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MANUAL PRÁCTICO DE INGLÉS MARÍTIMO



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GOBIERNO VASCO
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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	Conflicto de alertas
Alert orbital tape	Registro de alerta orbital
Along trackline joming	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 tunning 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 appropiate	Ayudar convenientemente
Assist if possible	Ayudar si es posible
At the height	A la altura
Automatic Acknowledgement	Confirnación automática de recepción
Avoid zone of operations	Evitar zona de operaciones
Avurnav	Aviso urgente a la navegación
Awaiting ACK	En espera de confirmación de recepción
Awash	A flote (sin verse)
Barge anchored	Gabarra fondeada
Barge adrift	Gabarra a la deriva
Barge	Gabarra
Baude	Unidad velocidad de transmisión
Beacon	Radiobaliza
Beacon located and disabled	Baliza localizada y desactivada
Beginning of validity	Comienzo de validez
Bell fog signal	Señal de niebla de campana
Berth requested	Resguardo solicitado
Bit (binary digit)	Dígito binario
Boulders	Depósitos
Bown circle	Arco de círculo
Brief distress	Mensaje directo de socorro
Broadcast to all ships	Emisión a todos los buques
BT	Comienzo de transmisión
Buoy moved	Boya cambiada de posición
Buoy fitted with racon	Boya equipada con racon
Buoy established	Boya establecida
Buoy adrift	Boya a la deriva
Buoy fitted with radar reflector	Boya equipada con con ref. radar
Byte	8 Bits
C. code	Inmarsat C
C. S.A.T.	Inmarsat C
C.I.	Conversación imposible
C.E.S.	Estación terrena costera
C.R.S.	Estación costera
Cable recovery operations	Operaciones recogida de cables
Cable operations	Operaciones de cableado
Cablelaying operations	Operacion de tendido de cables
Cableship	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 frecuency	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 frecuency	Frecuencia de LSD
DSC frecuency selection	Selección de frecuencia LSD
DTG	Fecha y hora Greenwich
Dumping ground	Vertedero

Duplex telephone Channel with compandors	Canal telefónico dúplex con compandor
Duty controller	Controlador de guardia
EGC	Llamada a grupo
EPIRB	Baliza de socorro
EHF	Frecuencia extra alta
E.T.A.	Hora estimada de llegada
Edit	Editar, escribir
Emergency signal	Señal de emergencia
Enter	Introducir
Enter latitude	Introducir latitud
Enter latitude of xx corner	Introducir latitud del cuadrante xx
Enter longitude	Introducir longitud
Enter maritime mobile service identity	Introducir identidad servicio móvil marítimo
Enter own transmit 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 reccived	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 (FDMA)	Acceso múltiple por repartición de frecuencia
Frequency maintenance	Frecuencia de mantenimiento
From these transmitters	Desde estas estaciones
FT	Pies
Full power	Potencia máxima
Full set of telecommands	Conjunto completo de telemandos
Fully enclosed	Totalmente cerrado
Further information	Información adicional (posterior)
Further medical attention	Atención médica adicional
Further Report	Reporte posterior o adicional
GA	Adelante
G.M.D.S.S.	Sistema mundial de socorro y seg. mar.
Gale in force	Temporal en la actualidad
Gale warning	Aviso de temporal
Gale ceased	Temporal cesado
Gas pipeline	Tubería de gas
Gas field	Campo de extracción de gas
Gear extends up	El aparejo se extiende hasta
Gold francs	Francos oro
GPS satellite system	Sistema de satélite GPS
GPS service interrupted	Servicio GPS interrumpido
Green / red lightbuoys	Boyas verdes / rojas
Green slave	Secundaria verde
Green transmissions (Decca)	Transmisiones de verde
Grounding	Embarrancada
Group	Grupo
Group id	Identificación de grupo
Growler	Témpano de hielo
Gun fire exercises	Ejercicios de tiro
Gun fire drill	Ejercicios de tiro
Gunnery exercises	Ejercicios de tiro
HF / MF	Onda corta, Onda media
H.M.S.	Buque de su majestad
Harbour entrance open	Entrada a puerto abierta
Harbour mistbell	Campana de niebla del puerto
Harbour Master	Capitán de Puerto
Harbour entrance closed.	Entrada a puerto cerrada

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

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

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

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

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

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

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

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

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

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

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

1.2. G.M.D.S.S. TERMINOLOGÍA METEOROLÓGICA
G.M.D.S.S. METEOROLOGICAL TERMS

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

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

Showers / squalls	Chubascos
Sleet	Agua nieve
Slowly	Lentamente
Smog	Niebla y humo
Snow	Nieve
Snow flakes	Copos de nieve
Stationary	Estacionaria
Steadily	Directamente
Storm wave	Ola del huracán
Storm warning	Aviso de tempestad
Swell	Mar de fondo
Synoptic chart	Carta sinóptica
Tornado	Tornado
Thunderstorm	Tormenta
Thundery showers	Chubascos tormentosos
Track	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 Ragar I am 40 miles away. I am proceeding full speed and I expect to reach your position at 1830 llrs g.m.t. Over.

— From Corina to ship in the vicinity: Roger mv Ragar this is mv Corina. I am keeping watch on channel 16 all the time.

— From ship in the vicinity to coastal station: Mayday. Brest Radio. This is mv Ragar. I am 40 miles away of vessel in distress. I am proceeding full speed and expect to reach distress position at 1830 g.m.t. Over.

— From Brest Radio to Ragar: O.K Ragar. Please take command of search and rescue. Over.

— From Ragar to Corina (arrived to vessel in distress position): Corina this is Ragar. I am sending a lifeboat for you. I will make a lee for you. Over.

— From Ragar to Brest Radio (all crew rescued are now on board of Ragar): Brest Radio this is Ragar. Operation completed. All crewmembers have beeen rescued alive and in good condition. 1 am waiting for helicopter to transfer the crew.

Helicopter Rescue

— Brest Radio: Ragar. This is Brest Radio. Roger. What is the visibility at your position? Let me know also wind direction and force. Over.

— Ragar. Brest Radio. This is Ragar. Visibility at my position is around 2 miles, wind direction is northeasterly and force four to five Beaufort. Over.



— Brest Radio: Search and rescue helicopter is now proceeding to your position. Stand by on channel 16

— Helicopter (Approaching to Ragar position): m/v Ragar this is helicopter «Rescue One». Please identify yourself by using a sígnal lamp. Over.

— Ragar: O.K Rescue One this is Ragar. I am making identification sig-nals for you. Over.

— Helicopter Rescue One: O.K Ragar you are identified, please keep the wind on your port bow.

— Ragar: Rescue One. Thís 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 indícate hoisting point c) opcration 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 fijes away): Brest Radio this is Ragar. Operation completed. Crew transferring carried out successfully. Assistance no longcr 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 and 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 Corína 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 weIl 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
bulkheadmountig bracket



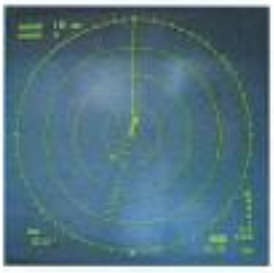
Antenna / Electronic unit

Battery / Indicator unit



EPIRB









TEMA 2.
MANIOBRA A OTRO BUQUE PARA EVITAR COLISIÓN

2.1. BUQUE POR LA AMURA DE BABOR

SHIP ON THE PORT BOW

Identification

— Ship on my port bow, ship on my port bow on bearing 330 degrees distance 5 miles, with course 150 degrees and speed 12 knots, this is Spanish motorvessel Crimea, come in please.

— Yes, Spanish motorvessel Crimea this is Liberian M/V Kanin» on your port bow, come in please.

— M/V Kanin this is M/V Crimea please pass to channel ten.

— O.K Crimea going down to channel ten.

Manoeuvring

— M/V Kanin this is Crimea on channel ten. Please, let me know what your intentions are. Over.

— M/V Crimea this is M/V Kanin, my intention is to alter my course to starboard in order to pass port to port(red to red).

— O.K Kanin thank you very much and have a good trip, back to channel sixteen.

— O.K Crimea same to you. Bye-bye.

2.2. BUQUE POR LA PROA AL OPUESTO

SHIP RIGHT AHEAD COMING ON OPPOSITE COURSE

Identification on channel sixteen

— Ship right ahead of me, ship right ahead of me, distance five miles coming on opposite course and speed 14 knots this is Spanish motorvessel Crimea, come in please. Over.

— Yes M/V Crimea this is liberian M/V Kanin right ahead of you and five miles off. Go ahead. Over.

— Good afternoon M/V Kanin this is motorvessel Crimea, please pass to channel twelve.

— O.K M/V Crimea going down to channel twelve.

Manoeuvring

— M/V Kanin this is M/V Crimea on channel twelve. Please let me know what your intentions are. Over.

— M/V Crimea this is M/V Kanin, I will alter my course to starboard and advise you to do same on your side, in order to pass port to port (red to red).

— O.K M/V Kanin I will alter my course to starboard too in orde to pass port to port, thank you very much and back to channel sixteen.

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

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

Identification

— Ship on my port quarter, ship on my port quarter, overtaking me with course zero six zero and speed twelve knots, this is tuna fishing ship Albacora, come in please. Over.

— Yes, tuna fishing ship Albacora this is Liberian motor vessel Kanin, go ahead. Over.

— Motorvessel Kanin this is Albacora, please pass to channel ten. Over

— O.K Albacora going down to channel ten.

Manoeuvring

— M/V Kanin this is Albacora on channel ten, please let me know what your intentions are. Over.

— Fishing vessel Albacora this is Kanin. I will keep my course like till now because I will pass 3 cables astern of you. Over.

— M/V Kanin this is Albacora. Negative, this is a hampered vessel because I am hauling my nets so I advise you to alter your course to starboard in order to keep clear of my nets. (Or in order to pass at least I mile away from me / 1 mile off).

— O.K Albacora, I will alter my course in order to keep clear of your nets.

— O.K Kamin thank you very much. Have a good voyage and back to channel sixteen.

2.4. BUQUE APROXIMÁNDOSE POR EL TRAVÉS DE BABOR

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

Identification on channel sixteen

— Ship abeam on my port side distance five miles, with course zero five zero and speed ten knots,this is Spanish motorvessel Crimea on channel sixteen,come in please. Over.

— Yes, Spanish motorvessel Crimea this is liberian motor vessel Kanin on your port beam, five miles off, over.

— M/V Kanin please pass to channel ten. Over .

— O.K Crimea going down to channel ten.

Manoeuvring

— M/V. Kanin this is motorvessel Crimea on channel ten. What are your intentions'? Over.

— I will alter my course to starboard in order to pass 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 tbis 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 yatch 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 yatch Obelix this is tug Biscay Star. This is a hampered vessel because we are towing a barge with a length of towage of 600 metres, so please alter your course in order to keep clear of me, a 3 / 4 mile berth is required. Over.

— Roger Biscay Star. I will alter my course to port in order to pass astern of you, one mile off. Over.

— Roger Obelix. Thank you very much for your cooperation. Have a good trip. Back to channel sixteen. Over and out.

— O.K Biscay Star same to you. Over and out. Back to sixteen.





TEMA 3.
FLETAMENTOS Y TRANSPORTE MARÍTIMO

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

M/S «INMA»
Capt. Arzew (Algeria) December 13th 1987

Fm: Master M/S «INMA»
To: Messrs (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

_____

3.2. SOLICITUD DE PERMISO DE CAMBIO DE DIVISA

M/S «INMA»
Capt. Arzew, November 30th 1987

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

Re: Currency exchange authorization

Dear Sirs;

Hereby 1 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

_____

Permission granted

_____

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

M/V «LORENA»
Capt. Detroit, August 20th 1984

From: Master M/V «LORENA»
To: Stevedoring Company ( )

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: Agent for transmittal

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

M/V «JOSEMI»
Capt. 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 occured 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

Master M/V «Joscmi,

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

M/V «JOSEMI»
Capt.

Baltimore, 25th January 1984

To Messrs:

Dear Sirs:

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

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.

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

Yours faithfully

Master Acknowledge

3.6. RECLAMACIÓN DE FALSO FLETE

M/V «YUCATAN»
Capt. Agadir, 27th 1991

To Messrs:

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

(Received)

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

M/V «ESCUBY»
Capt. Ghent, october 9th 1984

From Master: M/V «ESCUBY»
To: (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

_____ _____

(For transmittal)

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

M/V «INMA»
Capt. Ipswich, February 2nd 1983

To Messrs:

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

Dear Sirs;

I regret to inform you that due to defficiency of appropriate means for grain loading operations, the grain capacity of the holds has not been fully occupied, causing an excesive 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

_____

Agents for transmittal Received and accepted

_____ _____
(as Agents only)

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

M/N «INMA»
Capt.

Bordeaux, March 12nd 1983

To Messrs:

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

_____ _____

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

M/V «INMA»
Capt.

Tees Dock, October 7th 1983

To Messrs:

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.

_____ _____

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

M/V «LORENA»
Capt.

Oxelosund. 25th April 1986

To Messrs:

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 ladimg, signed must bear all the exception details as por Surveyor preloading survey.

Yours faithfully

_____
- 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.

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

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

Signed

_____
Master M/V «Liria»

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

M/V «CALABRIA»
Capt. 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:

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

To: Messrs
Owners of the motorvessel «SALBIO»
Voyage BILBAO - VERACRUZ
Port of shipment: BILBAO Shipper: Messrs
Port of destination: VERACRUZ Receiver:
Bill of lading number 5

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

ln 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

Signature of receivers of goods

3.15. PERITAJE DE BOBINAS ANTES DE CARGAR

Cargo supervision-Marine surveying-Containers inspection
P & I Surveyors - Consulting controls

PRELOADING CARGO CONDITIONS

To the Master — Port: Bilbao
Vessel: Kudu
Cargo: Hot rolled coils — Date: 26th january 1989
Port of discharge: ANTWERP — Bill of lading N-1

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

. Three coils slightly rust-stained
. Two coils telescopically deformed
. Coil , two inner eye windings edge indented
. Coil , three straps broken
. Four coils partly rust-stained
. Coil telescopically deformed

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

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

MASTER (RECEIVED)

3.16. CARTA A CONSIGNATARIOS POR FALTA DE CARGA DISPONIBLE

M/S «ESCUBY»
Capt.

Philadelphia, November 27th 1990

FM: Master M/S ESCUBY
To: Shippers ( )

Re: Lack of cargo available

Dear Sirs,

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

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

Yours faithfully

_____
Master M/S ESCUBY — Agent for transmittal

3.17. CARTA CONTRA CONSIGNATARIO POR EFECTUAR PAGOS SIN AUTORIZACIÓN

M/V «INMA»
Capt.

New Orleans, October 21st 1983

To: Co. (Now Orleans-Louisiana)

Dcar 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 , under which the vessel under my comand is trading now.

Yours faithfully
Master

Agent for transmittal

Received

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

Detroit, November lst 1982

From: (representative)
To: Capt. (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

.

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. La Pallice, l8th 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 Bíll 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 responsability 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.

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:

Witness: 3rd Officer

Sgd:

Witness: Radio Officer

Sgd:

Log Book Abstract

Date 7th October 1982	*Sea Day N-1*	*Log Sheet 095*
Watch	Wind (Beaufort Scale)	Sea state (Douglas Scale)
2000/2004		
Date 8th October 1982	*Sea Day N-2*	*Log Sheet 096*
Watch		
0000/0400	Northnortheast/8	Very rough
0400/0800	Northnortheast/8	High Sea,
0800/1200	Northnortheast/9	High Seas
1200/1600	Northnorthwest/9	High Seas
1600/2000	Northnorhwest/9	High Seas
2000/2400(2250)	Northnorthwest/5	Moderate seas
Date 11.st October 7982	*Sea Day N-5*	*Log Sheet 099*
Watch	Wind (Beaufort Scale)	Sea state (Douglas Scale)
2000/2400(2000)	Southeast/8	Very rough
Date 12nd Octuber 1982	*Sea Day N-6*	*Log Sheet 100*
Watches	Wind (Beaufort Scale)	Sea State (Douglas Scale)
000012400	West/9-10	High Seas
Dare 13th October 1982	*Sea Day N-7*	*Log Sheet 101*
Watches	Wind (Beaufort Scale)	Sea State (Douglas Scale)
0000/2400	Westnorthwest/9-10	High Seas
Dnte 14th October 1982	*Scu Day N-8*	*Log Sheet 102*
Watch	Wind (Beaufort Scale)	Sea state (Douglas Scale)
0000/0400	Northwest/5	Moderate seas

Master

_____

Sgd:

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

M/V «CALABRIA»
Capt.

Setubal, August 21 st 1993

From: Master M/V «CALABRIA» Te:

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: Agent for transmittal

_____

3.22. AVISO DE ALISTAMIENTO

M/V «CRIMEA»

From: Master M/V «CRIMEA»
To:

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 Novermber 1993.

Yours faithfully

The Master

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

Notice of readiness (or representative)

(Received/Accepted on 26th Doc. 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 inlout 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 fletamentos
Dead freight	Falso flete
Delivery/redelivery	Entrega/reentrega
Demurrage	Demora
Dispatch money	Despacho adelantado
Disponent owner	Armador (time-charter, bareboat)
Draft survey	Peritaje de calados
Freight	Flete
Full liner terms	Términos de línea regular
General average	Avería gruesa
Hire	Alquiler
Hull & engine insurance	Seguro de casco y máquinas
Incoterms	Términos internac. comerciales
Lashing/securing	Trincado
Laycan	Fecha puesta dispos/Cancel.
Laytime	Tiempo de plancha
Letter of indemnity	Carta de garantía
Mate's receipt	Recibo del piloto
Notice of readiness	Aviso de alistamiento

On hire/Off hire	En alquiler/fuera de alquiler
Original b/l	Conocimiento original
Owner	Armador (propietario)
P & I club	Club protección/indemnización
Prenotice	Preaviso
Protest letter	Carta de protesta
Receiver	Receptor
Remarks	Reservas
Reversible laytime	Tiempo de plancha reversible
Sea protest	Protesta de mar
Shipper	Cargador
Signed under protest	Firmado bajo protesta
Statement of facts	Relación de hechos
Strike	Huelga
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)
Underwritter	Asegurador

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

M/V «LIRIA»
Capt.

Hamburg, 23rd April 1987

Fron: Master M/V «LIRIA»
To: Stevedoring Co. ( )/Receivers ( )

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 dicharged onto the trucks.

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

Yours faithfully

_____

Agent for transmittal

_____

3.26. FORMATO «TIME SHEET»

ROMUALDO ALVARGONZALEZ, S. A.

GIJON - AVILES - PASAJES - MADRID

TIME SHEET

m/v/s on from/for

Cargo: Charter Party dated

	Day	Date	Hour
Vessel arrived:			
Vessel berthed:			
Notice tendered:			
Time to count from:			
Loading/Discharge commenced:			
Loading/Discharge completed:			

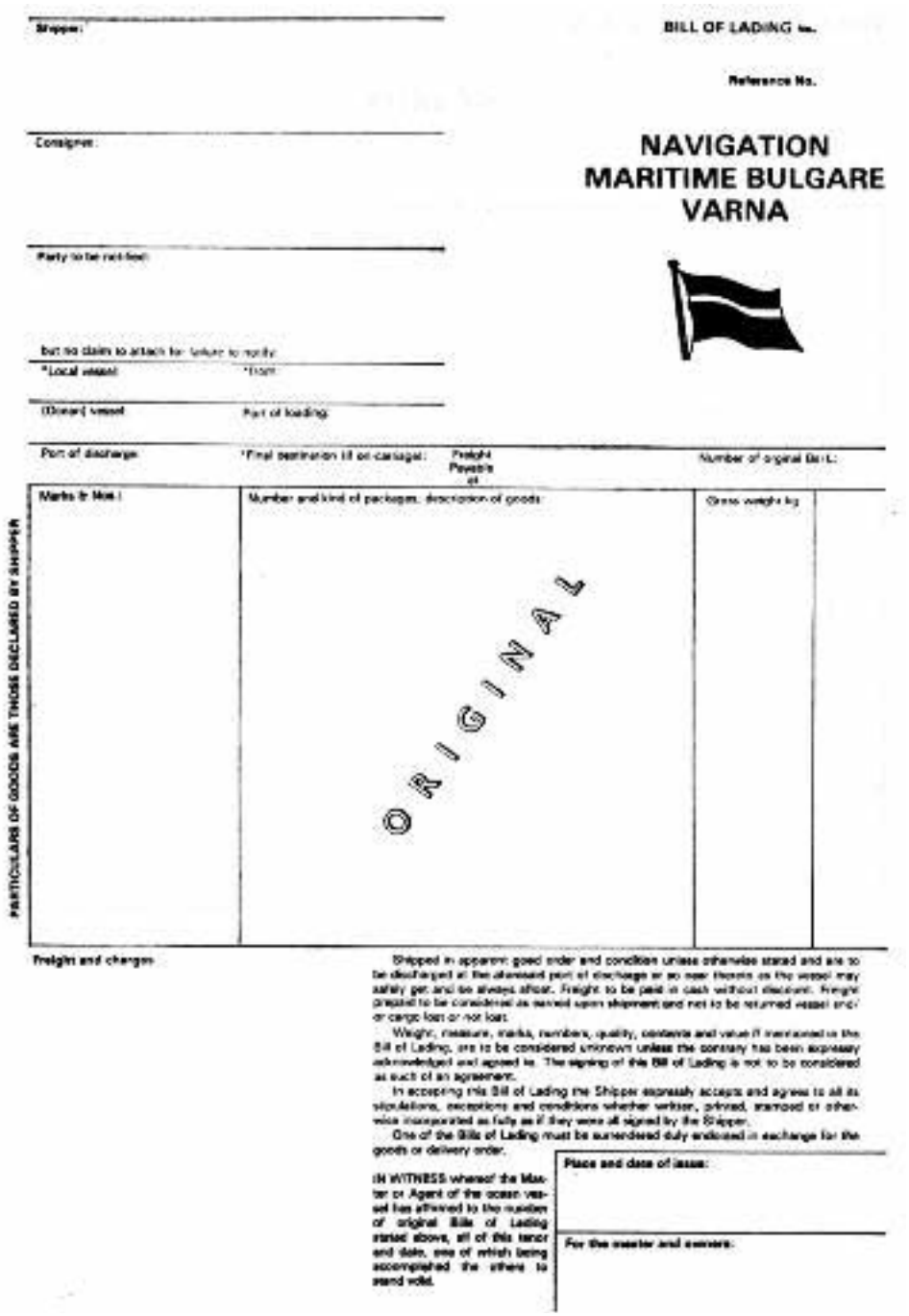
Date 196	WORKED			TIME COUNTING				REMARKS
	From - To	Hrs.	Mins.	From - To	Days	Hrs.	Mins.	
Time used in loading/discharging ..... TOTAL..								
Time allowed at the rate of								
per weather working day								
Time saved / on demurrage								at the rate of .....

per day or pro rata

Date:

The Master: The Shippers/Consignees: The Agents:

3.27. CONOCIMIENTO DE EMBARQUE DE NAVIERA DE LÍNEA REGULAR



Shipper:

BILL OF LADING no.

Reference No.

Consignee:

NAVIGATION MARITIME BULGARE VARNA

Party to be notified:

but no claim to attach for failure to notify

*Local vessel *From

(Direct) vessel Port of loading

Port of discharge *Final destination (if on-carriage) Freight Payable at Number of original Bs/L

PARTICULARS OF GOODS ARE THOSE DECLARED BY SHIPPER

Marks & Nos.	Number and kind of packages, description of goods	Gross weight kg	
	ORIGINAL		

Freight and charges

Shipped in apparent good order and condition unless otherwise stated and are to be discharged at the aforesaid port of discharge or so near thereto as the vessel may safely get and be always afloat. Freight to be paid in cash without discount. Freight prepaid to be considered as earned upon shipment and not to be returned vessel and/or cargo lost or not lost.

Weight, measure, marks, numbers, quality, contents and value if mentioned in the Bill of Lading, are to be considered unknown unless the contrary has been expressly acknowledged and agreed to. The signing of this Bill of Lading is not to be considered as such of an agreement.

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.

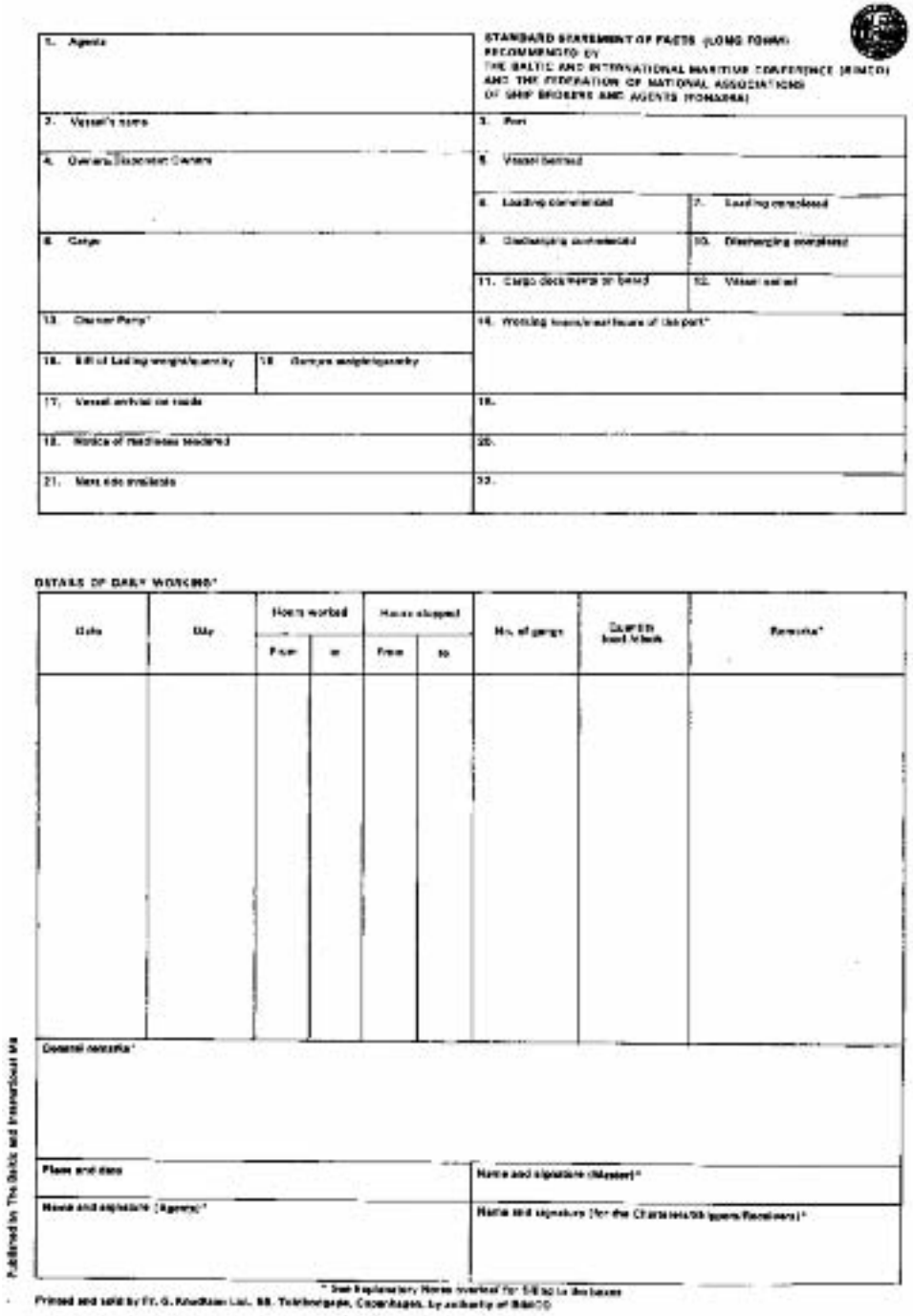
One of the Bills of Lading must be surrendered duly endorsed in exchange for the goods or delivery order.

IN WITNESS whereof the Master or Agent of the ocean vessel has affirmed to the number of original Bills of Lading stated above, all of this tenor and date, one of which being accomplished the others to stand void.

Place and date of issue:

For the master and owners:

3.28. FORMATO DE RELACIÓN DE LOS HECHOS



STANDARD STATEMENT OF FACTS (LONG FORM)
RECOMMENDED BY
THE BALTIC AND INTERNATIONAL MARITIME CONFERENCE (BIMCO)
AND THE FEDERATION OF NATIONAL ASSOCIATIONS
OF SHIP BROKERS AND AGENTS (FONASBA)

1. Agents	
2. Vessel's name	3. Port
4. Owners/Disponent Owners	5. Vessel berthed
	6. Loading commenced / 7. Loading completed
8. Cargo	9. Discharging commenced / 10. Discharging completed
	11. Cargo documents on board / 12. Vessel sailed
13. Owner Party*	14. Working hours/meal hours of this port*
15. Bill of Lading weight/quantity / 16. Cargo weight/quantity	
17. Vessel arrived on roads	18.
19. Notice of readiness tendered	20.
21. Mate's receipts/bills	22.

DETAILS OF DAILY WORKING*

Date	Day	Hours worked From	Hours worked to	Hours stopped From	Hours stopped to	No. of gangs	DAILY/PER hatch/deck	Remarks*

General remarks*

Place and date	Name and signature (Master)*
Name and signature (Agents)*	Name and signature (for the Charterers/Shippers/Receivers)*

* See Explanatory Notes overleaf for full explanations

Published by The Baltic and International Maritime Conference (BIMCO)

Printed and sold by FR. G. Knudtzon Ltd., 88, Toldbodgade, Copenhagen, by authority of BIMCO

INSTRUCTIONS FOR FILLING IN THE BOXES

General

It is recomended 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 tollows.

6. loading commenced
1975-03-15-0800

the figures being mentionet in the following order: yehar-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 houers 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 that the ours normally worked in the port.Such day.by-day figures should be indicated in the box providencefor under “Details of daily working”.

Some empty boxes are made available in wich other relevant information applying to the articular port or vessel could imserted, such as, time of granting free practique, if aplicable 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.

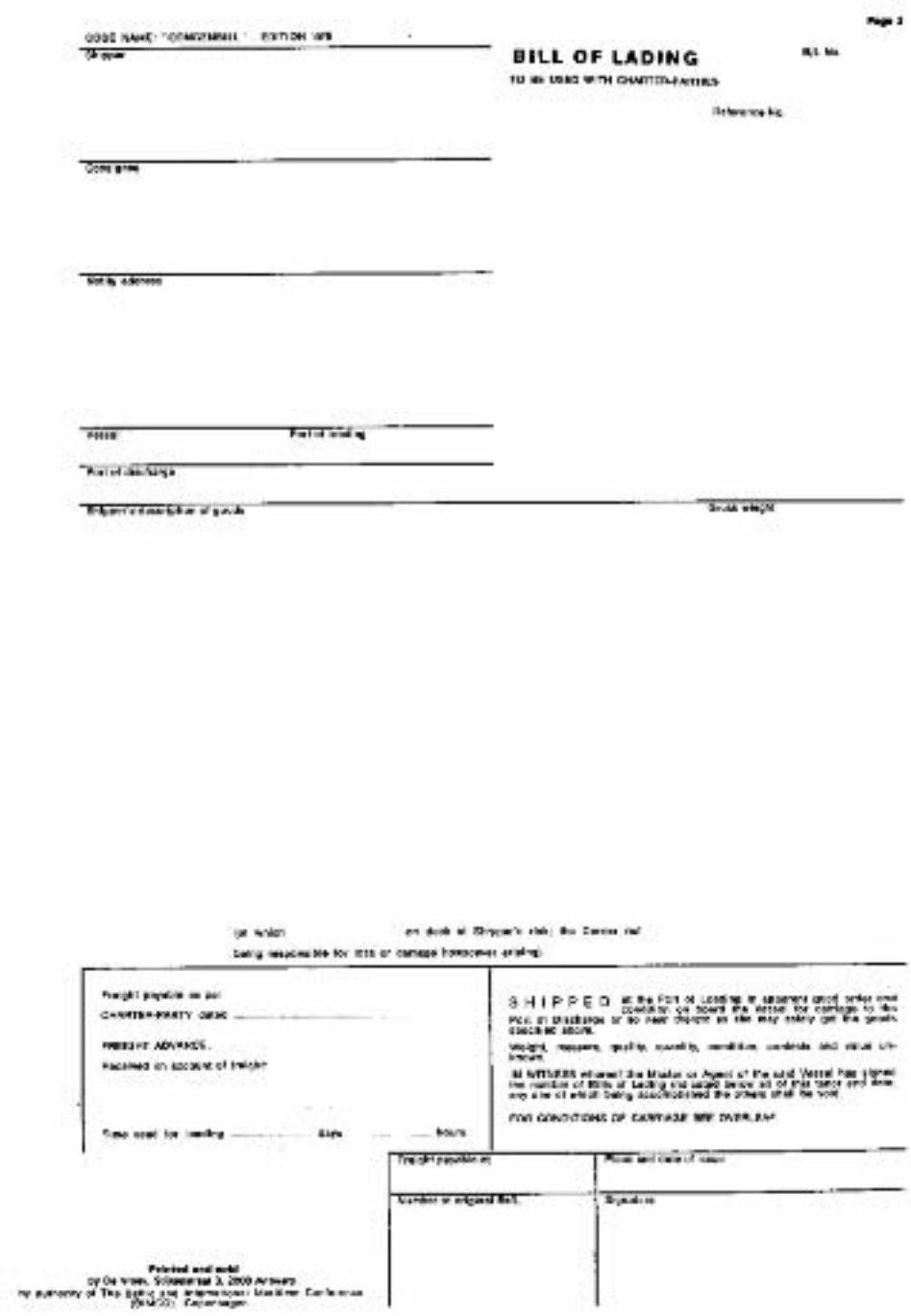
General remarks*:

This bos should be used for insertion of such general observations which are not convered 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»



BILL OF LADING

TO BE USED WITH CHARTER-PARTIES

SHIPPED

Printed and sold

BILL OF LADING

TO BE USED WITH CHARTER-PARTIES
CODE NAME: "CONGENBILL"
EDITION 1978
ADOPTED BY
THE BALTIC AND INTERNATIONAL
MARITIME CONFERENCE (BIMCO)

Conditions of Carriage.

(1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, are herewith incorporated. The Carrier shall in no case be responsible for loss of or damage to cargo arisen prior to loading and after discharging.

(2) **General Paramount Clause.**

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 enacted in the country of shipment shall apply to this contract. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.

Trades where Hague-Visby Rules apply

In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 – the Hague-Visby Rules – apply compulsorily, the provisions of the respective legislation shall be considered incorporated in this Bill of Lading. The Carrier takes all reservations possible under such applicable legislation, relating to the period before loading and after discharging and while the goods are in the charge of another Carrier, and to deck cargo and live animals.

(3) **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 fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Netherlands Commercial Code, Art. 700, and the Belgian Commercial Code, Part II, Art. 148.

(4) **New Jason Clause.**

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the goods, Shippers, Consignees or owners of the goods shall contribute with the Carrier in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the goods.

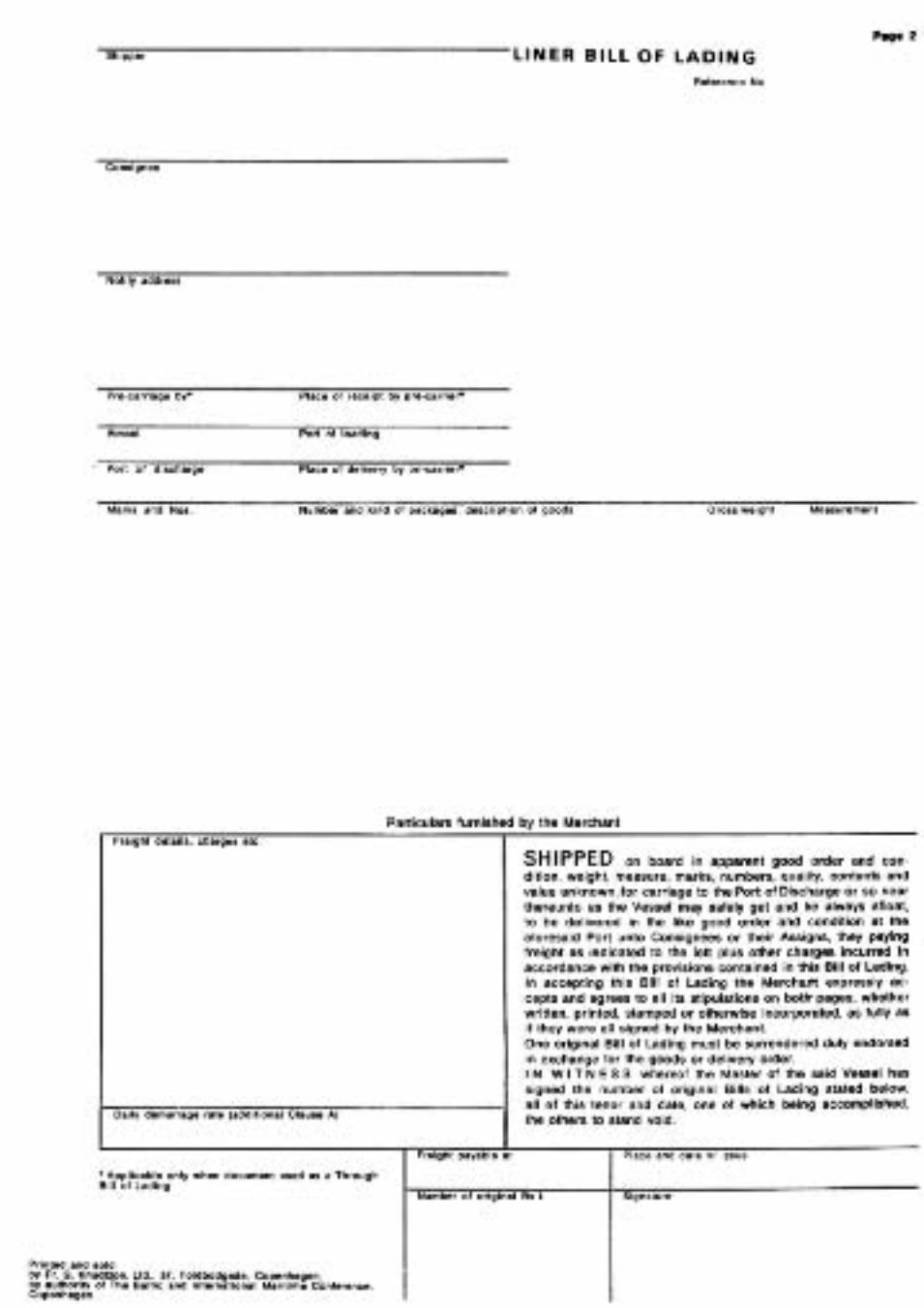
If a salving ship is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving ship or ships belonged to strangers. Such deposit as the Carrier or his agents may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the goods, Shippers, Consignees or owners of the goods to the Carrier before delivery.

(5) **Both-to-Blame Collision Clause.**

If the Vessel comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying ship or her Owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying ship or her Owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying ship or her Owners as part of their claim against the carrying Vessel or Carrier. The foregoing provisions shall also apply where the Owners, operators or those in charge of any ship or ships or objects other than, or in addition to, the colliding ships or objects are at fault in respect of a collision or contact.

For particulars of cargo, freight, destination, etc., see overleaf.

3.30. CONOCIMIENTO DE EMBARQUE «LINER»



Page 2

LINER BILL OF LADING

Particulars furnished by the Merchant

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 so near thereunto as the Vessel may safely get and be always afloat, to be delivered in the like good order and condition at the aforesaid Port unto Consignees or their Assigns, they paying freight as indicated to the left 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.

IN WITNESS whereof the Master of the said Vessel has signed the number of original Bills of Lading stated below, all of this tenor and date, one of which being accomplished, the others to stand void.



LINER BILL OF LADING

Page 1

(Liner terms approved by The Baltic and International Maritime Conference)
Code Name: "CONLINEBILL"
Amended January 1st, 1950, August 1st, 1980, January 1st, 1978, July 11th, 1984.

1. Definition.
Wherever the term "Merchant" is used in this Bill of Lading, it shall be deemed to include the Shipper, the Receiver, the Consignee, the Holder of the Bill of Lading and the Owner of the cargo.

2. Paramount Clause.
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 by the protocol signed in Brussels on the 23rd February 1968 and which is enacted in the country of shipment shall apply to this contract. Where no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of ports or places to which such enactments are compulsorily applicable, the terms of the said Convention shall apply.

3. Jurisdiction.
Any dispute arising under this Bill of Lading shall be decided in the country where the Carrier has his principal place of business, and the law of such country shall apply except as provided elsewhere herein.

4. Period of Responsibility.
The Carrier or his Agent shall not be liable for loss of or damage to the goods during the period before loading and after discharge from the vessel, howsoever such loss or damage arises.

5. The Scope of Voyage.
As the vessel is engaged in liner service the intended voyage shall not be limited to the direct route but shall be deemed to include any proceeding or expecting to or attempting or starting down at or off any ports or places for any reasonable purpose connected with the vessel's normally employment of vessel and crew.

6. Substitution of Vessel, Transhipment and Forwarding.
Whether expressly arranged beforehand or otherwise, the Carrier shall be at liberty to carry the goods to their port of destination by the said or other vessel or vessels either belong to or the Carrier or others, or by other means of transport, proceeding either directly or indirectly to and from said ports, and to carry the goods or part of them beyond port of destination, and to tranship, land and store the goods either on shore or afloat and reship and forward the same at Carrier's expense but at Merchant's risk, as the ordinary business of any of the Carrier may have engaged to deliver the goods in other than the vessel's port of discharge, the Carrier acts as Forwarding Agent only.
The responsibility of the Carrier shall be limited to the part of the transport performed by him or vessels under his management and no claim will be acknowledged by the Carrier for damage or loss arising during any other part of the transport even though the liability for the whole transport has been contracted by him.

7. Lighterage.
Any lighterage to or call ports of loading or ports of discharge to be for the account of the Merchant.

8. Loading, Discharging and Delivery.
All the cargo shall be shipped by the Carrier's Agent unless otherwise agreed.
Loading, storing and delivery shall be by the Merchants or his Agents.
Loading and discharging may commence without previous notice.
The Merchant or his Agents shall tender the goods when the vessel is ready to load and as fast as the vessel can receive and – they shall be delivered by the Carrier – also outside ordinary working hours notwithstanding any custom of the port. Otherwise the Carrier shall be relieved of any obligation to load the cargo and the vessel may leave the port without further notice and Deadfreight to be paid.
The Merchant or his Agents shall take delivery of the goods and continue to receive the goods as fast as the vessel can deliver and – but only if required by the Carrier – also outside ordinary working hours notwithstanding any custom of the port. Otherwise the Carrier shall be at liberty to discharge the goods and give discharge to be deemed a true delivery of the contract, or alternatively to act under Clause 19.
The Merchant shall bear all overtime charges in connection with receiving and taking delivery of the goods as above.
If the goods are not applied for within a reasonable time, the Carrier may put the goods privately or by auction.
The Merchant shall accept a reasonable proportion of undamaged loose cargo.

9. Live Animals and Deck Cargo.
Shall be carried subject to the Hague Rules as extended to in Clause 2 hereof with the exception that none the less they anything contained in Clause 4 the Carrier shall not be relieved from liability for damage resulting from any act, neglect or default of his servants in the management of such animals and deck cargo.

10. Options.
The port of exchanges for optional cargo must be declared to the vessel's Agents at the time of the normal berth, not later than 48 hours before the vessel's arrival there. In the absence of such declaration the Carrier may elect to discharge at the first or any other declared port and the contract of carriage shall then be considered as having been fulfilled. Any option can be exercised for the total quantity under the Bill of Lading only.

11. Freight and Charges.
(a) Payment to freight, whether actually paid or not, shall be considered as fully earned upon loading and non-returnable in any event. The Carrier's claim for any charges under this contract shall be considered satisfied payable in the manner on same as the charges have been incurred.
Interest at 5 per cent., shall run from the date when freight and charges are due.
(b) The Merchant shall be liable for expenses of, fumigation and all regulations and sanitary measures and of weighing, outward and subsequent, incurred in respect of damages to and replacing of packing due to wrongful seizure and for all expenses caused by arrest, handling of the cargo for one of the above mentioned reasons.
(c) Any dues, duties, taxes and charges whatsoever and any discrimination may be levied on any basis such as amount of freight, weight of cargo or tonnage of the vessel shall be paid by the Merchant.
(d) The Merchant shall be liable for all fines and/or losses which the Carrier, owner or cargo may incur through non-observance of Customs House and/or export or import regulations.
(e) The Carrier is entitled in case of incorrect declaration of numbers, weights, measurements or value of the goods or marks causing the amount of freight which would have been due had a right declaration been correctly given. For the purpose of ascertaining the actual facts, the Carrier reserves the right to obtain from the Merchant the original invoices and or have the cargo inspected and the weight, measurement or value verified.

12. Lien.
The Carrier shall have a lien for any amount due under this contract and costs of recovering same and shall be entitled to sell the goods privately or by auction to cover any claims.

13. Delay.
The Carrier shall not be responsible for any loss sustained by the Merchant through delay or the goods arising caused by the Carrier's personal acts or omissions.

14. General Average and Salvage.
General Average to be adjusted at any port or place at Carrier's option and to be settled according to the York-Antwerp Rules 1974. In the event of accident, danger, damage or disaster before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which or for the consequences of which the Carrier is not responsible by statute, contract or otherwise, the Merchant shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred, 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 for as fully as if the salving vessel or vessels belonged to strangers.

15. Both-to-Blame Collision Clause. (This clause is operative in effect when it generally in the Courts of the United States of America).
If the vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Pilot or the servants of the Carrier in the navigation or in the management of the vessel, the Merchant will indemnify the Carrier against all loss or liability to the said non-carrying vessel or her Owner in so far as such loss or liability represents loss of or damage to or any claim whatsoever of the owner of the said goods paid or payable by the one of such vessels to the owner of the said vessel in addition to or instead of the sum or any part thereof which would have been recoverable by or recovered by or remembered by the said non-carrying vessel or her Owner as part of his claim against the carrying vessel or Carrier. The foregoing provisions shall also apply where the Owner, operator or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

16. Government Directions, War, Epidemics, Ice, Strikes, etc.
(a) The Master and the Carrier shall have liberty to comply with any order or directions or recommendations given by any Government or Authority, or anybody acting or purporting to act on behalf of such Government or Authority, or having under the terms of the insurance on the vessel the right to give such orders or directions or recommendations. (b) Should it appear that the performance of the transport would expose the vessel or any goods on board to risk of seizure or damage or delay resulting from war, warlike operations, blockade, riots, civil commotions or piracy, or any person advised to the risk of loss of life or liberty, or that any such risk has increased, the Master may discharge the goods at port of loading or any other safe and convenient port.
(c) Should it appear that epidemics, quarantine, ice – labour troubles, labour obstructions, strikes, lockouts, any shortage of labour on board or ashore – difficulties in loading or discharging would prevent the vessel from leaving the port of loading or reaching or entering the port of discharge or there discharging or in the usual manner after leaving again, or on account thereof would cause the Master may discharge the cargo at port of loading or any other safe and convenient port.
(d) The discharge under the provisions of this clause of any cargo for which a Bill of Lading has been issued shall be deemed the fulfilment of the contract. If in connection with the exercise of any liberty under this clause any extra expenses are incurred, they shall be paid by the Merchant in addition to the freight, together with such freight if any and a reasonable compensation for any extra services rendered by the goods.
(e) If any situation referred to in this clause may be anticipated, or if for any such reason the vessel cannot safely and without delay reach or enter the loading port or such unsafe to enter, the Carrier may cancel the contract before the bill of Lading is issued.
(f) The Merchant shall be informed if possible.

17. Identity of Carrier.
The Contract evidenced by this Bill of Lading is between the Merchant and the Owner of the vessel named herein (or substituted) and it is therefore agreed that said Shipowner only shall be liable for any damage or loss due to any breach or non-performance of any obligation arising out of the contract or carriage, whether or not relating to the use of said vessel hereof. It should the foregoing, it is adjudged that any other to the Carrier and/or Owner of the goods aforesaid hereunder, all limitations of and exemptions from, flatly provided for by law or by this Bill of Lading shall be available to said other.
It is further understood and agreed that as the Line Company or Agents who has executed this Bill of Lading be over on behalf of the Master in not a principal in the transaction, said Line, Company or Agents shall not be under any liability arising out of the contract of carriage, nor as Carrier nor Owner of the goods.

18. Exemptions and immunities of all servants and agents of the Carrier.
It is hereby expressly agreed that no servant or agent of the Carrier (including every independent contractor from time to time employed by the Carrier) and that all such servants and agents (including the Carrier and Underwriters) are contractors for whom the Carrier shall be responsible in the Merchant for any loss, damage or delay arising or resulting directly or indirectly from any act, neglect or default on his part while acting in the course of or in connection with his employment and, but without prejudice to the generality of the foregoing provisions in this clause, every exemption, limitation, condition and liberty herein contained and every right, exemption from liability, defence and immunity of whatsoever nature applicable to the Carrier or to which the Carrier is entitled hereunder shall also be available and shall extend to protect every such servant or agent of the Carrier acting as aforesaid and for the purpose of all the foregoing provisions of this clause the Carrier is or shall be deemed to be acting as agent or trustee on behalf of and for the benefit of all persons who may be or may in the servants or agents limitation to their) including independent contractors as aforesaid, and all such persons shall to this extent be or be deemed to be parties to the contract entered into by this Bill of Lading.
The Carrier shall be entitled to be paid by the Merchant on demand any sum recovered or recoverable by the Merchant or any other from such servant or agent of the Carrier for any such loss, damage or delay or otherwise.

19. Optional Stowage, Underdeck.
(a) Goods may be stowed on the Carrier as received, or, at Carrier's option, by means of containers or similar articles of transport used to consolidate goods.
(b) Containers, trailers and transportable tanks, whether stowed by the Carrier or received by him in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant.
(c) The Carrier's liability for cargo stowed as aforesaid shall be governed by the Hague Rules as defined herein notwithstanding the fact that the goods are being carried on deck and the goods shall commence to carried overside and shall receive compensation in general average.

ADDITIONAL CLAUSES
(To be added if required or in the contemplated trades.

A. Demurrage.
The Carrier shall be paid demurrage at the daily rate per ton of the vessel's gross register tonnage as indicated on Page 2 if the vessel is not loaded or discharged with the dispatch set out in Clause 8, any delay in waiting for berth or on account of cargo. Provided that if the cargo is not to be carried beyond the control of the Merchant, 24 hours shall be deducted from the time on demurrage.
Each consignment shall be liable towards the Carrier for a proportionate part of the total demurrage due, based upon the total freight on the goods to be loaded or discharged at the port in question.
No Merchant shall be liable in demurrage for any delay arising in connection with goods belonging to other Merchants.
The demurrage in respect of each general shall not exceed its freight.
(This Clause shall only apply if the Demurrage Box on Page 2 is filled in).

B. Scandinavian Trade. Shipyard between ports in Denmark, Finland, Norway and Sweden.
Where Section 132 of the Danish, Finnish, Norwegian or Swedish Maritime Codes applies the Carrier hereby all responsibility as to seaworthy persons under Sections 132 and 133 of the said Codes.

C. U.S. Trade. Period of Responsibility.
In case the Contract evidenced by this Bill of Lading is subject to the U.S. Carriage of Goods by Sea Act, then the provisions stated in said Act shall govern before loading and after discharge and throughout the entire time the goods are in the Carrier's custody.

3.31. PÓLIZA DE FLETAMENTO «GENCON»



RECOMMENDED
THE BALTIC AND INTERNATIONAL MARITIME CONFERENCE
UNIFORM GENERAL CHARTER (As Revised 1922 and 1976)
INCLUDING "F.I.O." ALTERNATIVE, ETC.
(To be used for trades for which no approved form is in force)
CODE NAME: "GENCON"

Part I

Adopted by the Documentary Committee of the General Council of British Shipping, London and the Documentary Committee of The Japan Shipping Exchange, Inc., Tokyo

1. Shipbroker
SEA MASTER SL
Calle Cristo n-1
Bilbao 20110

2. Place and date
Bilbao,15th March 1.990

3. Owners/Place of business (Cl. 1)
PASAIA MARITIME SA
Calle Elias de Leon 25
Pasajes 12110

4. Charterers/Place of business (Cl. 1)
SIDEMAR SA
Madrid (Calle del Olmo 54)

5. Vessel's name (Cl. 1)
MV " I N M A "

6. DWT/GRT (Cl. 1)
4.189 / 2.999

7. Deadweight cargo carrying capacity in tons (abt.) (Cl. 1)
See clause 18

8. Present position (Cl. 1)
trading

9. Expected ready to load (abt.) (Cl. 1)
20th/27th march 1.990

10. Loading port or place (Cl. 1)

11. Discharging port or place (Cl. 1)
one safe berth,Newhaven-Savannah range in charterers option.

12. Cargo (also state quantity and margin in Owners' option, if agreed; if full and complete cargo not agreed state "part cargo") (Cl. 1)
About 6.800 metric tons of steel profiles of max. 20m. and steel plates exact quantity in Master's option.

13. Freight rate (also state if payable on delivered or intaken quantity) (Cl. 4)
U.S. dollars 16
always FIOST,lashed,secured and dunnaged.

14. Freight payment (state currency and method of payment; also details of bank account) (Cl. 4)
see clause 19

15. Loading and discharging costs (state alternative (a) or (b) of Cl. 6; also indicate if vessel is gearless)
geae clause 6 (b)

16. Laytime (if separate laytime for load. and disch. is agreed, fill in a) and b). If total laytime for load. and disch., fill in c) only) (Cl. 7)
a) Laytime for loading
see clause 20
b) Laytime for discharging
geae clause 20
c) Total laytime for loading and discharging

17. Shippers (state name and address) (Cl. 8)

18. Demurrage rate (loading and discharging) (Cl. 7)
US dollars 2.500

19. Cancelling date (Cl. 10)
30th March 1.990

20. Brokerage commission and to whom payable (Cl. 14)

21. Additional clauses covering special provisions, if agreed:
Clausea 18 to 36,both inclusive,as per attached rider,are deemed to be fully incorporated in this Charter Party.

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It is mutually agreed that this Contract shall be performed subject to the conditions contained in this 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 (Owners)

Signature (Charterers)

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PART II

"Gencon" Charter (As Revised 1922 and 1976)

Including "F.I.O." Alternative, etc.

1. It is agreed between the party mentioned in Box 3 as Owners of the steamer or motor-vessel named in Box 5, of the gross/net Register tons indicated in Box 6 and carrying about the number of tons of deadweight cargo stated in Box 7, now in position as stated in Box 8 and expected ready to load under this Charter about the date indicated in Box 9, and the party mentioned as Charterers in Box 4 that

The said vessel shall proceed to the loading port or place stated in Box 10 or so near thereto as she may safely get and lie always afloat, and there load a full and complete cargo (if shipment of deadweight cargo agreed) same to be at Charterers' risk, as stated in Box 17 (Charterers to provide all mats and/or wood for dunnage and any separations required, the Owners allowing the use of any dunnage wood on board if required) which the Charterers bind themselves to ship, and being so loaded the vessel shall proceed to the discharging port or place stated in Box 11 as ordered on signing Bills of Lading or so near thereto as she may safely get and lie always afloat and there deliver the cargo on being paid freight as per/delivered or liberal quantity as indicated in Box 12 at the rate stated in Box 13.

2. Owners' Responsibility Clause

Owners are to be responsible for loss of or damage to the goods or for delay in delivery of the goods only in case the loss, damage or delay has been caused by the exclusive or negligent shortage of the goods/due diligence shortage performed by shippers/Charterers or their stevedores or servants or by personal want of due diligence on the part of the Owners or their Manager to make the vessel in all respects seaworthy and to ensure that she is properly manned, equipped and supplied or by the personal act or default of the Owners or their Manager.

And the Owners are responsible for no loss or damage or delay arising from any other cause whatsoever, even from the neglect or default of the Captain or crew or some other person employed by the Owners on board or ashore for whose acts they would, but for this clause, be responsible, or from unseaworthiness of the vessel on loading or commencement of the voyage or at any time whatsoever. Damage caused by contact with or leakage, smell or evaporation from other goods or by the inherent vice of explosive nature or insufficient package of other goods not to be considered as caused by/under or negligent stowage, even if in fact so caused.

3. Exception Clause

The vessel has liberty to sail or tow and assist vessels in all situations, and also to deviate for the purpose of saving life and/or property.

4. Payment of Freight

The freight to be paid in the manner prescribed in Box 14/as stated in Box 14 but payable without discount and delivery of the cargo, and time for payment of freight to be construed as clear working days, unless otherwise agreed. If required by Charterers, freight may be advanced on account of cargo at a rate of exchange not to exceed the rate stated in Box 15 against Owners' usual form of receipt, but same to be without recourse in case of non-arrival of the cargo for any reason whatsoever. Charterers not to be responsible for any loss which may occur in respect of any currency exchange. Cash for vessel's ordinary disbursements at port of loading to be advanced by Charterers if required at highest current rate of exchange against bank's on demand, less 2½ per cent. to cover insurance and other expenses.

5. Loading/Discharging Costs

(a) Gross Terms

The cargo to be brought alongside in such a manner as to enable vessel to take the goods with her own tackle. Charterers to load and pay the customary liner charges for loading, but Owners to do the work there, vessel only heaving the cargo on board.

If the loading takes place by elevator, same to be put free in vessel's holds. Owners only paying trimming expenses.

Any pockets and/or dunnage of cargo (over two tons weight) shall be loaded, stowed and discharged by Charterers at their risk and expense. The cargo to be received by Merchants at their risk and expense alongside the vessel as customary at the ports of her trading.

(b) F.I.O. and/or stowed/trimmed

The cargo as aforesaid to be brought into the holds, loaded, stowed and/or trimmed and taken from the holds and discharged by the Charterers, or their Agents, free of any risk, liability and expense whatsoever to the Owners.

The Charterers shall provide and pay for dock workers and stevedores. The Owner if requested and permitted, if not, the Charterers shall provide and pay for watching dock workers and trimmers. If any, if the provision of/or-any is illegal or customs are altered as such it is mutually agreed that

* cross out alternative (a) or (b), as agreed, in Box 19.

6. Laytime

* (a) Separate laytime for loading and discharging

The cargo shall be loaded within the number of running hours as indicated in Box 16, weather permitting, Sundays and holidays excepted, if used, in which event time actually used shall count.

The cargo shall be discharged within the number of running hours as indicated in Box 18, weather permitting, Sundays and holidays excepted, if used, in which event time actually used shall count.

* (b) Total laytime for loading and discharging

The cargo shall be loaded and discharged within the number of total running hours as indicated in Box 16, weather permitting, Sundays and holidays excepted, if used, in which event time actually used shall count.

(c) Commencement of laytime (loading and discharging)

Laytime for loading and discharging shall commence at 1 p.m. if notice of readiness is given before noon, and at 6 a.m. next working day if notice given during afternoon hours, except as otherwise agreed. Notice of loading readiness to be given to the Charterers named in Box 3.

Time actually used before commencement of laytime shall count.

Time lost in waiting for berth to count as loading or discharging time, whether in berth or not.

* cross out alternative (a) or (b) as agreed, in Box 19.

W.i.b.o.n.

7. Demurrage

Demurrage, if any, at the rate stated in Box 18 per day or pro rata for any part of a day, payable day by day as it accrues, but not later than seven days after completion of loading and discharging.

8. Lien Clause

Owners shall have a lien on the cargo for freight, dead-freight, demurrage and damages for detention, Charterers shall remain responsible for dead freight and demurrage (including damages for detention) incurred at port of loading. Charterers shall also remain responsible for freight and demurrage (including damages for detention) incurred at port of discharge, but only to such extent as the Owners have been unable to obtain payment thereof by exercising the lien on the cargo.

9. Bills of Lading

The Captain to sign Bills of Lading at such rate of freight as presented without prejudice to this Charterparty, but should the freight by Bills of Lading amount to less than the total chartered freight the difference to be paid to the Captain in cash on signing Bills of Lading.

10. Cancelling Clause

Should the vessel not be ready to load (whether in berth or not) on or before the date included in Box 20, Charterers have the option of cancelling this contract, such option to be declared, if demanded, at least 48 hours before vessel's expected arrival at port of loading. Should the vessel be delayed on account of average or all average, Charterers to be informed as soon as possible and if the vessel is delayed for more than 10 days after the day she is stated to be expected ready to load, Charterers have the option of cancelling this contract, unless a definite eta has been agreed upon.

11. General Average

General average to be settled according to York-Antwerp Rules, 1974. Proportion of cargo to pay the salvage charges in the general manner, even if same have been occasioned through neglect or default of the Owners' servants (see clause 2).

12. Indemnity

Indemnity for non-performance of this Charterparty, proven damages not exceeding estimated amount of freight.

13. Agency

In every case the Owners shall appoint their own Broker or Agent both at the port of loading and the port of discharge.

14. Brokerage

A brokerage commission at the rate stated in Box 21 on the freight earned is due to the party mentioned in Box 21.

In case of non-execution of load % of the Brokerage on the est ated amount of freight and dead-freight to be paid by the Owners to the Brokers as indemnity for the latter's expenses and work. If cases of more voyages the amount of indemnity to be mutually agreed.

15. GENERAL STRIKE CLAUSE

No Bill of Lading nor Owners shall be responsible for the consequences of any strikes or lock-outs preventing or delaying the full working of any Consignee's trade this charter.

If there is a strike or lock-out affecting the loading of the cargo, or any part of it, when vessel is ready to proceed from her last port or at any time during the voyage to the port or ports of loading or after her arrival there, Master or Owners may ask Charterers to declare, and Charterers hereby agree to declare the loading or if there is a strike or lock-out affecting Consignees having given such declaration in writing by telegram, if necessary, within 24 hours, Owners shall have the option of cancelling this contract. If part cargo has already been loaded Owners must proceed with same, (freight payable on quantity only) having liberty to complete with other cargo on the way for their own account.

If there is a strike or lock-out affecting the discharge of the cargo on or after vessel's arrival at or off port of discharge and same has not been settled within 48 hours, Receivers shall have the option of keeping vessel waiting until such strike or lock-out is at an end against paying half demurrage after expiration of the time provided for in discharging, or ordering the vessel to a safe place where she can safely discharge without risk of being detained by strike or lock-out. Each voyage to be given within 48 hours after Captain or Owners have given notice to Charterers of the strike or lock-out affecting the discharge. On delivery of the cargo at such port all conditions of the Charterparty and of the Bill of Lading shall apply and vessel shall receive the same freight as if she had discharged at the original port of destination, except that if the distance of the substituted port exceeds 100 nautical miles, the freight on the cargo delivered at the substituted port to be increased in proportion.

16. War Risks ("Voywar 1993")

(1) In these clauses "War Risks" shall include any blockade or any action which has been declared as a blockade by any Government or by any belligerent or by any organised body, including piracy, and any action of the internal war, local wars, maritime operations, civil war, civil commotion or revolution.

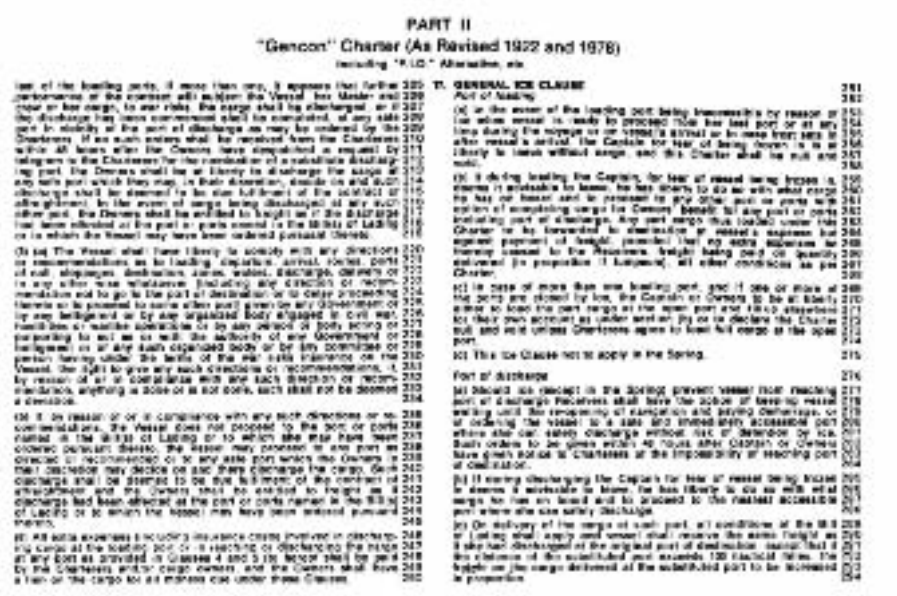
(2) If at any time before the Vessel commences loading, it appears that performance of the contract will subject the Vessel or her Master and crew or her cargo to war risks of any ships of the said owners, the Owners shall be entitled by telex or telegram despatched to the Charterers, to cancel this Charter.

(3) The Master shall not be required to load cargo or to continue loading or to proceed on or to sign Bills of Lading for any adventure on which or the port at which it appears that the Vessel, her Master and crew or her cargo will be subjected to war risks. In the event of the exercise by the Master of his right under this Clause after part or full cargo has been loaded, the Master shall be at liberty either to discharge such cargo at the loading port or to proceed therewith. In the later case the Vessel shall have liberty to carry other cargo for Owners' behalf and accordingly to proceed to and load or discharge such other cargo at any other port or ports whatsoever backwards or forwards, although in a contrary direction to or out of or beyond the ordinary route. In the event of the Master electing to proceed with part cargo under this Clause freight shall in any case be payable on the Quantity delivered.

(4) If at the time the Master elects to proceed with part or full cargo under Clause 3, or after the Vessel has left the loading port, or the

At second discharging port-if used-time to commence to count on vessel's arrival.

lay



PART II

"Gencon" Charter (As Revised 1922 and 1976)

(including "A.I.G." Alternative, etc.

1. GENERAL ICE CLAUSE

Port of loading

(a) In the event of the loading port being inaccessible by reason of ice when the vessel is ready to proceed from the last port or at any time during the voyage or on the vessel's arrival or before she has reached it and when in consequence of ice there is risk that if the vessel enters the port she will be frozen in or detained by ice or that there will be risk of damage to the vessel, the Captain (after having used his best endeavours to reach the loading port) after informing the Charterers may leave without cargo and this Charter shall be null and void.

(b) If, on account of ice, the Captain, for fear of vessel being frozen in, deems it advisable to leave the port before he has completed loading, he may, after informing the Charterers, proceed with what cargo he has on board and is pursuant to any other part of this Charter bound to load to the nearest safe port where he can complete loading. Any part cargo thus loaded under this Charter is to be forwarded to destination at vessel's expense but against payment of freight, provided that no extra expense be thereby caused to the Receivers. Freight being paid on quantity delivered (in proportion if lumpsum), all other conditions as per Charter.

(c) In case of more than one loading port, and if one or more of the ports are closed by ice, the Captain or Owners to be at liberty either to load the part cargo at the open port and then proceed to the next port at their own option, or to follow instructions from the Charterers. Any additional expenses resulting therefrom to be refunded to the Owners by the Charterers additional freight to be paid accordingly on the quantity delivered at the destination.

(d) This Ice Clause not to apply in the Spring.

Port of discharge

(a) Should ice prevent vessel from reaching port of discharge the Receivers shall have the option of keeping vessel waiting until the re-opening of navigation and paying Owners/Disponent Owners at the current daily hire rate for vessel on passage to the port of discharge, or of ordering the vessel to a safe and accessible port where she can safely discharge without risk of detention by ice. Such orders to be given within 48 hours after Captain or Owners have given notice to Charterers of the impossibility of reaching port of destination.

(b) If vessel discharging the Captain, for fear of vessel being frozen in, deems it advisable to leave, he has liberty to do so with what cargo he has on board and to proceed to the nearest accessible port where she can safely discharge.

(c) On delivery of the cargo at such port, all conditions of the B/L as to payment of freight and other charges to be fulfilled, and the Owners shall have an absolute lien on the cargo for all moneys due under the B/L. If part cargo has been discharged at the original port of destination, freight due to the Owners at the destination port to be reduced in proportion to the reduction in the quantity delivered at the substituted port.

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

Cl. 18) Vessel's description:
M/V «INMA» Built 1979, singledecker, abt. 7.200
DWCC, Spanish flag, 2 holds/2 hatches of 26 × 12,65 m each.

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 preceeding a holiday, both until 8 a. m. on Monday or on the next working day following a holiday, not to count, unless used, in which case only time used to count. Laytime 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 dam ages to be notified by the Master to stevedores in writing 24 hours after occurrence of dam ages, 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 prod ucts, on tendering Notice of Readiness, Opening and closing of hatches are to be for Owners'account, as far as local regulations permit.

CI. 26) Charterers/Shippers and Receivers to have the free use of vessel's light, as on board.

Cl. 27) Tallymen from shore to be for account of the party ordering same.

C1.28) Overtime to be for the party ordering same, overtime of Officers and Crew always to be for Owner's account.
Overtime ordered by port authorities to be for Charterers account.

C1.29) On completion of discharge the Master to mail one copy of the time-sheet at discharging port to Sea Master, S.L.-Bilbao and to the Charterers.

C1.30) Owners/Master to cable Sea Master-Bilbao 3/2/1 days definite notice of arrival at loading port,and to give to the Agents at discharging port 5/3/2/1 days notice of arrival at discharg ing 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 in corporated in this Chater Party.

C1.32) The cargo could be composed of various parcels with several Receivers.

C1.33) Force Ma jeure Clause:
The Acts of God, restrainst 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.

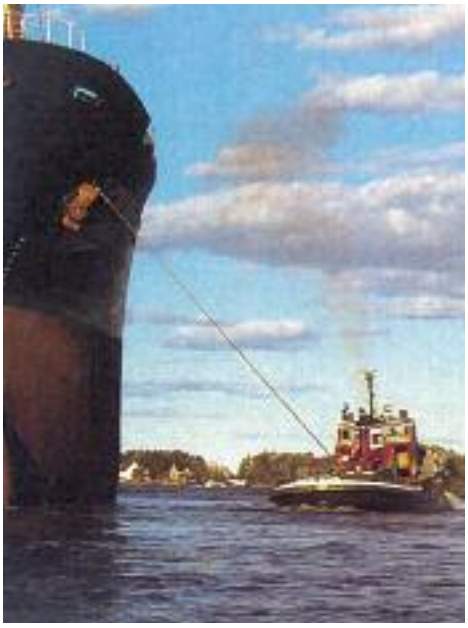
C1.34) Owners guarantee that vessel is not intended for break-up upon completion of engagement entered into under this Charter. Should Owners contrary to the above guarantee sell the ves sel for break-up before she has been complete discharged and released by the Receivers of the cargo, Owners then to pay whatever insurance penalty might be assessed against Char terers 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 permited to work due to failure of the Master and/or Owners and/or Owners'Agents to comply with the aforementioned regulations and delay resulting there from shall be for Owners account.

C1.36) Owners to comply with any law or regulation concerning oil pollution.

The Charterers The Owners





TEMA 4.
DOCUMENTACIÓN DE LLEGADA A PUERTO

4.1. DECLARACIÓN MARÍTIMA DE SANIDAD

DECLARACION MARITIMA DE SANIDAD

DECLARATION OF HEALTH

QUE PRESENTARAN LOS CAPITANES DE LAS EMBARCACIONES PROCEDENTES DE PUERTOS SITUADOS FUERA DEL TERRITORIO

(TO BE RENDERED BY THE MASTER OF A FOREING-GOING SHIP ARRIVING TO BILBAO FROM A FOREING PORT)

Puerto de ..... Fecha .....
Port Date

Nombre del barco ..... Procedencia .....
Name of Vessel From

Destino ..... Nacionalidad .....
To Nationality

Nombre y apellidos del Capitán .....
Master's name

Tonelaje neto .....
Net tonnage

Desratización o exención de desratización ..... Certificado ..... De fecha .....
Certificate Date

Expedido en .....
Delivered at

N.º de Pasajeros .....
Number of passengers

En camarote .....
Saloon

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 with date of departure

.....

.....

CUESTIONARIO DE SANIDAD

HEALTH QUESTIONS

Contéstese Sí o No

Answer

1. ¿Se ha producido a bordo durante la travesía(1) algún caso presunto de peste, cólera, fiebre amarilla o de viruela? Consígnense los datos en la plantilla .....
1. Has there been on during the voyage* any case or suspected case of plague, cholera, yellow fever, or smallpox? Give particulars in the Schedule ....

