Marina
Secretaria de Marina

**ADMINISTRACION DEL SISTEMA PORTUARIO NACIONAL DE TAMPICO S.A. DE C.V.**
**GERENCIA DE OPERACIONES**
**CENTRO DE CONTROL DE TRÁFICO MARÍTIMO**

| HORA | VIENTO | PRESION | OLAS |
|---|---|---|---|
| 0800 | NO 15 KPH | 1029 MB | 2-3 FT |
| 1600 | E 12 KPH | 1023 MB | 2-3 FT |
| 2000 | SE 5-10 KPH | 1024 MB | 3-4 FT |
| 2400 | SW 10-15 KPH | 1023 MB | 3-4 FT |

| FECHA | BUQUE | BANDERA | PROCEDENCIA | DESTINO | HORA | | | | | MUELLE | PILOTO | REMOLCADORES | OBSERVACIONES | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FONDEO | CRUCE ESCOLLERAS | ATRAQUE | DESATRAQUE | MOVIMIENTO | | | | TRB | ESL. mts. | CALADO | AGENCIA |
| 11/11/2025 | | | | | PUERTO CERRADO A EMBARCACIONES MENORES Y MAYORES | | | 09/NOV/2025 | 1200 HRS. | | | | | | | |
| | | | | | PUERTO ABIERTO A EMBARCACIONES MENORES Y MAYORES | | | 11/NOV/2025 | 0800 HRS. | | | | | | | |
| | B/T STAR OSPREY | PANAMA | | HOUSTON, USA | | 1051 | | 1033 | | TMM-2 | ISLAS-MEDINA | OTOMI-UXMAL | 30081 | 183 | 6 | REP. MARITIMAS |
| | B/T STEEL | MARSHALL ISLAND | | TUXPAN, MX | | 1206 | | 1140 | | TMM-4 | ISLAS-MEDINA | SONORA-TAMAULIPAS | 23,284 | 185 | 6.3 | NAVECOPA |
| | B/A SEACOR VIKING | MEXICANA | | DOS BOCAS, MX | | 1225 | | 1210 | | TMM-1 | MEDINA | N/A | 3601 | 88 | 5.09 | JVV LOGISTICS |
| | B/M MANIZALES | PANAMA | | CHARLESTON, USA | | 1344 | | 1248 | | F/6 | ALVAREZ | OTOMI-UXMAL | 4951 | 118.79 | 4.4 | TRANSCONTINENTAL |
| | B/T TAVROPOS | LIBERIA | NEW ORLEANS, USA | | 29/OCT/2354-11/NOV/1200 | 1250 | 1415 | | | TMM-4 | ISLAS-OSORIO | SONORA-TAMAULIPAS | 35,711 | 213.35 | 6 | REPREST.MARITIMAS |
| | B/M QUEEN B II | CHIPRIOTA | PORT MANATEE, USA | | | 1425 | 1544 | | | F/7 | OSORIO | SONORA-TAMAULIPAS | 7,242 | 132.7 | 7.3 | EMPREMAD |
| | B/T EPIC SALINA | SINGAPORE | FONDEADERO | | 06/NOV/2118-11/NOV/1550 | 1714 | 1815 | | | PQ | OSORIO | OTOMI-UXMAL | 8,319 | 119.98 | 5.2 | MERITUS HOLDING |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |