# RAHVUSVAHELINE LAEVAKOKKUPÕRGETE VÄLTIMISE EESKIRI 1972

# International Regulations for Preventing Collisions at Sea 1972

## Kursus väikelaevajuhtidele

# Reegel 1. Kohaldamine

a) Käesolevaid reegleid kohaldatakse kõigi laevade suhtes avamerel ja sellega ühenduses olevatel vetel, kus saavad sõita merelaevad

b) Käesolevad reeglid ei takista nende erireeglite kohaldamist, mille asjaomased ametivõimud on kehtestanud järgmiseks reididel, sadamates, jõgedel järvedel või avamerega ühenduses olevatel sisevetel, kus saavad sõita merelaevad. Kõnealused reeglid peavad olema võimalikult vastavuses käesolevate reeglitega.

c) Käesolevad reeglid ei takista nende erireeglite kohaldamist, mille mõne riigi valitsus on kehtestanud sõjalaevadele ja konvois sõitvatele laevadele täiendavate püsi- või märgutulede, märkide või vilesignaalide kohta või laevastikuna kala püüdvatele laevadele täiendavate püsi- või märgutulede või märkide kohta. Need täiendavad püsi- või märgutuled, märgid või vilesignaalid on võimaluse piires niisugused, et neid ei ole võimalik segi ajada käesolevate reeglite alusel kehtestatud muude tulede, märkide või signaalidega.

d) Organisatsioon võib käesolevate reeglite kohaldamiseks kehtestada liikluseraldusskeemid.

## Reegel 2 – Vastutus



a)

Käesolevad reeglid ei vabasta laeva või selle reederit, kaptenit või laevaperet vastutusest tagajärgede eest, mis tulenevad käesolevate reeglite täitmata jätmisest või tavapärase merepraktika kohaselt või juhtumi eriasjaolude puhul nõutavate ettevaatusabinõude eiramisest.

## Reegel 2 – Vastutus



b)

Käesolevaid reegleid tõlgendades ja täites tuleb pöörata vajalikku tähelepanu kõigile meresõidu- ja kokkupõrkeohtudele ning kõigile eriasjaoludele, sealhulgas kõnesolevate laevade eriomadustele, mille tõttu kõrvalekaldumine käesolevatest reeglitest võib olla vajalik vahetu ohu vältimiseks.

## Reegel 3 – Üldised määratlused (definitsioonid)



a) LAEV – igasugune veesõiduk, sh. süviseta veesõiduk, lendlaev ja vesilennuk, mida kasutatakse või mida saab kasutada veeliikluses.
b) JÕUAJAMIGA LAEV – laev, mis pannakse liikuma mehaanilise jõuseadme abil.




VX 250
VX 250
VX 250
VX 250
VX 250
VX 250
VX 250
VX 250

c) PURJELAEV – purjede all sõitev laev tingimusel, et jõuseadme olemasolul laevas, ei kasutata seda liikumiseks.

d) KALAPÜÜGIGA TEGELEV LAEV – laev, mis püüab kala võrkude, õngejadade, traalide või muude kalapüügivahenditega, mis piiravad laeva manööverdamisvõimet, kuid ei tähenda laevu, mis püüavad kala veetavate lantide või muude kpv.-ga, mis ei piira laeva manööverdamisvõimet.



COLREG-72
väikelaevajuhtidele




1-6


RÄIM-6

e) VESILENNUK – igasugune õhusõiduk, mis on konstrueeritud manööverdamiseks veepinnal.



f) JUHITAVUSE KAOTANUD LAEV (N.U.C.) – laev, mis mingi erakorralise asjaolu tõttu ei ole võimeline manööverdama käesolevates reeglites ettenähtud viisil ega saa seetõttu teisele laevale teed anda.

g) PIIRATUD MANÖÖVERDUSVÕIMEGA LAEV (R.A.M.) – laev, mille töö laad piirab selle võimet manööverdada käesolevates reeglites ettenähtud viisil ja mis ei saa seetõttu teisele laevale teed anda. R.A.M laevad on muu hulgas järgmised:

i. laev, mis tegeleb meremärgi, allveekaabli või – torujuhtme paigaldamise, hooldamise või väljatõsmisega;

ii. laev, mis tegeleb süvendamise, mõõdistamise või allveetöödega;

iii. laev, mis käigus olles täiendab varusid või annab üle inimesi, toidumoona või lasti;

iv. laev, mis tegeleb õhusõiduki; üleslennutamise või pardalevõtuga;

v. laev, mis tegeleb miinitõrjega;

vi. laev, mis pukseerib nii, et puksiirlaeva ja pukseeritava võime kurssi muuta on oluliselt piiratud;

h) SÜVISELT PIIRATUD LAEV – jõuajamiga laev, mille võime kurssi muuta on oluliselt piiratud.

i) KÄIGUS OLEV LAEV – laev, mis ei ole ankrus, kinnitatud kalda külge ega ole madalikul.

j) LAEVA PIKKUS JA LAIUS tähendavad selle kogupikkust ja suurimat laiust.

VESSEL DETAILS

Vessel Type: **Floating Storage/Production**
Length × Breadth: **87.59x87.57**
Flag: **Bahamas (BS)**
Call sign: **C6CS7**




inetraffic
n Pitcher

k) Laevad loetakse olevat üksteisele nähtavad ainult juhul, kui üht laeva on võimalik teiselt laevalt visuaalselt jälgida.

l) PIIRATUD NÄHTAVUS – olukord, kus nähtavus on piiratud udu, uduvihma, lumesaju, paduvihma, liivatormi või muu sellise põhjuse tõttu.

m) LENDLAEV – mitmeotstarbeline laev, mis oma põhiliikumisviisil lendab vahetult veepinna kohal, kasutades pinnamõju toimet.


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*I jagu. Sõit igasuguse nähtavuse tingimustes*

**Reegel 5 – Vaatlus**

Iga laev peab pidevalt tegema nii nõuetekohast visuaalset ja akustilist vaatlust kui ka vaatlust kõigi olemasolevate vahenditega, mis vastavad valitsevatele tingimustele ja oludele, selleks et täielikult hinnata olukorda ja kokkupõrkeohtu.

- **Reegel 6 – Ohutu kiirus**

  Iga laev peab alati liikuma ohutu kiirusega, nii et ta saaks ette võtta vajaliku ja tõhusa toimingu, vältimaks kokkupõrget ja peatumaks parajal kaugusel vastavalt valitsevatele tingimustele ja asjaoludele.

  Ohutu kiiruse määramisel peavad arvessevõetavate hulgas olema järgmised tegurid:

  Kõigil laevadel:

  nähtavus;

  liiklustihedus, sealhulgas kalastavate või mingite muude laevade koondumine;

  laeva manööverdusvõime, eriti pidurdustee pikkus, ja laeva pööratavus valitsevates tingimustes;

  öösel kas siis kaldatuledest või oma laeva tulede hajunud valguse põhjustatud taustvalguse olemasolu;

  tuul, lainetus ja hoovus ning navigatsiooniohtude lähedus;

  laeva süvise ja olemasolevate sügavuste suhe;

  Täiendavalt radarit kasutavatel laevadel:

  radarseadme karakteristikud, tegusus ja piirangud;

  mistahes kitsendused, mis tulenevad radari tegevuskauguse kasutatavast skaalast;

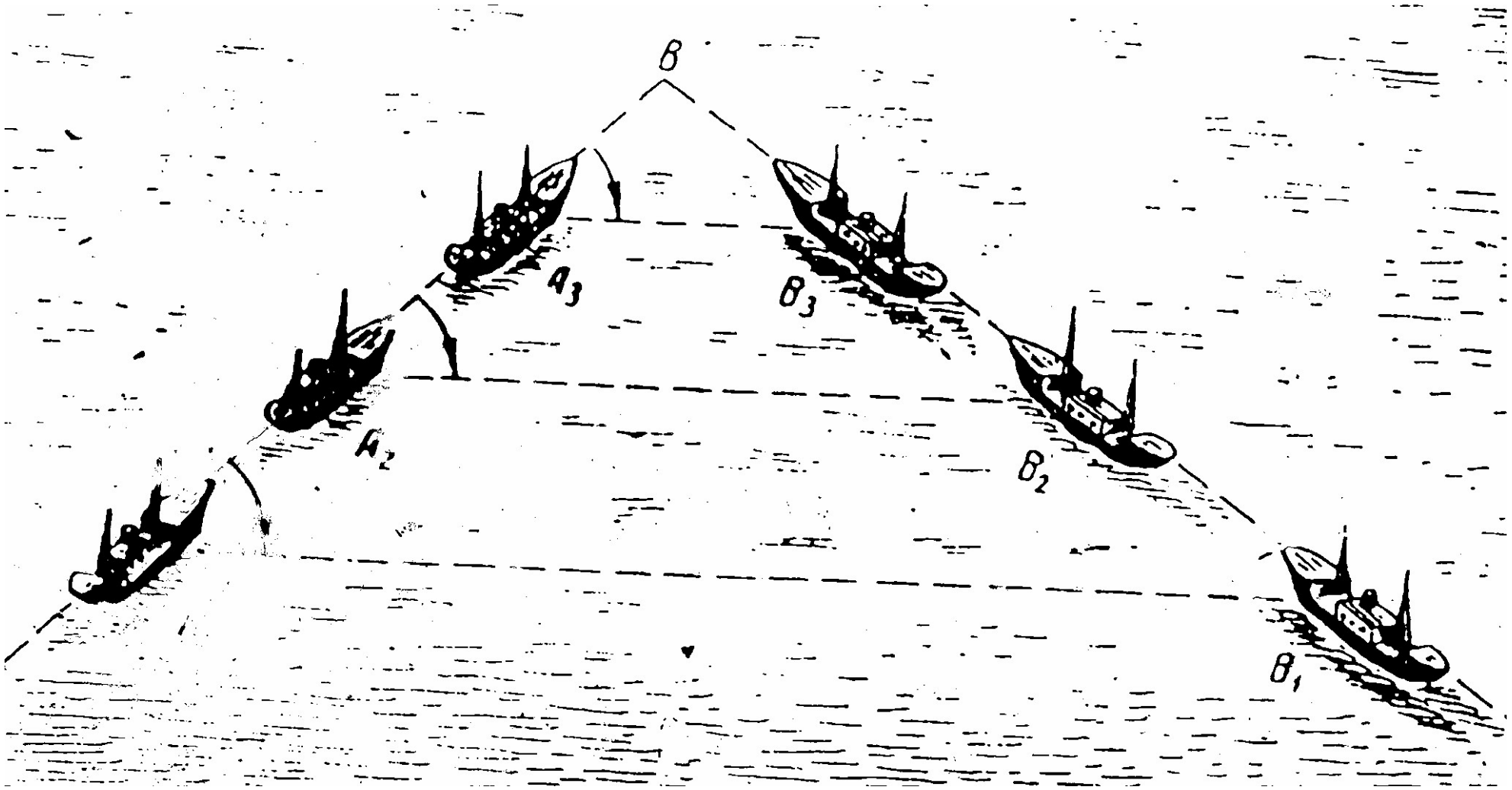
  merepinna seisundi, ilma ja muude häireallikate mõju radari avastamisvõimele;

  võimalus, et radar ei pruugi väikesi laevu, jääd või muid ujuv-objekte küllaldase vahemaa pealt avastada;

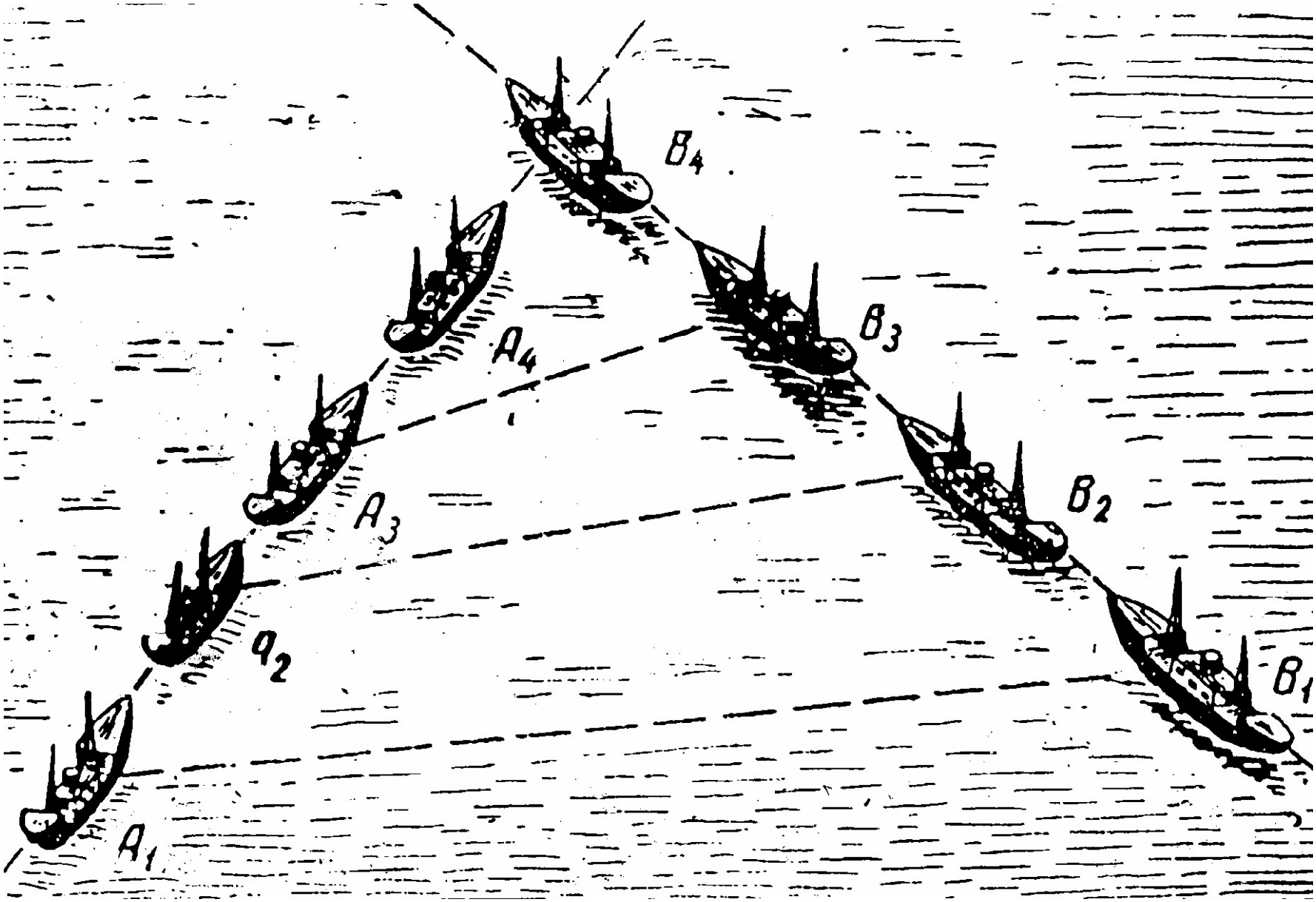
  radariga avastatud laevade hulk, nende asukoht ja liikumissuunad;

  täpsem nähtavuskauguse hinnang, mida võimaldab radar läheduses olevate laevade või muude objektide kauguse määramisel.

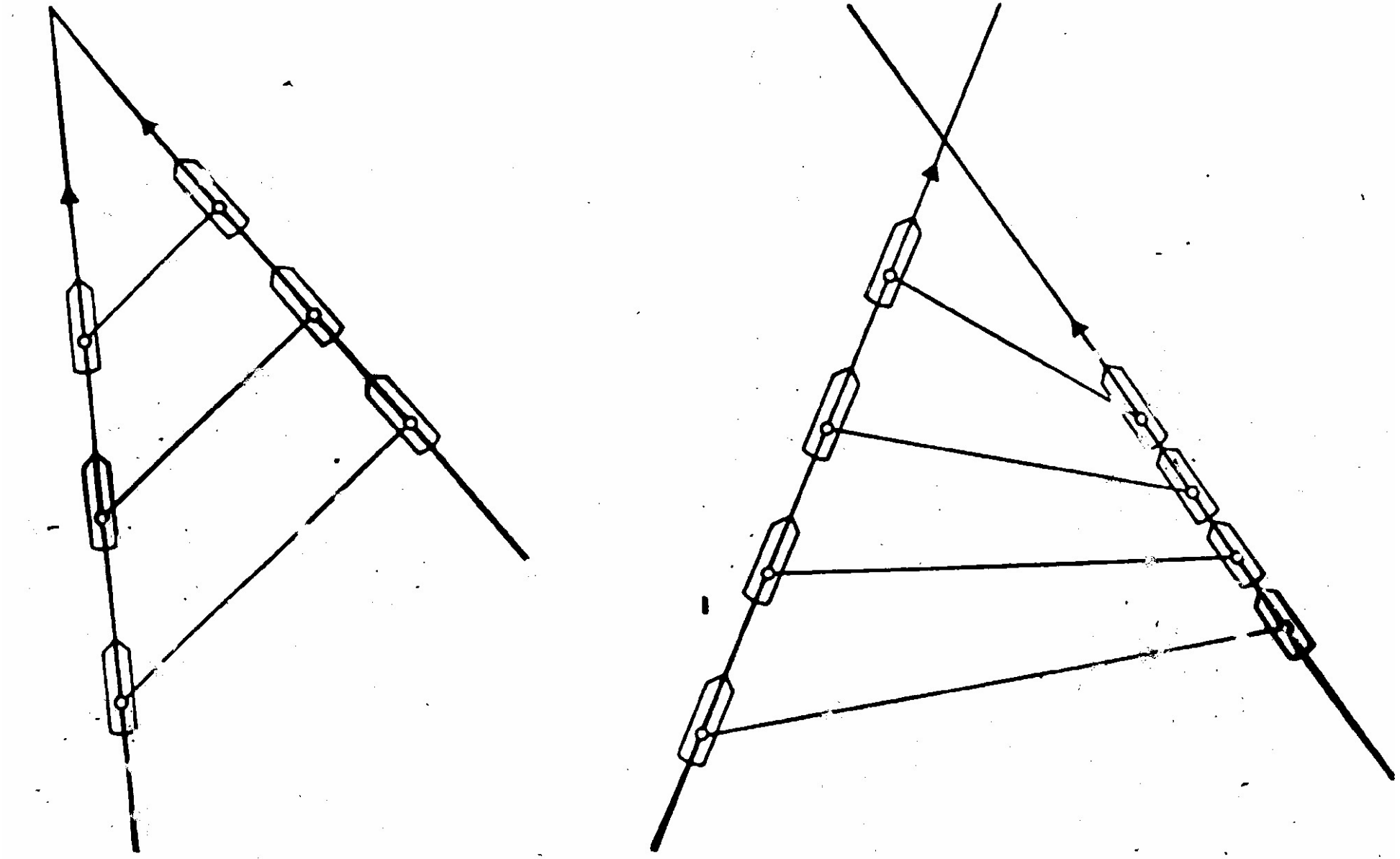
# Reegel 7 – Kokkupõrkeoht



## Reegel 7



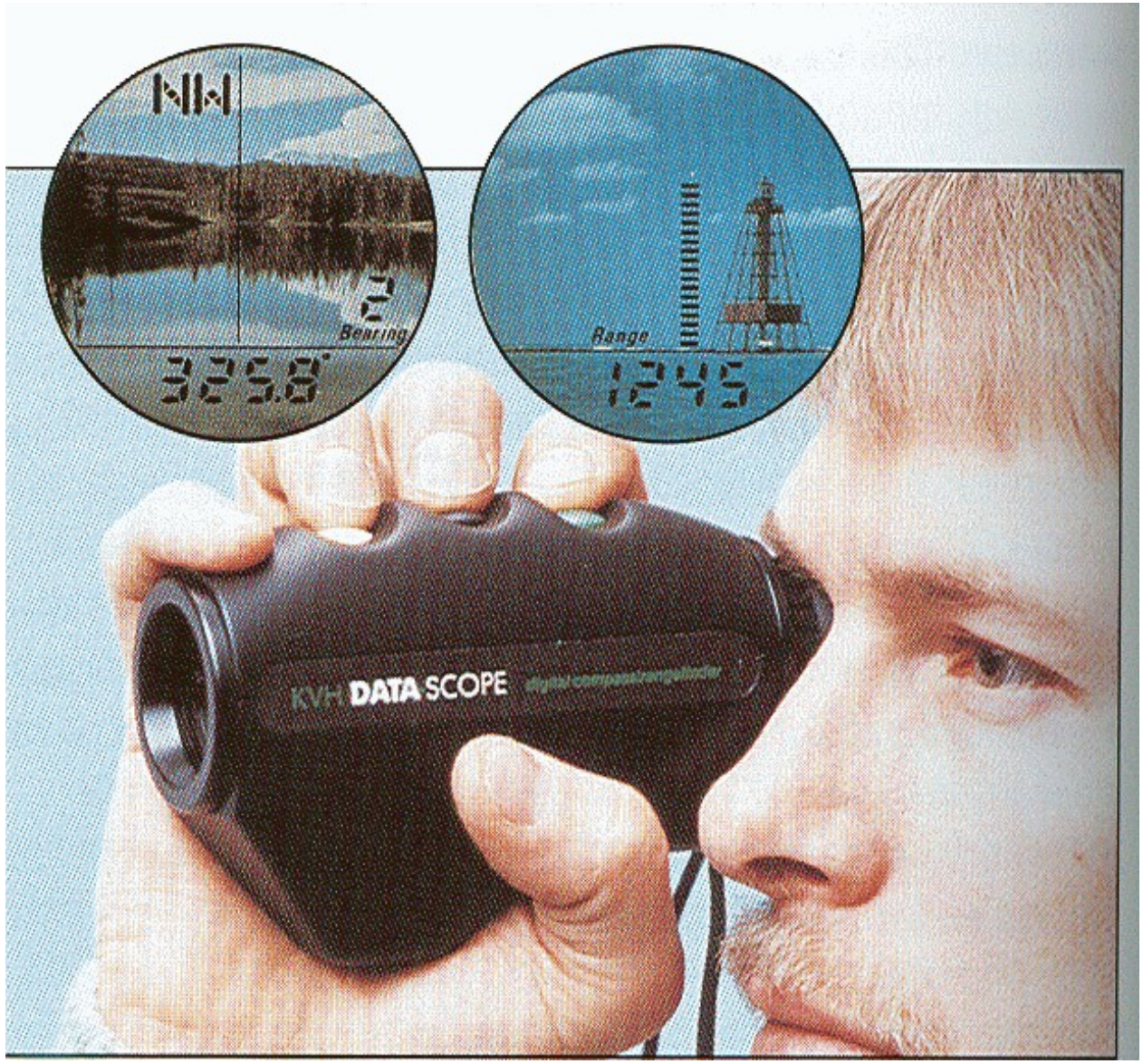
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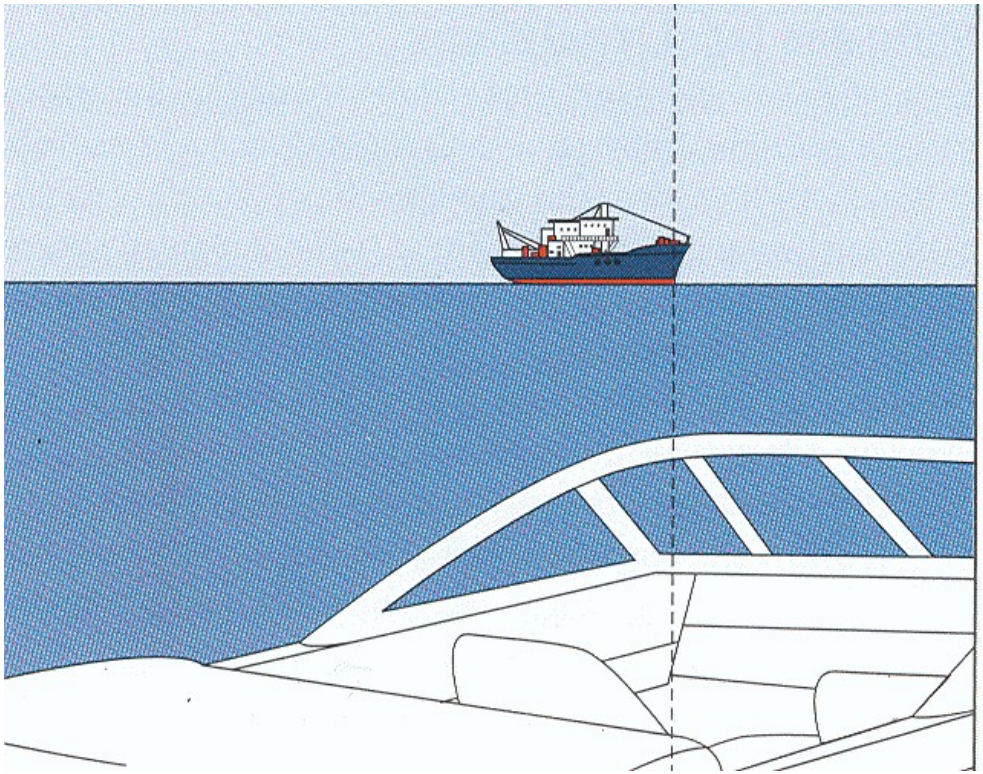
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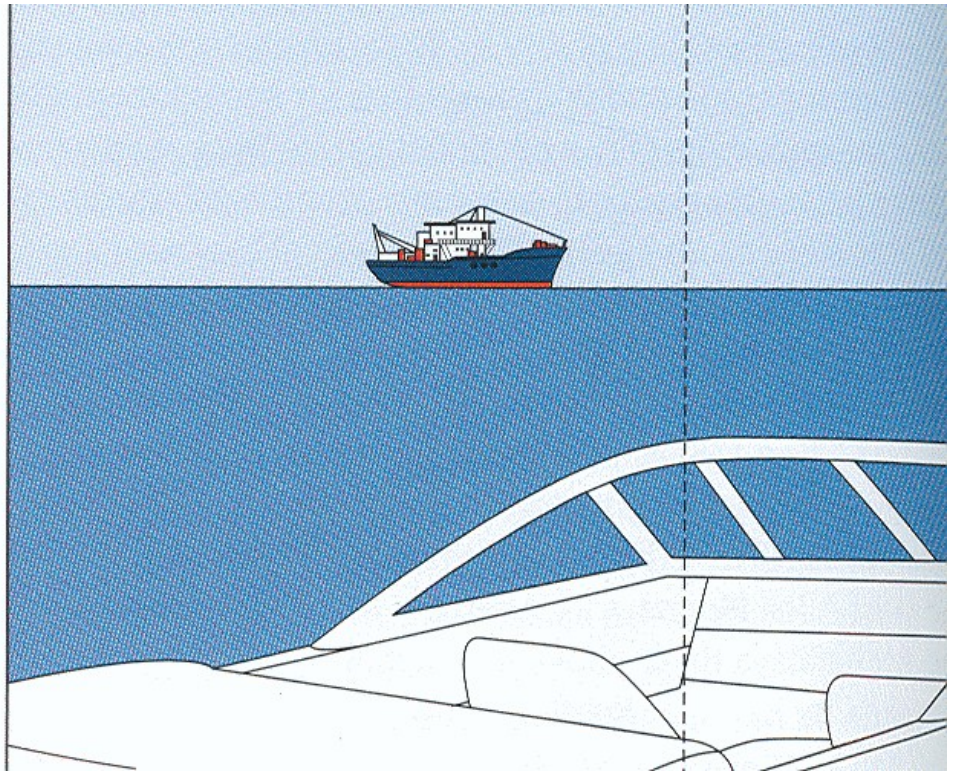


# Reegel 7

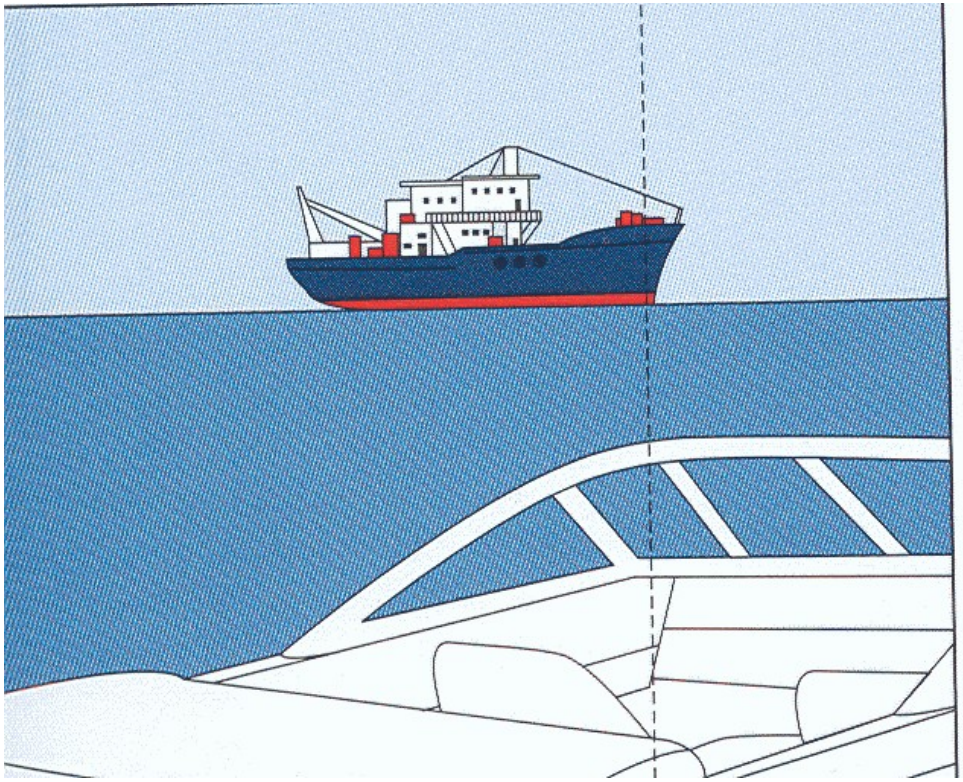


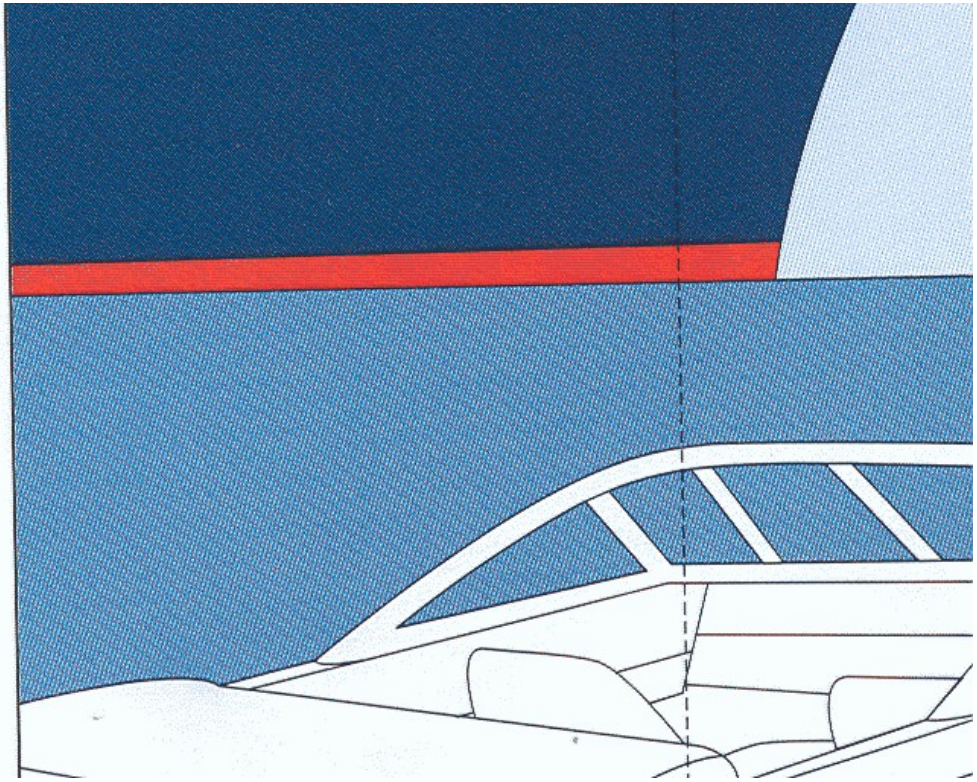
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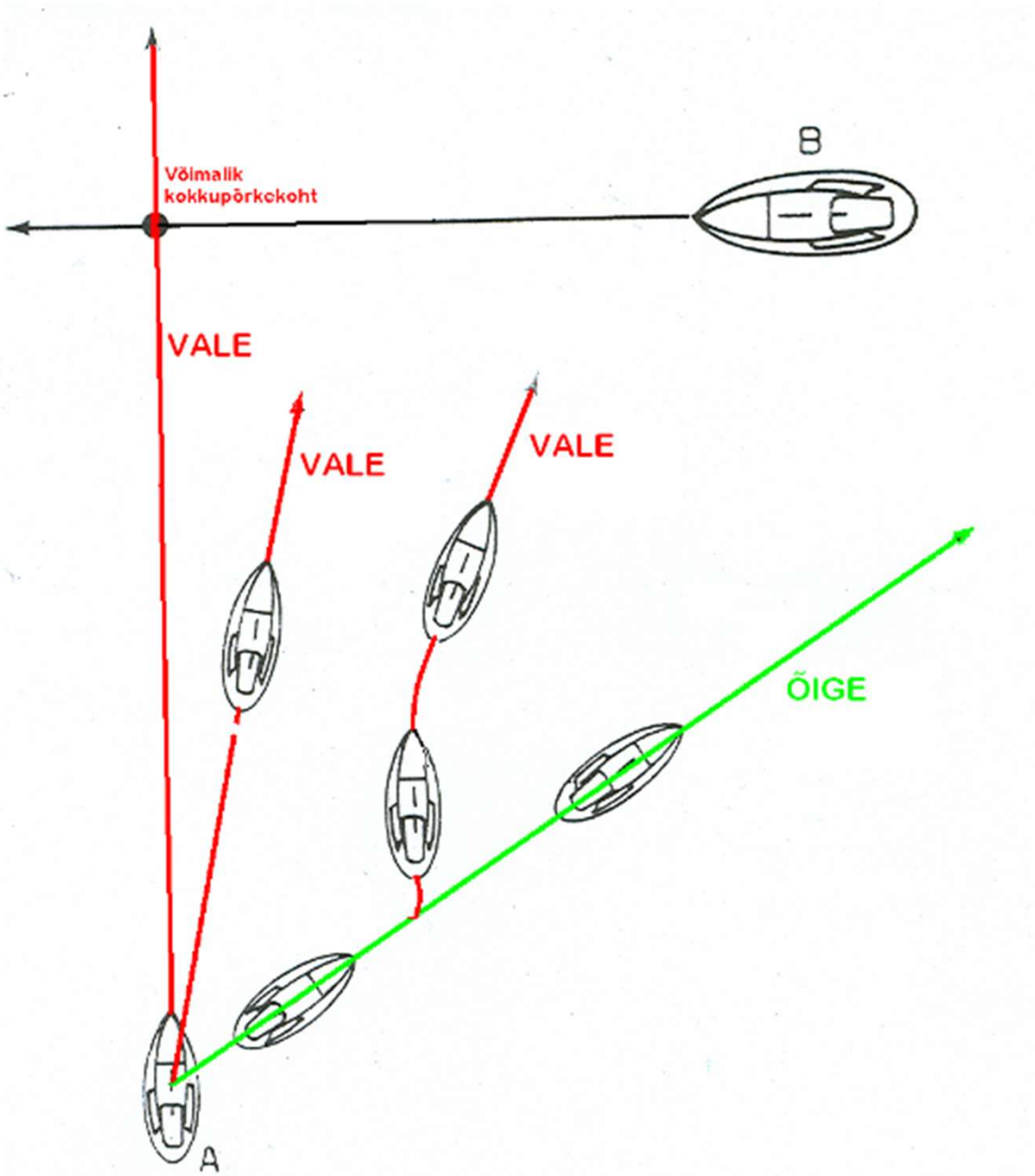


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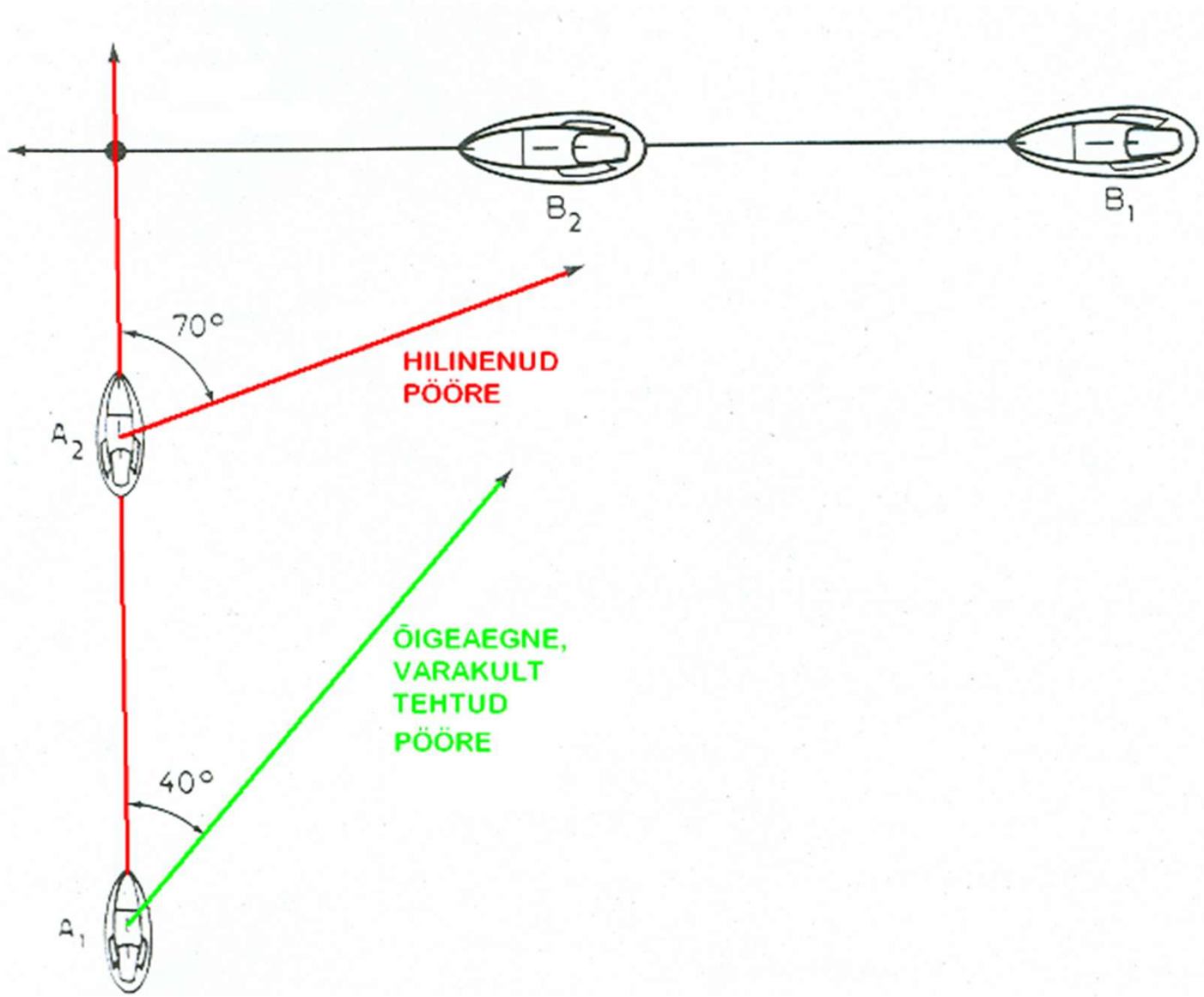




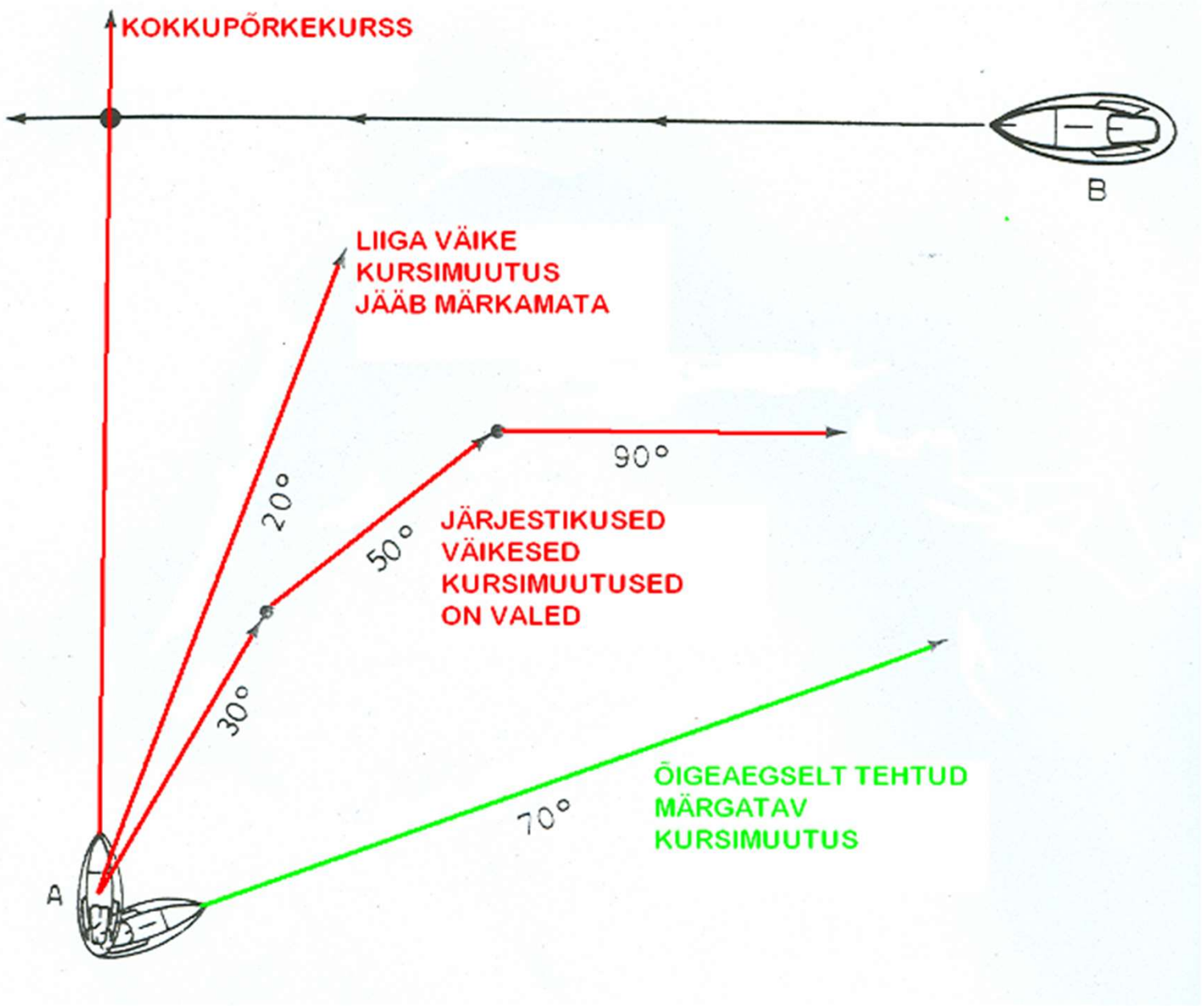
# Reegel 8 – Tegevus



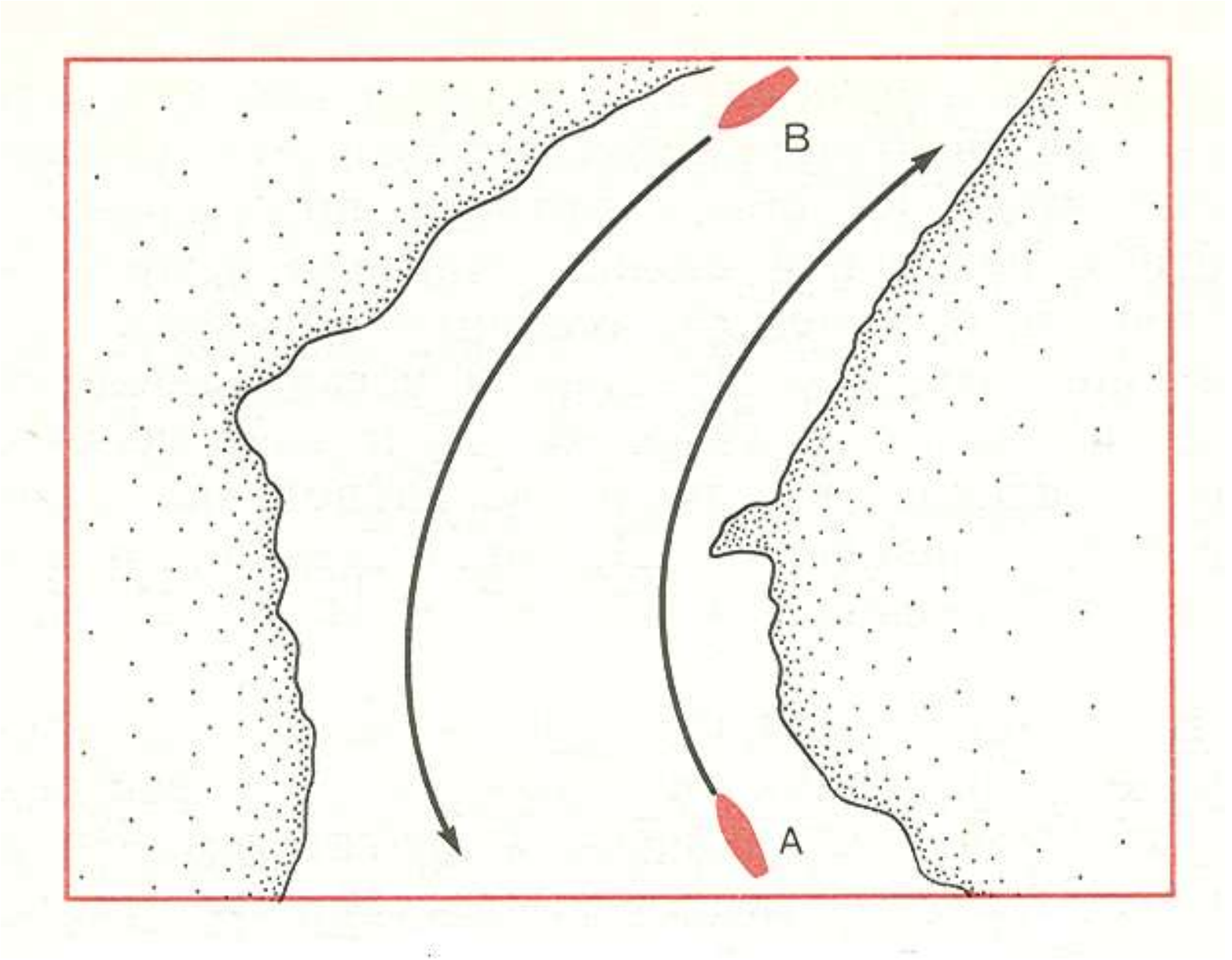
# Reegel 8


B2
B1
70°
HILINENUD
PÖÖRE
A2
ÕIGEAEGNE,
VARAKULT
TEHTUD
PÖÖRE
40°
A1

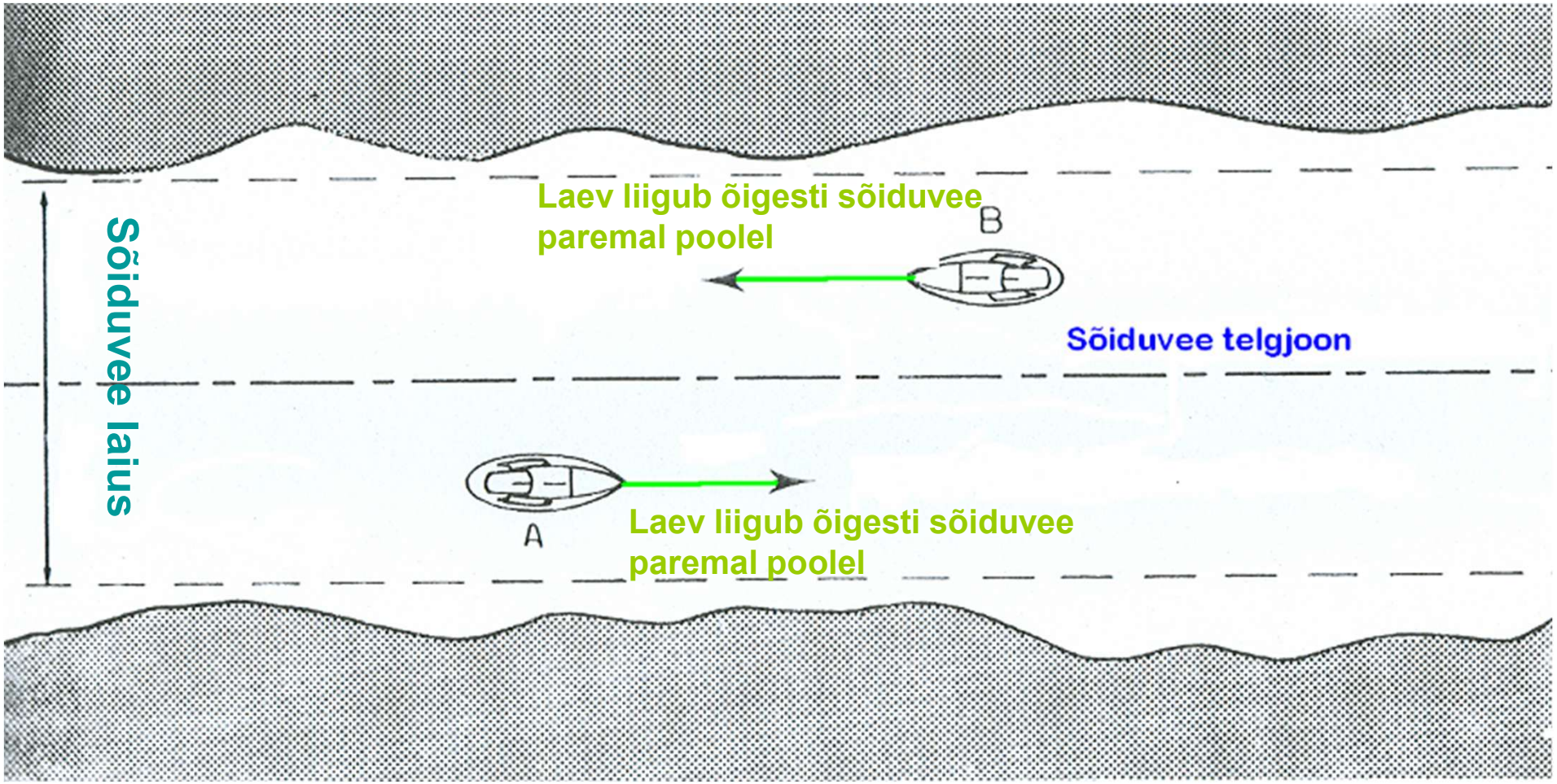
# Reegel 8


KOKKUPÕRKEKURSS
B
LIIGA VÄIKE
KURSIMUUTUS
JÄÄB MÄRKAMATA
20°
90°
50°
JÄRJESTIKUSED
VÄIKESED
KURSIMUUTUSED
ON VALED
30°
70°
ÕIGEAEGSELT TEHTUD
MÄRGATAV
KURSIMUUTUS
A

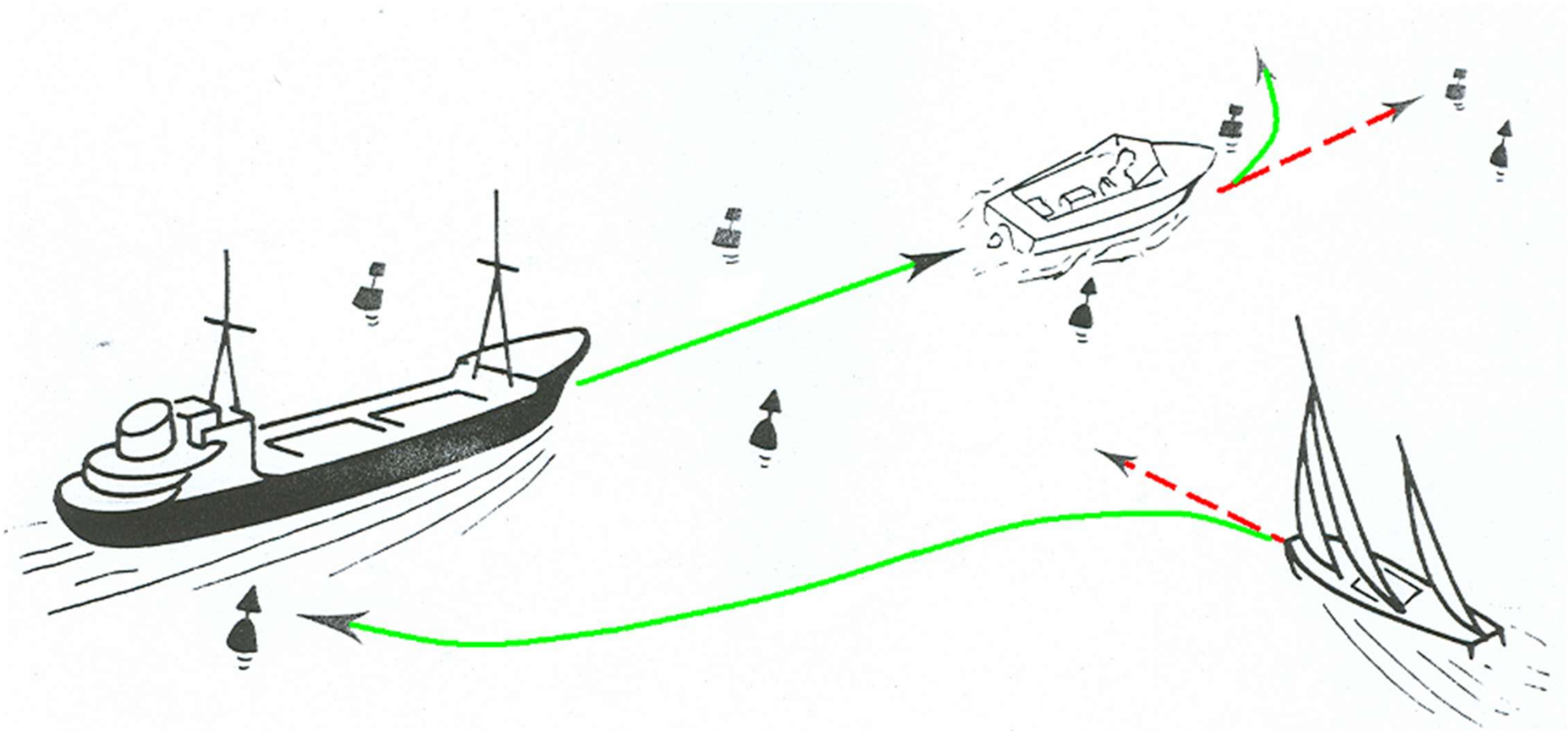
# Reegel 9 - Kitsused



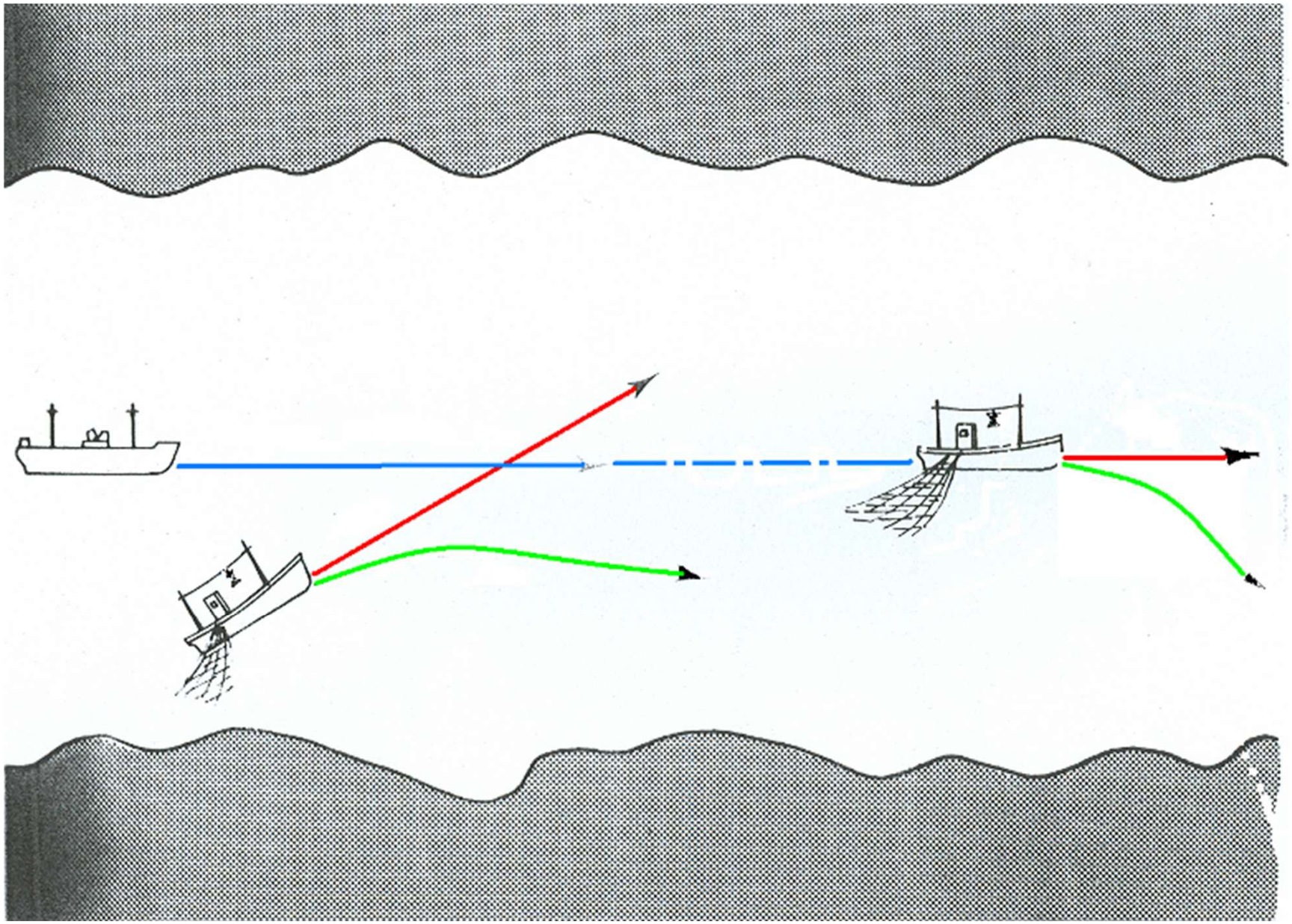
# Reegel 9


Laev liigub õigesti sõiduvee paremal poolel
B
Sõiduvee telgjoon
Sõiduvee laius
A
Laev liigub õigesti sõiduvee paremal poolel

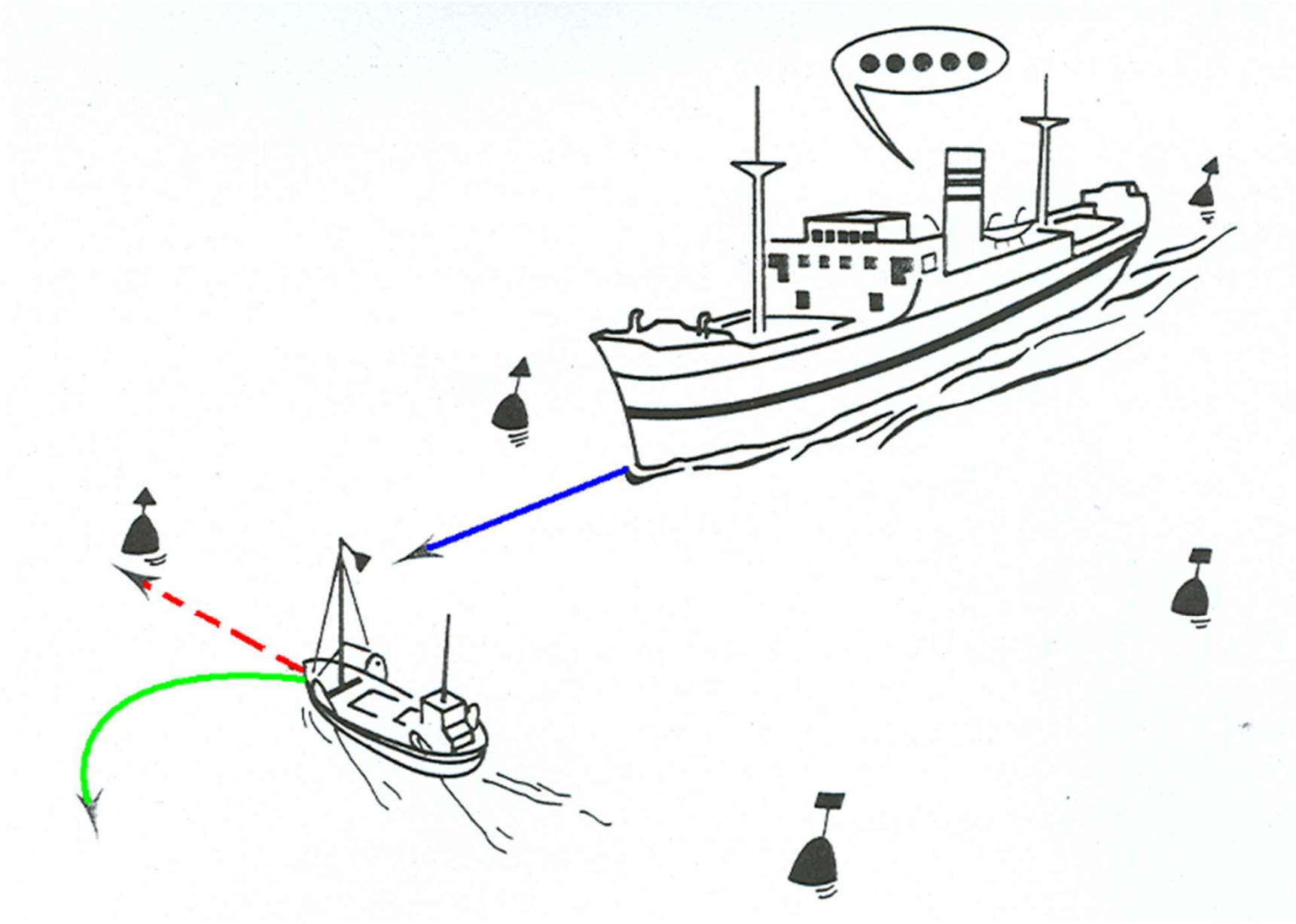
# Reegel 9



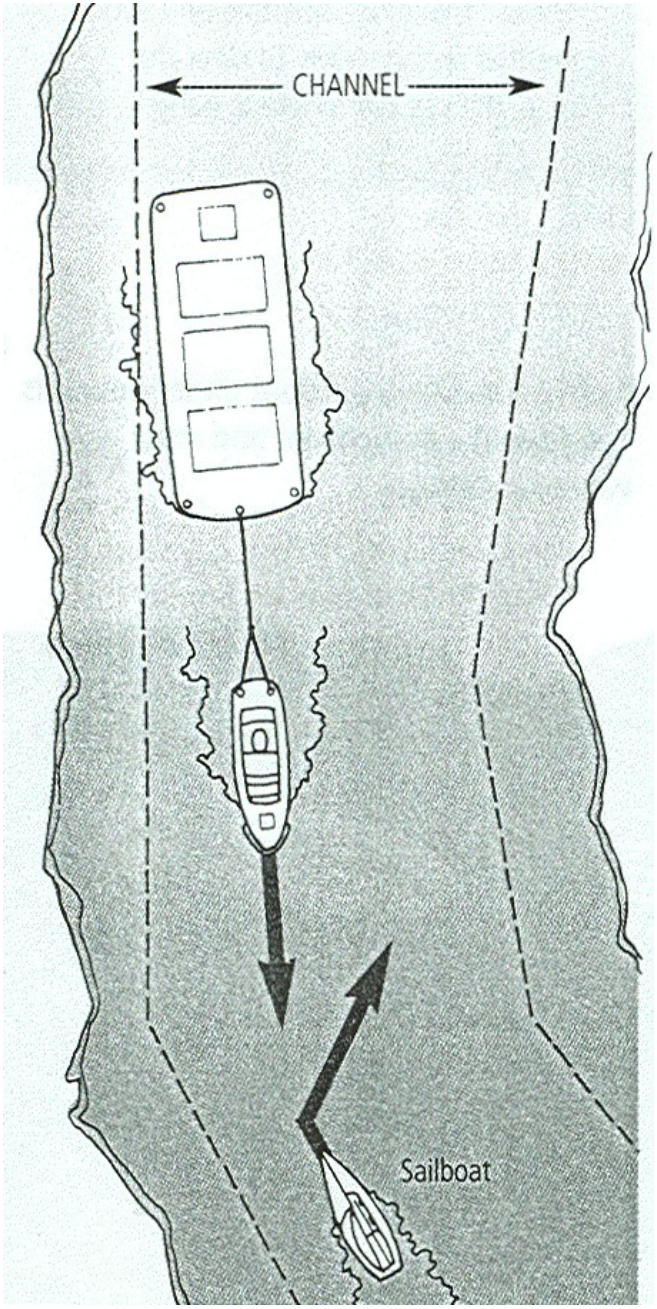
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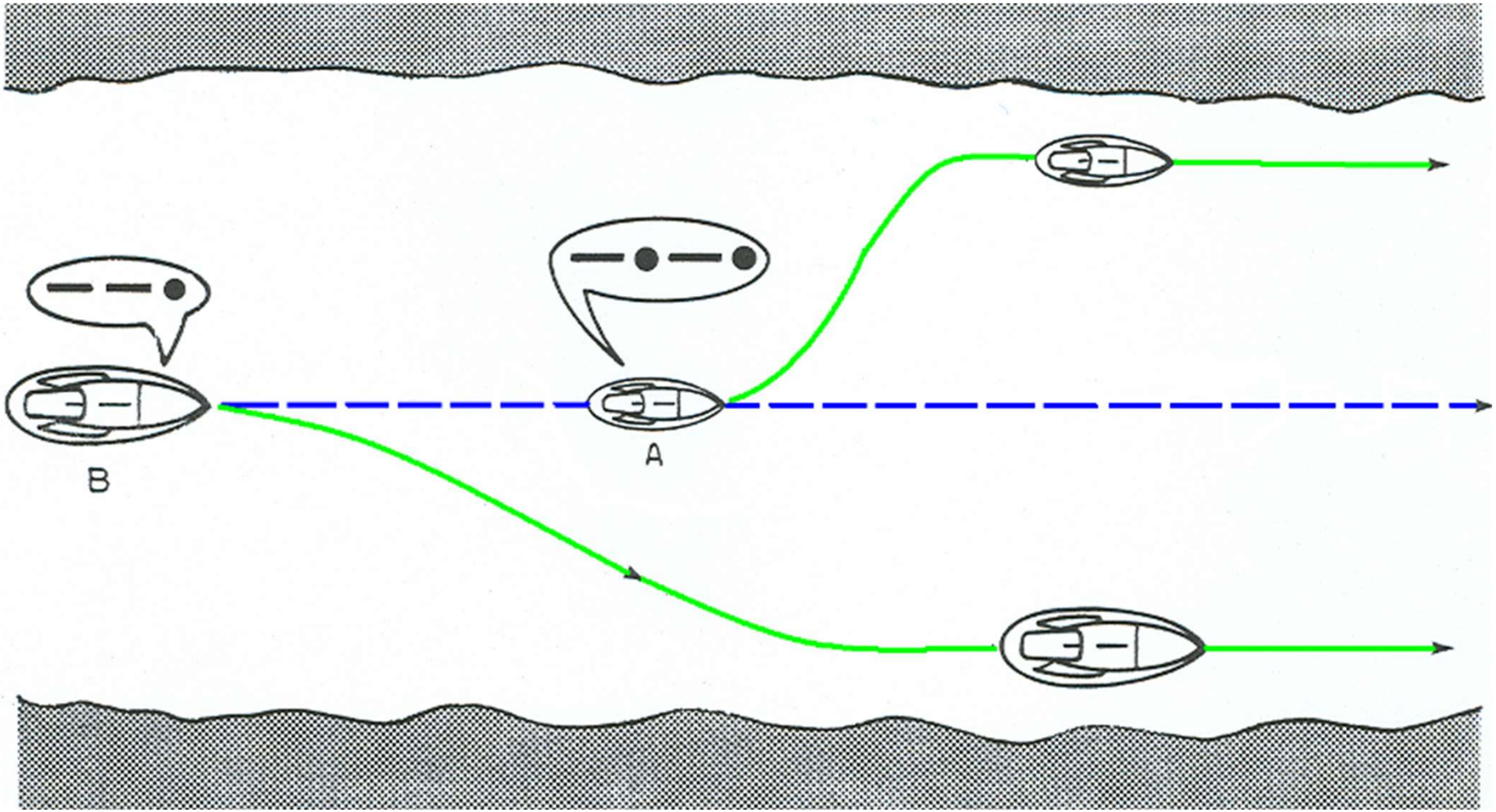
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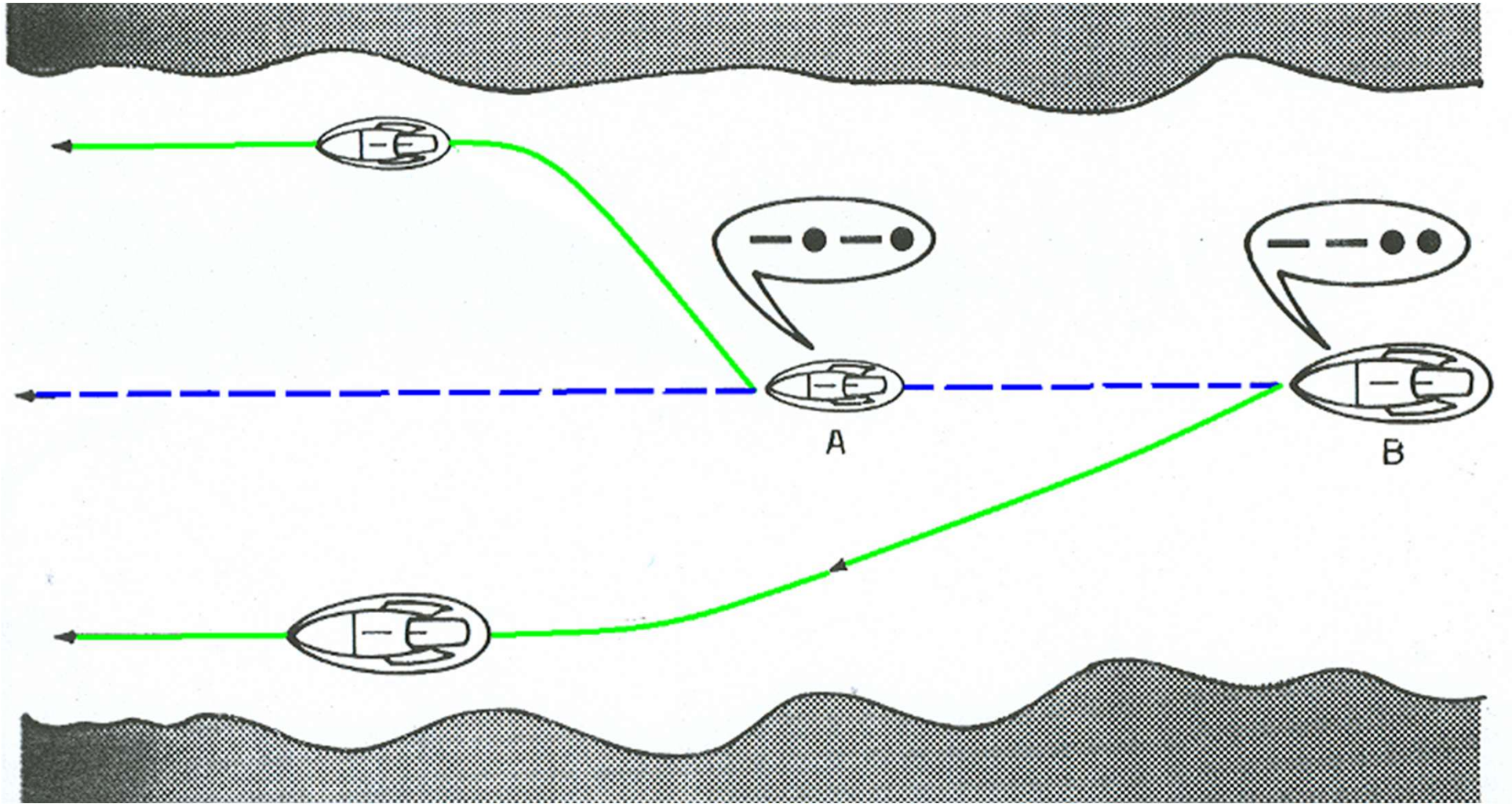
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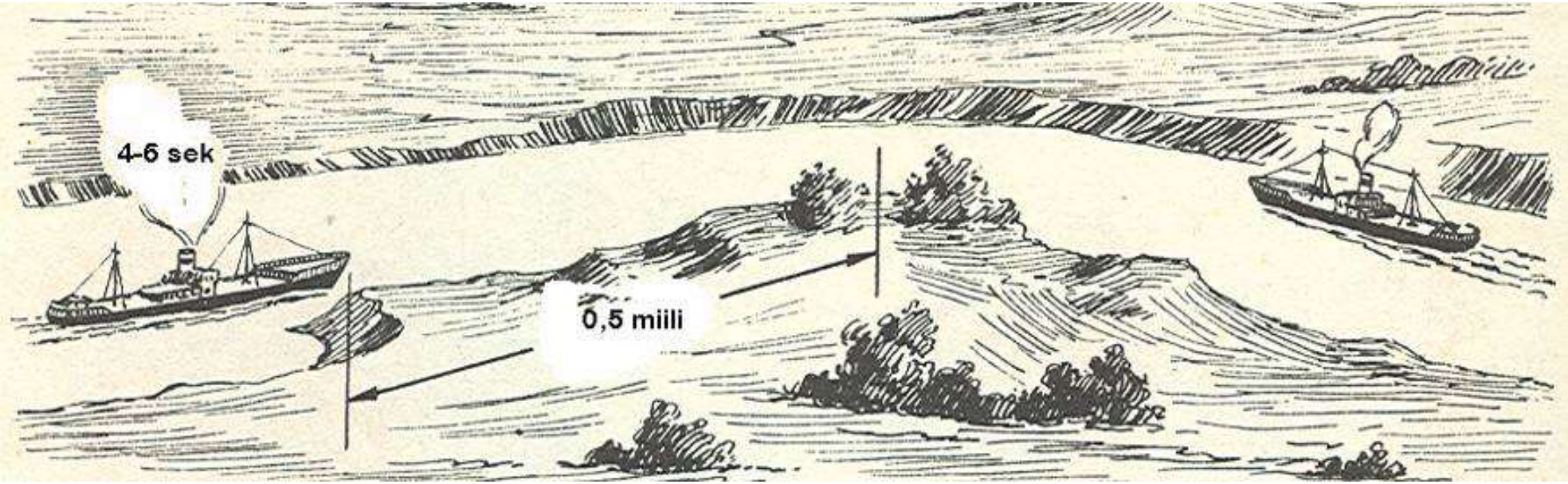
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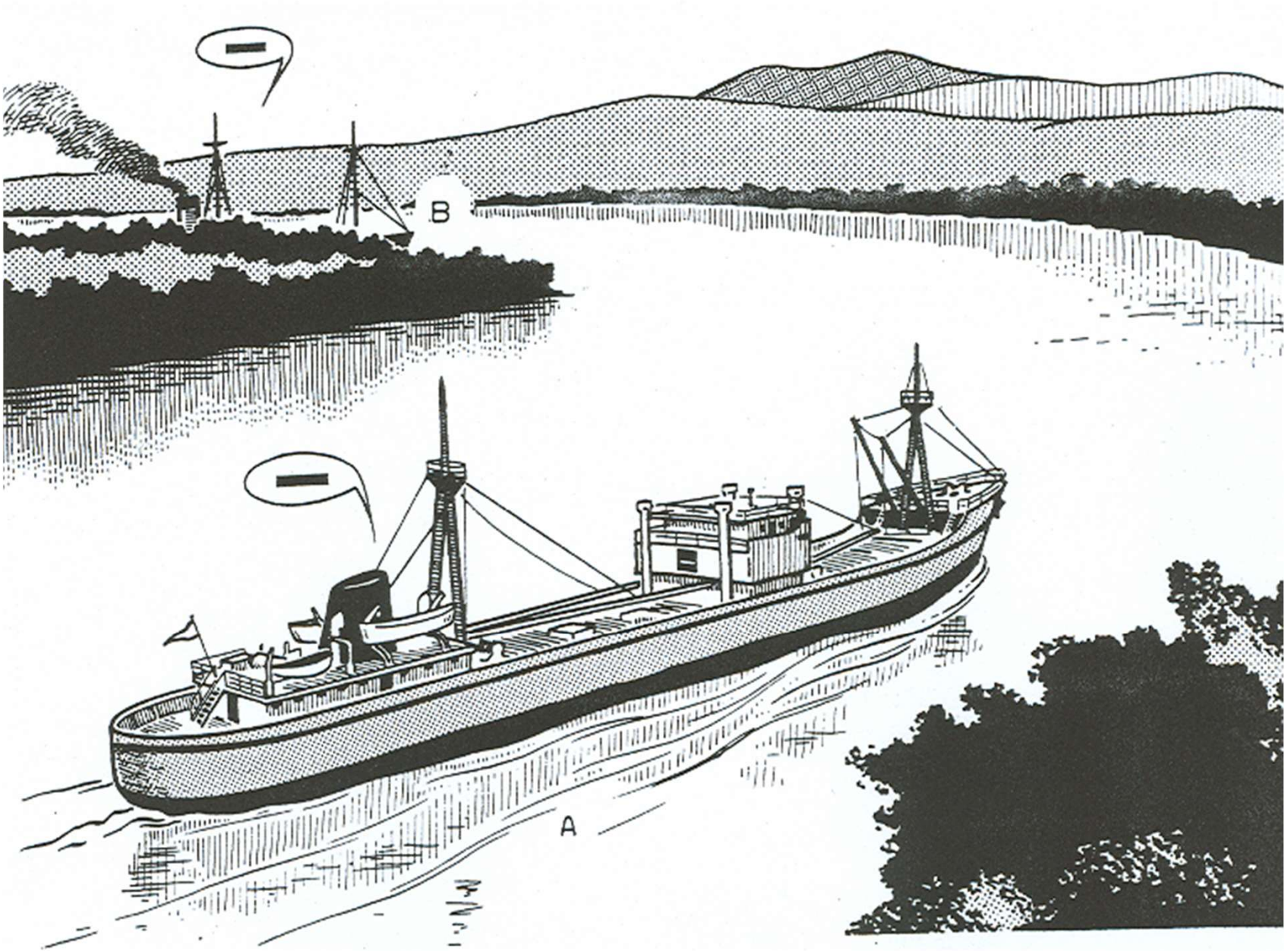
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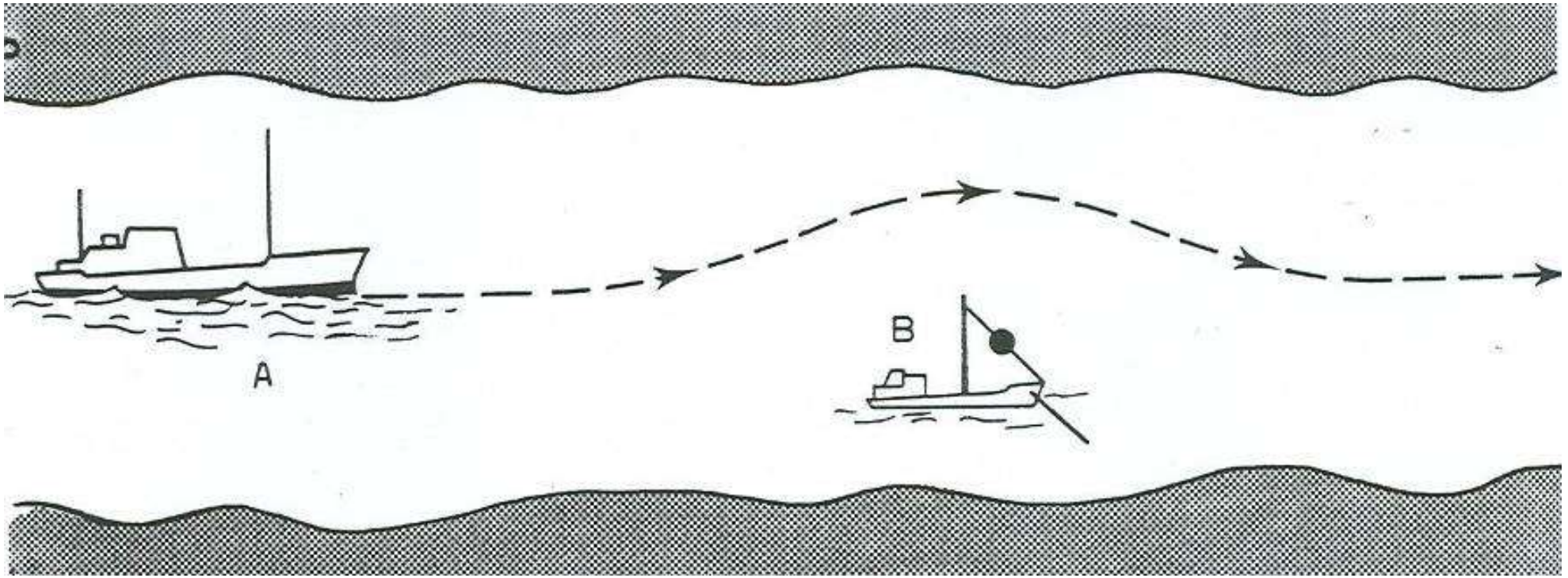
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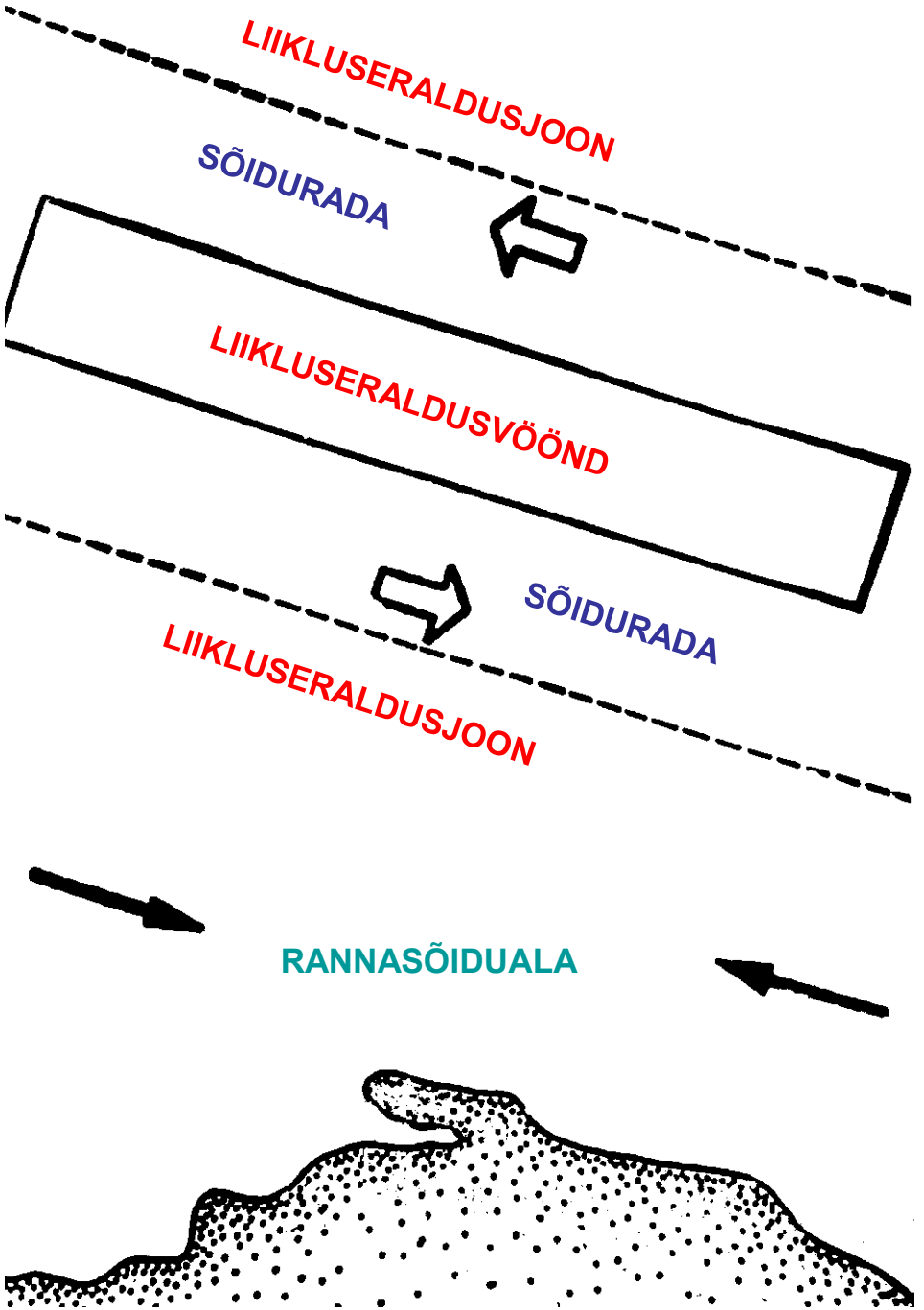
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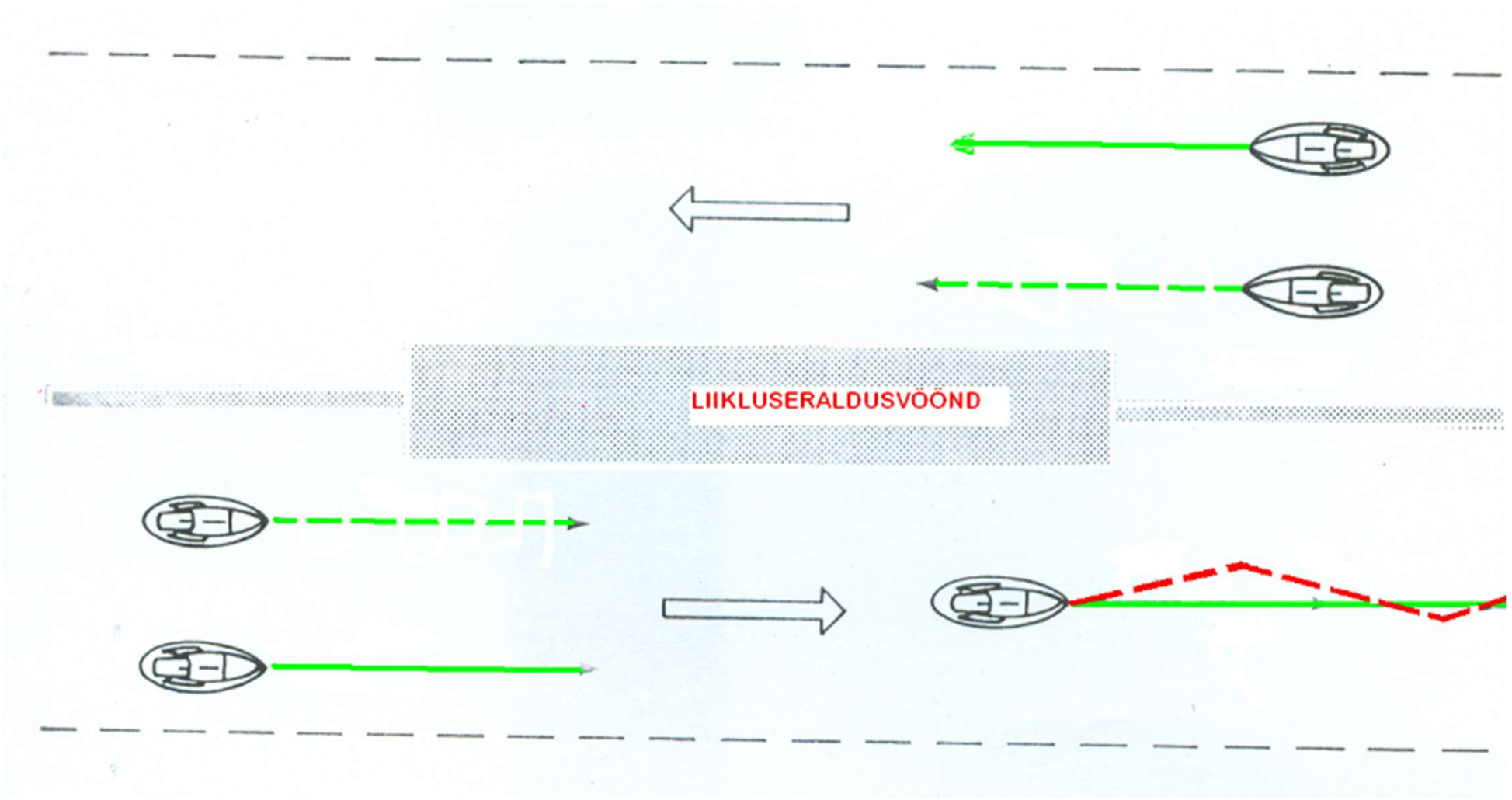
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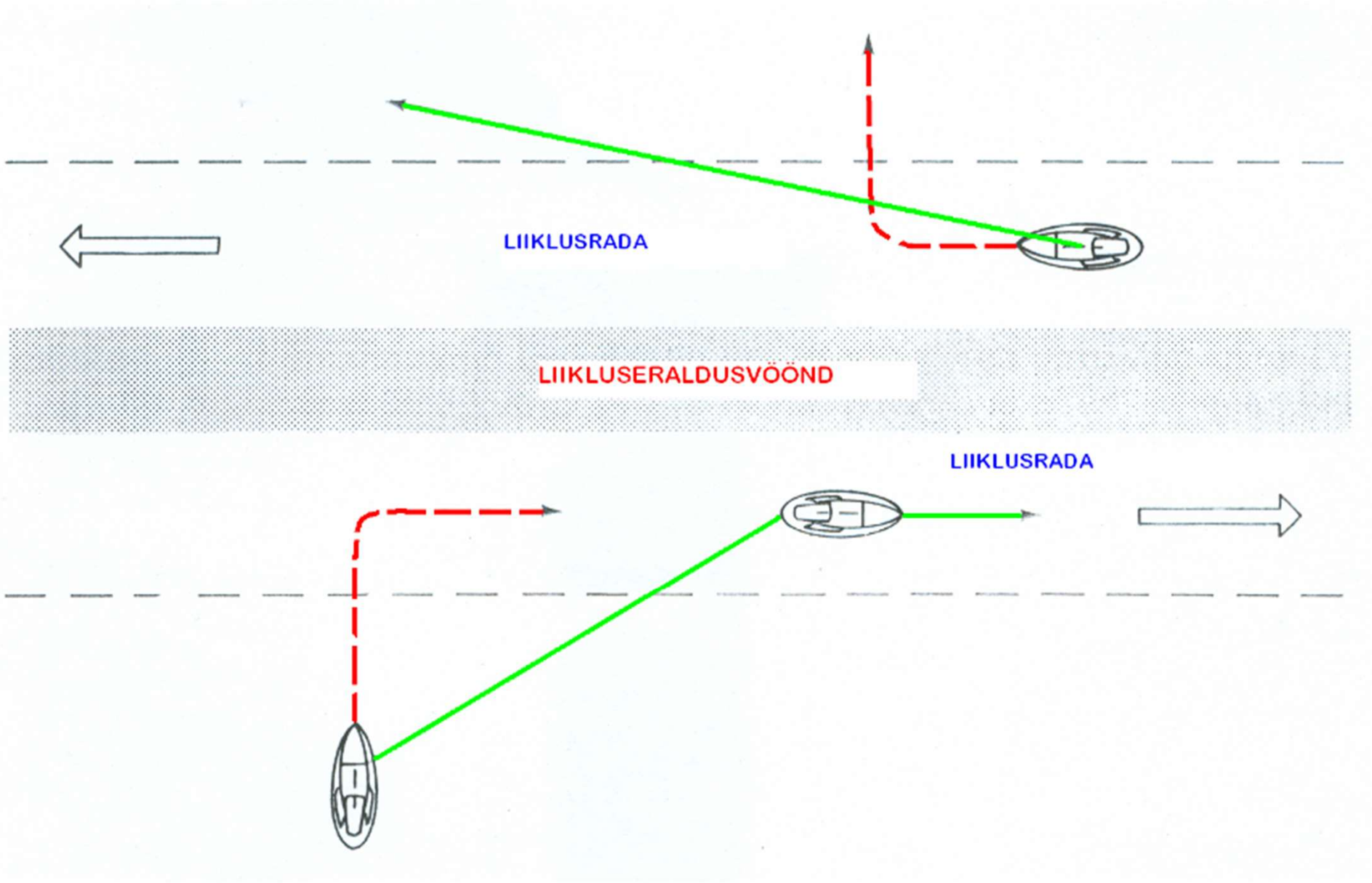
**Reegel 10 –**
LIIKLUSERALDUSSKEEMID