2. ¿Ha habido o se ha sospechado peste a bordo entre las ratas o los ratones, durante la travesía(1) o se ha producido una mortalidad inusitada entre estos roedores? .....
2. Has plague existed or been suspected amongst the rats or mice on board during the voyage* or has there been an unusual mortality amongst them? ....

3. ¿Ha fallecido a bordo durante la travesía(1) alguna persona por causas distintas de un accidente? Consígnense los datos en la plantilla .....
3. Has any person died on board during the voyage otherwise than as a result of accident? Give particulars in Schedule ....

4. ¿Existe a bordo o se ha producido durante la travesía(1) algún caso de enfermedad de presunta naturaleza infecciosa? Consígnense los datos en la plantilla .....
4. Is there or has there been during the voyage* any case of illness which you suspect to be of an infectious nature. Give particulars in Schedule ....

5. ¿Hay a bordo algún enfermo en el momento actual? Consígnense los datos en la plantilla .....
5. Is there any sick person on board now? Give particulars in Schedule ....

M. S.

NOTA. — En ausencia de un Médico, el Capitán deberá considerar los siguientes síntomas como base sospechosa para suponer una enfermedad contagiosa: Fiebre con postración, o que persista varios días, o que se acompañada de inflamación ganglionar; cualquier erupción cutánea o exudación aguda, acompañadas o no de fiebre y diarrea grave con síntomas de colapso. Note las aclaraciones de Pulso.

6. ¿Tiene Vd. conocimiento de cualquier otra condición existente a bordo que pudiera acarrear una infección o la propagación de una enfermedad? .....
6. Are you aware of any other condition on board 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 leal 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 .....
Date

(1) Si bien transcurrido plazo de cuarto semanas desde el comienzo de la travesía, bastará consignar los datos correspondientes a los cuatro semanas últimas.

* If more than four weeks have elapsed since the voyage began, it will suffice to give particulars for the last four weeks.

PLANILLA ANEXA A LA DECLARACION

SCHEDULE TO THE DECLARATION

DETALLES DE CADA CASO DE ENFERMEDAD O DEFUNCION OCURRIDO A BORDO

PARTICULARS OF EVERY CASE OF ILLNESS OR DEATH OCCURRING ON BOARD

NOMBRE NAME	Clase o grado Class or Rating	Edad Age	Sexo Sex	Nacionalidad Nationality	Puerto de embarque Port of embarkation	Fecha de embarque Date of embarkation	Naturaleza de la enfermedad Nature of Illness	Fecha de su aparición Date beginning	Desenlace de la enfermedad (1) Results of Illness*	Disposiciones tomadas (2) Decisions taken**

(1) Indíquese si el paciente ha recobrado la salud, si todavía sigue enfermo o si ha fallecido.

(2) Indíquese si el paciente sigue a bordo, si ha desembarcado (cítese el nombre del puerto) o si ha sido sepultado en alta mar.

* State whether recovered, still ill, died.

** State whether still on board, landed at (give name of port) buried at sea.

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	_____	_____
Minímum Safe Manning Certif. (STCWS, 78)	_____	_____
Liferafts Certificate	_____	_____

Pasajes port, of of 199

THE CAPTAIN

4.3. MANIFIESTO DE TRIPULACIÓN
CREW MANIFEST

BISCAYAN TOWAGE & SALVAGE CO.
M/T «Biscay Star»
Monrovia-Liberia Off. Number 5785

Rank	Name	Cigarettes	Cigars	Spirits	Other Goods	Signed
Master	J.Peters	400	50	2 bott.	1 camera	
1st Mate	W.Johns	200	—	1 bott.	1 radio	
2nd Mate	P.Weers	200	—	1 bott.	1 video	
Radio	C.Poulot	200	—	1 bott.	1 calculator	
Chief eng.	K.Raab	200	25	—	1 video	
2nd eng.	P.Auras	—	50	1 bott.	1 radio	
3rd eng.	P.Kromas	—	50	1 bott.	1 video	
Bosun	M.Sanchez	—	50	1 bott.	1 radio	
A.B.	I.Pagoaga	200	25	1 bott.	1 radio	
A.B.	F.Outeiral	200	—	—	—	
O.S.	A.Archer	200	—	—	1 radio	
Donkeyman	P.Lingas	200	—	—	1 video	
Oiler	R.Kanvas	200	—	1 bott.	1 camera	
Oiler	J.Figueroa	200	—	—	1 computer	
Cook	A.Hussum	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 exterio
White interior ..... Blanco interior
White flat ..... Blanco mate
Black enamel ..... Negro esmalte
Black ensign 395 ..... Negro ensign 395
Blue deck grey ..... Gris cubierta
Blue enamel ..... Azul esmalte
Blue flat ..... Azul mate
Green bootoping ..... Verde bootoping

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

Ropes

Manila mooring	Estacha Manila
Polipropilene	Polipropileno
Nylon	Nilon

Blocks

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

Snatch Blocks

Iron snatch block	Pasteca de retorno (hierro)

Tacle.s & Various

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

Hackles

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

Turn Buckles

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

Maintenance Tools

Flat paint brushes	Brochas planas
Curved paint brushes	Brochas curvadas
Round paint brushes	Brochas redondas
Sash tools	Pinceles
Paint rollers	Rodillos
Chipping hammer	Piqueta
Chippers gogles	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

Cattering Department

Meat

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

Fresh and Canned Fish

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

Nuts	Tuercas
Oakum	Estopa
Oil cup	Aceitera
Buckets	Baldes
Padlocks	Candados
Plugs	Enchufes
Fuses	Fusibles
Pressure gauges	Manómetros
Quick setting cement	Cemento rápido
Safety lamps	Lámparas de seguridad
Sand paper	Papel de lija
Scrappers	Rasquetas
Silver solder	Soldadura de plata
Soap	Jabón
Powder detergent	Detergente en polvo
Spark plugs	Bujias
Steel tape	Cinta métrica de acero
Screw driver	Destornillador
Adjustable spanner	Llave inglesa
Hammer	Martillo
Sledge hammer	Mandarria
File	Lima
Hack saw frame	Arco sierra fija
Paints	Pinturas
Switches	Interruptores
Thermometer	Termómetro
Voltmeter	Voltímetro
Turpentine	Aguarrás
Paint remover	Quitapinturas
Drills	Brocas
Washers	Arandelas
Nails	Clavos
Water gauge glasses	Tubos nivel de agua
Wedges	Cuñas
White leal	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	Rank	Nationality	Date / place of birth	Pass. N.
	Captain	Spanish		
	Chief Off.	»		
	Second Off.	»		
	Third Off.	»		
	Cadet	»		
	Radio Off.	»		
	Chief Engnr	»		
	1 st Engnr	»		
	2nd Engnr	»		
	Supercargo	»		
	Boatswain	»		
	Carpenter	»		
	A.B.	»		
	A.B.	»		
	A.B.	»		
	Deck boy	»		
	Donkeyman	»		
	Repairman	»		
	Electrician	»		
	Cold s. keeper	»		
	Greaser	»		
	Greaser	»		
	Chief steward	»		
	Cook	»		
	Steward	»		
	Galley boy	»		

4.6. LISTA DE CERTIFICADOS
LIST OF CERTIFICATES

Annual survey	Reconocimiento a flote
Cargo gear certificate	Medios de carga y descarga
Certificate fitness L.G. in bulk	Aptitud transp. gas licuado
Certificate of registry	Patente de navegación
Certificate of class	Certificado de clasificación
Deviation table	Tablilla de desvíos
Deratting or deratting exemption	Desratización o exención
Exemption certificate	Certificado de exención
Financial certificate	Responsabilidad financiera
Grain carriage fitness cert	Autorización transporte grano
I.O.P.P. certificate	Certificado MARPOL
Intermediate survey	Reconocimiento en seco
International loadline certificate	Francobordo
Lifeboats standard compasses	Agujas magnéticas botes
Liferafts certificates	Certificados balsas
Medicine chest certificate	Certificado botiquín
Nautical equipment certificate	Material náutico
Oil record book	Libro de hidrocarburos
Panama Canal certificate	Certificado Canal Panamá
Radiotelegraph certificate	Seguridad radiotelegráfica
Radiotelephone certificate	Seguridad radiotelefónica
Safe manning certificate	Certificado dotación mínima
Safety construccion certificate	Seguridad de construcción
Safety equipment	Seguridad de equipo
Seaworthiness certificate	Navegabilidad
Ship station license	Licencia estación radio
Ship's standard compasses	Agujas magnéticas buque
Stability booklet	Cuadernillo de estabilidad
Suaz Canal certificate	Certificado Canal Suez
Tonnage certificate	Arqueo
Weight control CO_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 ifentificación y seguimiento de largo alcance
M.F. DSC	Fonía de media con LSD
Navtex receiver	Receptor Navtex
Omega navigator	Navegador Omega
Radar plotting	Punteo de radar
Radar display	Presentación radar
Radar	Radar
Radio Facsímil	Receptor Facsímil
Radio beacon	Radiofaro
Radiotelephone	Radioteléfono
Rana	Sistema hiperbólico
Range marker	Anillo variable
Range rings	Anillos fijos
Receiver	Receptor
Recording paper	Papel inscriptor

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



Automatic Direction Finder



Gyro-Compass



Inner mechanism



Synchro amplifier



Navtes Receiver



Echo-Sounder



Gmdss Communications



Decca Navigator MK52



Skanti VHF Radiotelephone



Navigator GPS



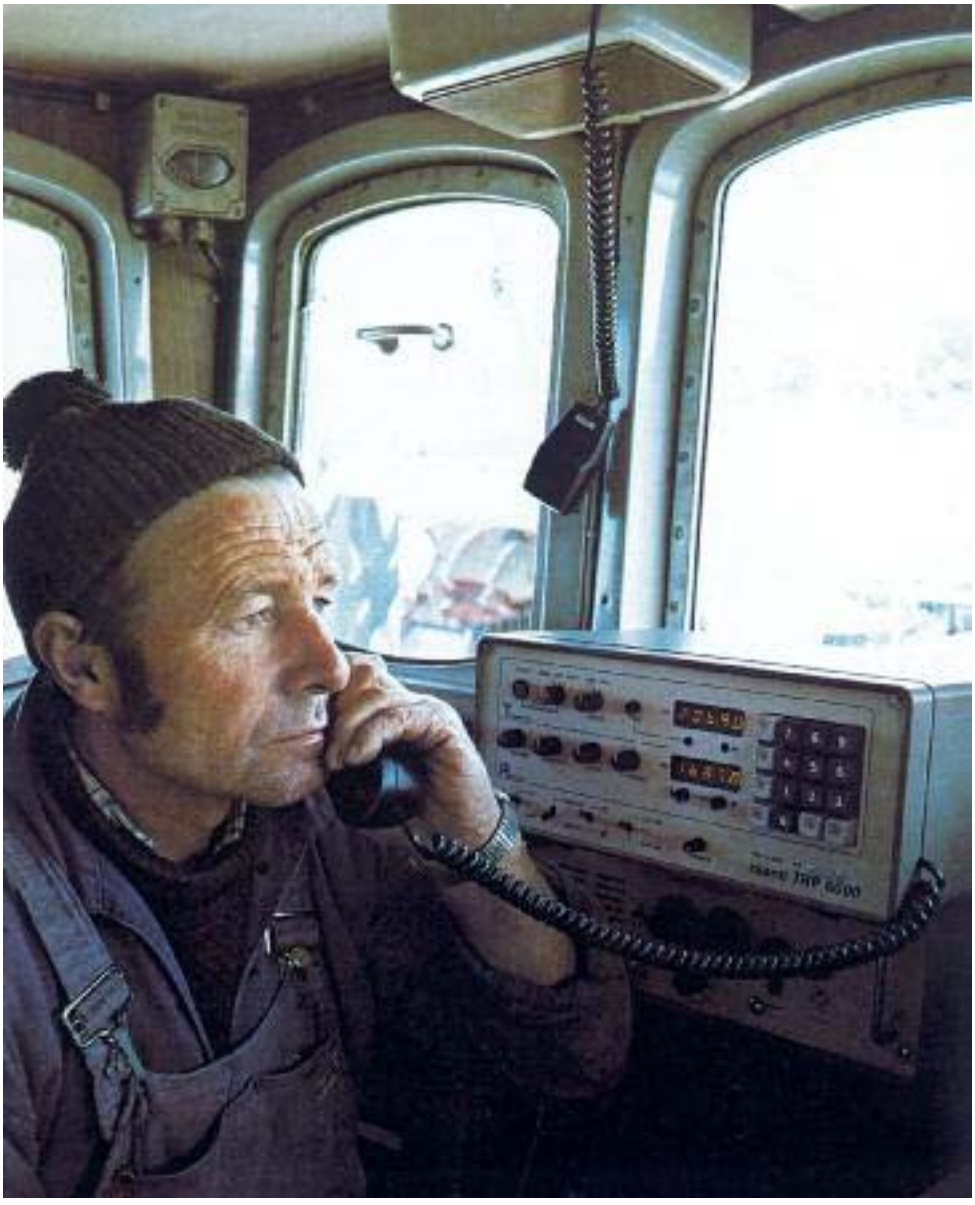
Radiotelephone

5.2. TERMINOLOGÍA RADAR

A.R.P.A. GLOSSARY

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

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



TEMA 6.
COMUNICACIONES

6.1. LLAMADAS A PRÁCTICOS

APPROACHING TO PORT

— Ship: Dakar pilots, Dakar pilots, Dakar pilots this is Spanish motorvessel «TUCAN».
- Come in please.over
- How do you read me?.Over
- How do you copy me?.Over
- Calling.over
- Calling to Dakar pilots.over

— Pilot Station: Spanish motorvessel «TUCAN», here Dakar pilots replying
- I read you loud and clear.go ahead
- Go ahead. over
- I read you very weak. call again
- I read you very noisy,spell your ship's name
- What is your E.T.A. to pilots / pilots boarding area / Dakar.

