: it has been arranged cargo management term "part cargo" (CL. 1)</td> <td></td> </tr> <tr> <td colspan="2"> About 6,800 metric tons of steel profiles of max. 20m. and steel plates exact quantity in Master's option. </td> </tr> <tr> <td>11. Freight calculation date if delivery or loading quantity (CL. 1)</td> <td>11. Freight payment (date, currency and method of payment, also definition of bank account) (CL. 4)</td> </tr> <tr> <td>U.S. dollars 16, always FIOGT, loaded, secured and damaged.</td> <td>see clause 19</td> </tr> <tr> <td>12. Loading and discharging ports (CL. 1)</td> <td>12. Laytime (impossible laytime for load and discharge is agreed, 10% in addition, if total laytime for load and discharge, 10% is more than 300 h)</td> </tr> <tr> <td>indicate if vessel is general cargo clause 5 (b)</td> <td> <ul style="list-style-type: none"> a) Laytime for loading see clause 20 b) Laytime for discharging see clause 20 c) Total laytime for loading and discharging </td> </tr> <tr> <td>13. Discharge date (date ABC ABC 1990) (CL. 1)</td> <td>13. Discharge date (CL. 19) 30th March 1990</td> </tr> <tr> <td>14. Discharge port (CL. 1)</td> <td></td> </tr> <tr> <td>15. Discharge commission and to whom payable (CL. 19)</td> <td></td> </tr> <tr> <td>16. Additional clauses covering special provisions, if agreed: Clauses 18 to 36, both inclusive, as per attached rider, are deemed to be fully incorporated in this Charter Party.</td> <td></td> </tr> </table> | | 1. SHIPOWNER | RECOMMENDED | SEA MASTER SL Calle Cristo n-1 Bilbao 20110 | THE BALTIc AND INtERNATIOnAL MARITIME CONFERENCE UNIFORM GENERAL CHARTER (INC. REVISION 1990 and 1995) INCLUDING "F.I.O.T." ALTERNATIVE, ETC. (To be used for trades for which no RECOMMENDED form is in force) CODE NAME: "GENCON" | 2. Place and date | | 3. Owners/Place of business (CL. 1) | Bilbao 15th March 1990 | 4. Charterers/Place of business (CL. 1) | | 5. Vessel name (CL. 1) M.V. "T.N.M.A." | SIDEMAR SA | 6. Deadweight tonnage carrying capacity in tons (CL. 1) | Madrid (Calle del Círculo 54) | 7. Deadweight range carrying capacity in tons (CL. 1) | | 8. Expected ready or load date (CL. 1) 20th/27th march 1990 | | 9. Loading port or place (CL. 1) | | 10. Charterer's name quantity and handle in Owner's option. If agreed: it has been arranged cargo management term "part cargo" (CL. 1) | | About 6,800 metric tons of steel profiles of max. 20m. and steel plates exact quantity in Master's option. | | 11. Freight calculation date if delivery or loading quantity (CL. 1) | 11. Freight payment (date, currency and method of payment, also definition of bank account) (CL. 4) | U.S. dollars 16, always FIOGT, loaded, secured and damaged. | see clause 19 | 12. Loading and discharging ports (CL. 1) | 12. Laytime (impossible laytime for load and discharge is agreed, 10% in addition, if total laytime for load and discharge, 10% is more than 300 h) | indicate if vessel is general cargo clause 5 (b) | <ul style="list-style-type: none"> a) Laytime for loading see clause 20 b) Laytime for discharging see clause 20 c) Total laytime for loading and discharging | 13. Discharge date (date ABC ABC 1990) (CL. 1) | 13. Discharge date (CL. 19) 30th March 1990 | 14. Discharge port (CL. 1) | | 15. Discharge commission and to whom payable (CL. 19) | | 16. Additional clauses covering special provisions, if agreed: Clauses 18 to 36, both inclusive, as per attached rider, are deemed to be fully incorporated in this Charter Party. | |
| 1. SHIPOWNER | RECOMMENDED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SEA MASTER SL Calle Cristo n-1 Bilbao 20110 | THE BALTIc AND INtERNATIOnAL MARITIME CONFERENCE UNIFORM GENERAL CHARTER (INC. REVISION 1990 and 1995) INCLUDING "F.I.O.T." ALTERNATIVE, ETC. (To be used for trades for which no RECOMMENDED form is in force) CODE NAME: "GENCON" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. Place and date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. Owners/Place of business (CL. 1) | Bilbao 15th March 1990 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. Charterers/Place of business (CL. 1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. Vessel name (CL. 1) M.V. "T.N.M.A." | SIDEMAR SA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6. Deadweight tonnage carrying capacity in tons (CL. 1) | Madrid (Calle del Círculo 54) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7. Deadweight range carrying capacity in tons (CL. 1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8. Expected ready or load date (CL. 1) 20th/27th march 1990 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9. Loading port or place (CL. 1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| About 6,800 metric tons of steel profiles of max. 20m. and steel plates exact quantity in Master's option. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11. Freight calculation date if delivery or loading quantity (CL. 1) | 11. Freight payment (date, currency and method of payment, also definition of bank account) (CL. 4) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. dollars 16, always FIOGT, loaded, secured and damaged. | see clause 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12. Loading and discharging ports (CL. 1) | 12. Laytime (impossible laytime for load and discharge is agreed, 10% in addition, if total laytime for load and discharge, 10% is more than 300 h) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| indicate if vessel is general cargo clause 5 (b) | <ul style="list-style-type: none"> a) Laytime for loading see clause 20 b) Laytime for discharging see clause 20 c) Total laytime for loading and discharging | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 14. Discharge port (CL. 1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15. Discharge commission and to whom payable (CL. 19) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16. Additional clauses covering special provisions, if agreed: Clauses 18 to 36, both inclusive, as per attached rider, are deemed to be fully incorporated in this Charter Party. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

It is mutually agreed that this Contract shall be governed subject to the conditions contained in the Charter which shall include Part I as well as Part II. In the event of a conflict of conditions, the provisions of Part I shall prevail over those of Part II to the extent of such conflict.

| | |
|--------------------|------------------------|
| Signature (Owner): | Signature (Charterer): |
|--------------------|------------------------|

PART II

"Gencor" Charter (As Revised 1922 and 1976)

Including TADS Alternatives

PART II
"Gencon" Charter (As Revised 1922 and 1978)

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

C1 18) Vessel's description:

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

C1.19) 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 presenting final freight invoice with supporting documents.

C1.20) 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 preceding 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.
- C1.26) Charterers/Shippers and Receivers to have the free use of vessel's light, as on board.
- C1.27) 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, WarRisks 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 complete 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 PRESENTAN LOS CAPITANES DE LAS EMBARCACIONES PROCEDENTES DE PUERTOS SITUADOS FUERA DEL TERRITORIO
 WHO PRESENTED BY THE MASTERS OF A FOREIGN GOING SHIP ARRIVING TO BILBAO FROM A FOREIGN PORT

| | | |
|---|---|-----------------------------|
| Puerto de Port | | Fechas Dates |
| Nombre del barco Name of Vessel | | Procedencia From |
| Destino To | | Nacionalidad Nationality |
| Nombre y apellidos del Capitán Master's name | | |
| Tonelaje neto Net tonnage | | |
| Desenfumación o exención de desenfumación | Certificado Certificate Expedido en Issued at | De fechas Date |
| N.º de Pasajeros Number of passengers | En camarote Cabins Número de tripulantes Number of crew En cubierta | |

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 until now: el despegue.

CUESTIONARIO DE SANIDAD

HEALTH QUESTIONS

Conseguir
Si o No
Answers

- Se ha producido a bordo durante la travesía? (si algún caso presunto de peste, cólera, fiebre amarilla o de viruela?) Consignar los datos en la plantilla.
- Ha quedado bien en cuarto el viajero? (si no tiene casa o establecimiento para alojarse, teléfonos, etc.) Consignar los datos en la plantilla.
- Ha habido o se ha sospechado pestes a bordo entre los ratas o los roedores, durante la travesía? (si o no se ha producido una mortalidad insuficiente entre estos roedores?)
- Ha dejado o se ha suspendido en el viajero la vacuna de la fiebre amarilla o similar contra el virus de la fiebre amarilla?
- Ha sufrido a bordo durante la travesía? (si alguna persona por causa directa de un accidente?) Consignar los datos en la plantilla.
- Hay en presente en el viajero una enfermedad que sea resultado de una vacuna?
- Existe a bordo o se ha producido durante la travesía? (si alguna otra enfermedad de presencia natural o adquirida?) Consignar los datos en la plantilla.
- Ha dejado en casa o ha tenido que dejar el viajero su equipaje o sus pertenencias? (si o no) Consignar los datos en la plantilla.
- Hay a bordo algún enfermo en el momento actual? Consignar los datos en la plantilla.
- Le lleva en su viaje algún enfermo? Consignar los datos en la plantilla.

NOTA: - De acuerdo de su trabajo, el Capitán deberá consignar las siguientes condiciones como bases establecidas para determinar una enfermedad existente. Fiebre con temblores, o que persiste varios días, o que se acompañe de inflamación conjuntiva; cualquier sangrado sanguíneo o excretorio agudo, intermitente o crónico; dolor intenso que no sea de origen óseo; fiebre excesiva de fiebre.

- ¿Tiene Vd. 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 or disease which may lead to infection or the spread of infectious disease?

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

I hereby declare that the particulars 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:
MEDICO DE A BORDO
Signed

Fecha: _____

21 Si han transcurrido más de cuatro semanas desde el comienzo de la travesía, tienen que signar los datos correspondientes a las cuatro semanas. Otherwise
 22 Si más de tres meses han pasado desde la víspera llegar, llamará la gente particular for the last four weeks.

PLANILLA ANEXA A LA DECLARACIÓN

DETALLES DE CADA CASO DE DEFUNCION OCURRIDO A BORDO
EN EL PERIODO ANTERIOR AL DIA DE HUARO, CLASIFICADOS EN BASE AL CAUSANTE DEL FALLECIMIENTO.

En el caso de la hidrocarburose se ha sugerido que el factor causal es la exposición a los hidrocarburos.

En el avión se ha de considerar la posibilidad de que el pasajero no sea consciente de su condición.

Digitized by srujanika@gmail.com

THE BOSTONIAN

4.2. DECLARACIÓN DE FECHAS DE CADUCIDAD. CERTIFICADOS DECEARATION 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

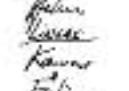
THE CAPTAIN

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.Sunchez | — | 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.Hassam | 200 | — | — | 5 blue books |  |
| Steward | J.Pereas | 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 bootopping..... | 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) |
|-------------------------|-----------------------------|

Tacles & Various

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

Huckles

| | |
|-----------------------------|---------------------|
| 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 contraincendios |
| 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 |

Nauticul 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 |

Catering 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 |
| Rabitt | 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 |
| Tomaoes..... | 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 | Limones |
| 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 (sangurro) |
| 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 |
| Absorted 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 | Cafe sin cafeína |
| Teabags | Bolsas de te |
| Allspice..... | Pimentón |
| Backing 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..... | Empaqueadura 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 |
| Scrapers | 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 lead | Albayalde |
| 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 Engnr | » | Bermeo 10 / 05 / 43 | BI-34276 |
| Pérez Ramón | 1 st Engnr | » | Santander 10 / 08 / 55 | ST-23411 |
| Cámara Julián | 2nd Engnr | » | 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 |
| Elostá 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 stonnage: 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 construction 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 |
| Suez Canal certificate..... | Certificado Canal Suez |
| Tonnage certificate | Arqueo |
| Weight control CO ₂ bottles..... | Control peso botellas CO ₂ |



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 | Giroscompás |
| 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 identificación 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