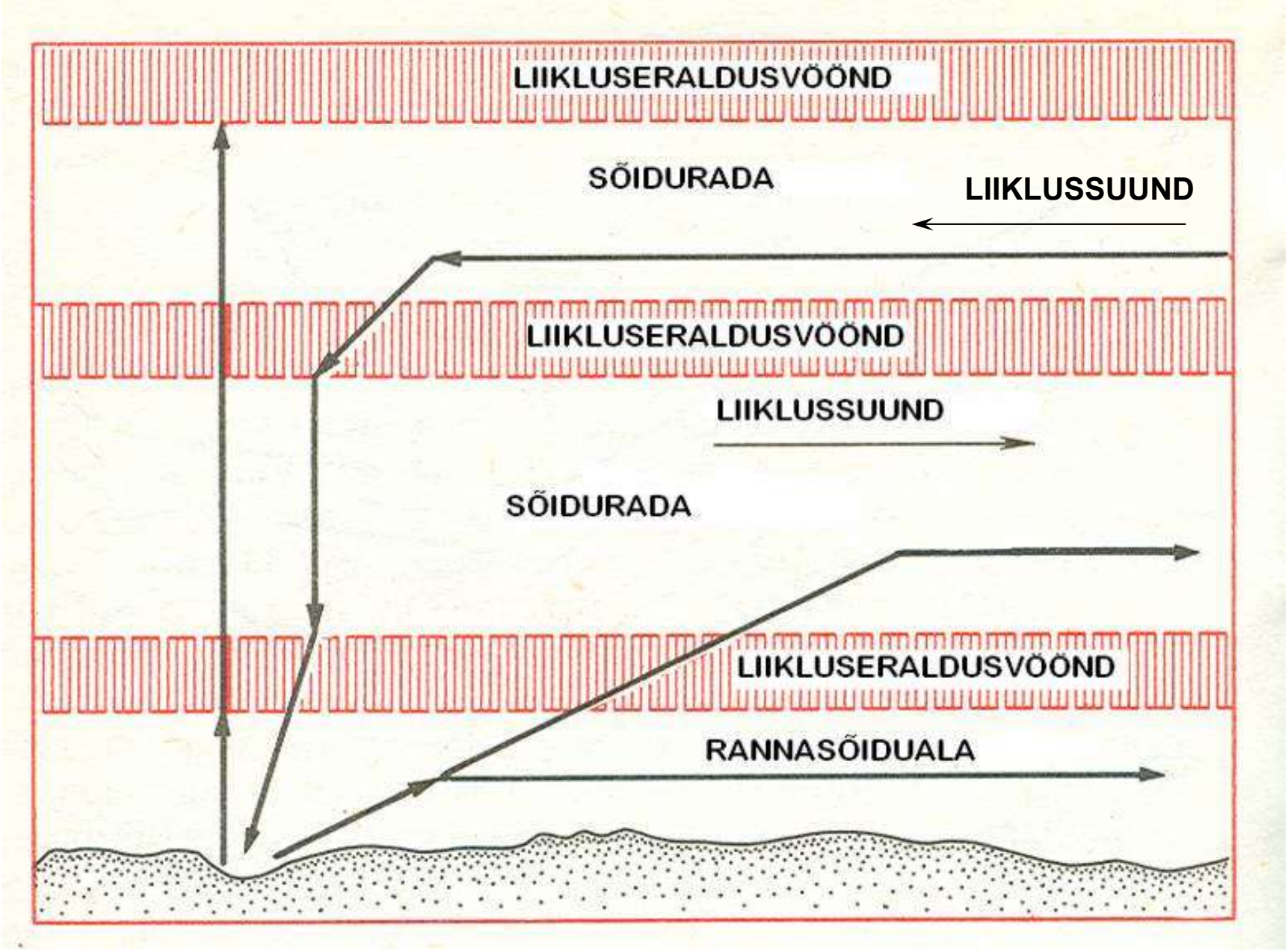
# **Reegel 10 -** LIIKLUSERALDUSSKEEMID



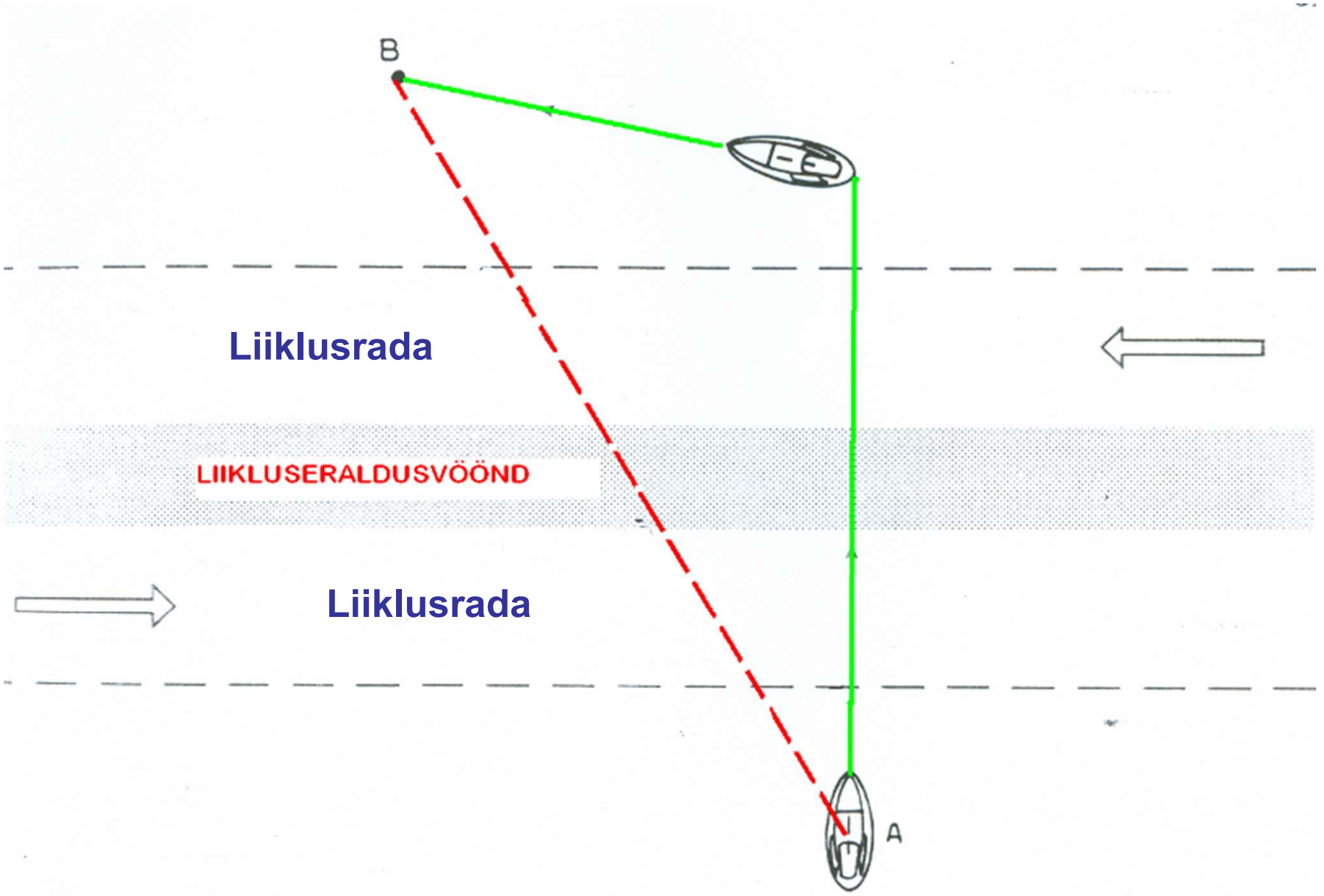
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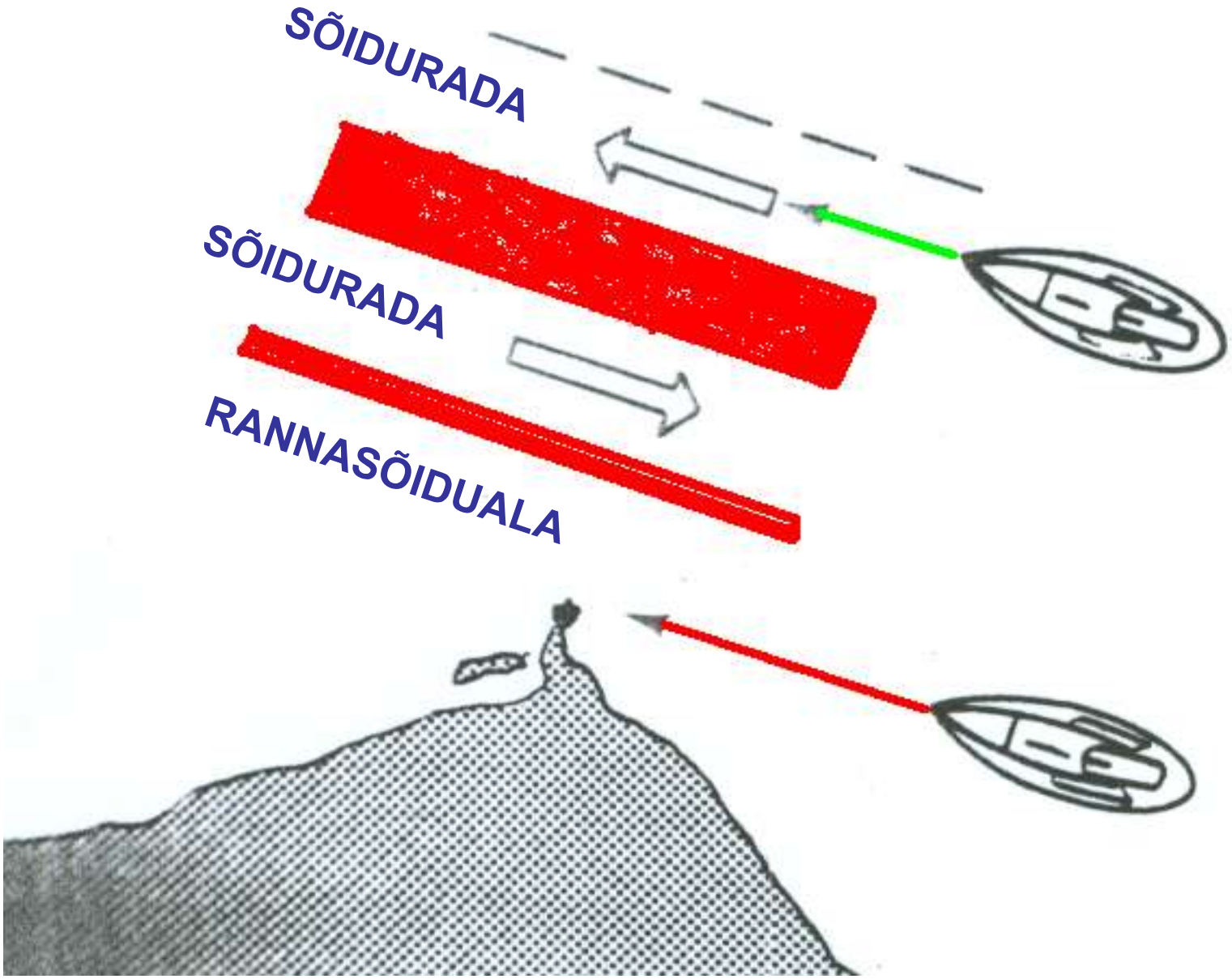
## Reegel 10


LIIKLUSERALDUSVÖÖND
SÕIDURADA
LIIKLUSSUUND
LIIKLUSERALDUSVÖÖND
LIIKLUSSUUND
SÕIDURADA
LIIKLUSERALDUSVÖÖND
RANNASÕIDUALA

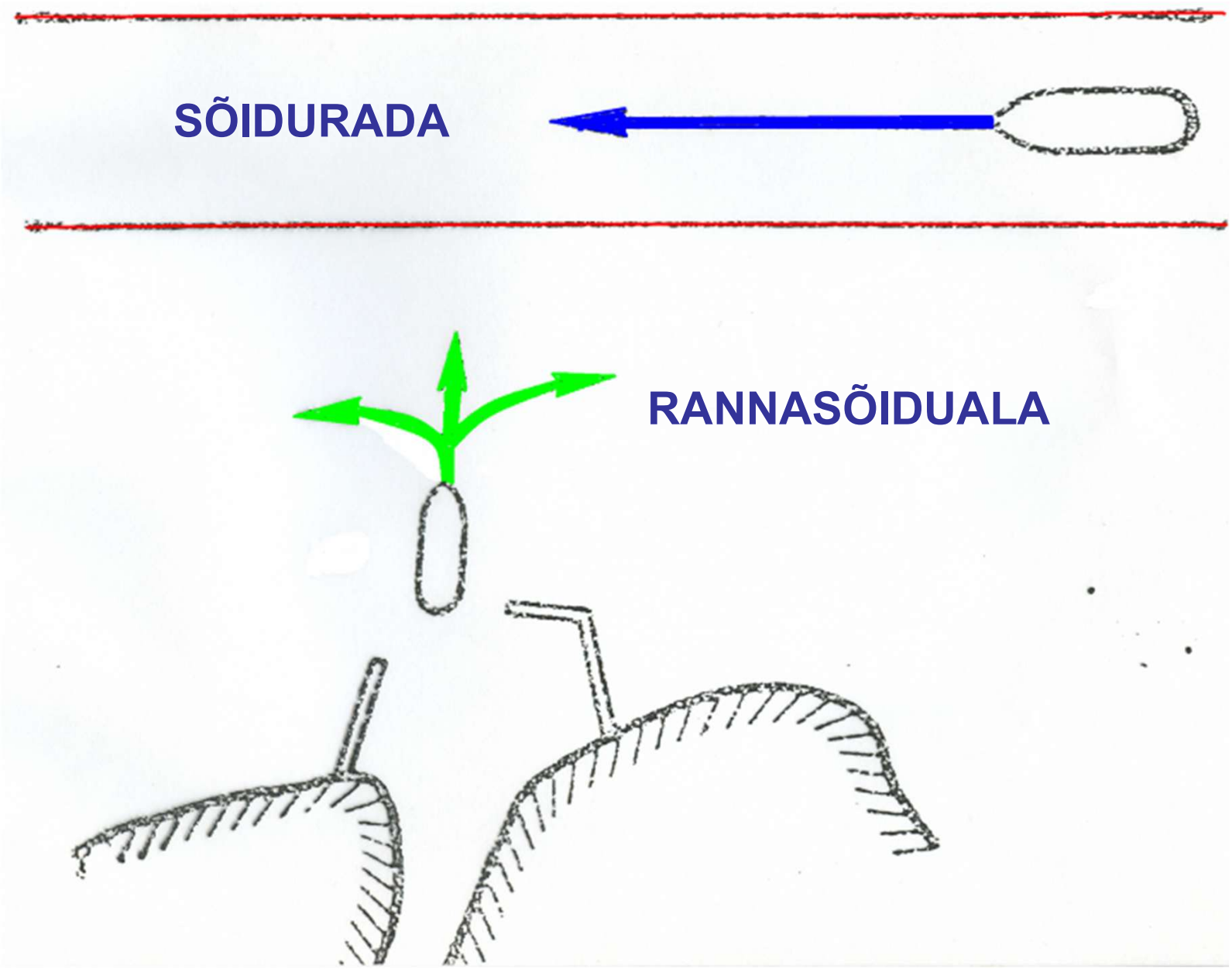
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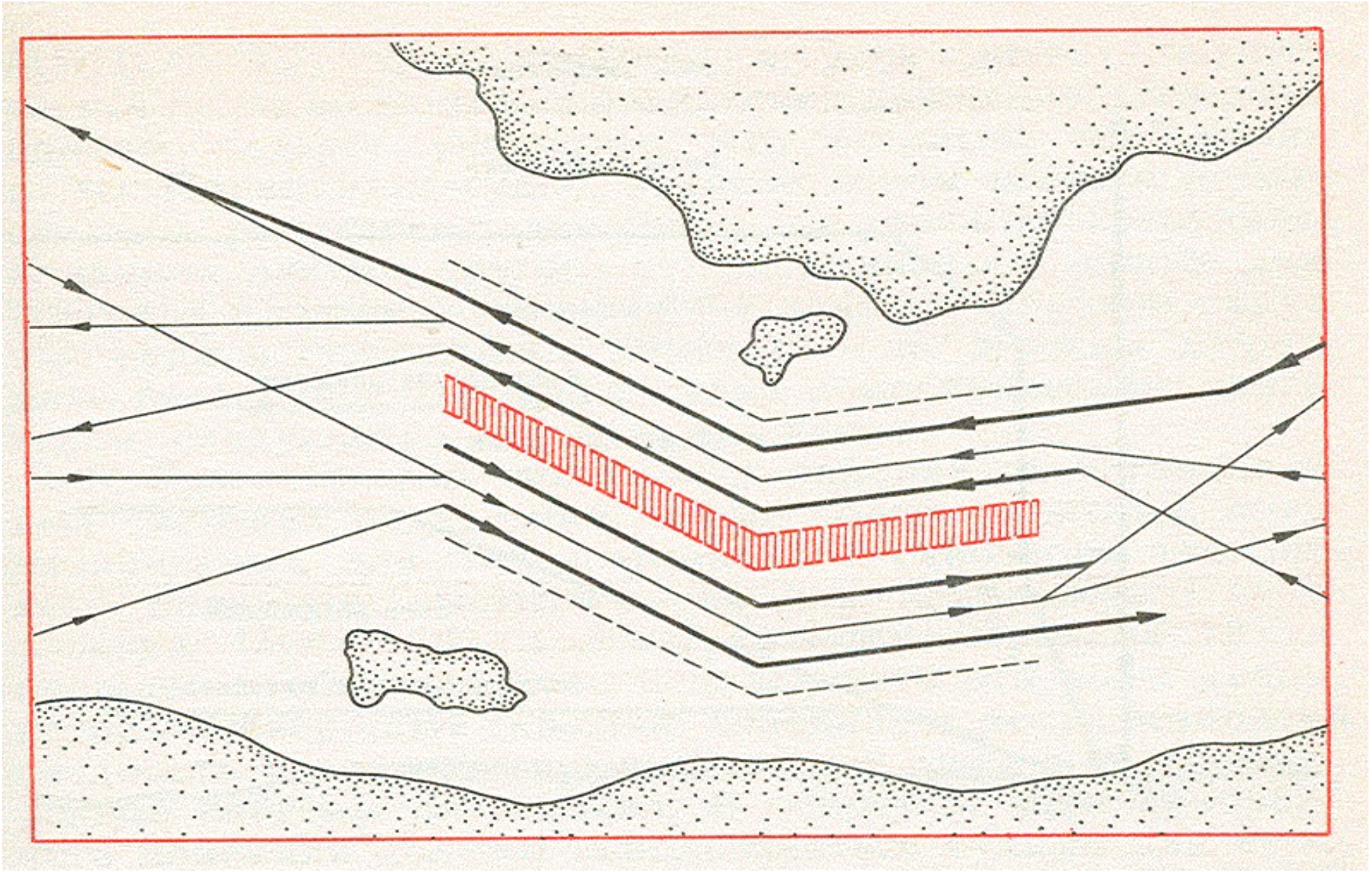
# Reegel 10



## Reegel 10



# Reegel 10

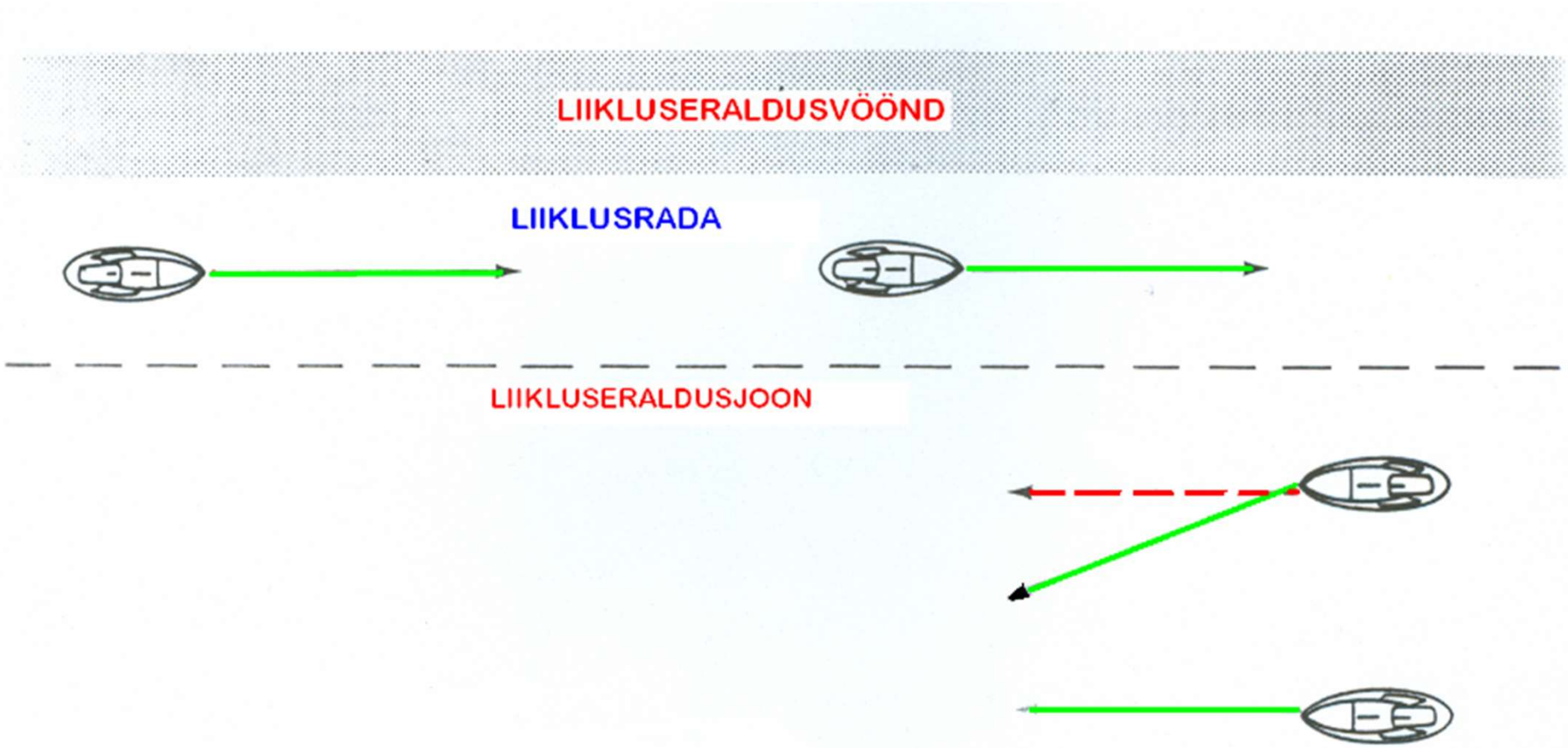



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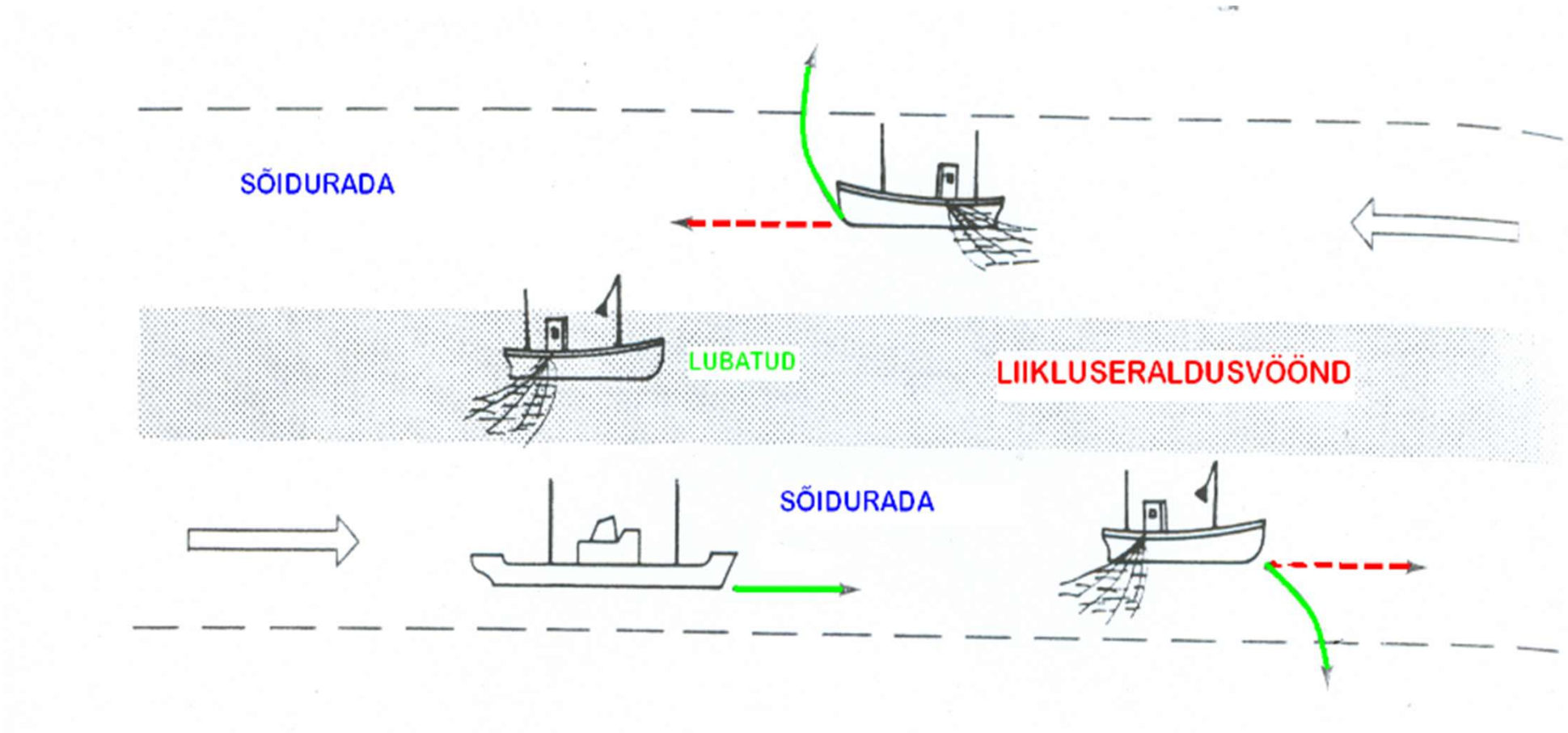
# Reegel 10



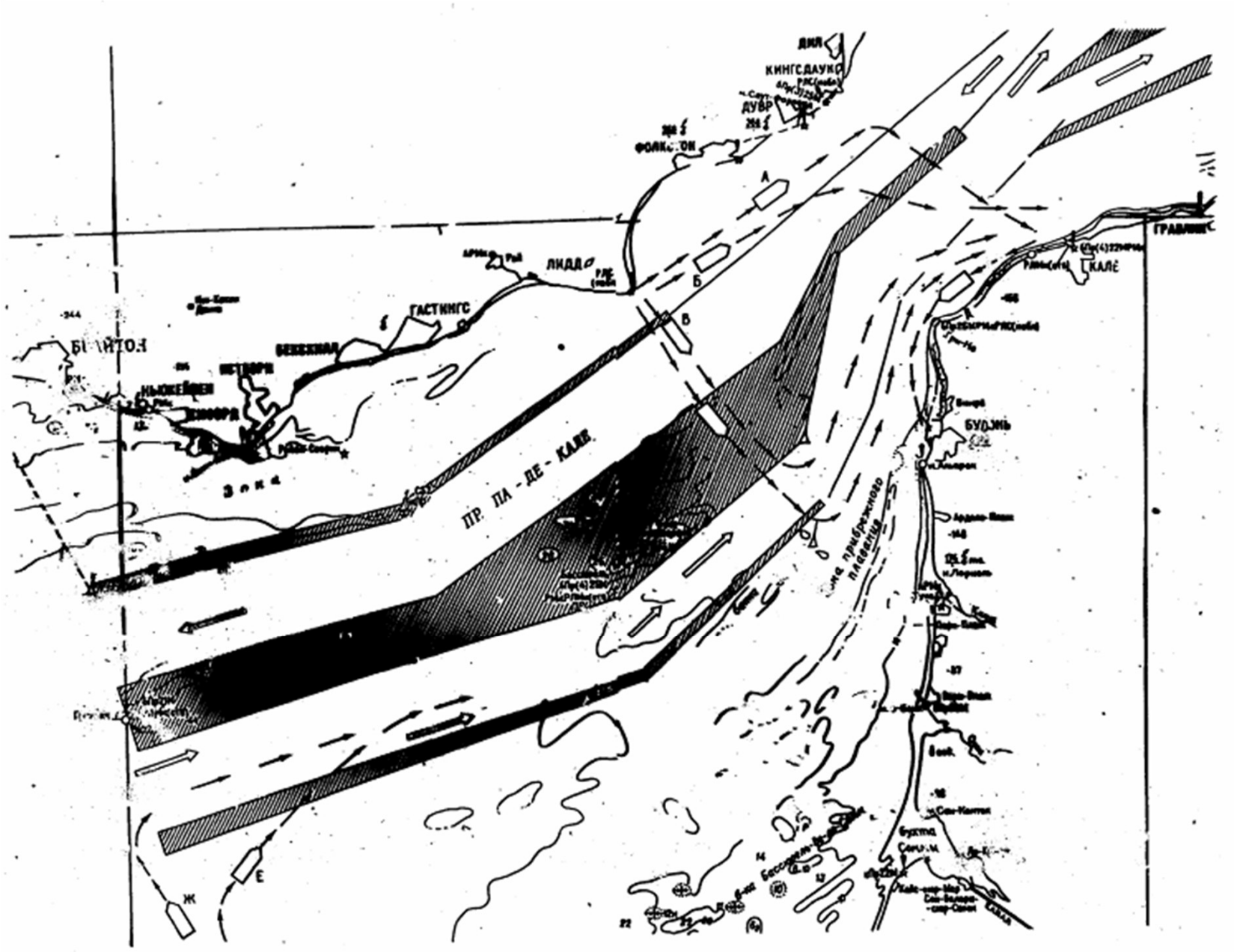
# Reegel 10



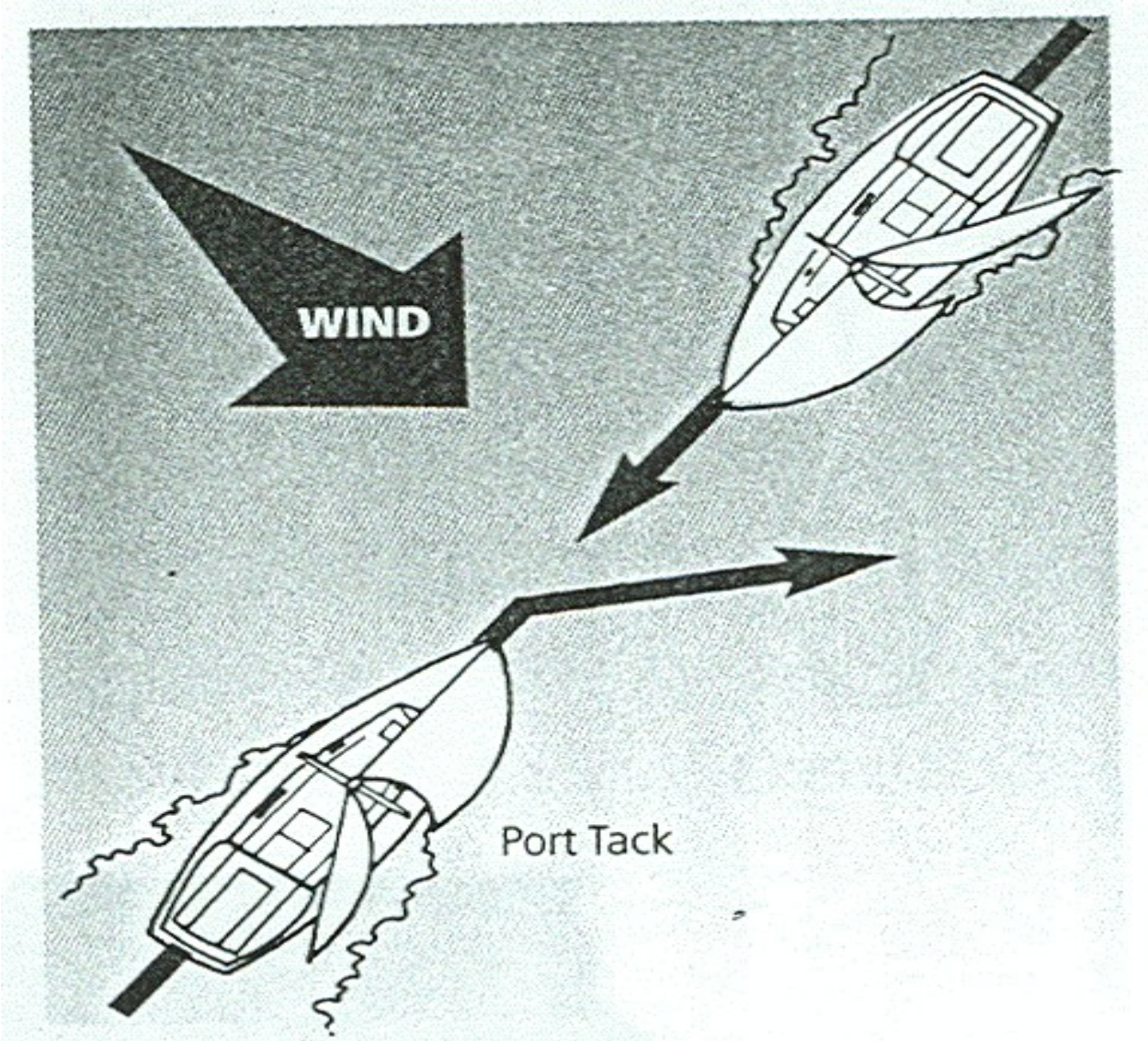
# Reegel 10



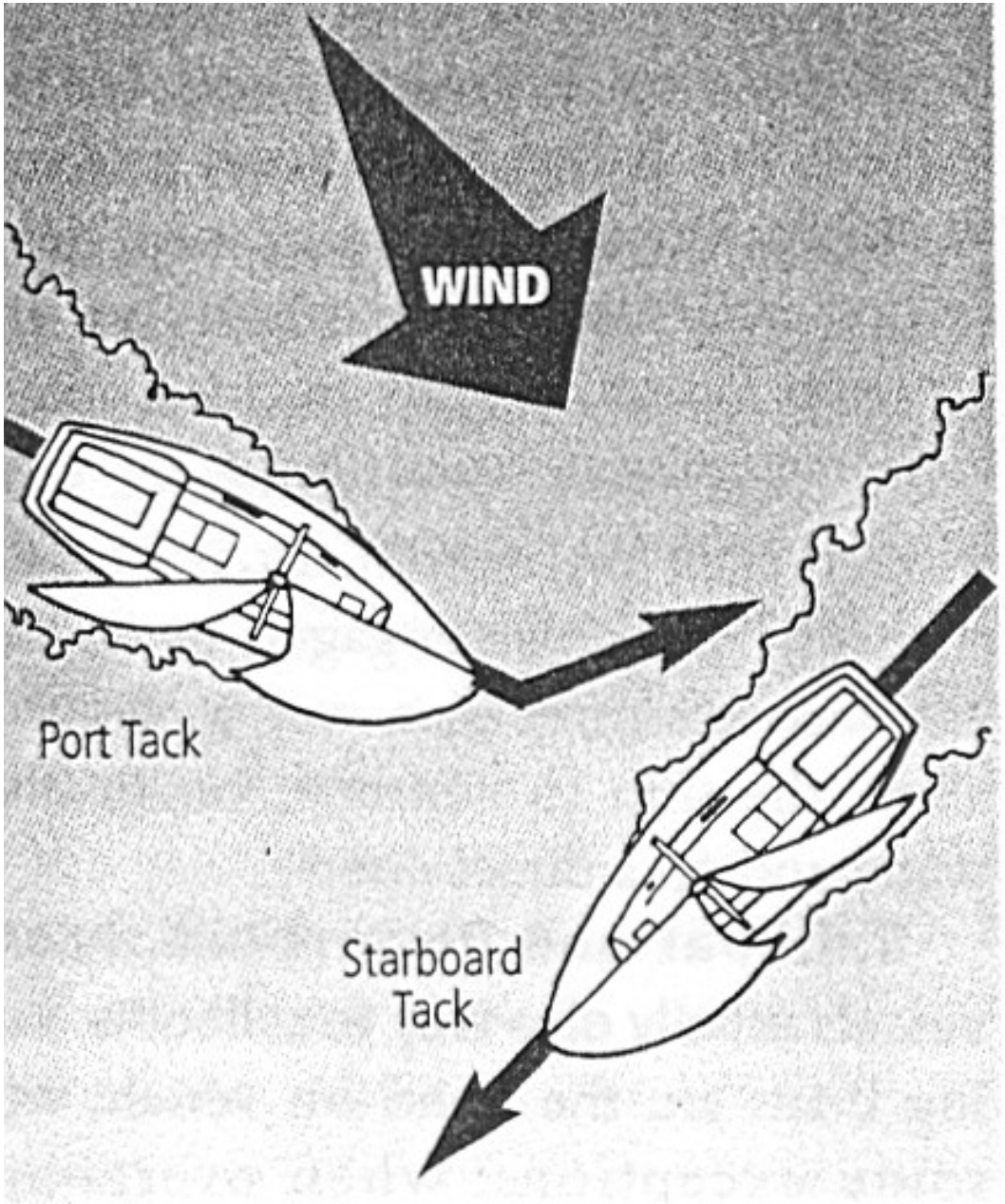
# Reegel 10


ДИЛ
КИНГСДАУН
ДУВР
ФОЛКСТОН
ЛИДД
ГАСТИНГС
ГРАВЛИН
КАЛЕ
БУДЛЬ
ПР. ПА - ДЕ - КАЛЕ
Зона прибрежного плавания
А
Б
В
Е
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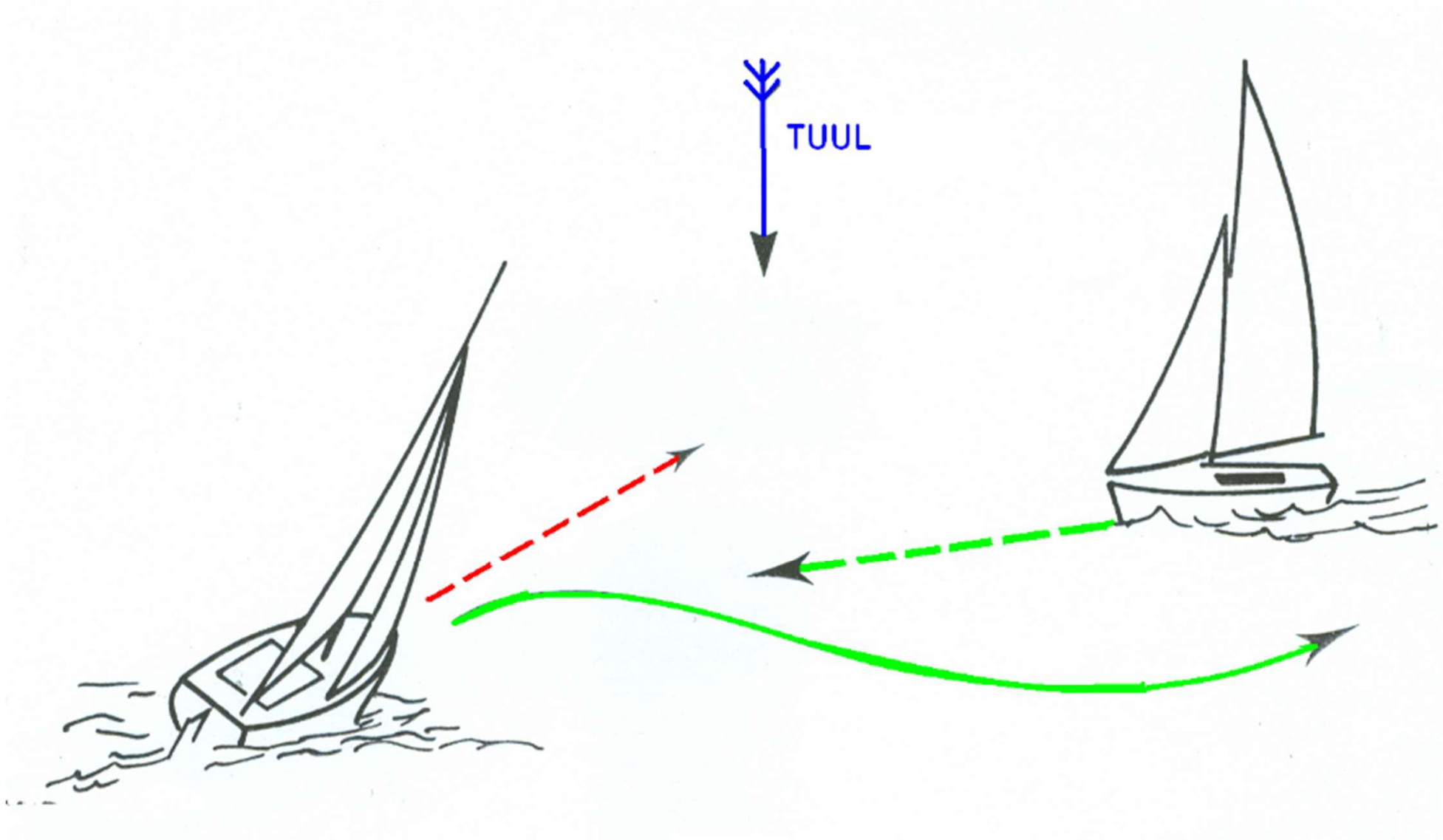
**Reegel 12 –**
***Purjelaevad***



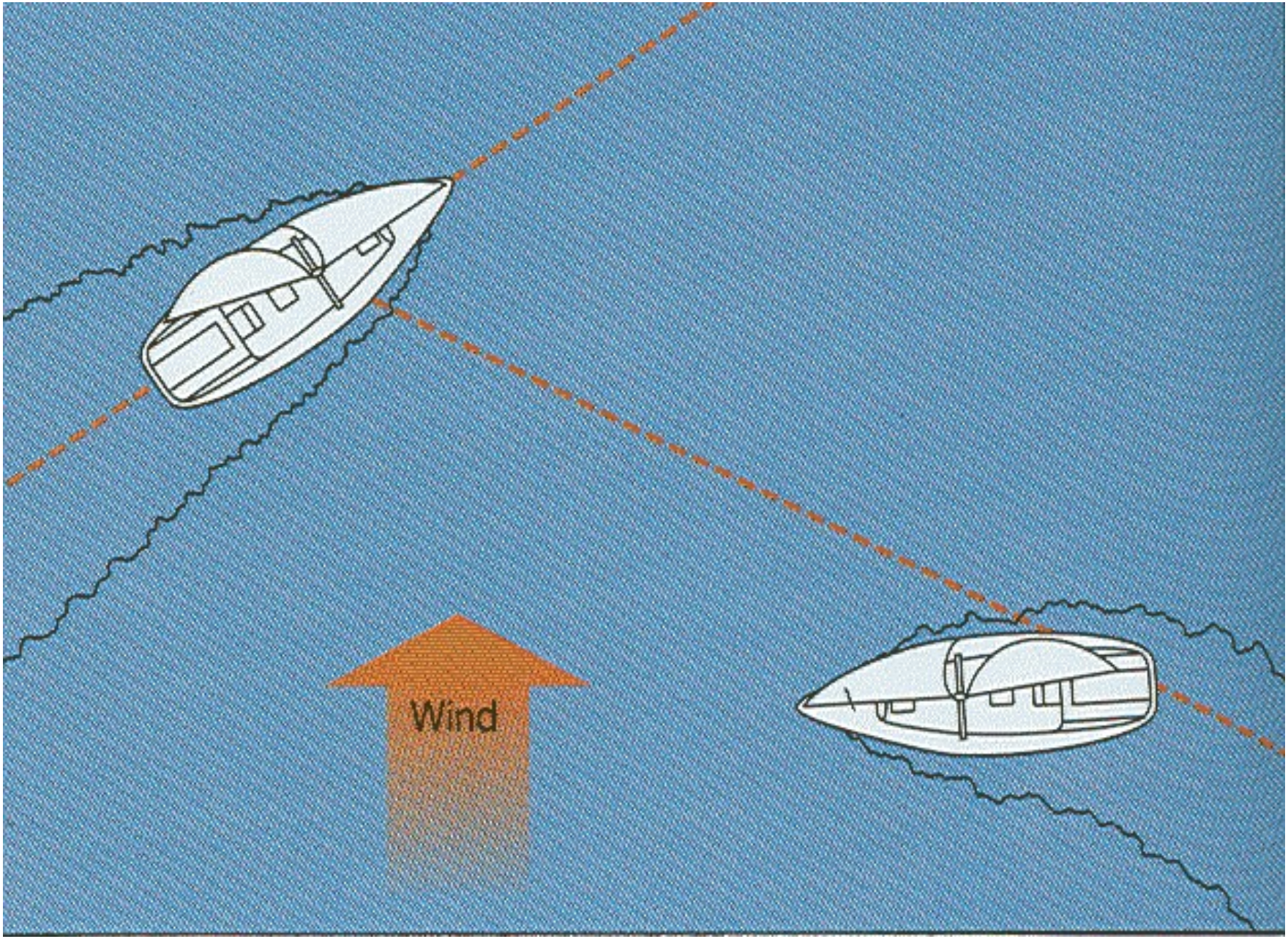
# Reegel 12



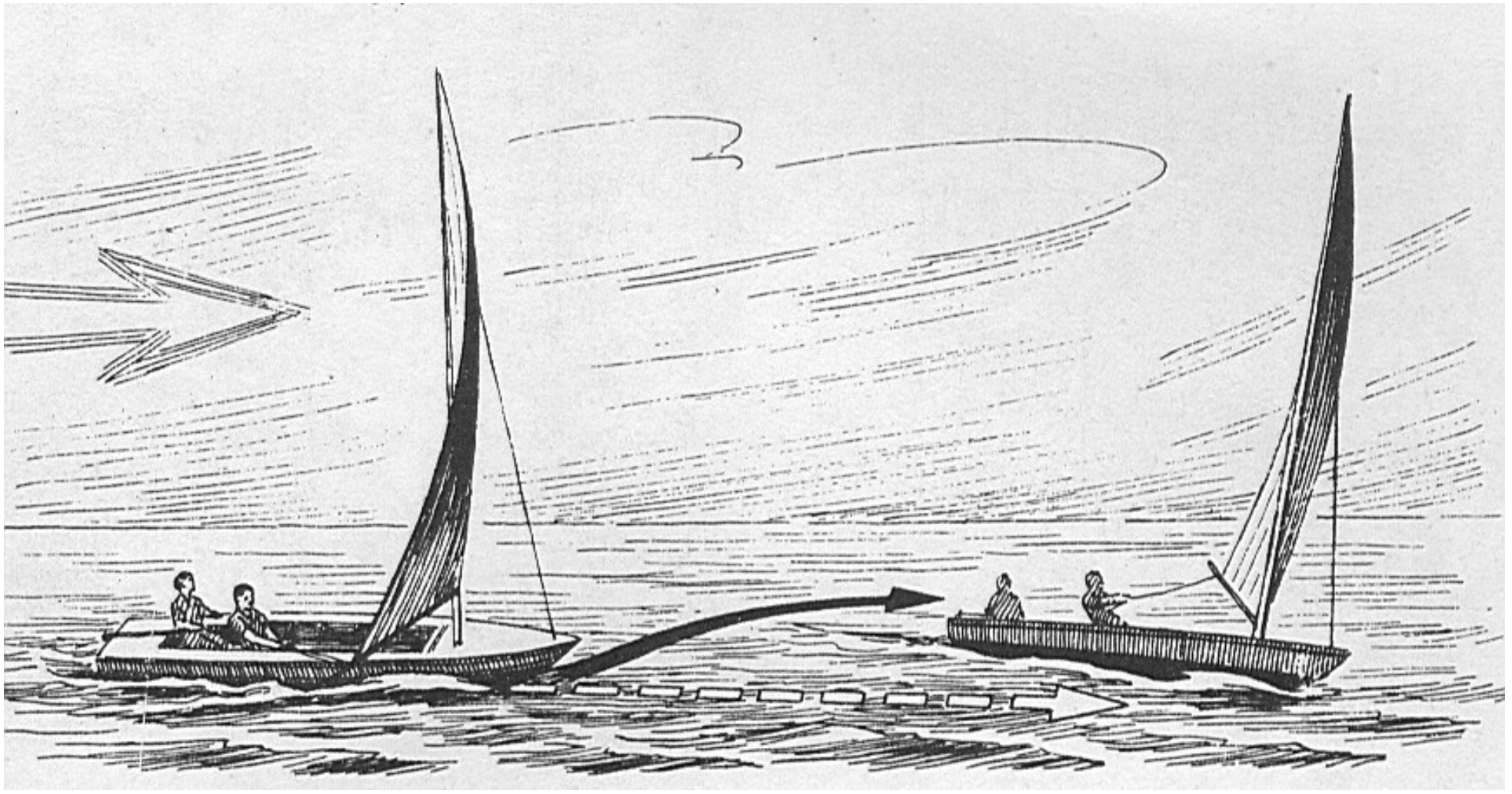
# Reegel 12



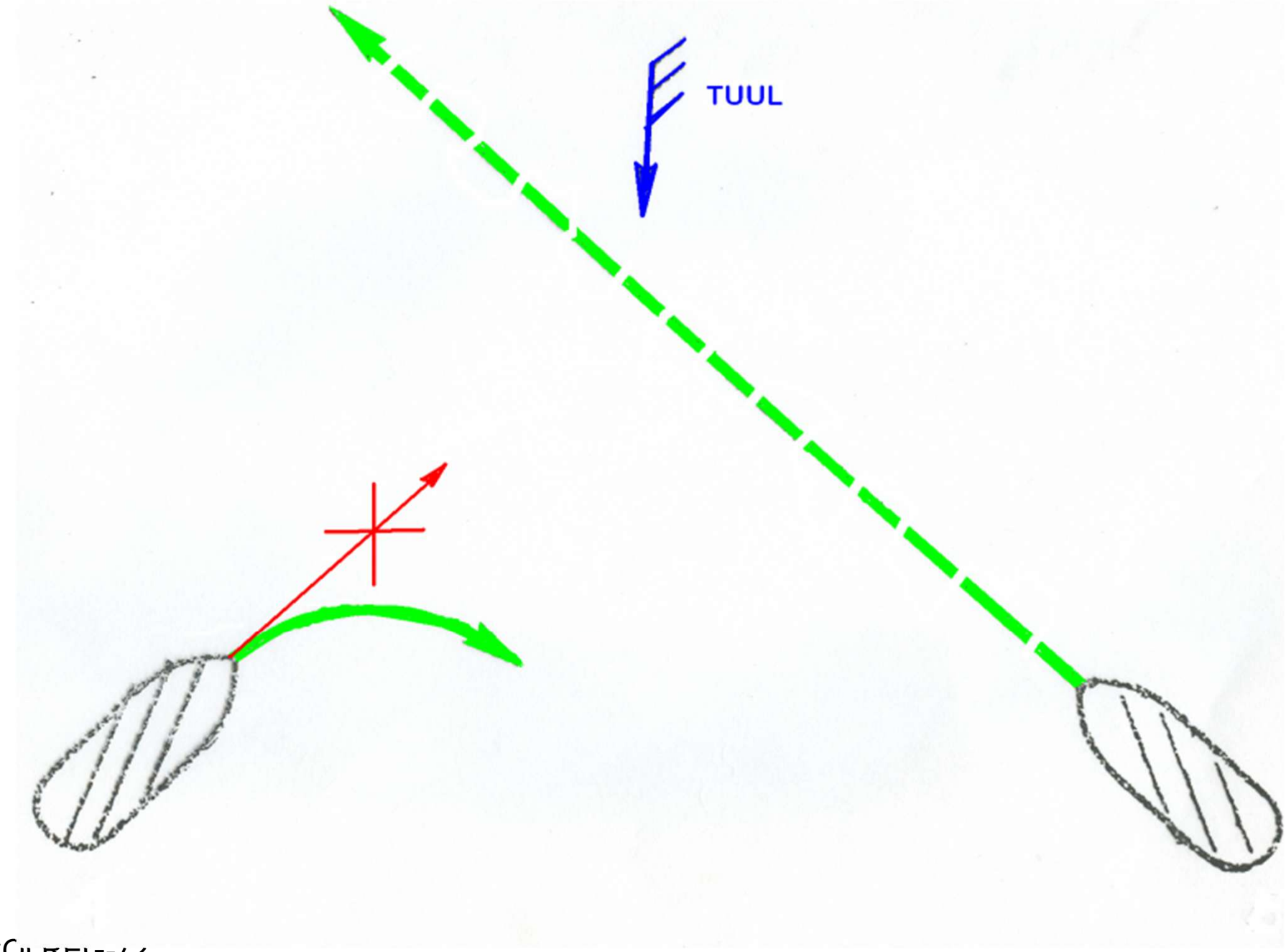
# Reegel 12



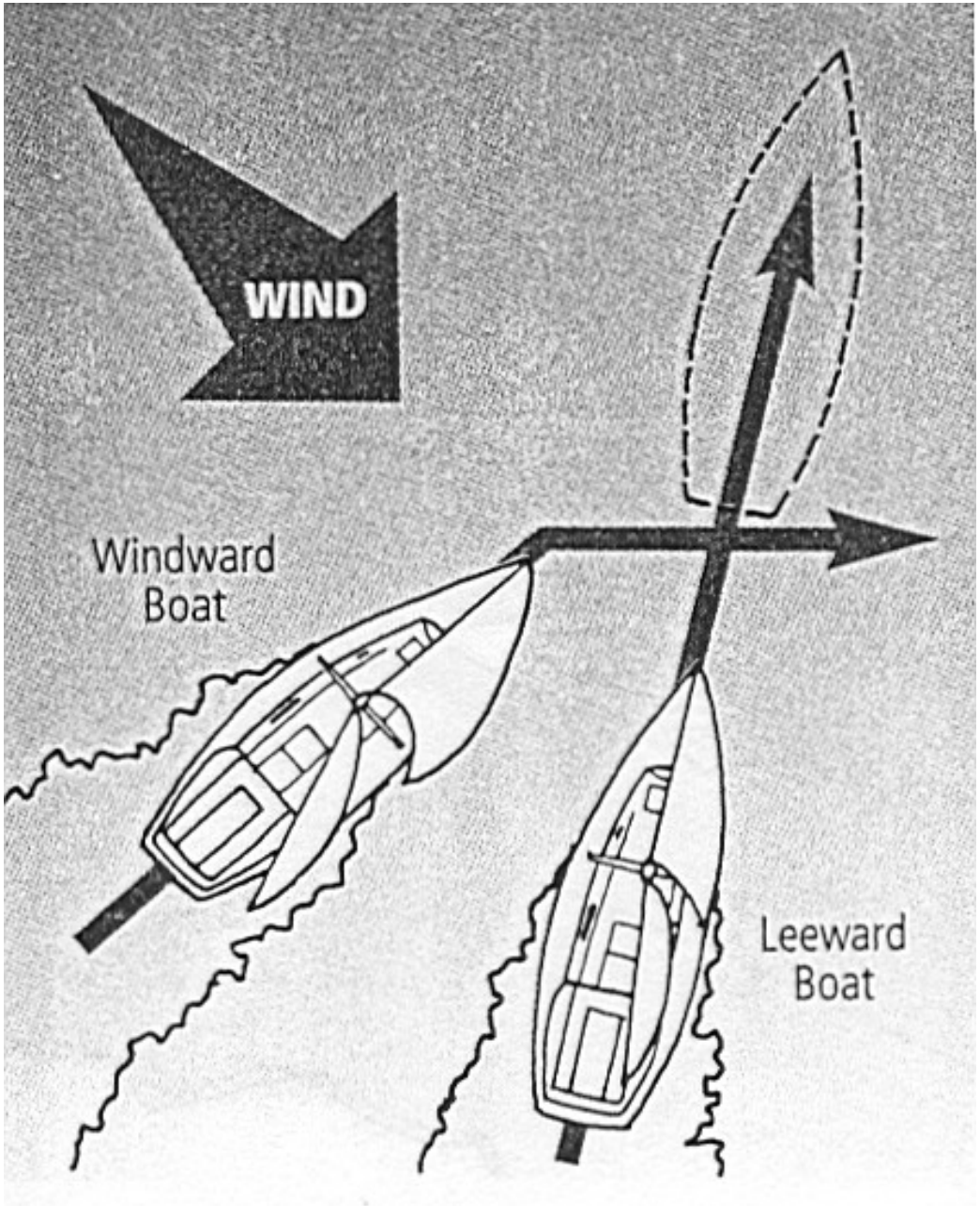
# Reegel 12



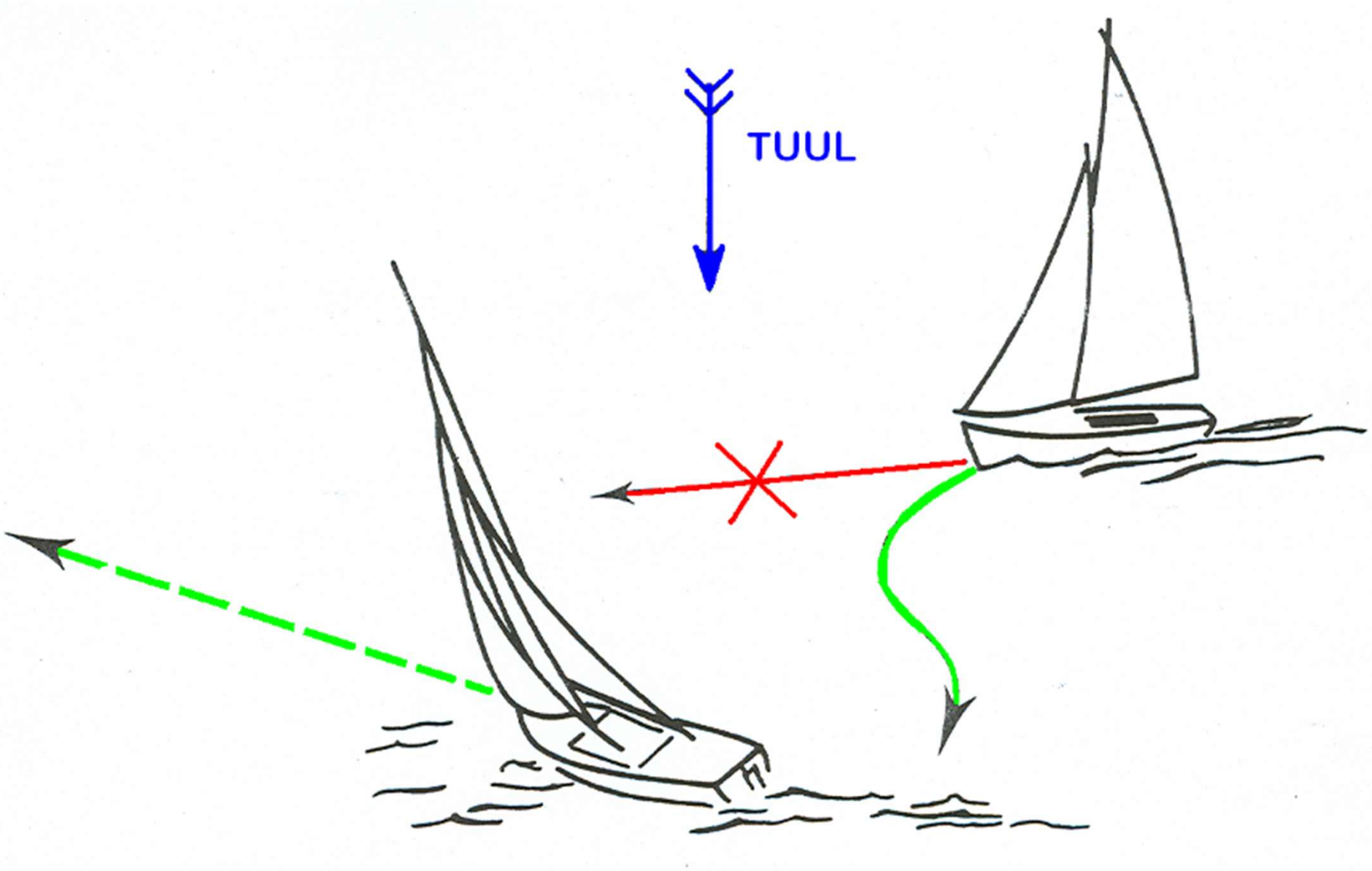
# Reegel 12



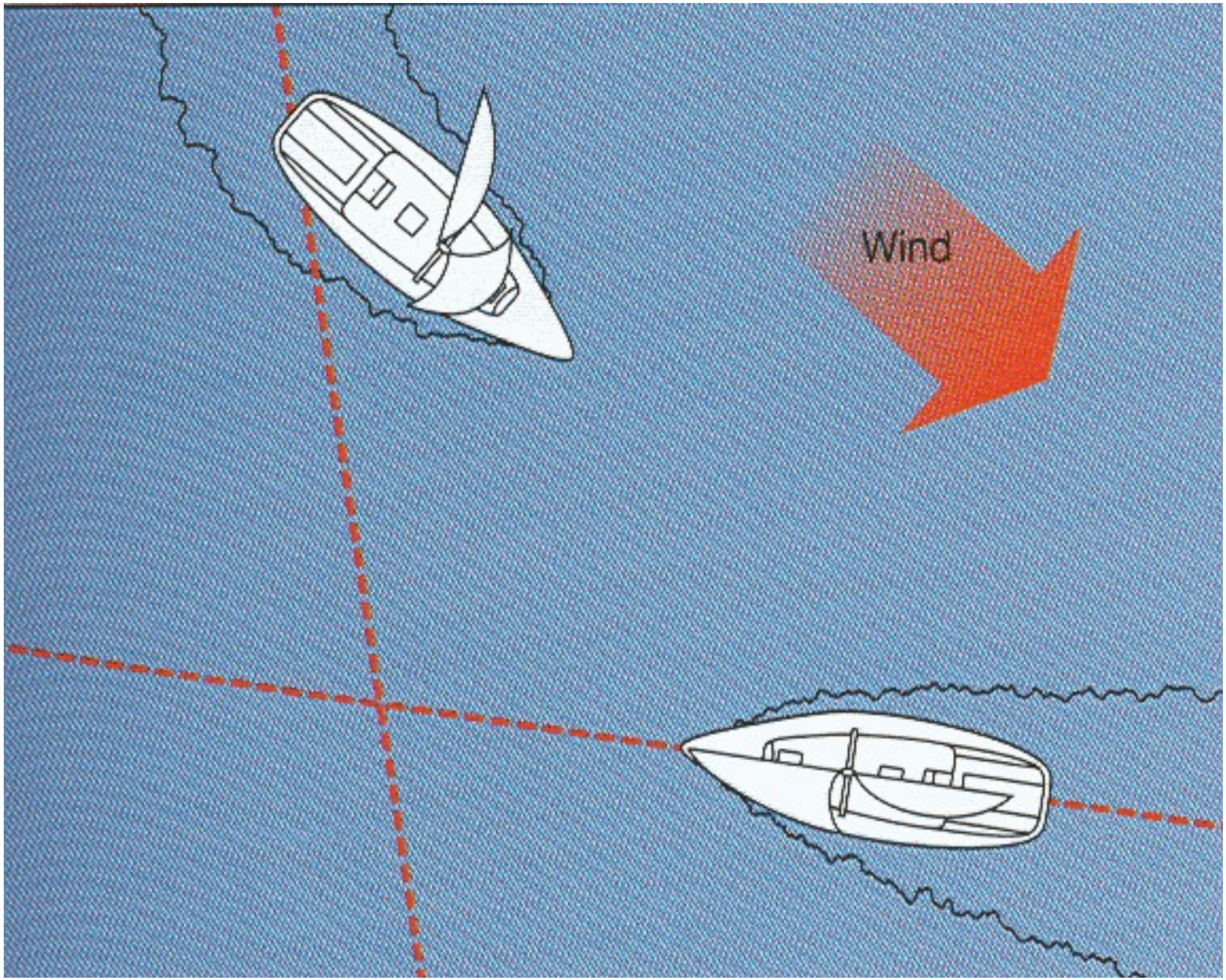
# Reegel 12



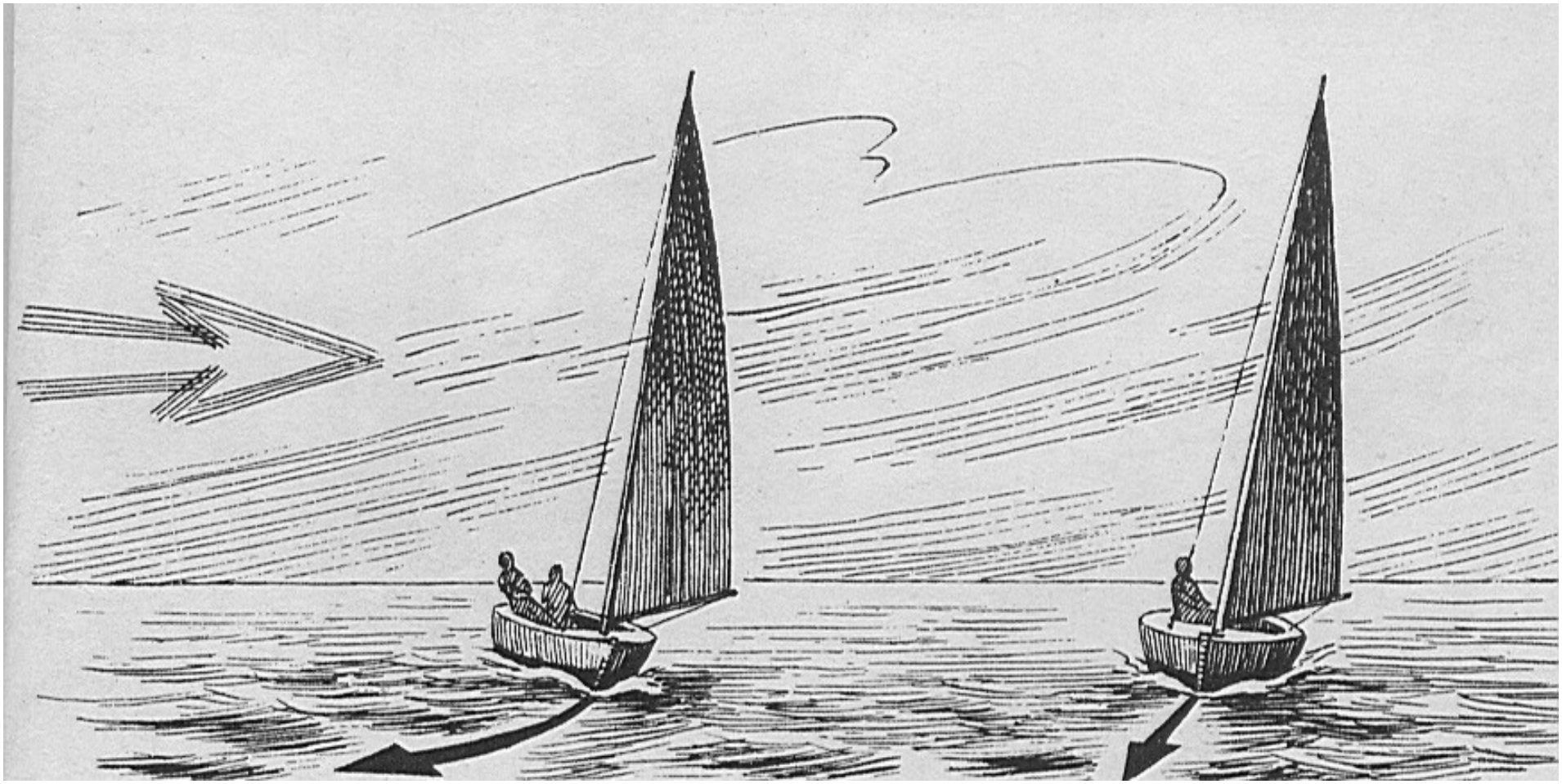
# Reegel 12



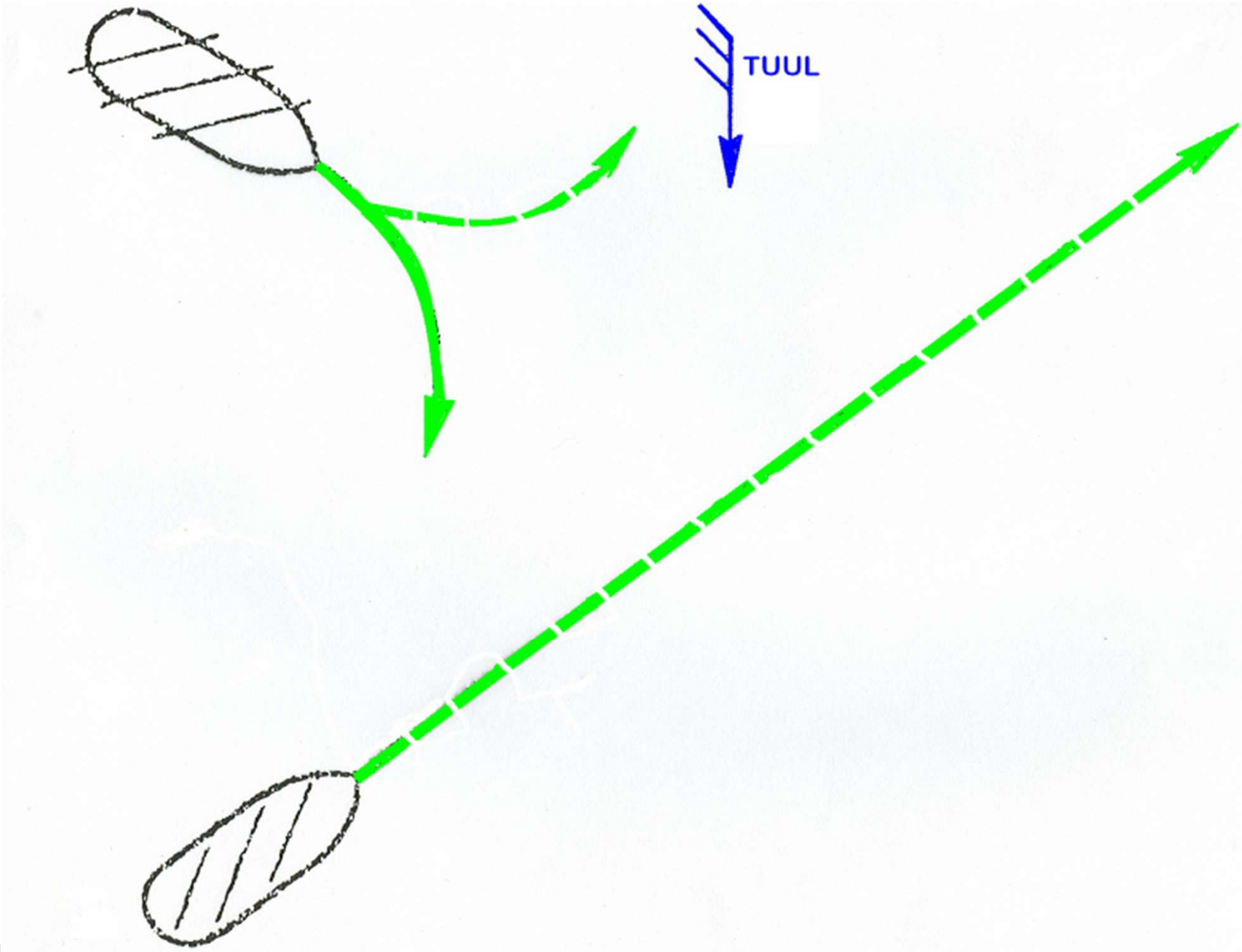
# Reegel 12



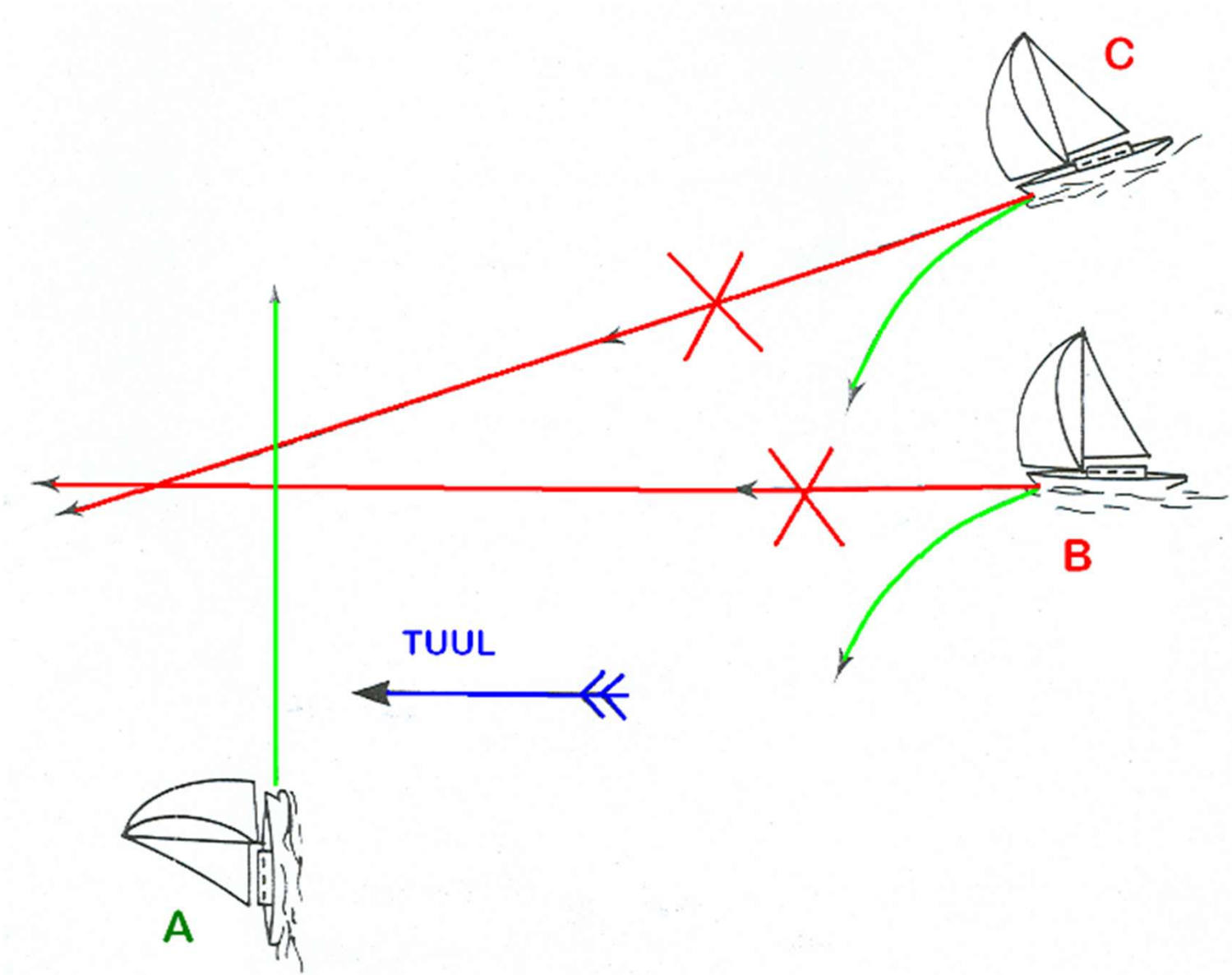
# Reegel 12



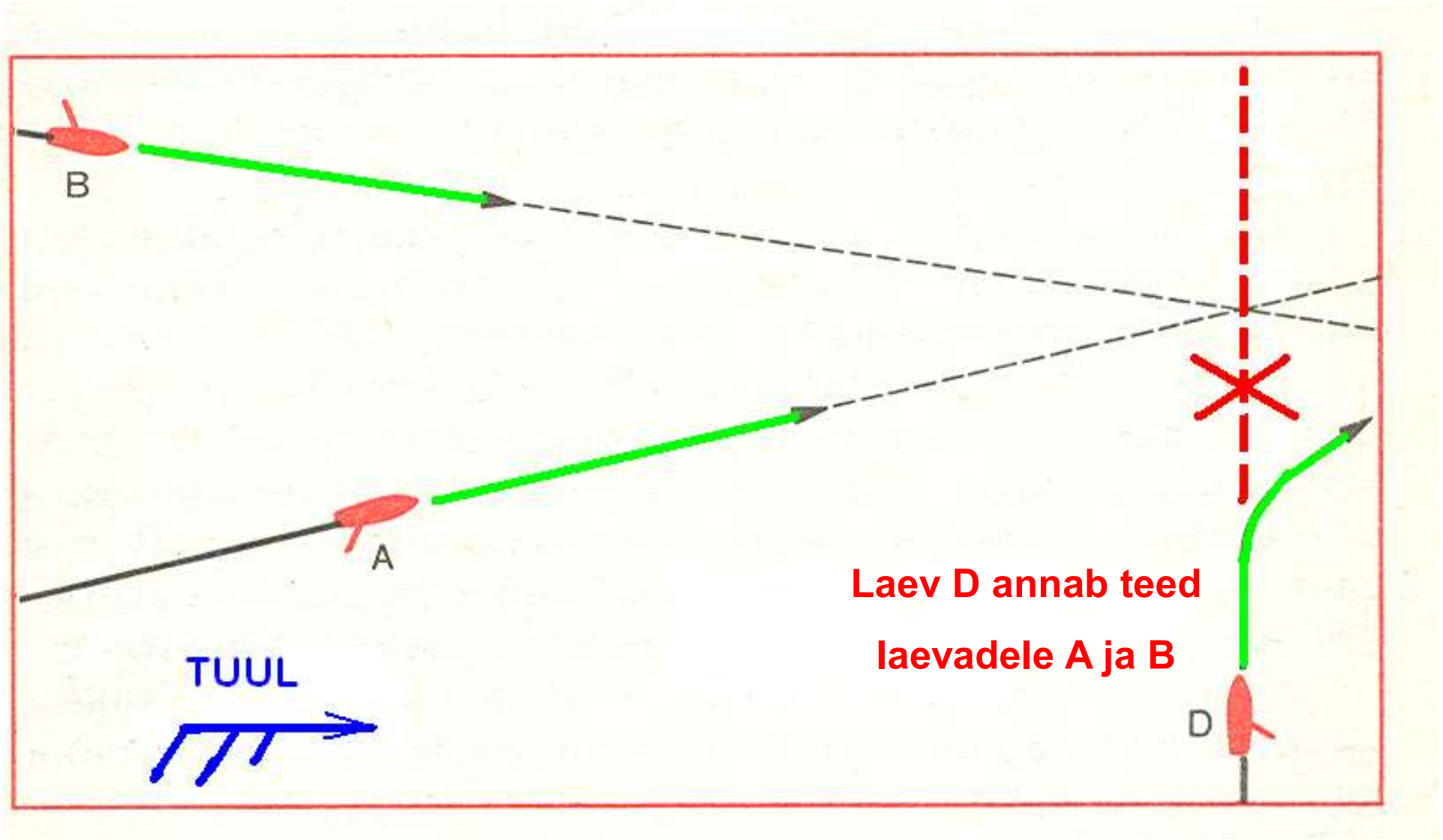
## Reegel 12



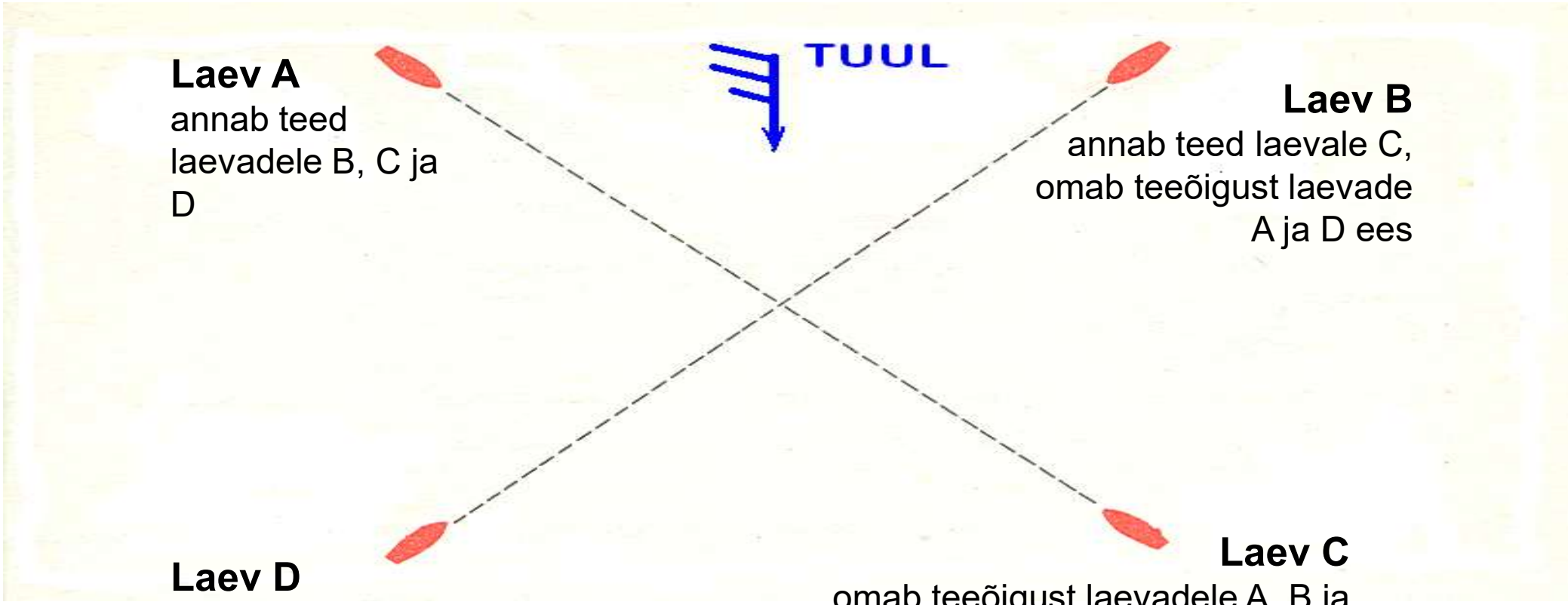
# Reegel 12



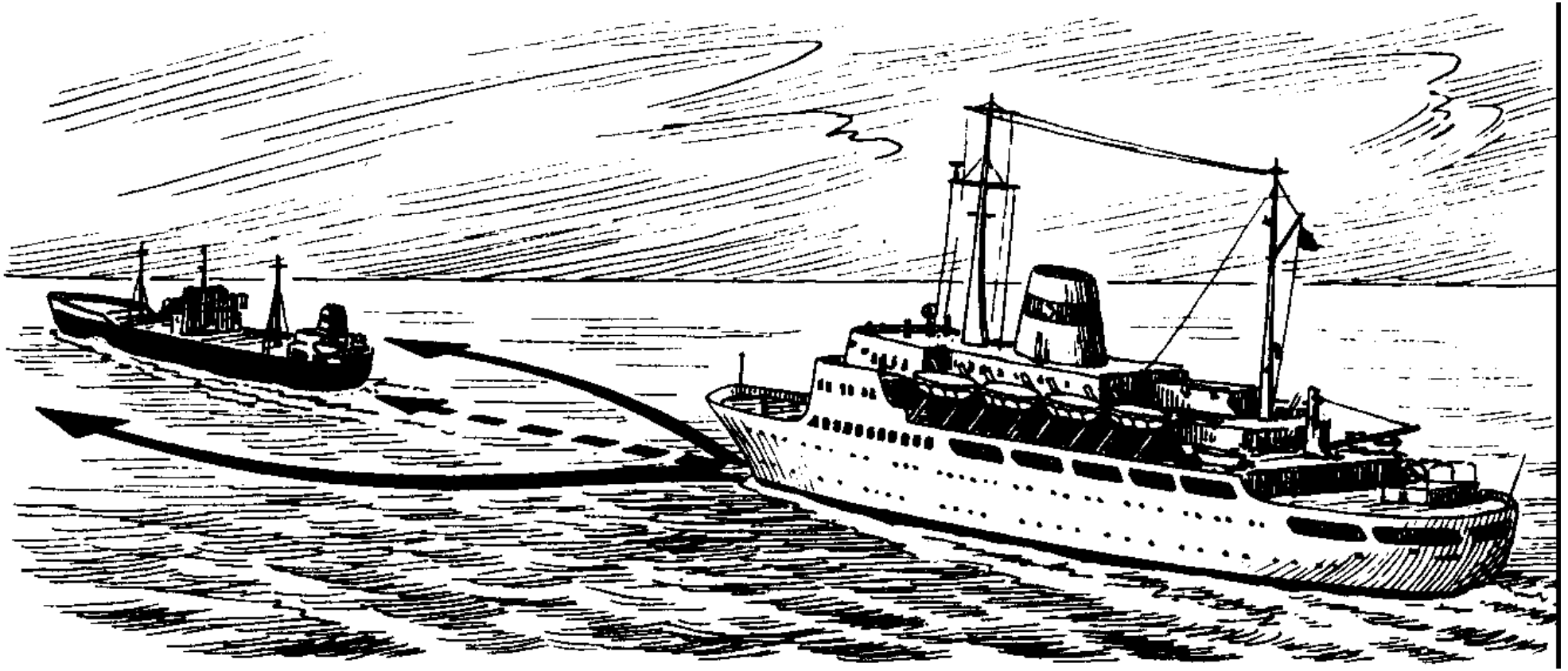
# Reegel 12



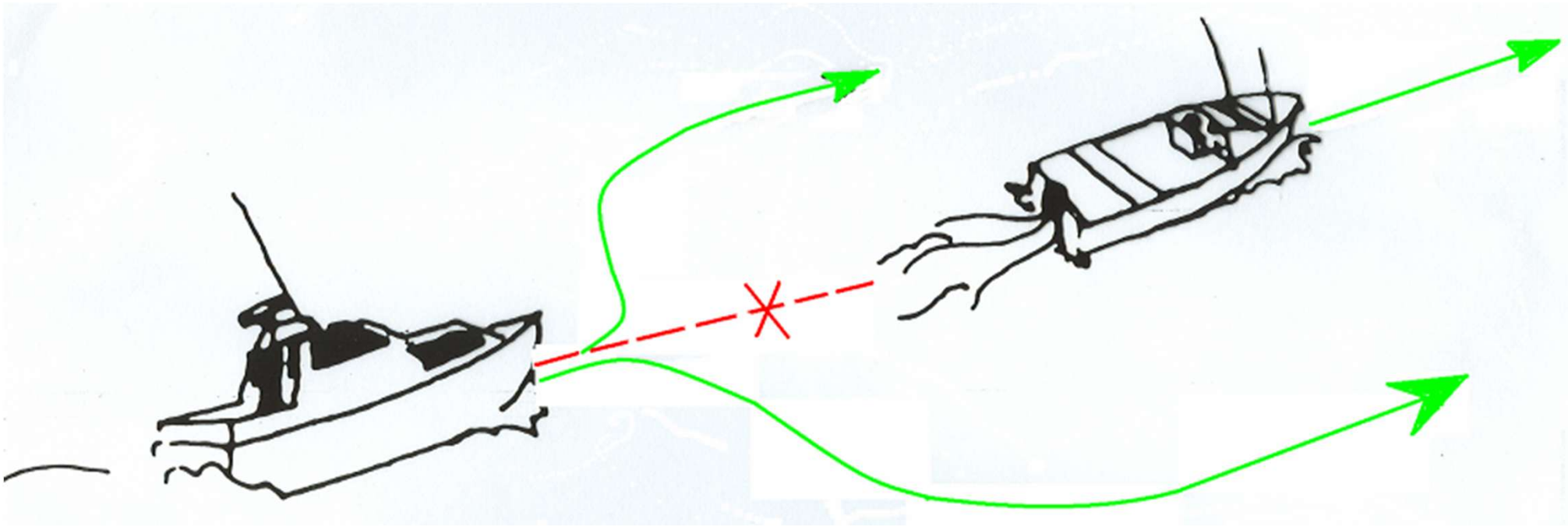
# Reegel 12


TUUL
Laev A
annab teed laevadele B, C ja D
Laev B
annab teed laevale C, omab teeõigust laevade A ja D ees
Laev C
omab teeõigust laevadele A, B ja D ees
Laev D
annab teed laevadele B ja C, omab teeõigust laeva A ees