— Ship: Dakar pilots, my E.T.A. to pilots is
- at 0830 hrs local time
- at 0830 hrs g.m.t.
- In three hours from now
- ln 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 I 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
- afirmative, 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 and telephone number is .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 pleasc.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	Asitencia 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

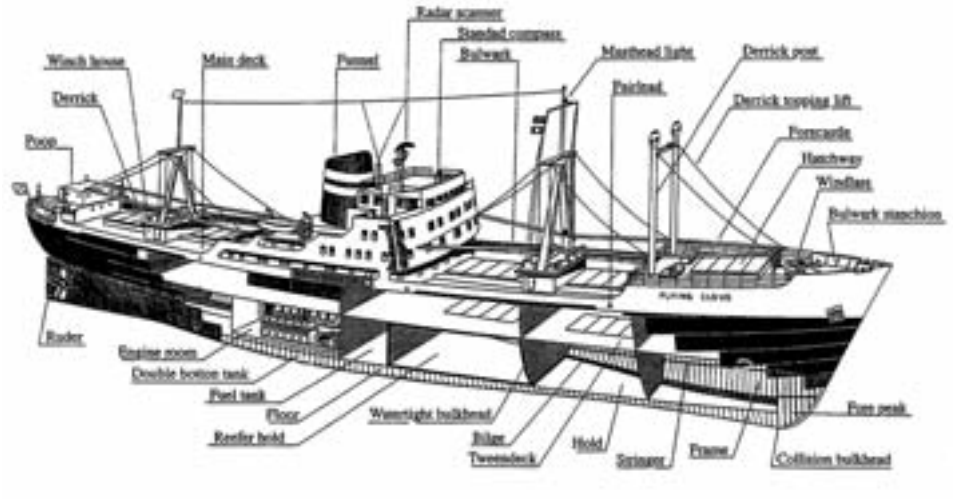


TEMA 7.
CONSTRUCCIÓN NAVAL

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 / molinete



7.2. CÁLCULO DE ESTABILIDAD Y CALADOS
DRAFT & STABILITY CALCULATION

Denomination	M / tons	KG	K Mt	F / S	KG L Mt
Light ship					
Fore peak					
Deep tank Nr 1					
Double bottom N.2 port					
Double bottom N.2 st.					
Double bottom N.3 port					
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=
F / S correction=

K Gc=
K M
G Mc=

Trim calculation:

$$\text{Trim} = \frac{\text{P x CG}}{\text{Mt}}$$

X G =
X C =
C G =

$$\text{Trim forward} = \frac{\text{Trim x forward distante}}{\text{LBP(*)}}$$

$$\text{Trim Aft.} = \frac{\text{Trim} \times \text{after distante}}{\text{LBP}}$$

Mean draft=
(±) Trim forward=
Draft forward=
Mean draft=
(±) Trim. Aft.=
Draft after=

(*) Length between perpendiculars.

7.3. CÁLCULO DE CARGA POR CALADOS

DRAFT SURVEY

Vessel: M/V «Escuby»
Beríh: Walker Terminal. Milwaukee
Registry: Gijon-Spain
Owners: Arcasa-Valencia (Spain) Date: May 13 1990 Date: May 15 1990

	Light	Loaded
1 Draft Forward	2,83 mts	7,70 mts
Stem correction	—	—
a) Draft forward (corrected lo FP)	2,83 mts	7,70 mts
Draft after mean	5,055 rnts	7,75 mts
Stern correction	—	—
b) Draft after mean (corrected to AP)	5,055 mts	7,75 mts
c) Draft Fore & Aft Mean $\frac{(a+b)}{2}$	3,943 mts	7,73 mts
2 a) Draft Midship - Port	4,013 mts	7,75 mts
b) Draft Midship - Starboard	3,795 mts	7,75 mts
c) Draft Midship - Mean $\frac{(2a+2b)}{2}$	3,904 mts	7,75 mts
3 Mean of means $\frac{(1c+2c)}{2}$	3,923 mts	7,74 mts
4 Mean of Mean of Mean $\frac{(2c+3)}{2}$	3,914 mts	7,74 mts
5 Displacement	4.311,38 m / t	9.291,62 m / t
6 a) Correction for trim (*)	–23,18 m / t	+2,20 m / t
7 Displacement corrected for trim	4.288,20 m / t	9.293,82 m / t
8 Observed Density (1.000)		
9 Correction for density $\frac{(1.025\text{-Density})\times 1000\times \text{Displacement}}{1025}$	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	

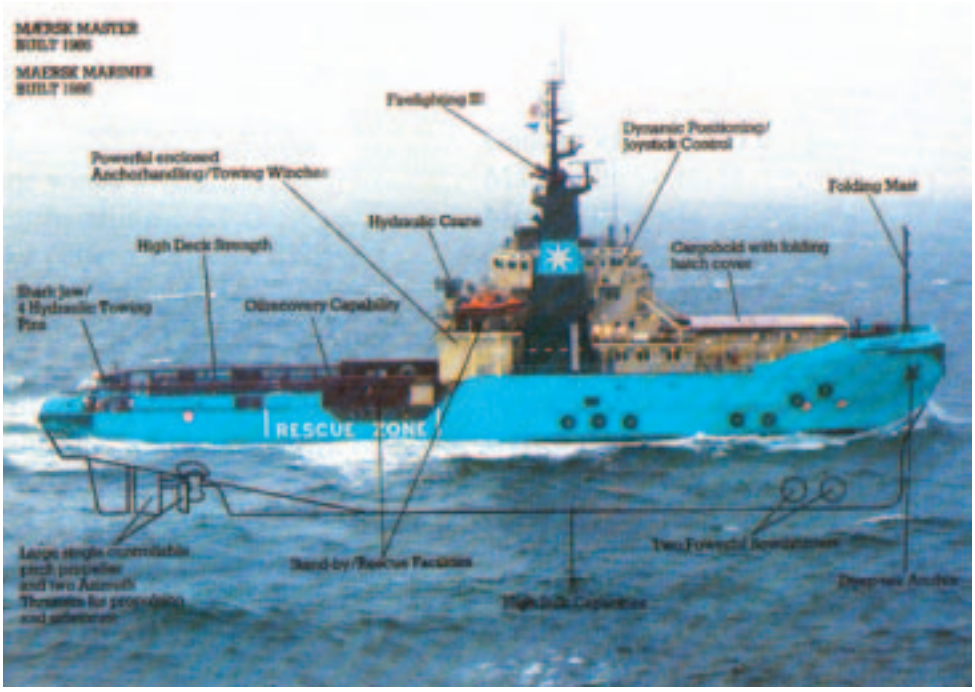
Acknowledged

Master ra / v Escuby

	Total Deductable Weights	
Ballast	1.835,39 m / t	22,90 m / t
Fresh Water	42,00 m / t	74,10 m / t
Fuel oil	164,00 m / t	164,00 n / t
Diesel oil	63,00 m / t	62,00 m / t
Totals	2.104,39 m / t	323,00 m / t

(*) 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 & ANCIIOR IIANDLING TERMS

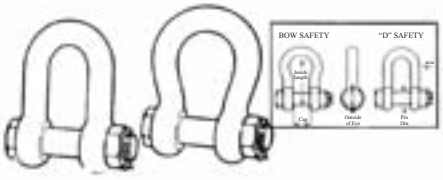
«D» screw pin shackle	Grillete recto con pasador
«D» Anchor	Grillete recto
«J» chaser	Gancho «J»/Cayado del pastor
Anchor winch	Maquinilla de anclas
Anchor handling	Manejo de ancla
Anchor pattern	Ancla muestra
Anchorhandling winch	Maquinilla manejo anclas
Azimut thruster	Hélice (propulsión / lateral)
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 strenght	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 briddle	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
FIammerlock..... 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 strenght	Resistencia cadena de acero
Steel blocks	Pastecas de acero
Stern roller	Rodillo de popa
Stern thruster	Hélice de popa (lateral)
Stevin anchor	Ancla Stevin
Stockless anchor	Ancla de patente
Straight supply vessel	Remolcador supply
Survey area	Área de inspección
Swan barge	Perforadora (sobre esquíes)
Swivel shackle	Grillete
Swivel head fairleads	Gateras de cabeza giratorios
Swivel hook	Gancho giratorio
Swivel assembly	Ensamblaje giratorio
Tandem tow	Remolque en tándem
Tandem	Tándem
Towing gear	Aparejo de remolque
Deep sea anchor	Ancla para aguas profundas
Towing wire	Cable de remolque
Towing winch	Maquinilla de remolque
Towing hawser	Calabrote
Towing pads	Defensas de remolque
Towing bitts	Bitas de remolque
Towing spring	Calabrotillo

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

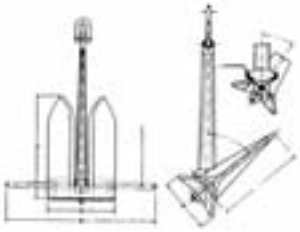
Shackles, Bow & “D” Safety



Cylindrical Floating Fenders



“D” Type Anchor Shackles “D” Type joining Shackles



Danforth Stevin





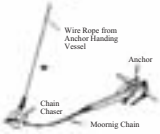
Sinkers Fish Plates













Lightweight (L.W.T.)