Inner mechanism



Synchro amplifier

Gyro-Compass



Navtex Receiver



Echo-Sounder



Gmdss Communications



Decca Navigator MK52



Skanti VHF Radiotelephone



Navigator GPS



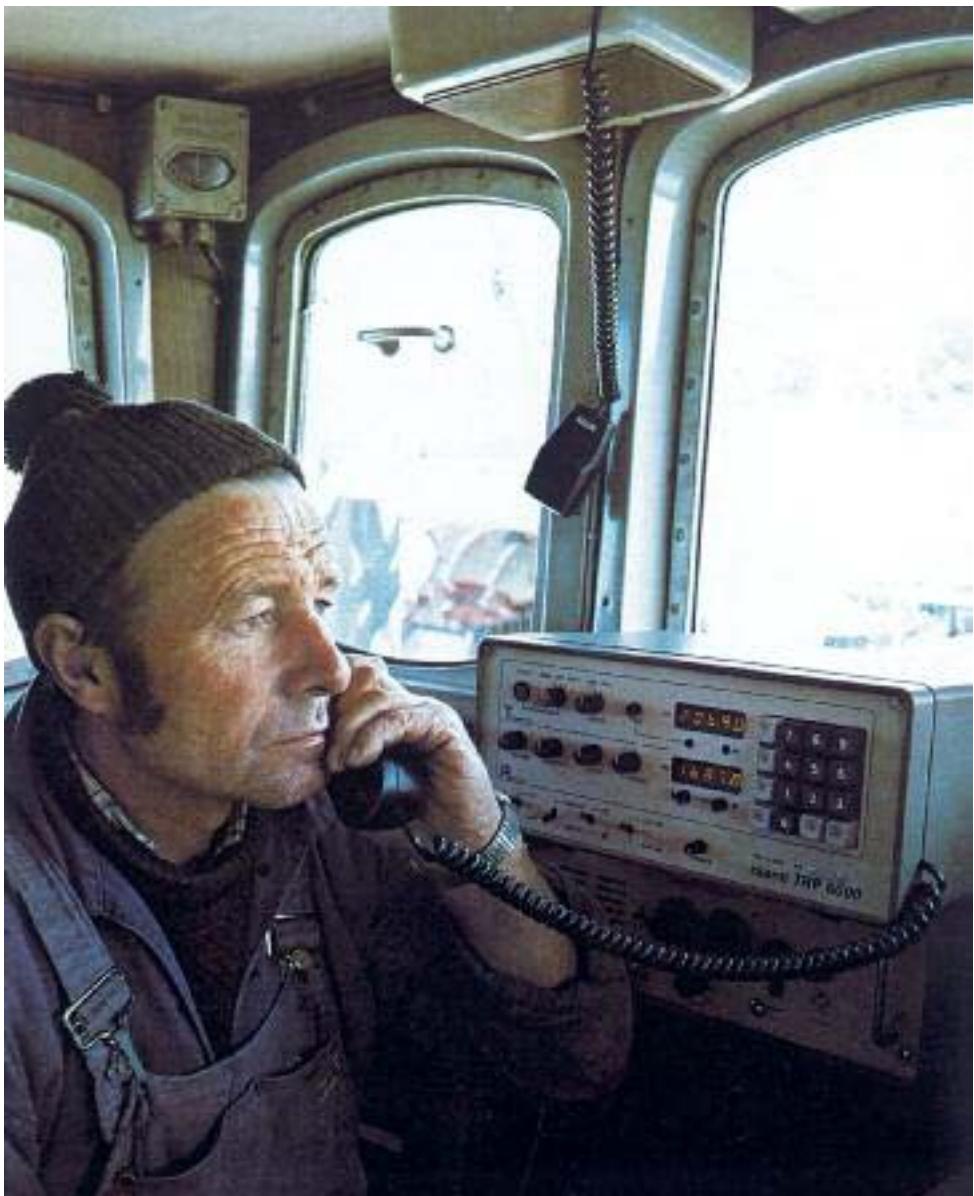
Radiotelephone

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.
- Usham 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 frecuency 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 frecuency?
- 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 frecuency
Lisbon Radio, Lisbon Radio, Lisbon radio... this is EBVR. calling on your frecuency.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». Interco-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 |
| Gonorrhea..... | 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 |
| Symptons | 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 |



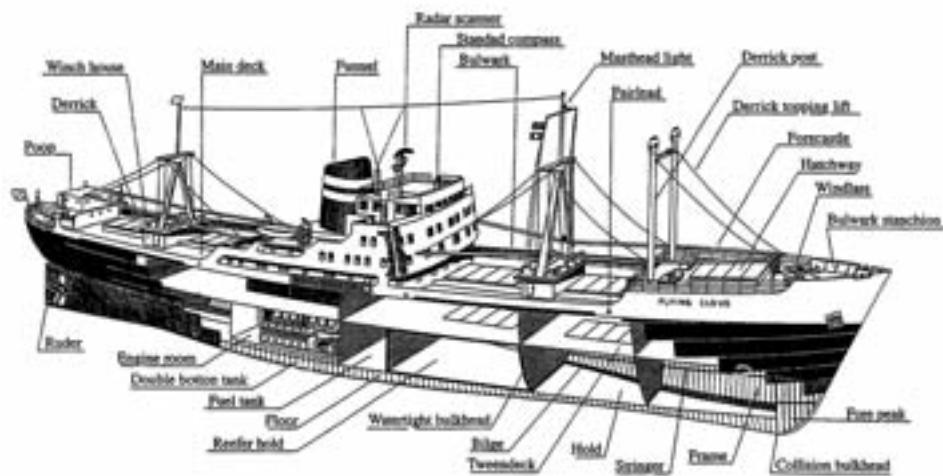
TEMA 7. CONSTRUCCIÓN NAVAL

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 | Torrotíto |
| 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 | Entrepuente |
| Watertight bulkhead | Mamparo estanco |
| Winch house | Casamata |
| Windlass | Maquinilla / molinetes |



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 | | | | | |
| Doublé 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 taok 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= | Trim x forward distante | | |
| F / S correction= | | | Trim forward= | Trim x forward distante | |
| | | | Trim forward= | Trim x forward distante | |
| K Gc= | Trim= $\frac{P \times CG}{Mt}$ | Trim Aft.= $\frac{Trim \times after distante}{LBP}$ | Trim Aft.= $\frac{Trim \times after distante}{LBP}$ | | |
| K M | X G = | Mean draft= | | | |
| G Mc= | X C = | (±) Trim forward= | | | |
| | C G = | Draft forward= | | | |
| | | Mean draft= | | | |
| | | (±) Trim. Aft.= | | | |
| | | Draft after= | | | |

(*) Length between perpendiculars.

7.3. CÁLCULO DE CARGA POR CALADOS

DRAFT SURVEY

Vessel: M/V «Escuby»

Berth: Walker Terminal. Milwaukee

Registry: Gijon-Spain

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

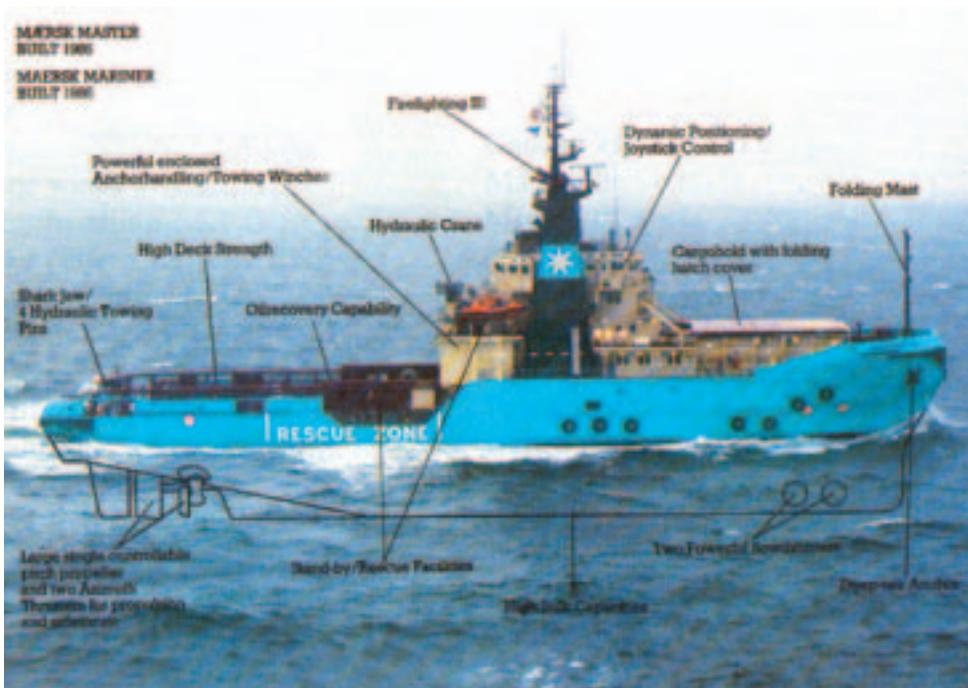
| | | Light | Loaded |
|---|--|-----------------|----------------|
| 1 Draft Forward | | 2,83 mts | 7,70 mts |
| Stem correction | | — | — |
| a) Draft forward (corrected to FP) | | 2,83 mts | 7,70 mts |
| Draft after mean | | 5,055 rnts | 7,75 mts |
| Stern correction | | — | — |
| b) Draft after mean (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 $\frac{(1.025-\text{Density}) \times 1000 \times \text{Displacement}}{1025}$ | | 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

| | | Total Deductable Weights |
|----------------------|-------------|--------------------------|
| | Ballast | 1.835,39 m / t |
| | Fresh Water | 42,00 m / t |
| | Fuel oil | 164,00 m / t |
| | Diesel oil | 63,00 m / t |
| | Totals | 2.104,39 m / t |
| Master ra / v Escuby | | 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

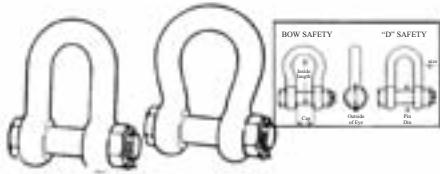
| | |
|--|----------------------------------|
| «D» screw pin shackle | Grillete recto con pasador |
| «D» Anchor | Grillete recto |
| «J» chaser | Gancho «J»/Cayado del pastor |
| Anchor winch | Maquinilla de anclas |
| Anchor handling | Manejo de ancla |
| Anchor pattern | Ancla muestra |
| Anchorhandling winch | Maquinilla manejo anclas |
| Azimut thruster | Hélice (propulsión / lateral) |
| Bitt | Bita |
| 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..... | Bita 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 pelícano |
| 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 |

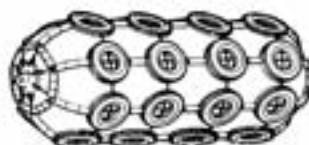
| | |
|-------------------------------------|--------------------------------|
| Purchase tackle | Aparejillo |
| Reeling machine | Carretel |
| Rescue zone | Zona de rescate |
| Rescue facilities | Medios de rescate |
| Retrieving wire | Cable de retorno |
| Riding shackle | Grillete de fondeo |
| Rig 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 strength | 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 esquies) |
| Swivel shackle | Grillete |
| Swivel head fairleads | Gateras de cabeza giratorios |
| Swivel hook | Gancho giratorio |
| Swivel assembly | Ensamblaje giratorio |
| Tandem tow | Remolque en tandem |
| 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 bitts | 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 strength | Resistencia cable de acero |
| Vire rope | Cable de acero |
| Wire strops..... | Estrobo 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 |

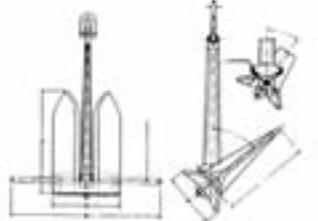
Shackles, Bow & "D" Safety



Cylindrical Floating Fenders



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



Sinkers



Fish Plates



Hall



Fliper Delta



Poll TW



Lightweight (L.W.T.)

Bow & Eye Swivels



Jaw & Jaw Swivels



Open Type Sockets



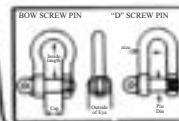
Closed Type Sockets



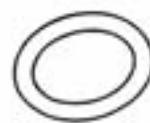
"J" Lock Chain Chasers



Shackles



Mooring Rings



Joining Links



Baldt ORQ Connecting Link



Pelikan Hooks



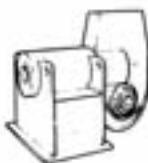
Permanent Chain Chaser



Slip Hooks



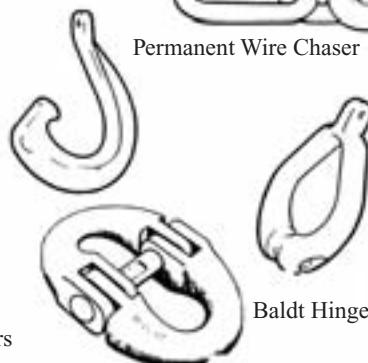
Swivel Head Fairlead



Grapnels



Permanent Wire Chaser

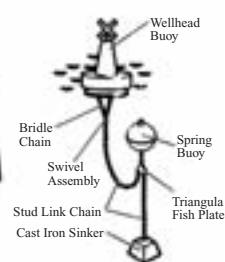
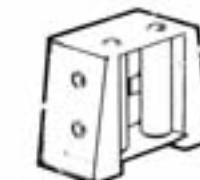