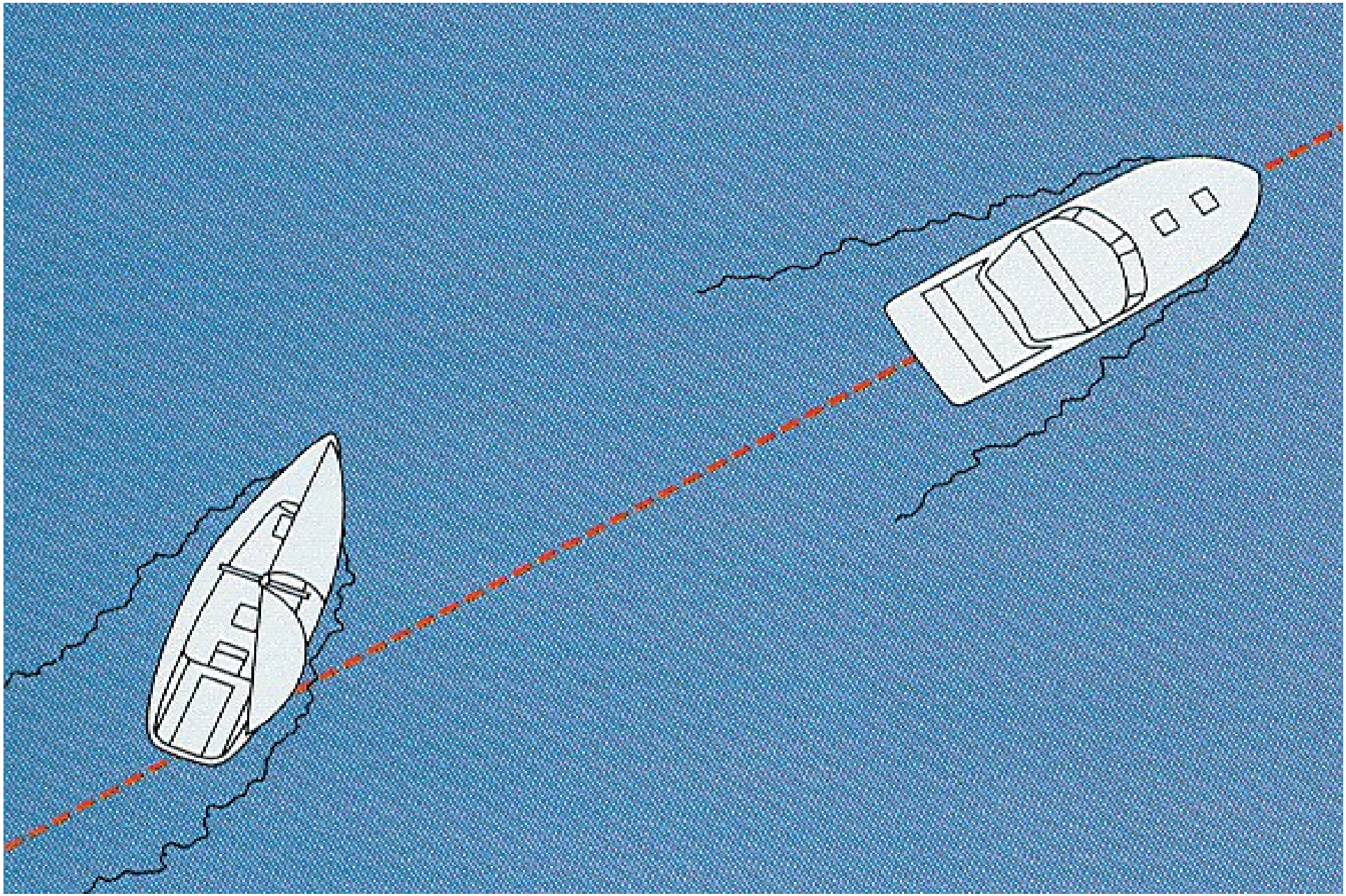
## Reegel 13 – *MÖÖDASÕIT*



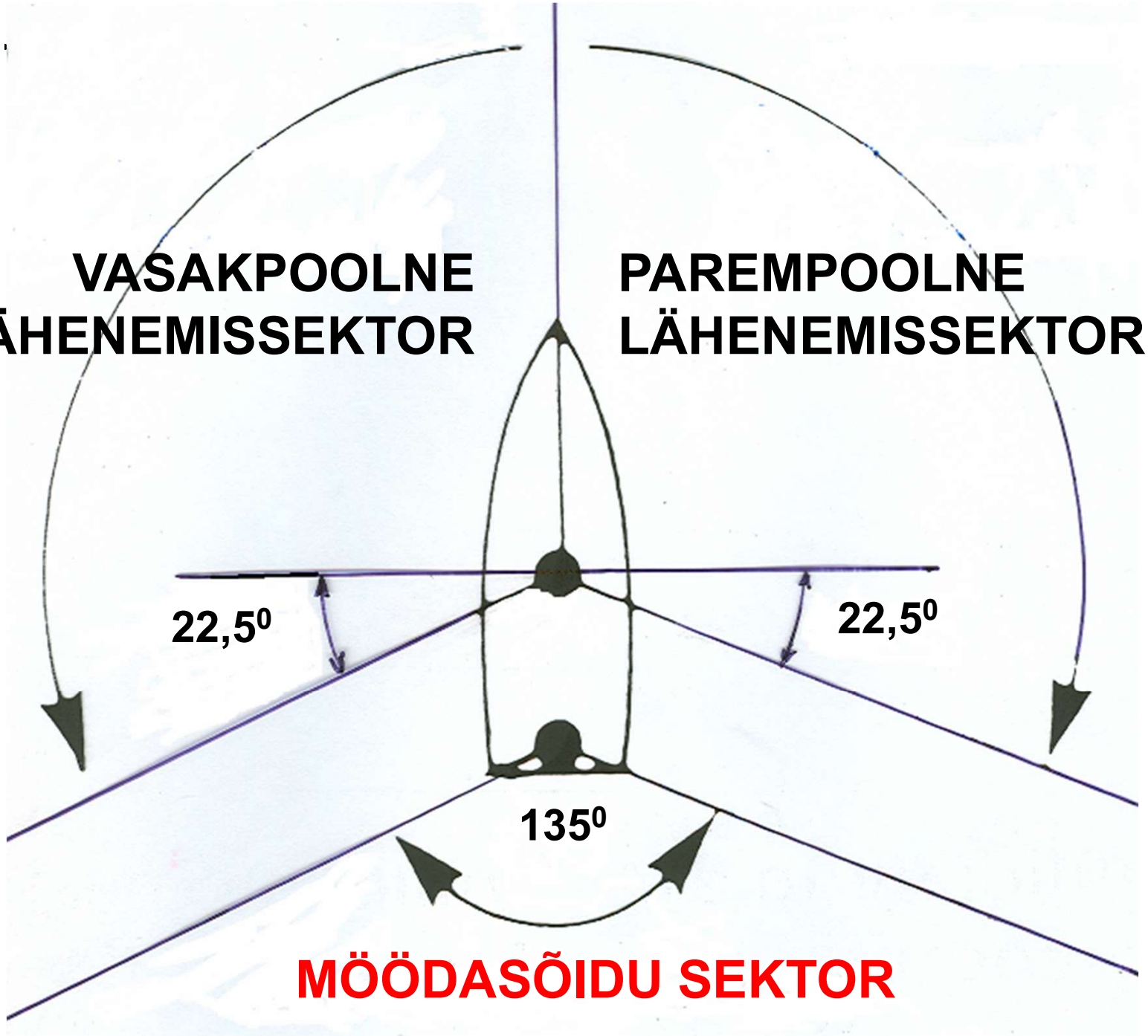
# Reegel 13



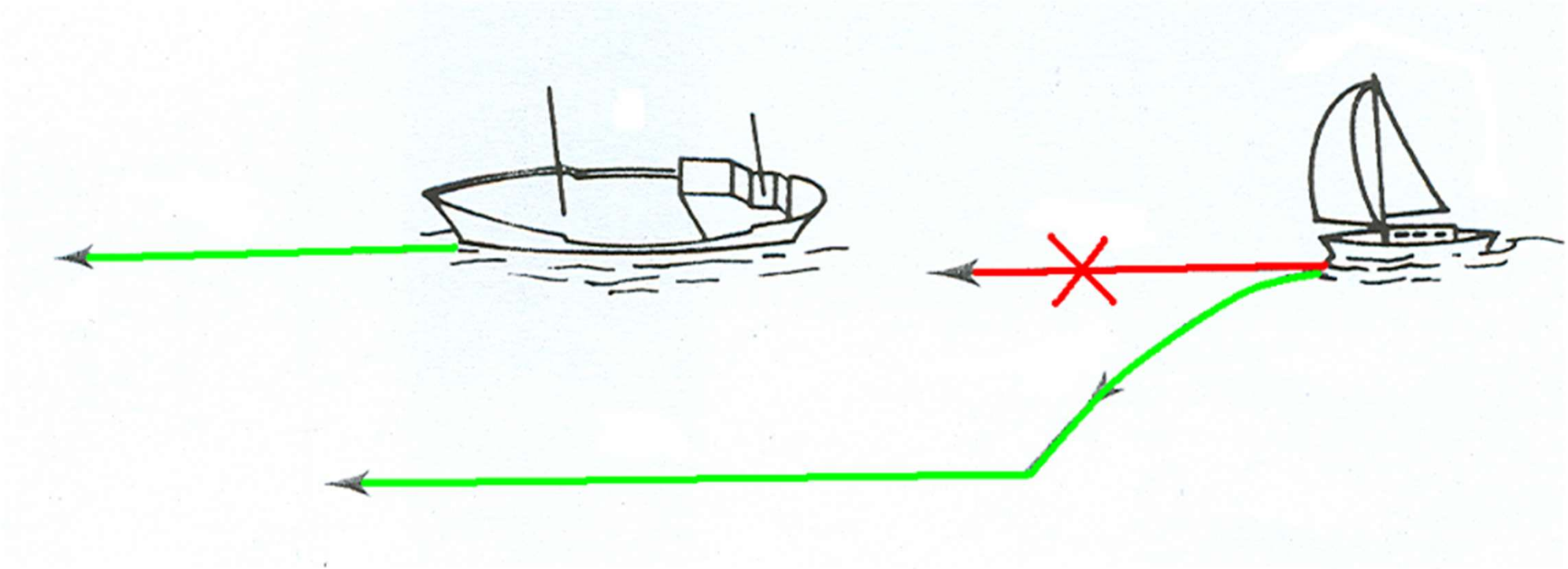
# Reegel 13



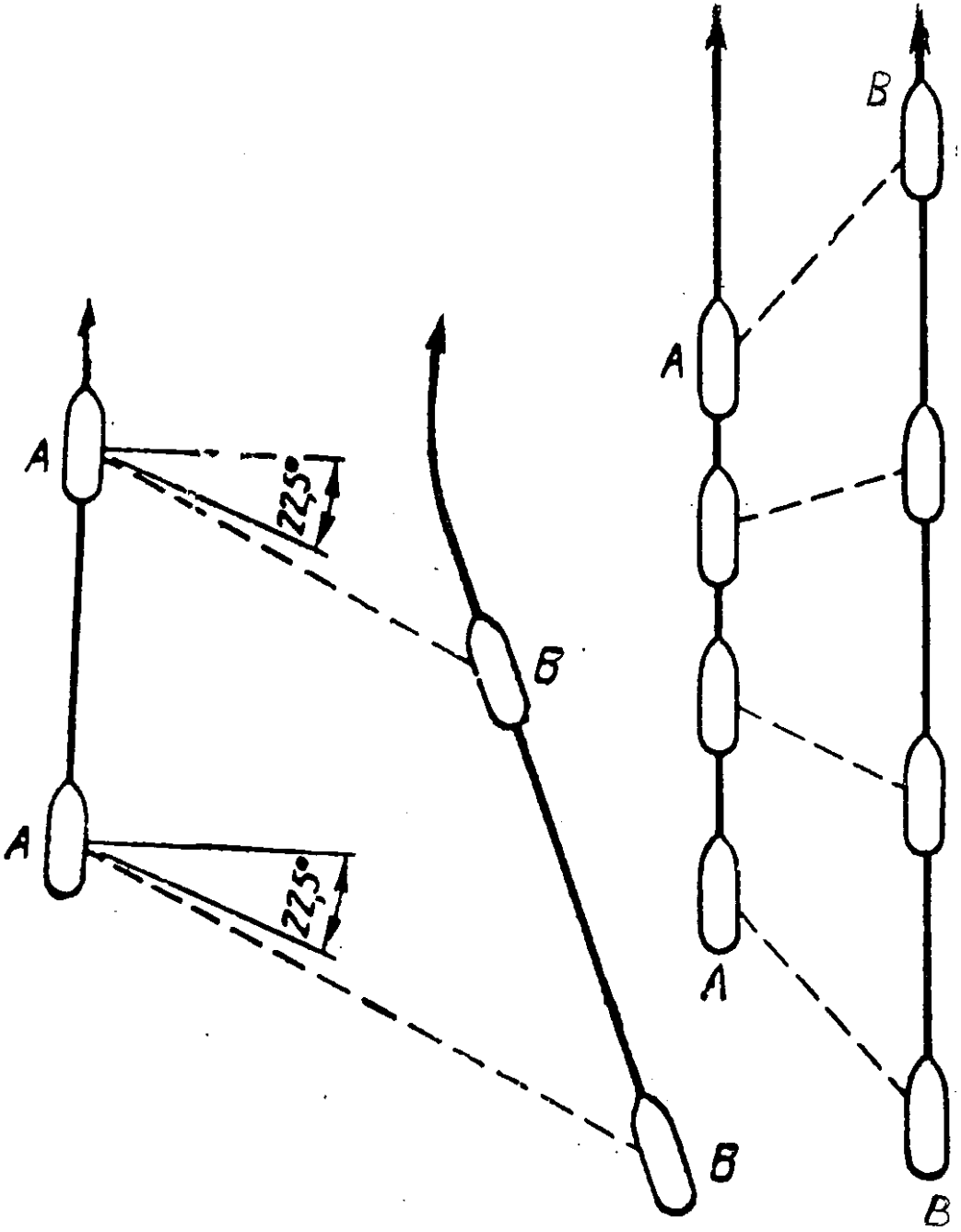
**Reegel 13.**


VASAKPOOLNE
LÄHENEMISSEKTOR
PAREMPOOLNE
LÄHENEMISSEKTOR
22,5⁰
22,5⁰
135⁰
MÖÖDASÕIDU SEKTOR

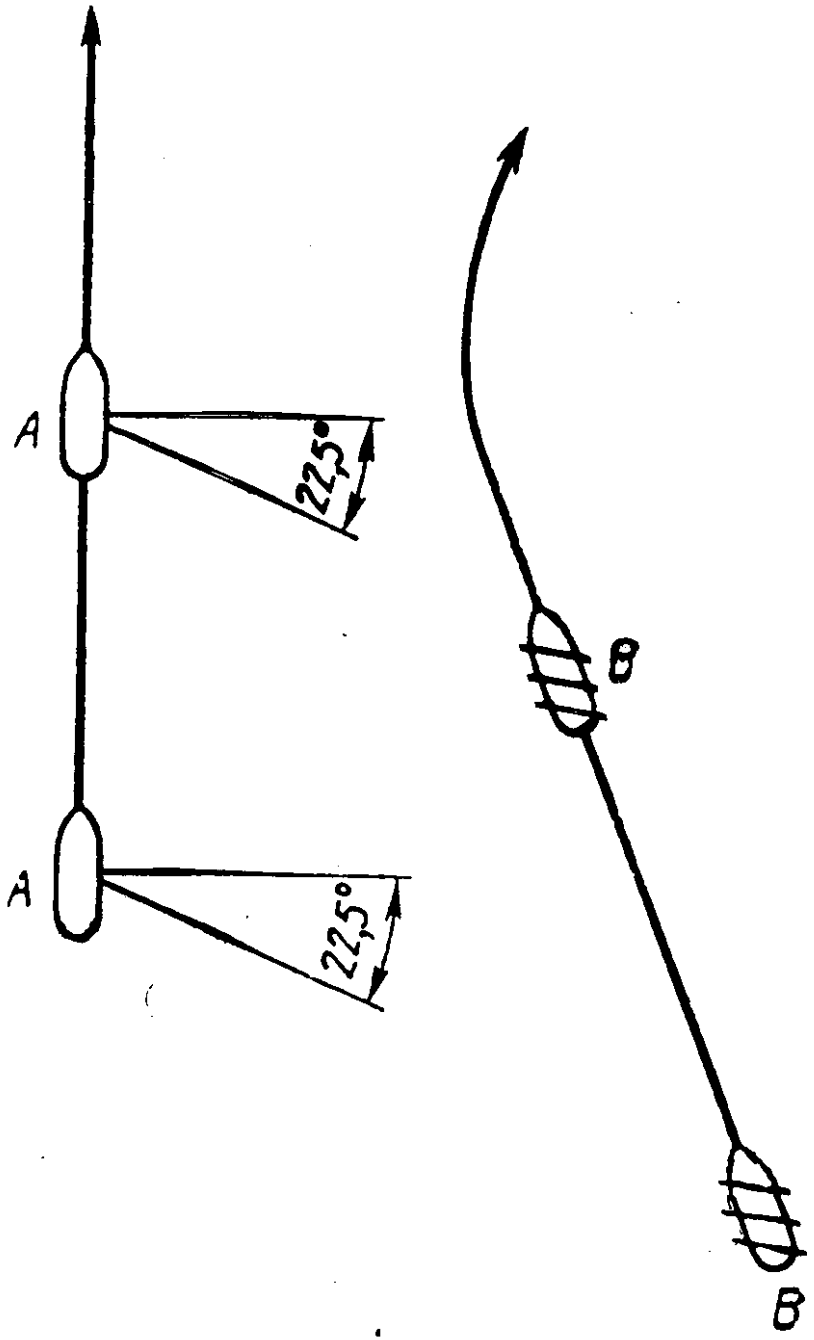
# Reegel 13



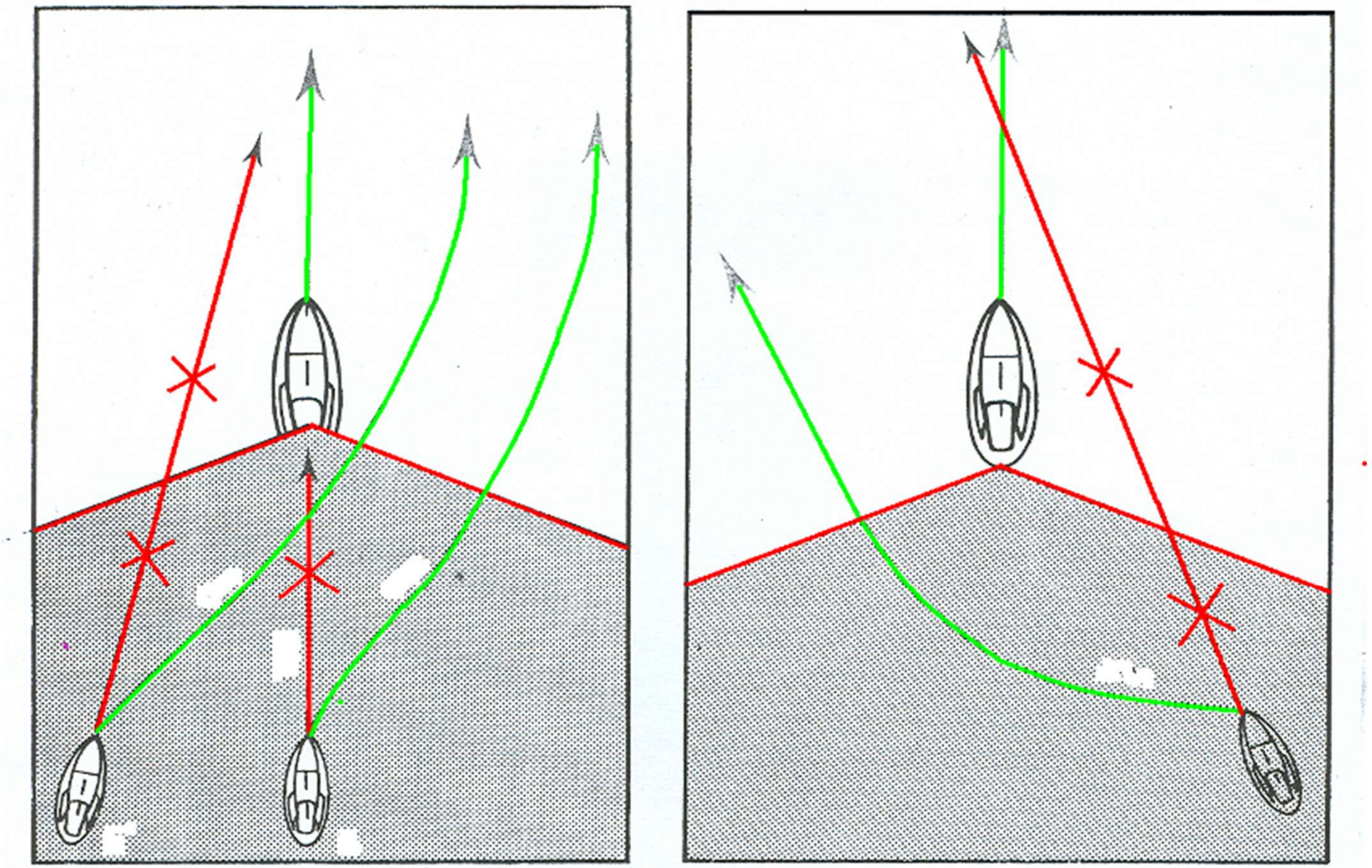
# Reegel 13



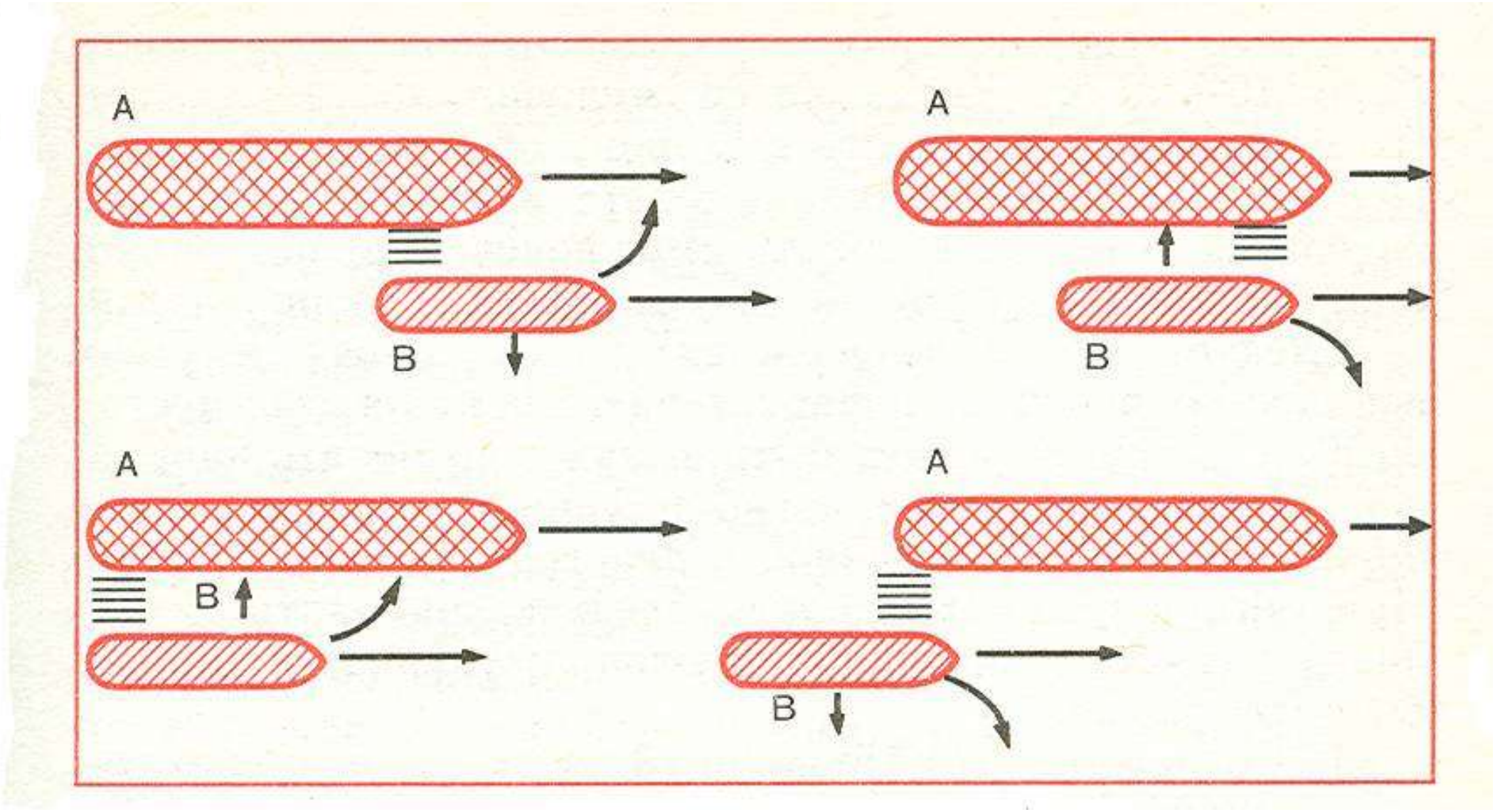
## Reegel 13



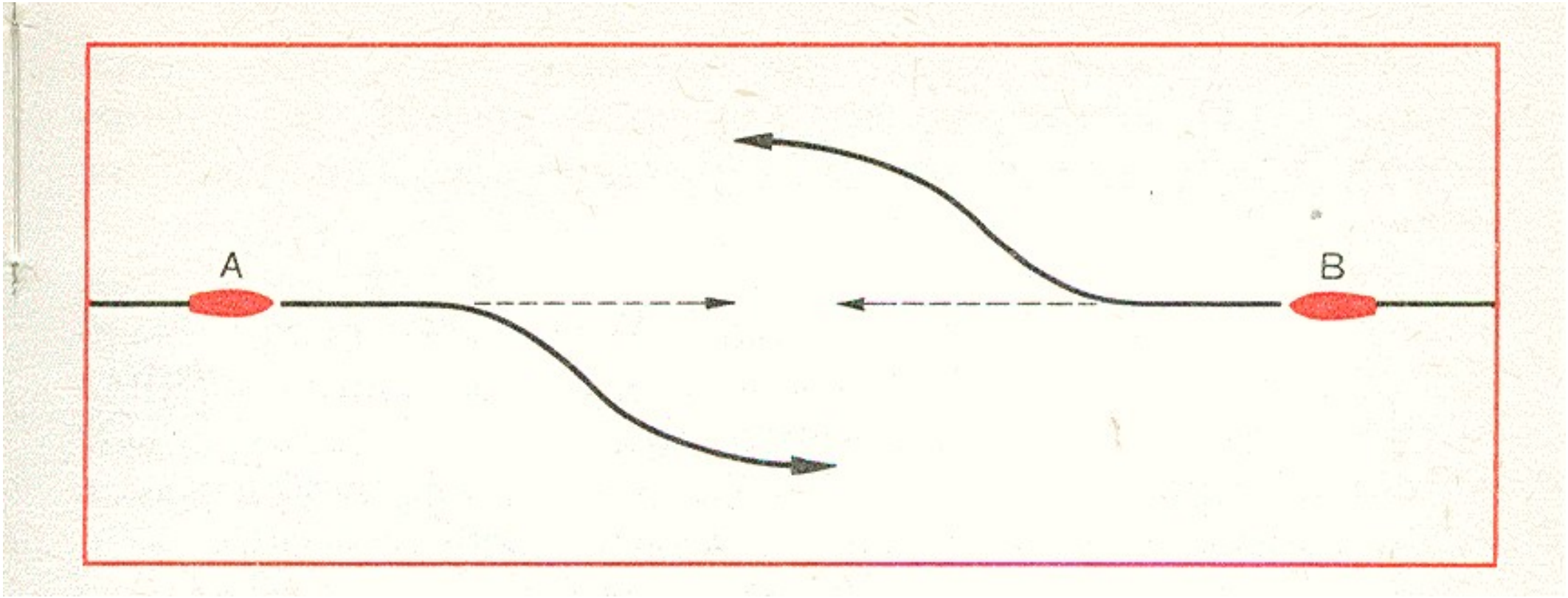
# Reegel 13



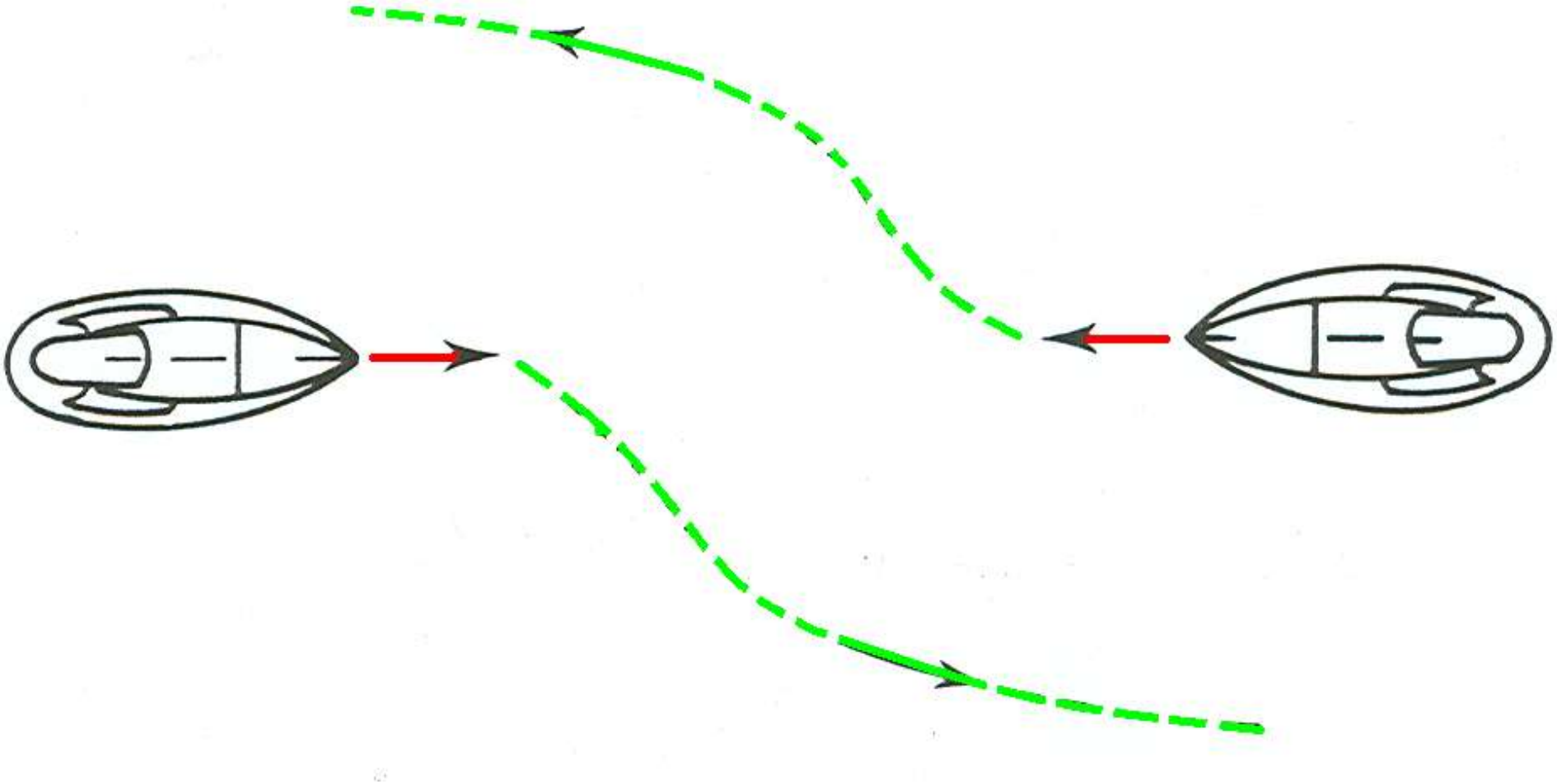
## Reegel 13. d) – Möödasõit (A – möödasõitev, B – möödasõidetav)



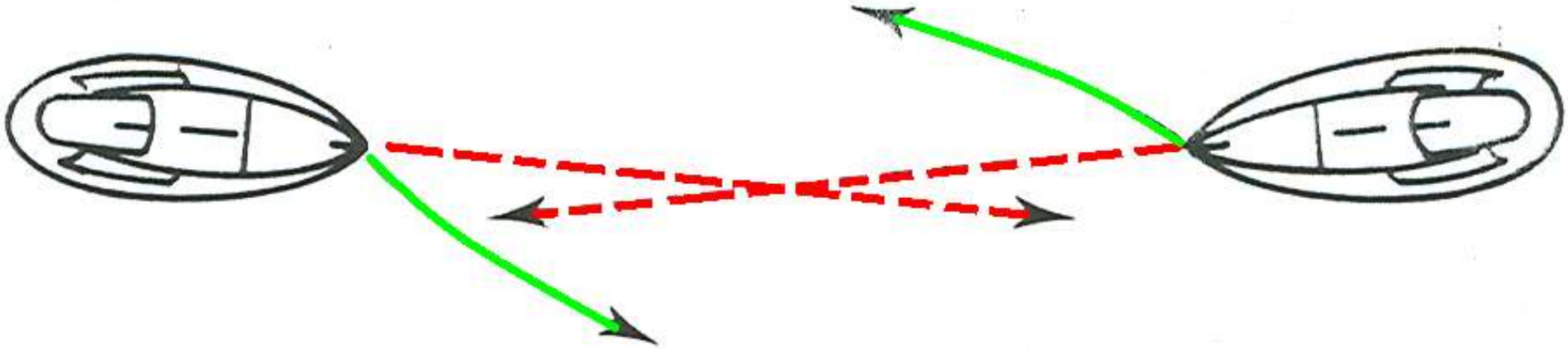
## Reegel 14 - *VASTASKURSID*



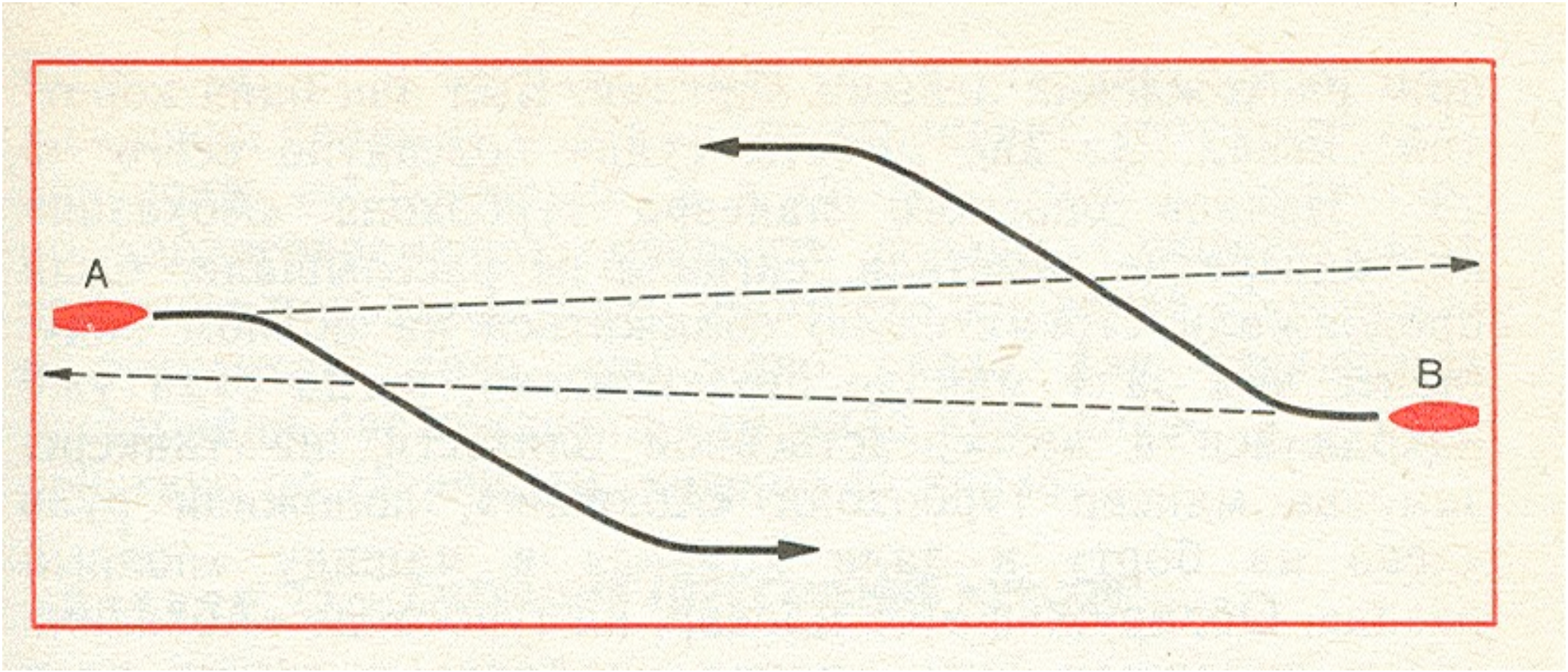
# Reegel 14



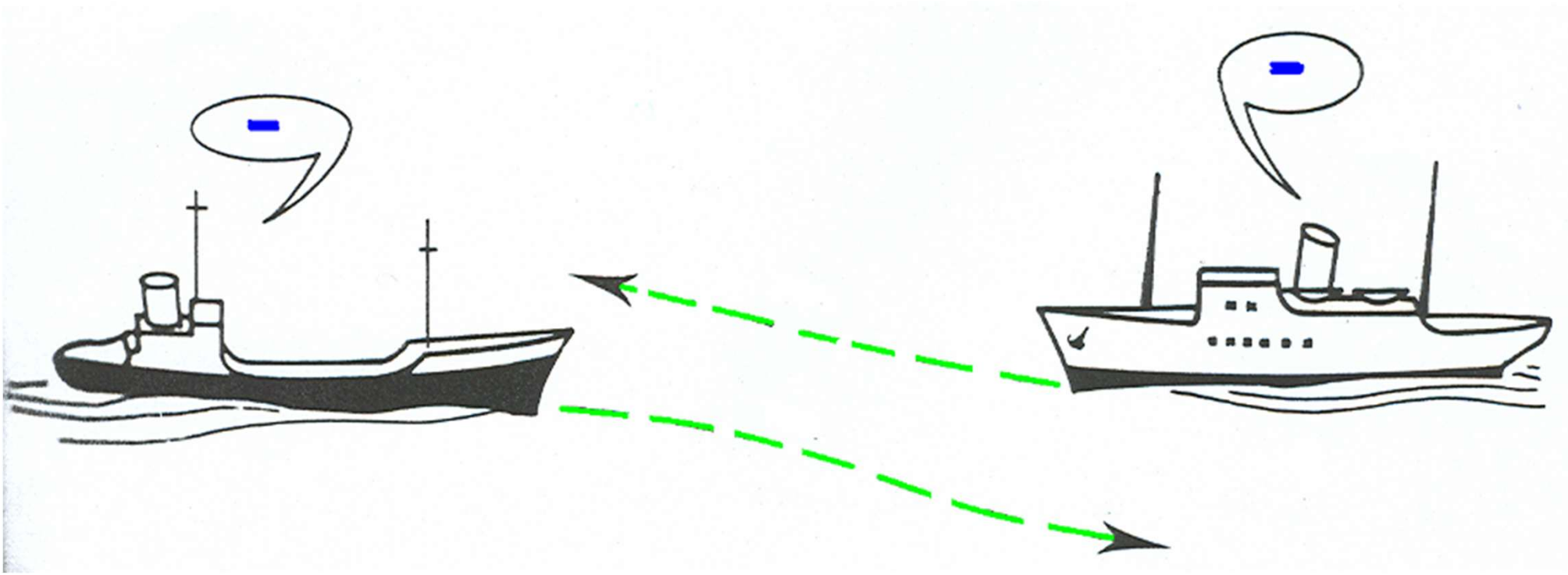
# Reegel 14



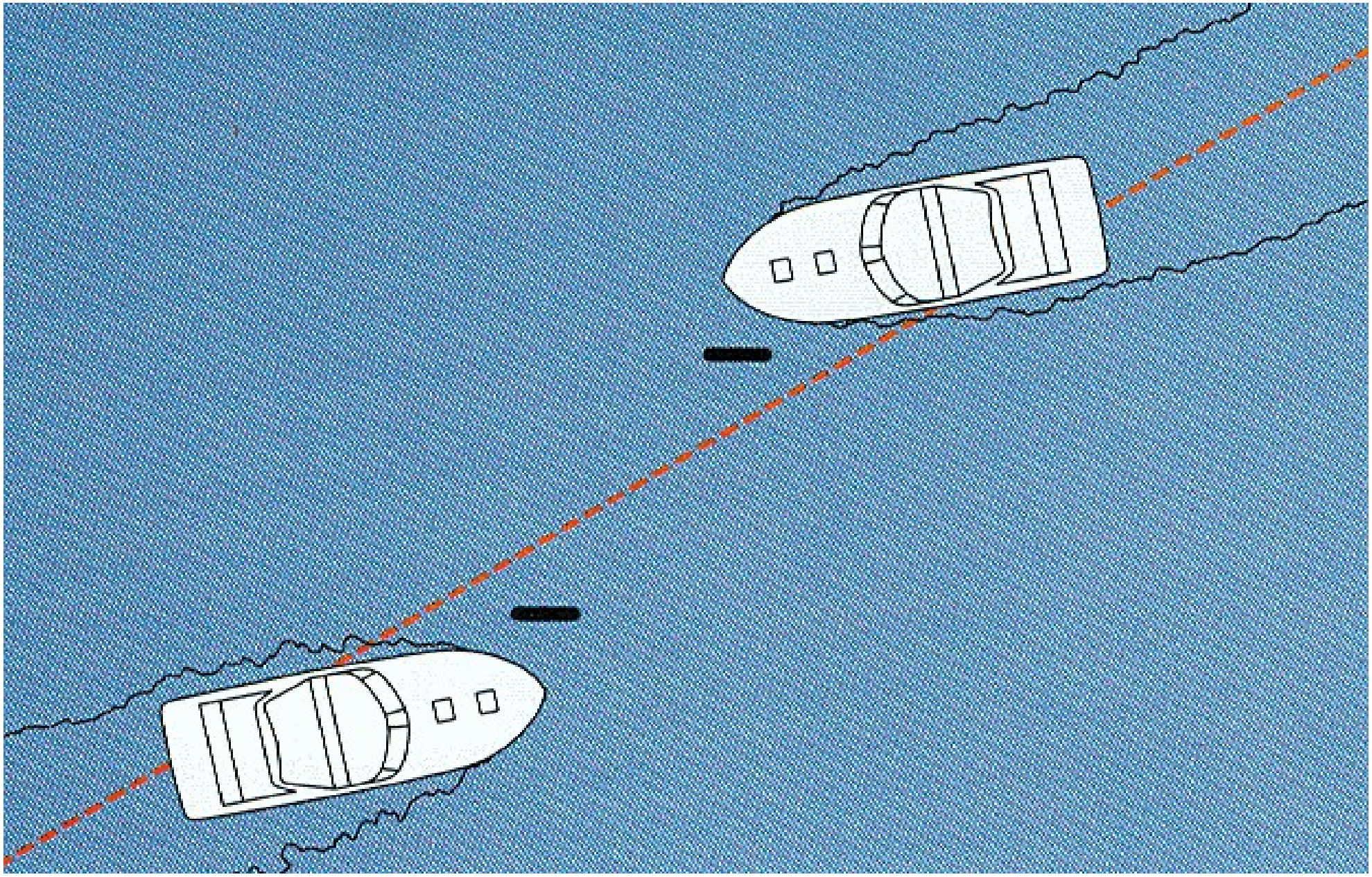
# Reegel 14



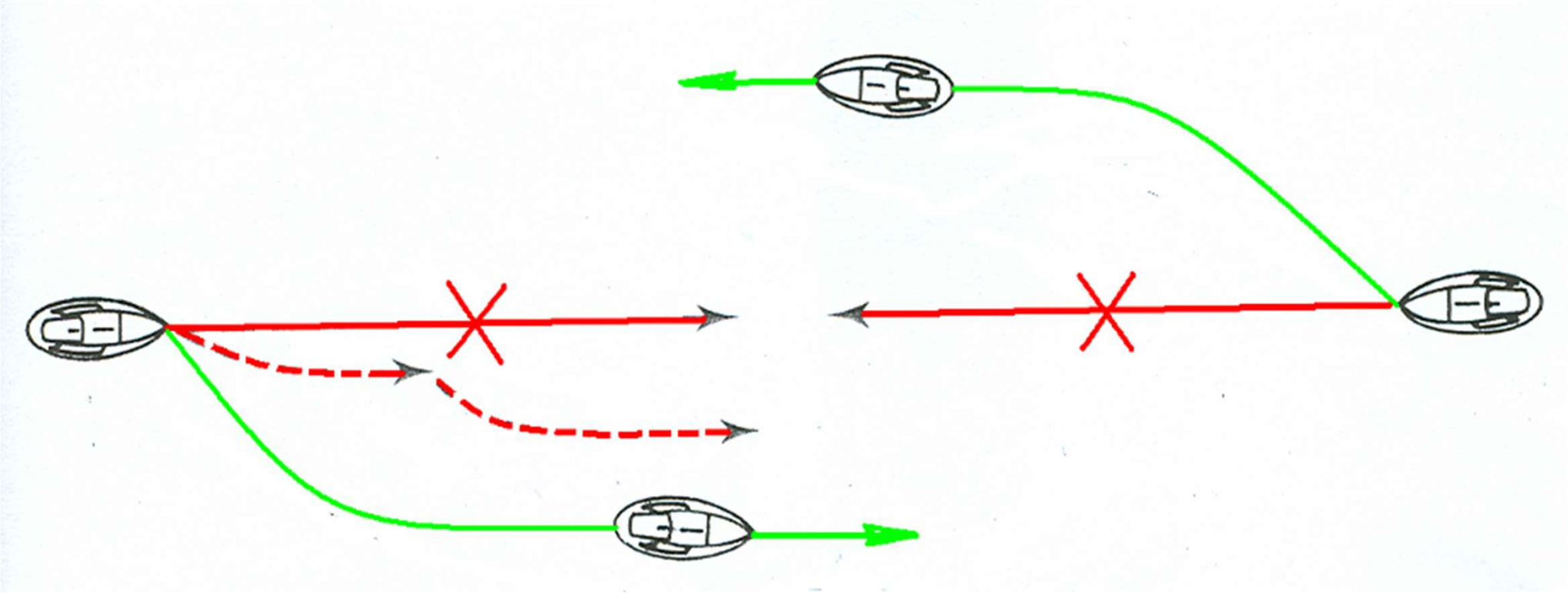
# Reegel 14



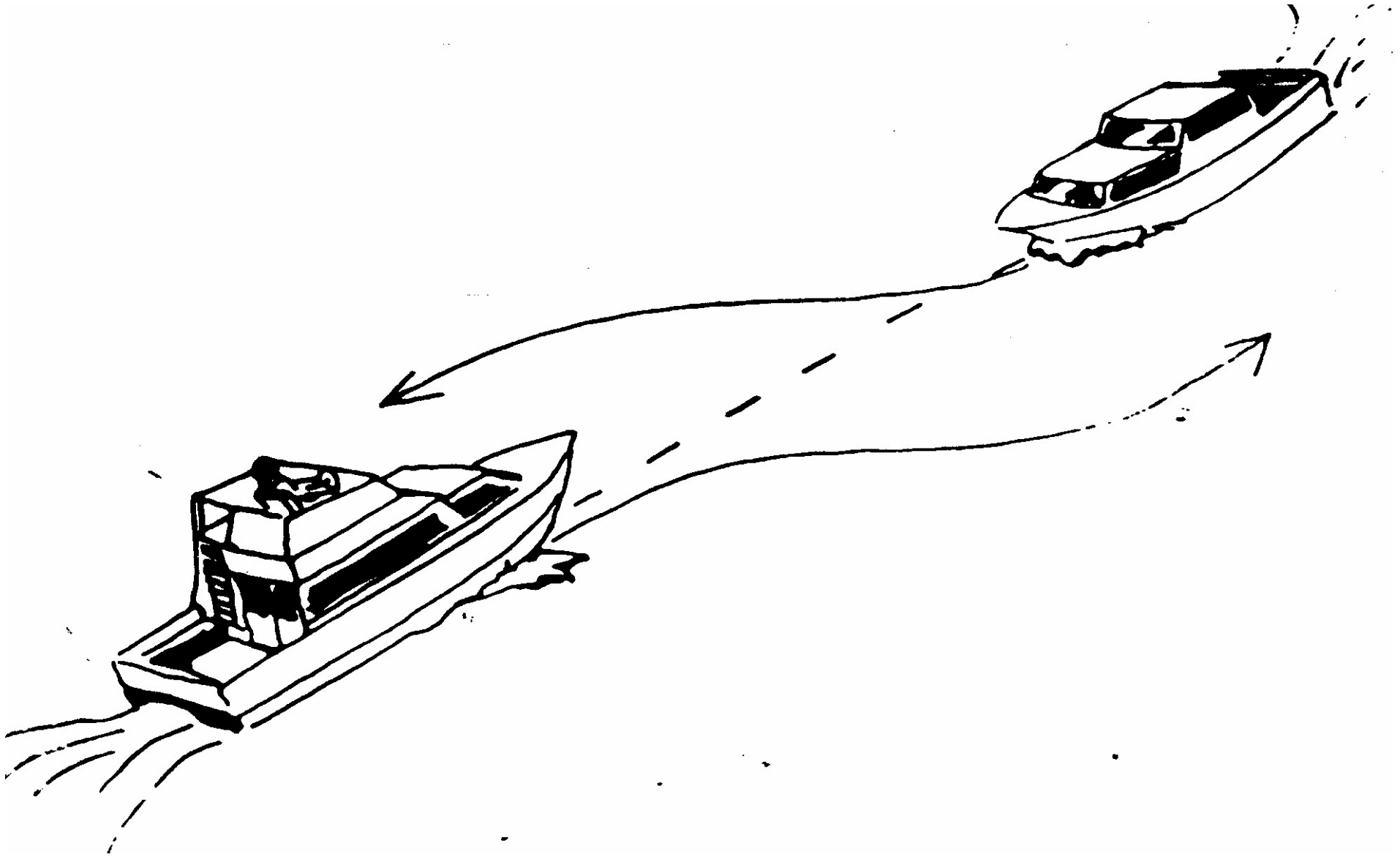
# Reegel 14



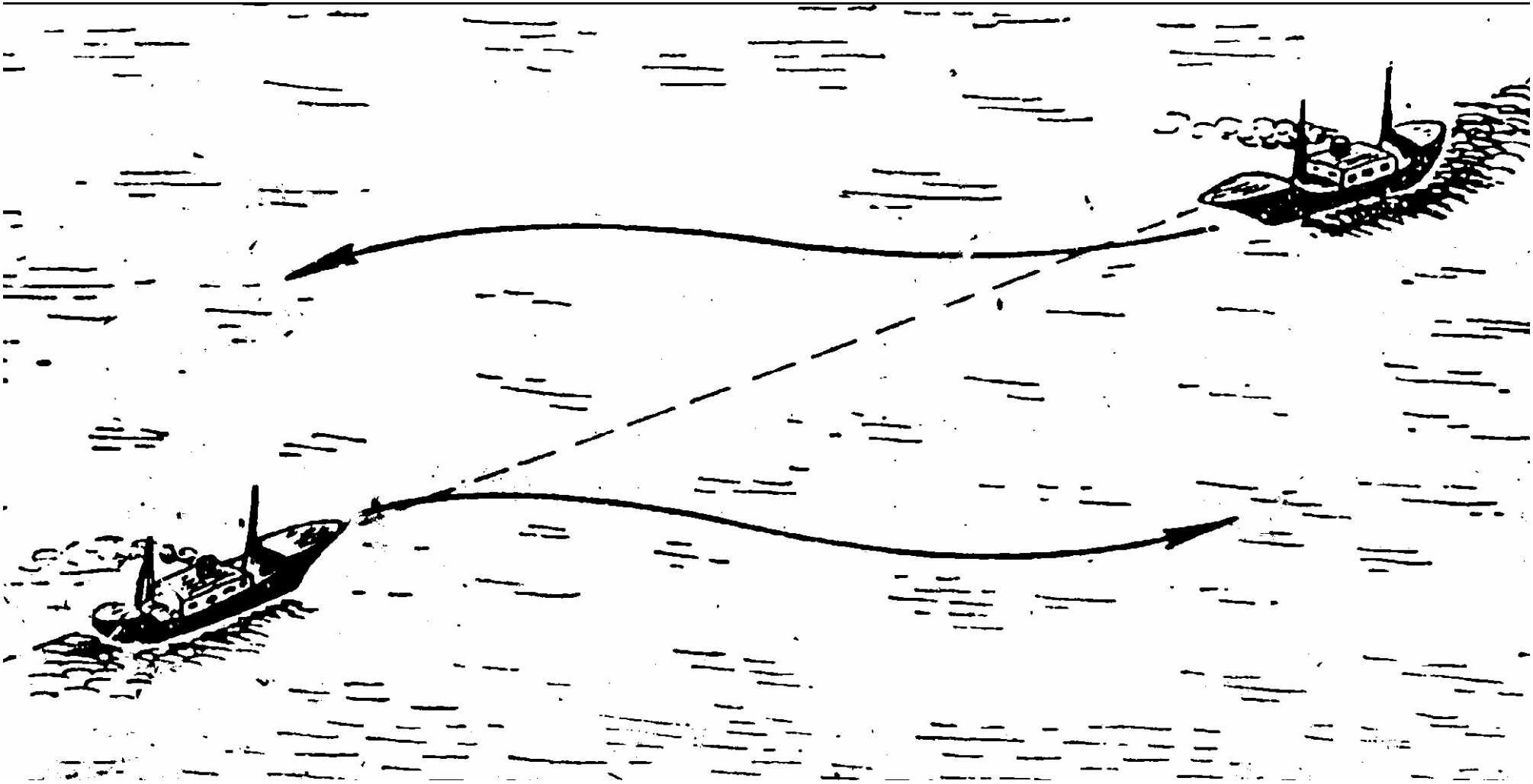
# Reegel 14



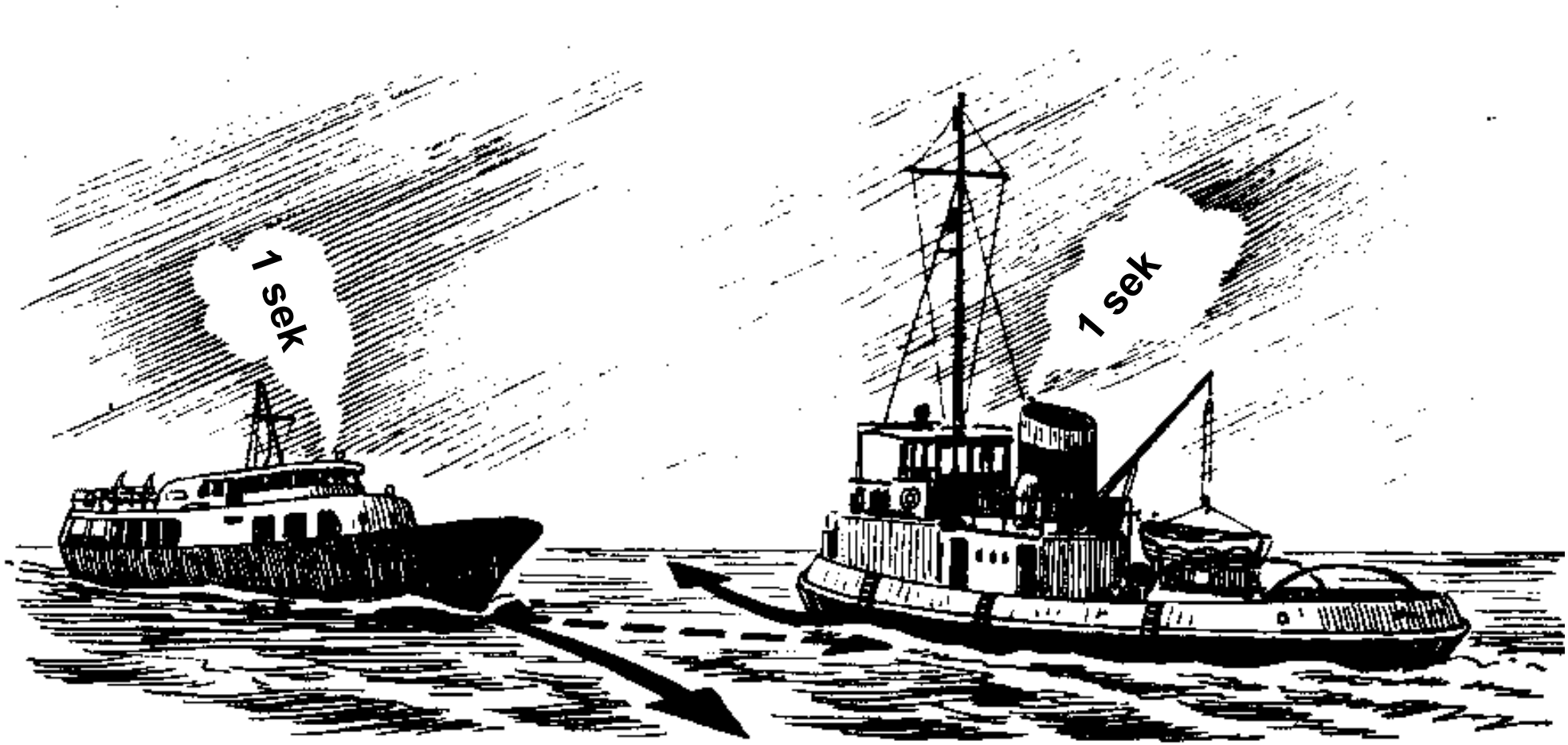
## Reegel 14



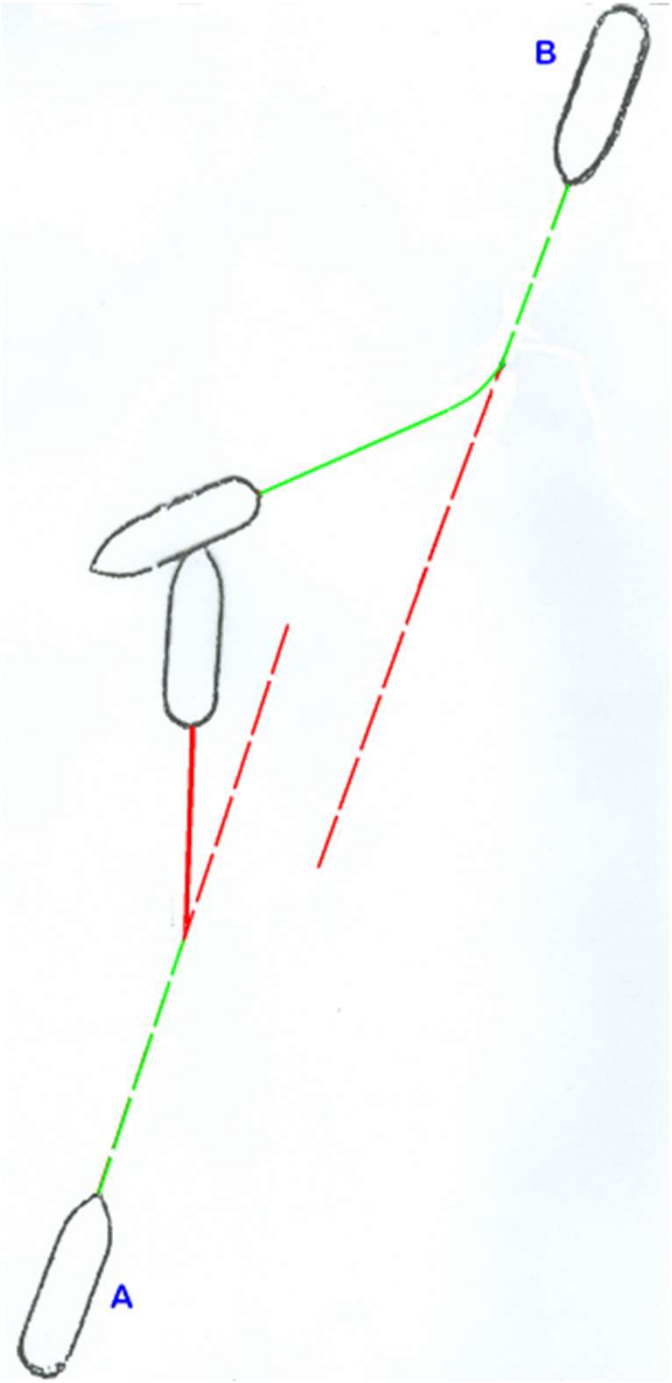
# Reegel 14



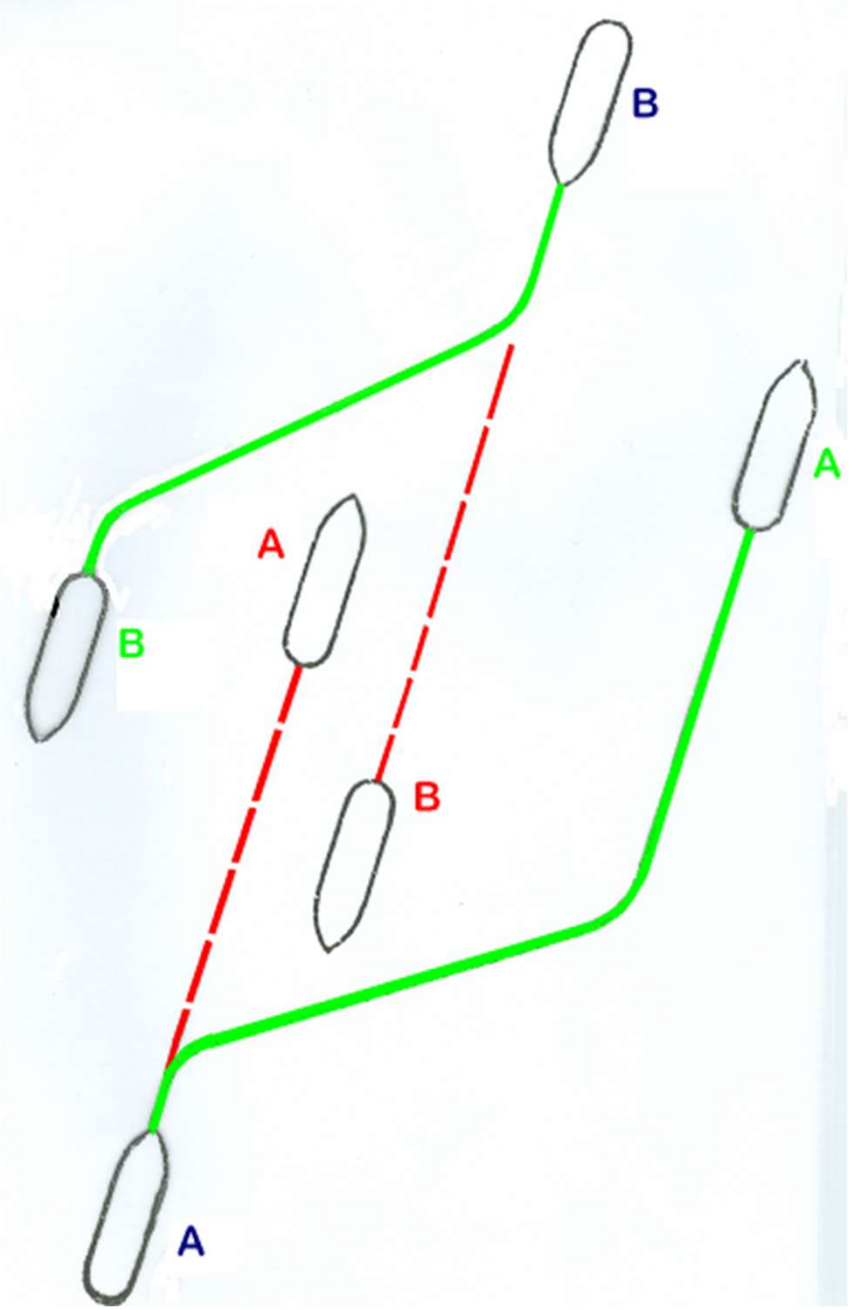
# Reegel 14



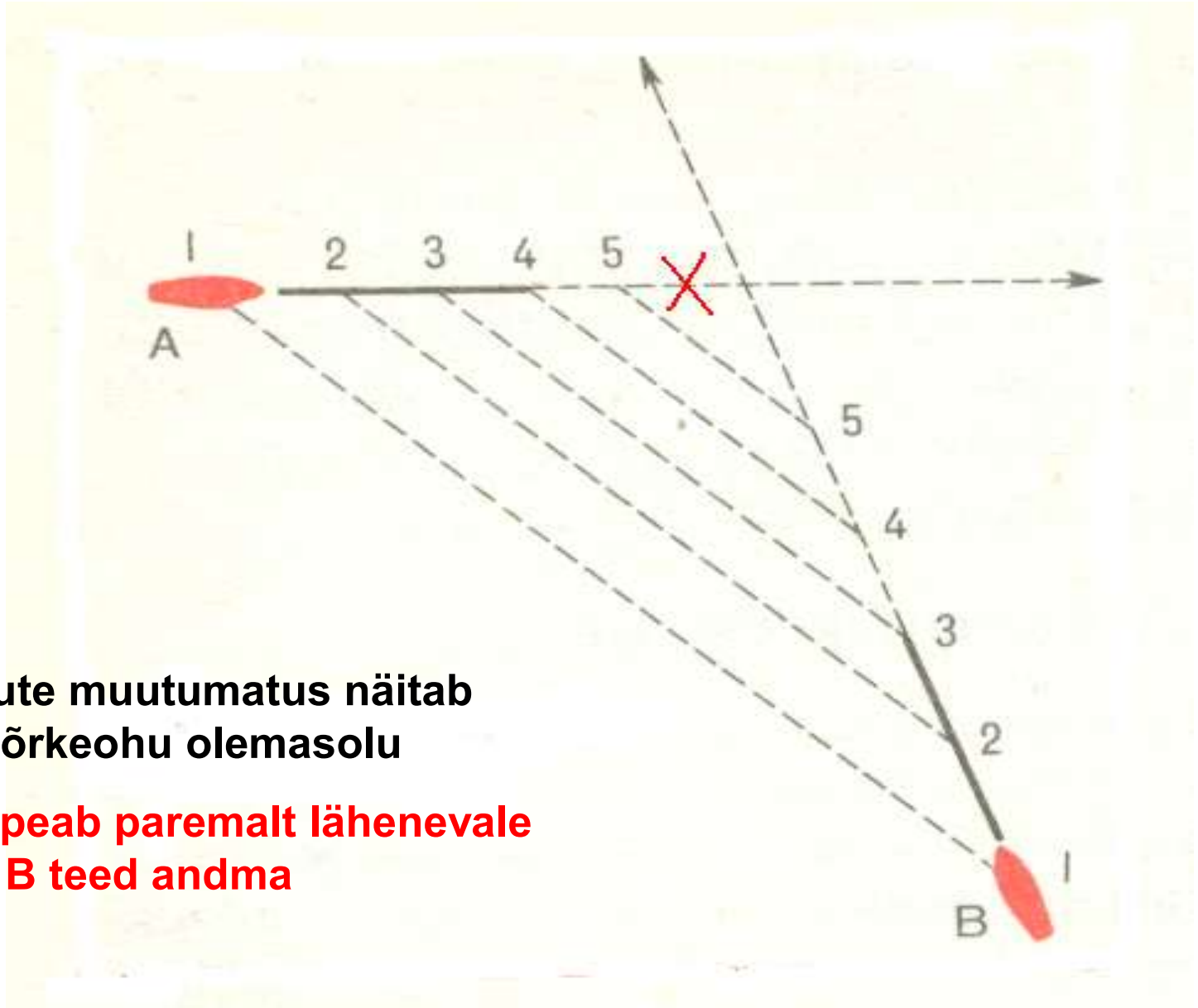
# Reegel 14



# Reegel 14



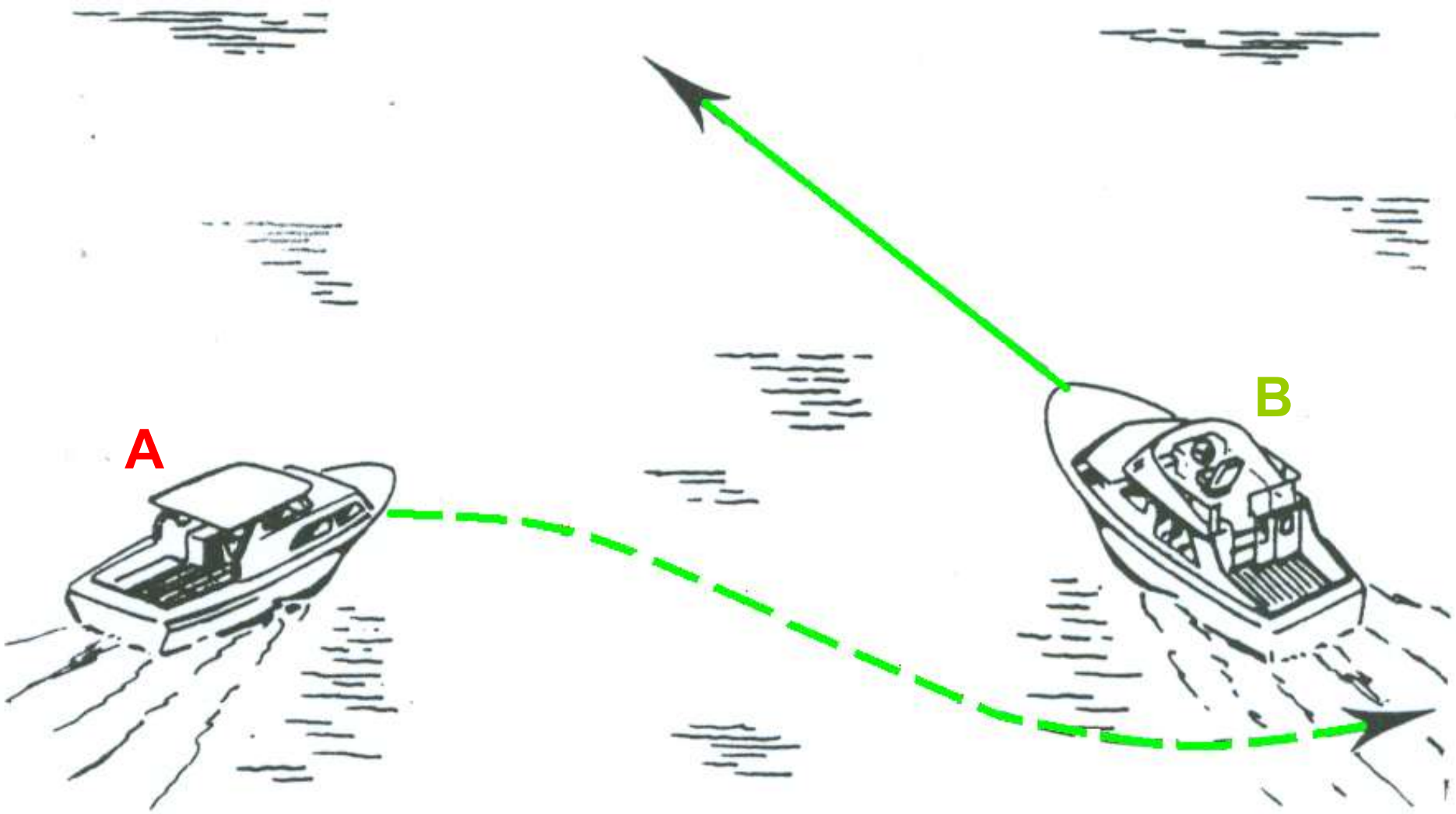
## Reegel 15 . – *LÕIKUVAD KURSID*



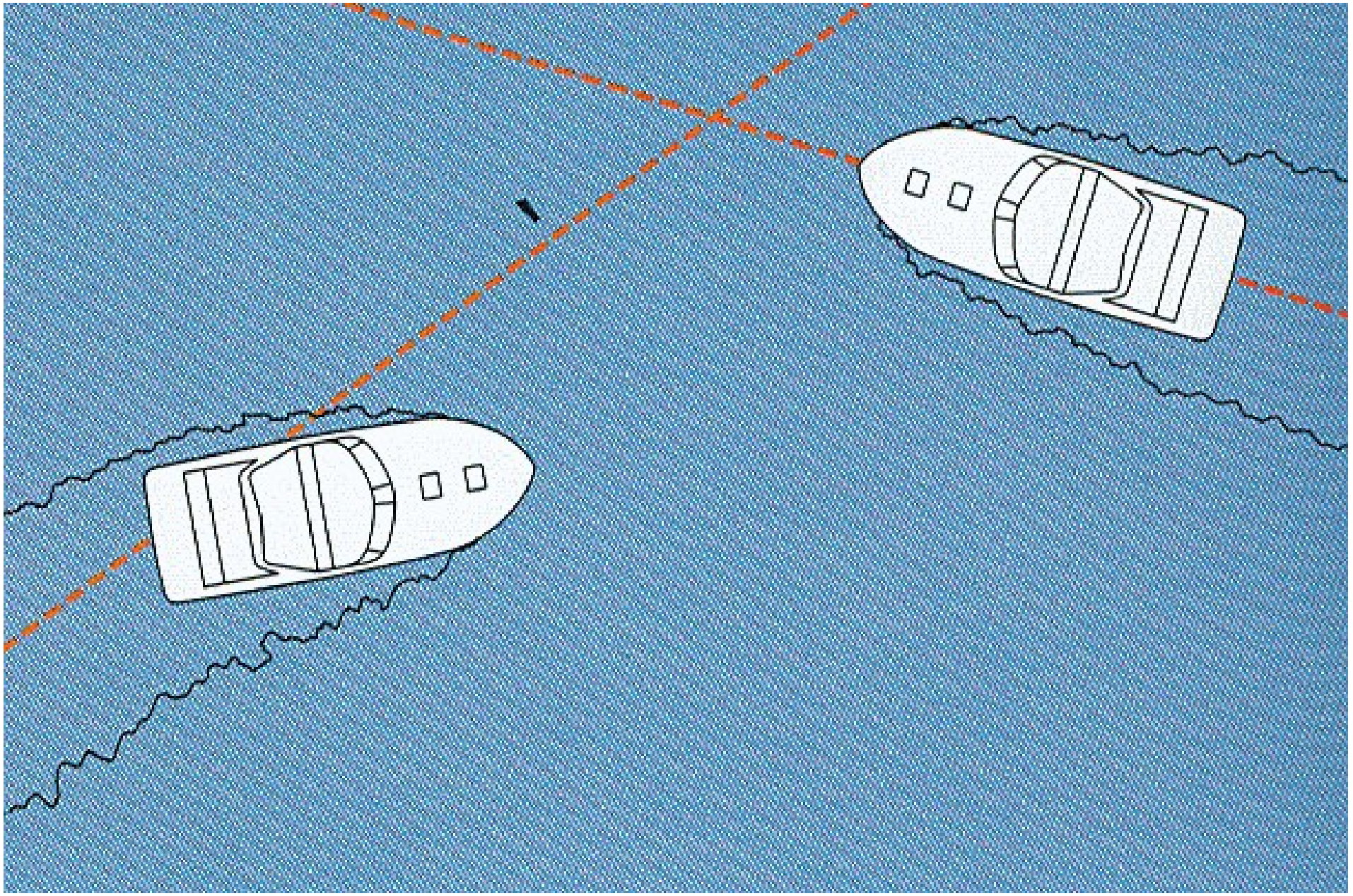

**Peilingute muutumatus näitab kokkupõrkeohu olemasolu**

**Laev A peab paremalt lähenevale laevale B teed andma**

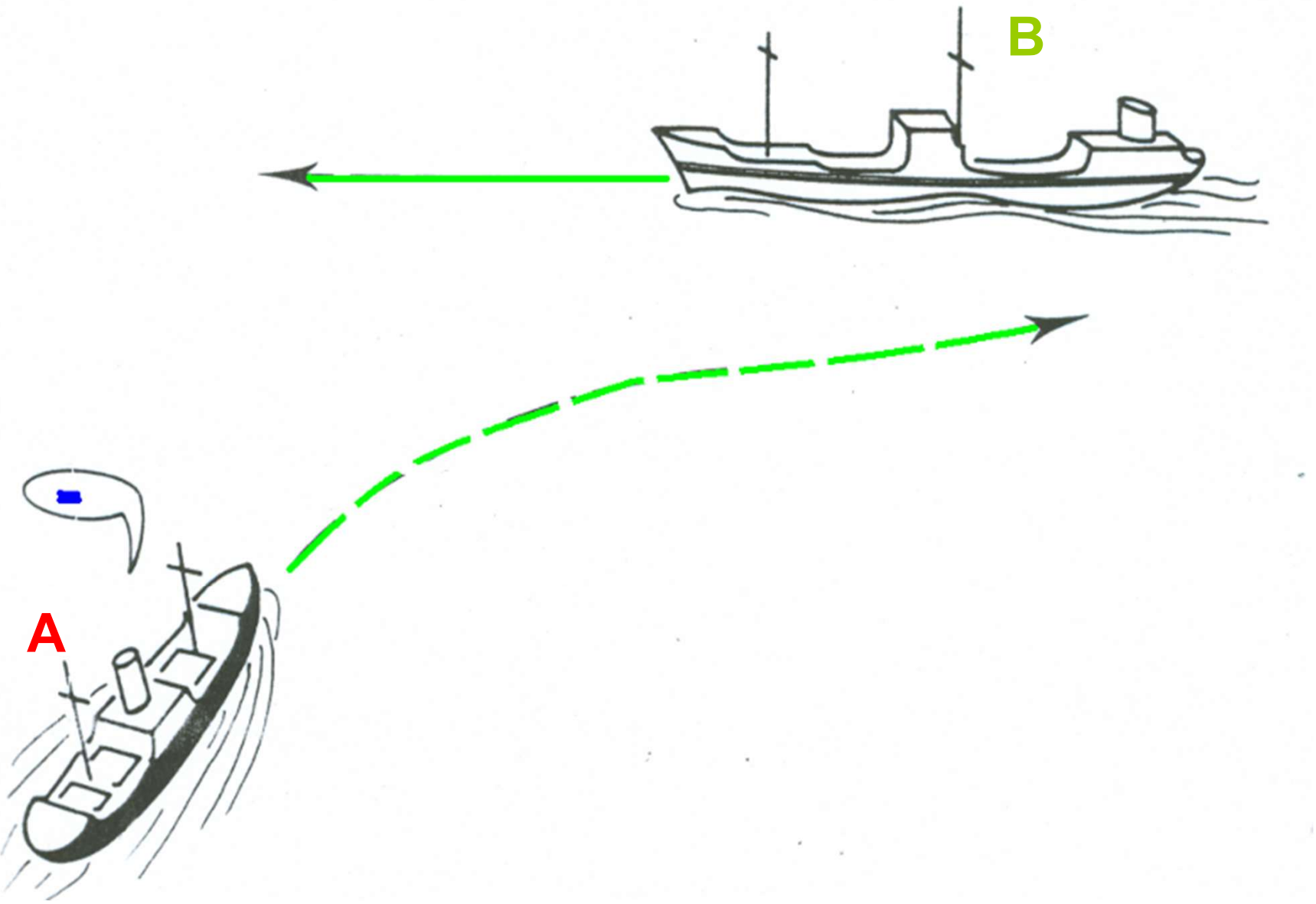
# Reegel 15



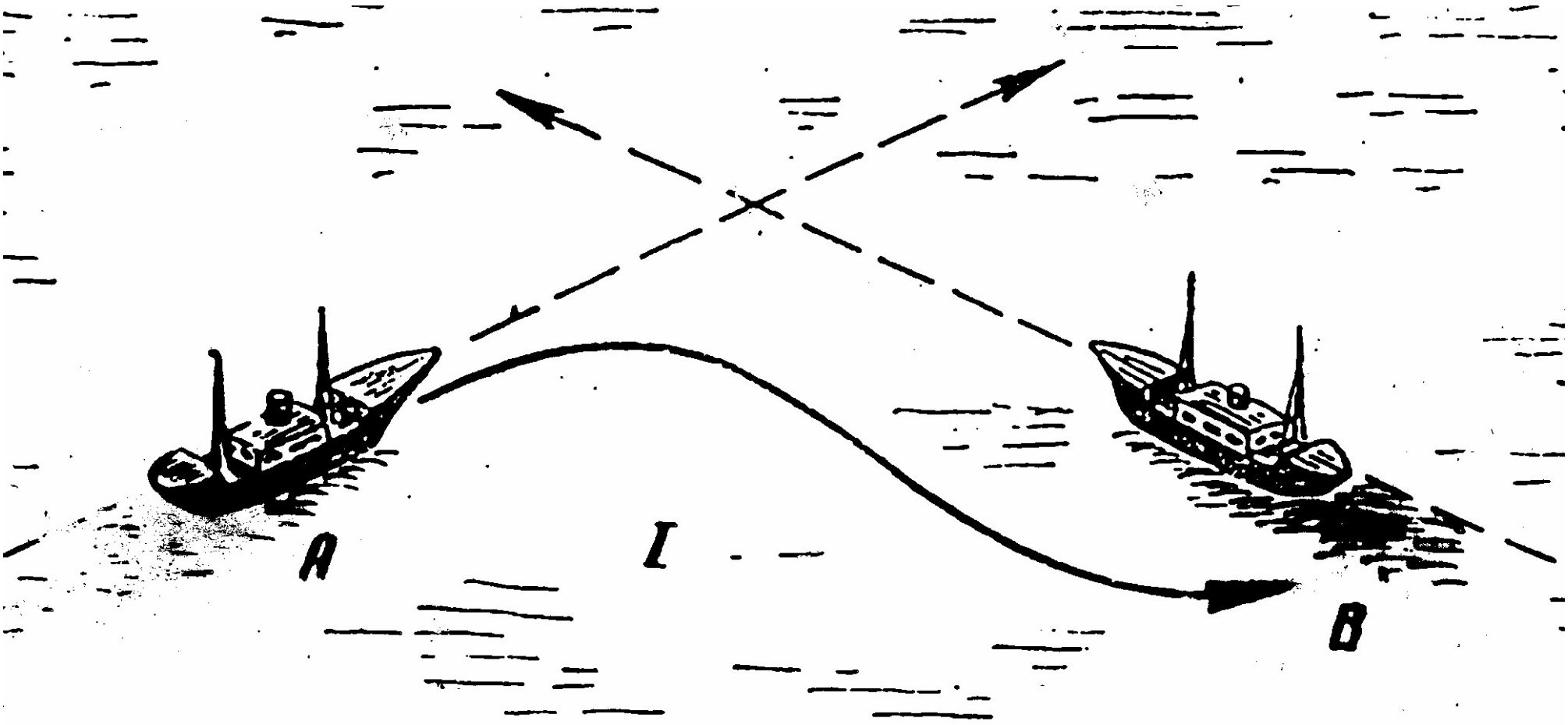
# Reegel 15



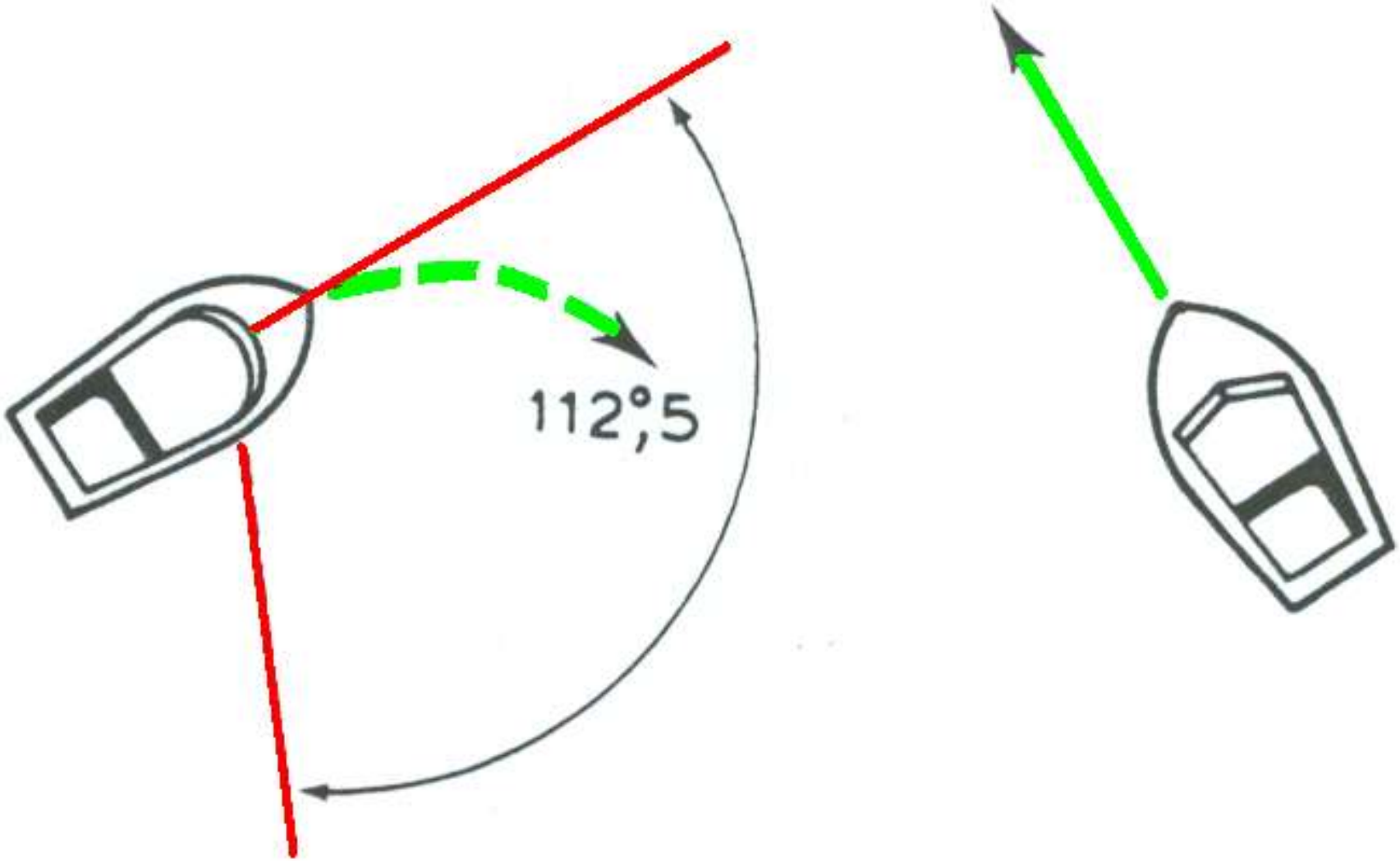
# Reegel 15



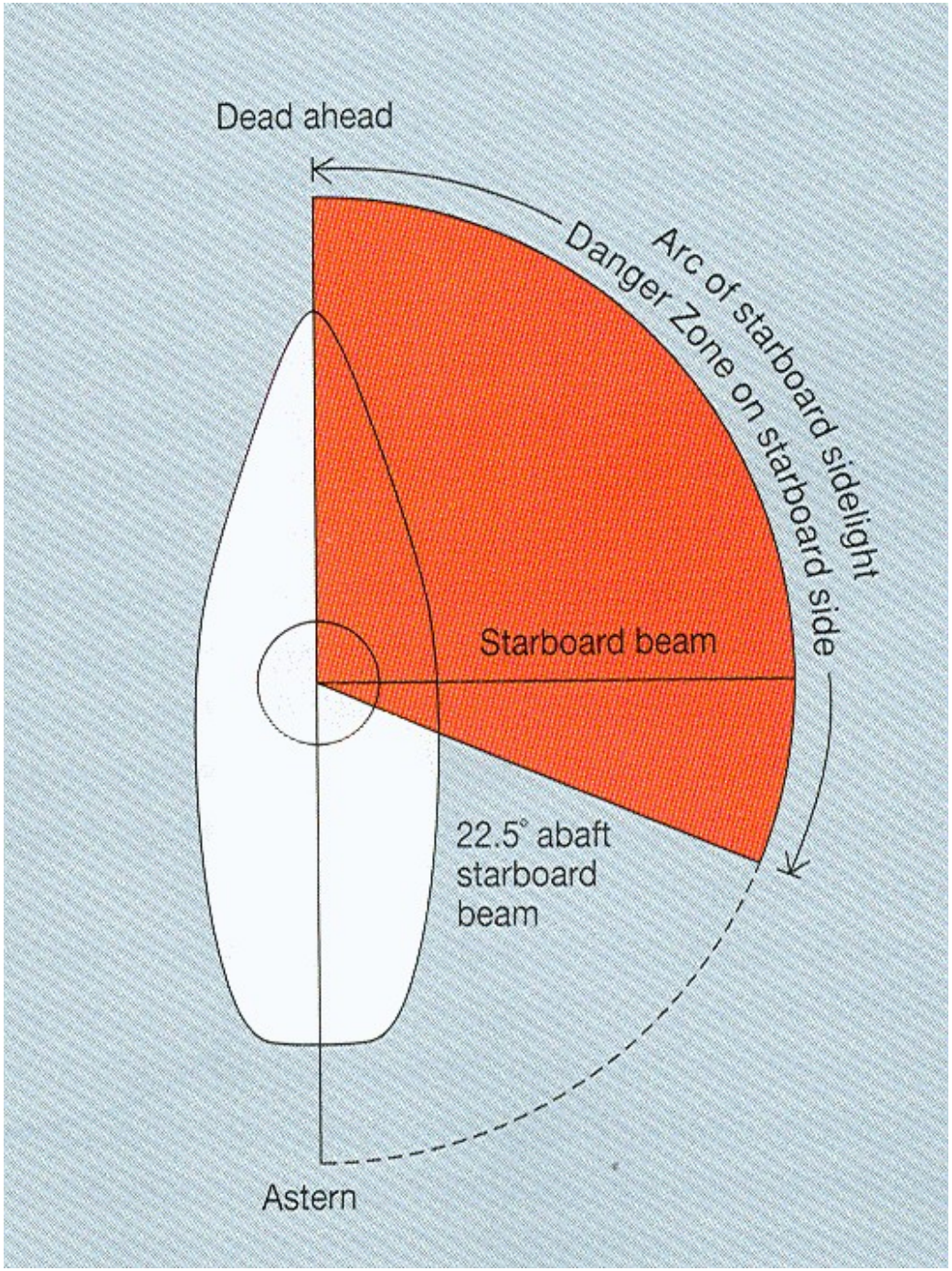
## Reegel 15



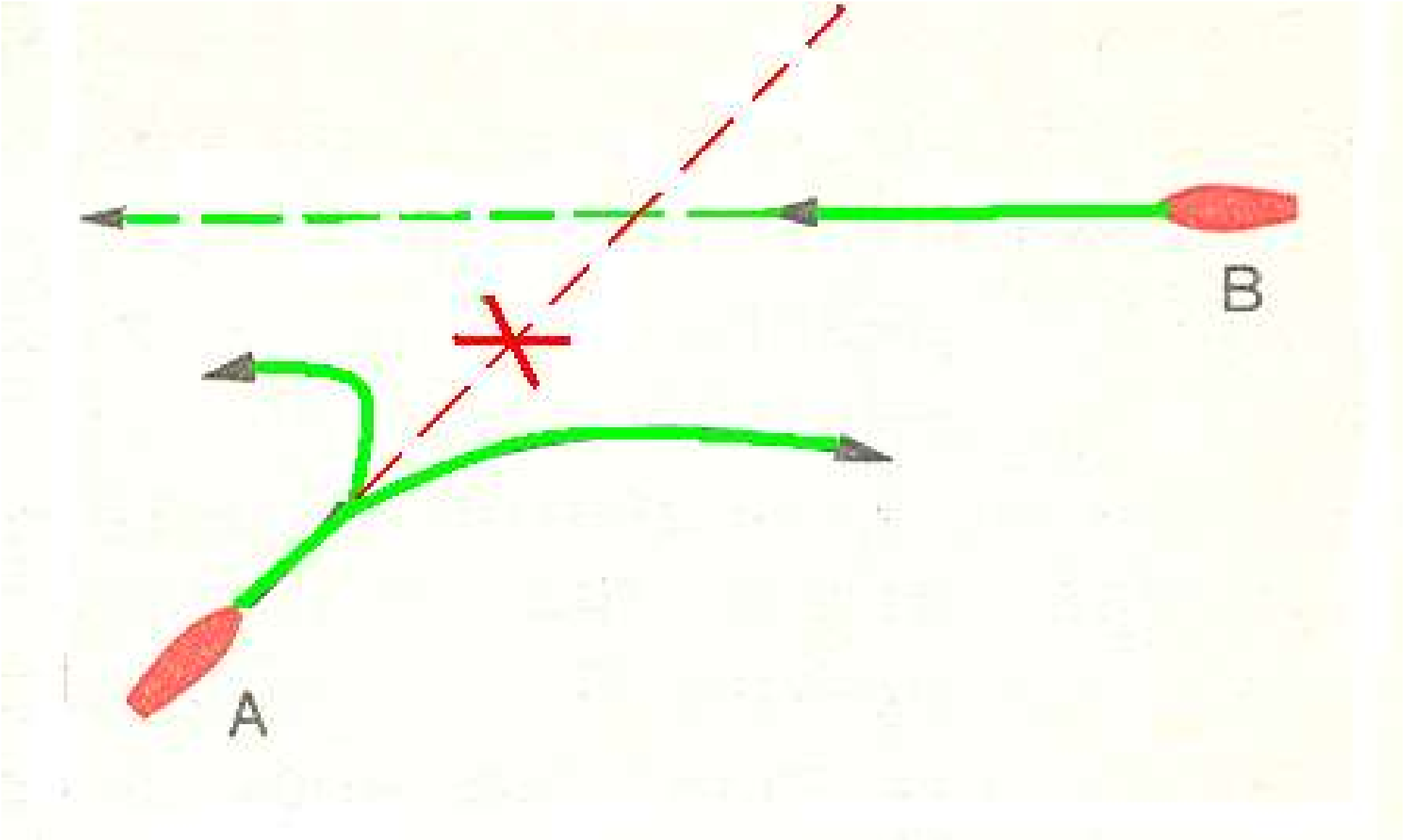
# Reegel 15



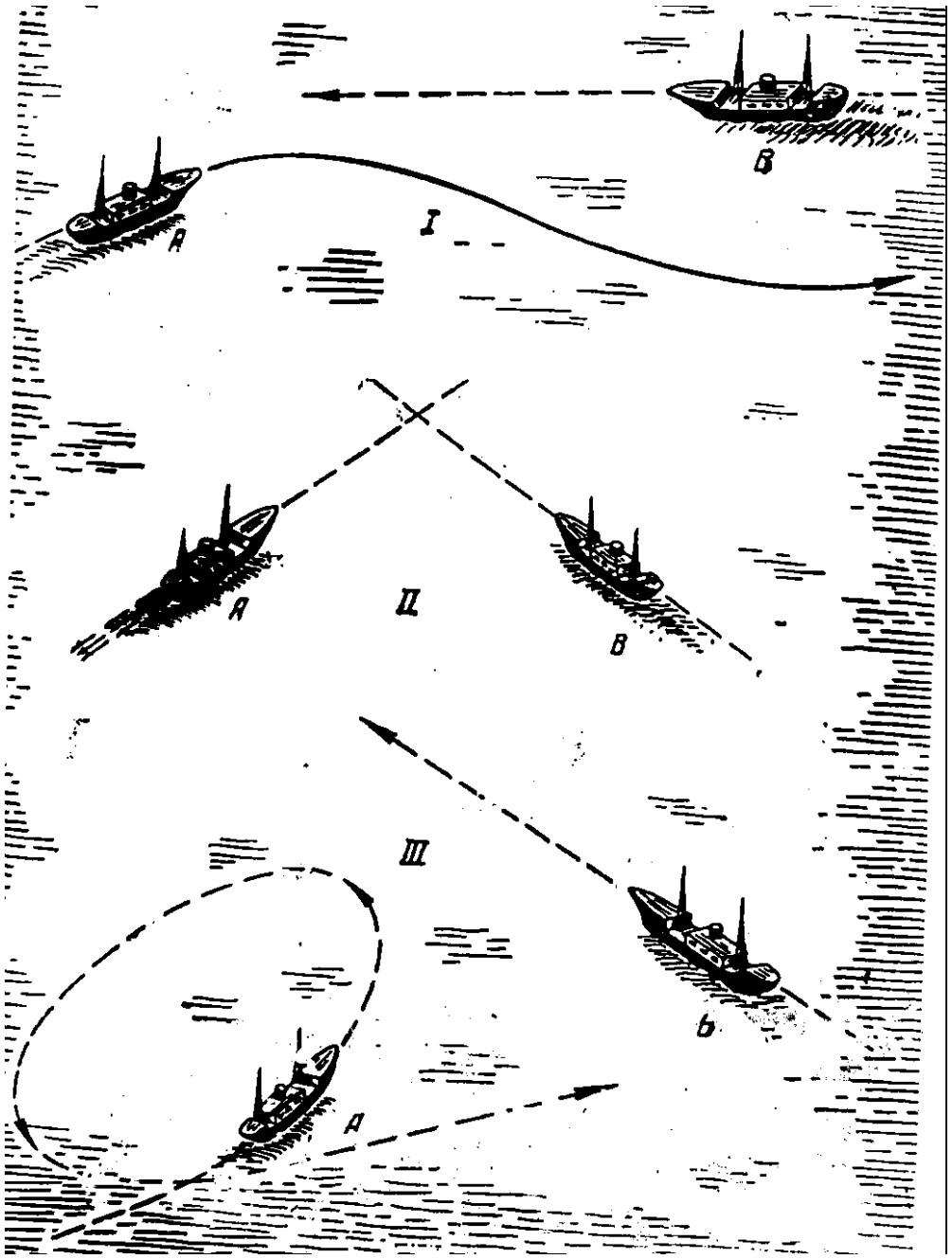
# Reegel 15


Dead ahead
Arc of starboard sidelight
Danger Zone on starboard side
Starboard beam
22.5° abaft
starboard
beam
Astern