Hall



Fliper Delta Poll TW







Bow & Eye Swivels Jaw & Jaw Swivels Open Type Sockets Closed Type Sockets





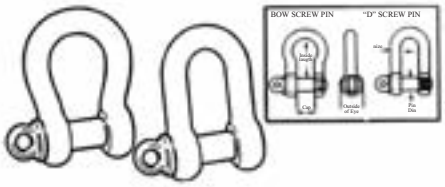




"J" Lock Chain Chasers



Shackles



Mooring Rings



Joining Links



Baldt ORQ Connecting Link



Pelikan Hooks



Permanent Chain Chaser

Slip Hooks



"J" Chaser



Permanent Wire Chaser

Swivel Head Fairlead

Grapnels









Baldt Hinge Link



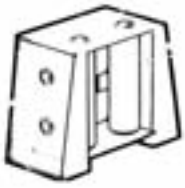
Deep Water Nav. Aid Buoy ooring System

Wire Rope Carpenter Stoppers

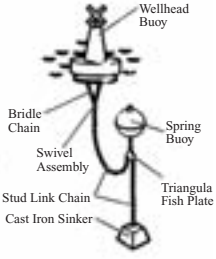


Kenter Joining Links

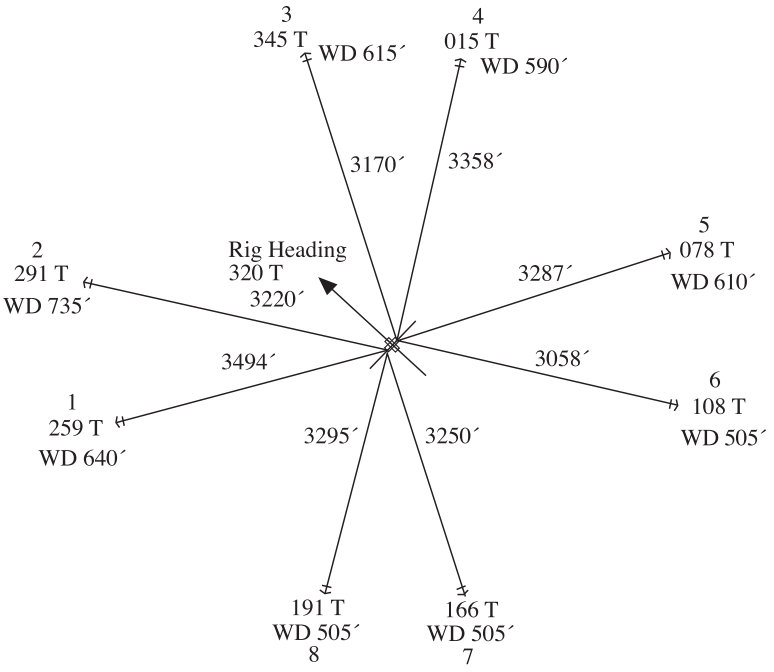




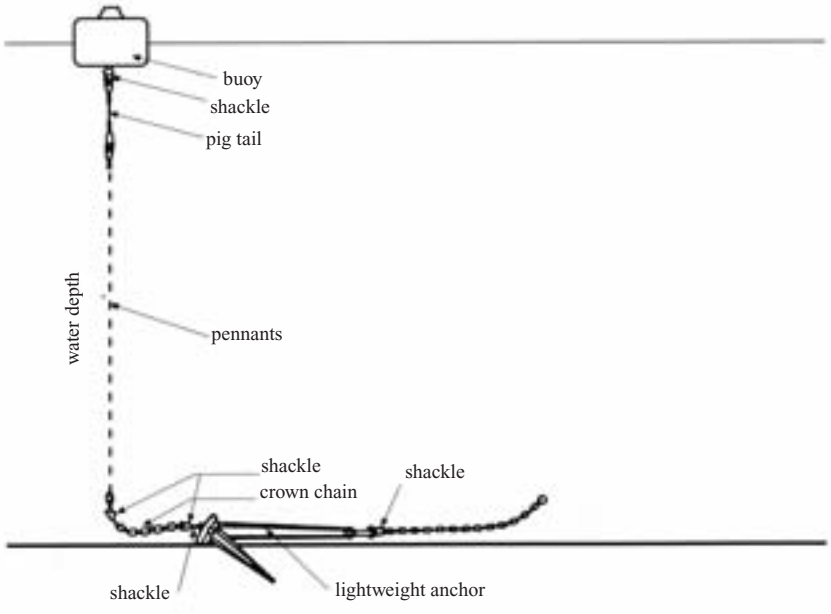
Roller Fairleads



ANCHOR PATTERN



PENNANT SYSTEM





Semi-submersible drilling rig



Semi-submersible drilling rig



Semi-submersible drilling rig



Platform



Dynamically positioned drillship



Jack up rig



TEMA 9.
ARTES Y APAREJOS DE PESCA MARÍTIMA

9.1. GLOSARIO DE PESCADOS Y MARISCOS

FISH & SHELL FISH GLOSSARY

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



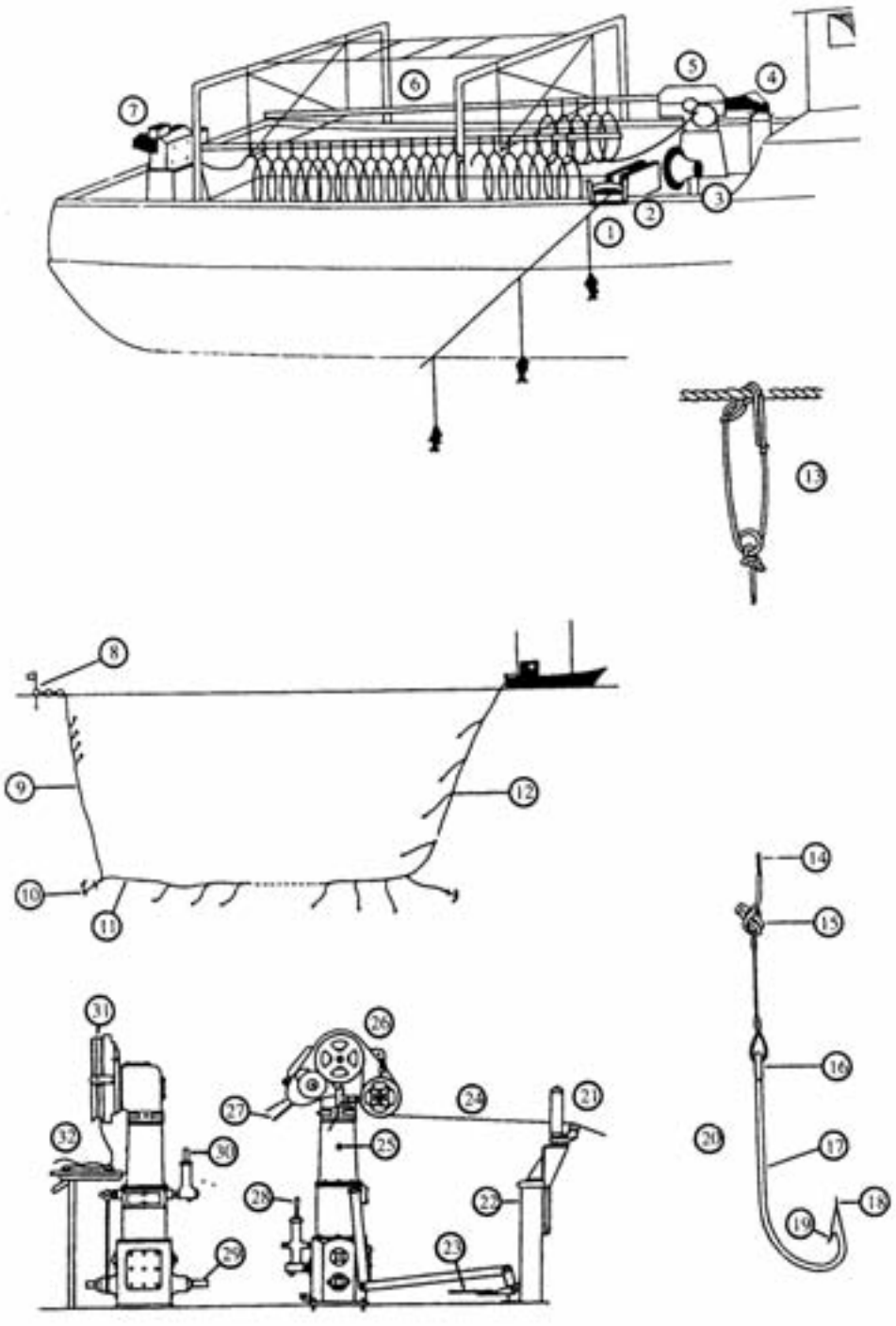
Sea lamprey	Lamprea
Shark	Tiburón
Shrimp / prawn	Gamba / camarón
Skate	Raya
Sole	Lenguado
Spanish bream	Aligote / pancho
Squid / lnk fish	Calamar
Sturgeon	Esturión
Sword fish	Pez espada
Toad fish	Sapo / rape
Tope	Cazón
Trout	Trucha
Tuna	Atún
Turbot	Rodaballo
Whiting pout	Faneca



9.2. GLOSARIO DE PESCA AL PINCHO

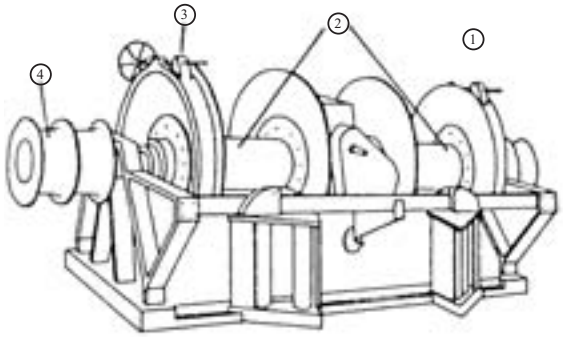
LONG LIME GLOSSARY

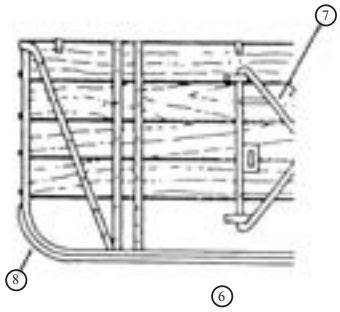
Anchor	Ancla (10)
Automatic baiter	Cebador automático (7)
Barb	Arponcillo (19)
Branch fine	Puntera
Buoy	Boya (8)
Clamp	Grapa (13)
Coiling platform	Plataforma de bobinar (32)
Dan line	Fondeo (9)
Disentangler	Clarificador (4)
Drive shaft	Árbol de tracción (29)
End rope	Madre (11)
Eye	Ojo (16)
Foot operated 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

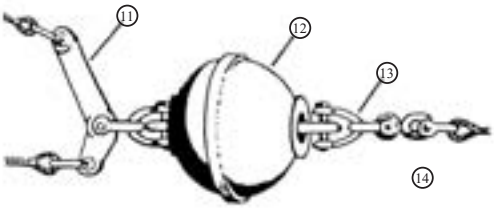

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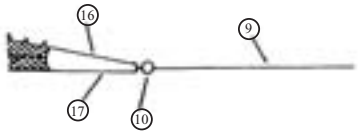
9.3. GLOSARIO DE PESCA DE ARRASTRE AL BOU
TRAWL NET GLOSSARY

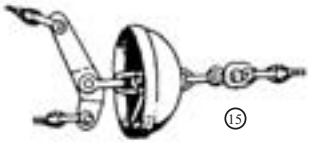
Backstrops	Pie de gallo (24)
Barrel / reel	Tambor / carretel (2)
Belly	Vientre (29)
Bobbin	Diabolo (30)
Bosom	Cielo / biseca (28)
Bottom trawl	Red de fondo
Bottom leg	Viento de plomo (17)
Brake	Freno (3)
Briddle and sweeplinerigging	Montaje de viento y malleta
Bridle	Viento (9)
Butterfly	Calón (11)
Codend	Copo (33)
Dan leno / butterfly	Calón (15)
Dan leno	Calón (10)
Fork rigging	Montaje de horquilla
Fork	Horquilla (18)
G hook	Gancho G
Gypsy / gudgeon	Cabezal / muñón
Halving becket	Sireta (27)
Kelleg's eye	Eslabón de ocho (21)
Lazy deckey	Cabo del ahorcaperro (26)
Leg	Viento / tirante
Mesh	Malla
Míddle 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

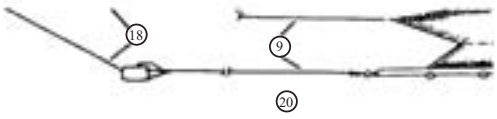

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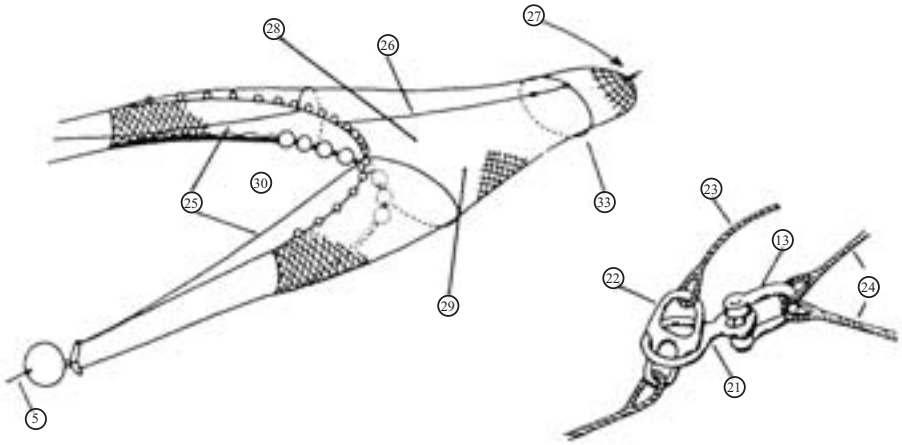

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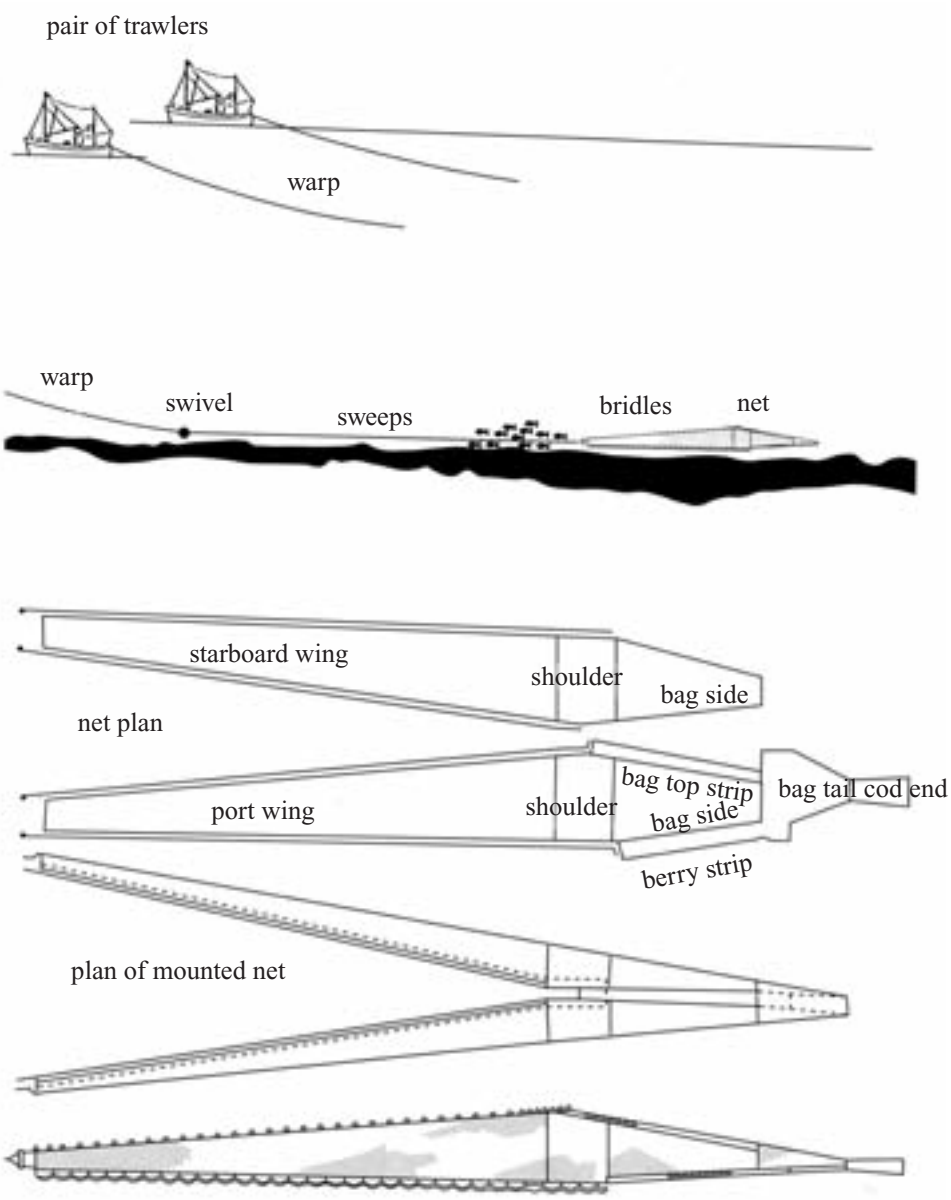

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9.4. GLOSARIO DE PESCA DE ARRASTRE POR PAREJAS
PAIR TRWLING GLOSARY

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



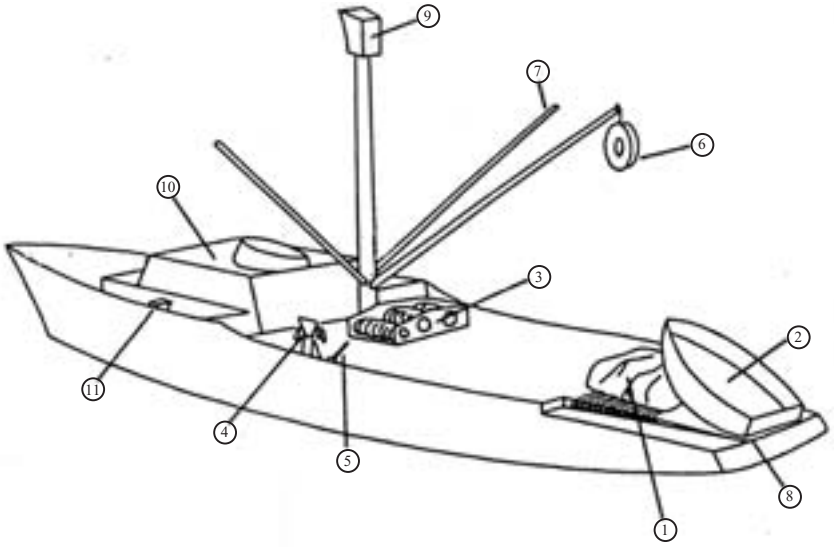
net rigged with floats, groundrope and dan leno

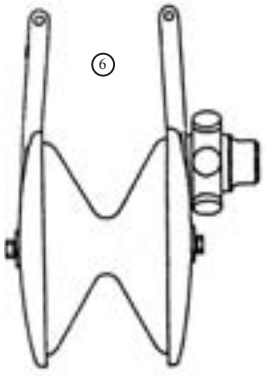
9.5. GLOSARIO DE PESCA DE CERCO

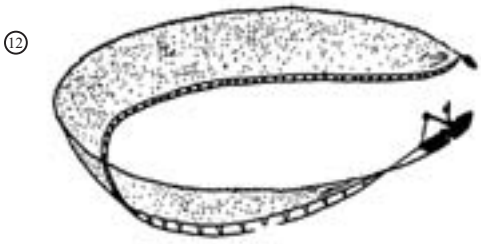
PURSE SEINER GLOSSARY

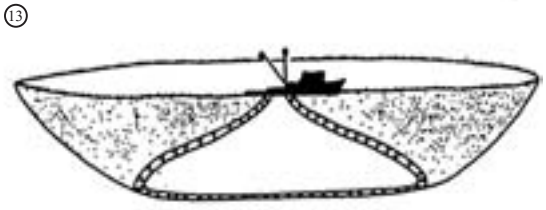
Boom / Derrick	Puntal (7)
Brigde	Puente (10)
Coiler	Tambor
Crow´s nest	Cofa (9)
Deck control	Mandos de cubierta (11)
Dipnet	Salabardo
Dipnetting	Salabardeo
Gallow	Potencia (4)
Gypsy head	Cabezal
Hauling / Hoisting	Cobrando / Virando (14)
Power block	Polea motriz (6)
Purse line	Jareta
Purse seine	Red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




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