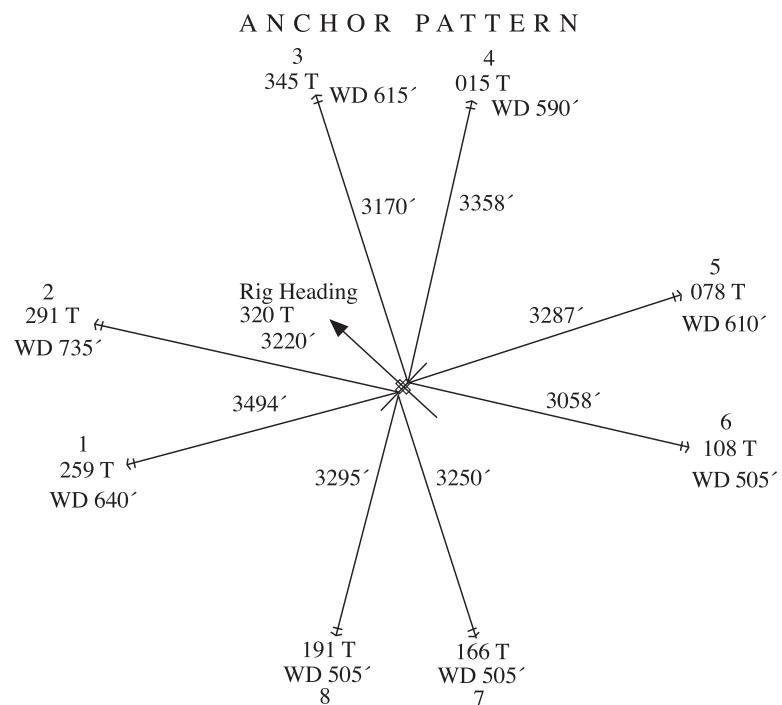
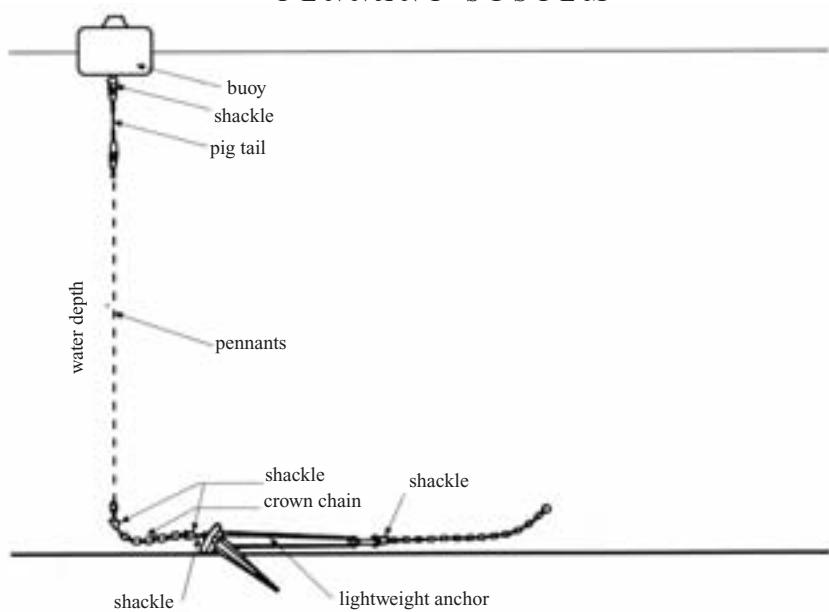
Deep Water Nav. Aid Buoy mooring System

Wire Rope Carpenter Stoppers



Kenter Joining Links



**P E N N A N T S Y S T E M**



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 | Crangejo / sanguarro |
| 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 |