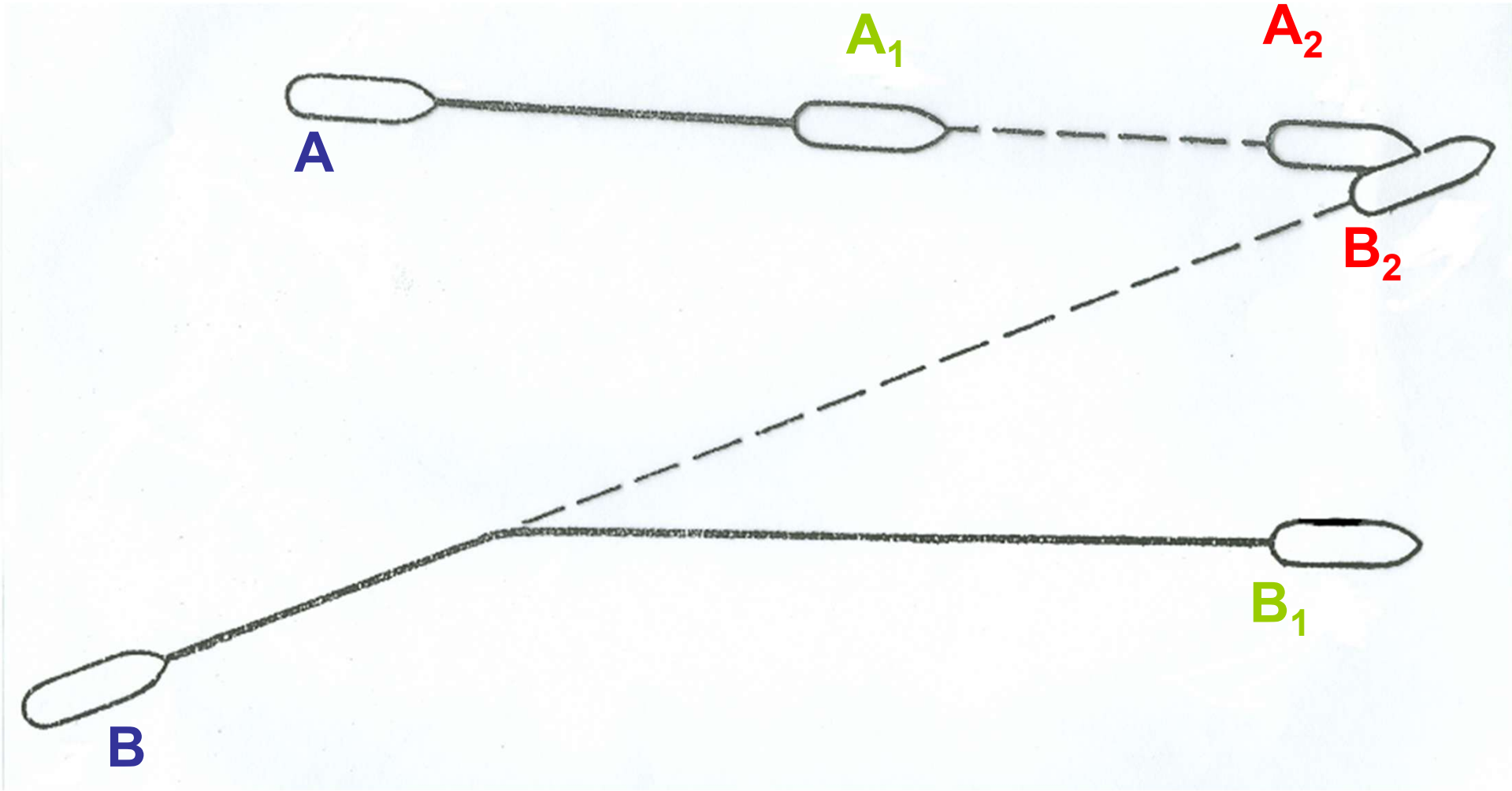
## Reegel 15



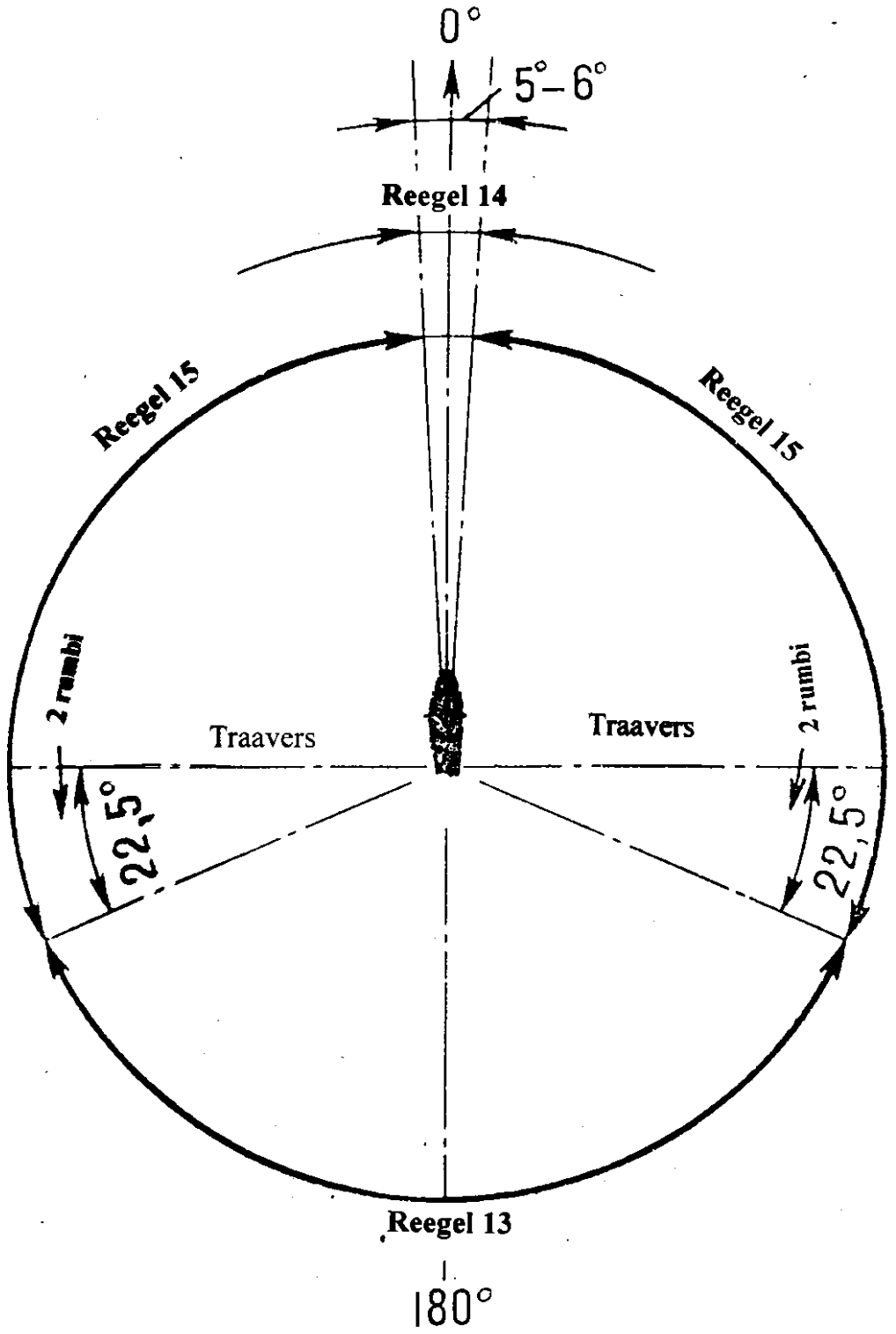
# Reegel 15



# Reegel 13 ja 15



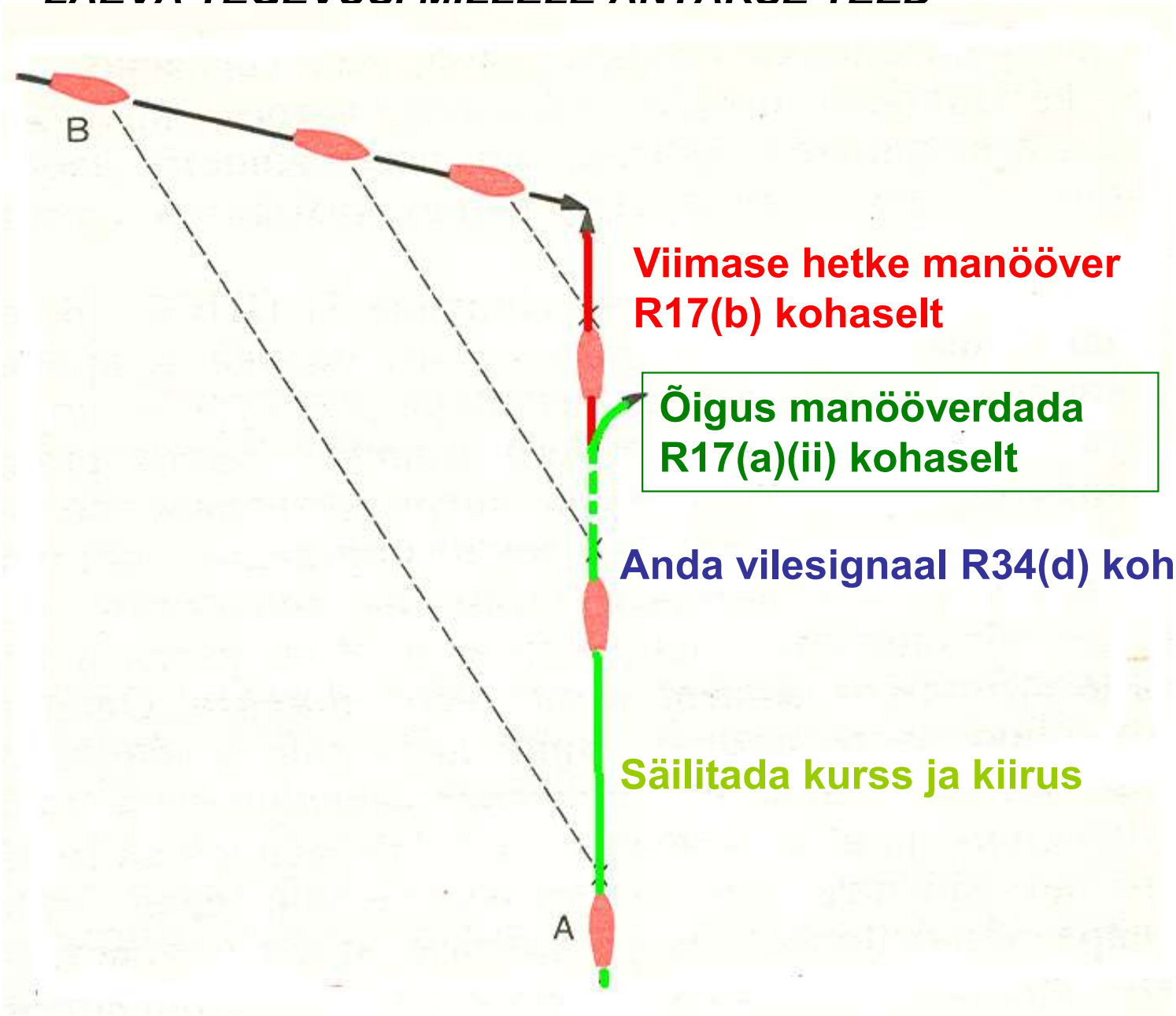
# Reegel 13-15

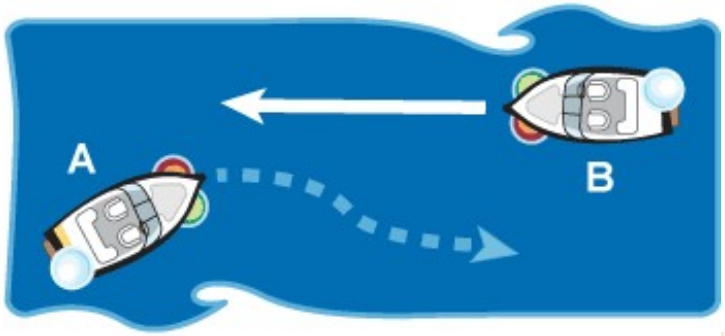

0°
5°–6°
Reegel 14
Reegel 15
Reegel 15
2 rumbi
2 rumbi
Traavers
Traavers
22,5°
22,5°
Reegel 13
180°

## **REEGEL 16.** – *Teed andva laeva tegevus*

Iga laev, mis on kohustatud teisele laevale teed andma, peab ette võtma võimalikult varajase ja tõhusa toimingu, et teisest laevast puhtalt lahku minna.

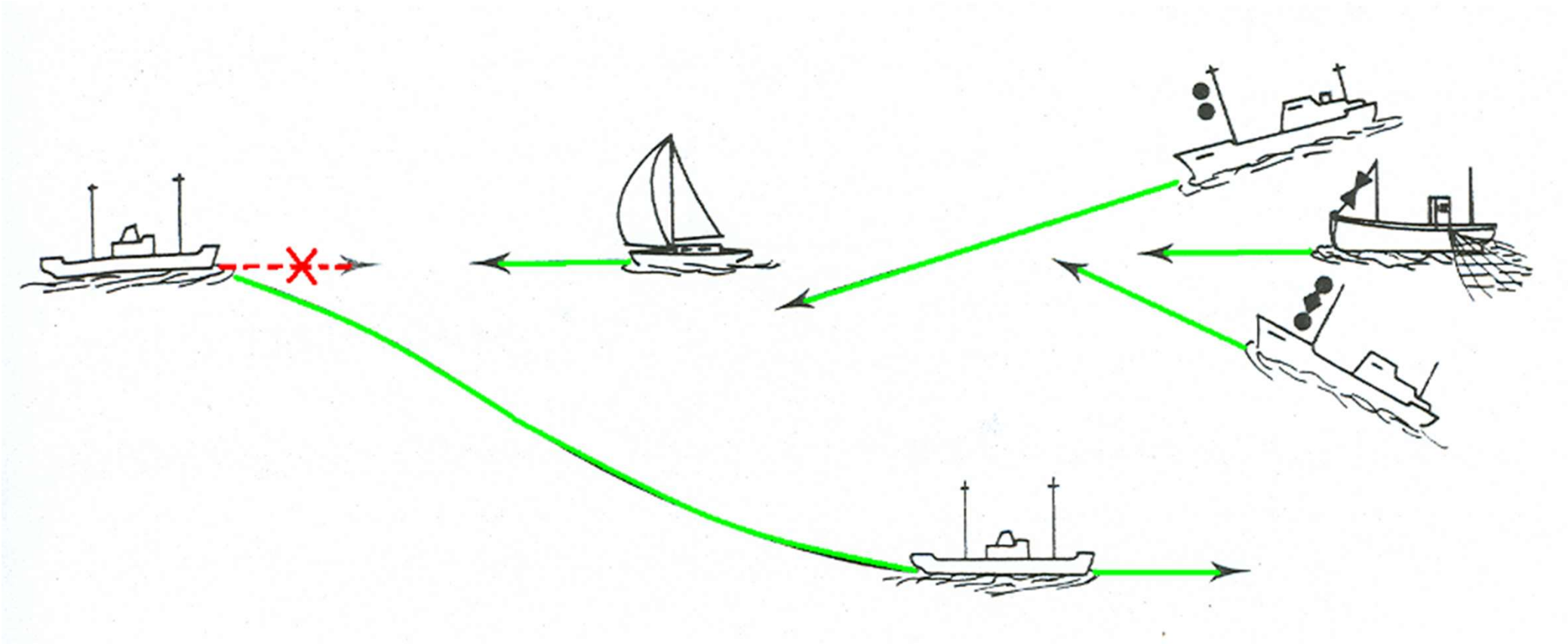
## Reegel 17. – *LAEVA TEGEVUS. MILLELE ANTAKSE TEED*



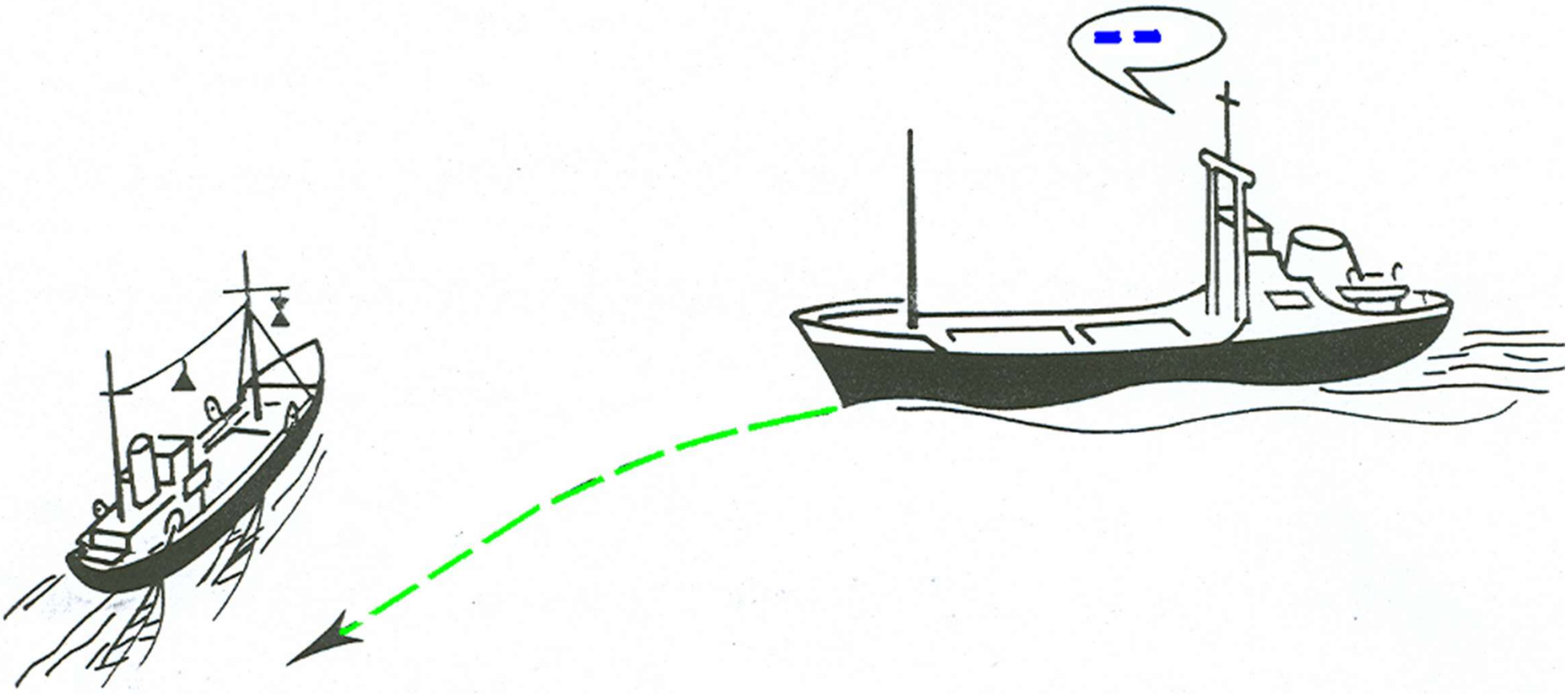

A
B


MO 1665 BB

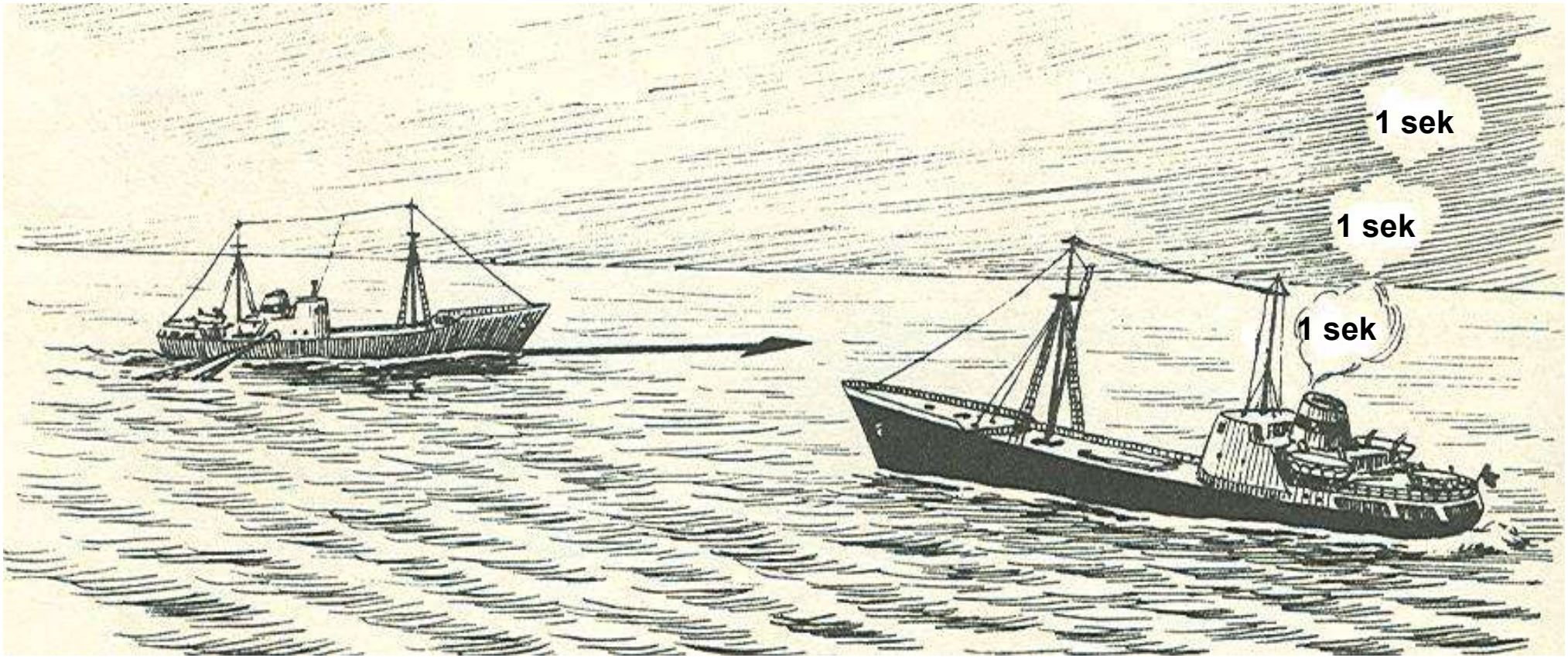
# Reegel 18. – *LAEVADE VASTASTIKUSED KOHUSTUSED*



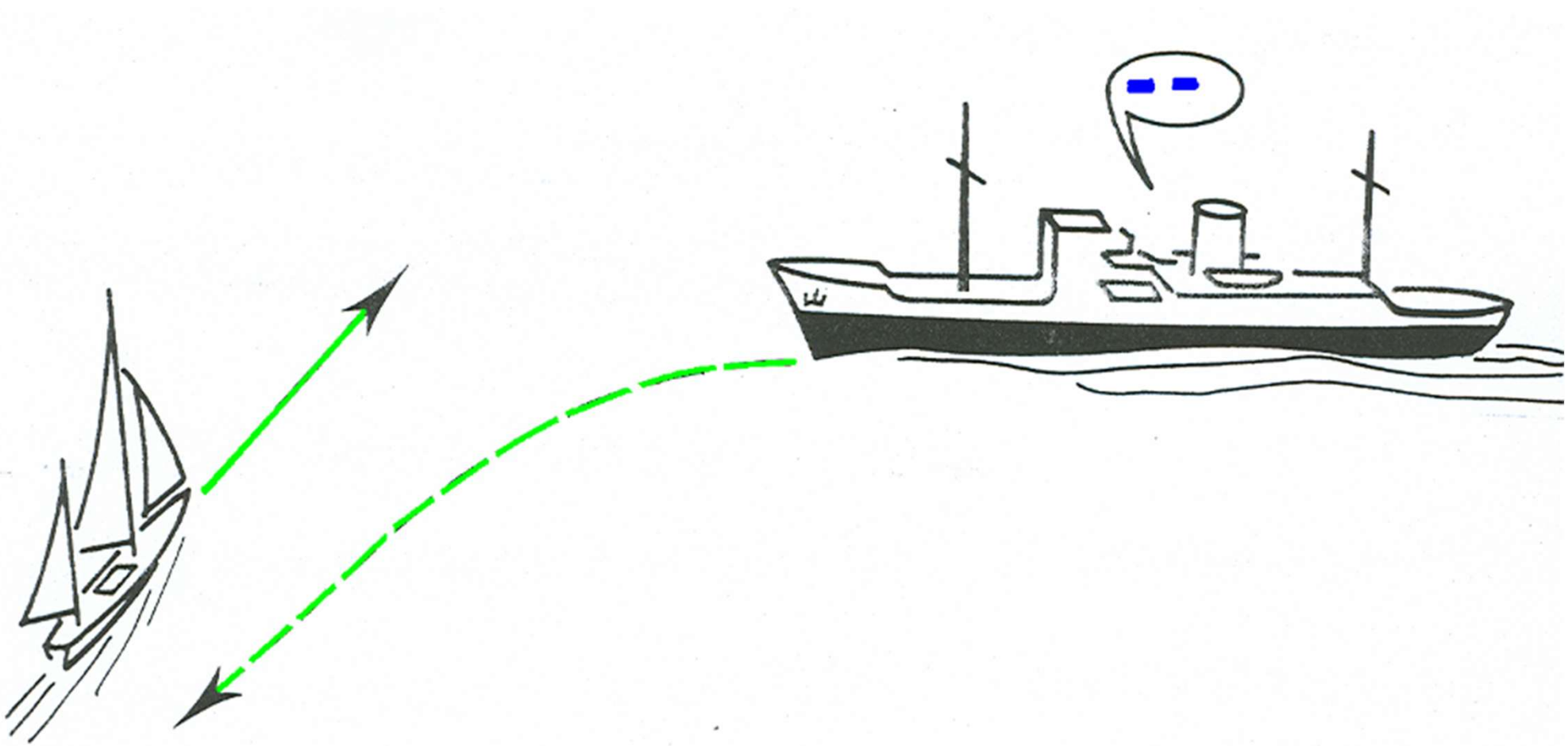
# Reegel 18



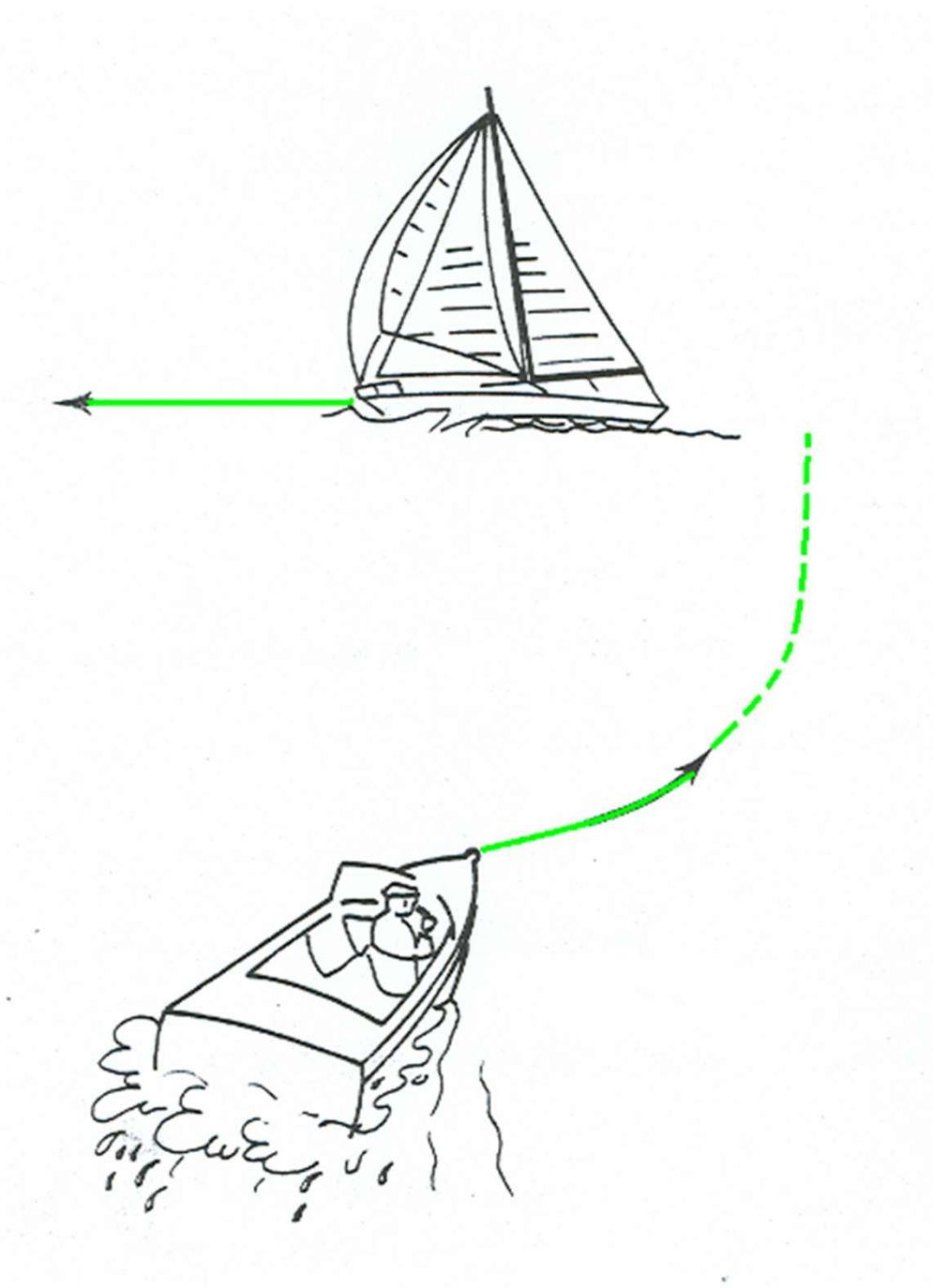
# Reegel 18



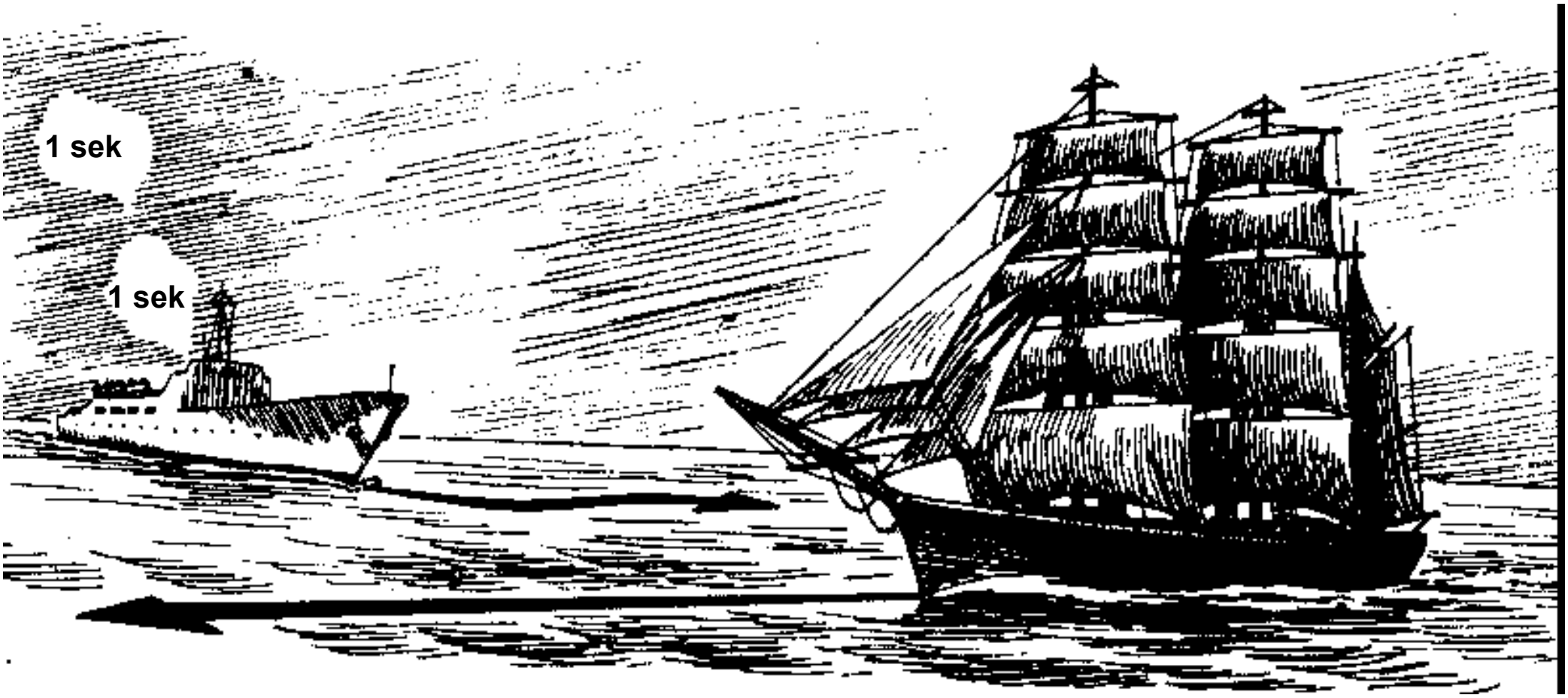
# Reegel 18



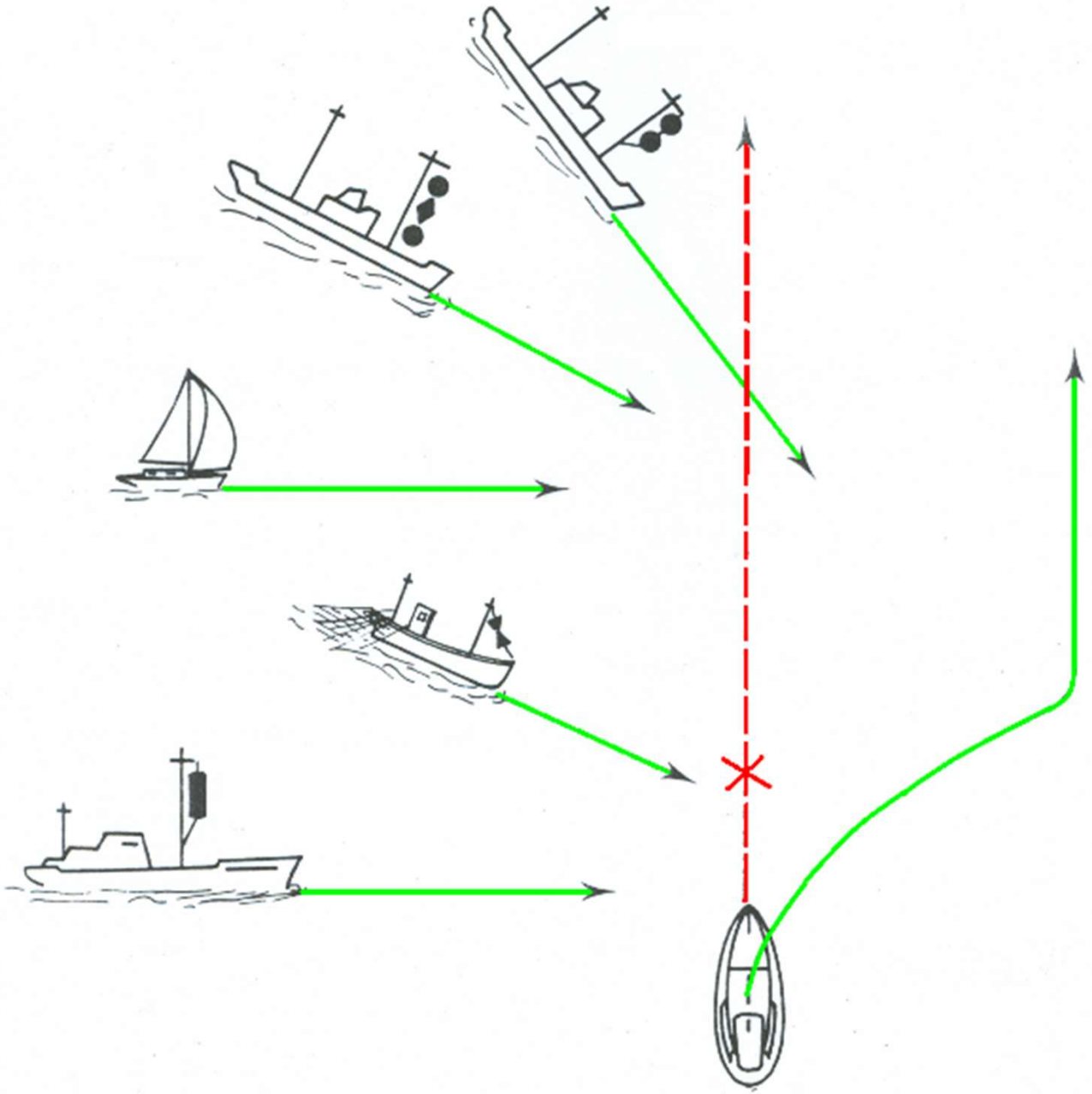
# Reegel 18



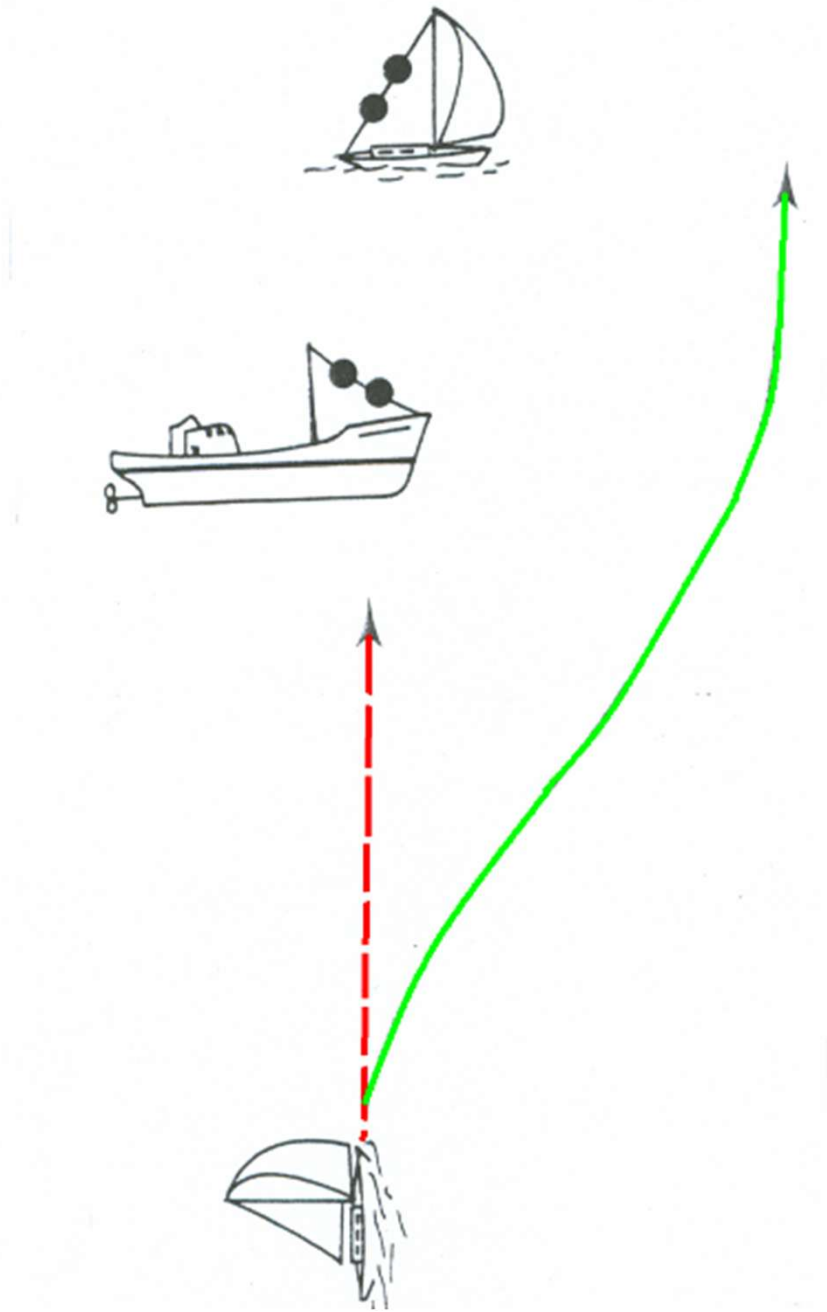
# Reegel 18



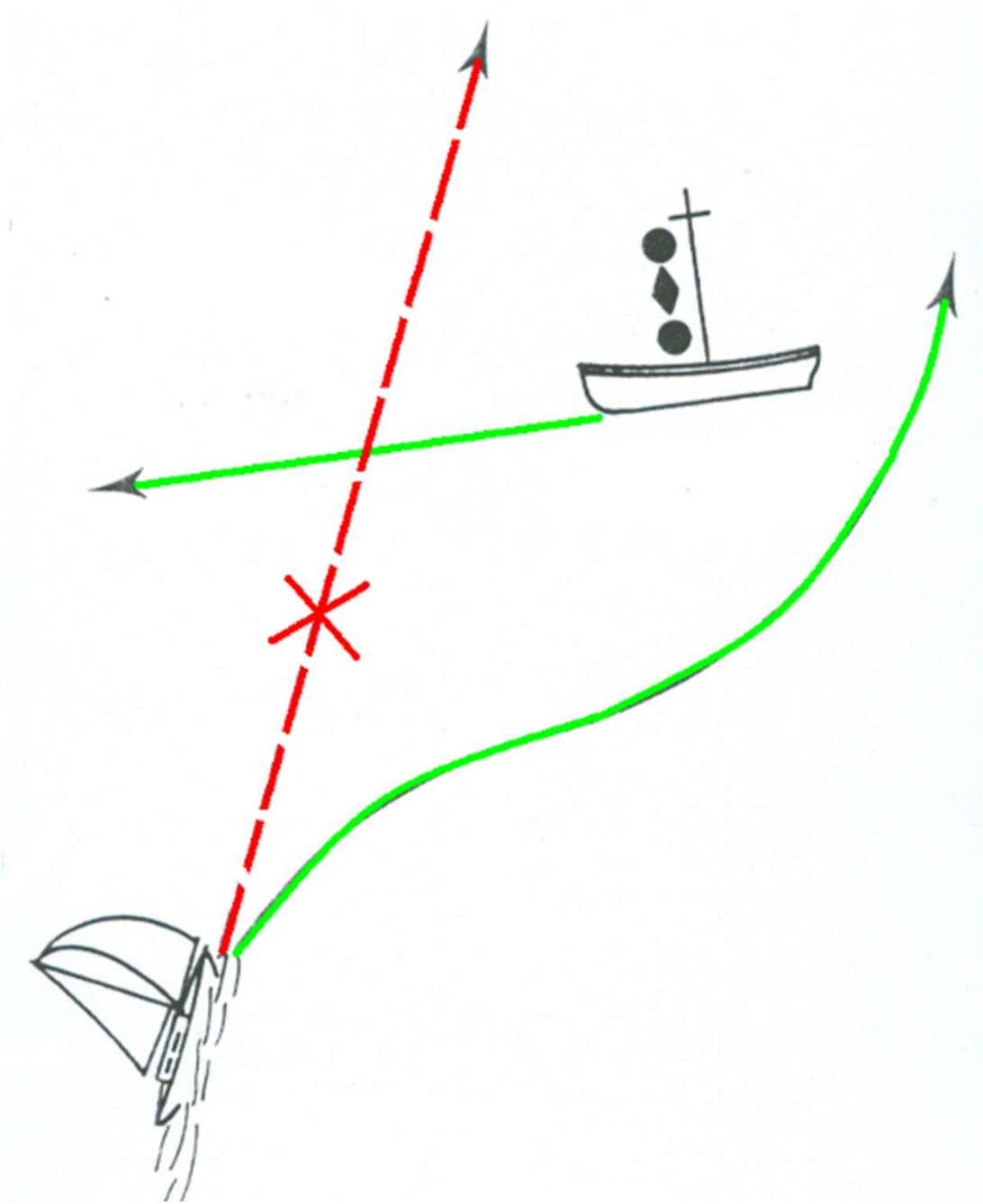
# Reegel 18



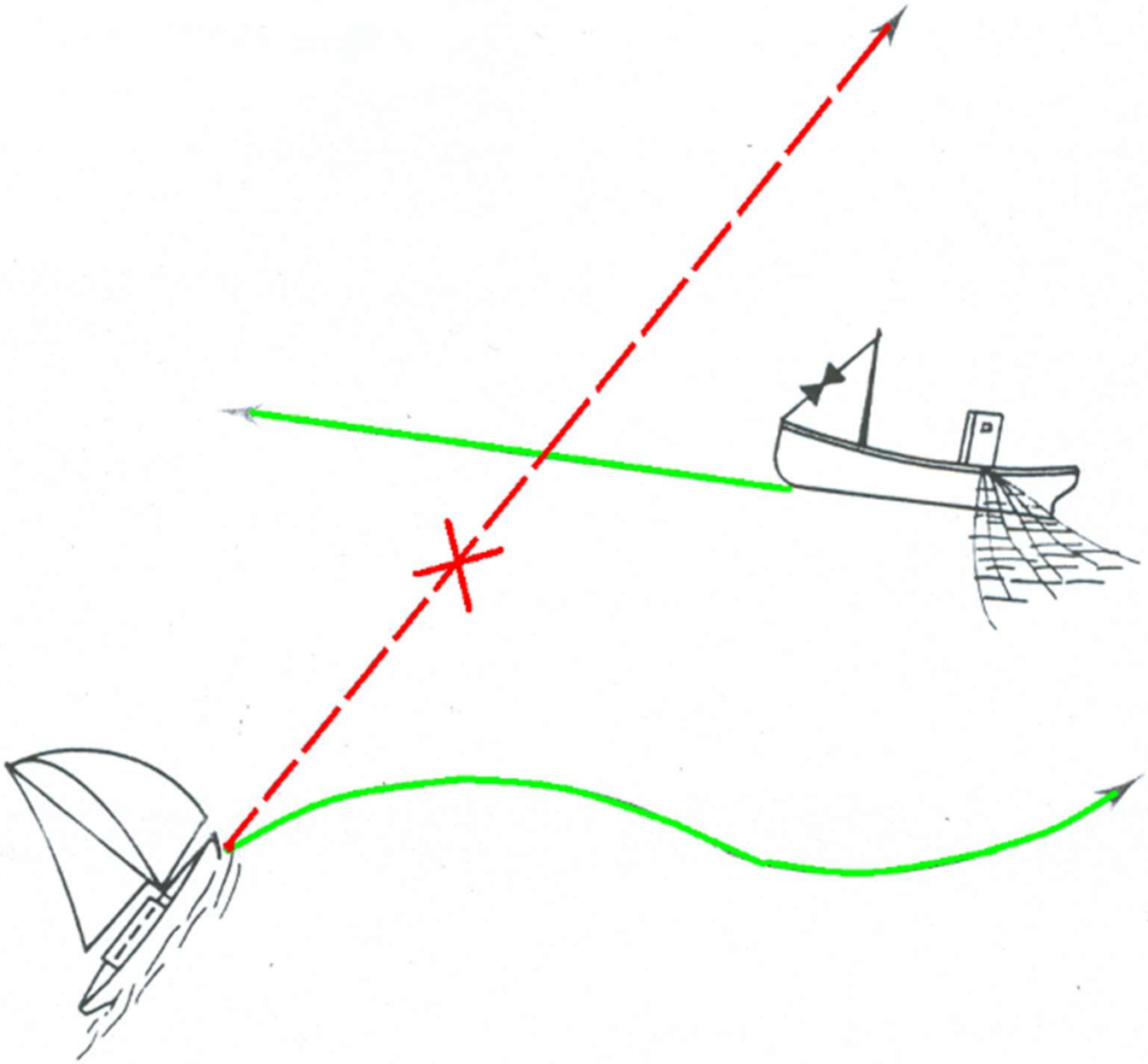
# Reegel 18



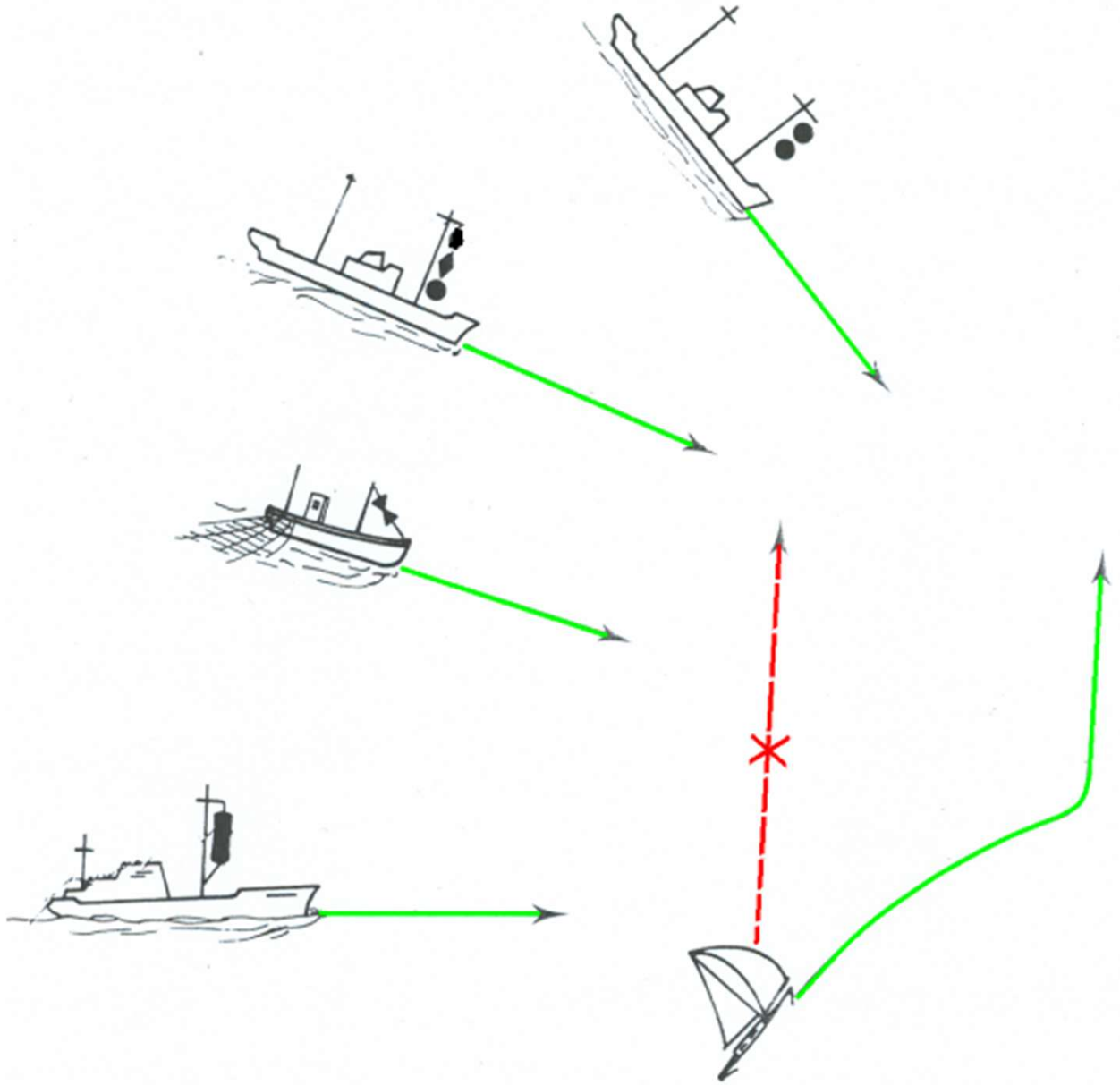
# Reegel 18



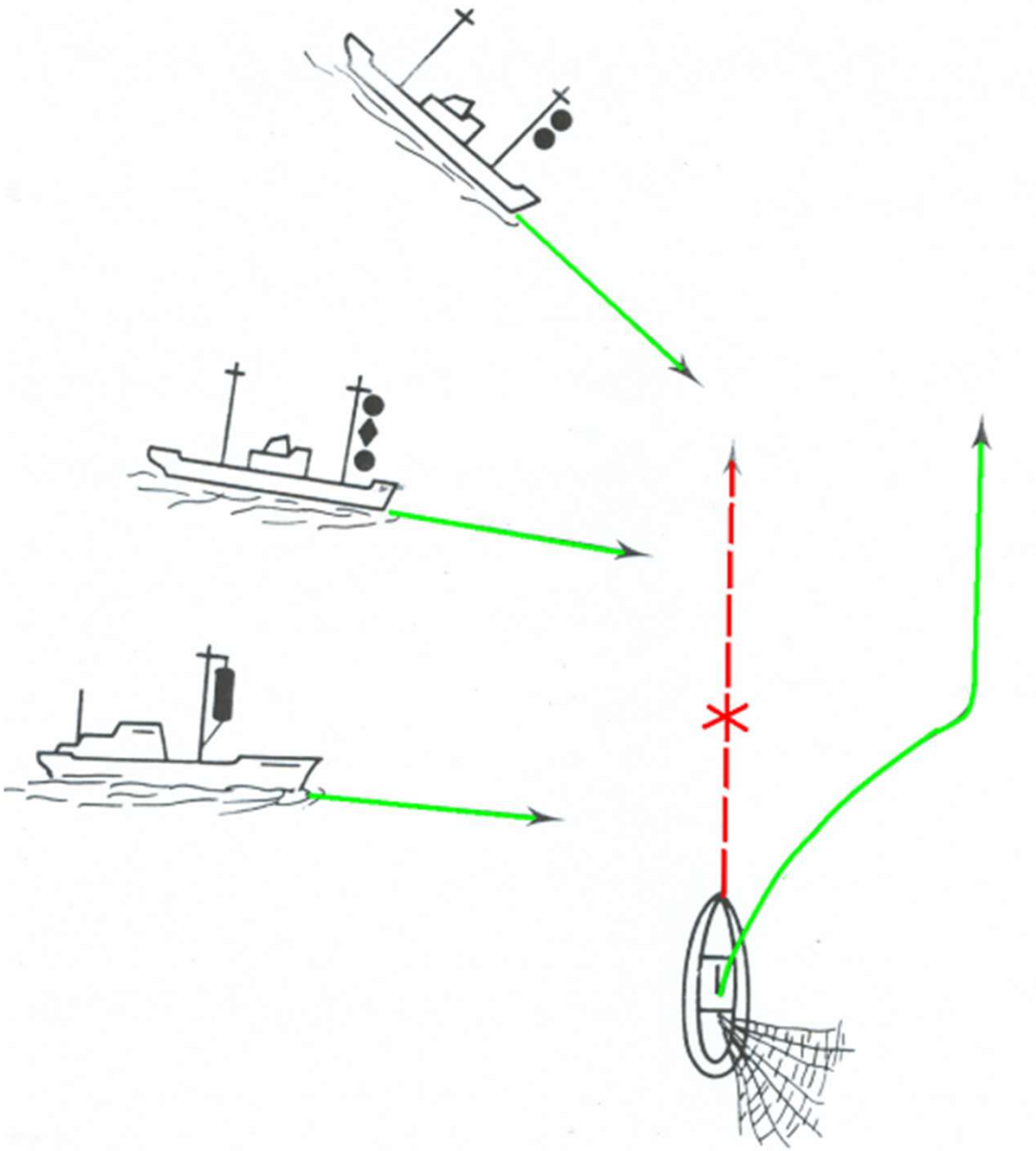
# Reegel 18



# Reegel 18

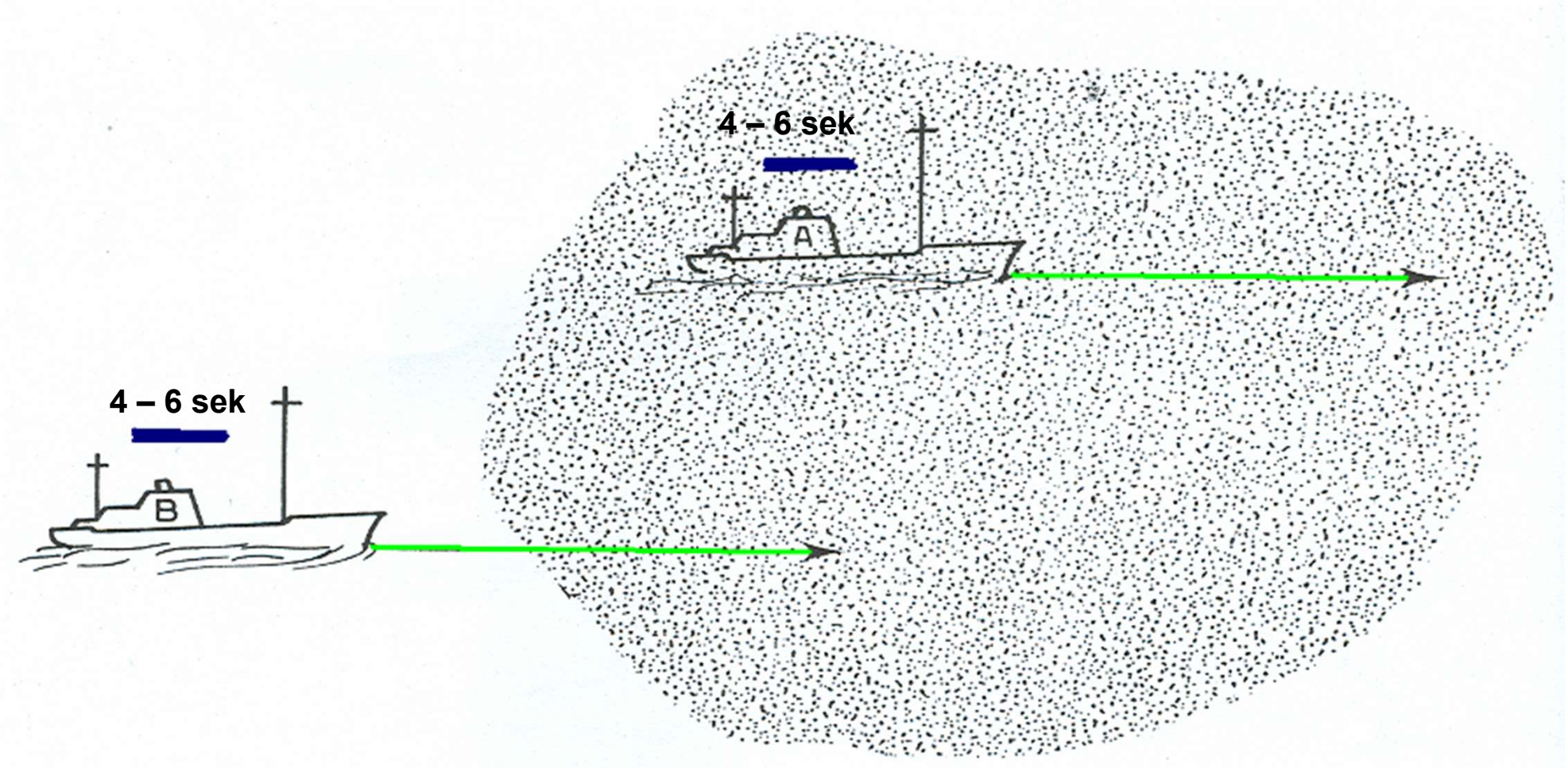


# Reegel 18

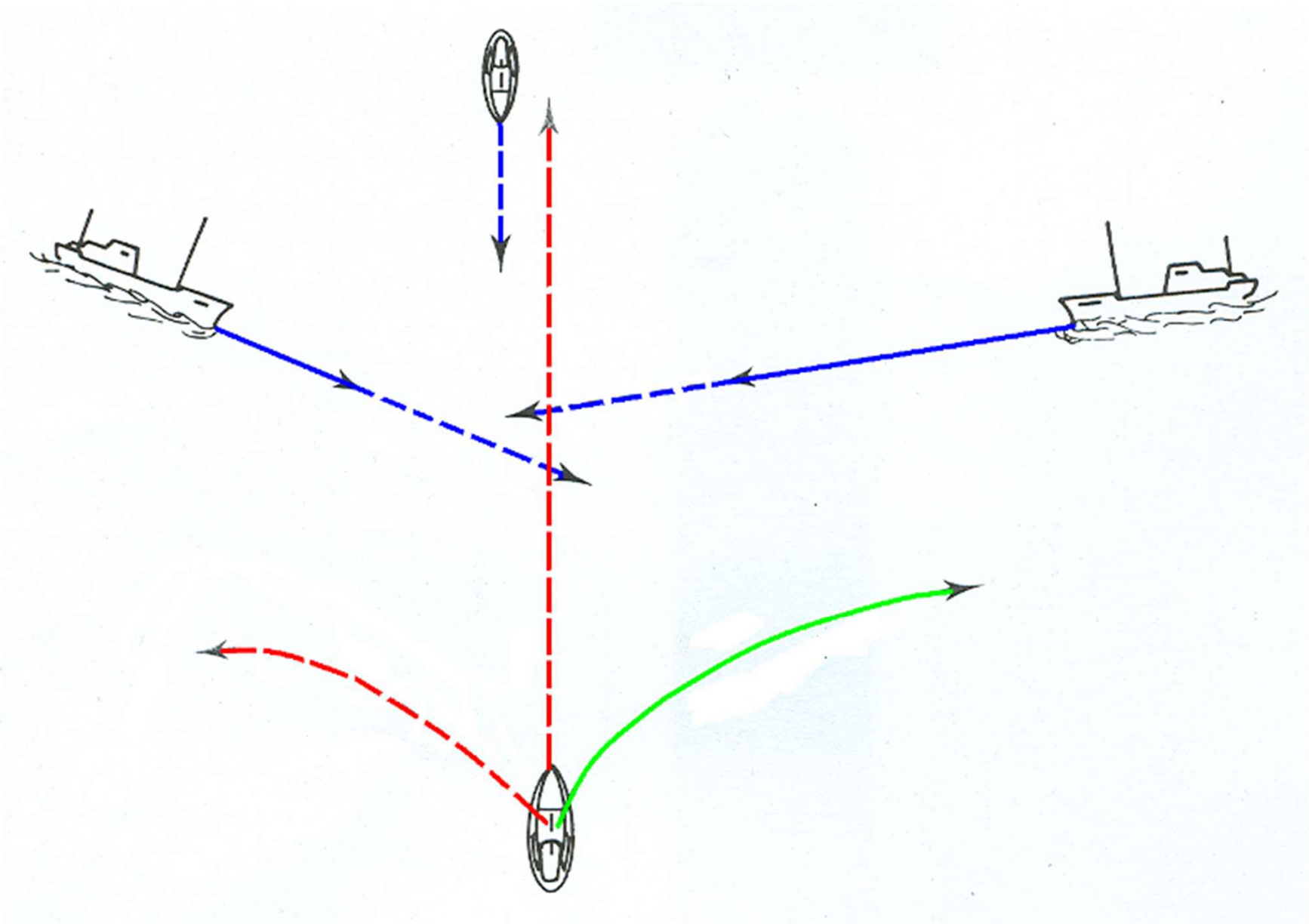


# *III jagu. Sõit piiratud nähtavuse tingimustes*

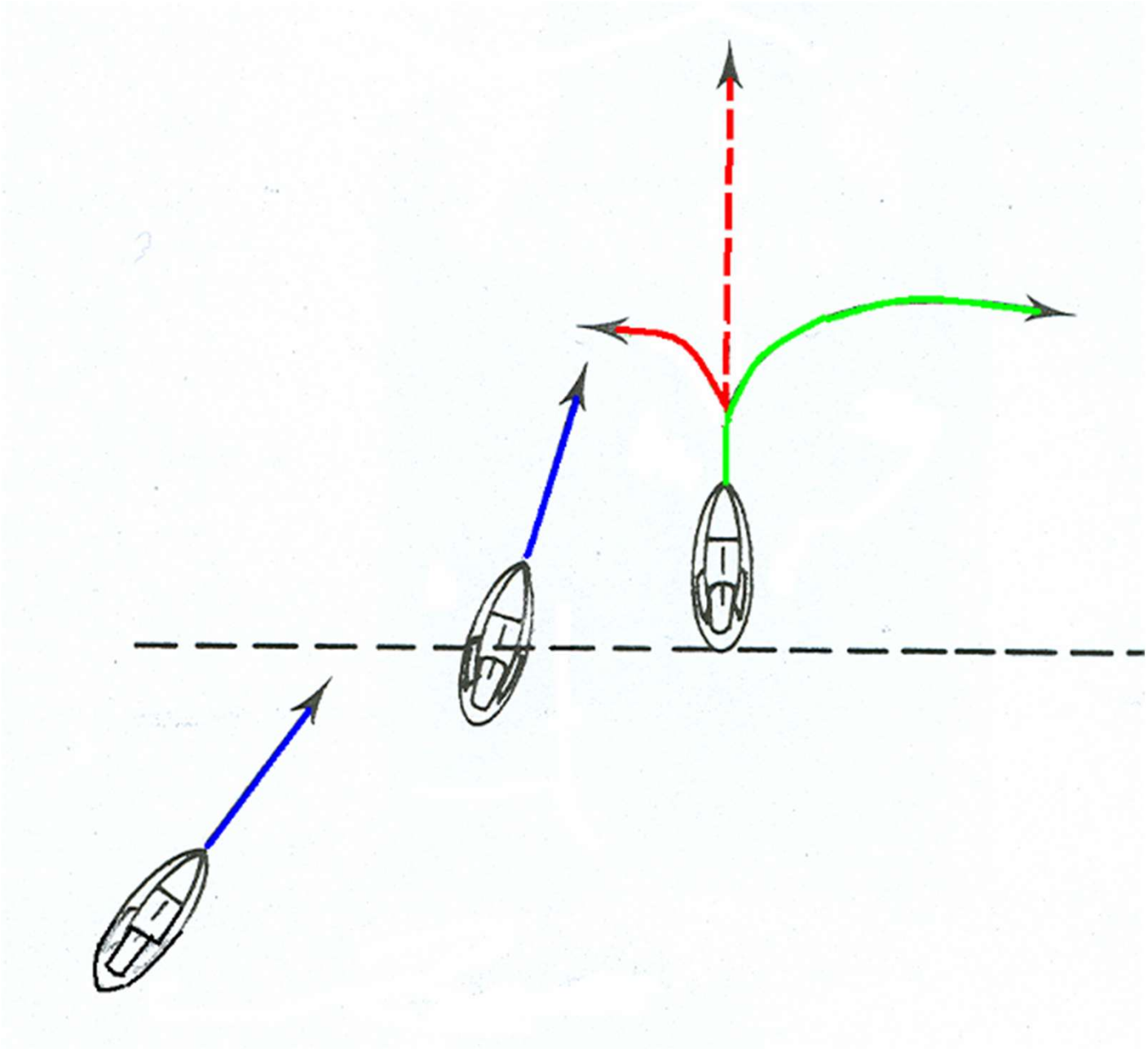
**Reegel 19.**



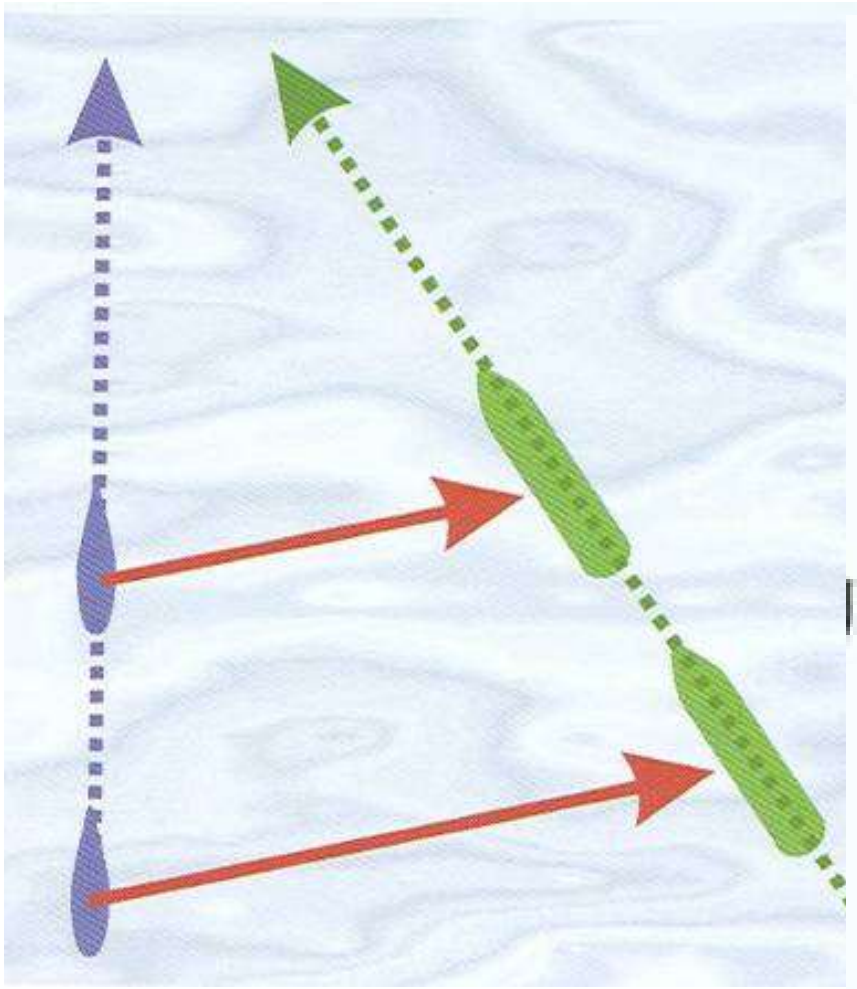
**Reegel 19. -** *Sõit piiratud nähtavuse tingimustes*

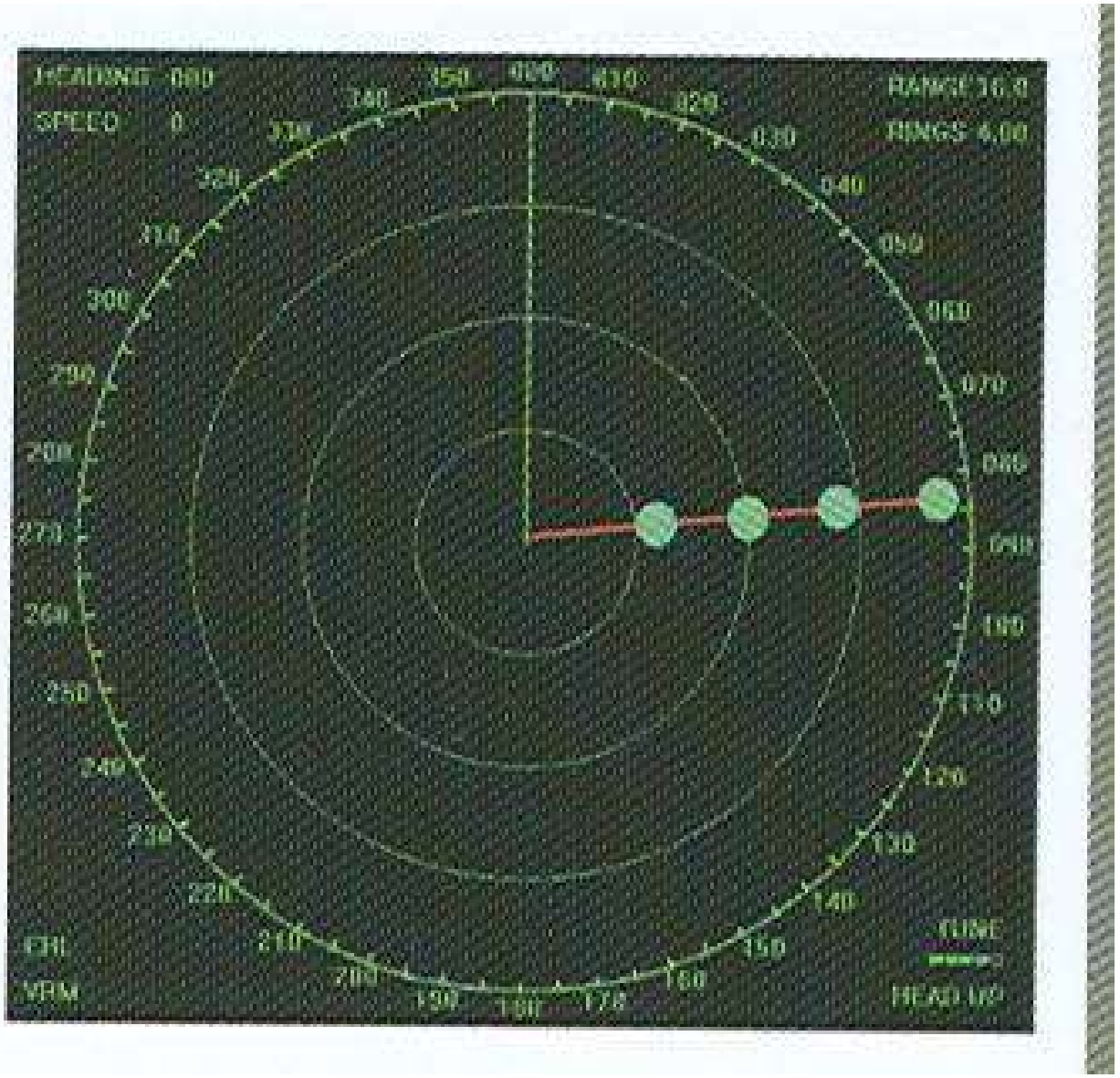


# Reegel 19



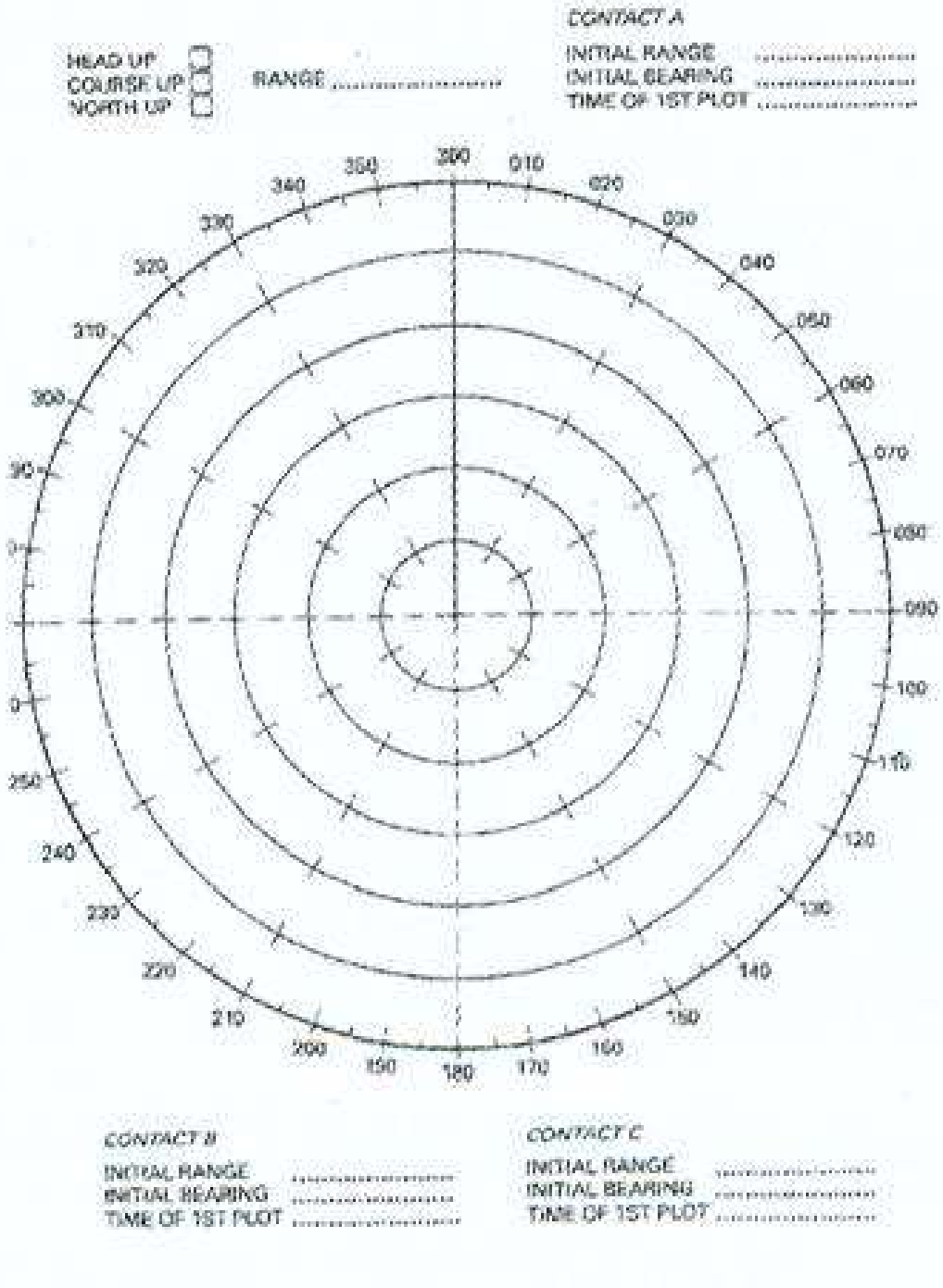
# Reegel 19





## Reegel 19

# Manööverplanšett



# Reegel 19



# Reegel 19

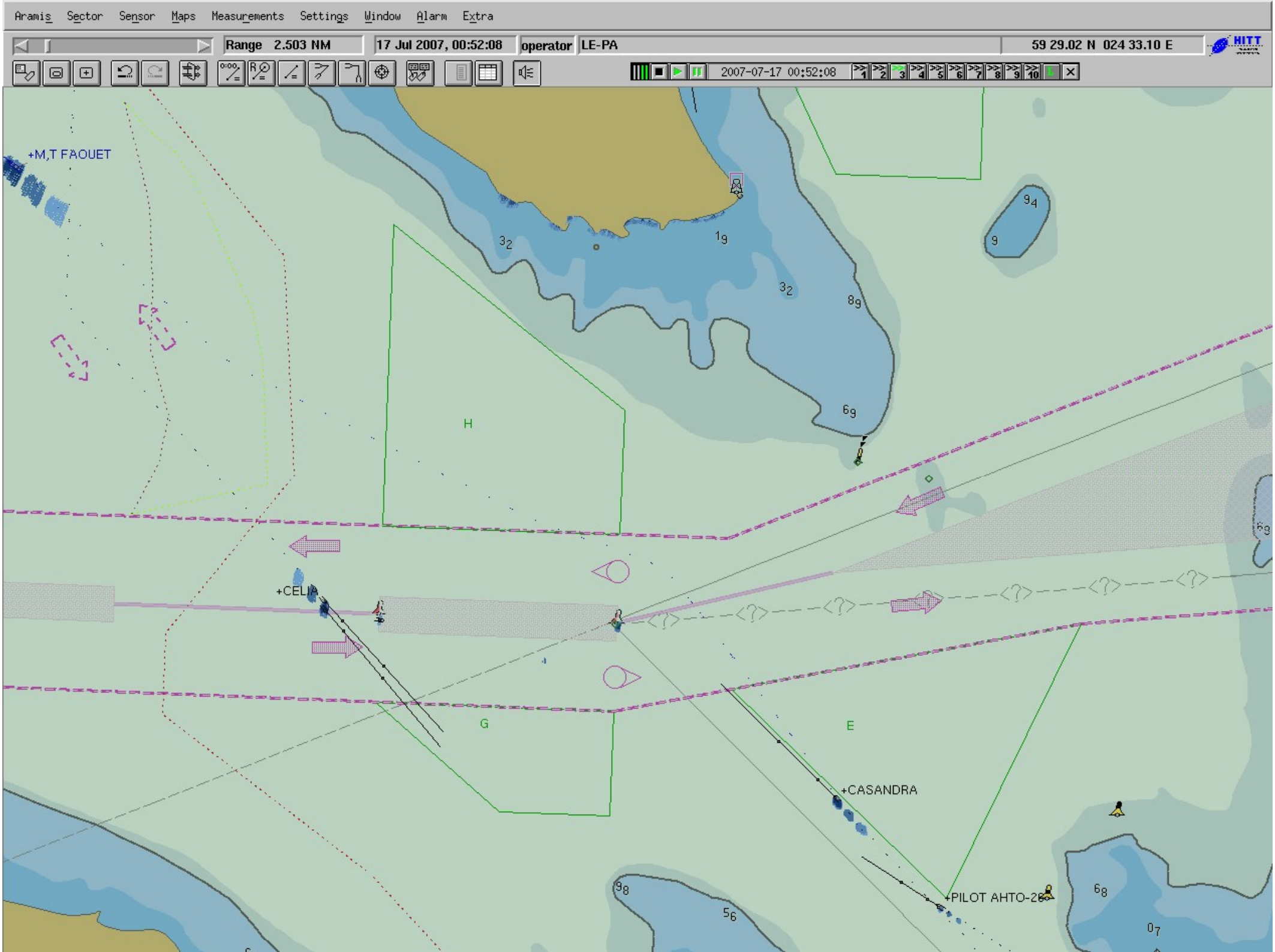


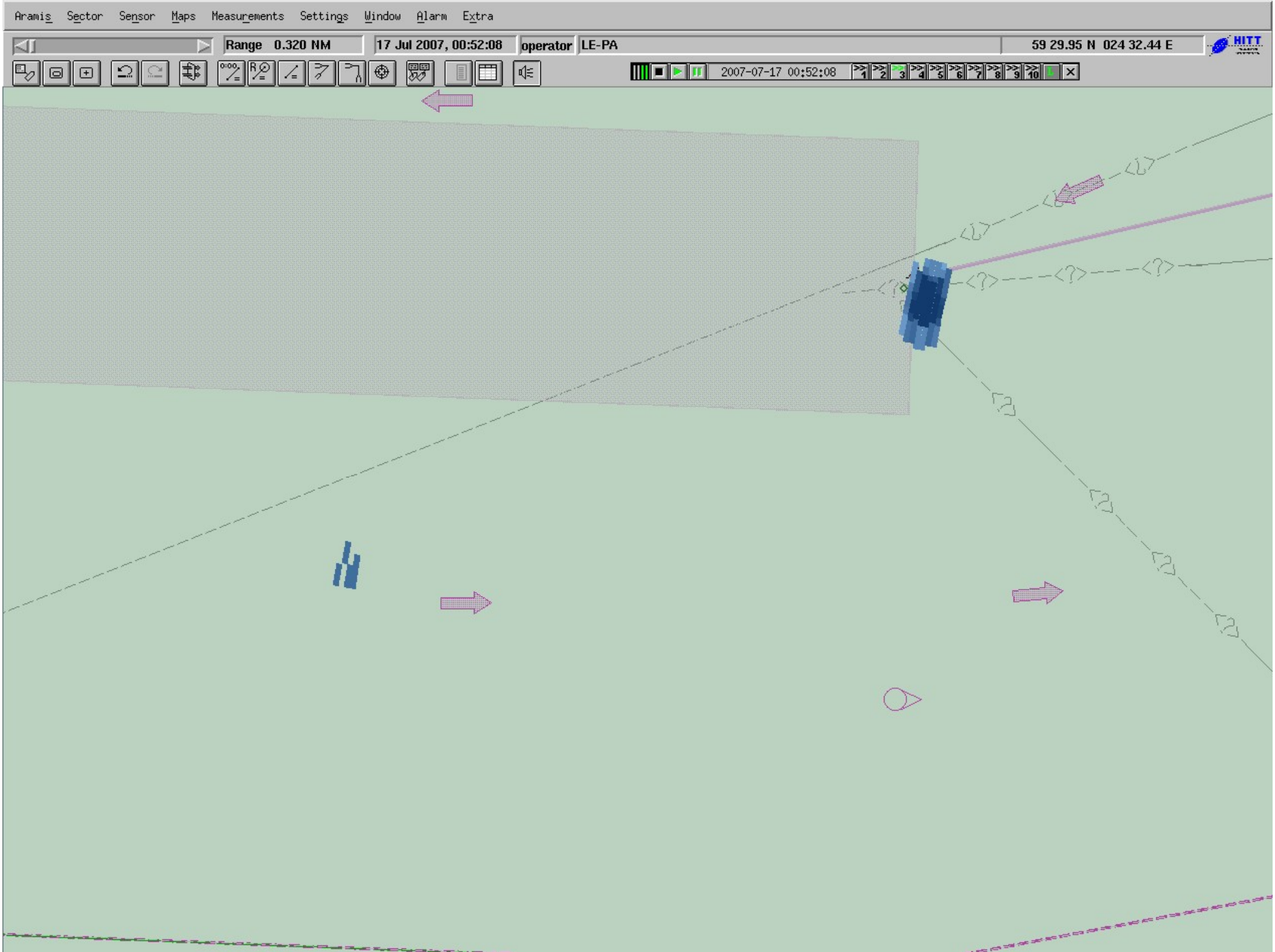
# C osa. TULED JA MÄRGID

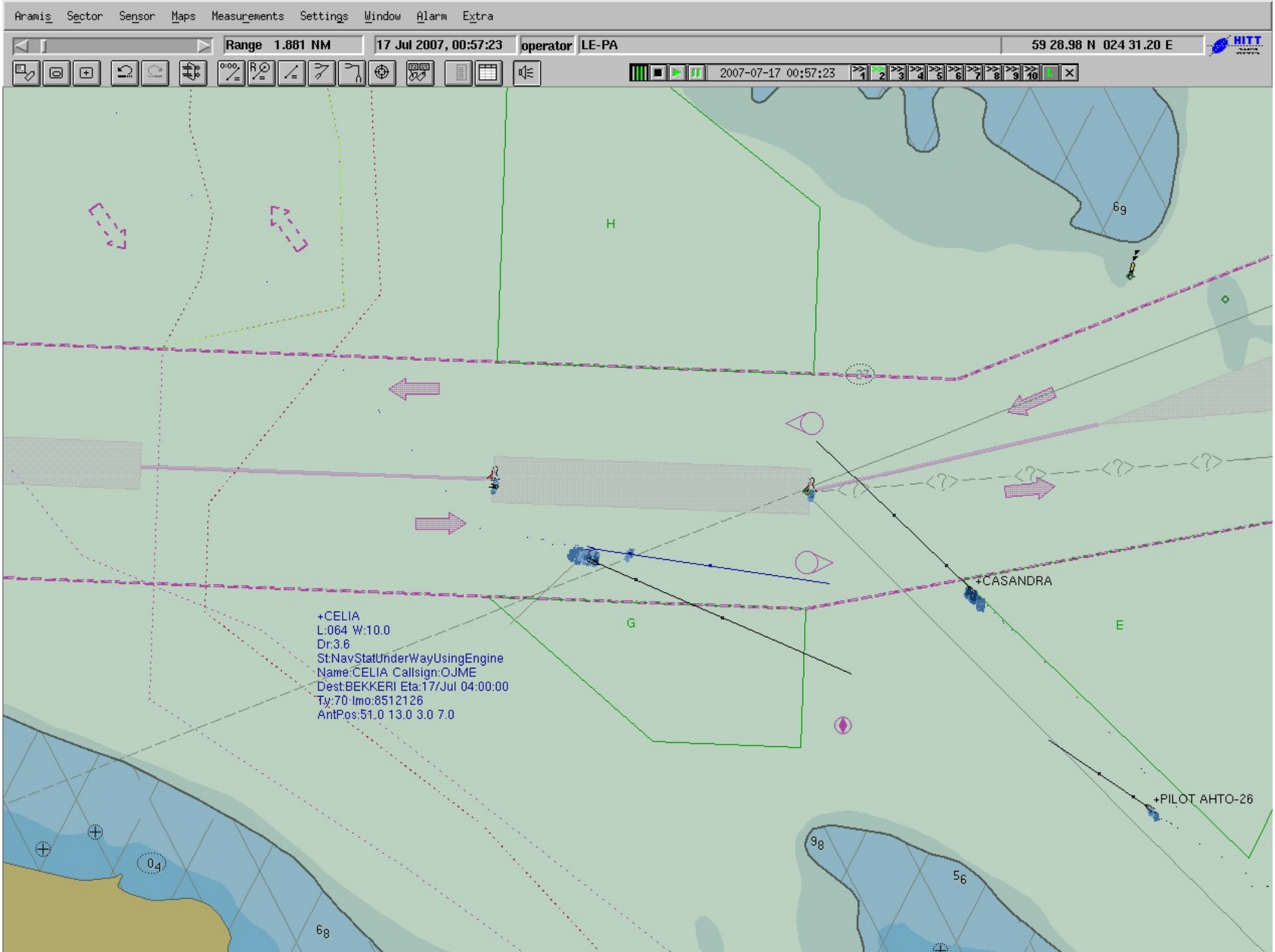
## Reegel 20. Kohaldamine

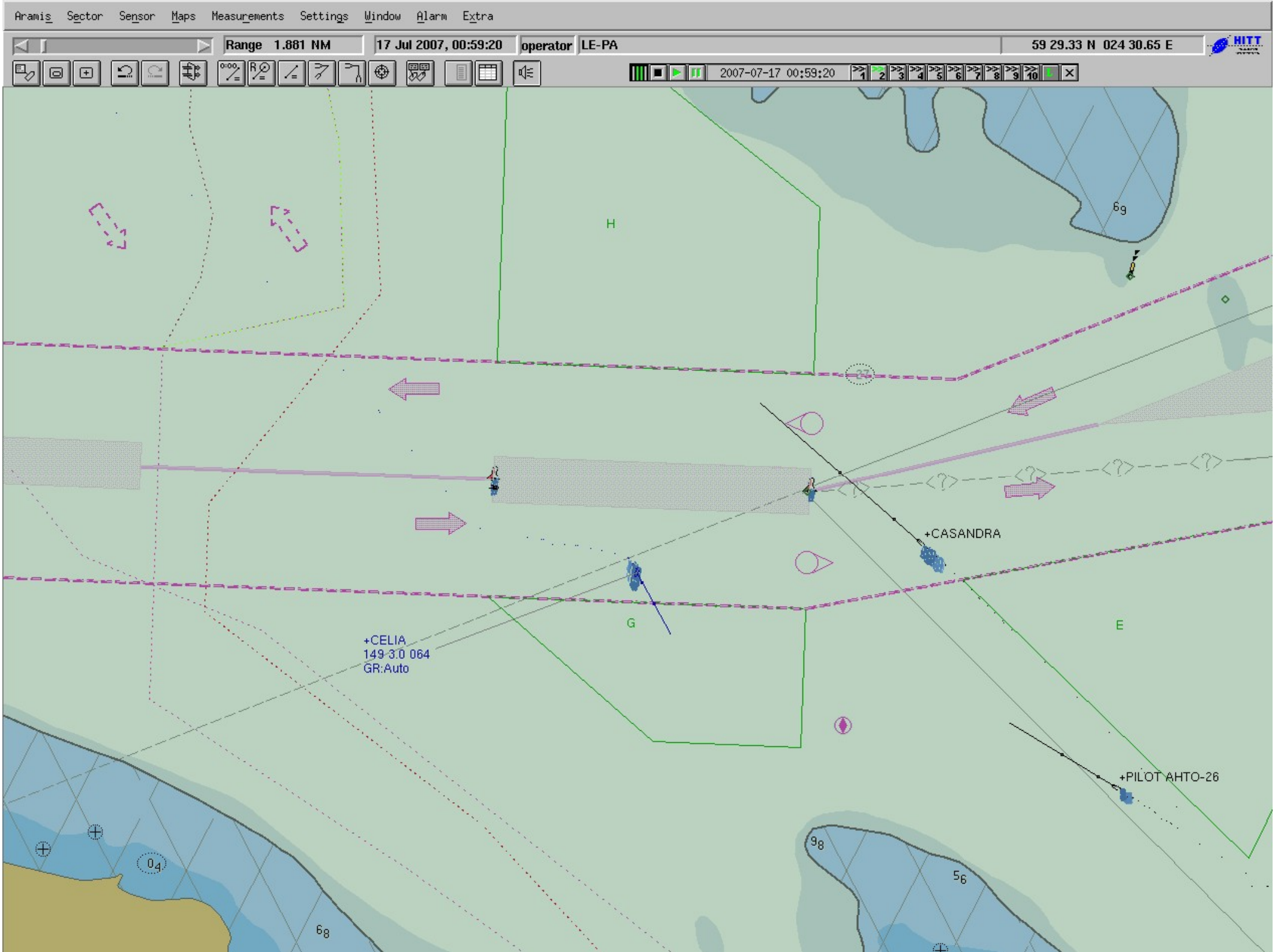
- a) Käesoleva osa reegleid tuleb järgida iga ilmaga.
- b) Tulesid käsitlevaid reegleid tuleb järgida päikeseloojangust päikesetõusuni ja selle ajavahemiku jooksul ei tohi kanda muid tulesid, välja arvatud tuled, mida ei ole võimalik ekslikult pidada käesolevate reeglitega nõutud tuledeks, või tuled, mis ei halvenda nende nähtavust ega eriomadusi ega häiri nõuetekohast vaatlust.

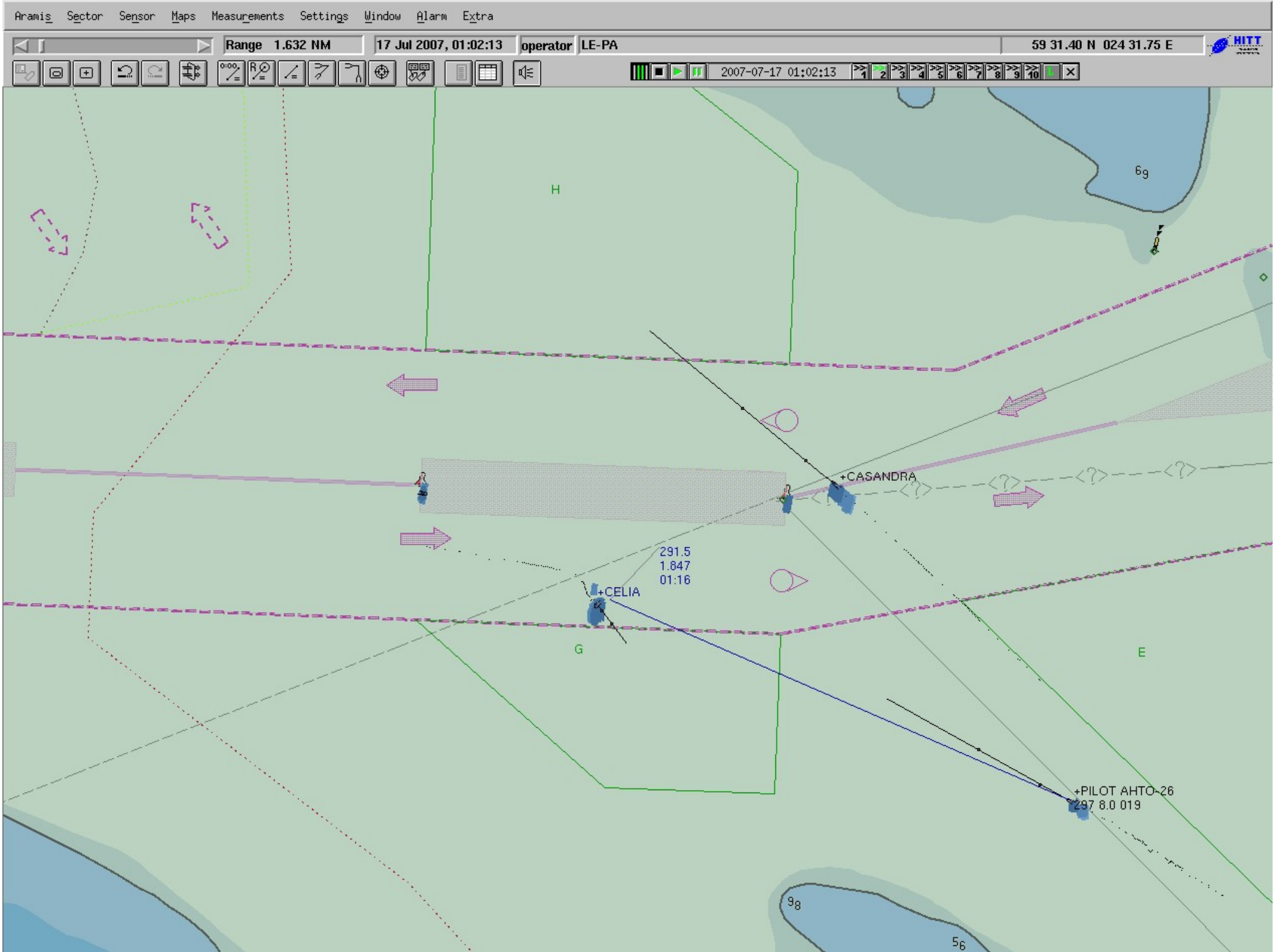
- c) Käesolevates reeglites ettenähtud tulesid, kui neid kantakse, tuleb piiratud nähtavuse korral kanda ka päikesetõusust päikeseloojanguni ning neid võib kanda kõikides muudes oludes, kui seda peetakse vajalikuks.
- d) Märke käsitlevaid reegleid tuleb järgida päeval.
- e) Käesolevates reeglites ettenähtud tuled ja märgid peavad vastama eeskirja I lisa nõuetele.


Aramis Sector Sensor Maps Measurements Settings Window Alarm Extra
Range 2.503 NM
17 Jul 2007, 00:52:08
operator LE-PA
59 29.02 N 024 33.10 E
HITT
2007-07-17 00:52:08
+M,T FAOUET
+CELIA
+CASANDRA
+PILOT AHTO-26
H
G
E

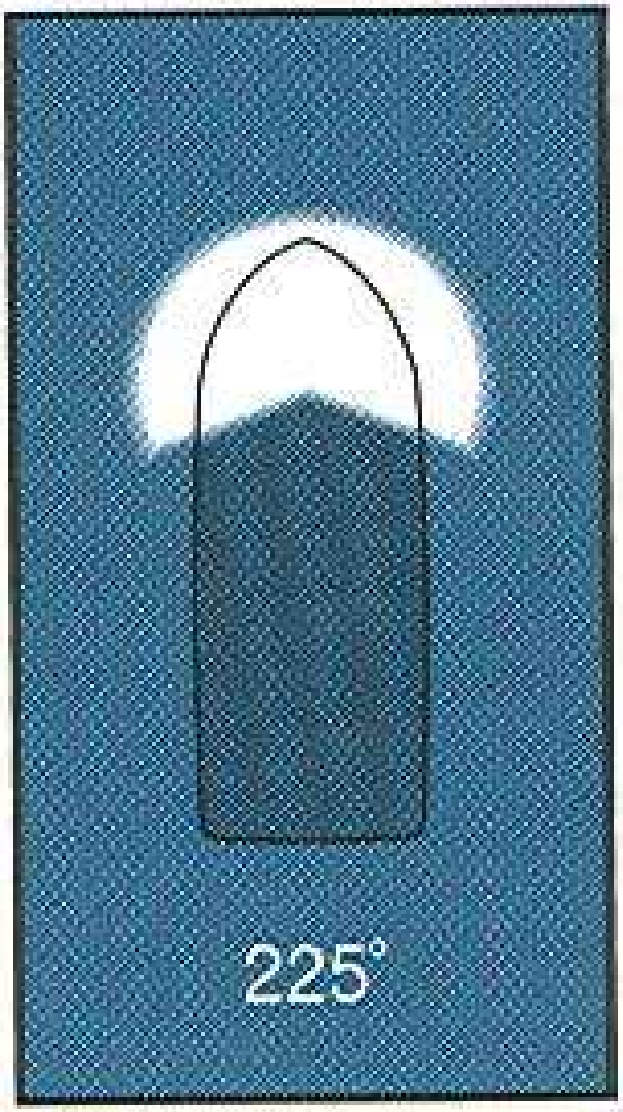

Aramis Sector Sensor Maps Measurements Settings Window Alarm Extra
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17 Jul 2007, 00:52:08
operator LE-PA
59 29.95 N 024 32.44 E
HITT
2007-07-17 00:52:08

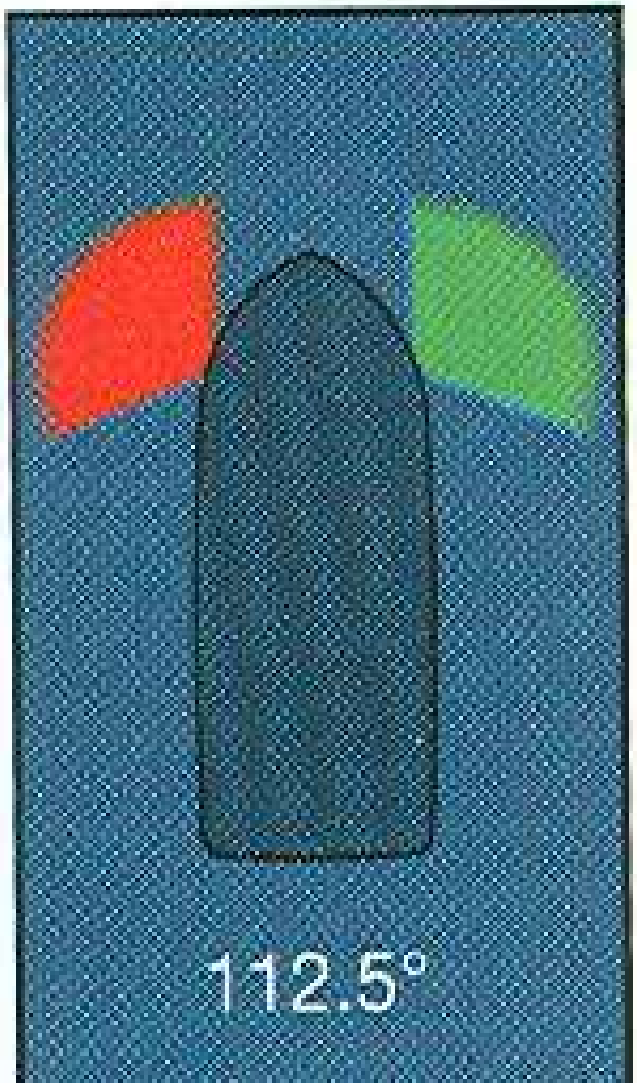

Aramis Sector Sensor Maps Measurements Settings Window Alarm Extra
Range 1.881 NM
17 Jul 2007, 00:57:23
operator LE-PA
59 28.98 N 024 31.20 E
HITT
2007-07-17 00:57:23
H
G
E
+CASANDRA
+PILOT AHTO-26
+CELIA
L:064 W:10.0
Dr:3.6
St:NavStatUnderWayUsingEngine
Name:CELIA Callsign:OJME
Dest:BEKKERI Eta:17/Jul 04:00:00
Ty:70 Imo:8512126
AntPos:51.0 13.0 3.0 7.0

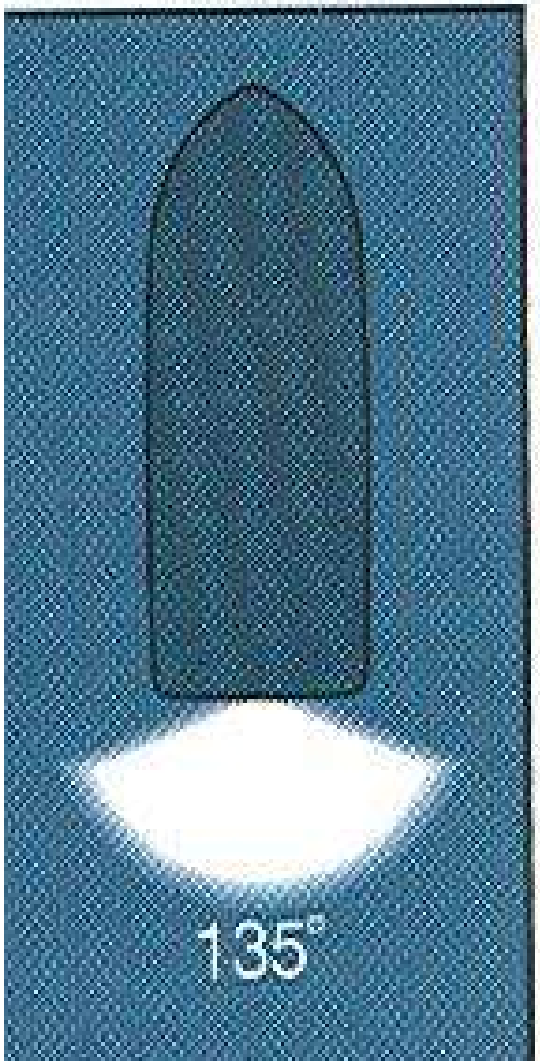

Aramis Sector Sensor Maps Measurements Settings Window Alarm Extra
Range 1.881 NM
17 Jul 2007, 00:59:20
operator LE-PA
59 29.33 N 024 30.65 E
HITT
2007-07-17 00:59:20
H
G
E
+CASANDRA
+CELIA
149 3.0 064
GR:Auto
+PILOT AHTO-26
69
68
98
56
04

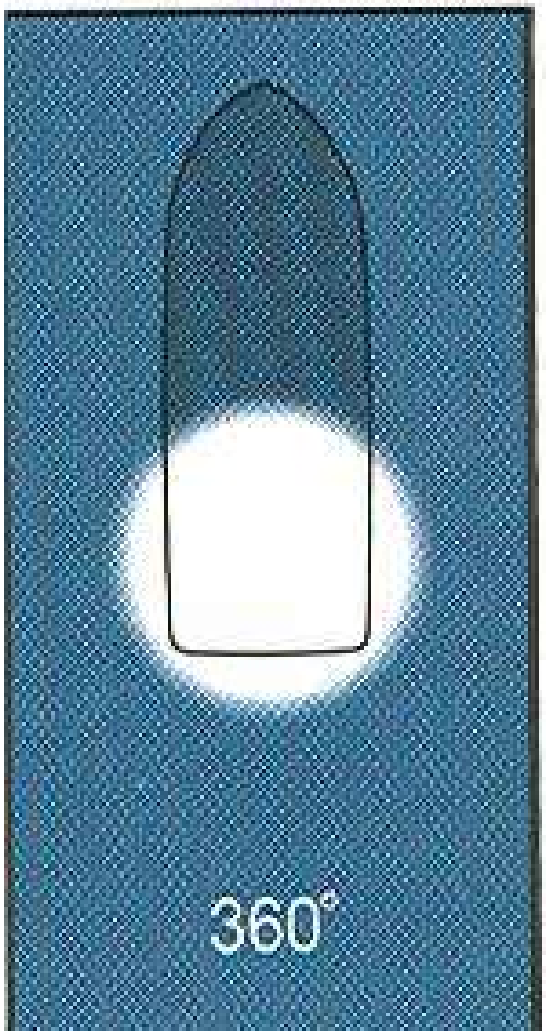

Aramis Sector Sensor Maps Measurements Settings Window Alarm Extra
Range 1.632 NM
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operator LE-PA
59 31.40 N 024 31.75 E
HITT
2007-07-17 01:02:13
H
G
E
+CASANDRA
+CELIA
291.5
1.847
01:16
+PILOT AHTO-26
297 8.0 019

# OSA C. TULED ja MÄRGID
## Reegel 21. – *MÄÄRATLUSED (definitsioonid)*



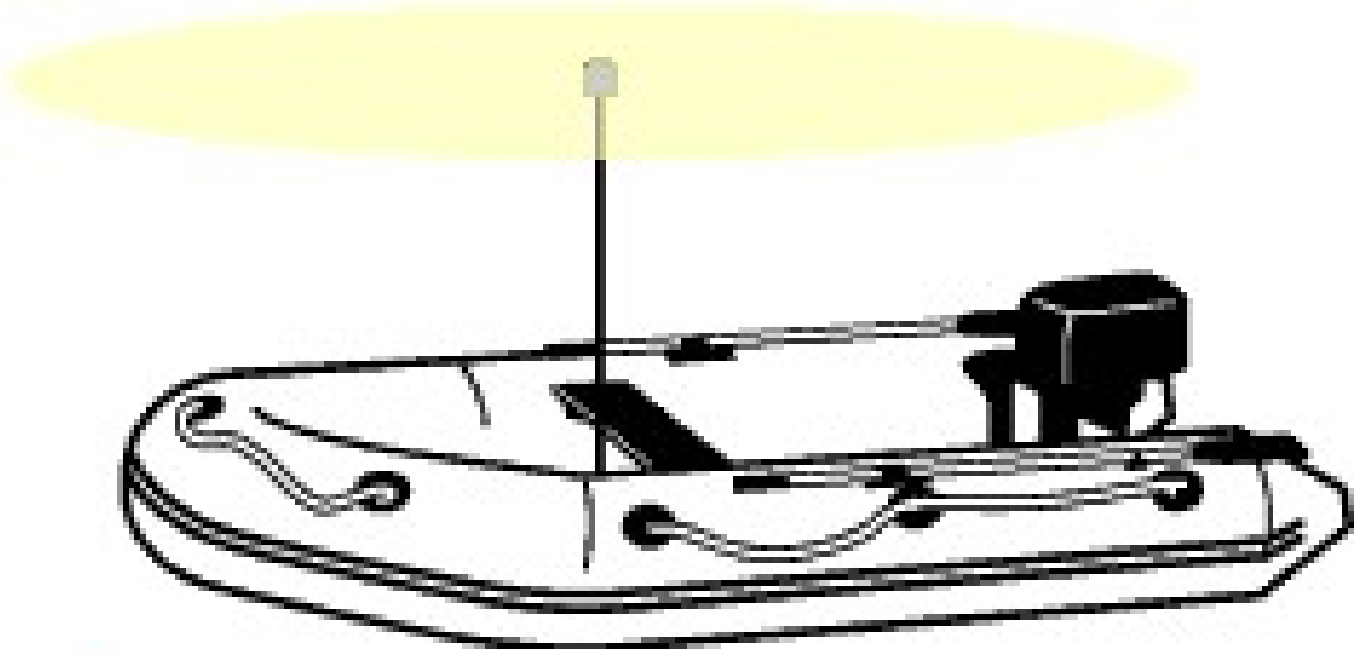




135°


360°

# Ringtuli

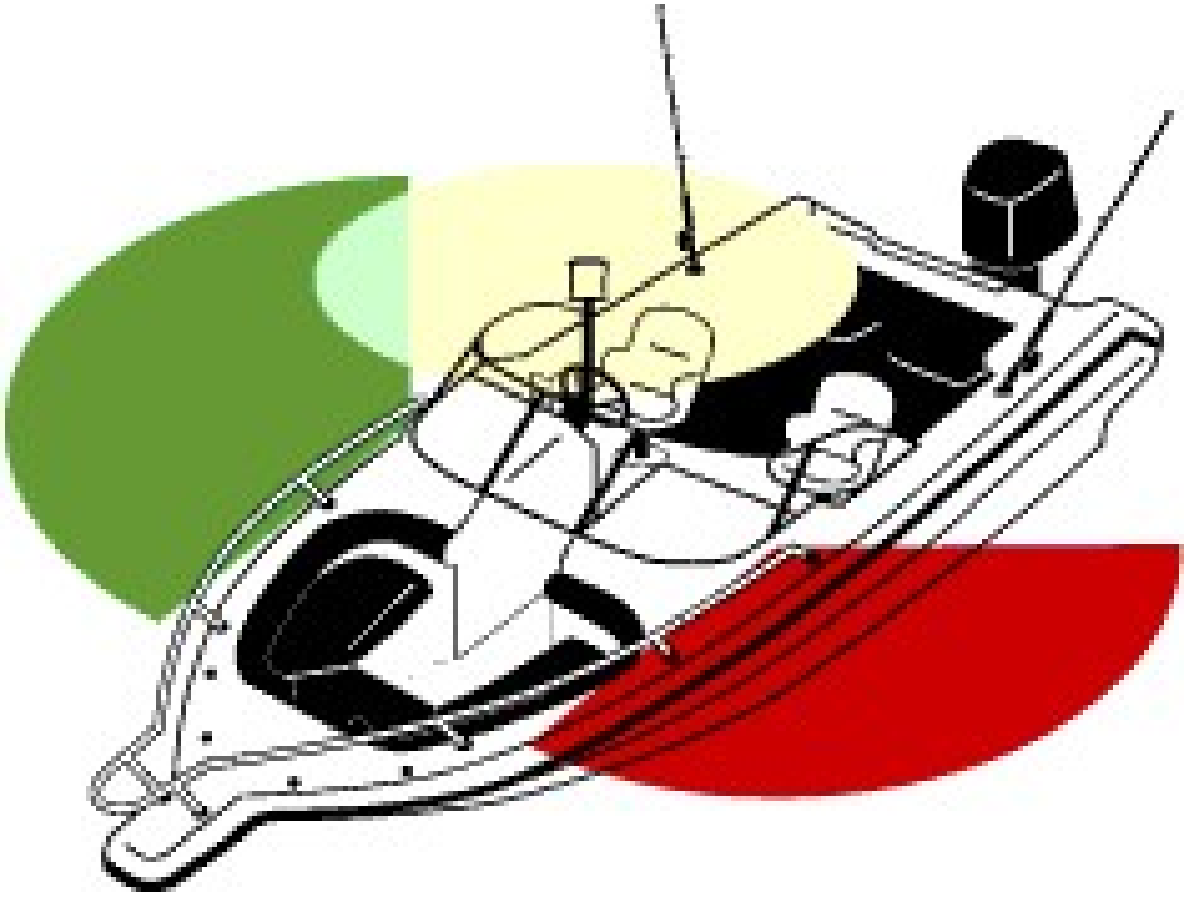
Alla 7 m





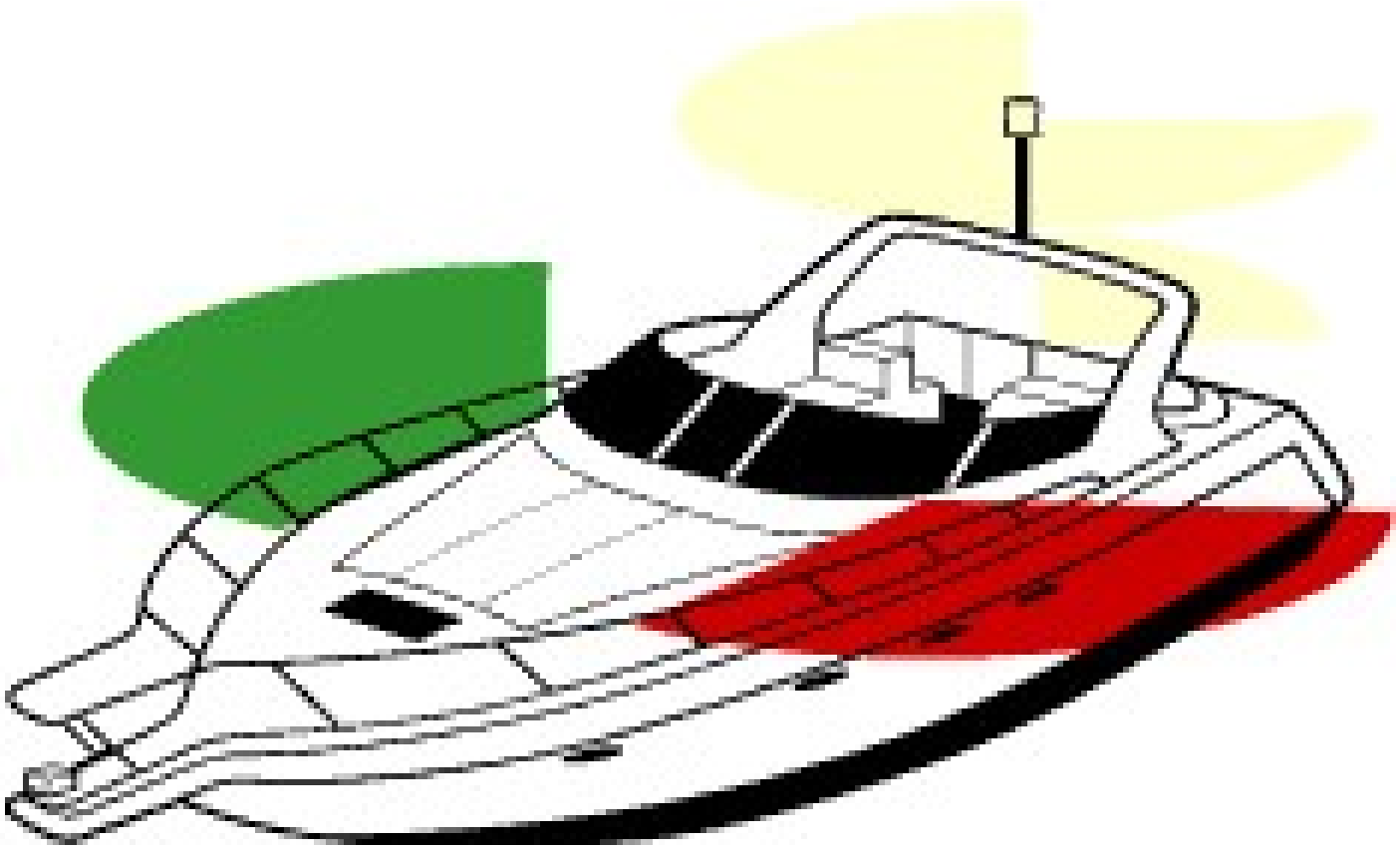
# Käigusoleva mootorlaeva tuled

Alla 12 m

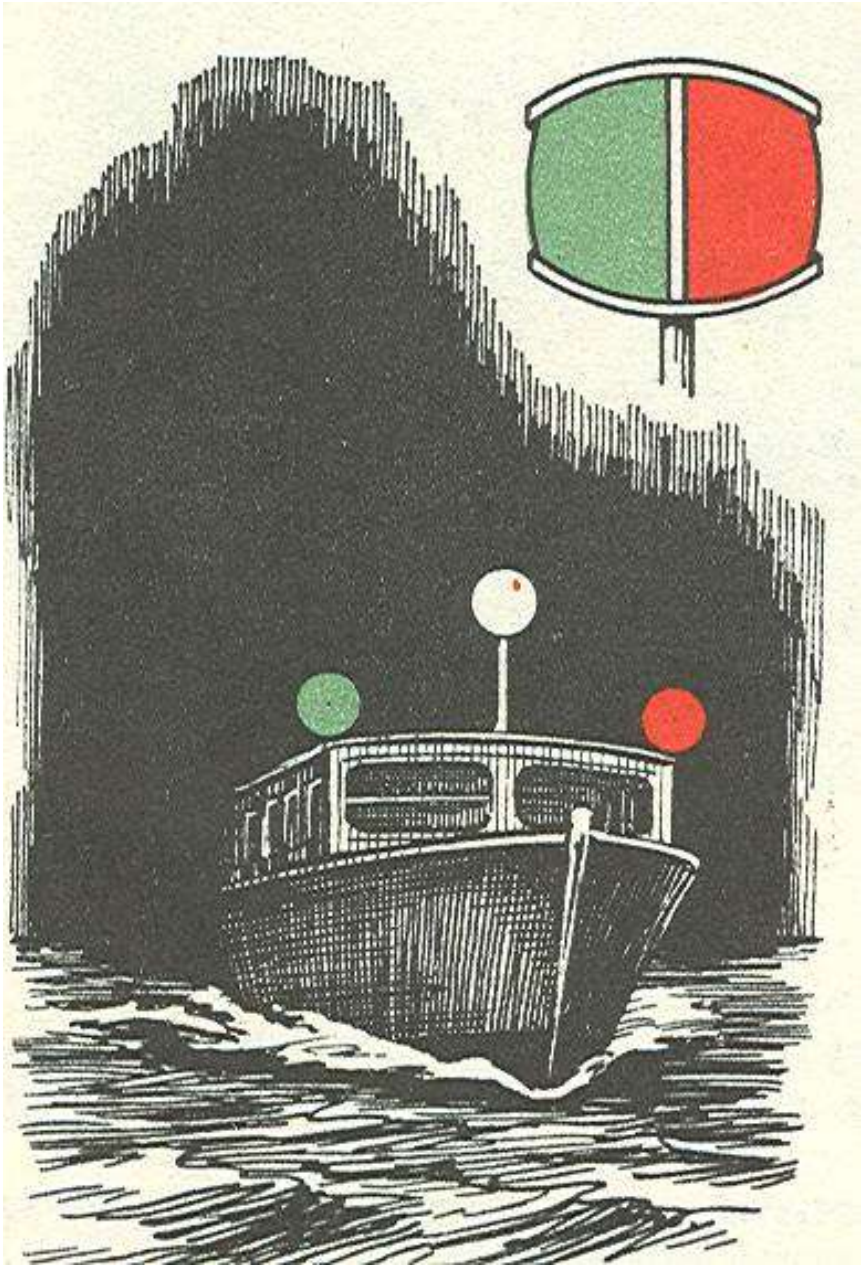


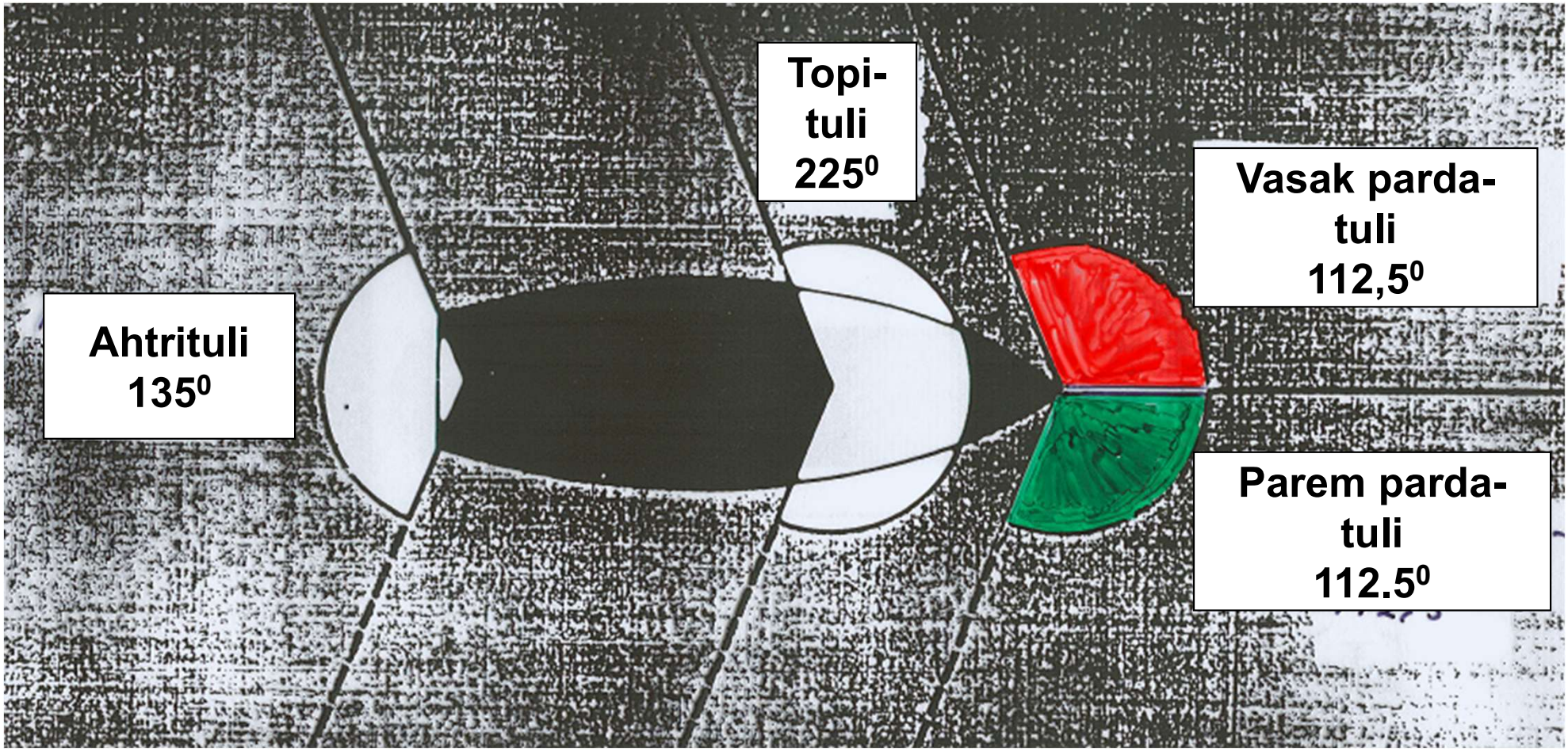
# Käigusoleva mootorlaeva tuled

Üle 12 m

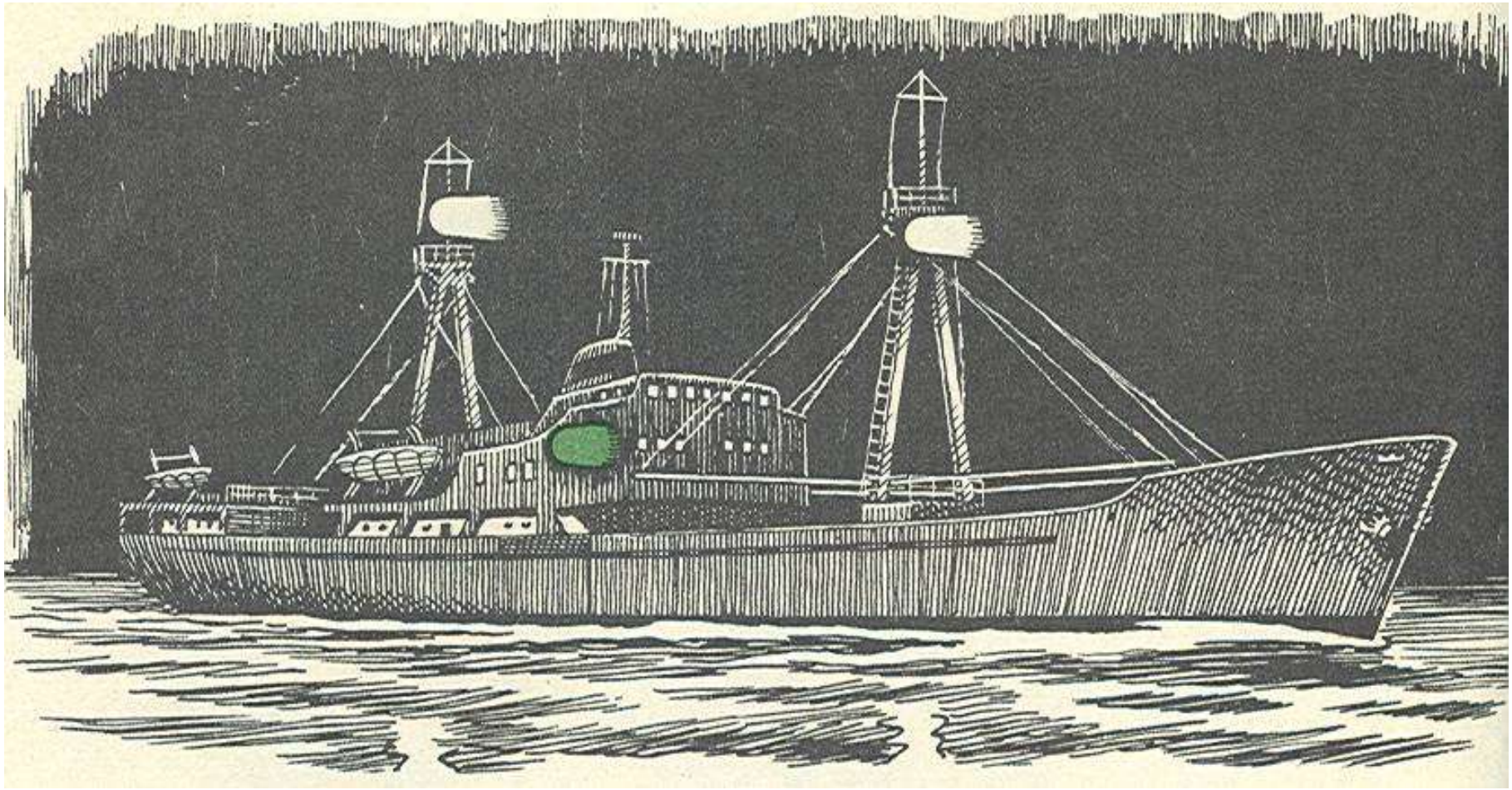


**Reegel 21**

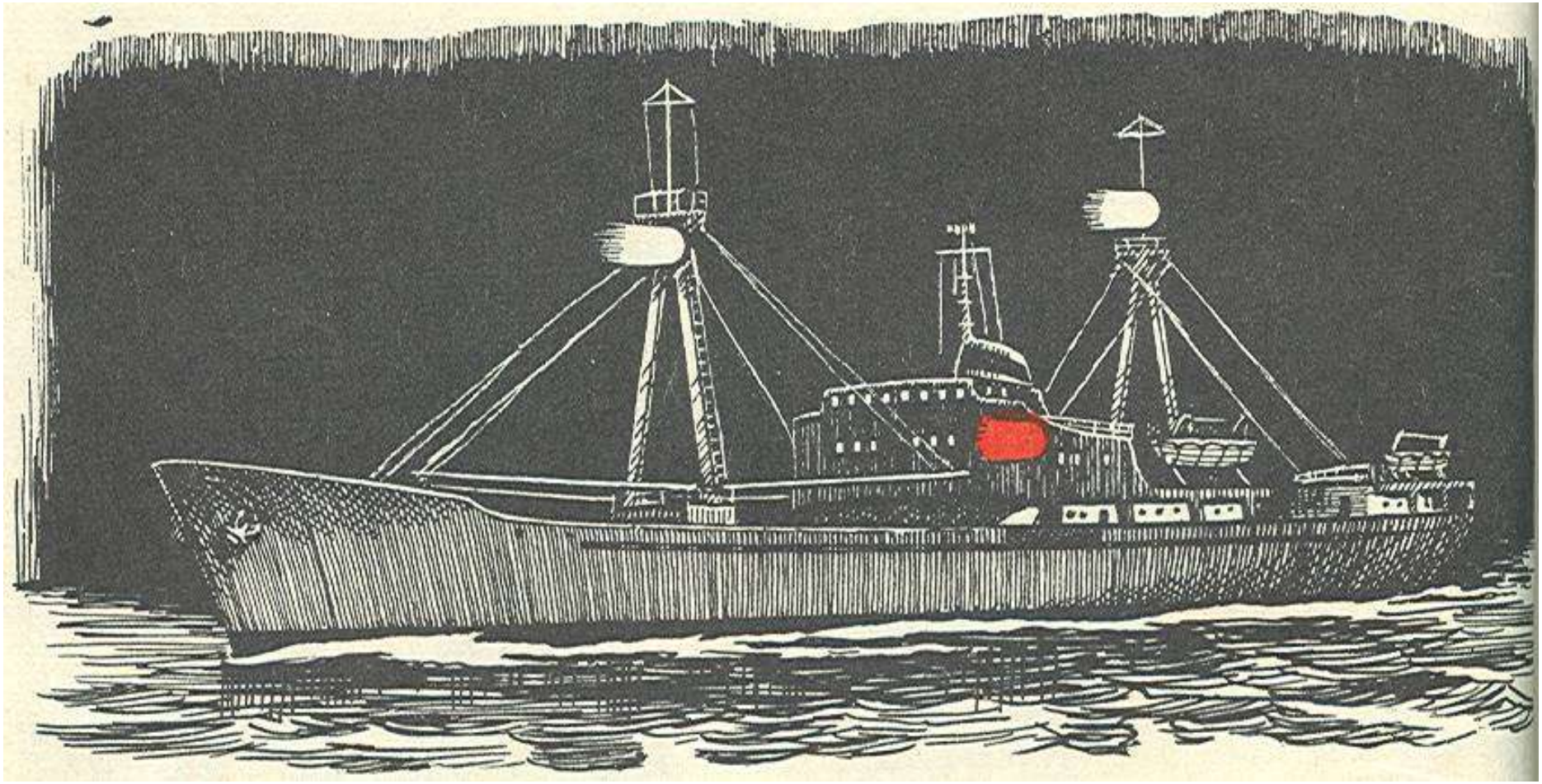



Topi-
tuli
225⁰
Vasak parda-
tuli
112,5⁰
Ahtrituli
135⁰
Parem parda-
tuli
112.5⁰

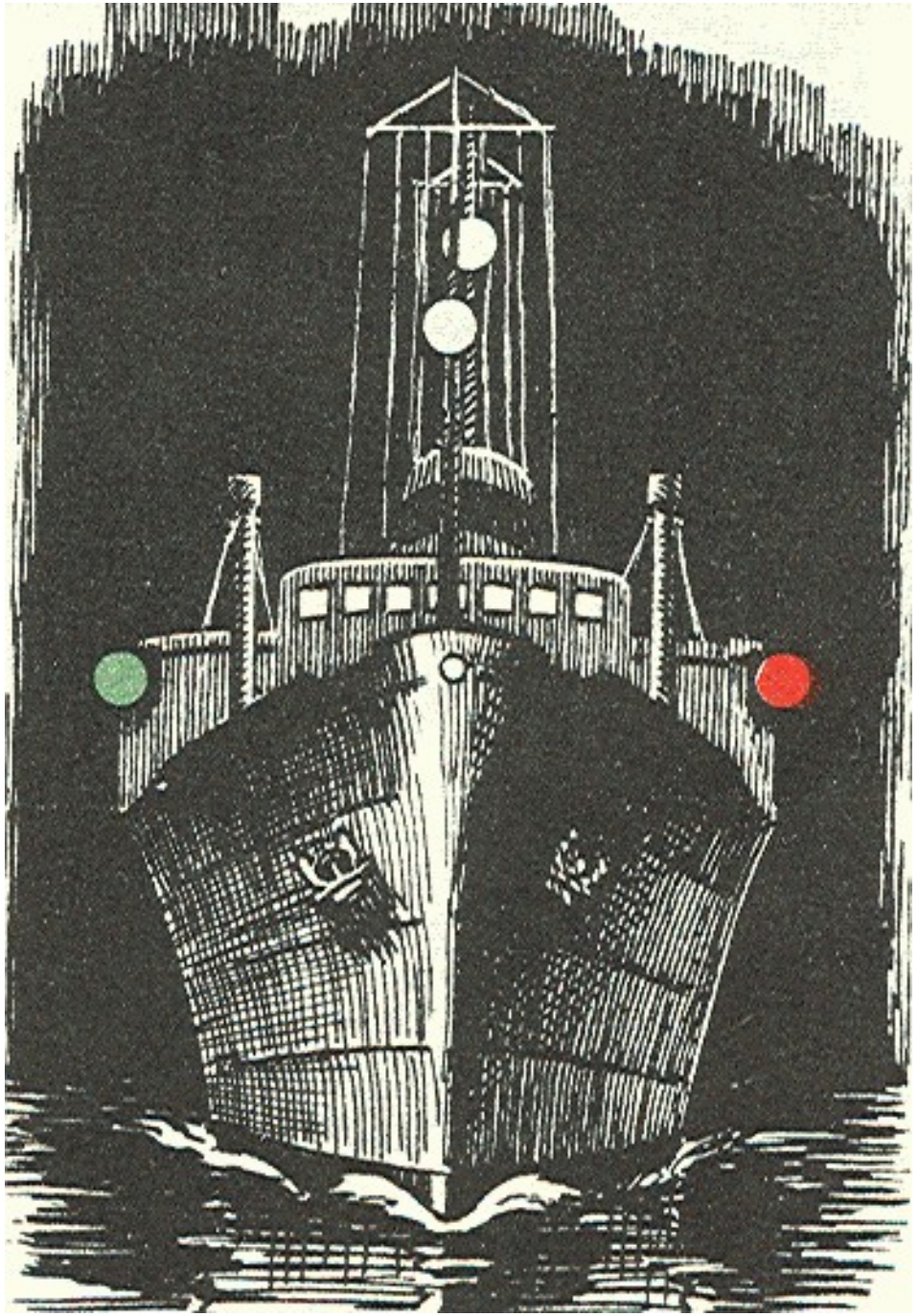
**Reegel 23**

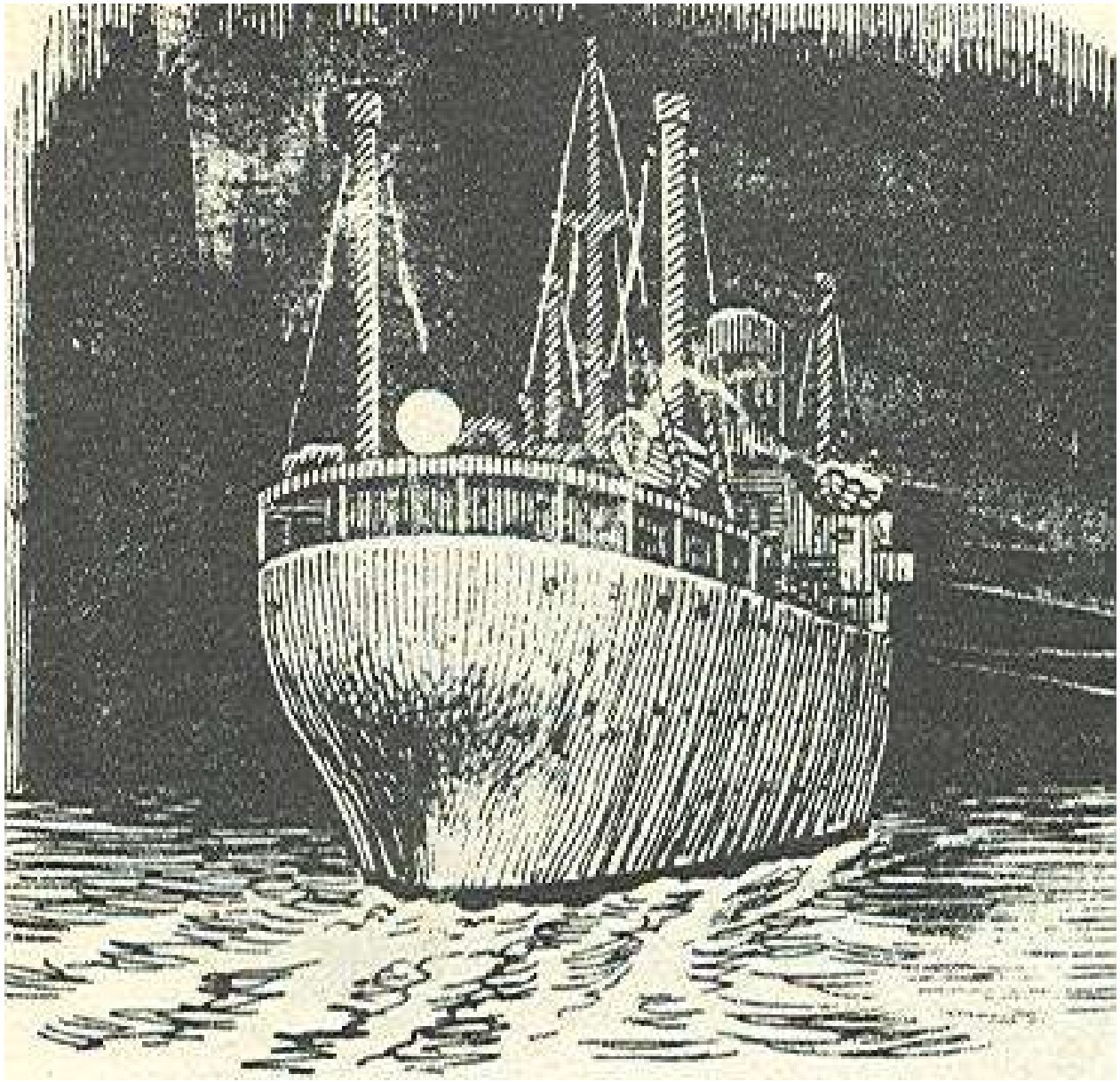


**Reegel 23**

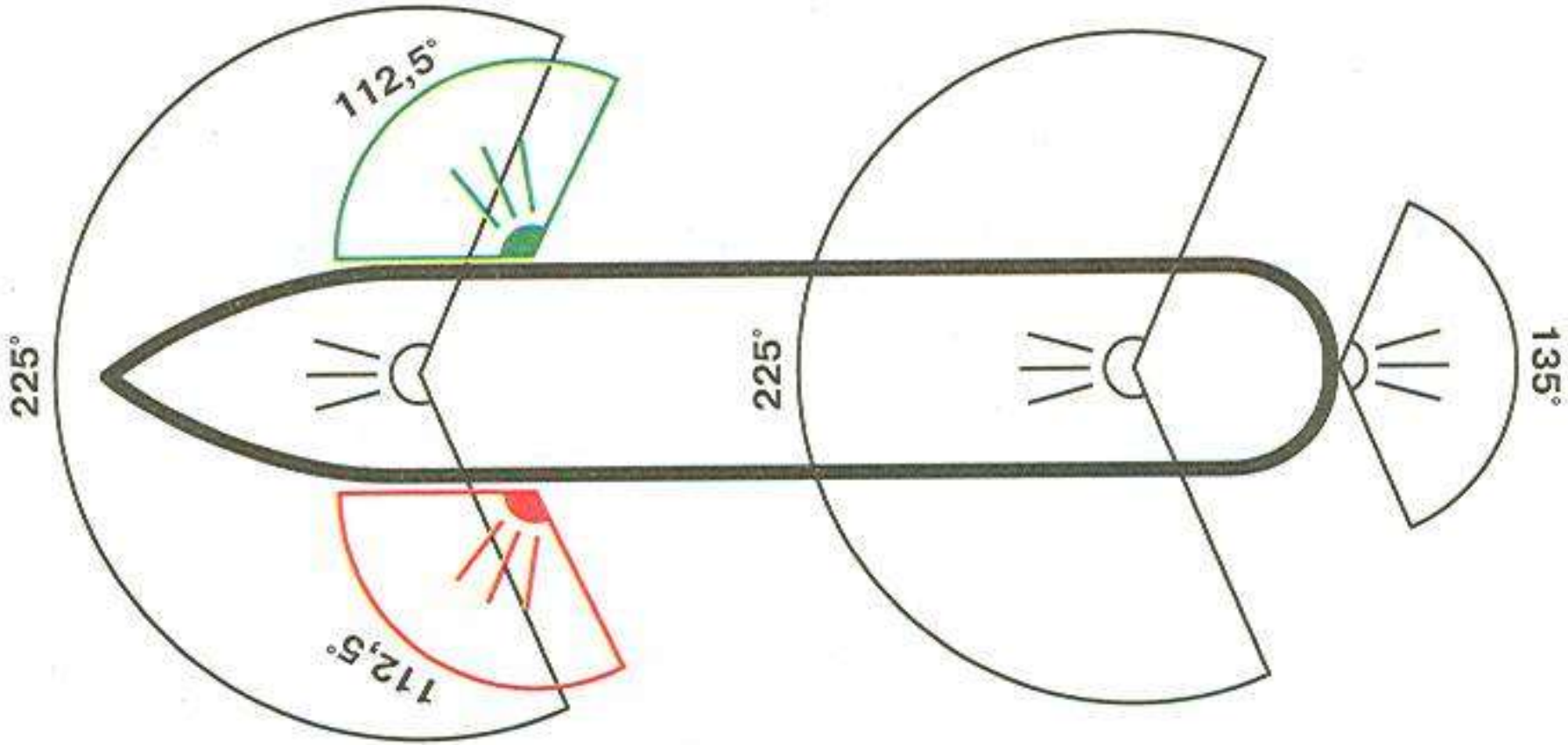


**Reegel 23**

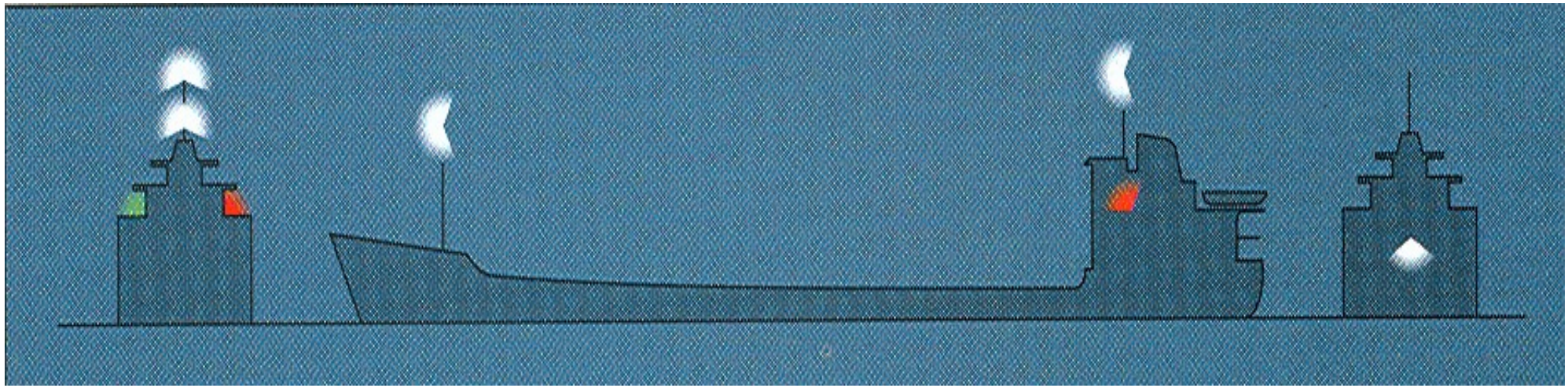




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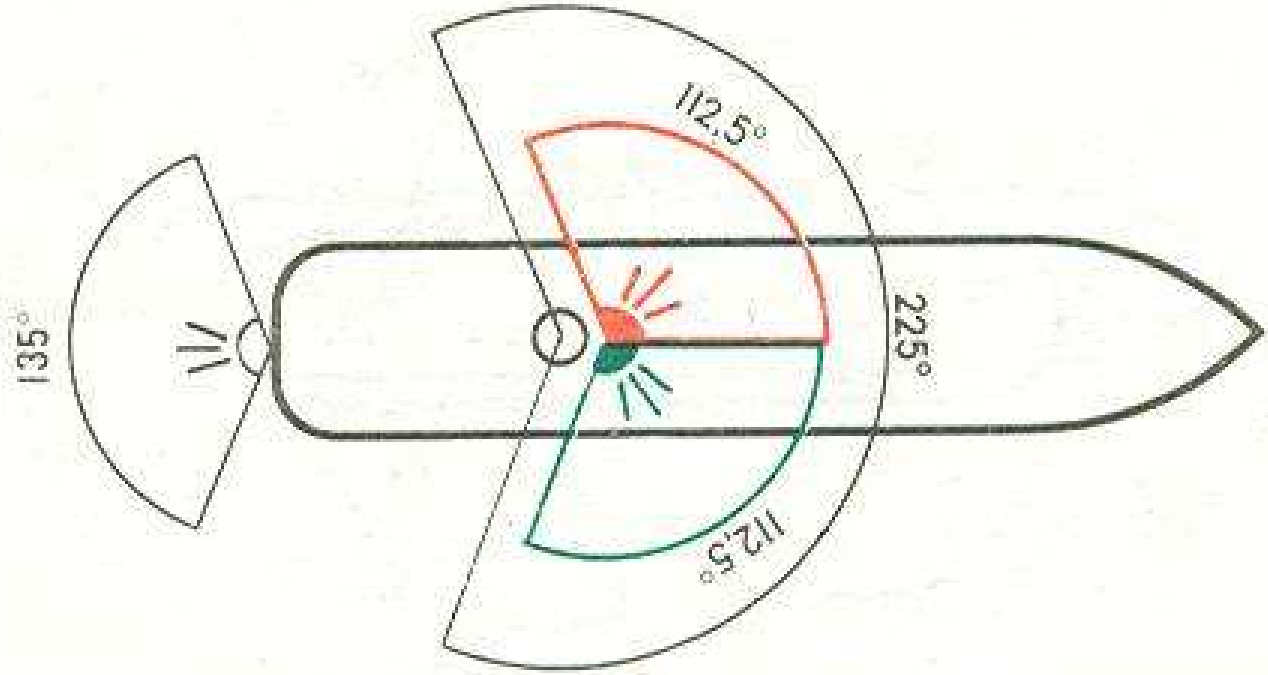


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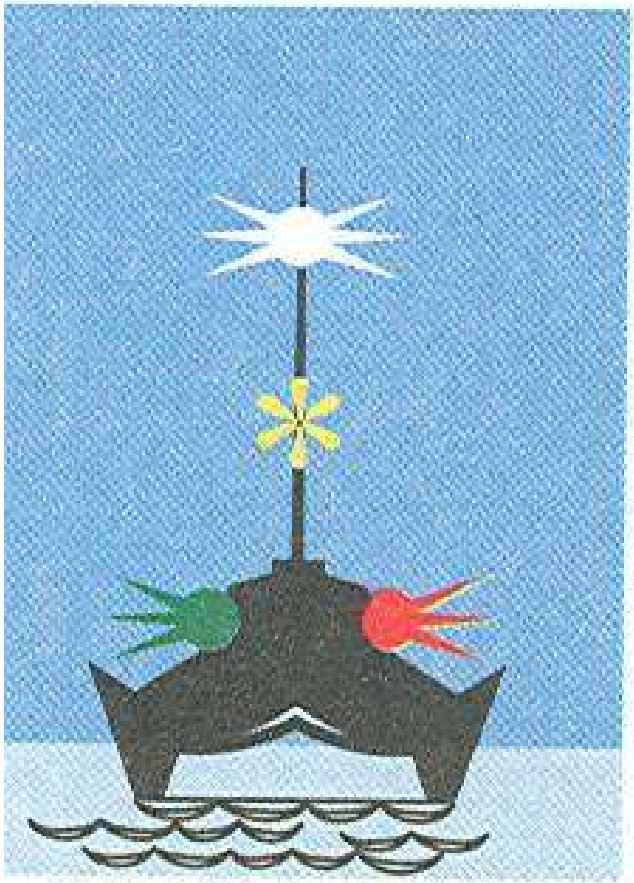


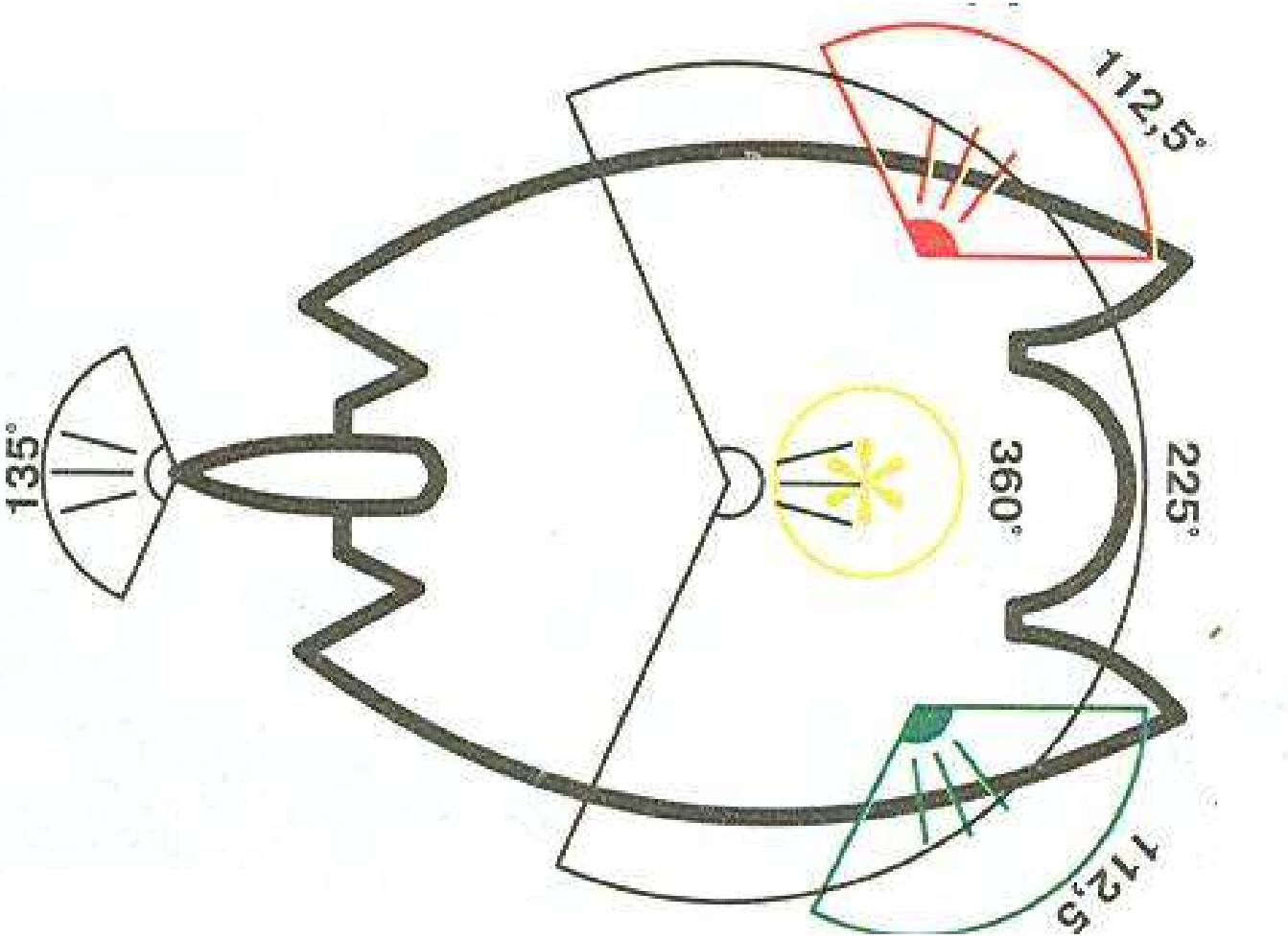
**Reegel 21, 23**



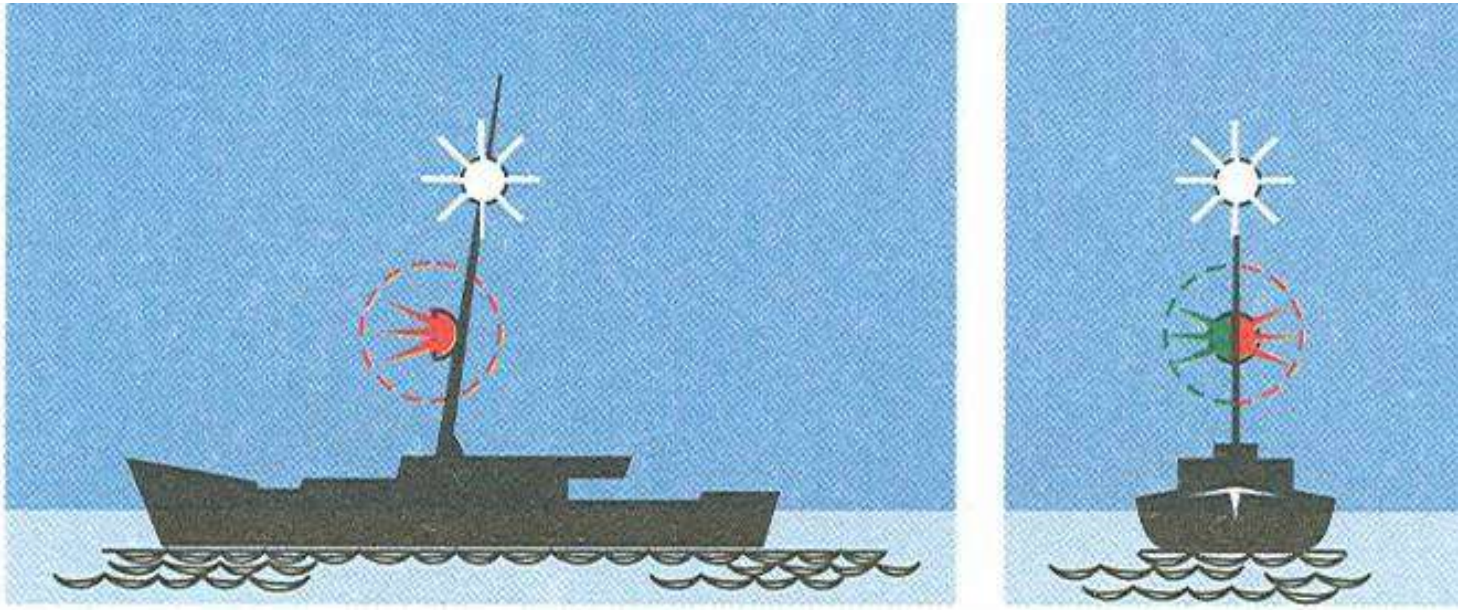


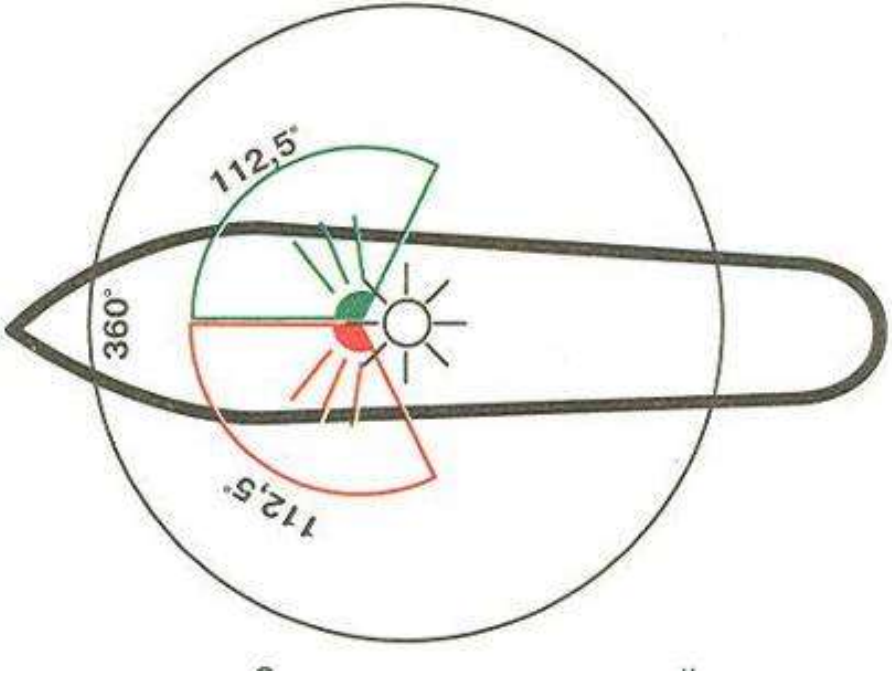
**Reegel 23**



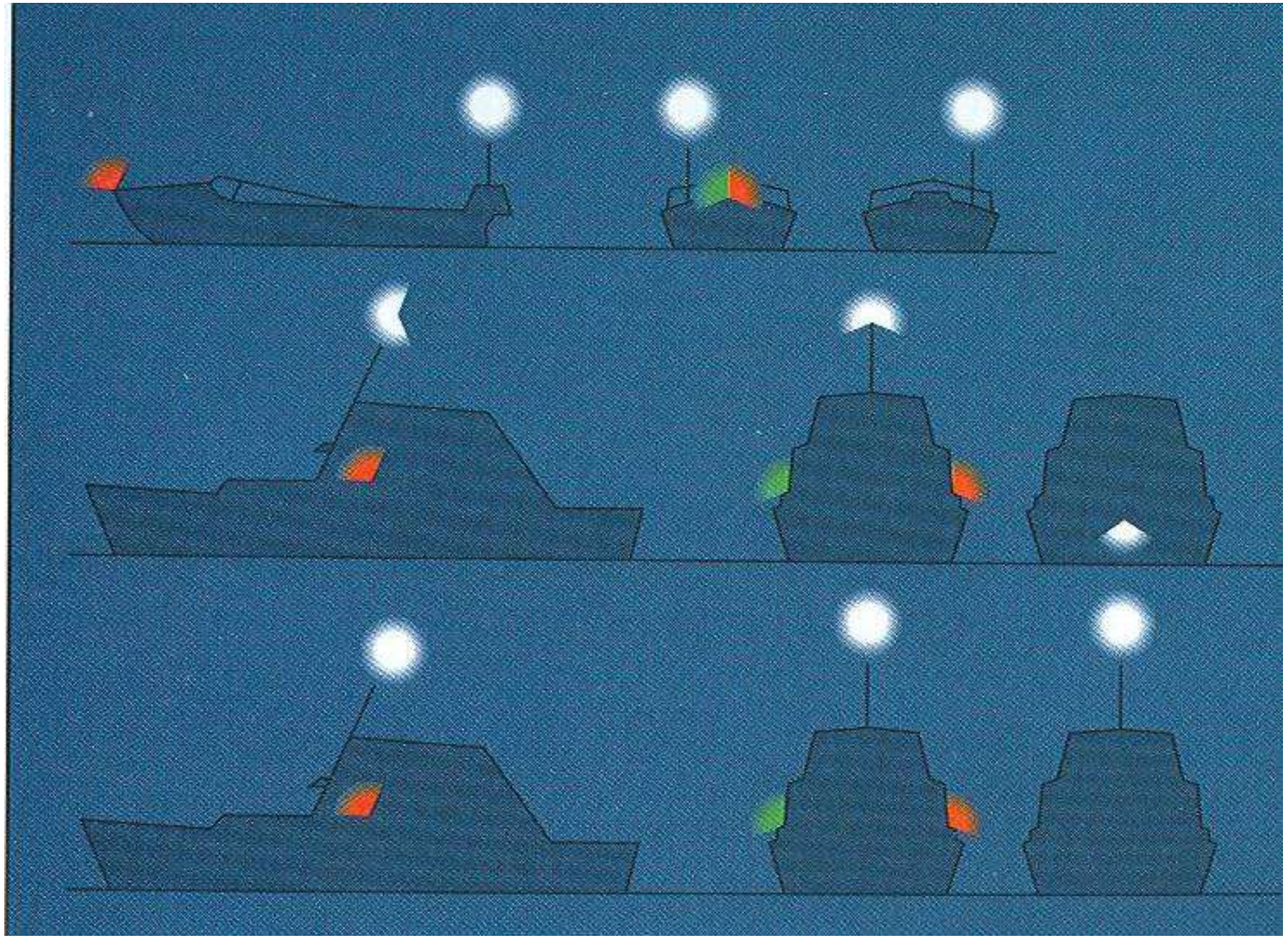


**Reegel 23**

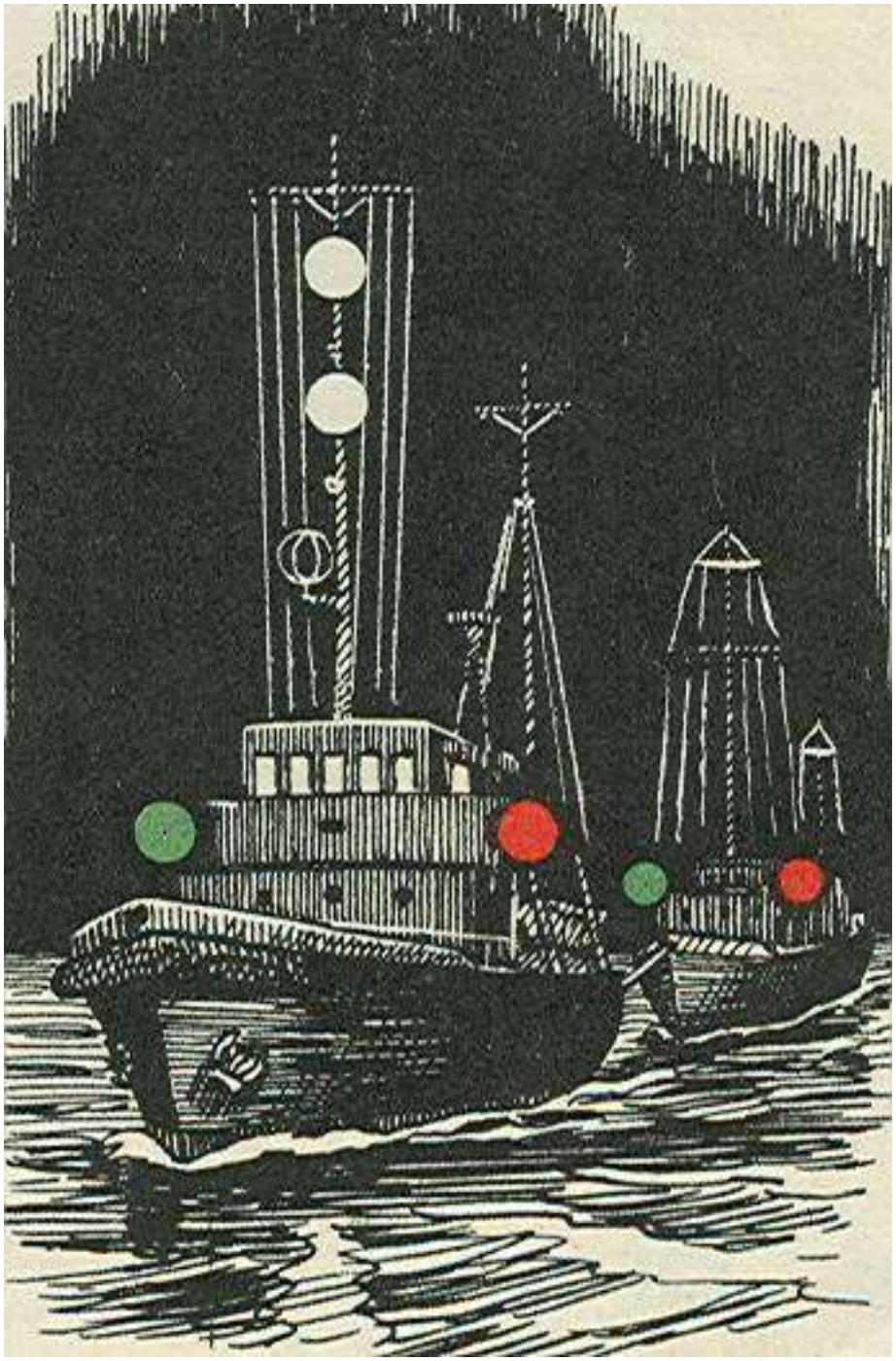




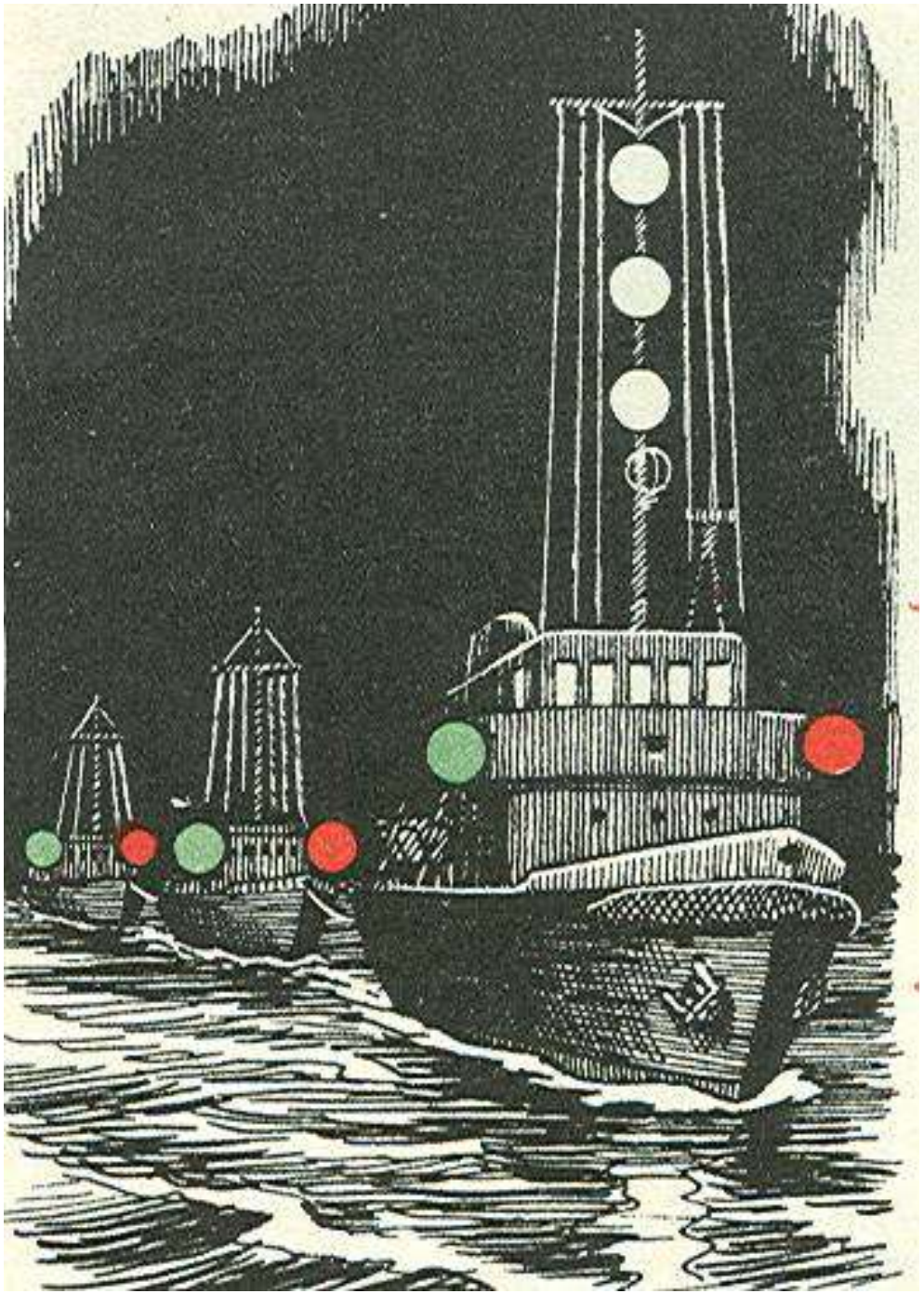
**Reegel 23**

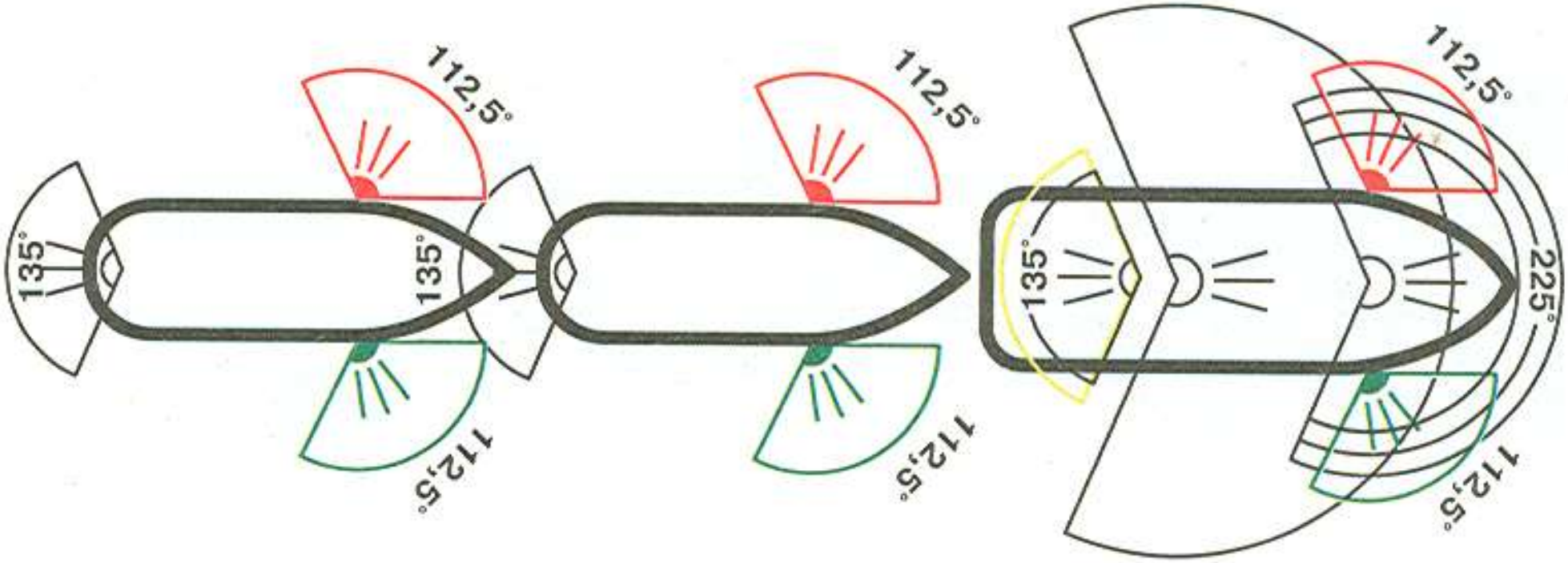


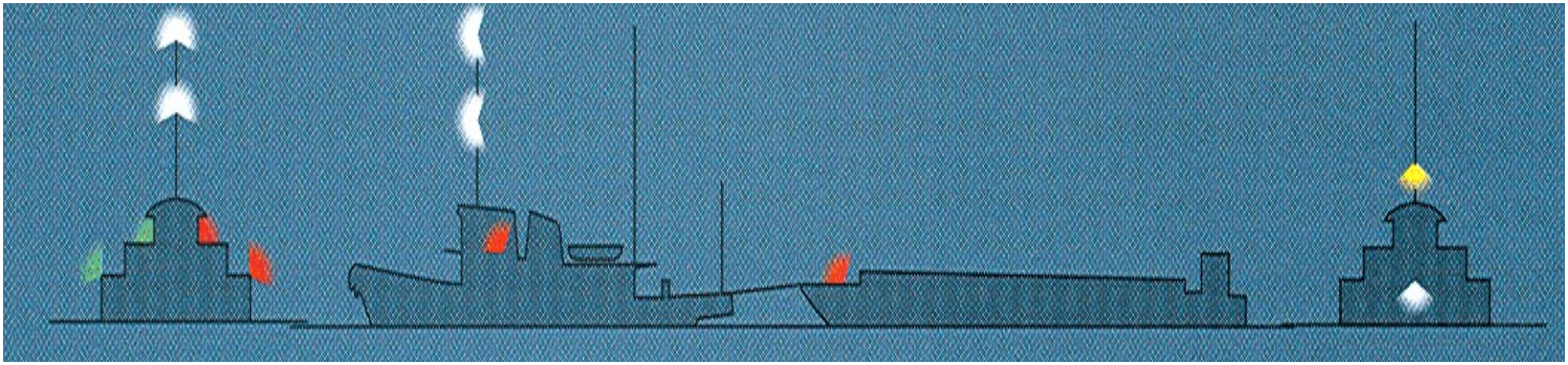
**Reegel 24**

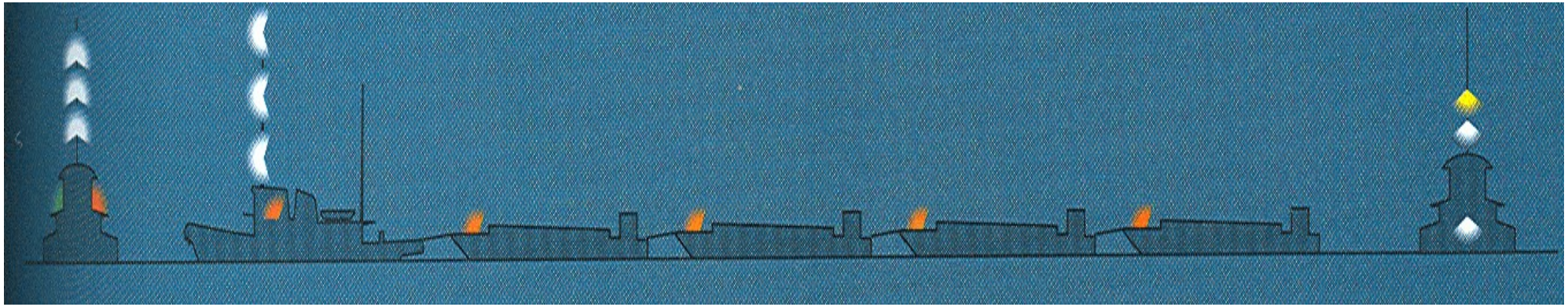


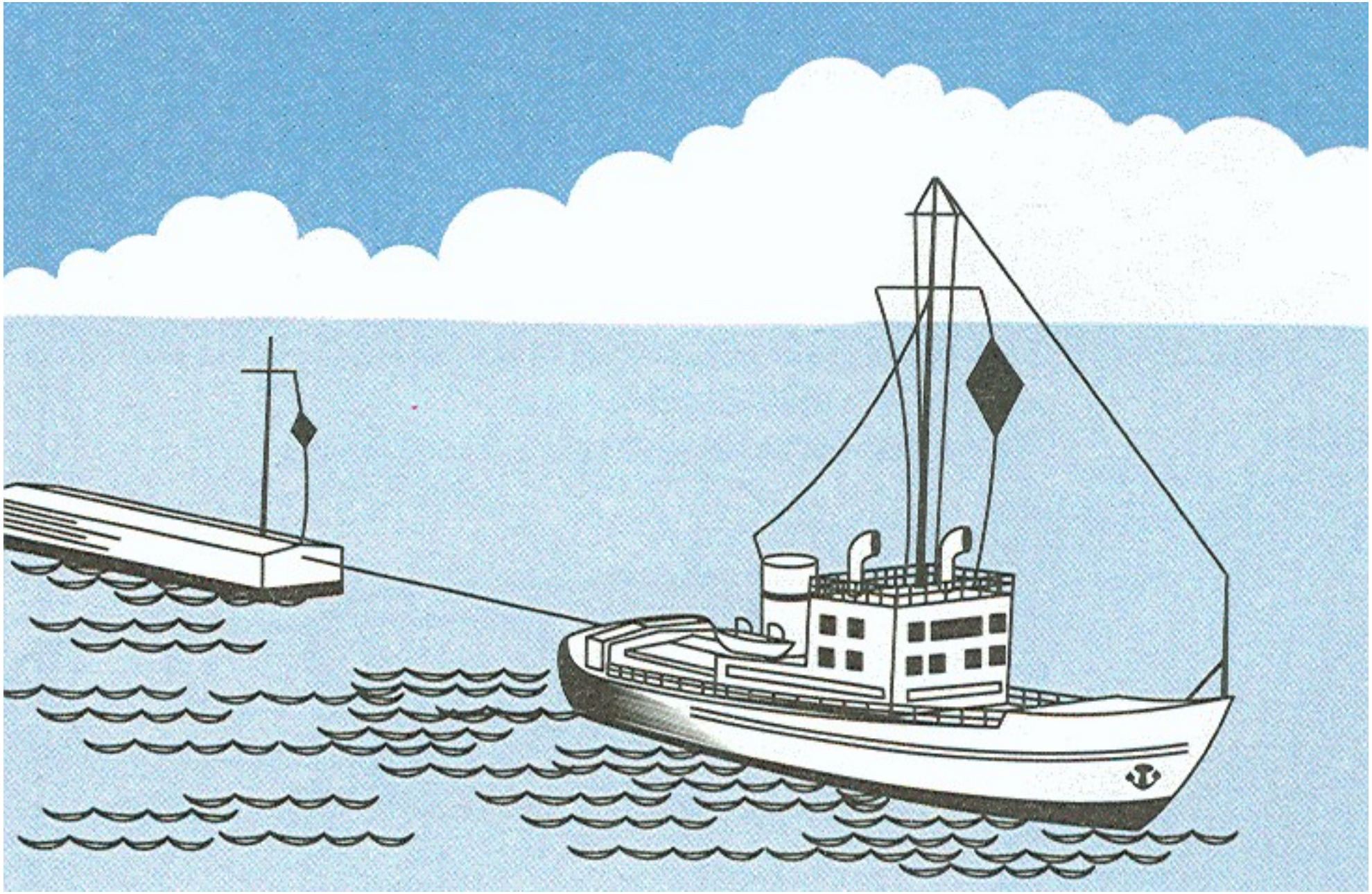
**Reegel 24**

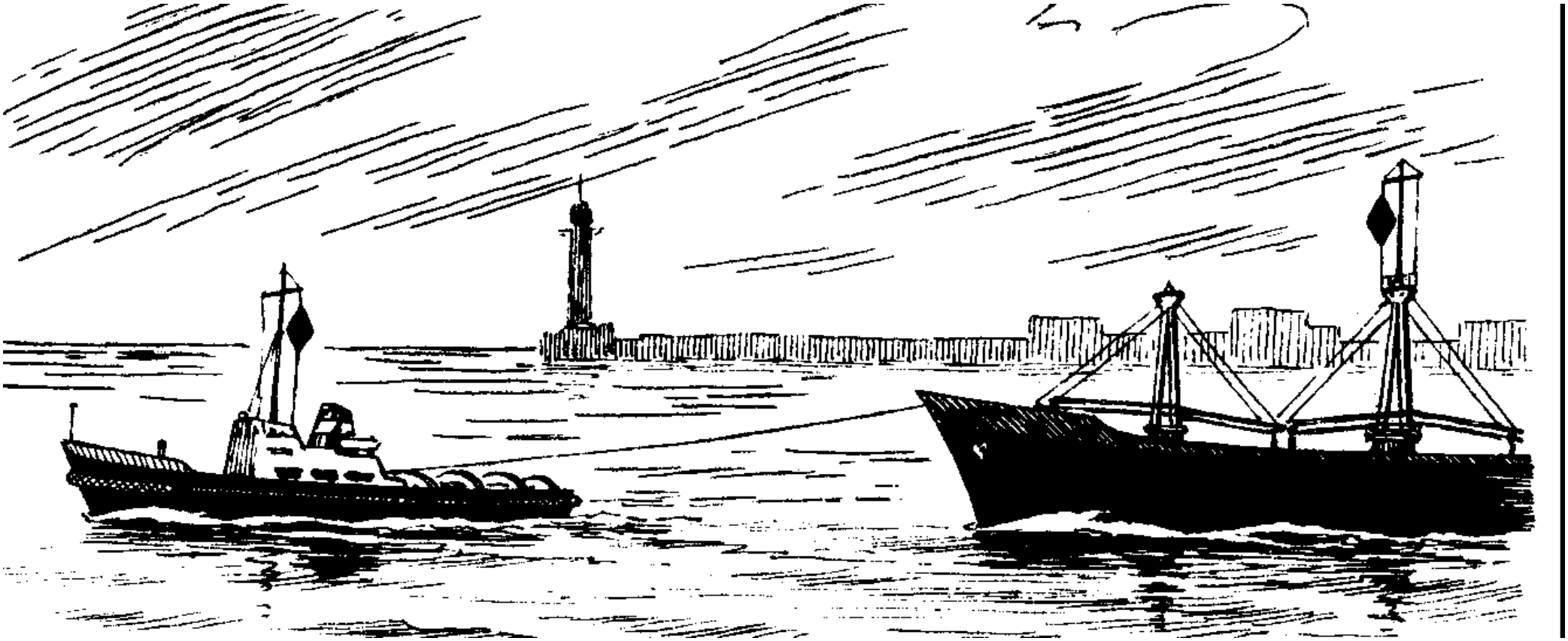


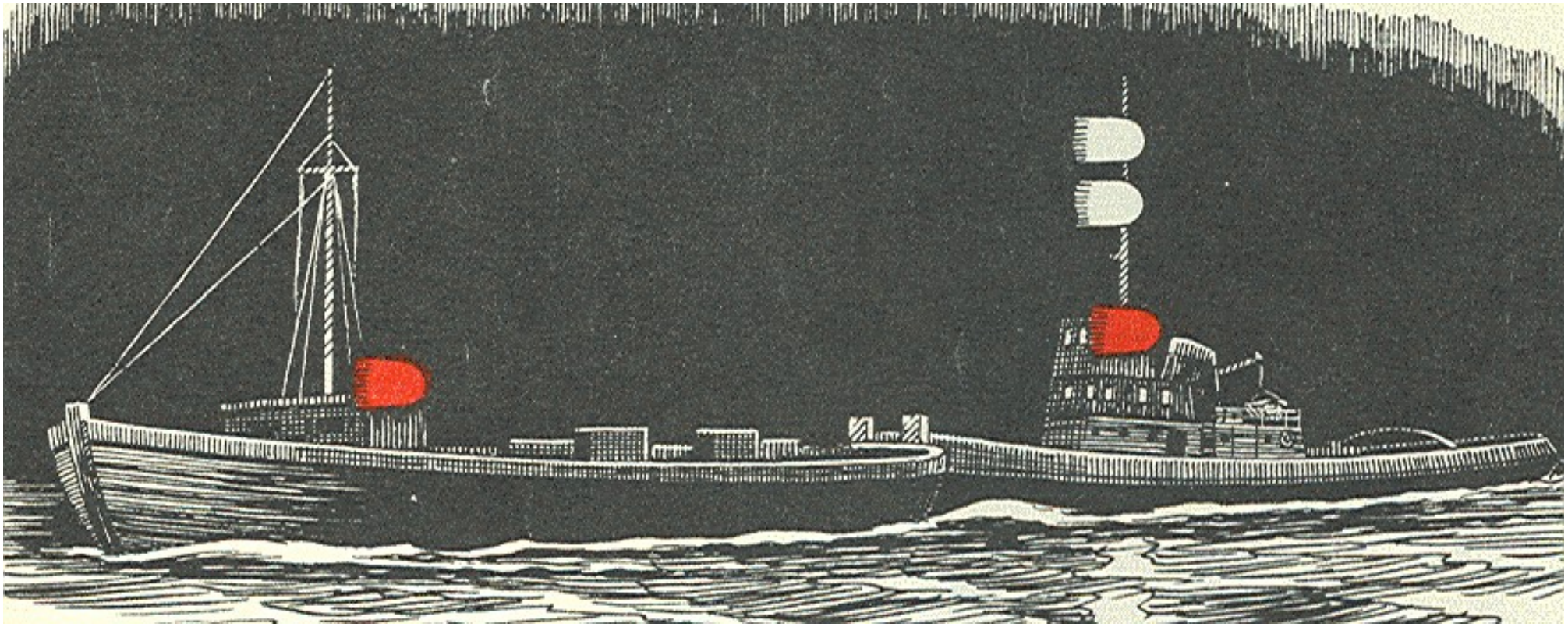

112,5°
135°
135°
112,5°
112,5°
135°
112,5°
225°
112,5°



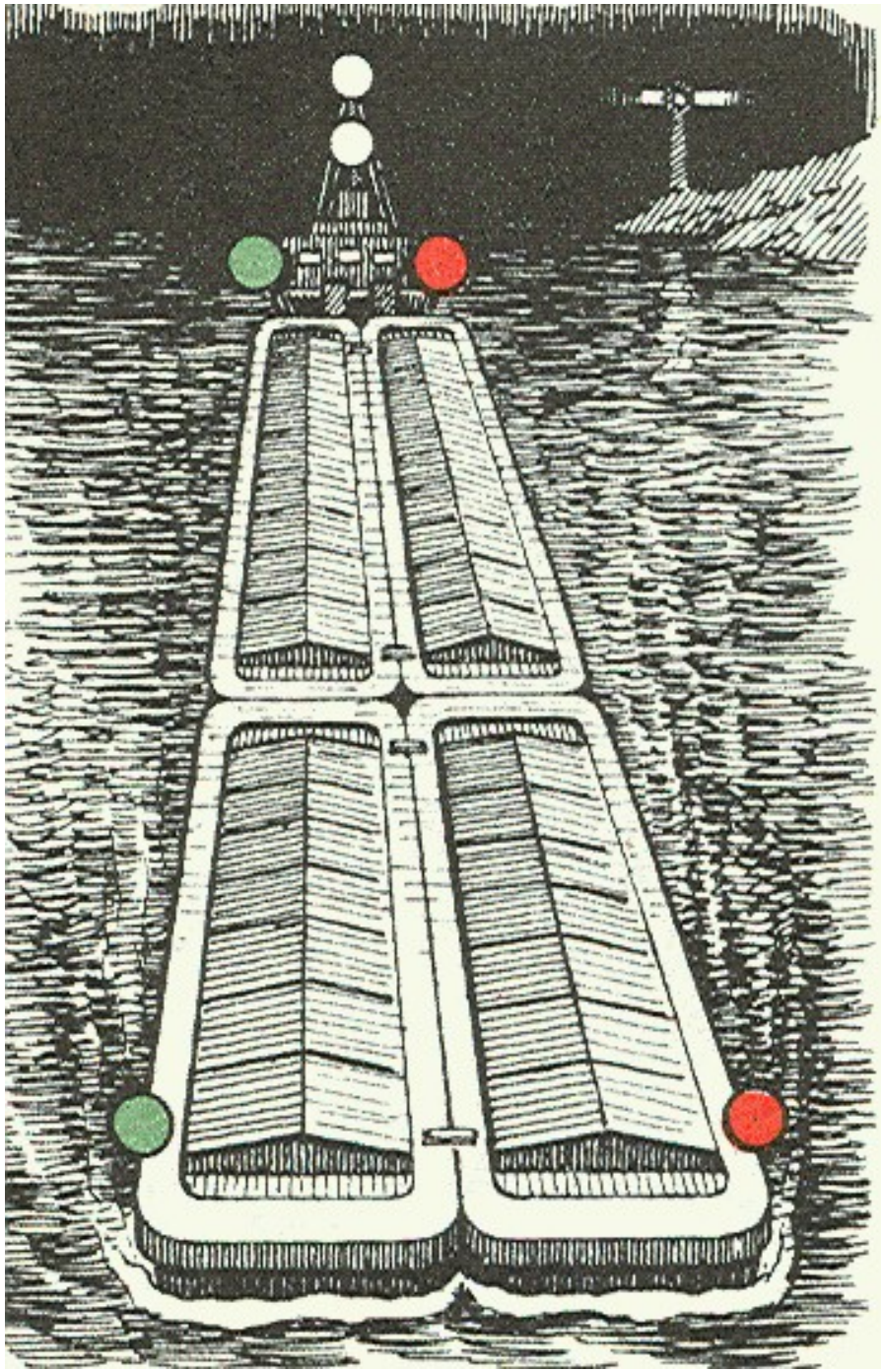




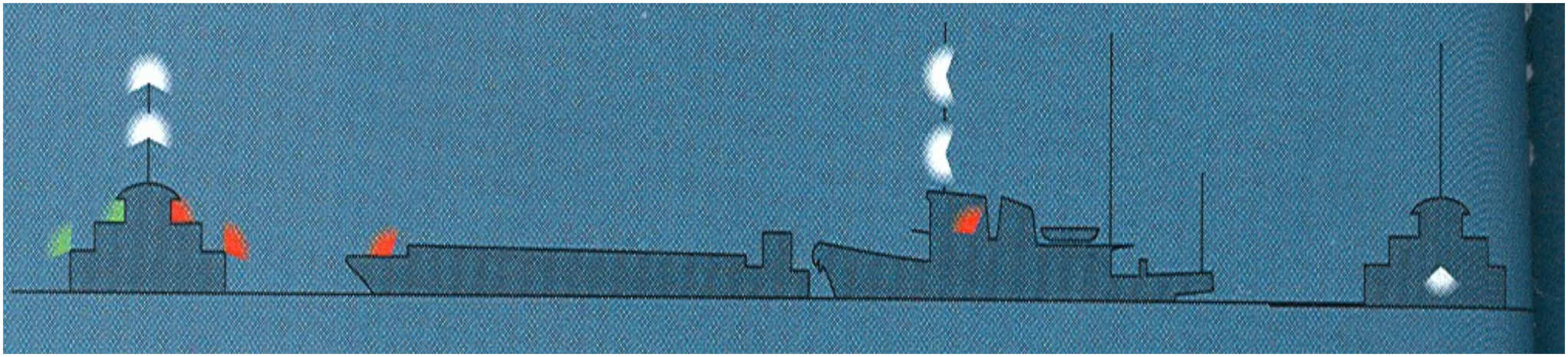




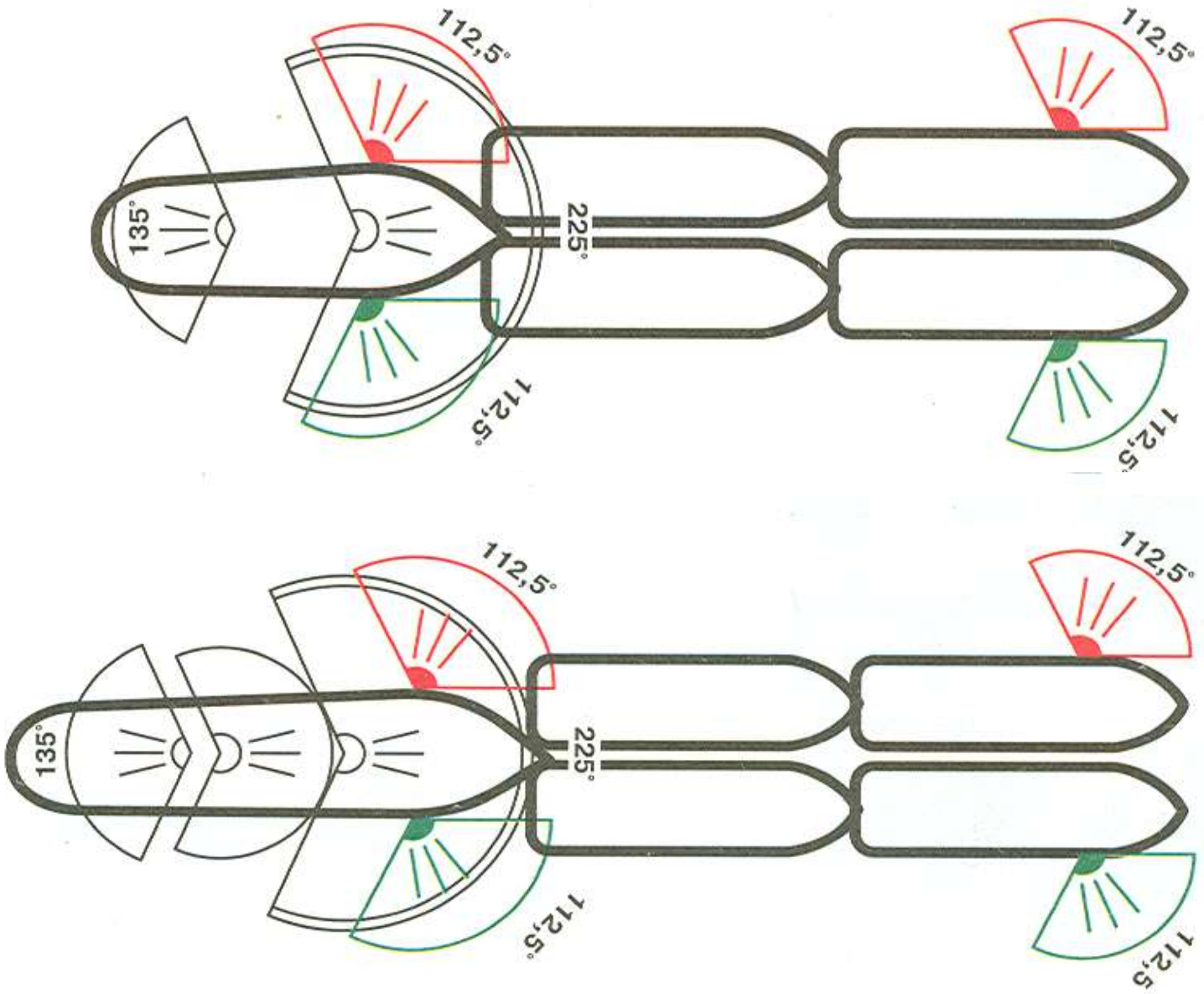
## Reegel 24



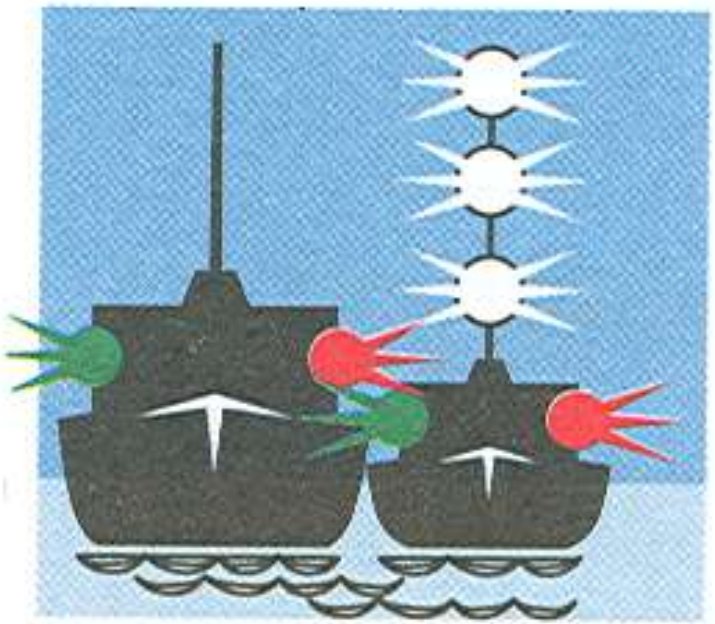
## Reegel 24

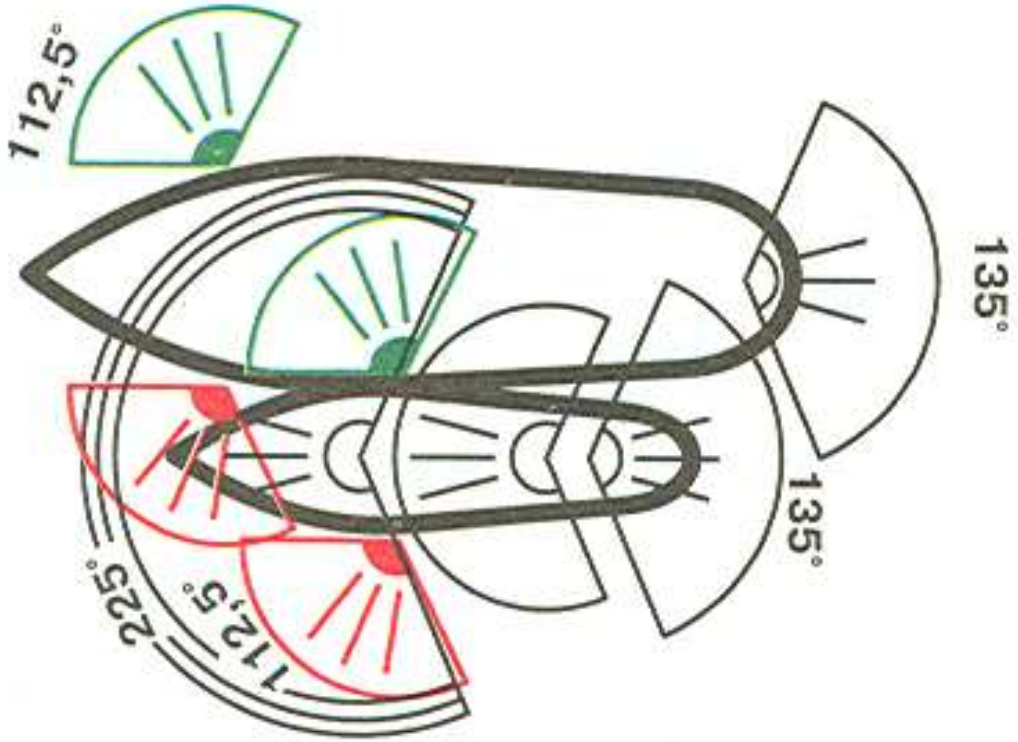


## Reegel 24

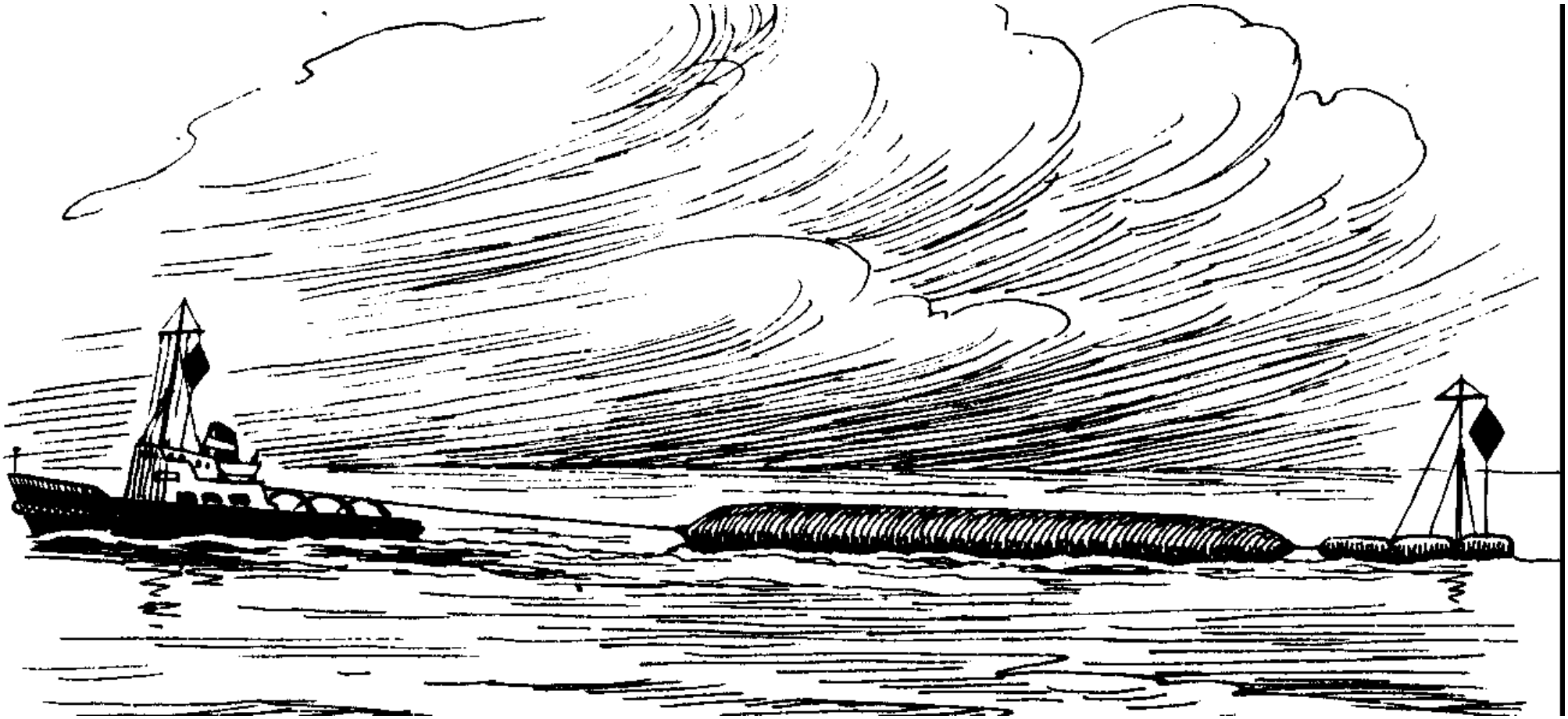


## Reegel 24

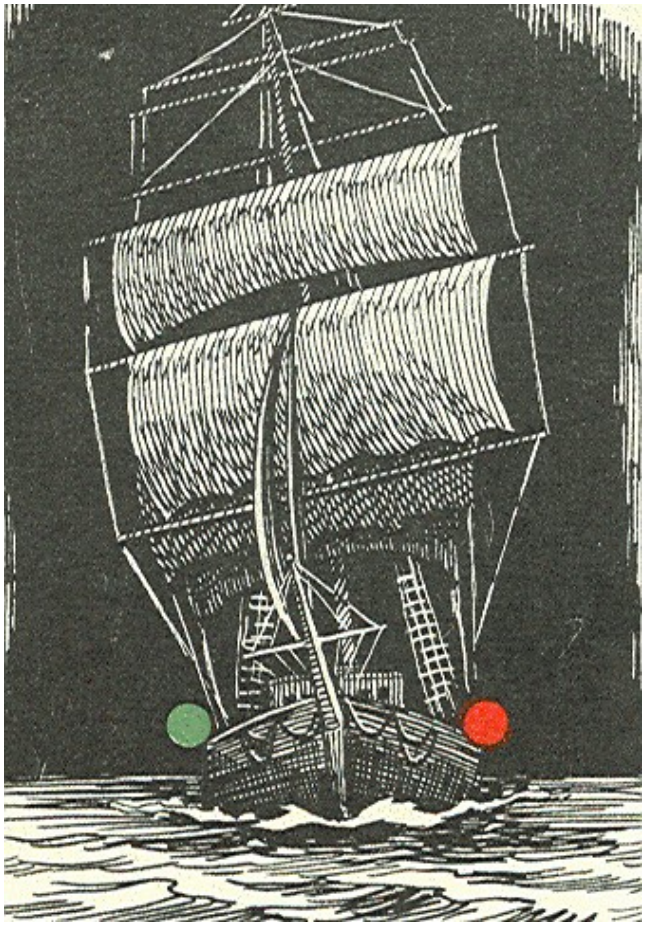


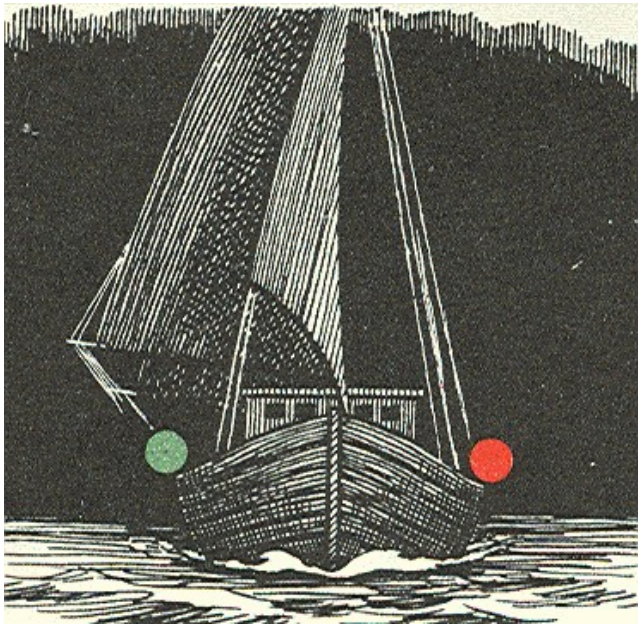


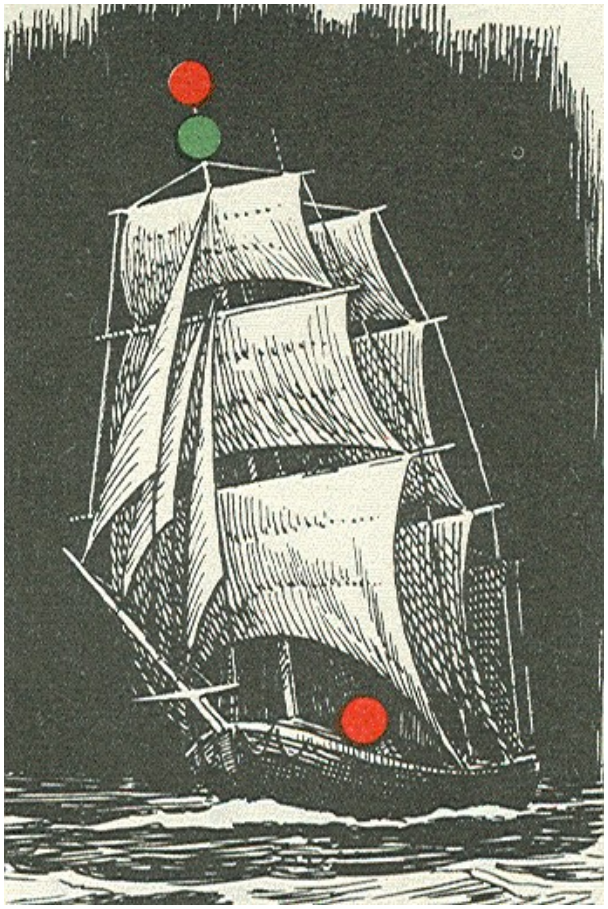
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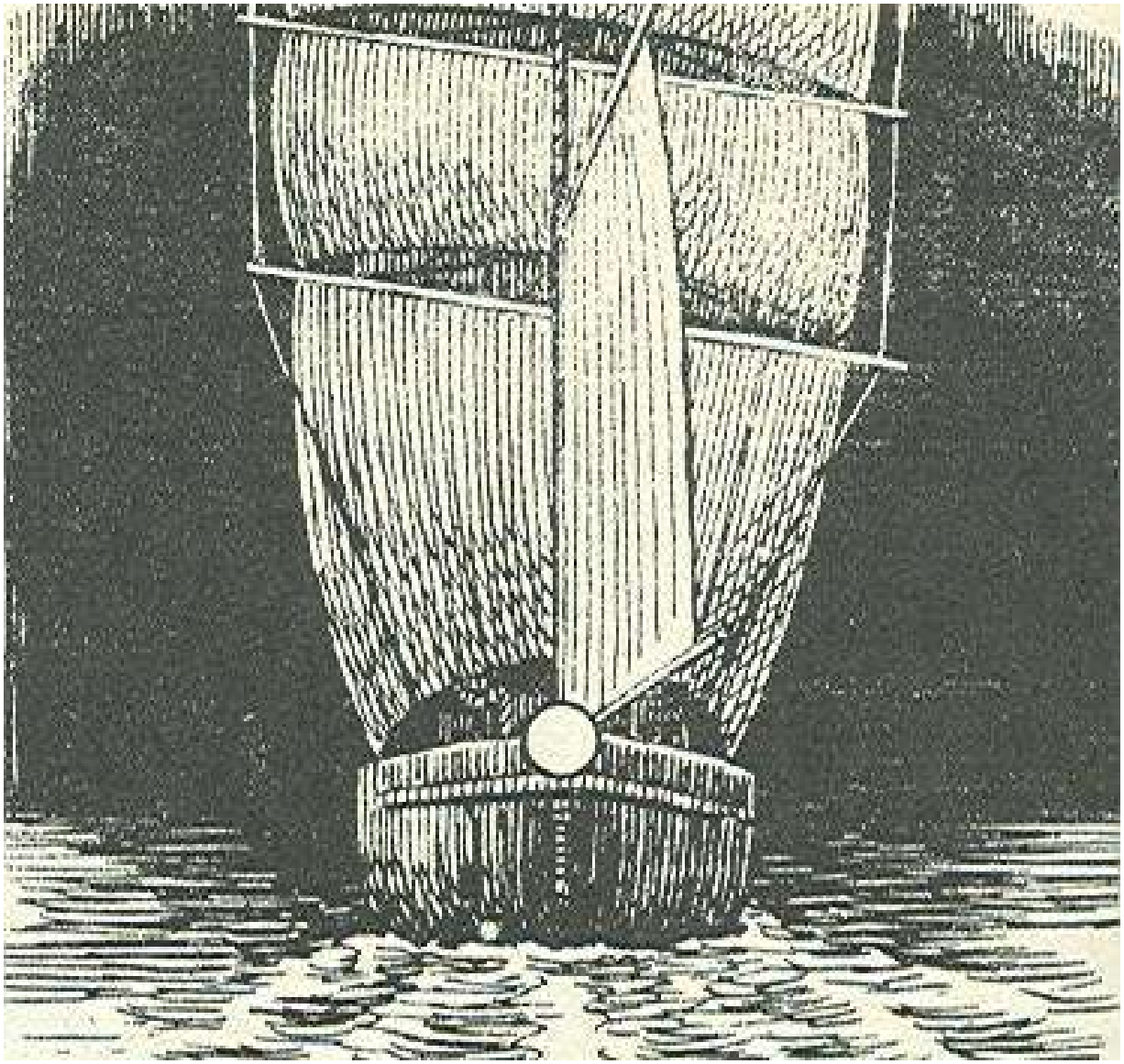


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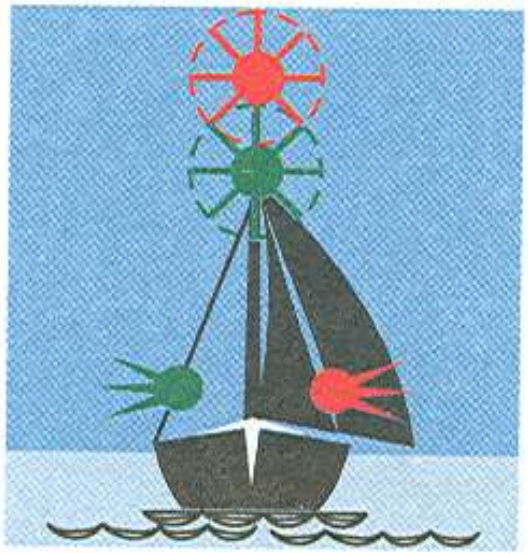


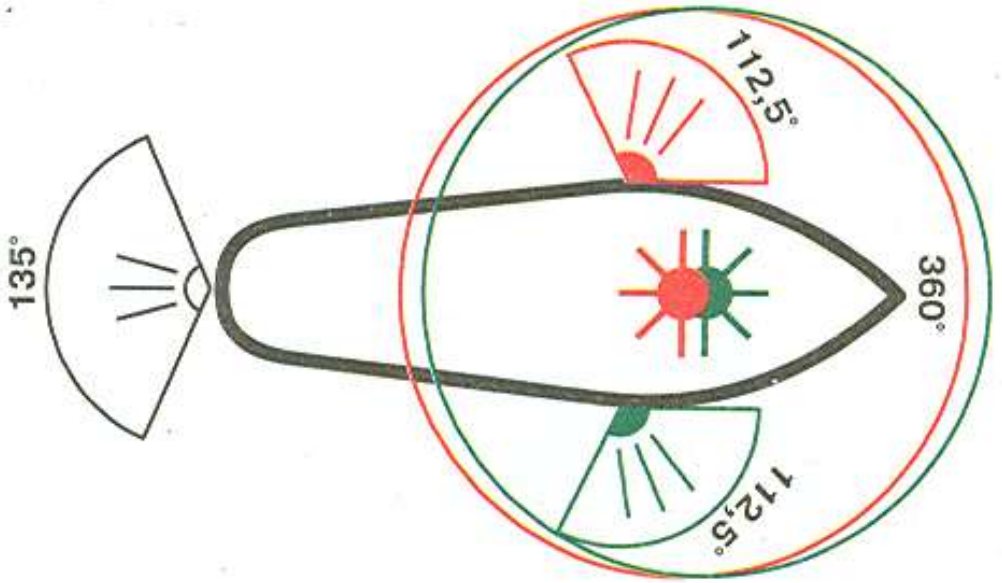




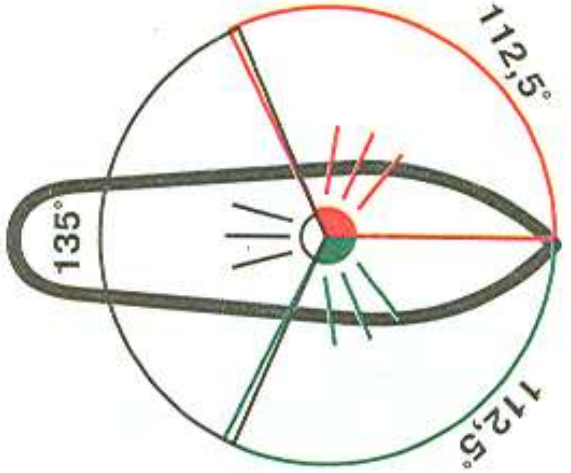


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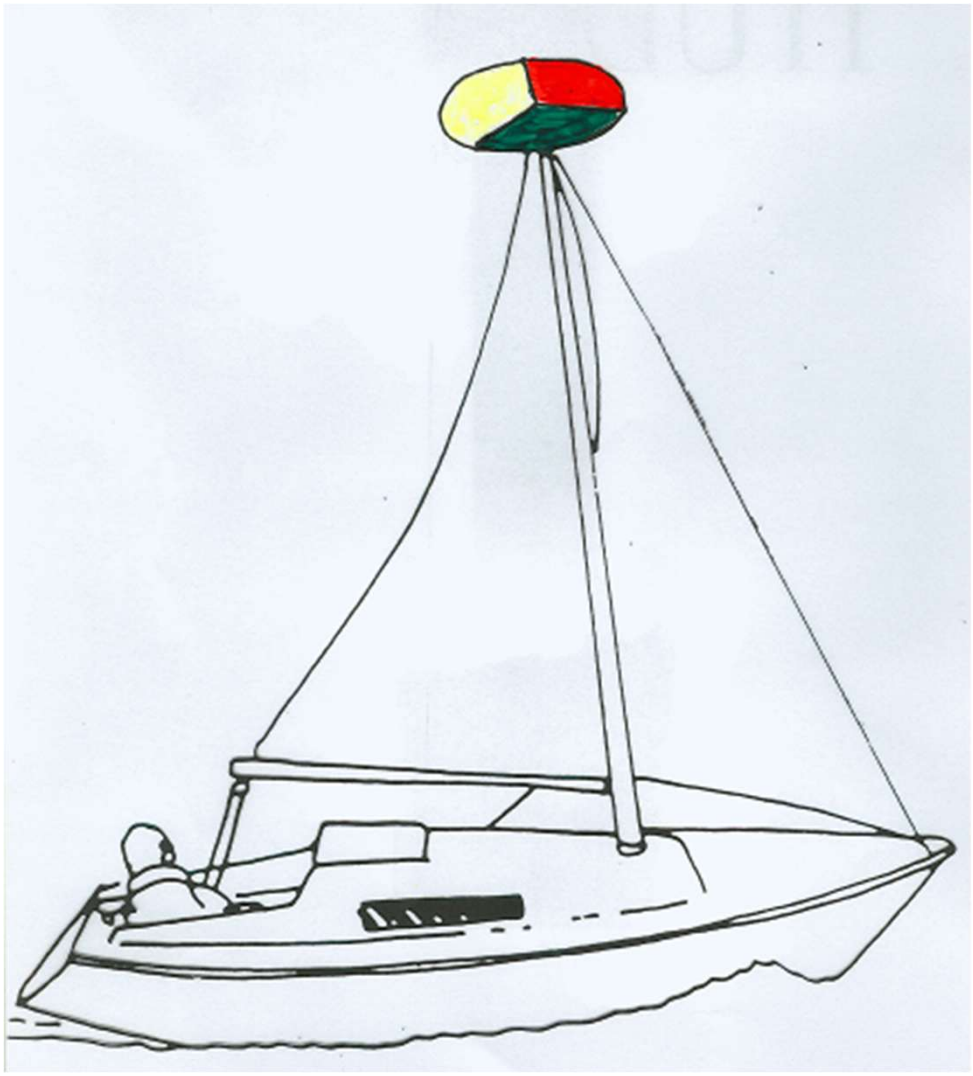




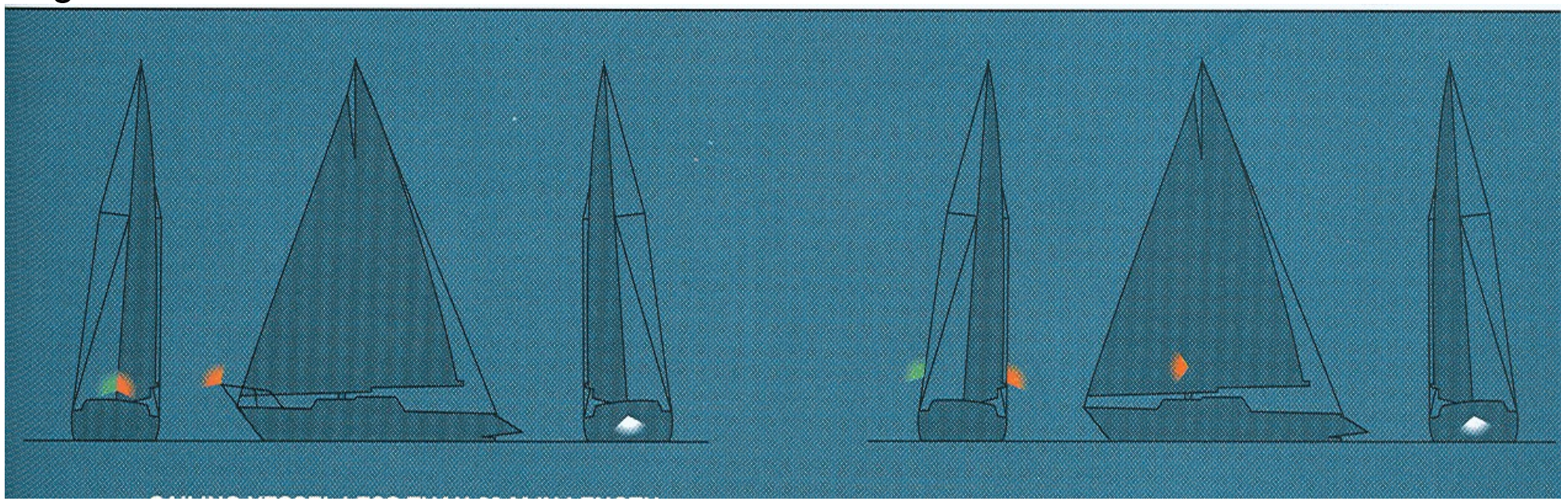



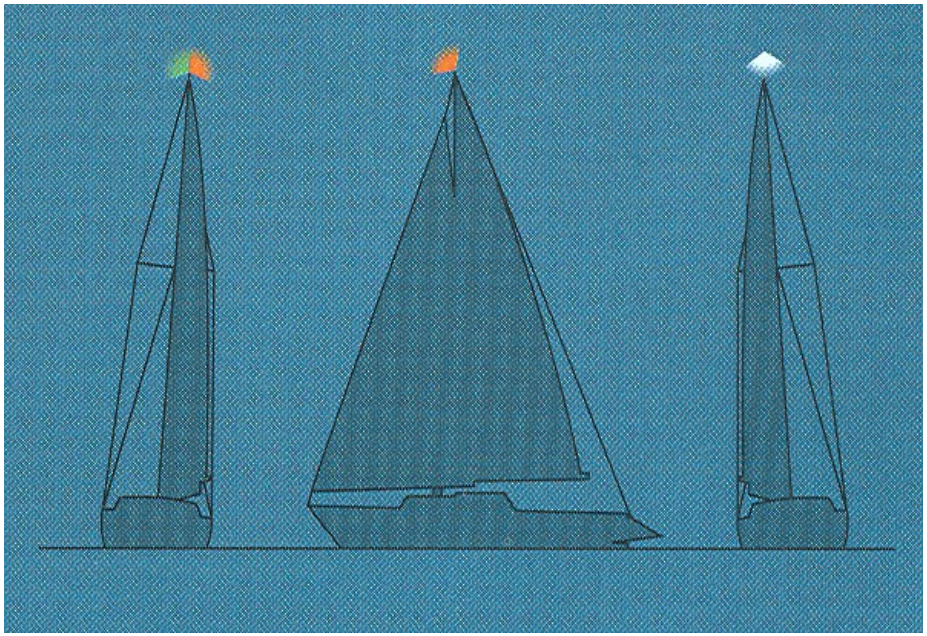
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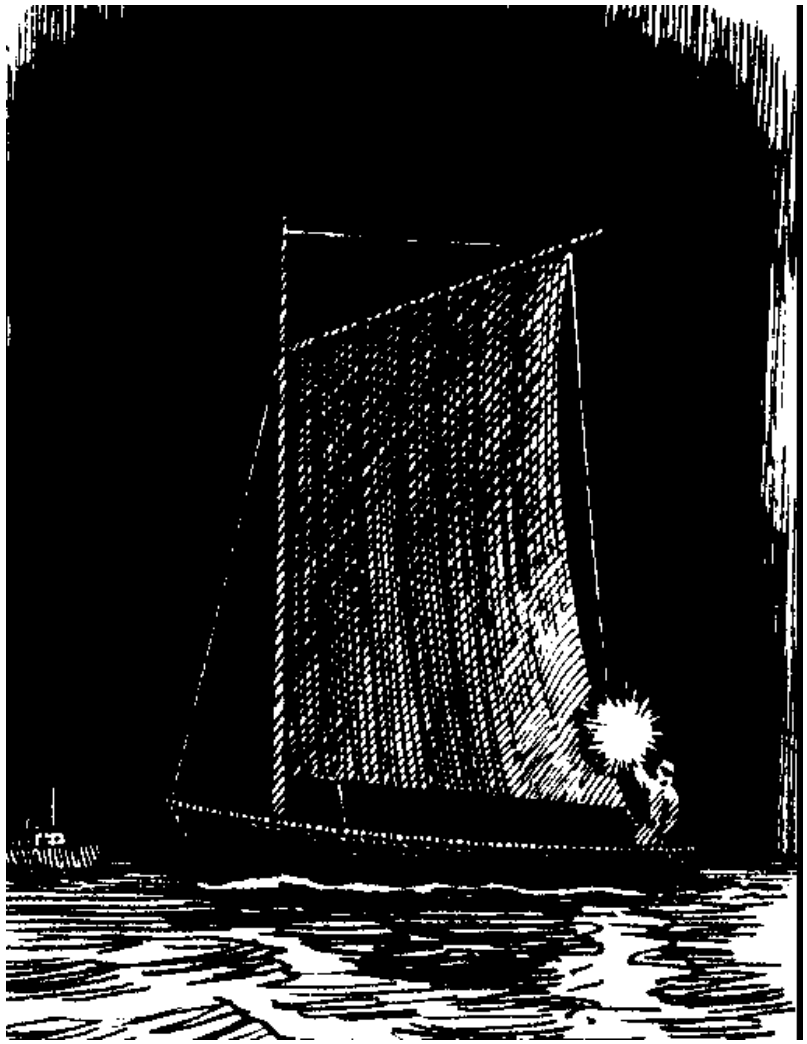


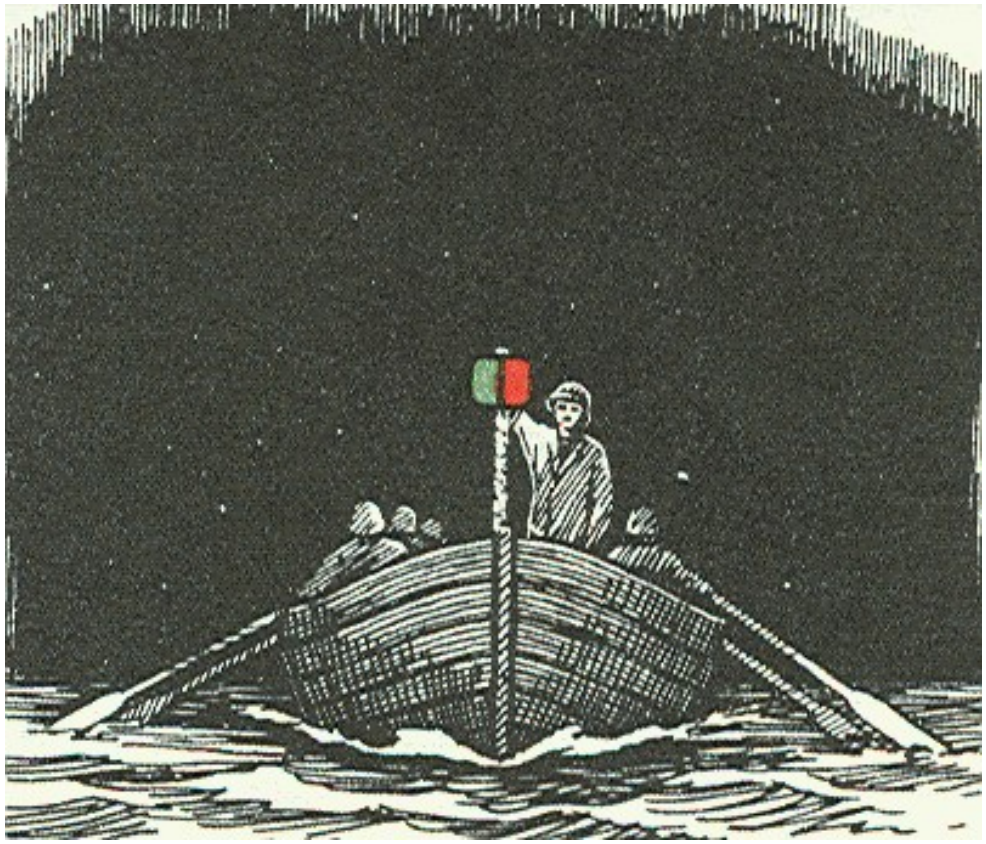
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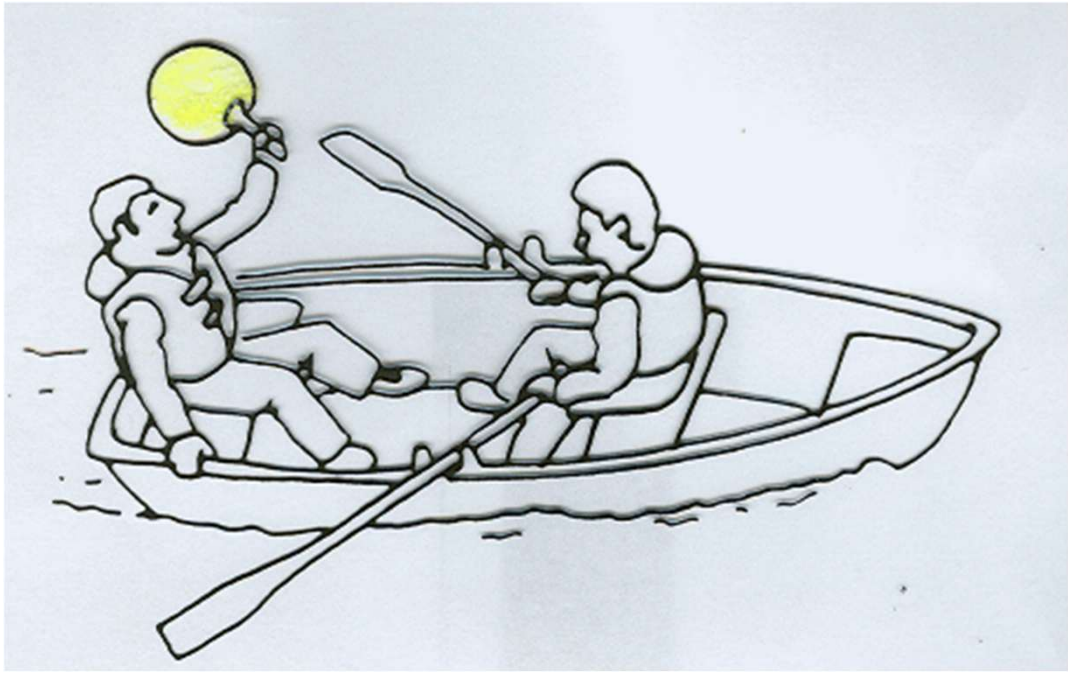
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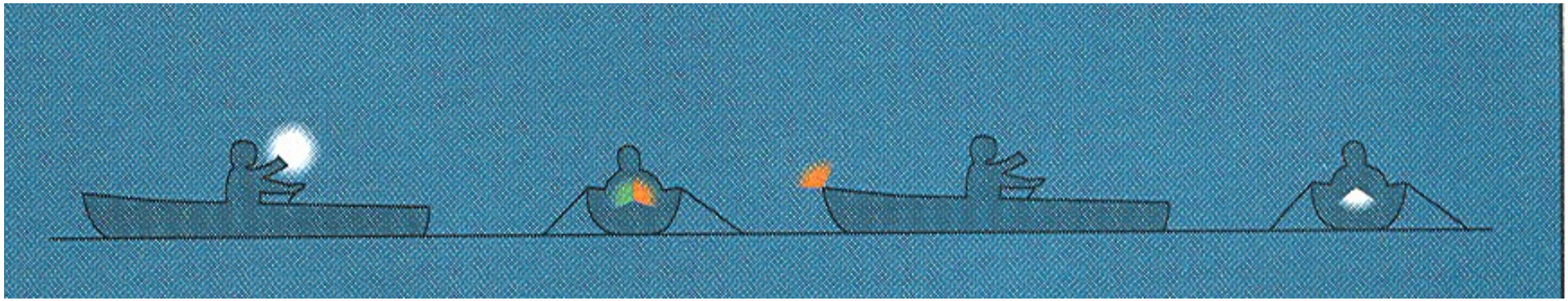




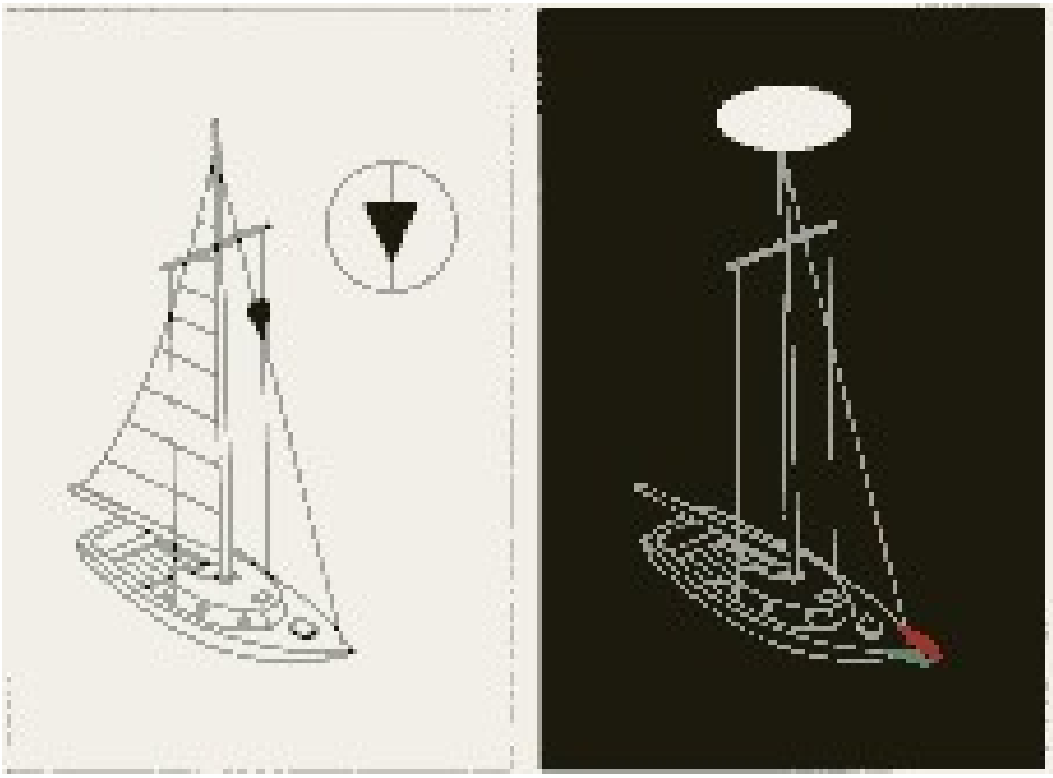
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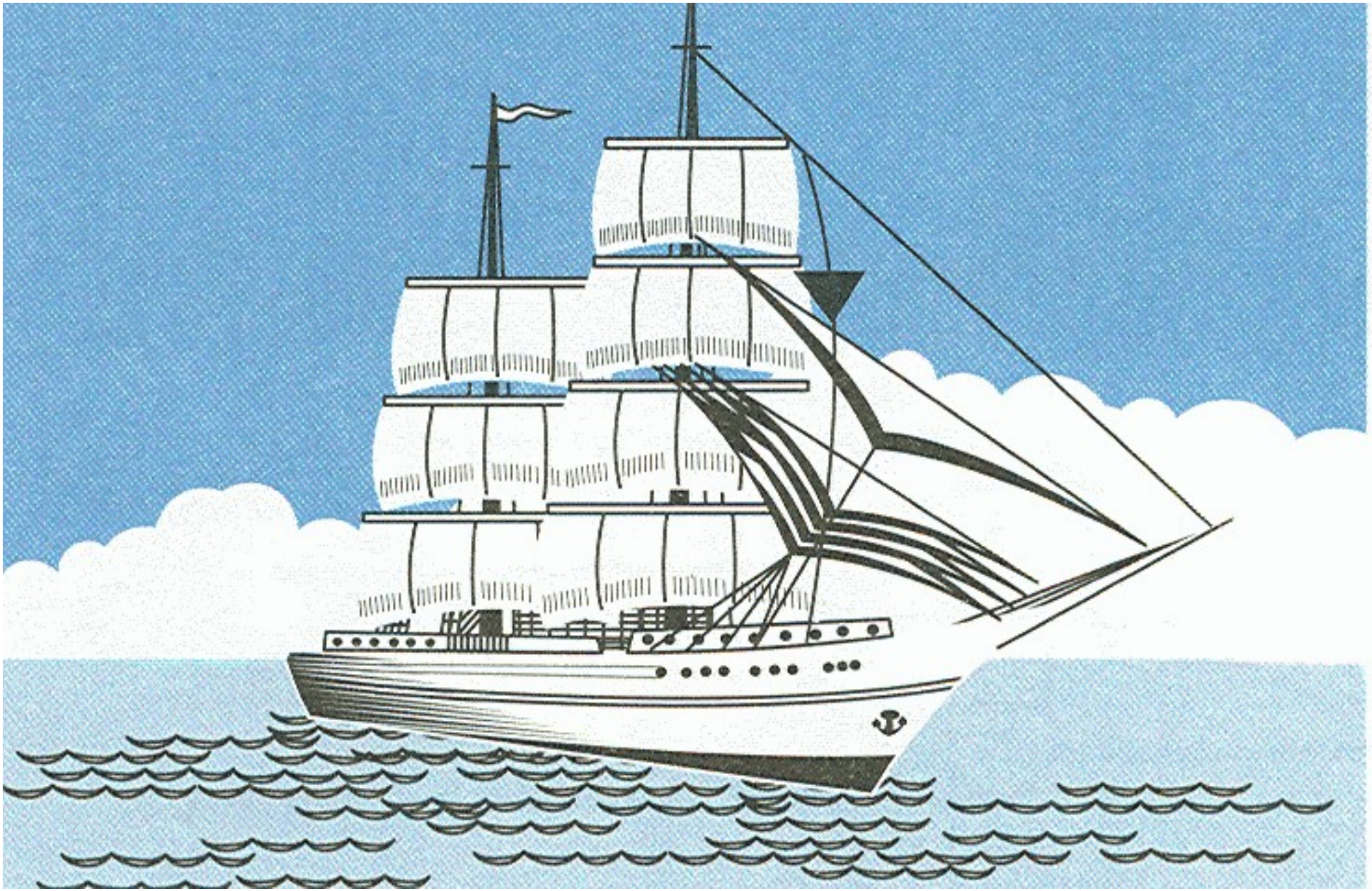


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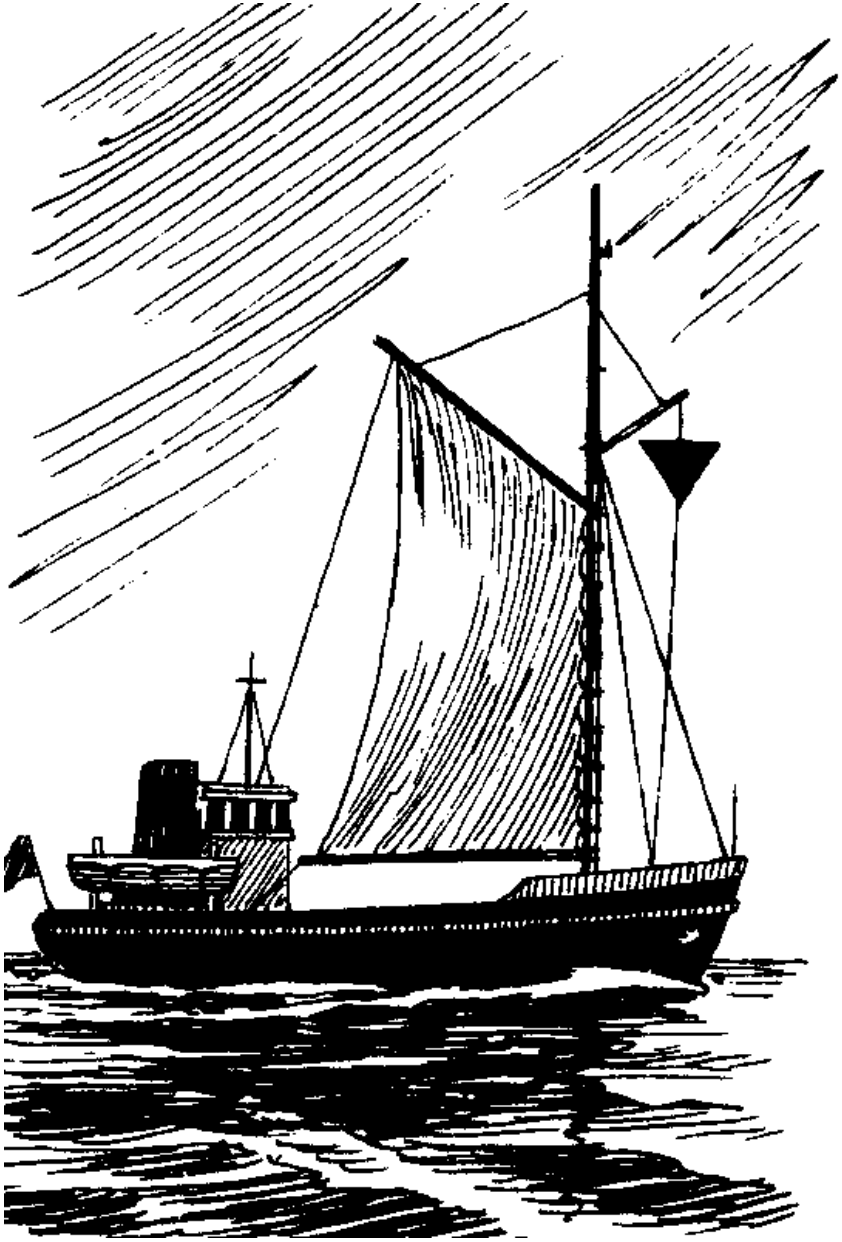


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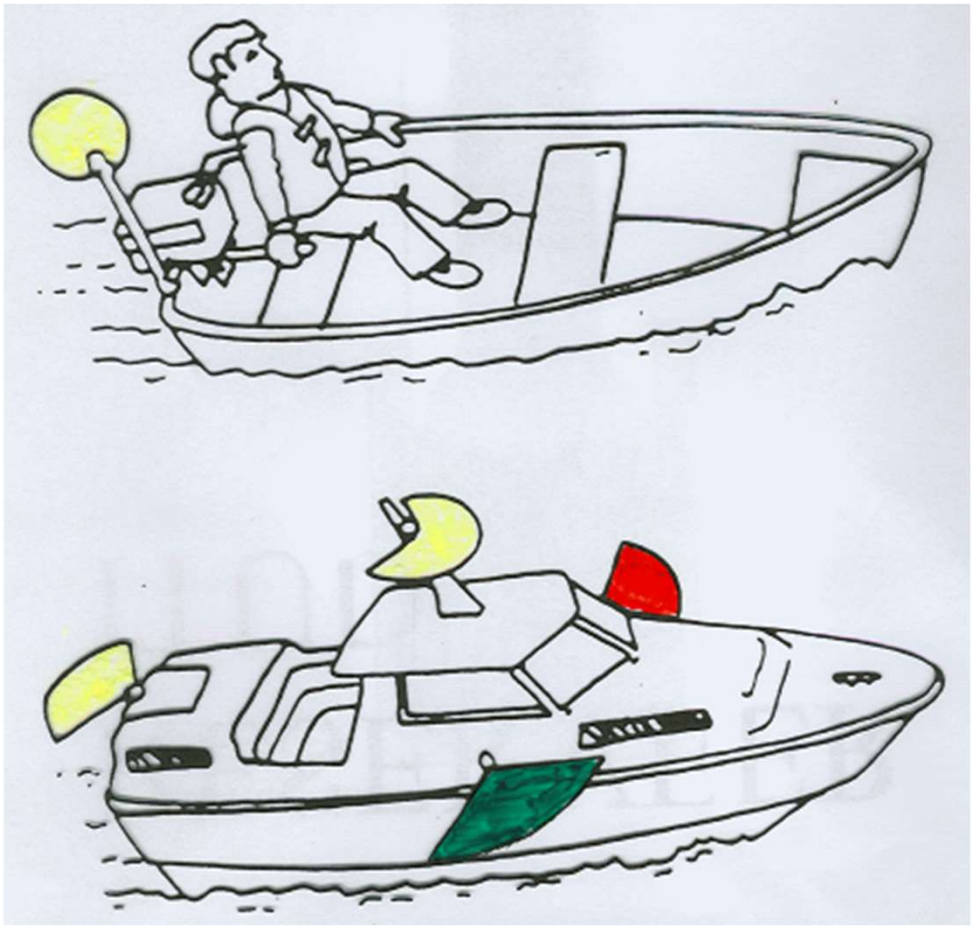


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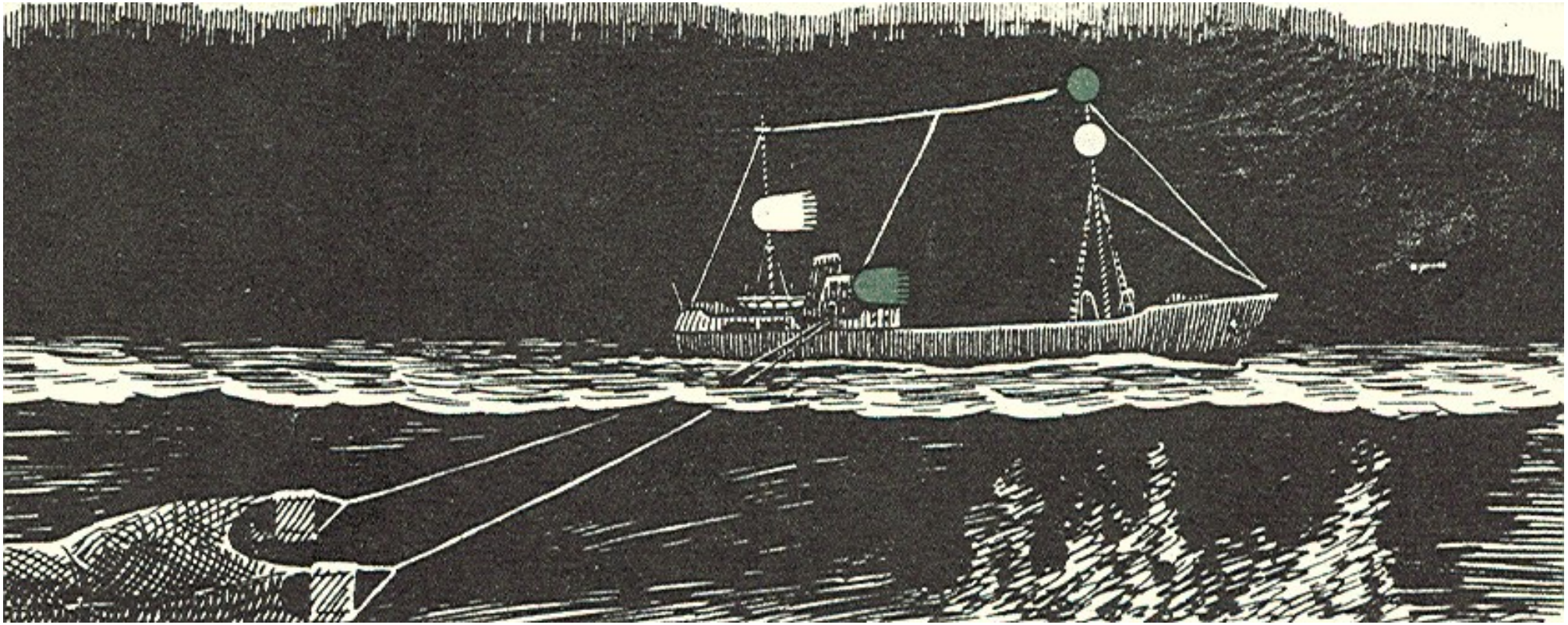


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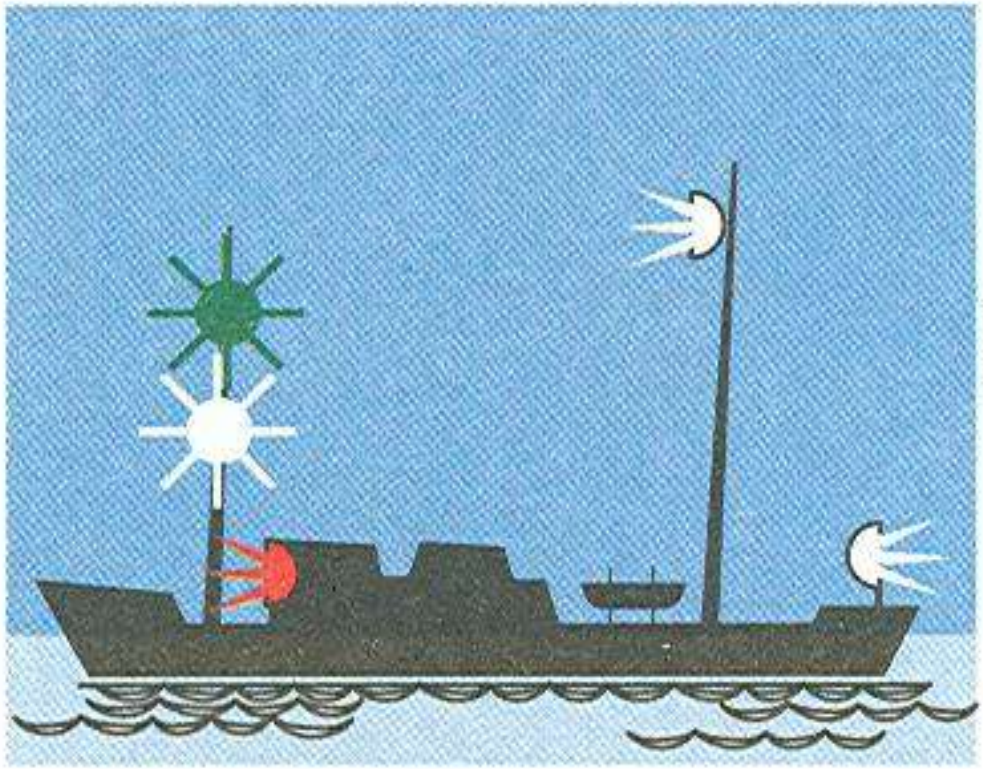


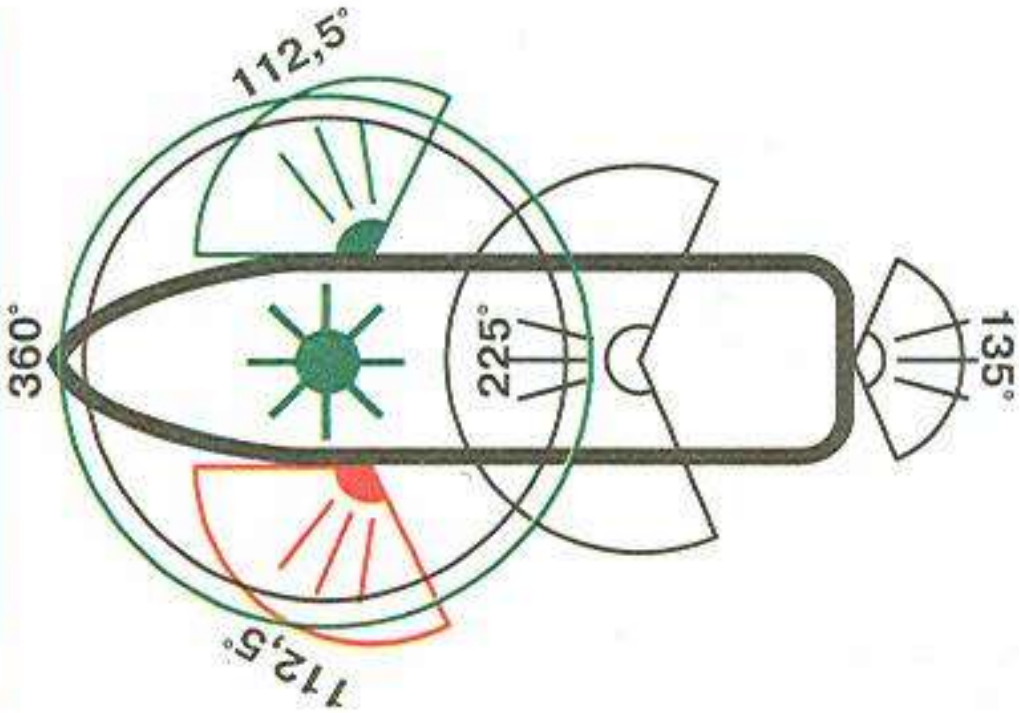


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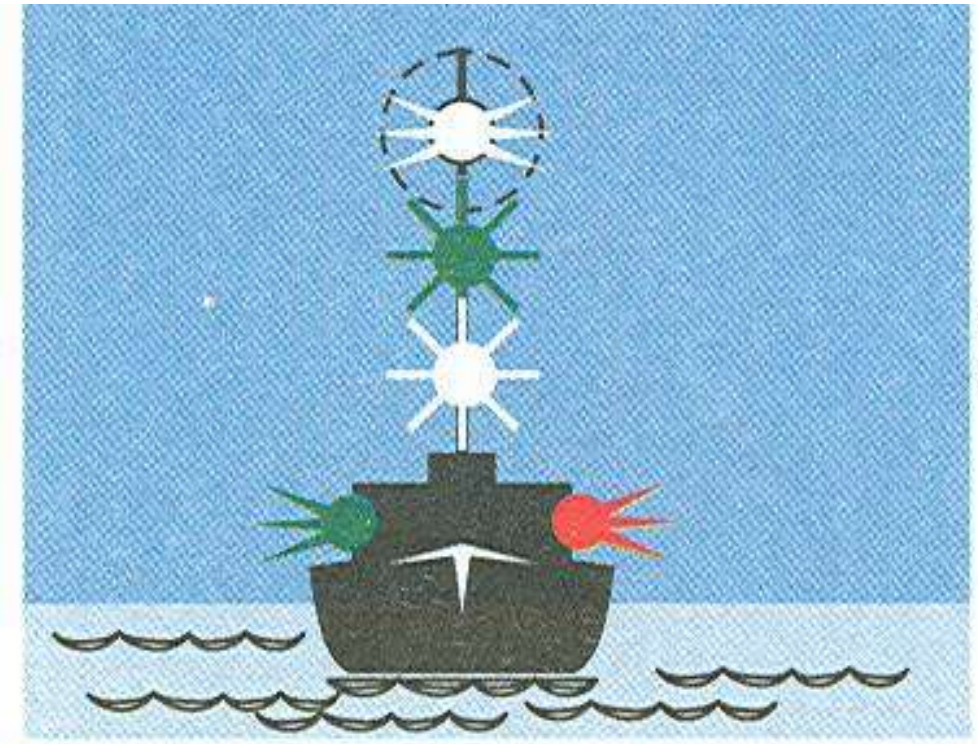


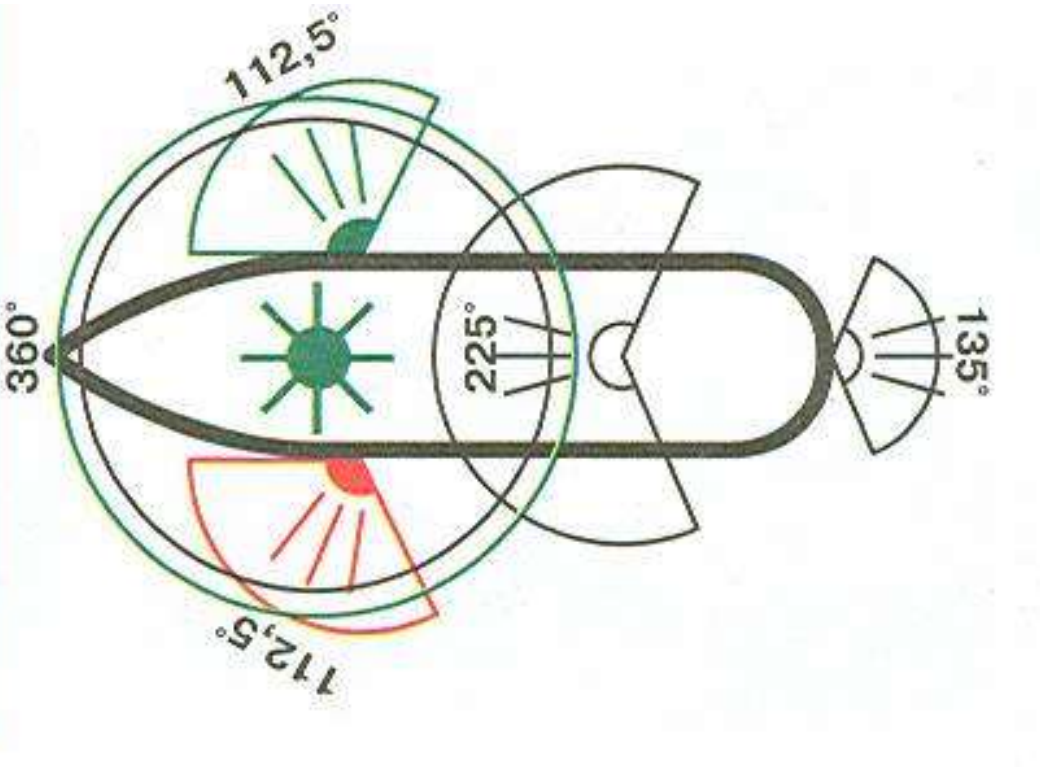
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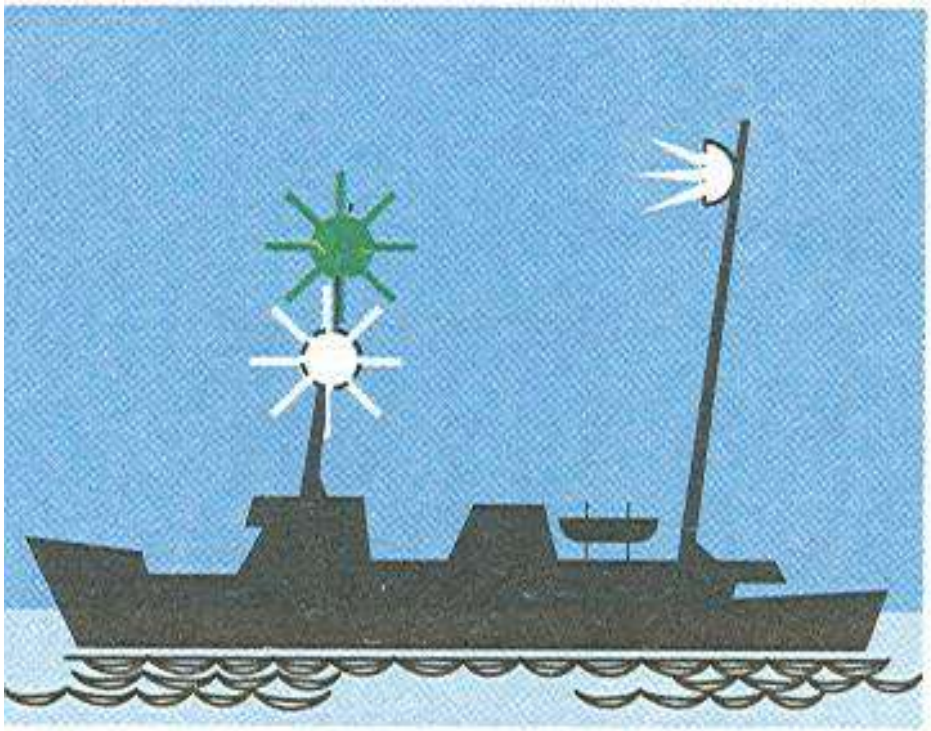


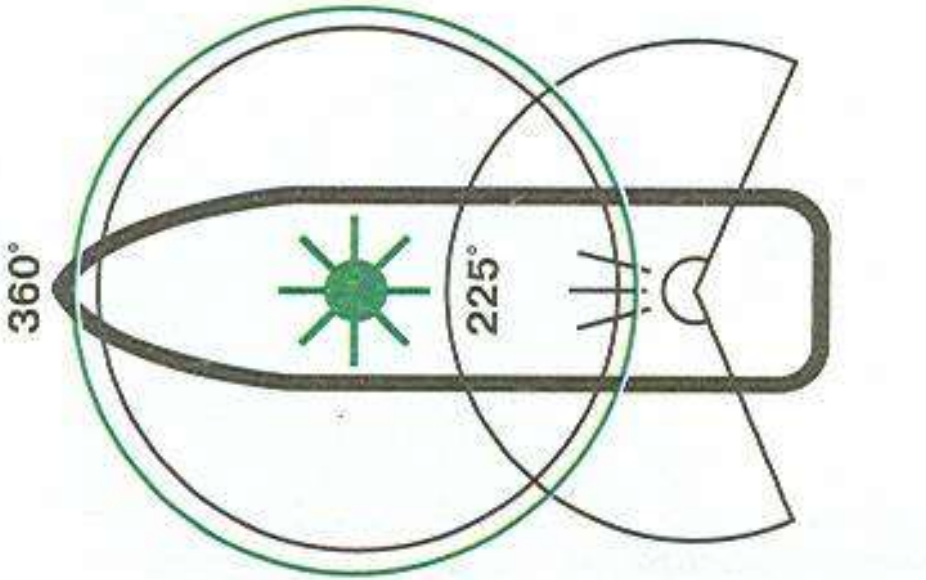
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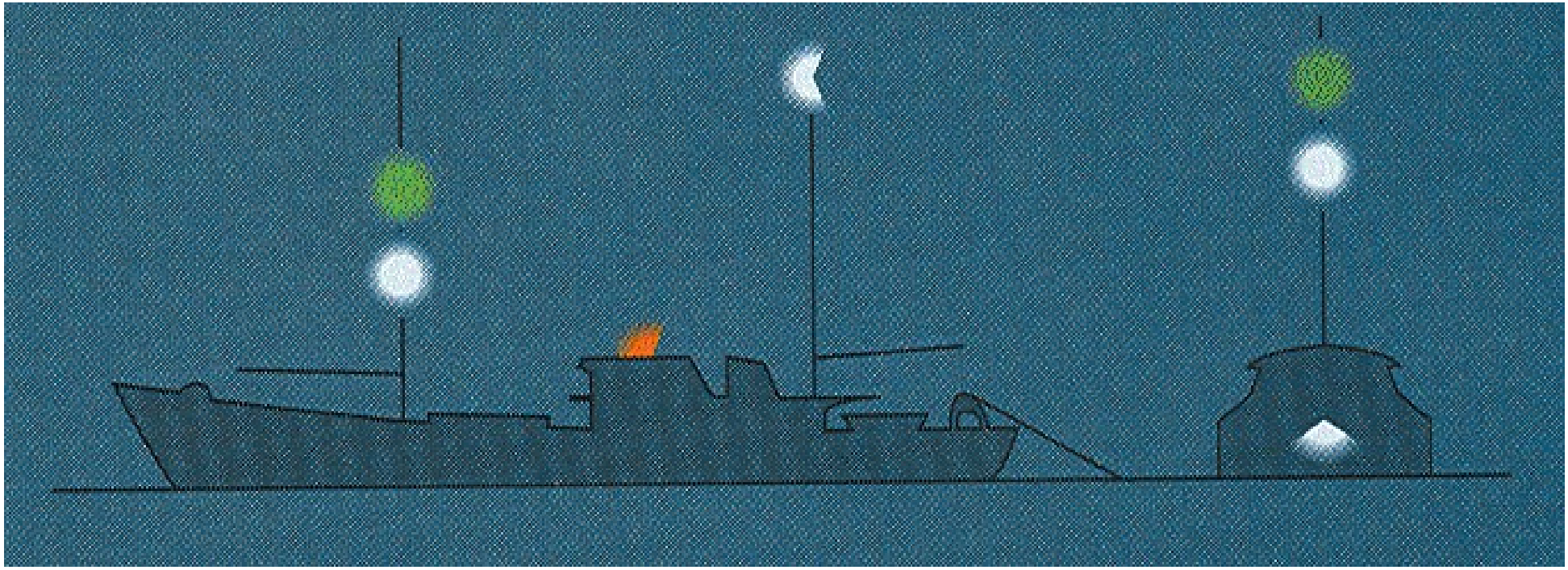


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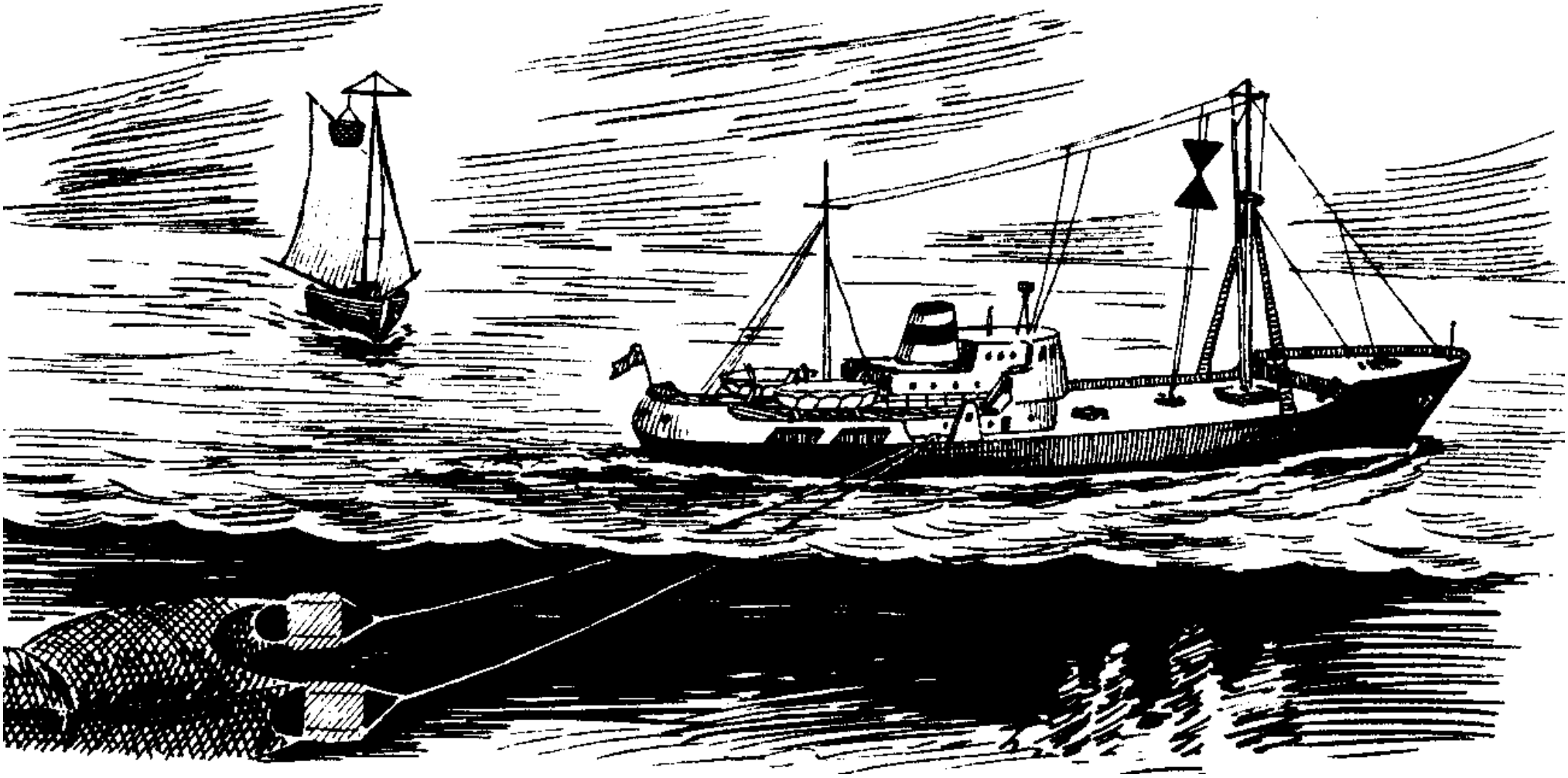




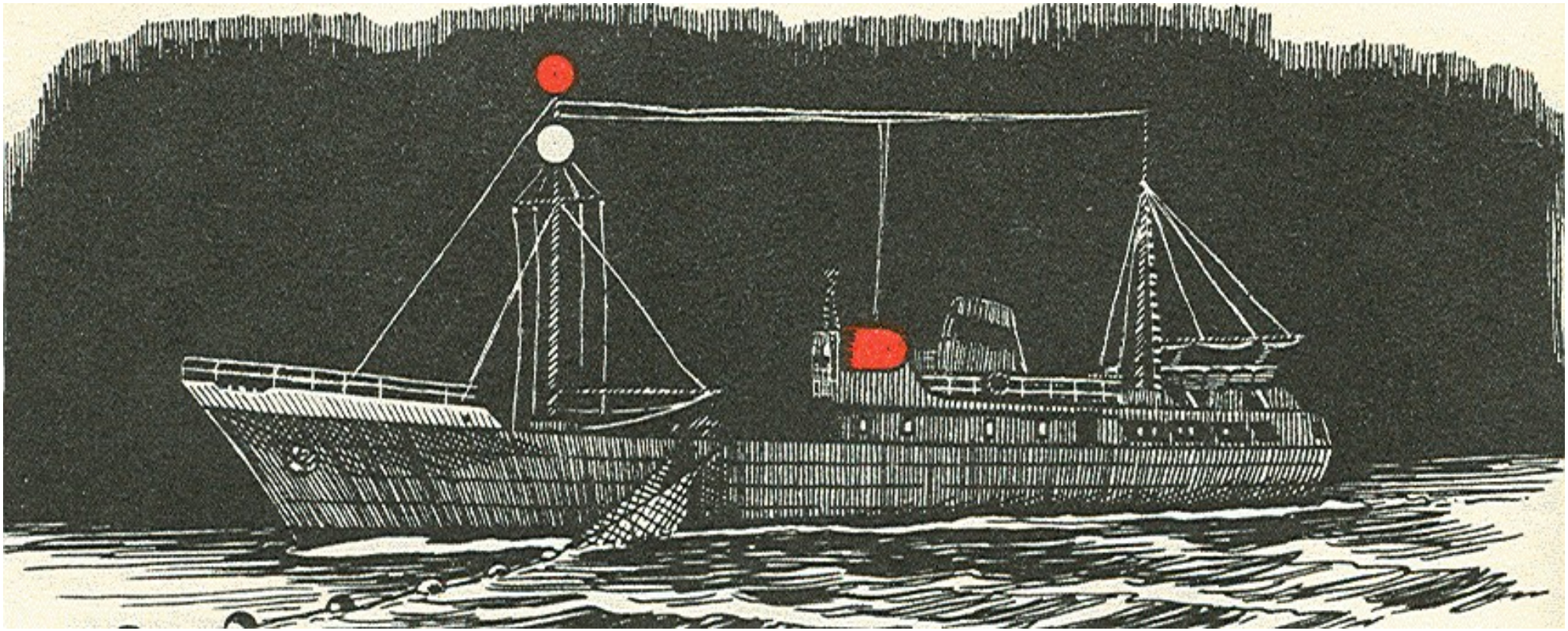
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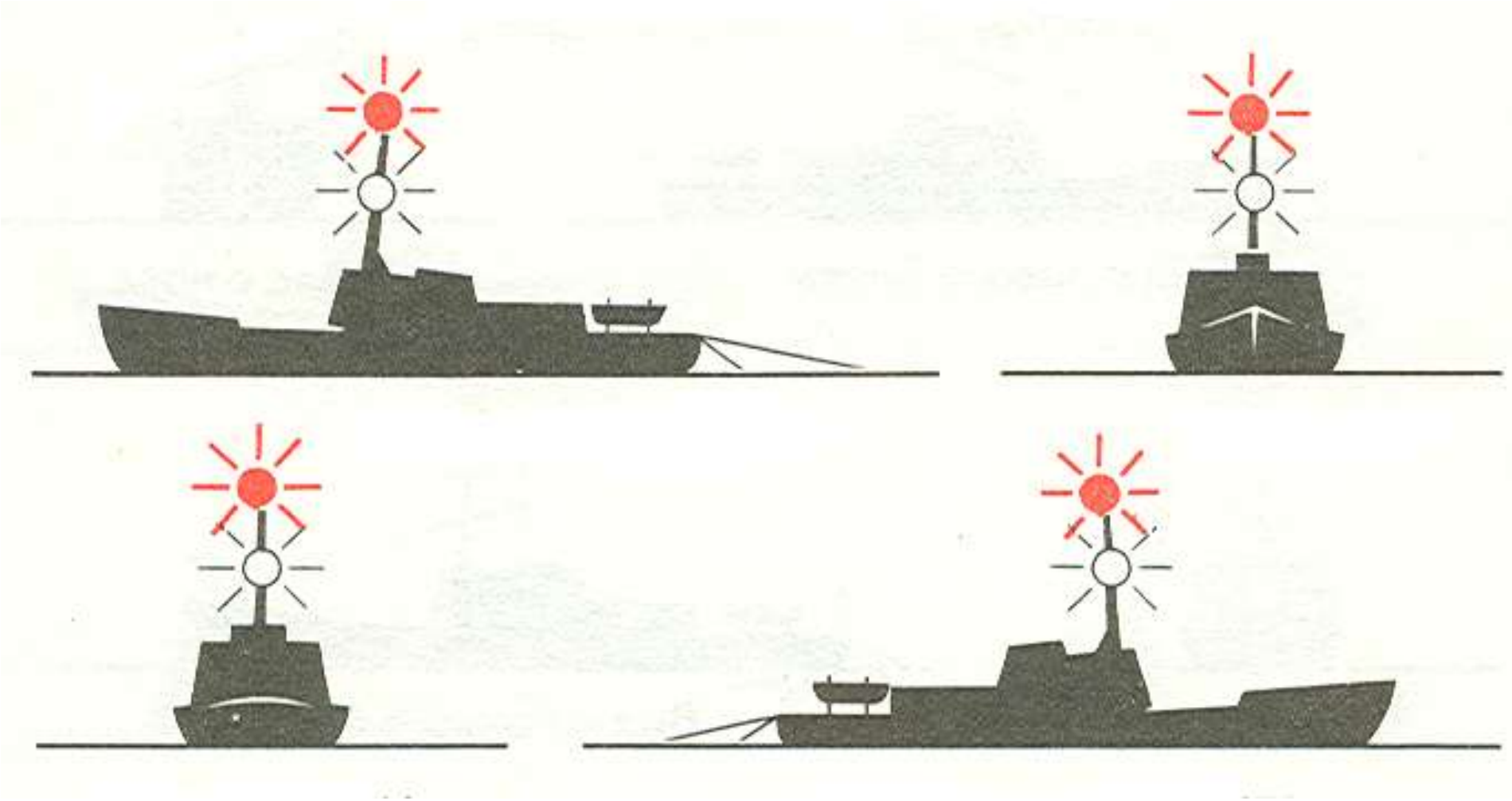
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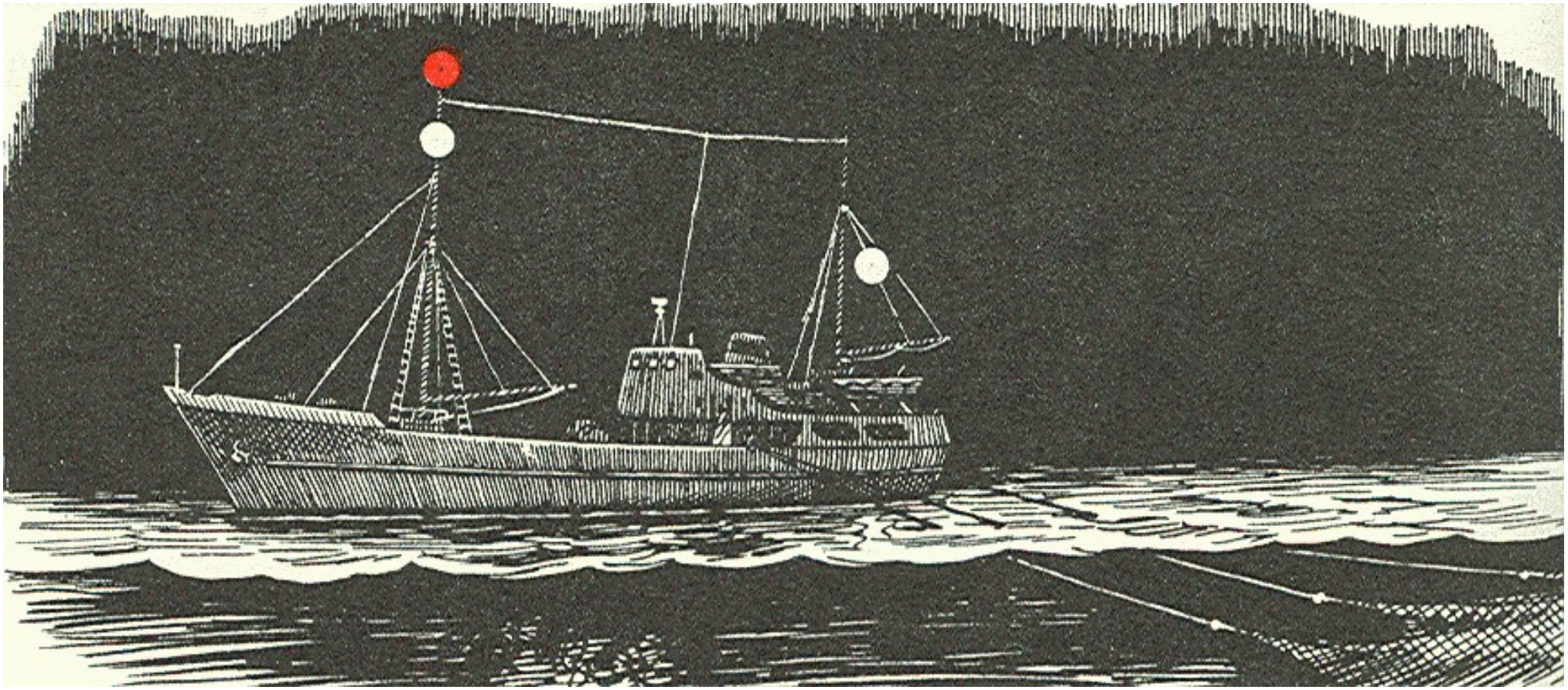
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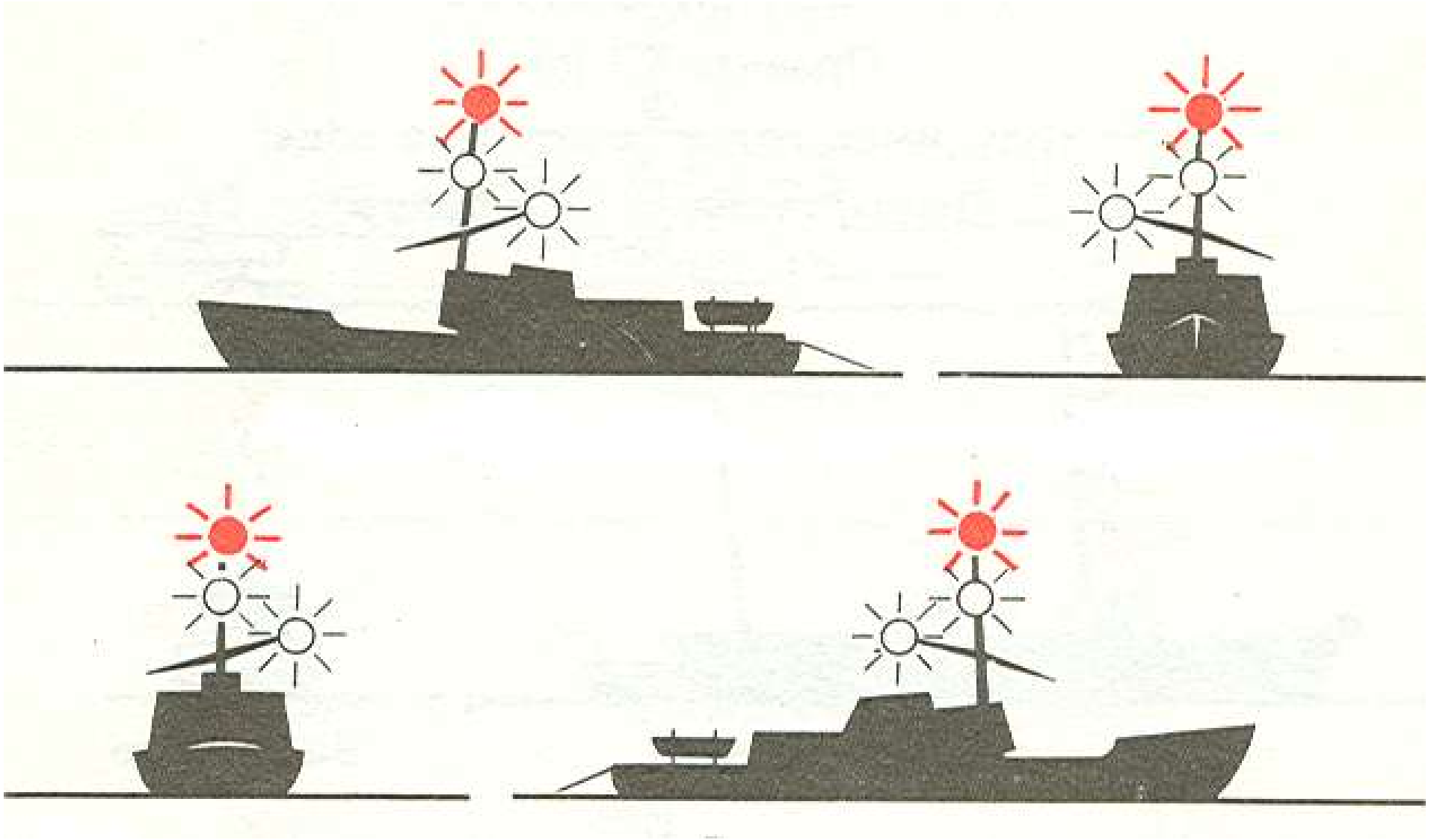
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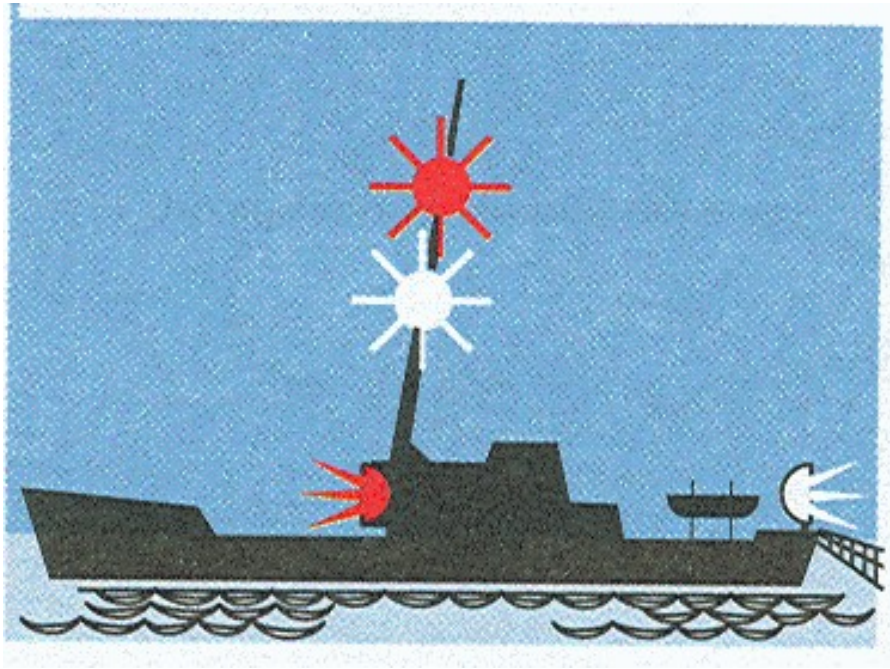
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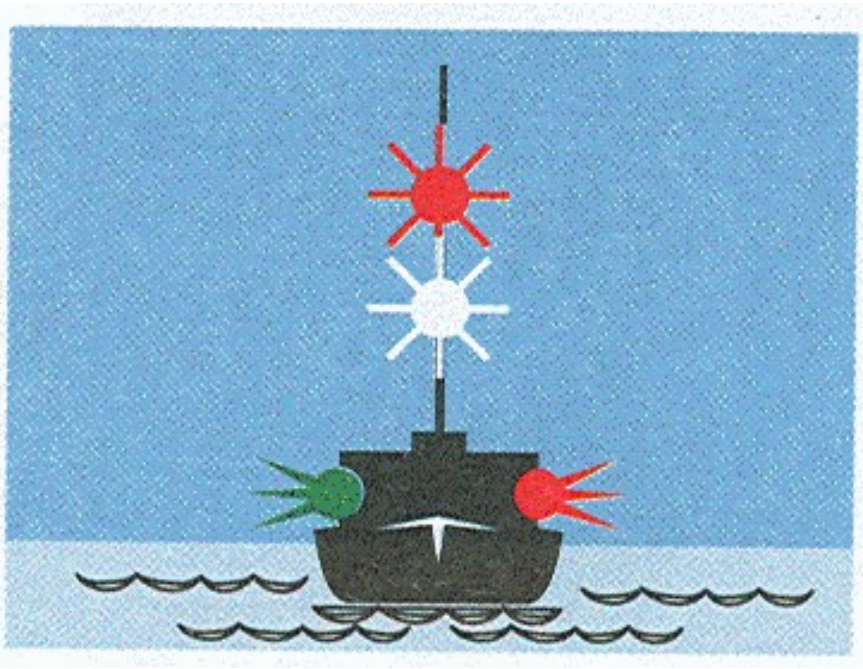


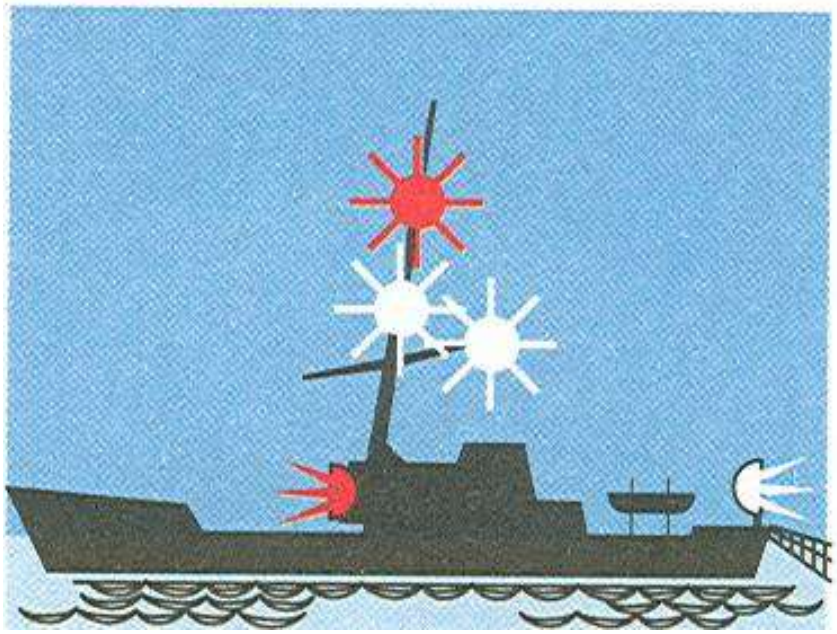
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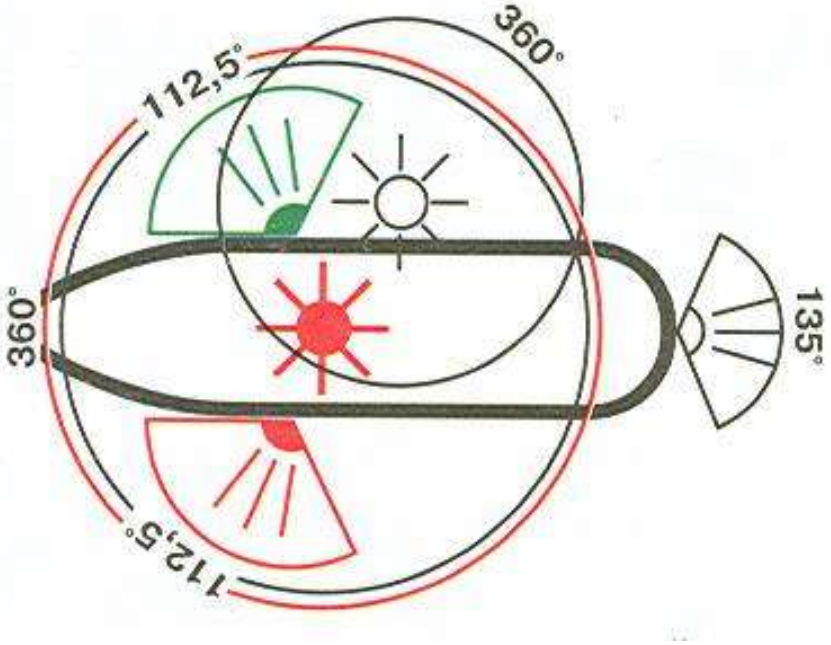


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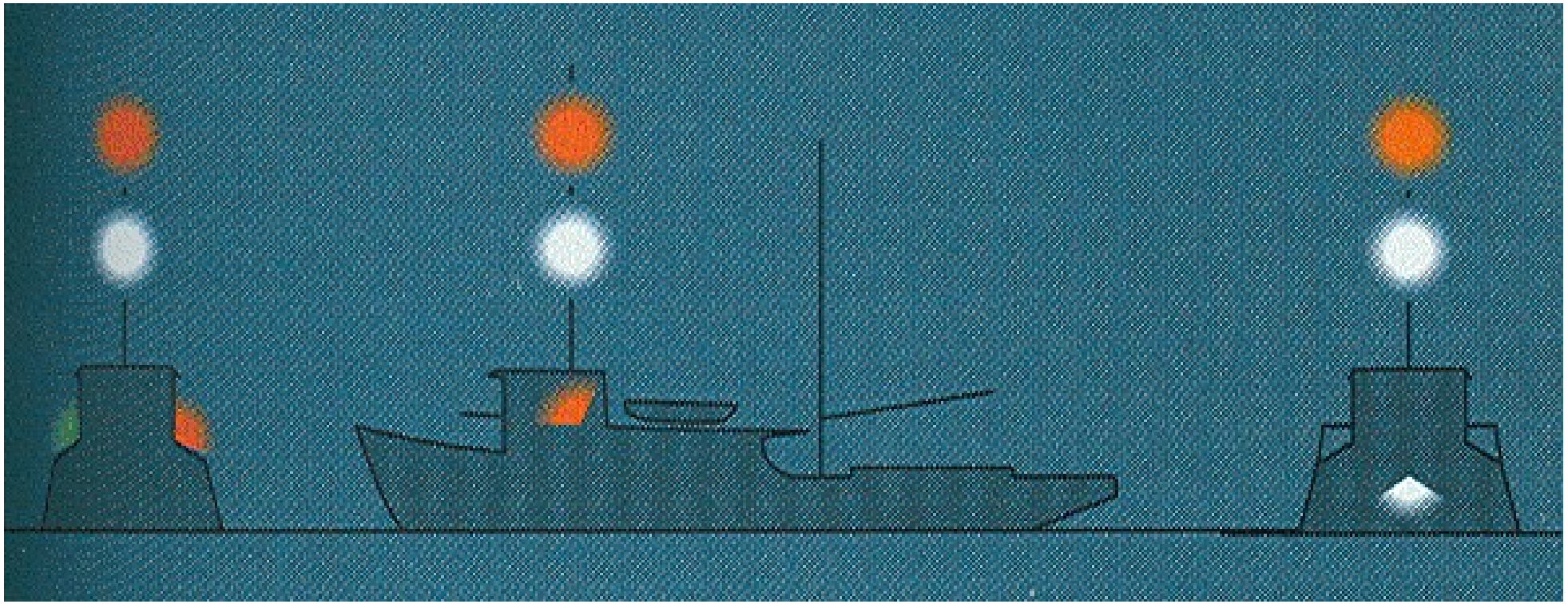




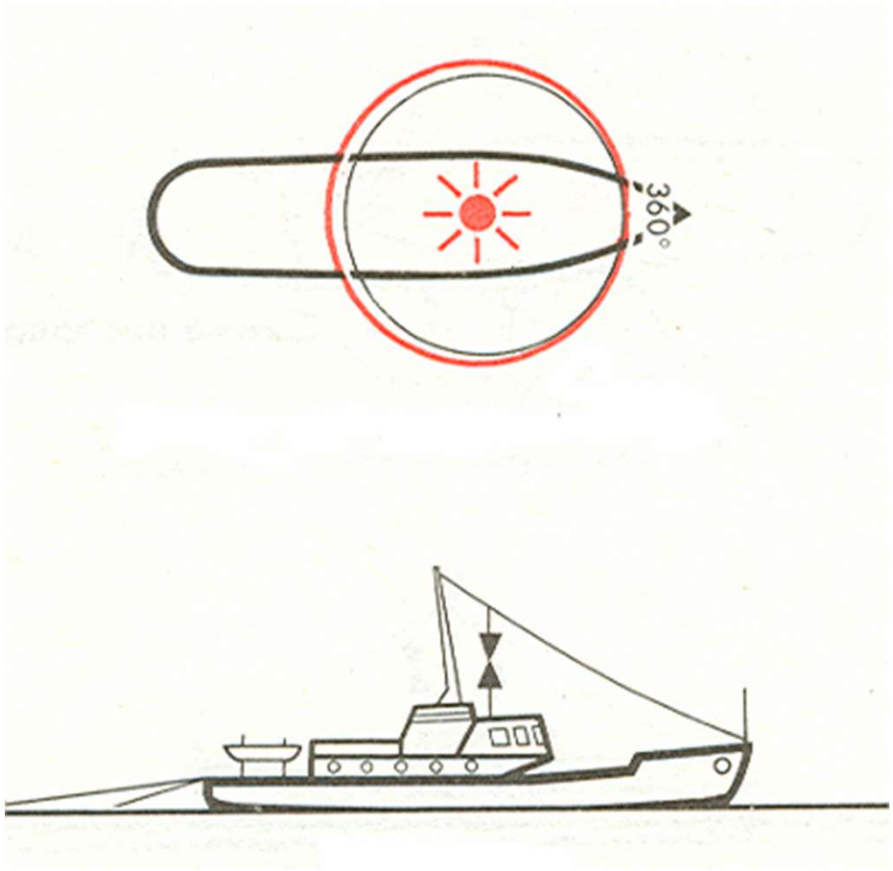


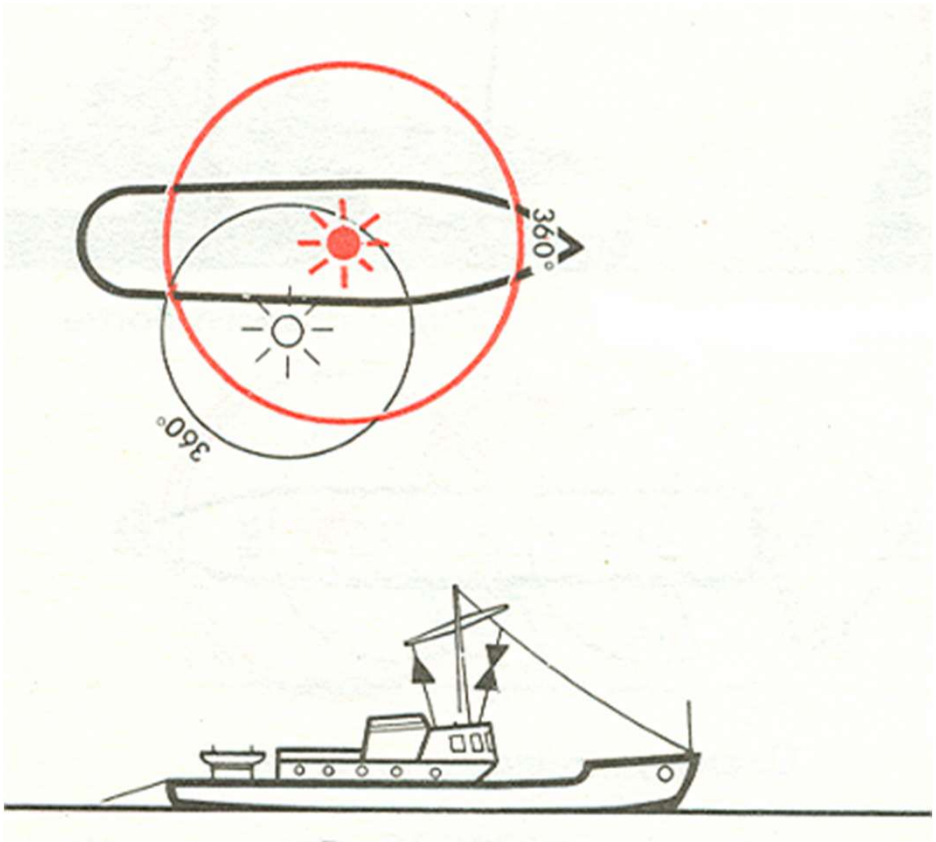


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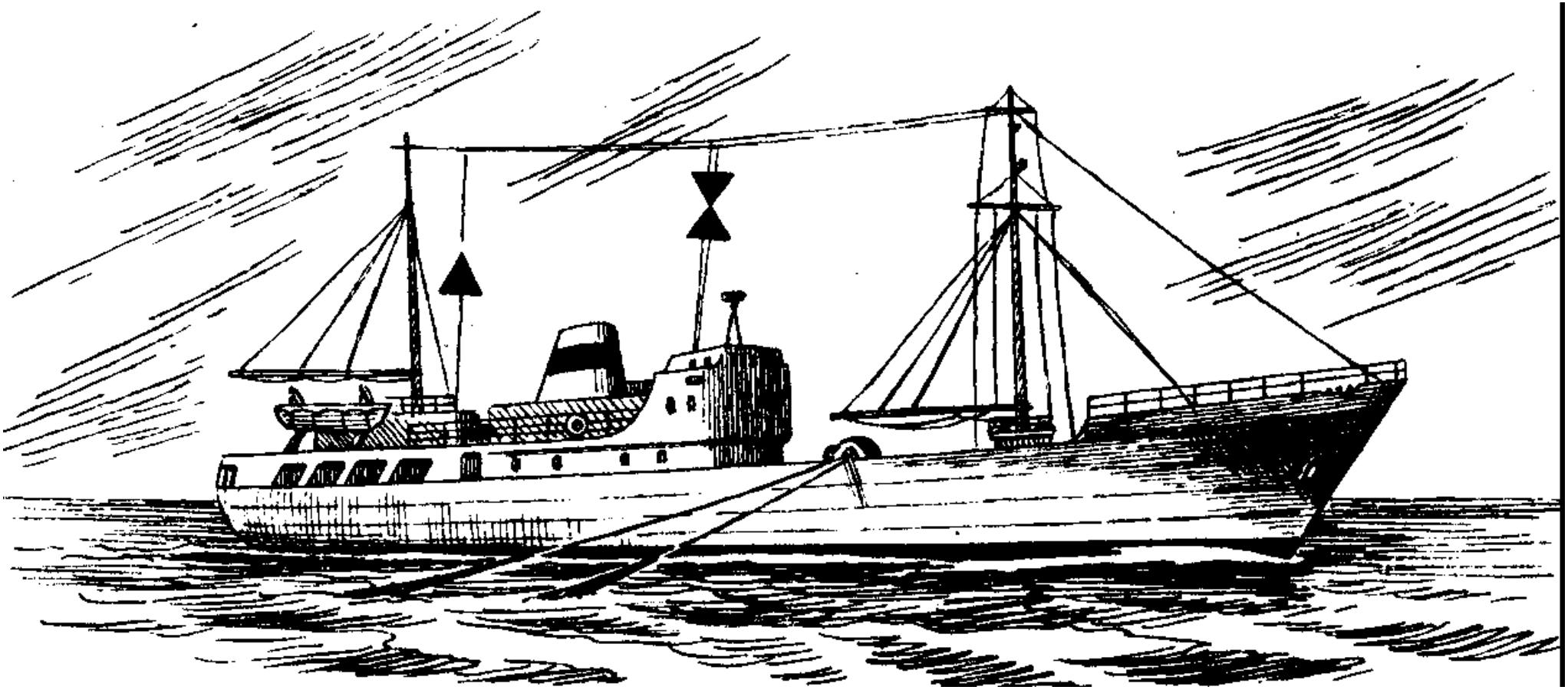


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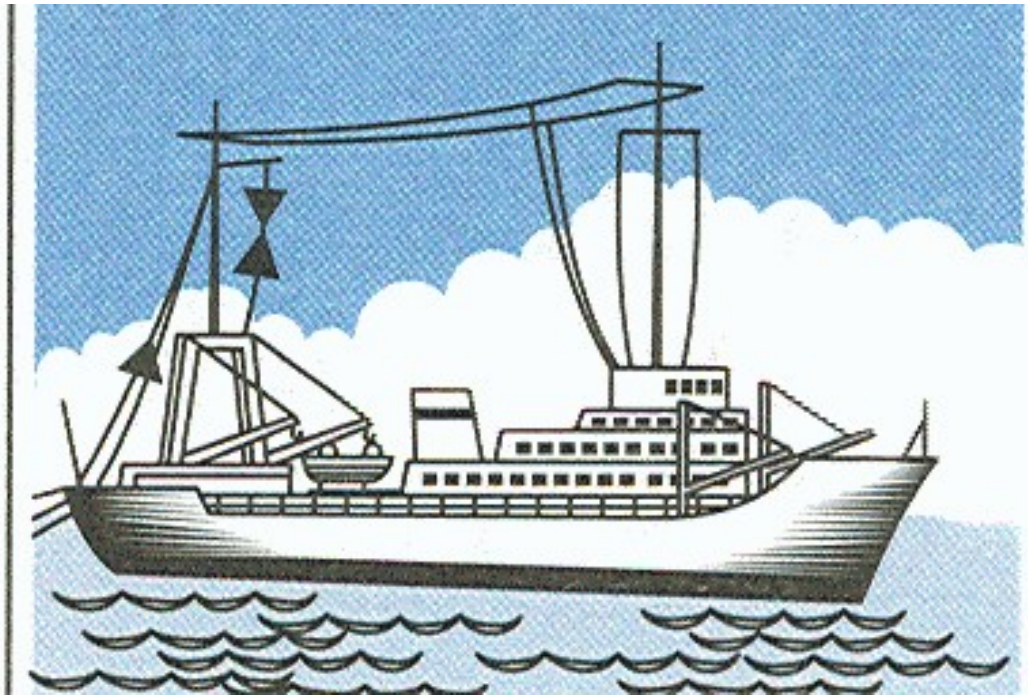


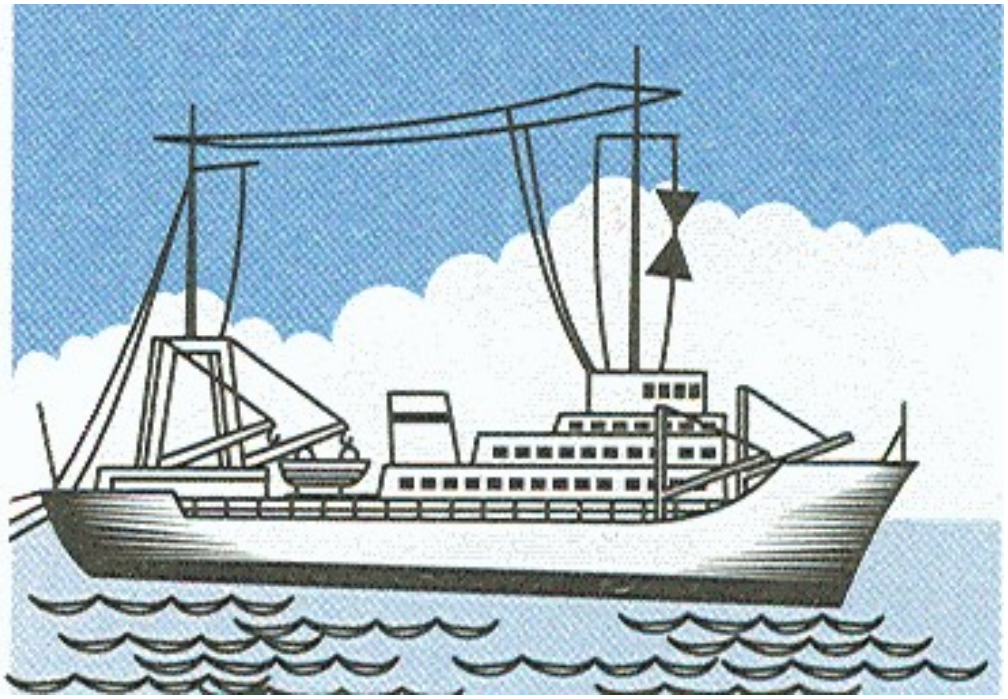



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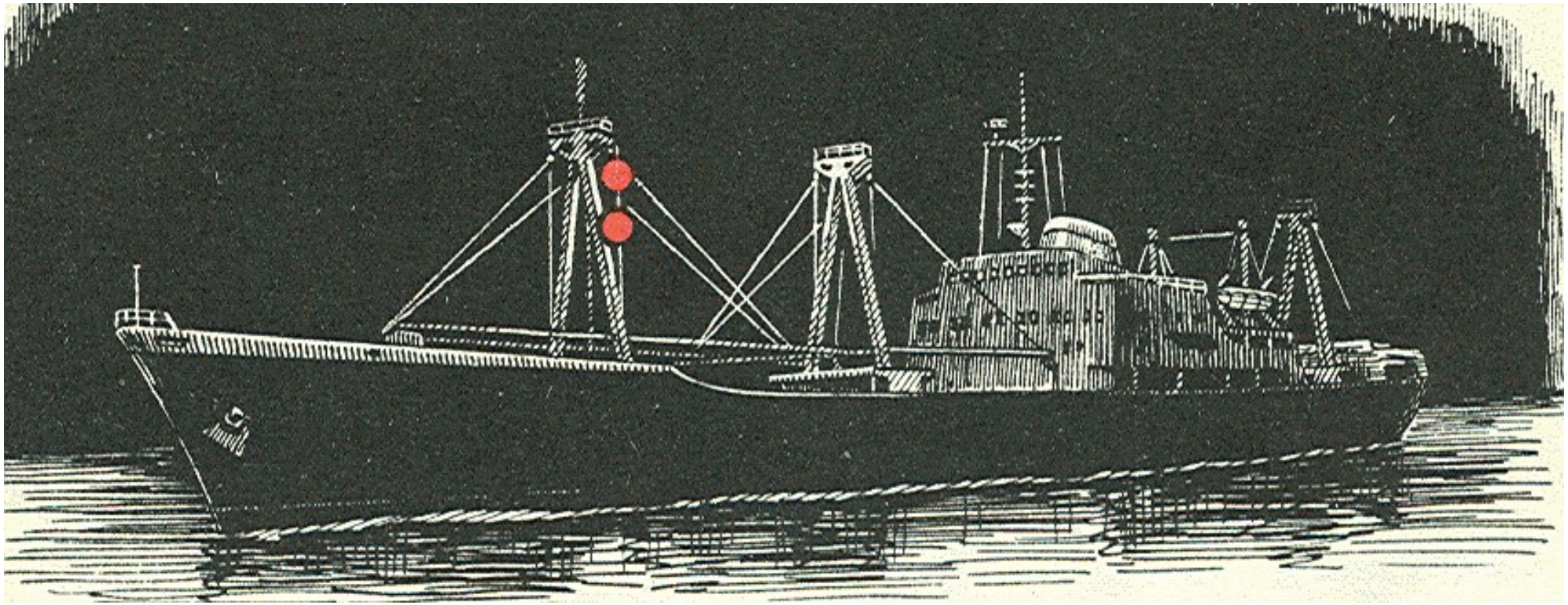


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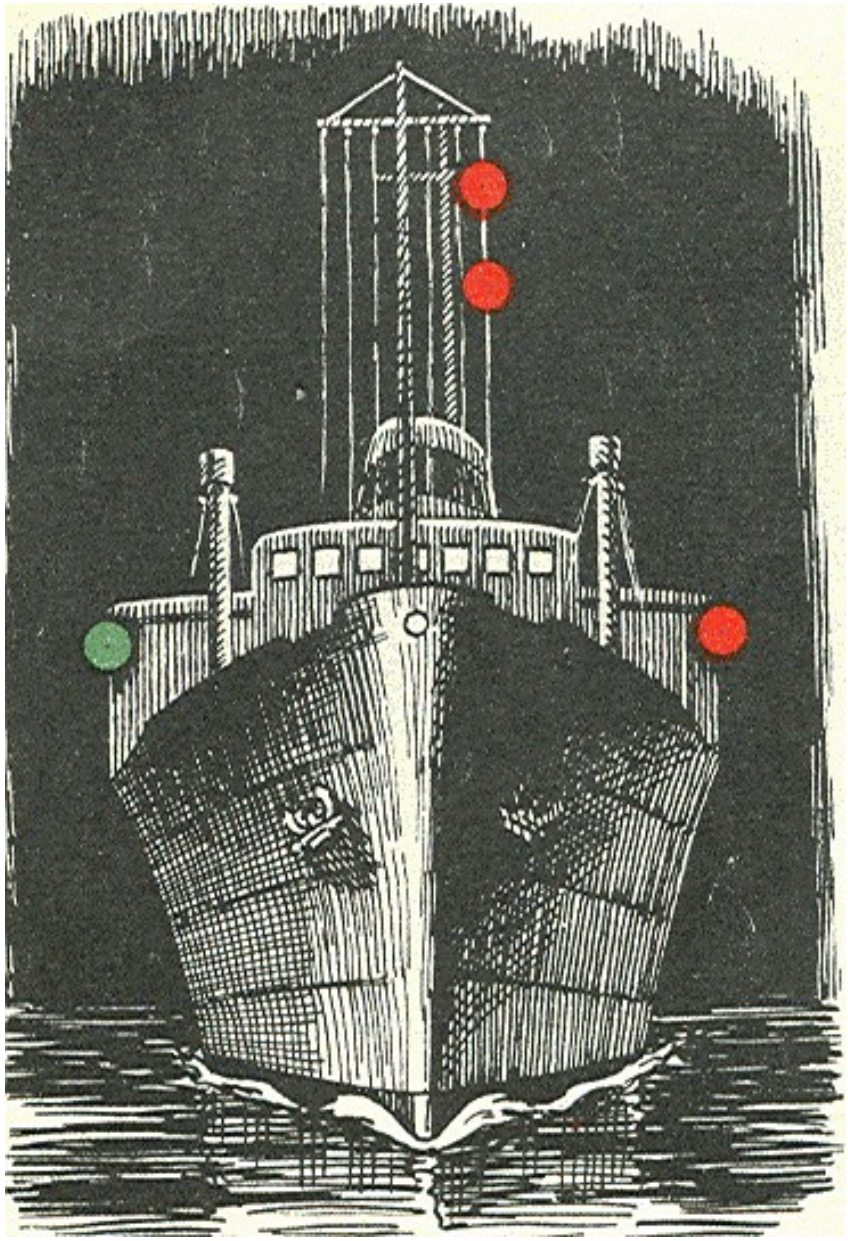




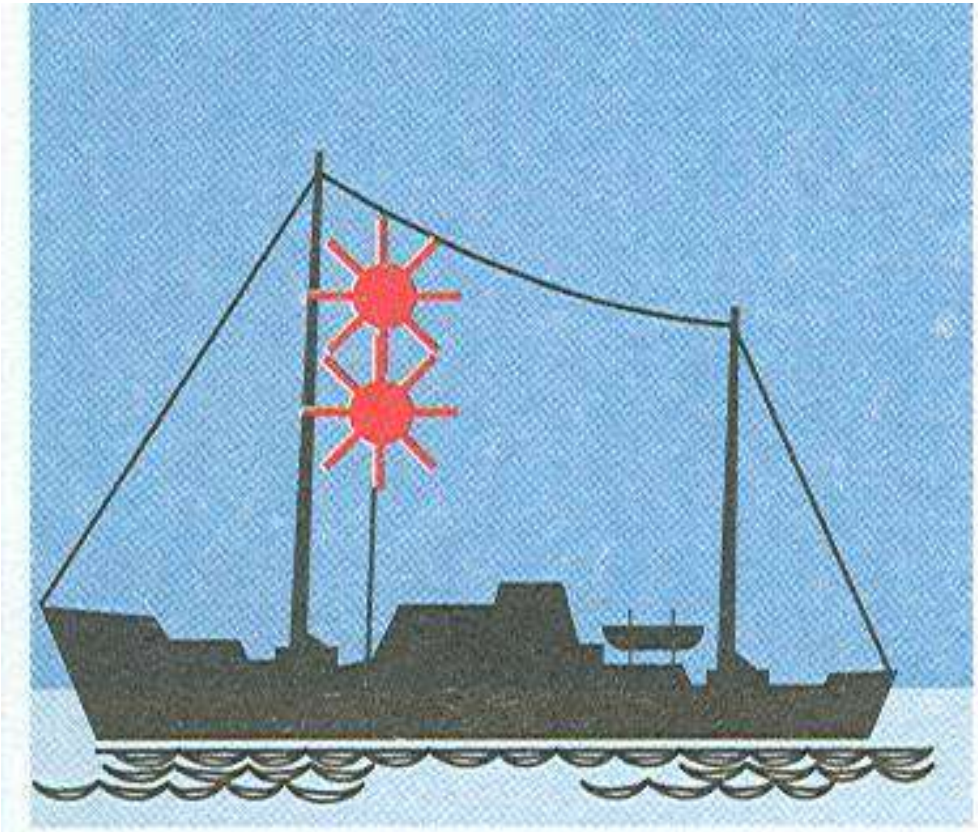
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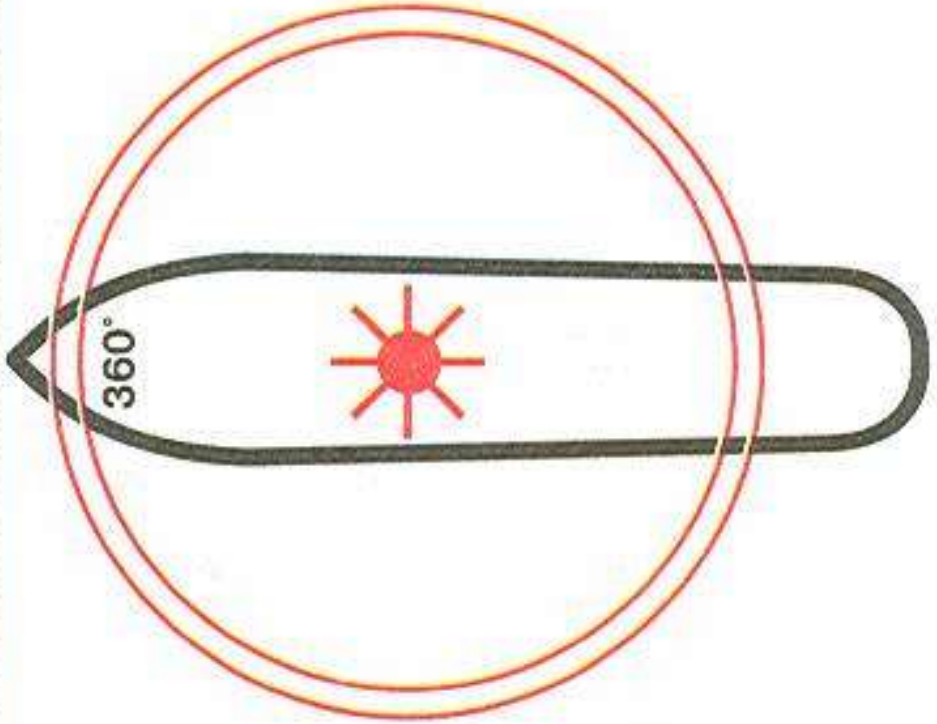


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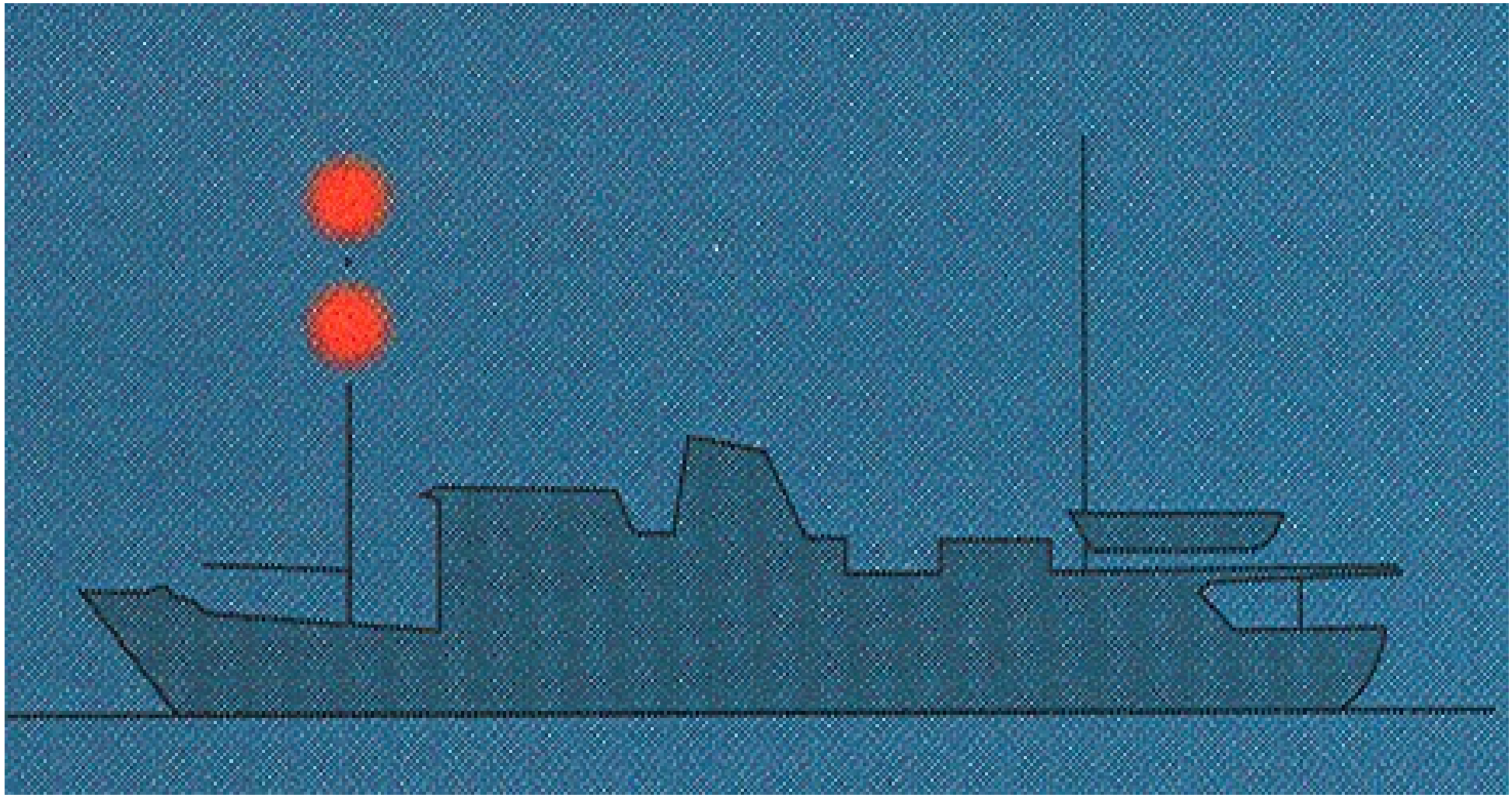


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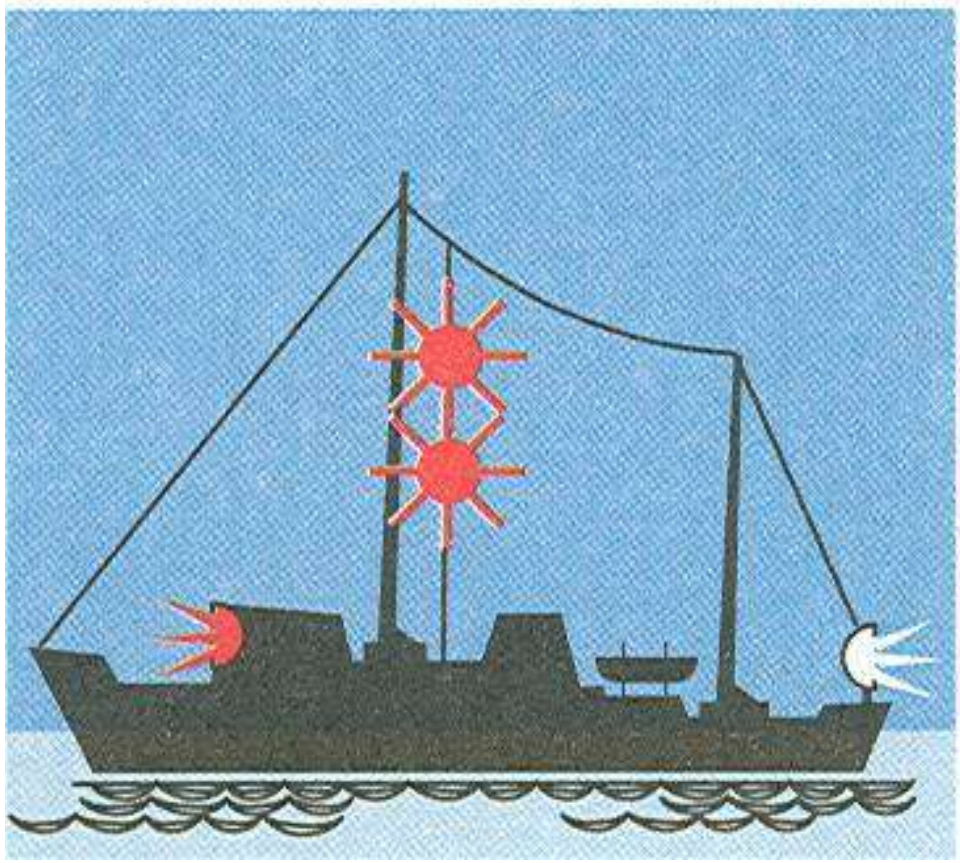


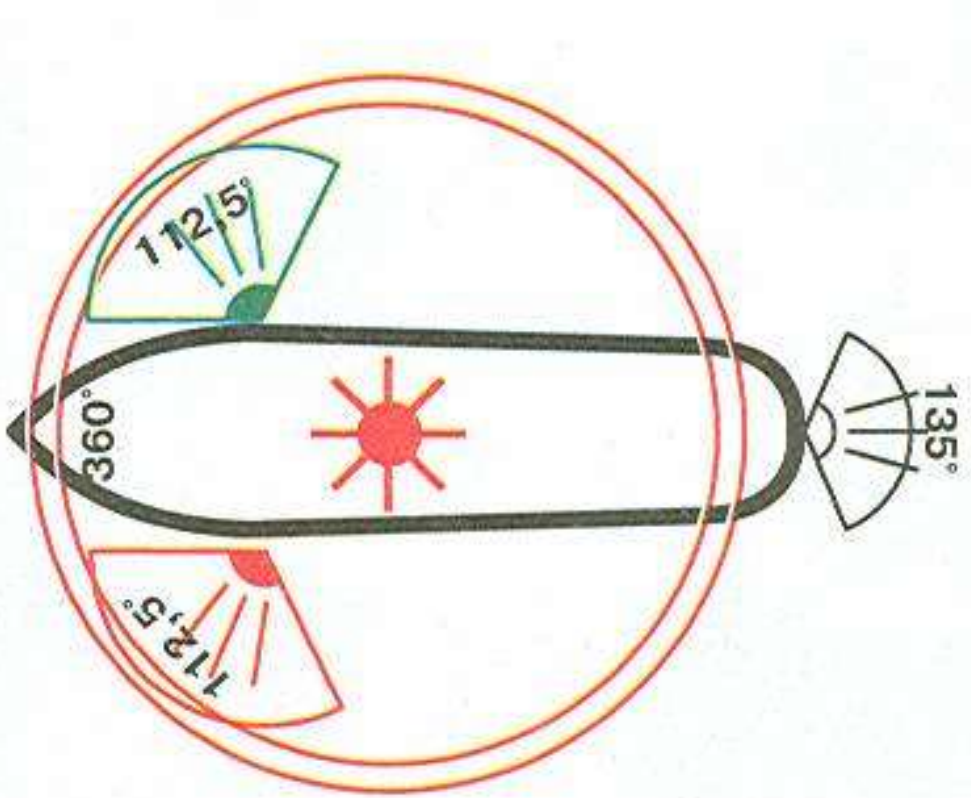


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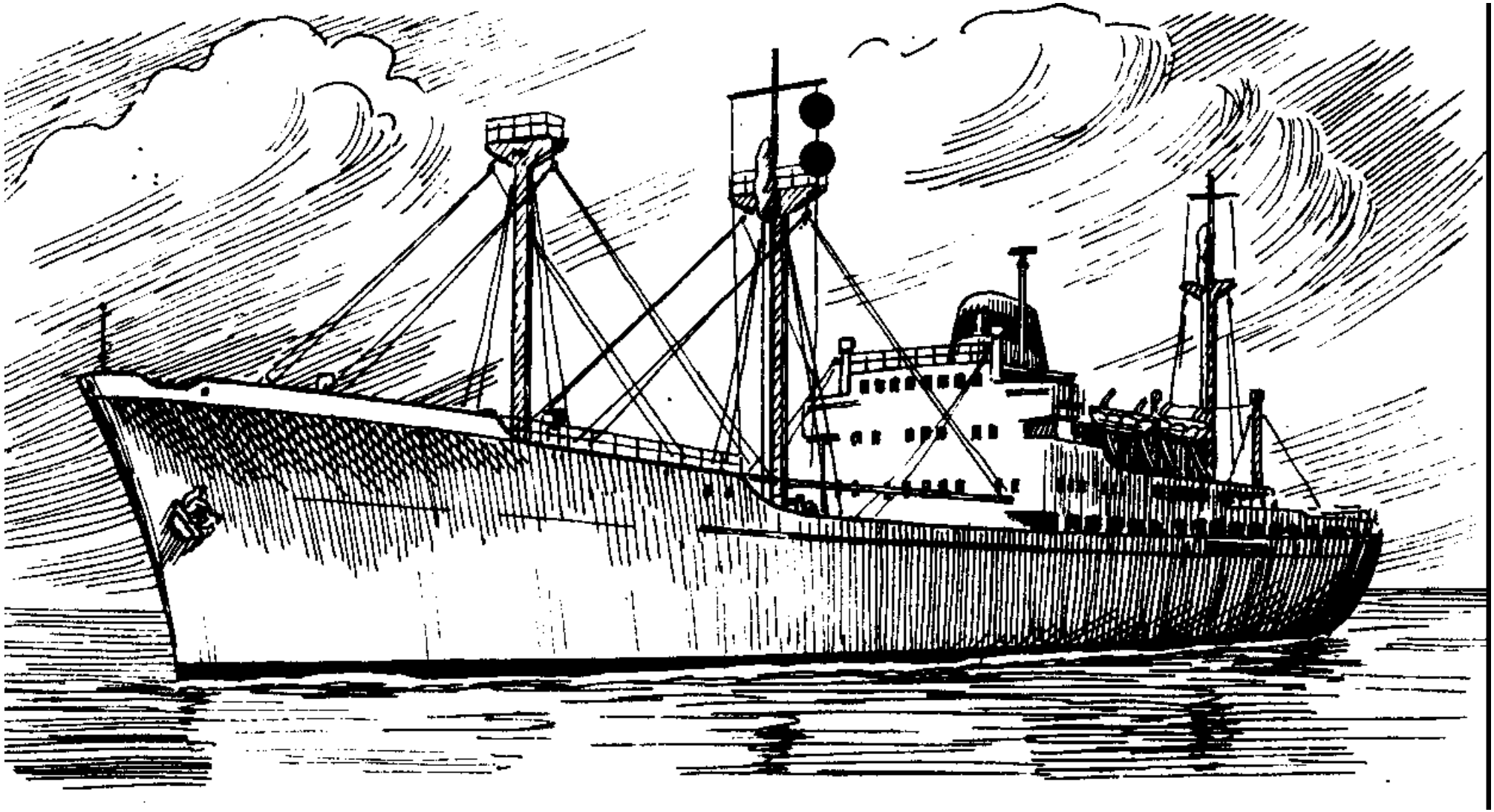


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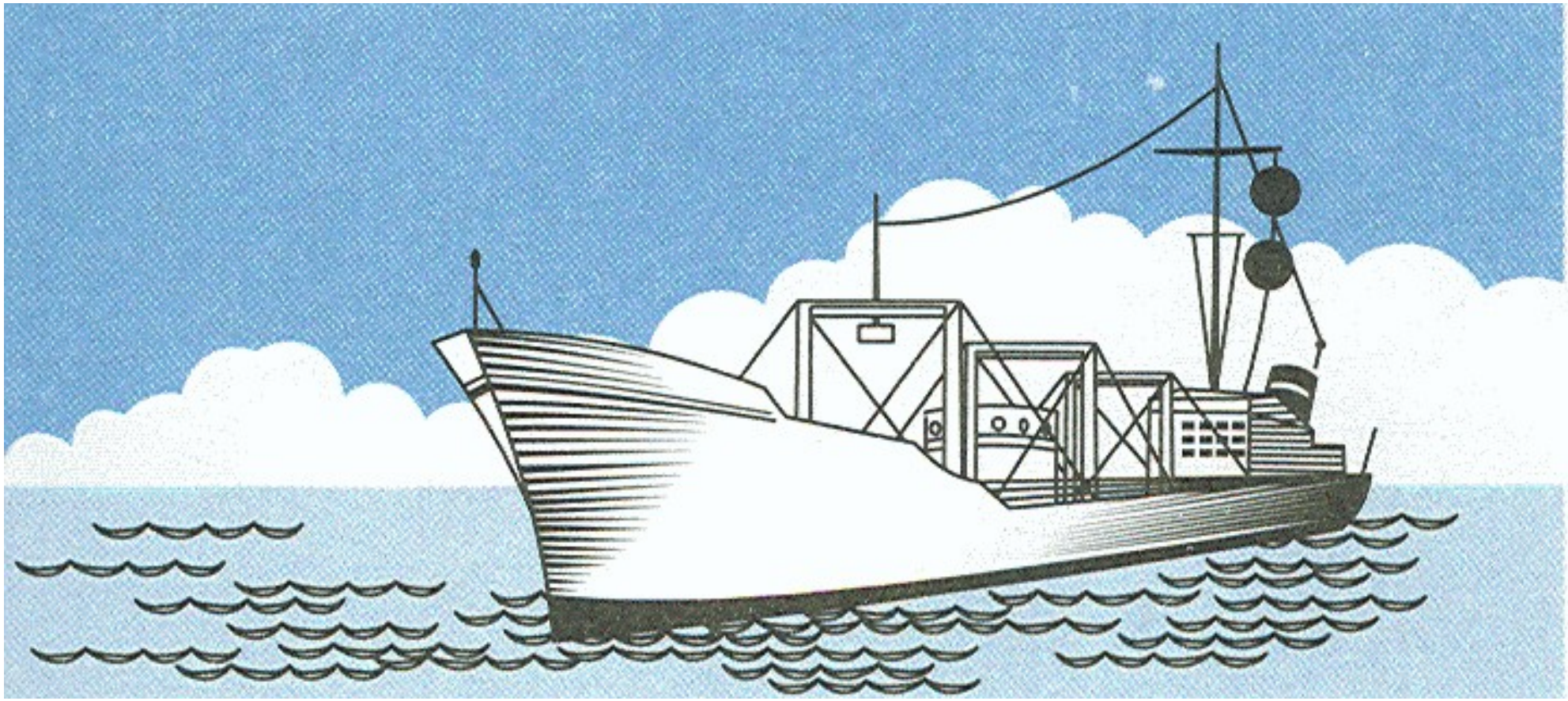




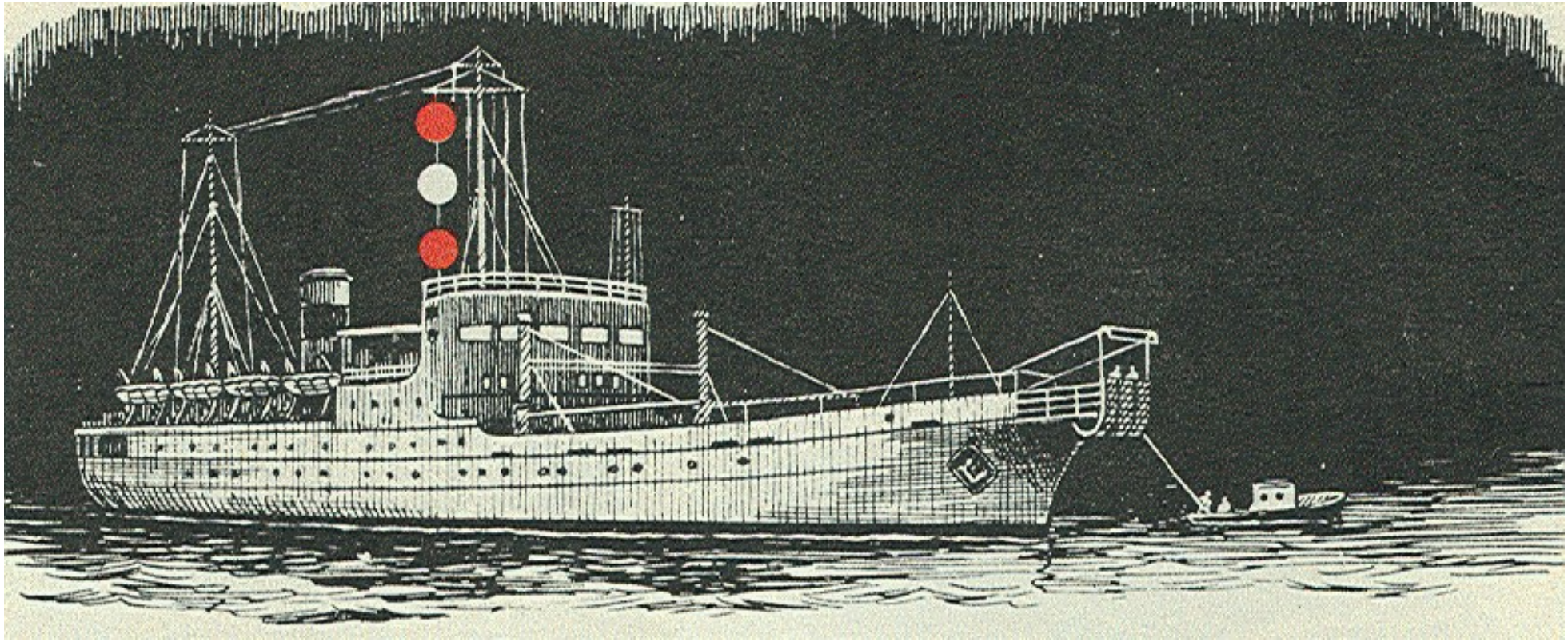
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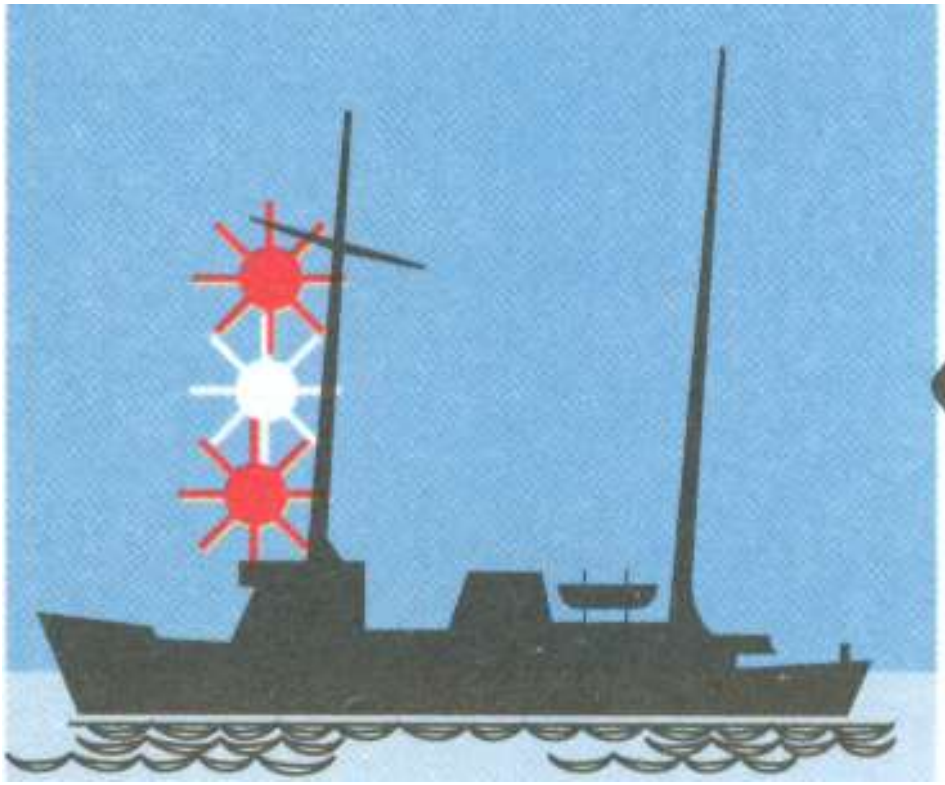
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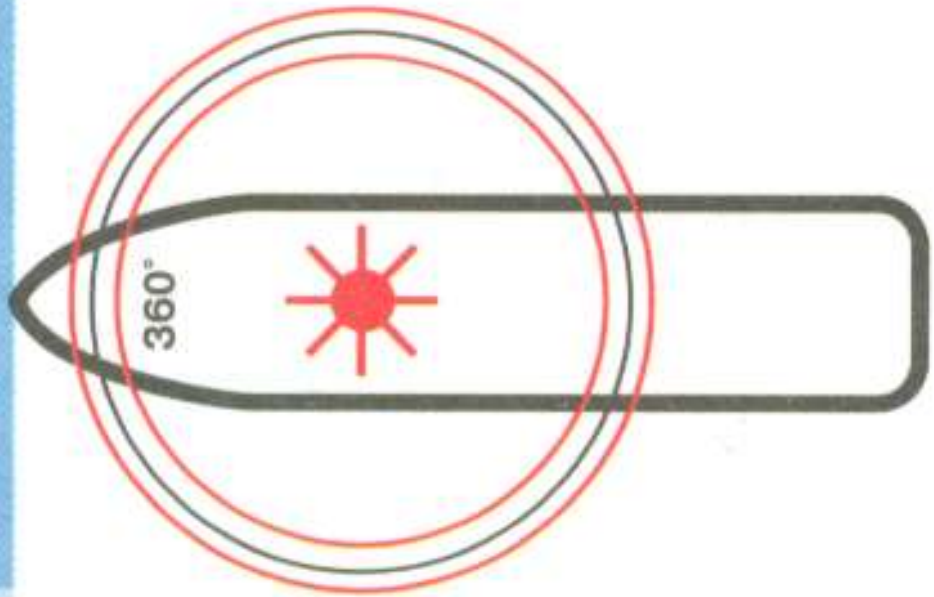


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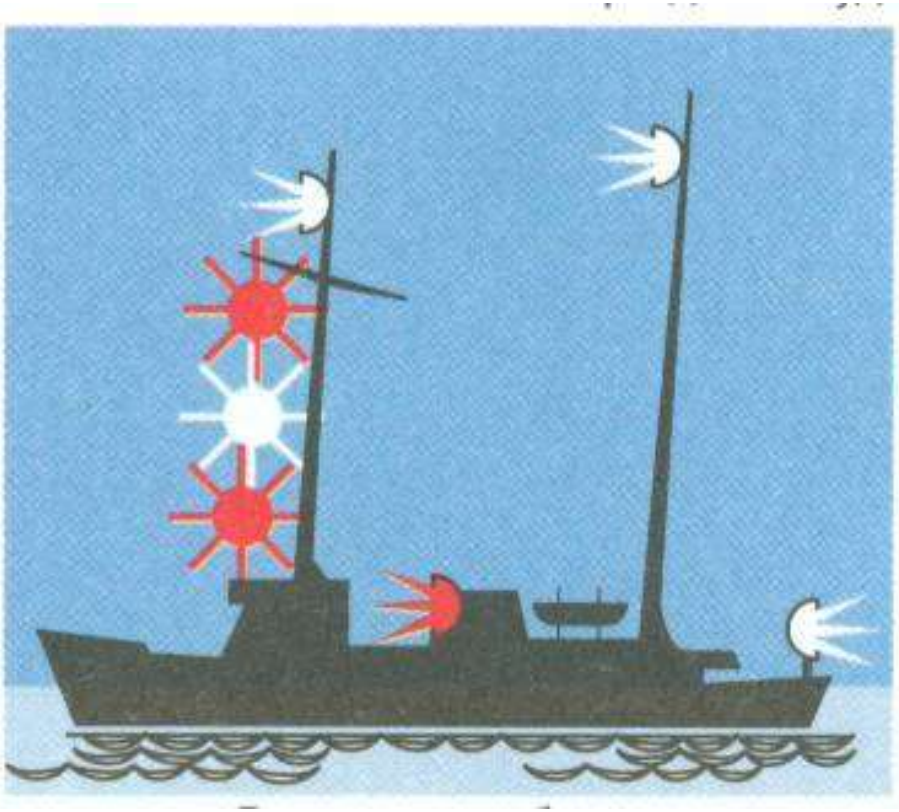


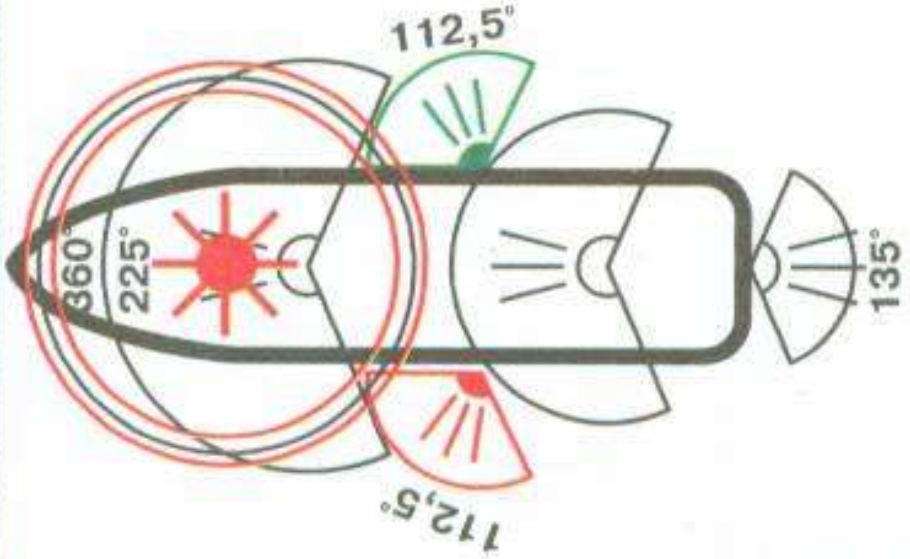
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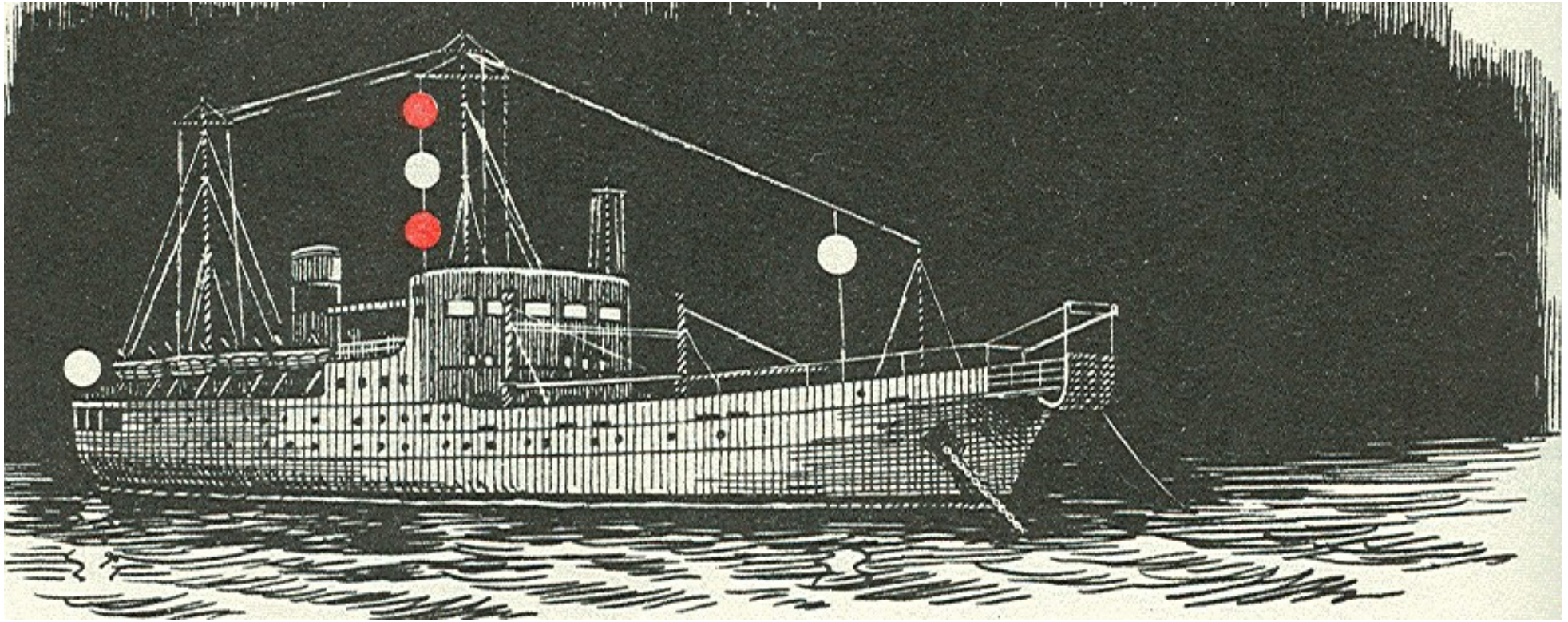


# Reegel 27





# Reegel 27

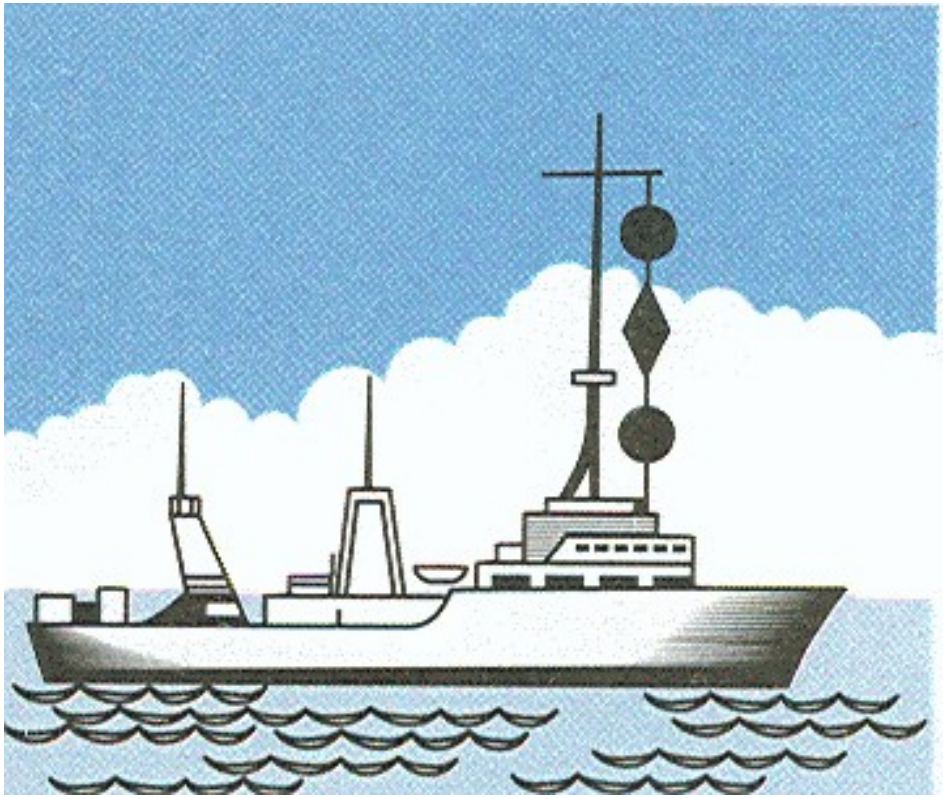


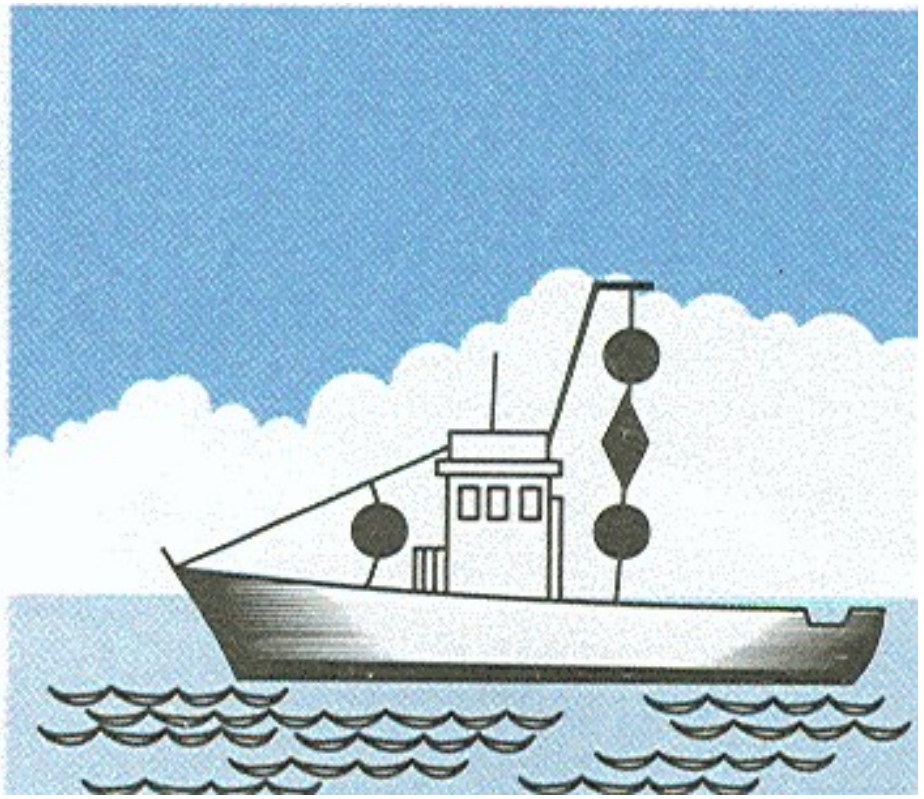
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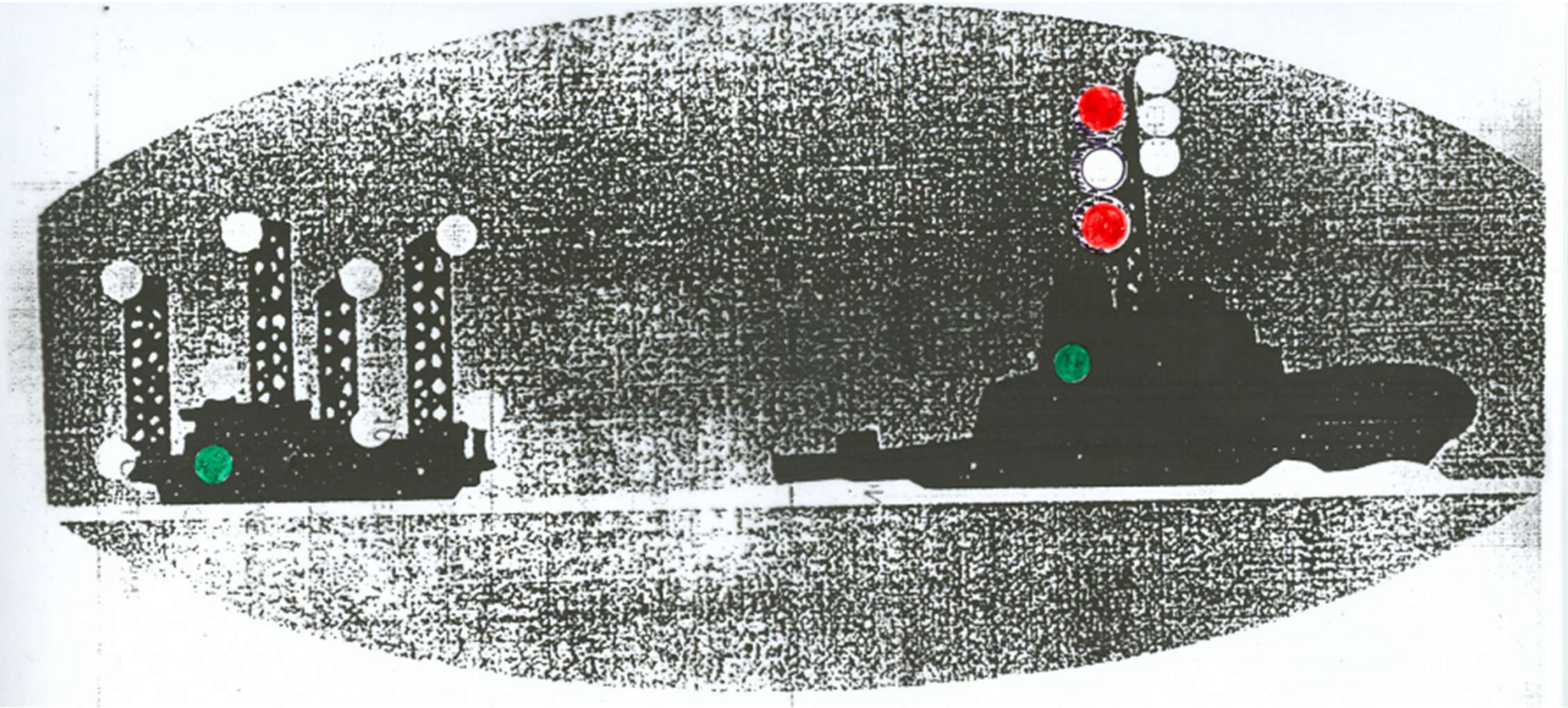

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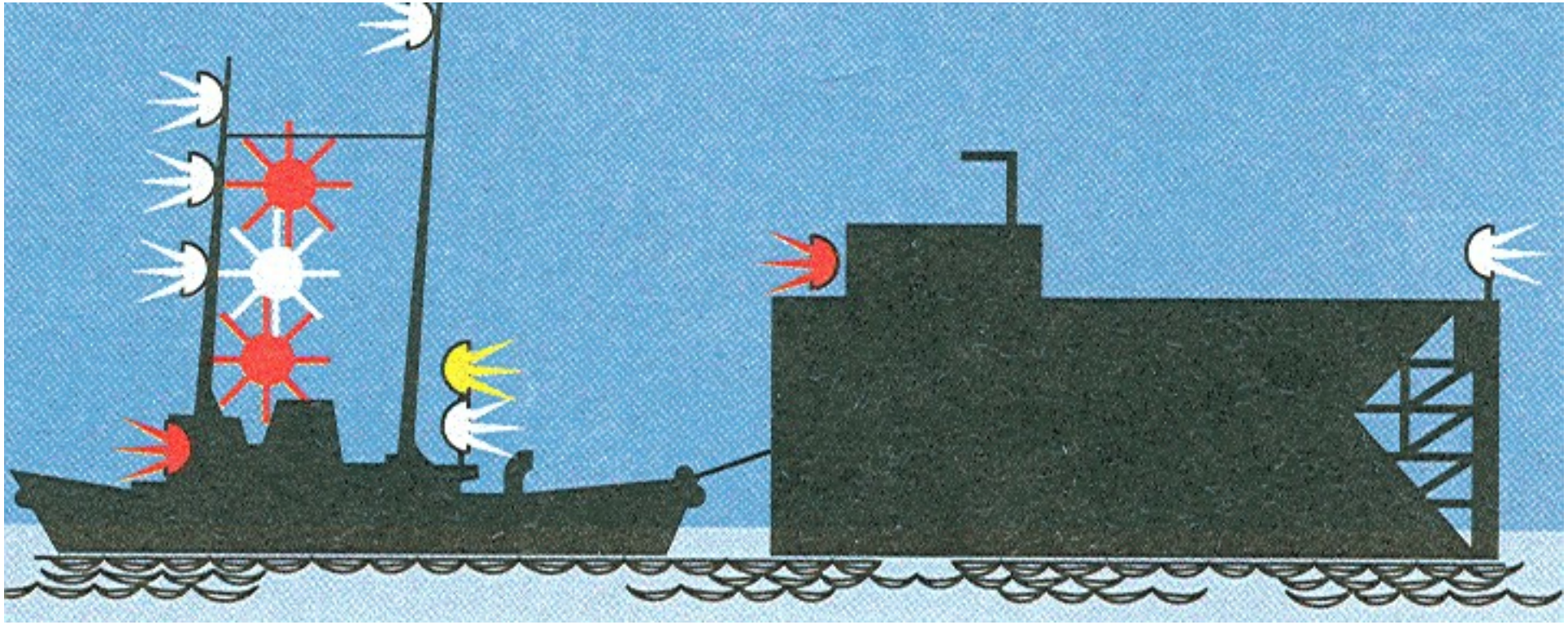