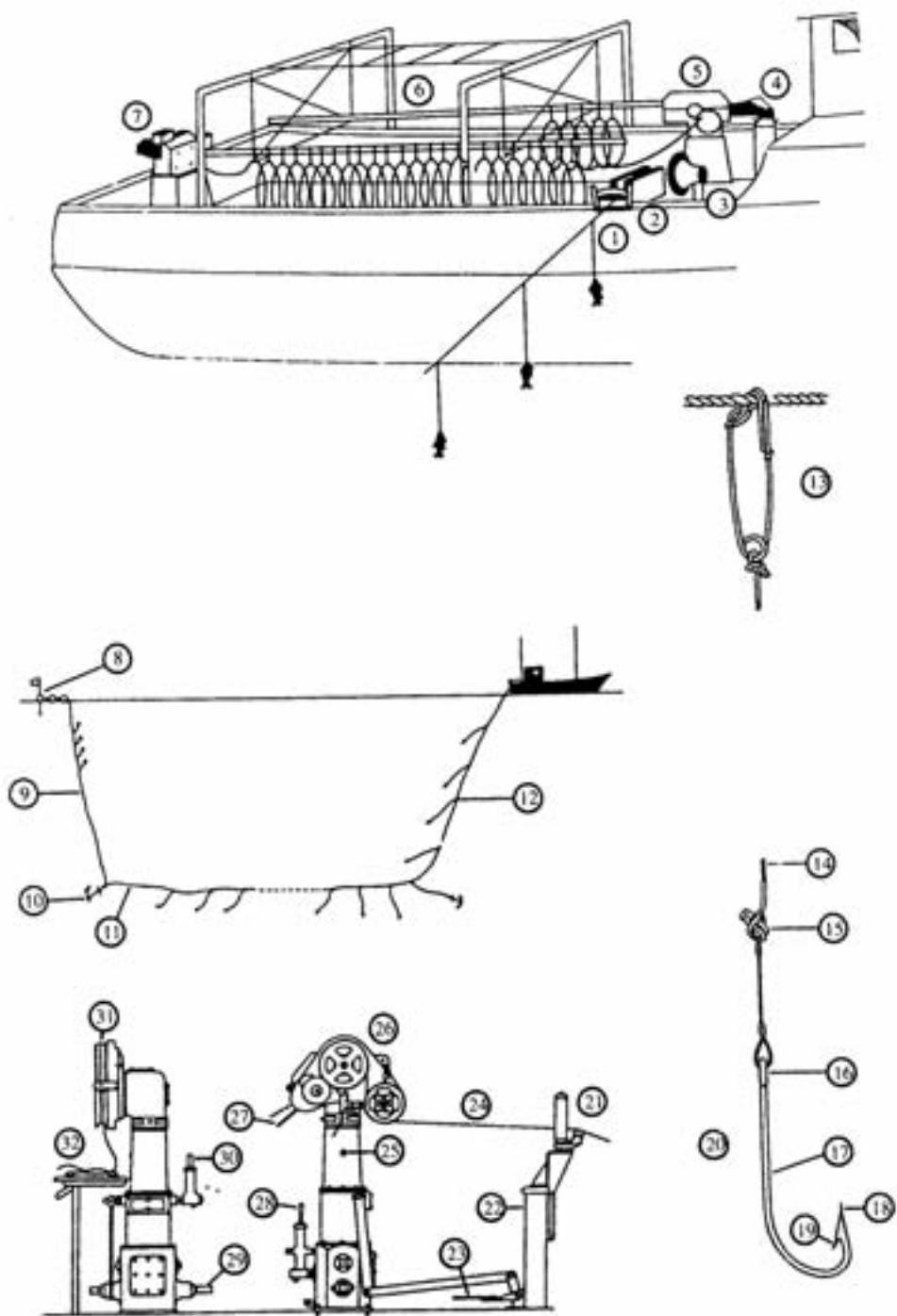


| | |
|------------------------|------------------|
| Sea lamprey | Lamprea |
| Shark..... | Tiburón |
| Shrimp / prawn | Gamba / camarón |
| Skate | Raya |
| Sole..... | Lenguado |
| Spanish bream | Aligote / pancho |
| Squid / lnk fish | Calamar |
| Sturgeon..... | Esturión |
| Sword fish | Pez espada |
| 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**

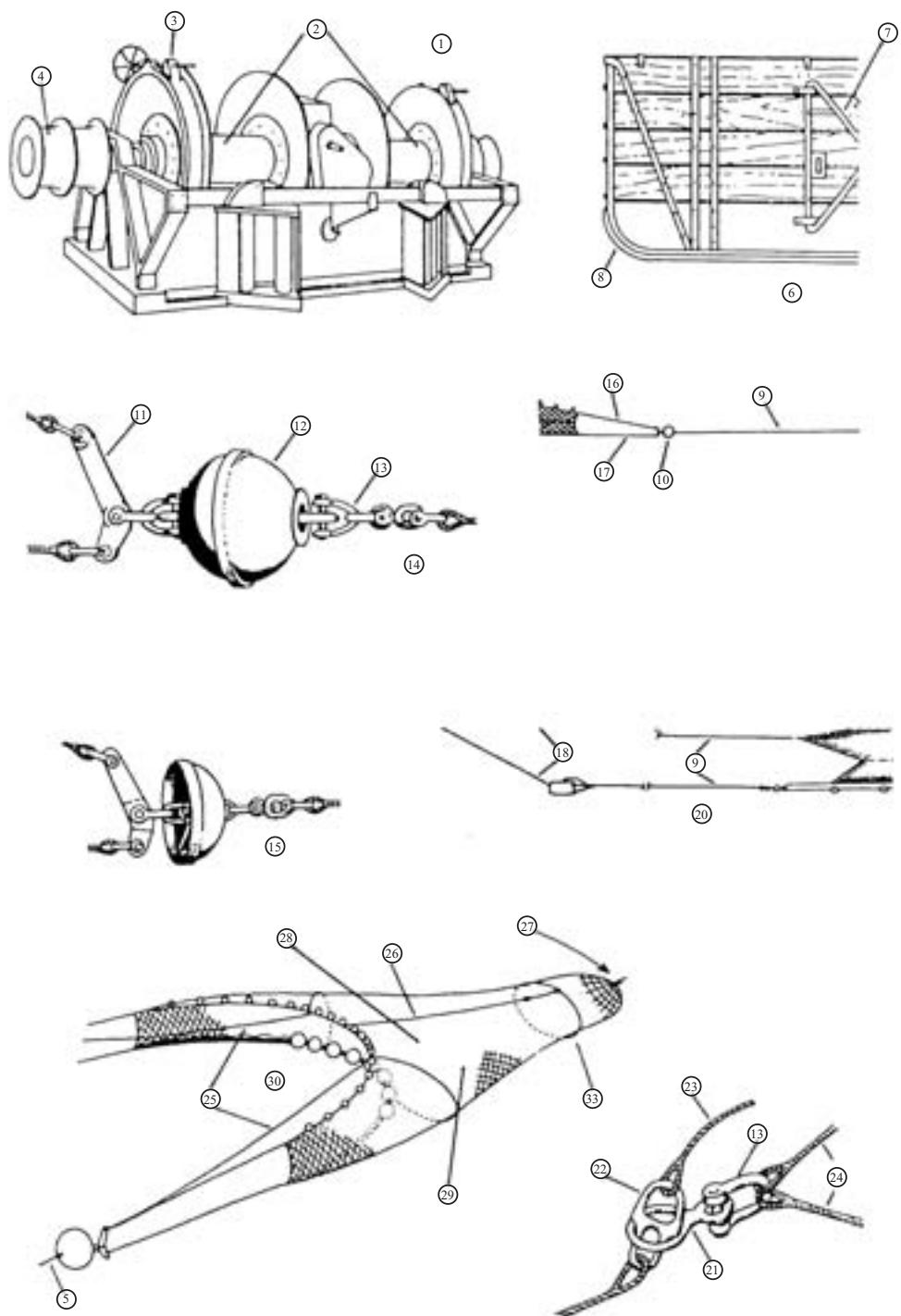
| | |
|----------------------------|----------------------------|
| Anchor | Ancla (10) |
| Automatic baiter | Cebador automático (7) |
| Barb | Arponcillo (19) |
| Branch fine | Puntera |
| Buoy | Boya (8) |
| Clamp | Grapa (13) |
| Coiling platform | Plataforma de bobinar (32) |
| Dan line | Fondeo (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 sweepline rigging | 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 |

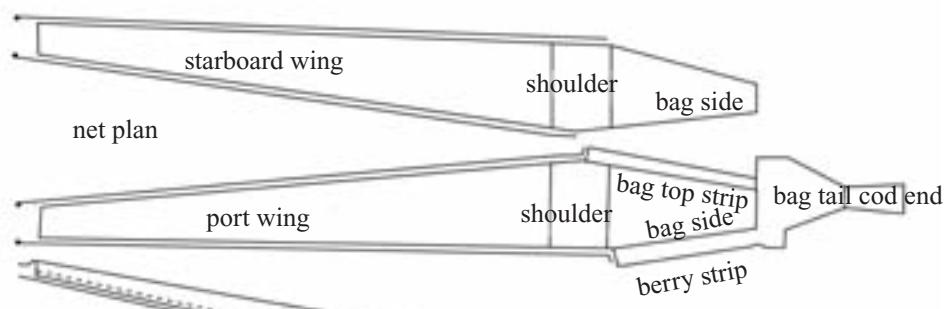
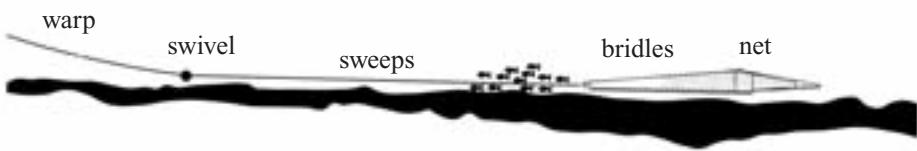


9.4. GLOSARIO DE PESCA DE ARRASTRE POR PAREJAS

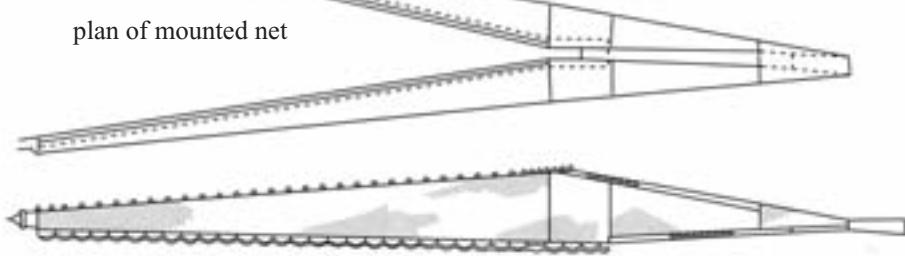
PAIR TRWLING GLOSARY

| | |
|----------------------|--------------------|
| 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 diablos |
| 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 estribo |
| 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) |