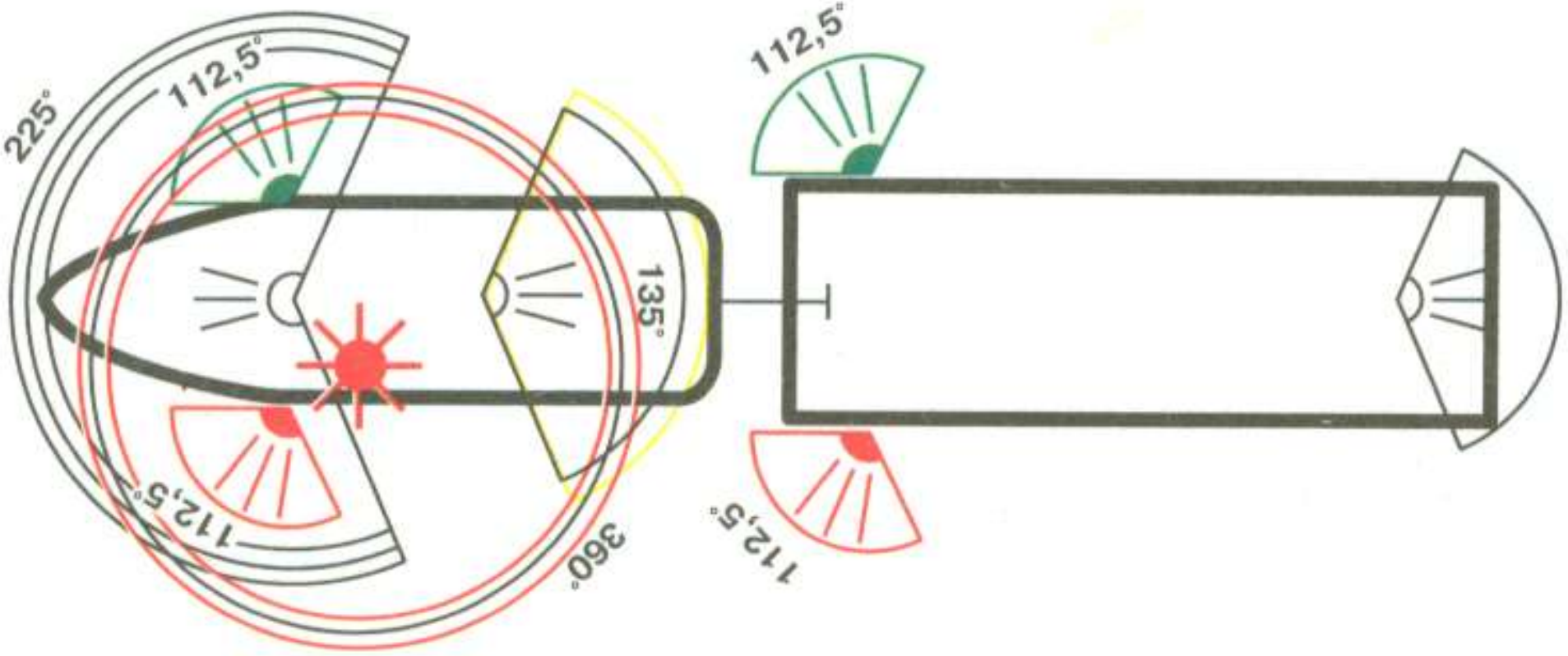
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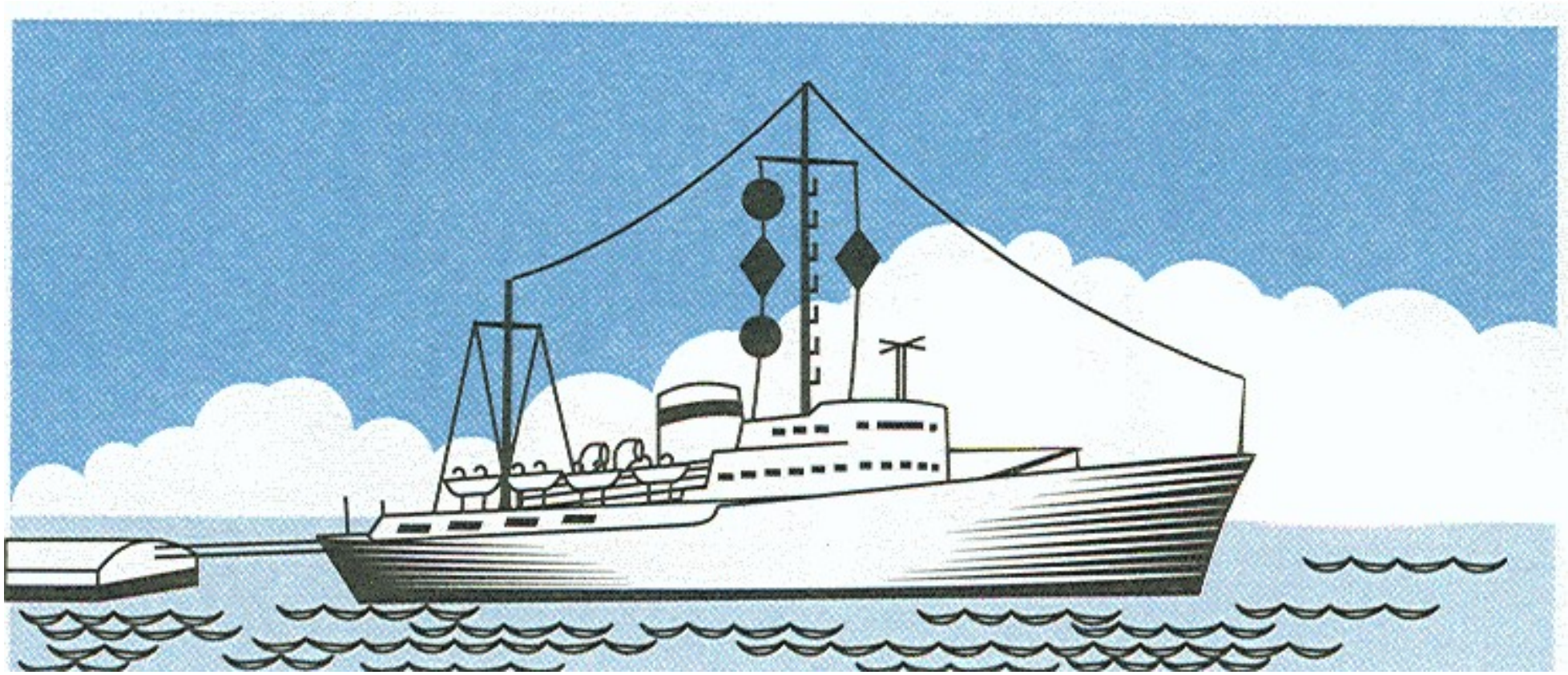
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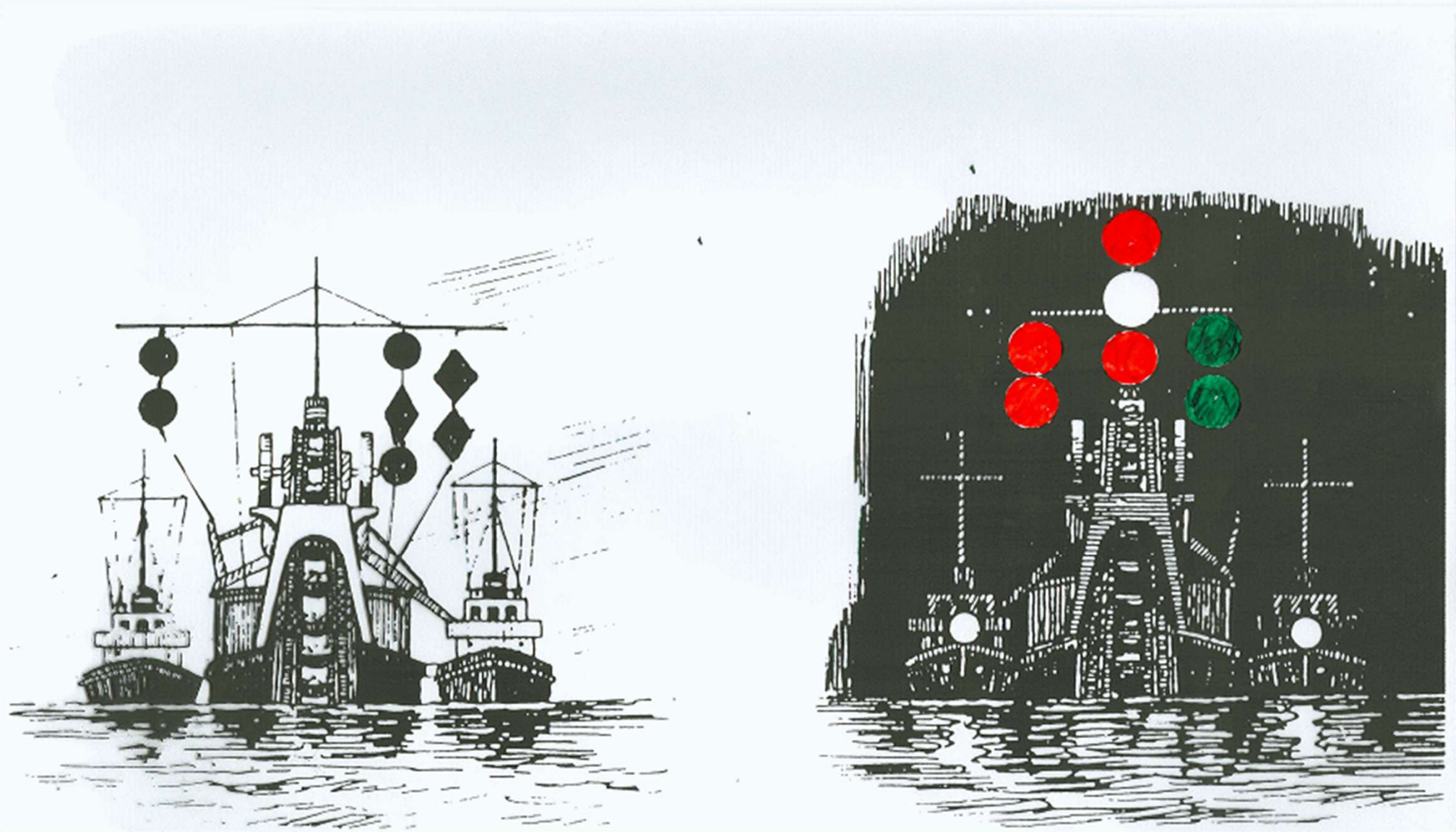
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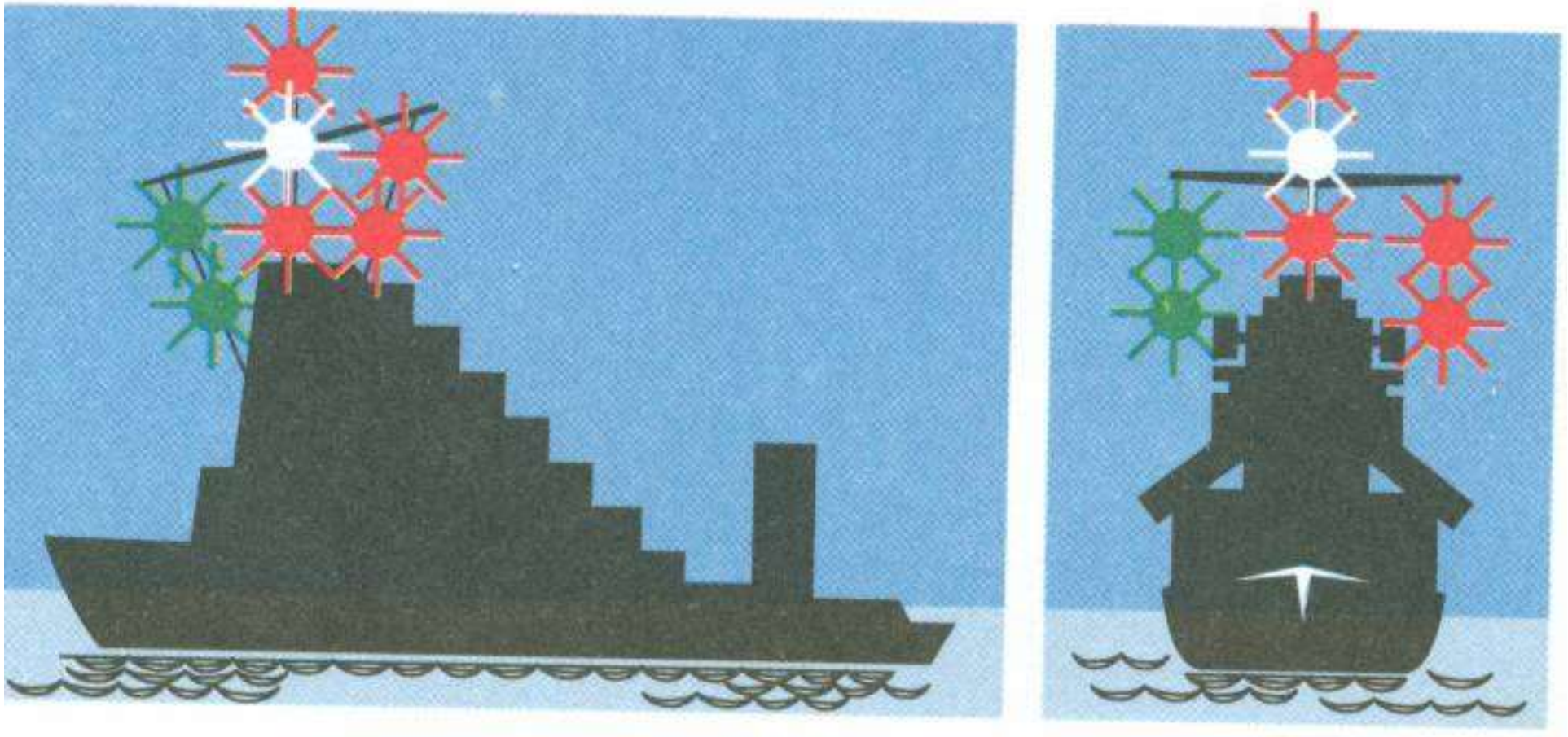
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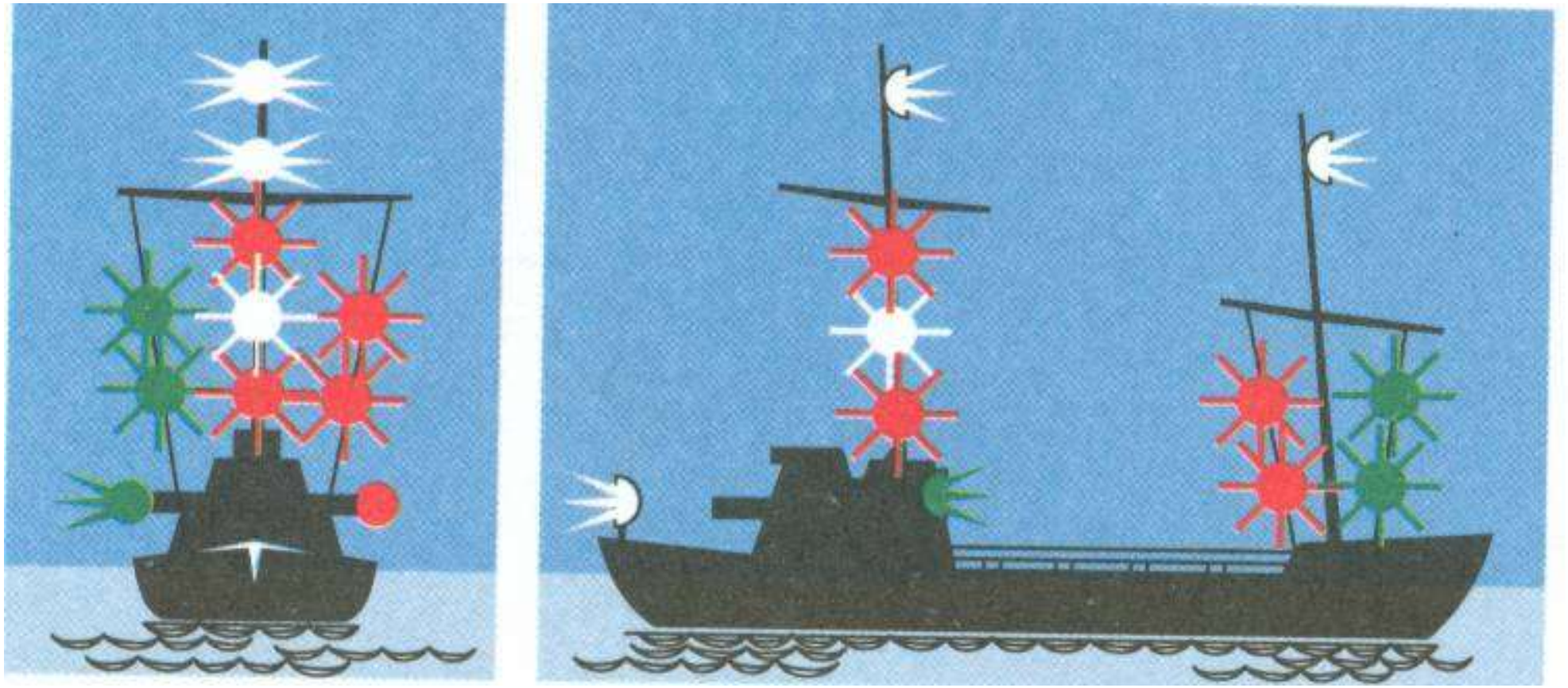
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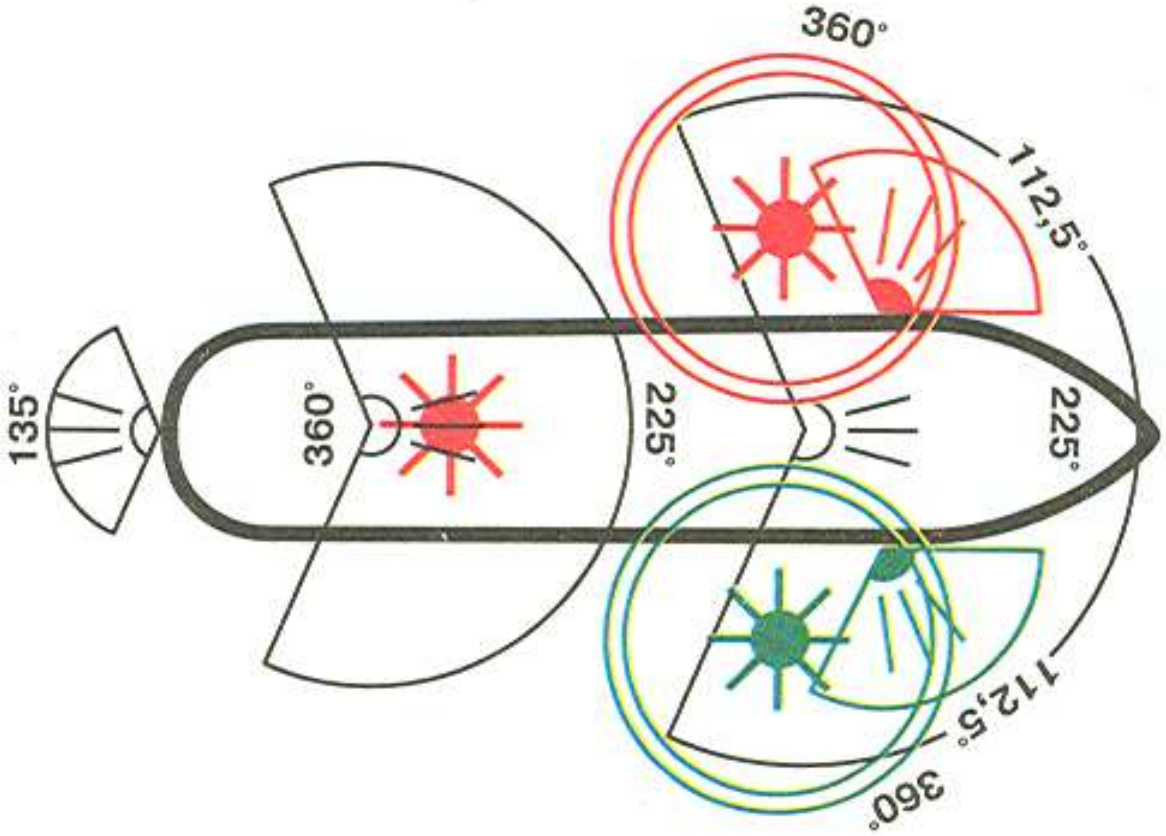
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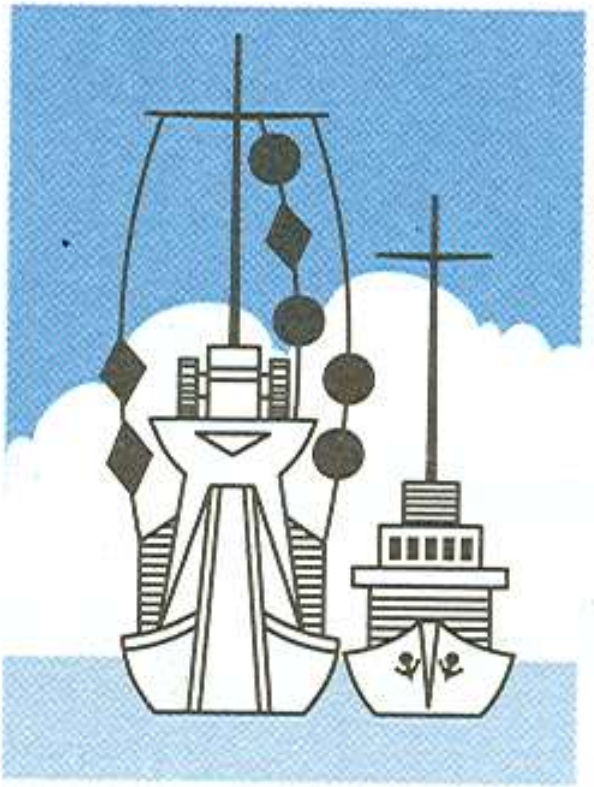


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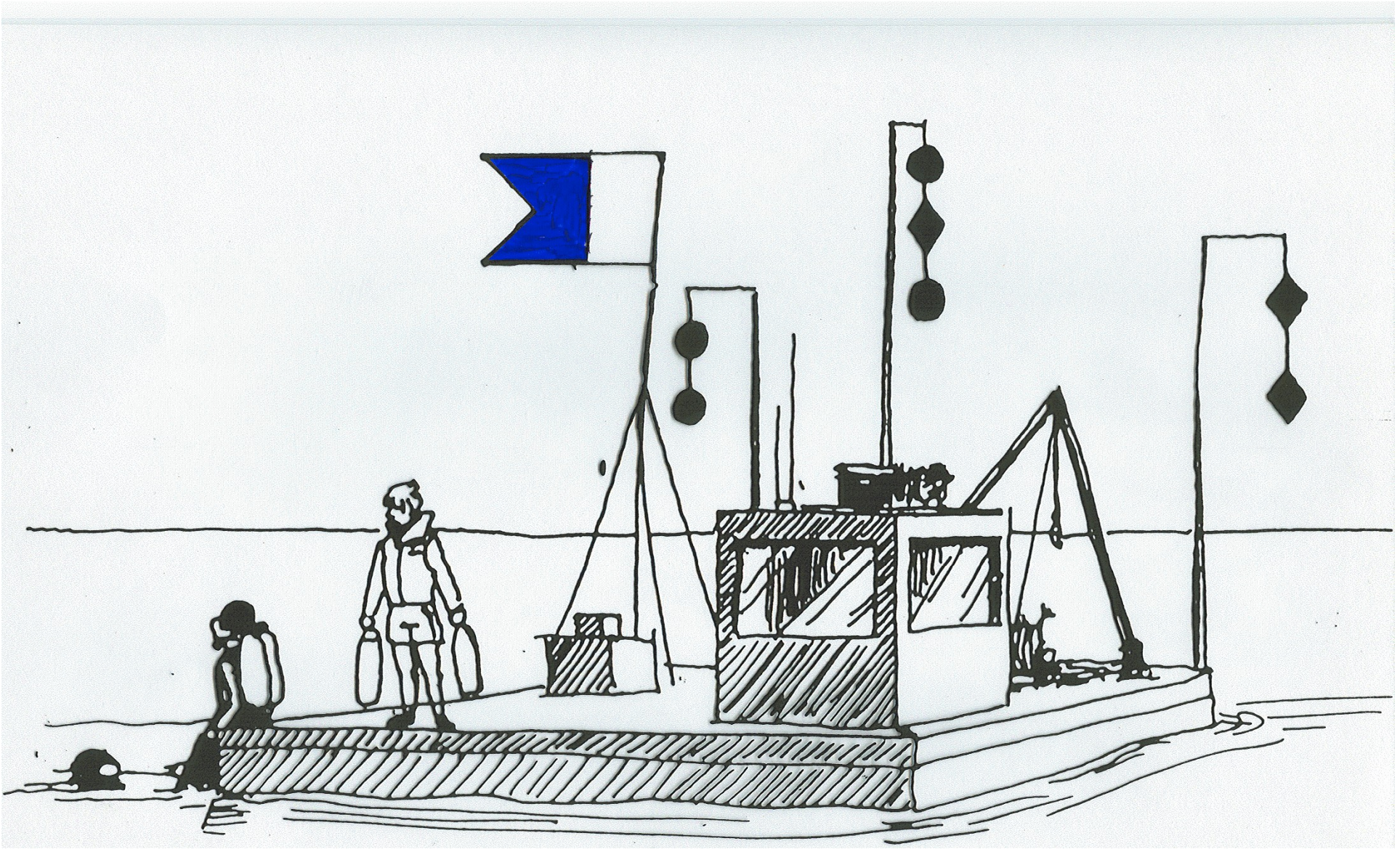


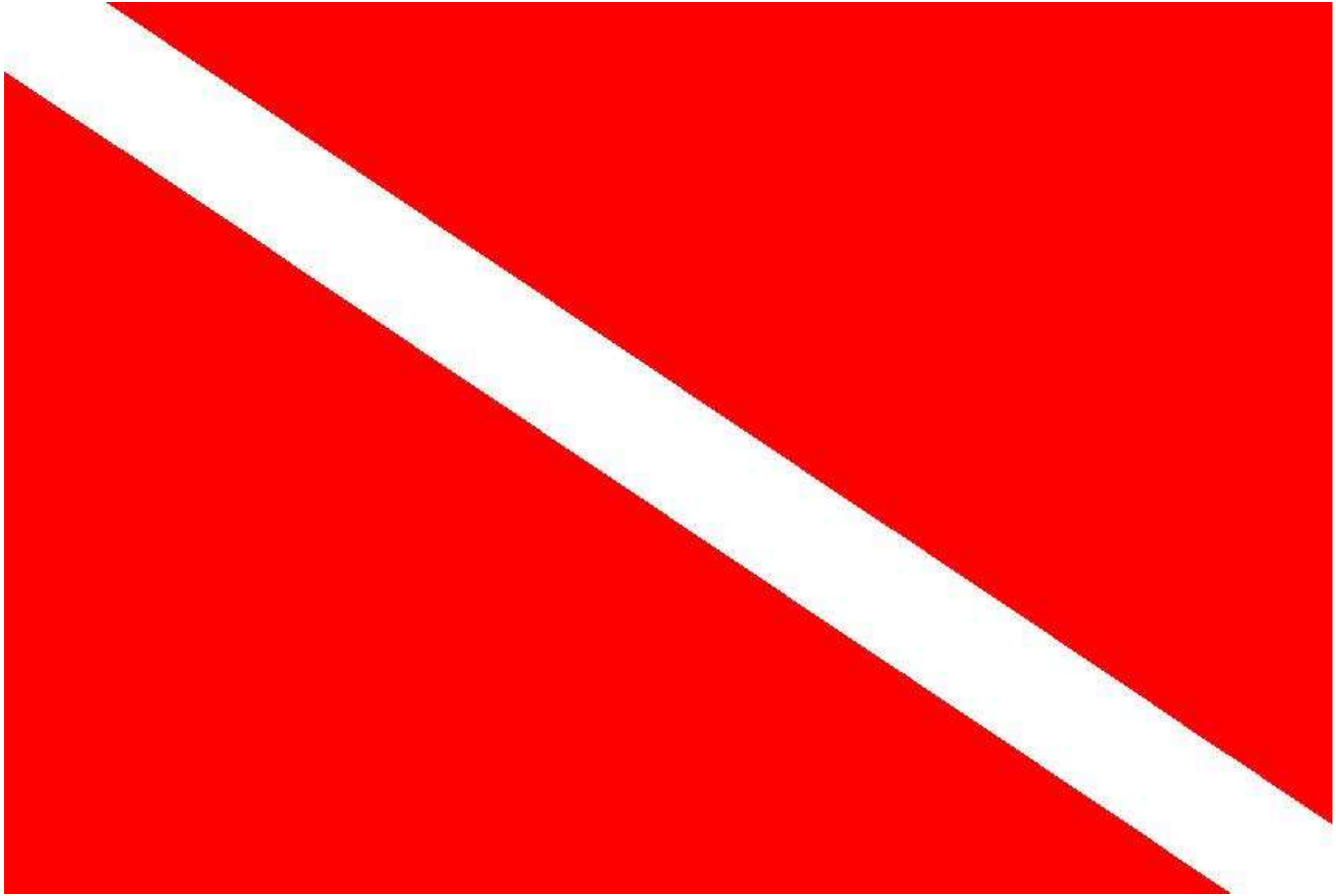
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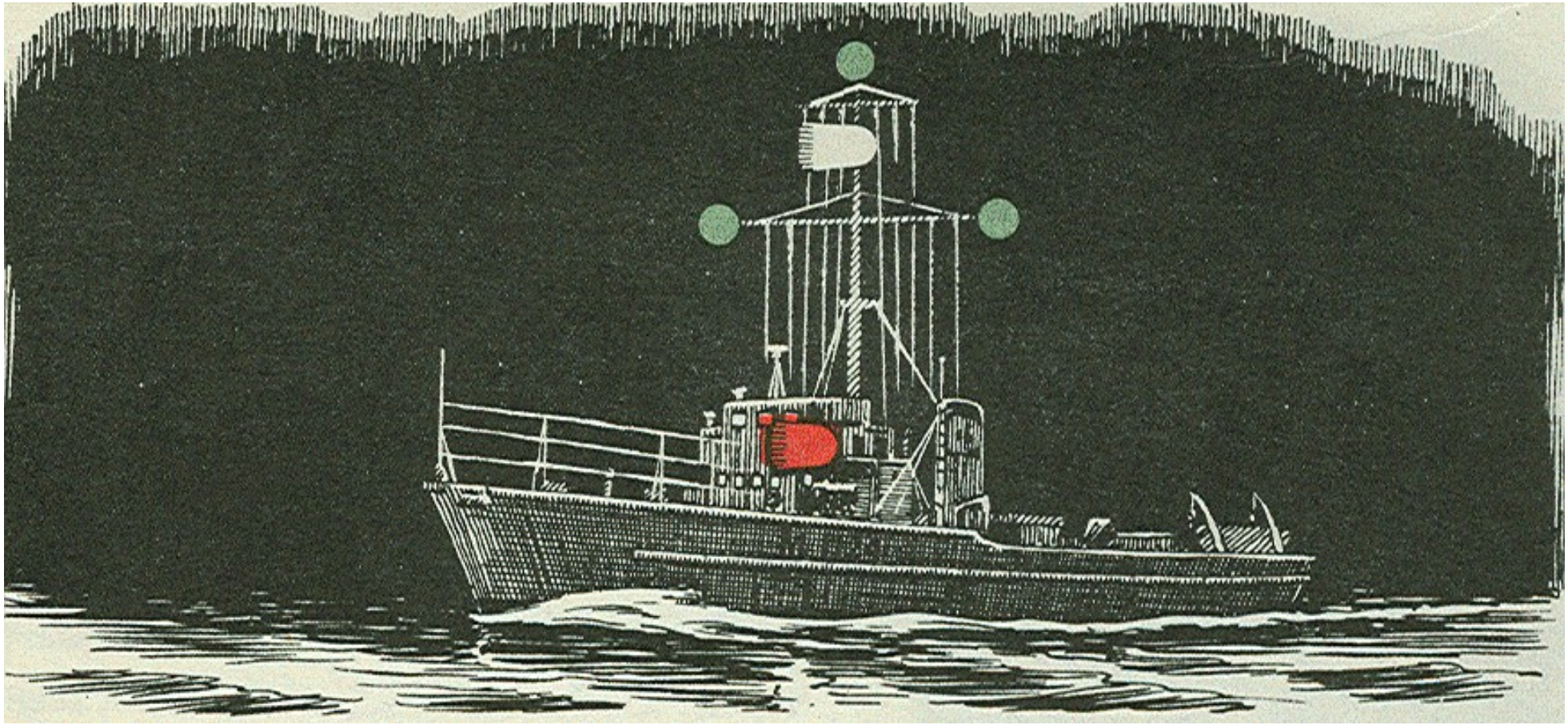
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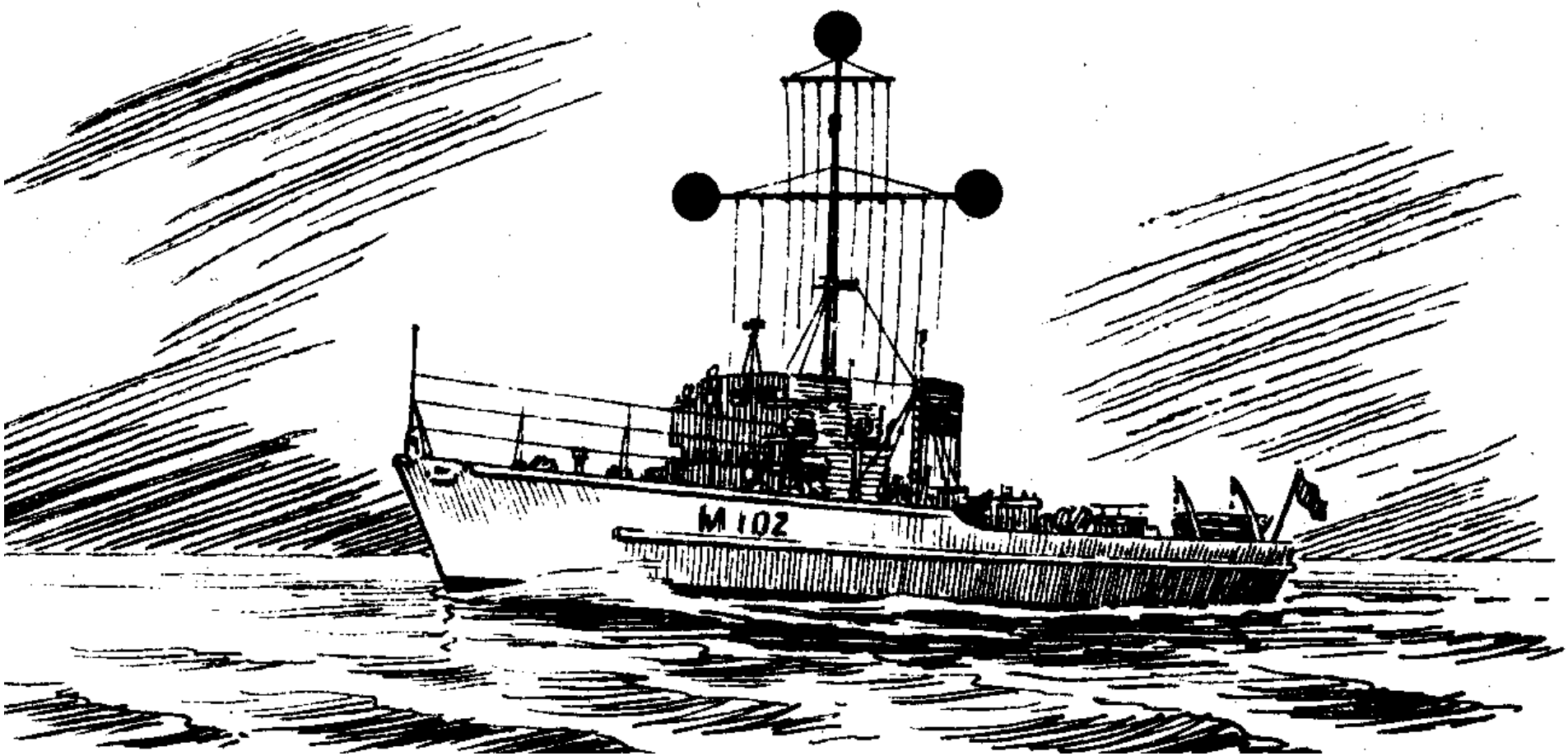




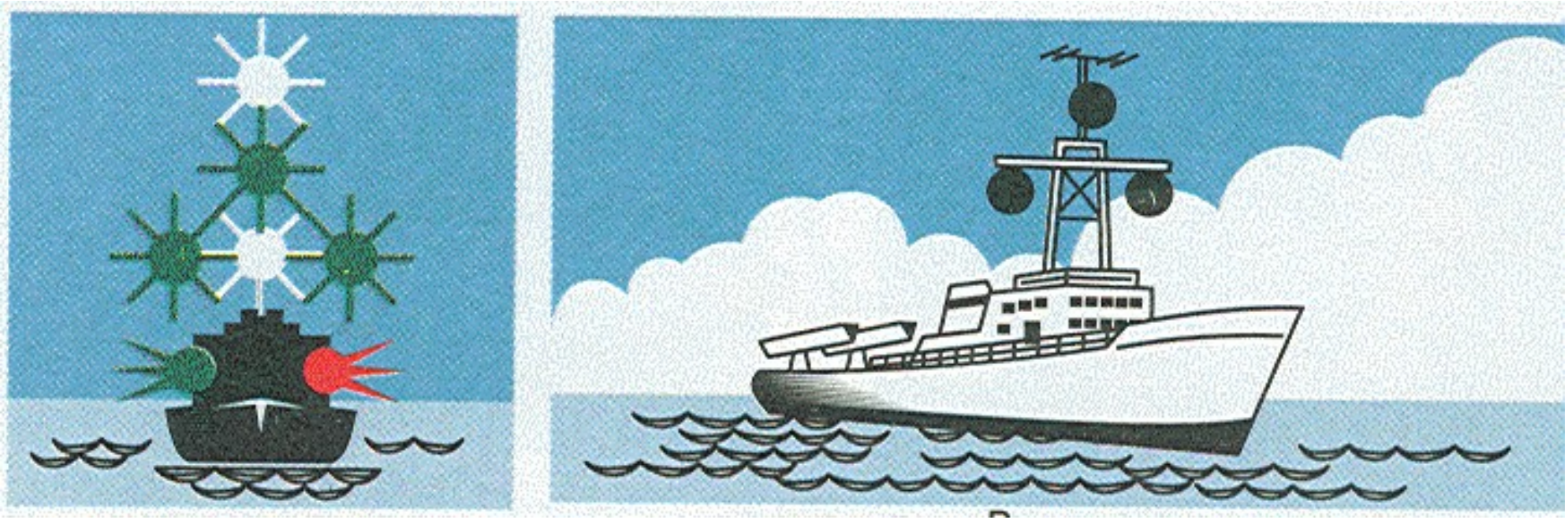
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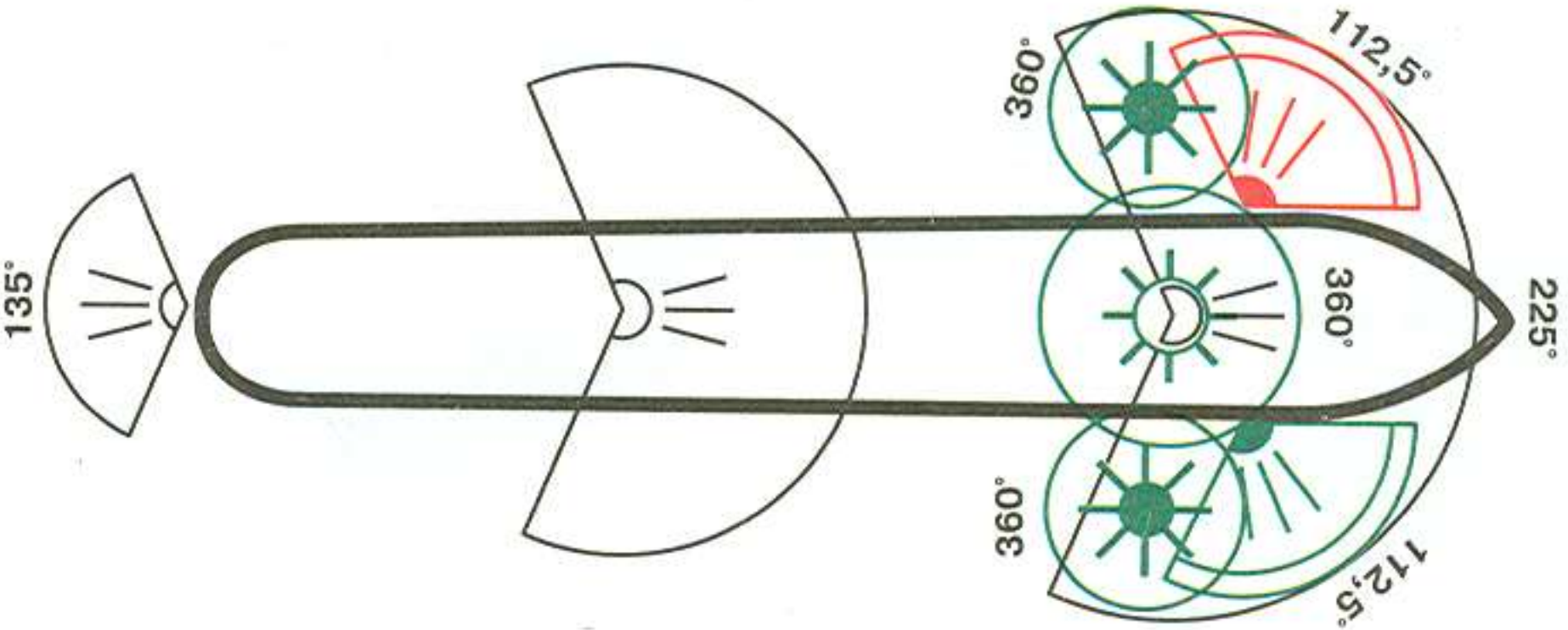
# Reegel 27



# Reegel 27

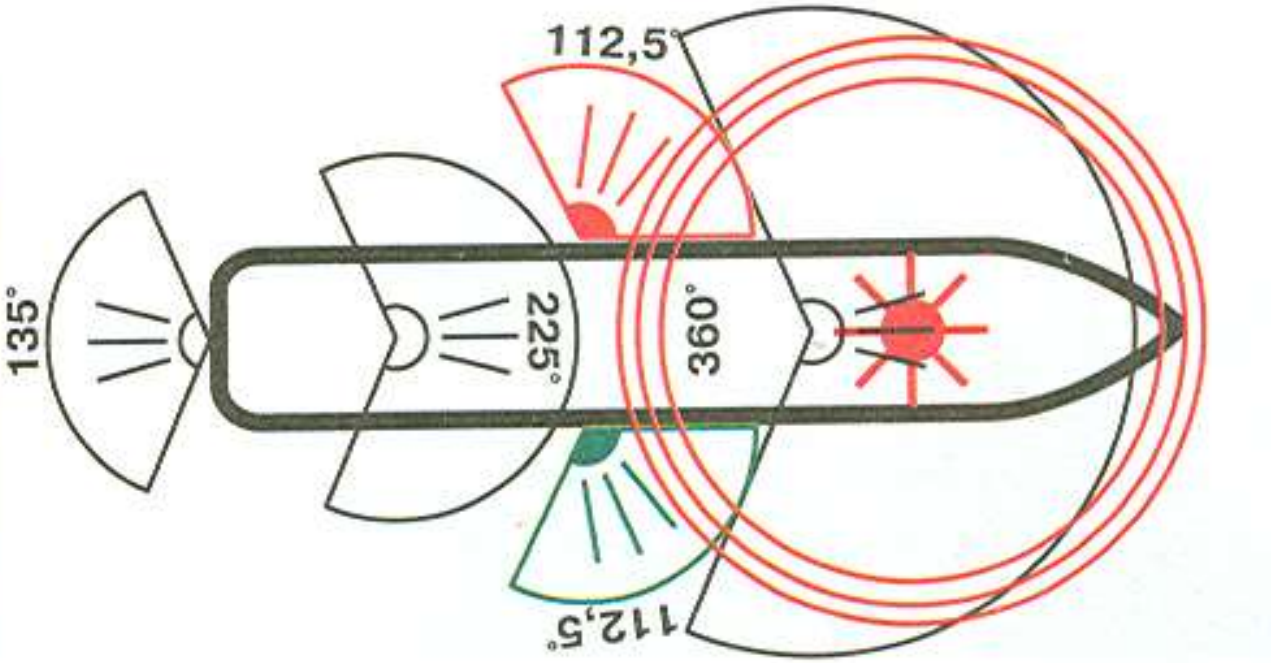


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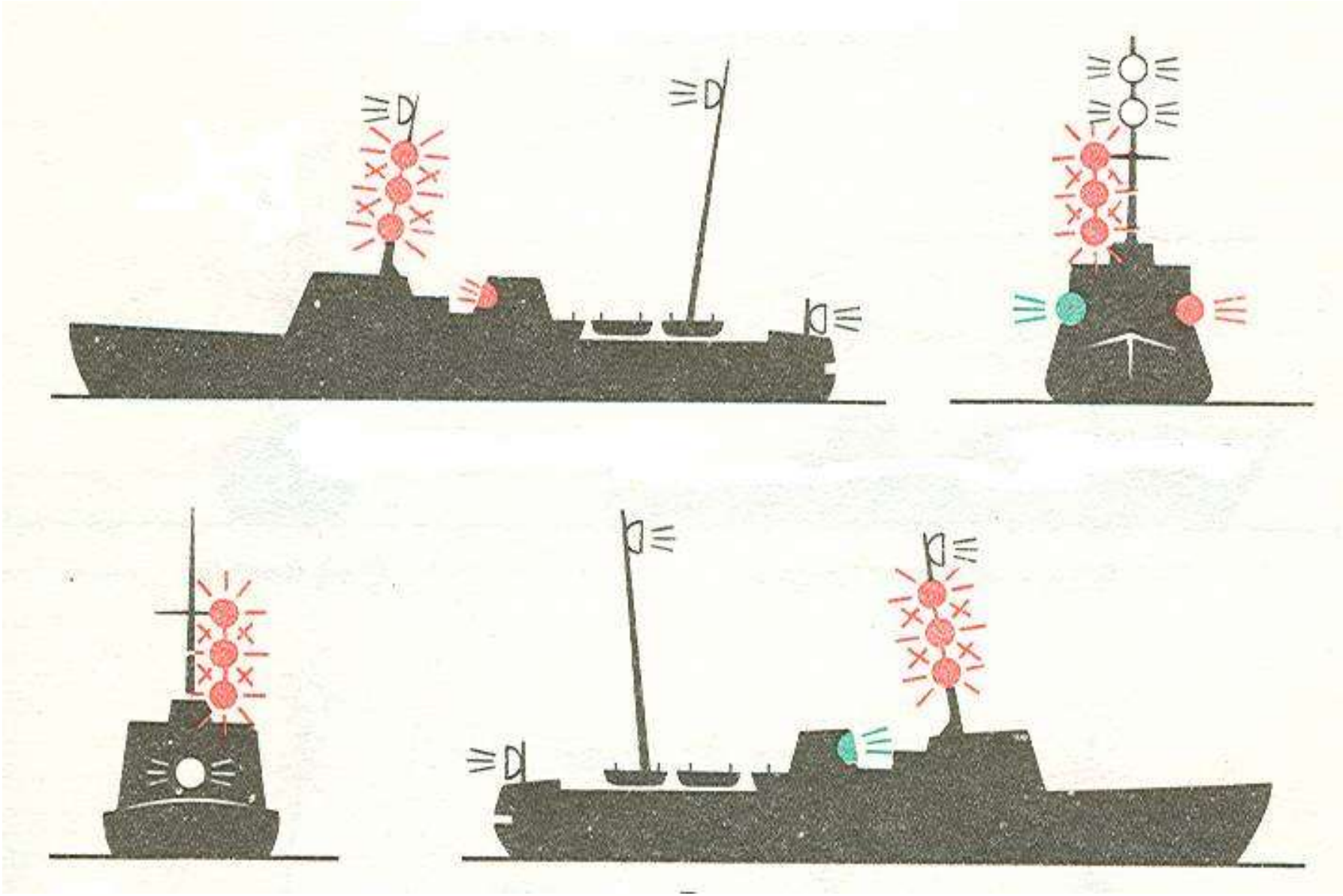


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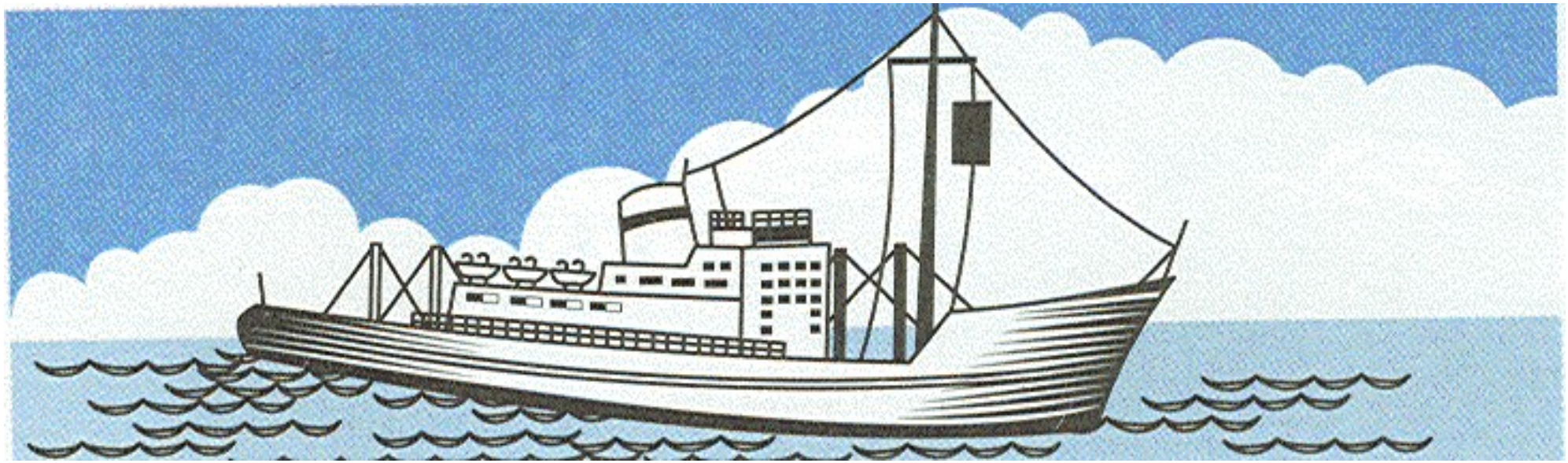




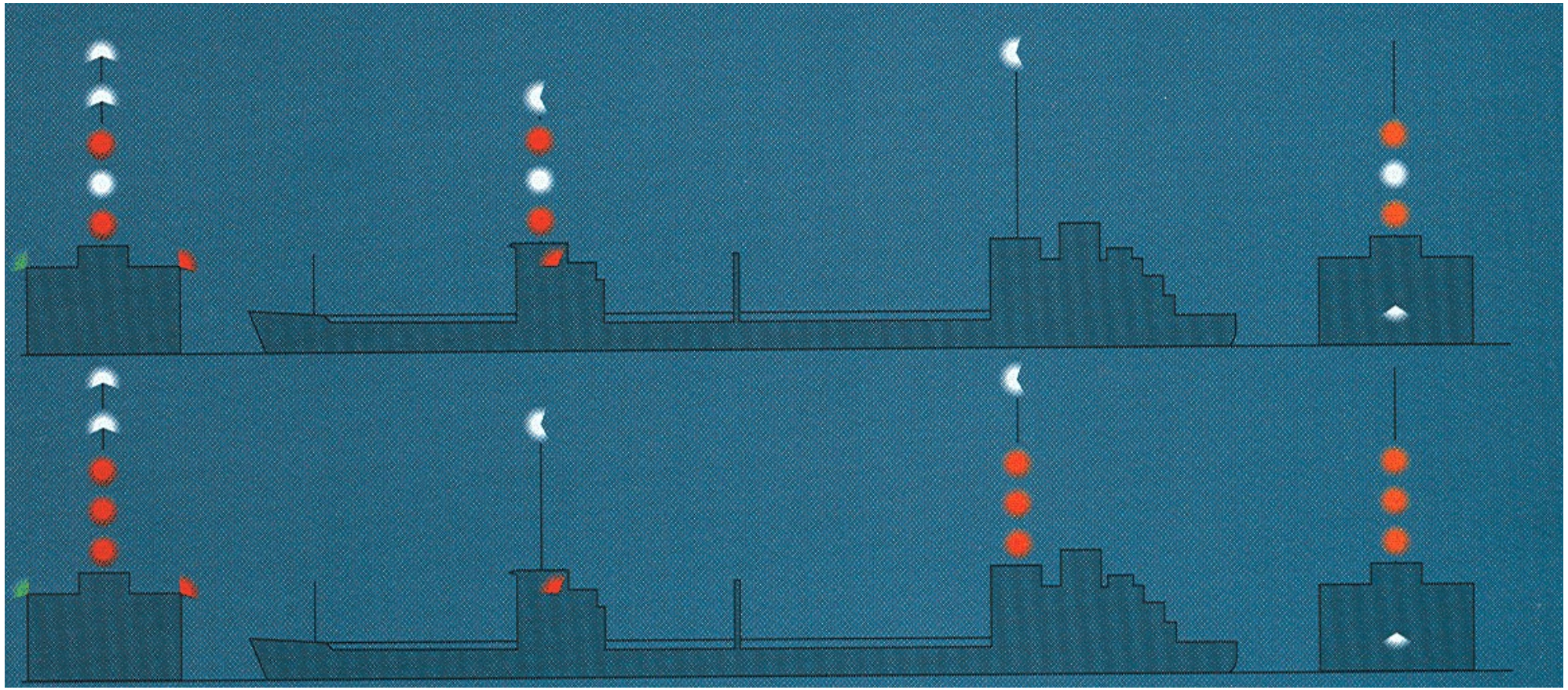
# Reegel 28



# Reegel 28



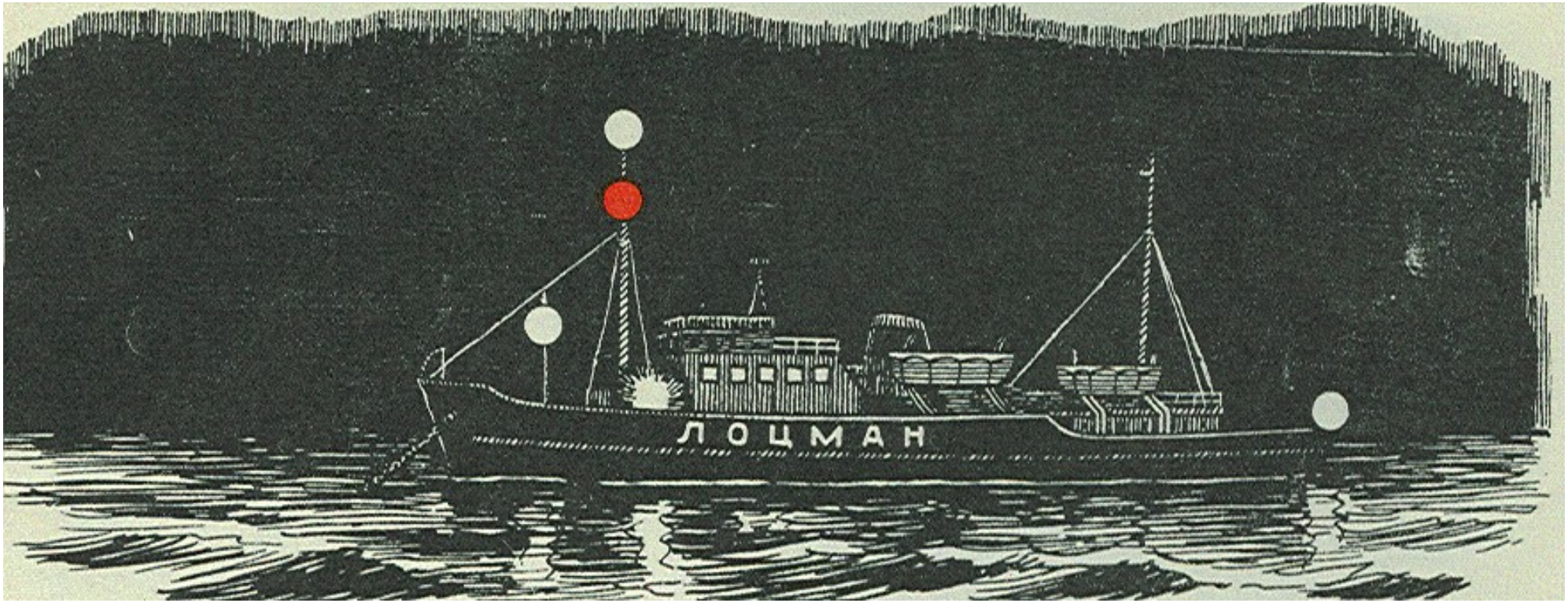
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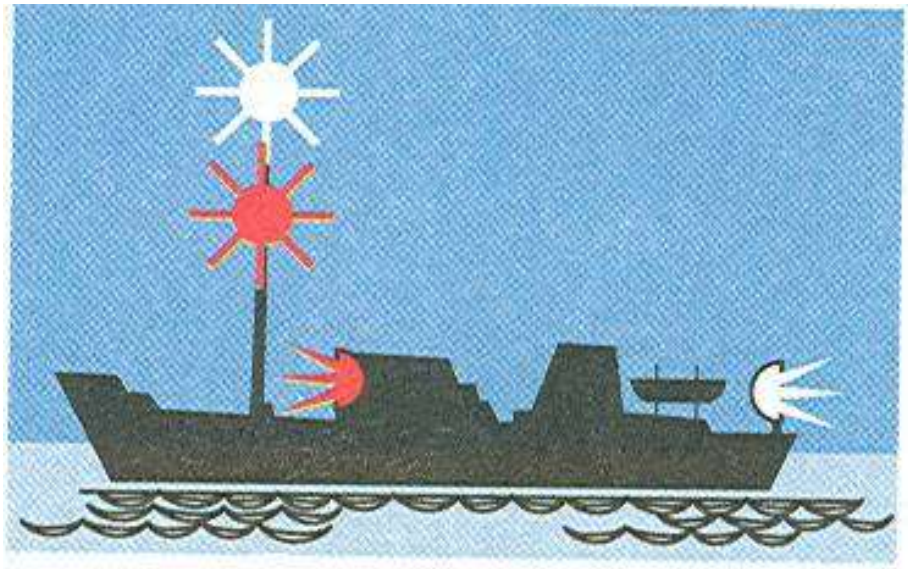
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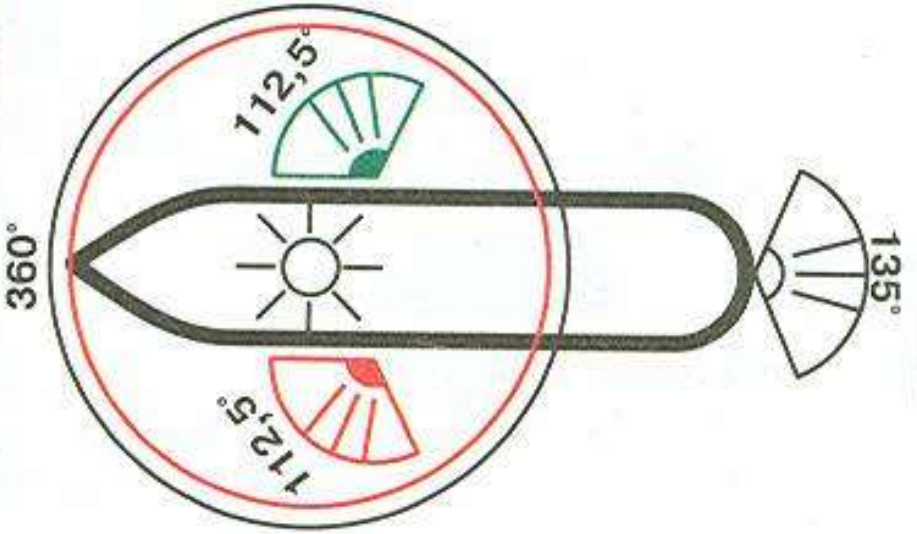


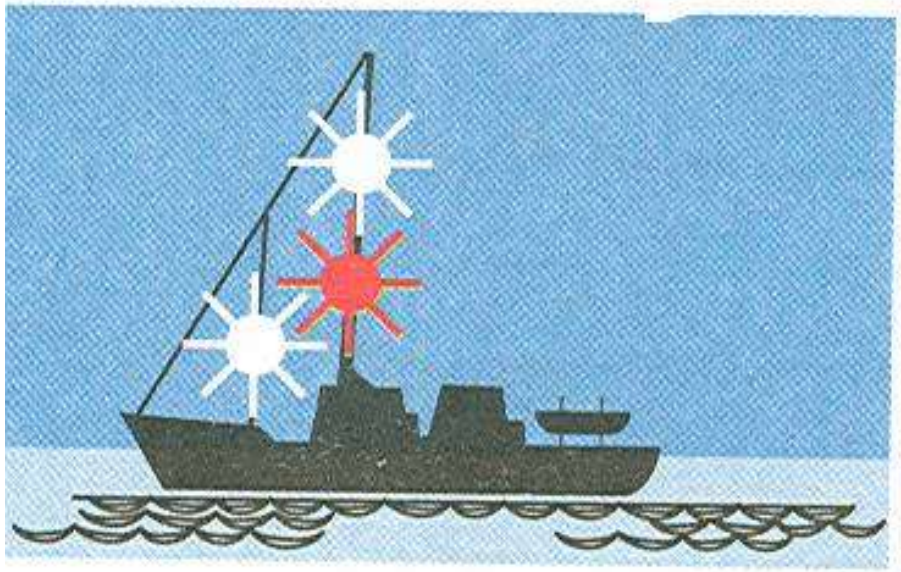
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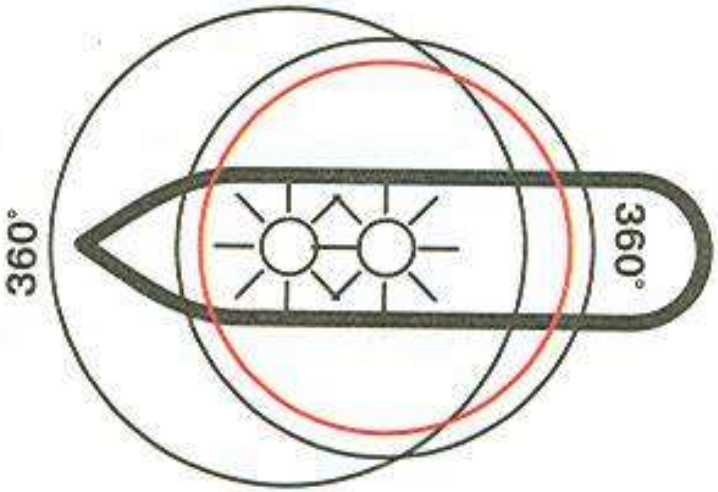


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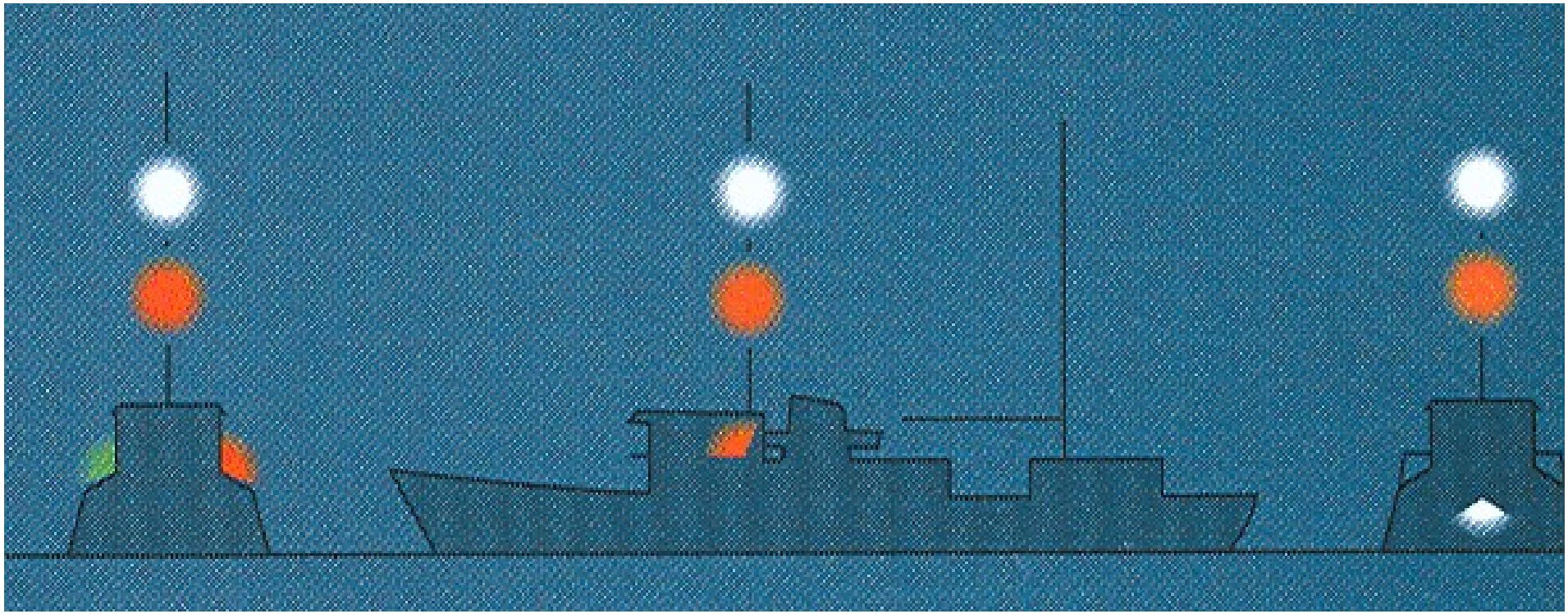




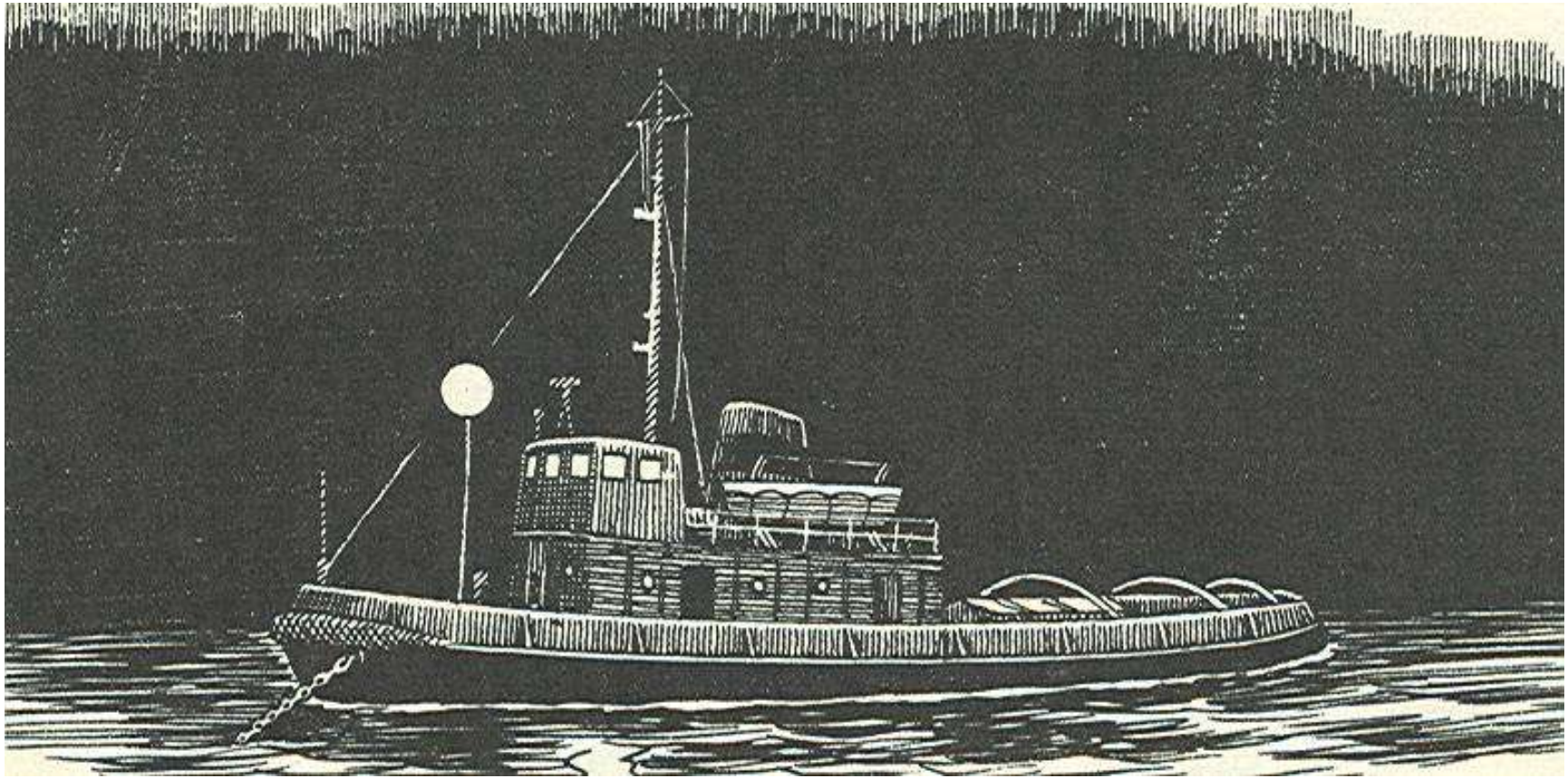





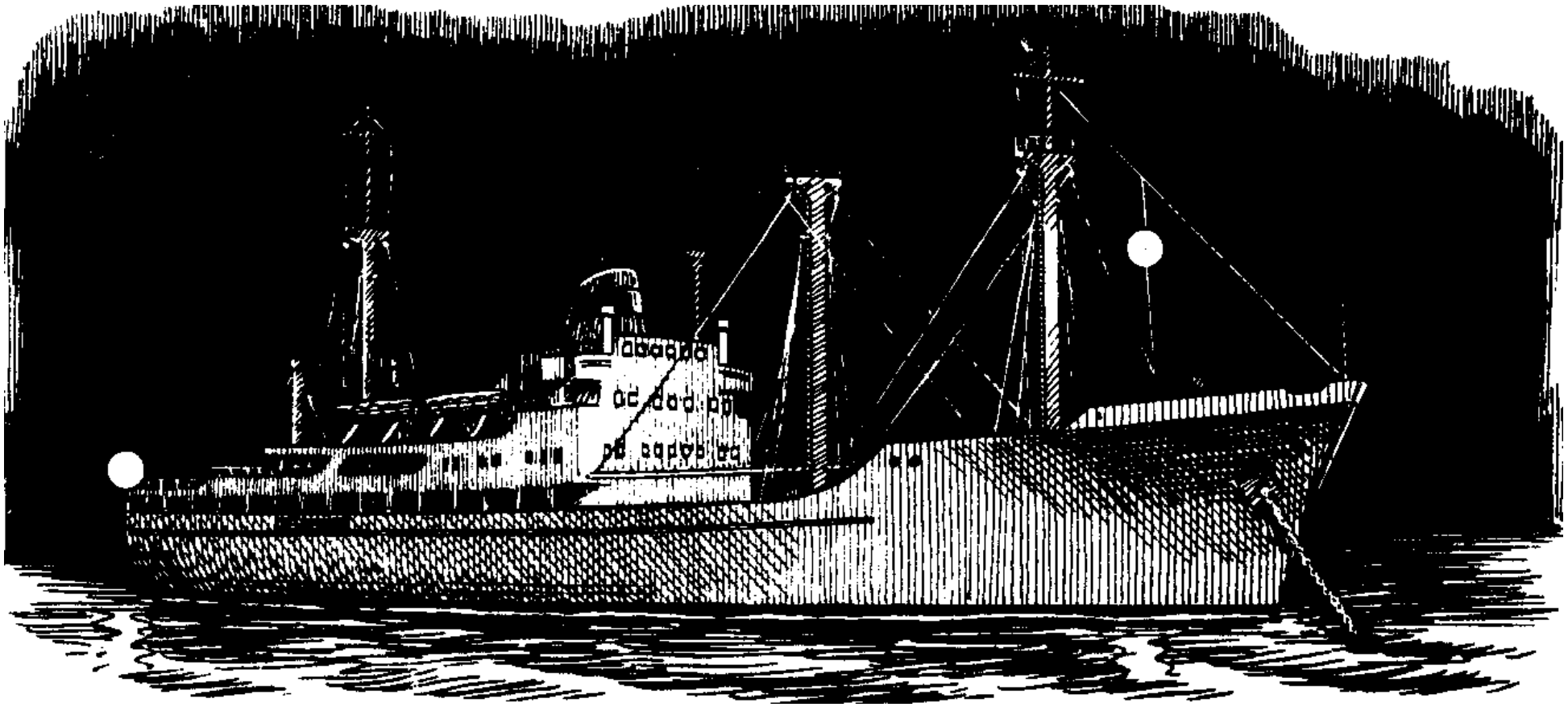
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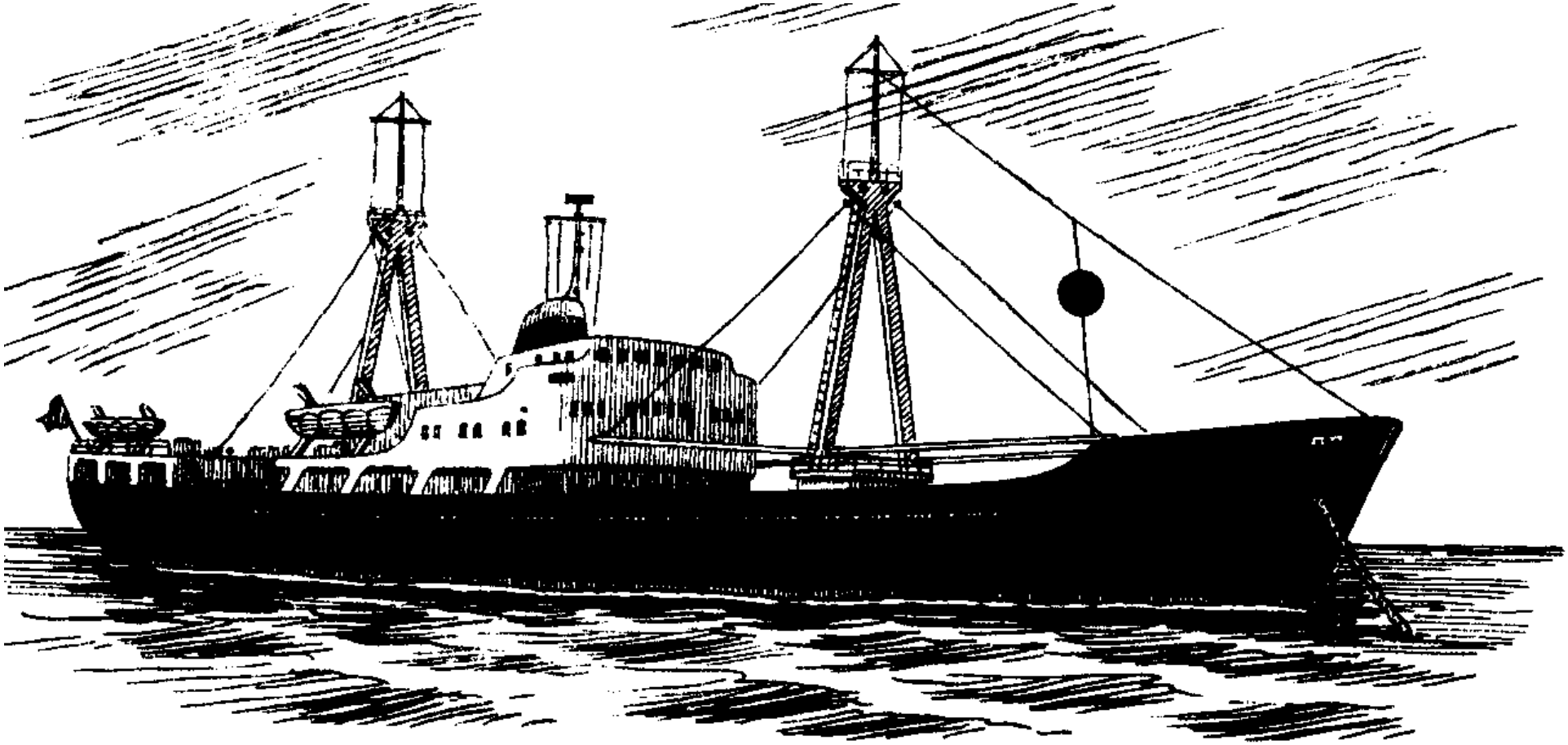
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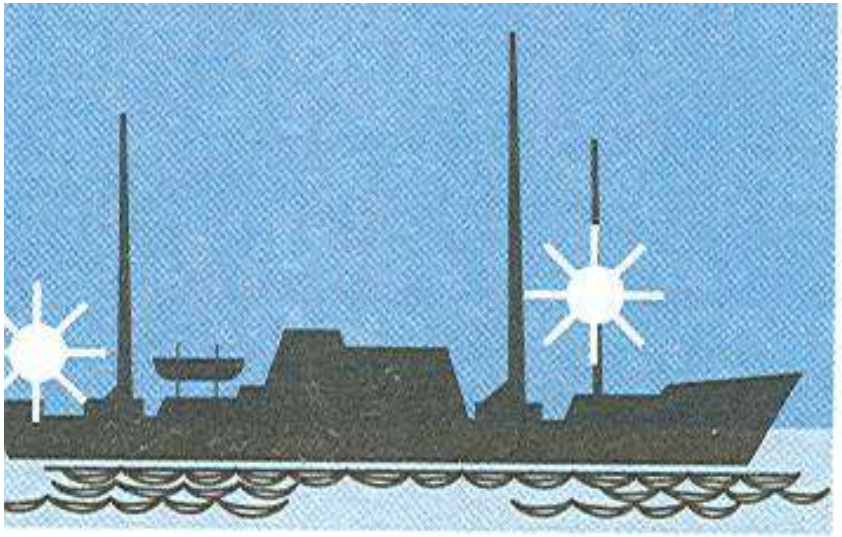
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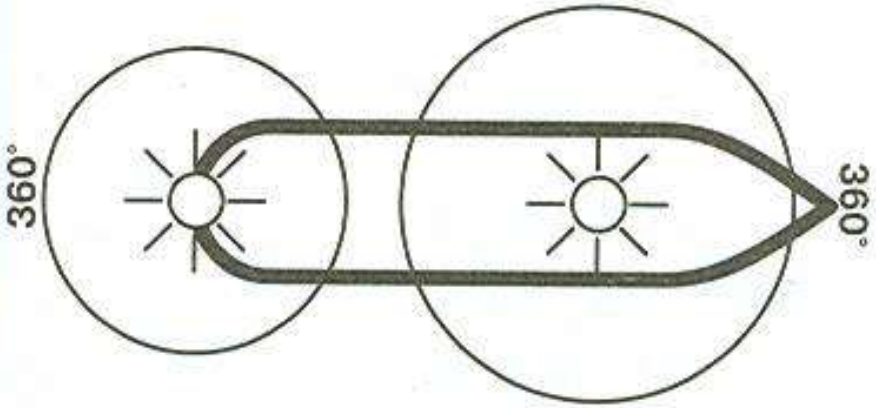


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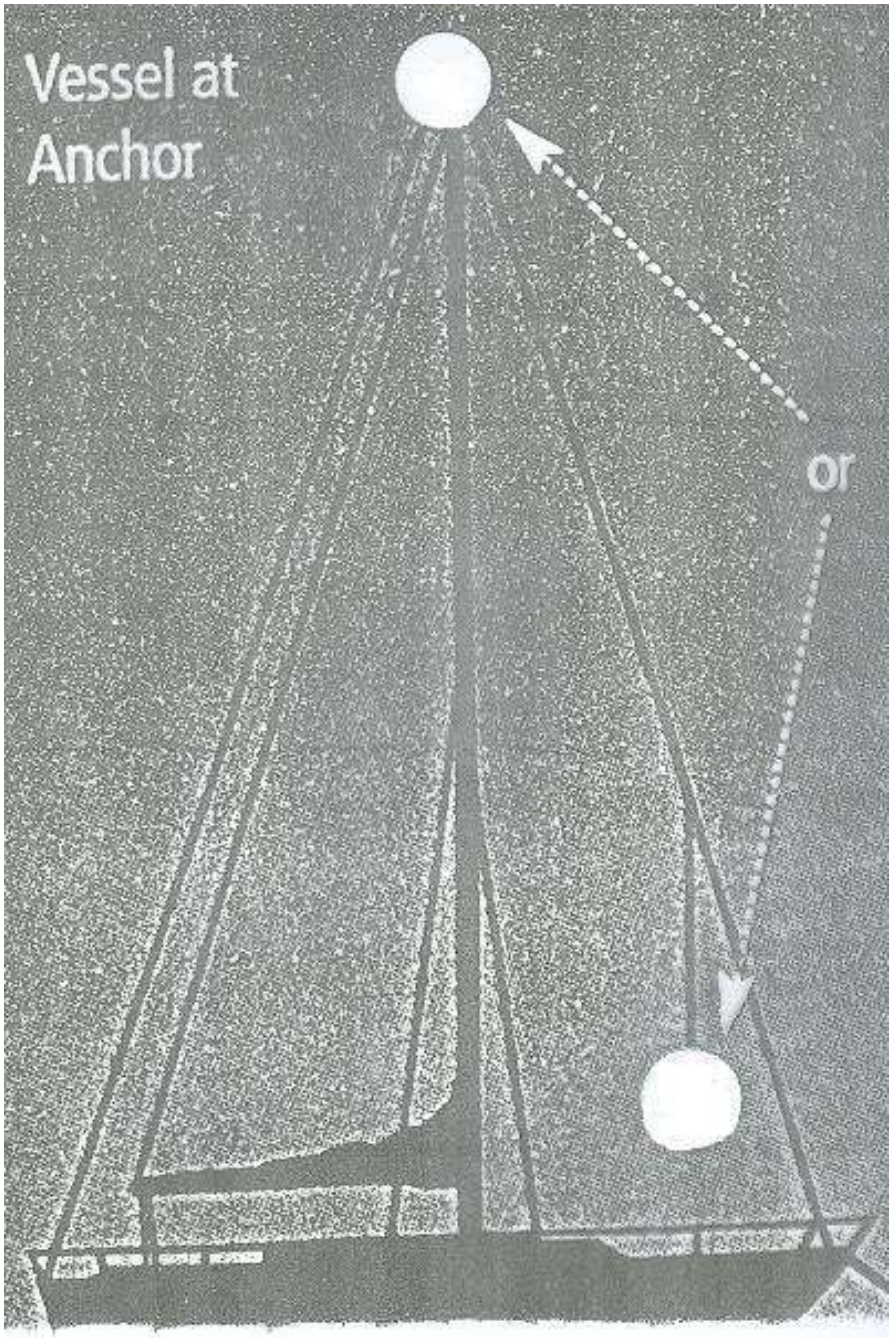
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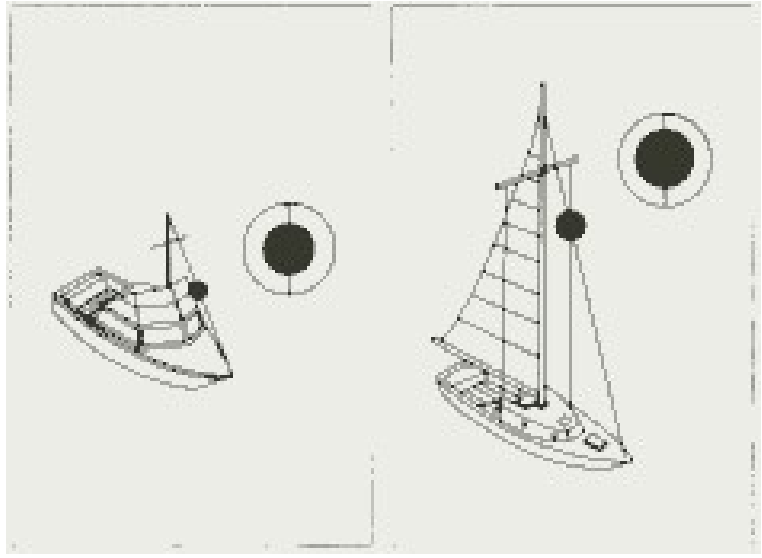



Reegel 30

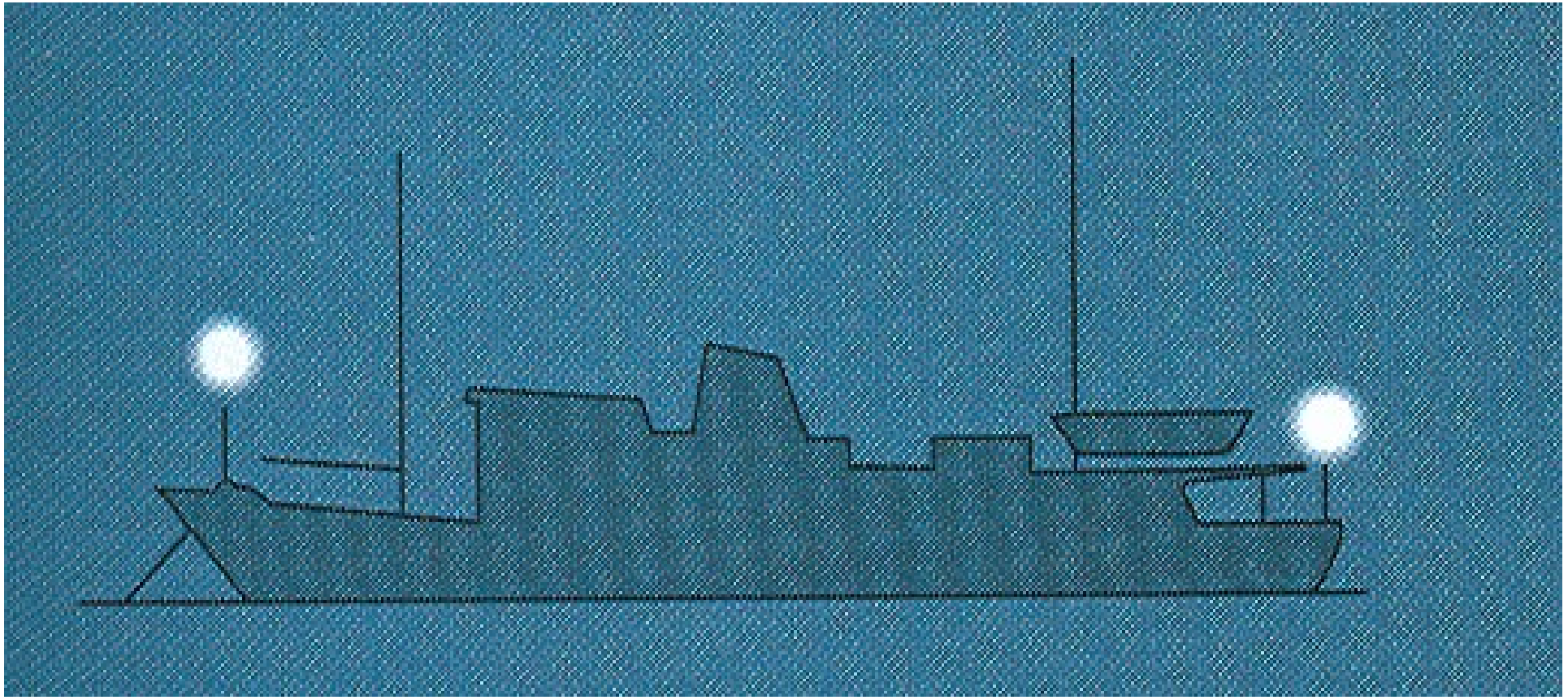


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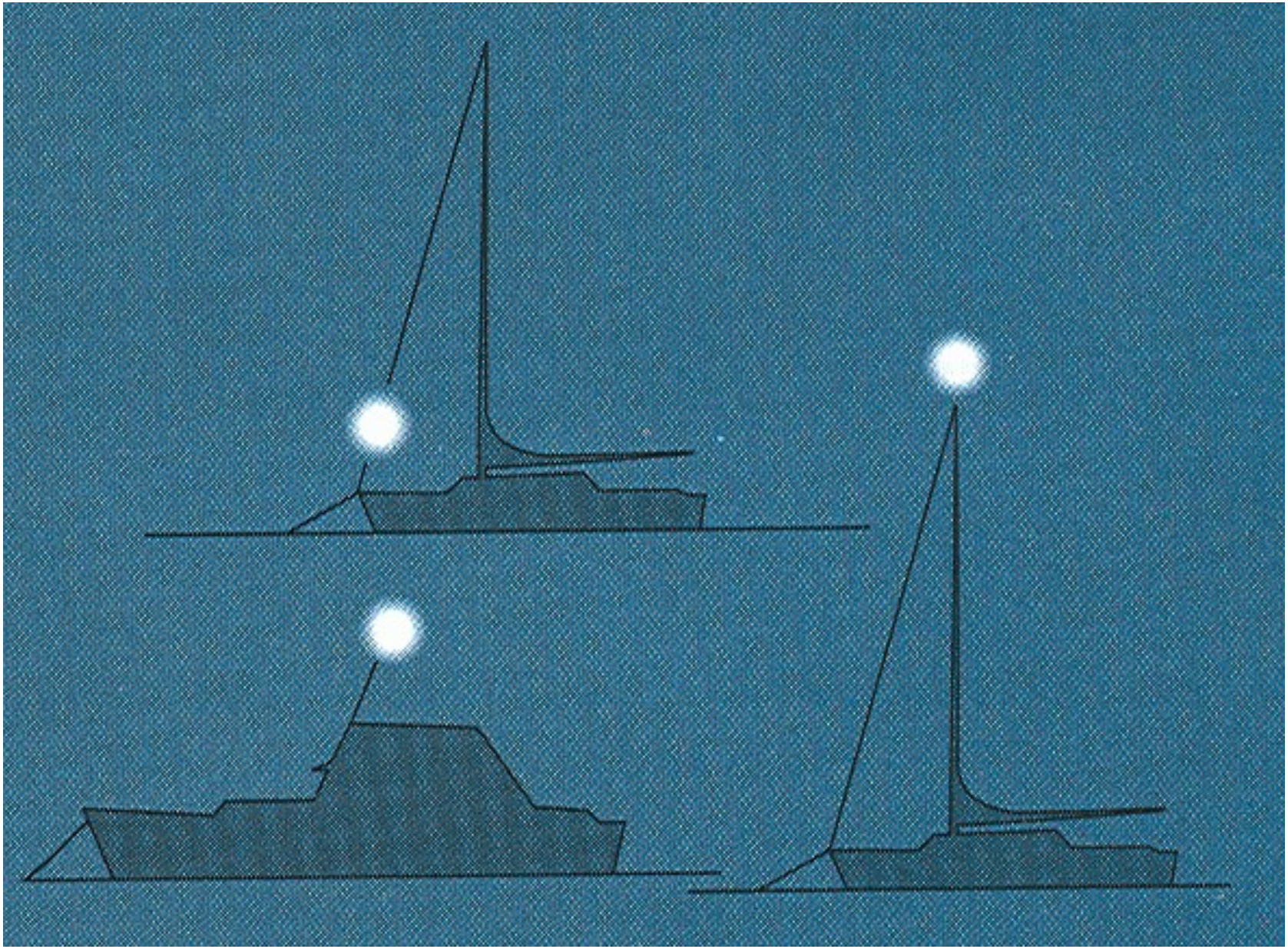




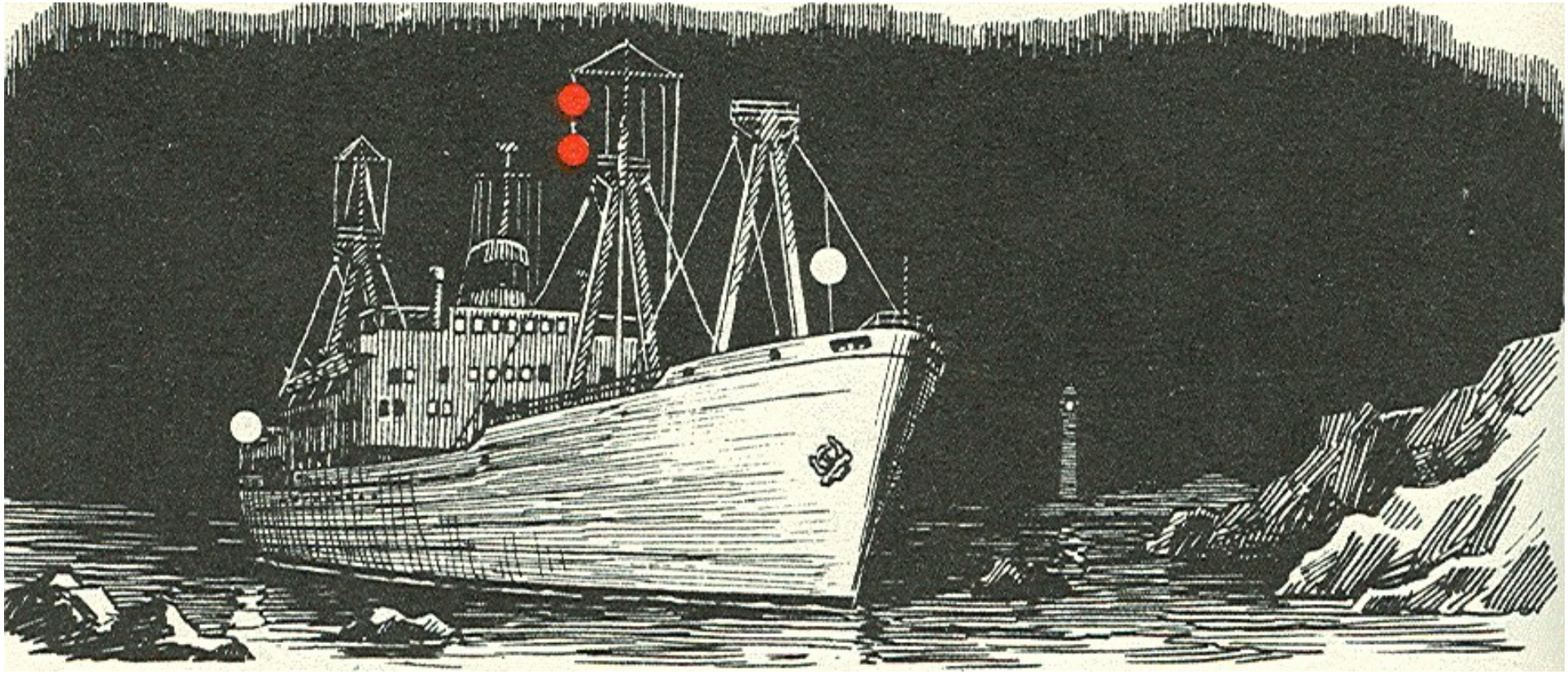
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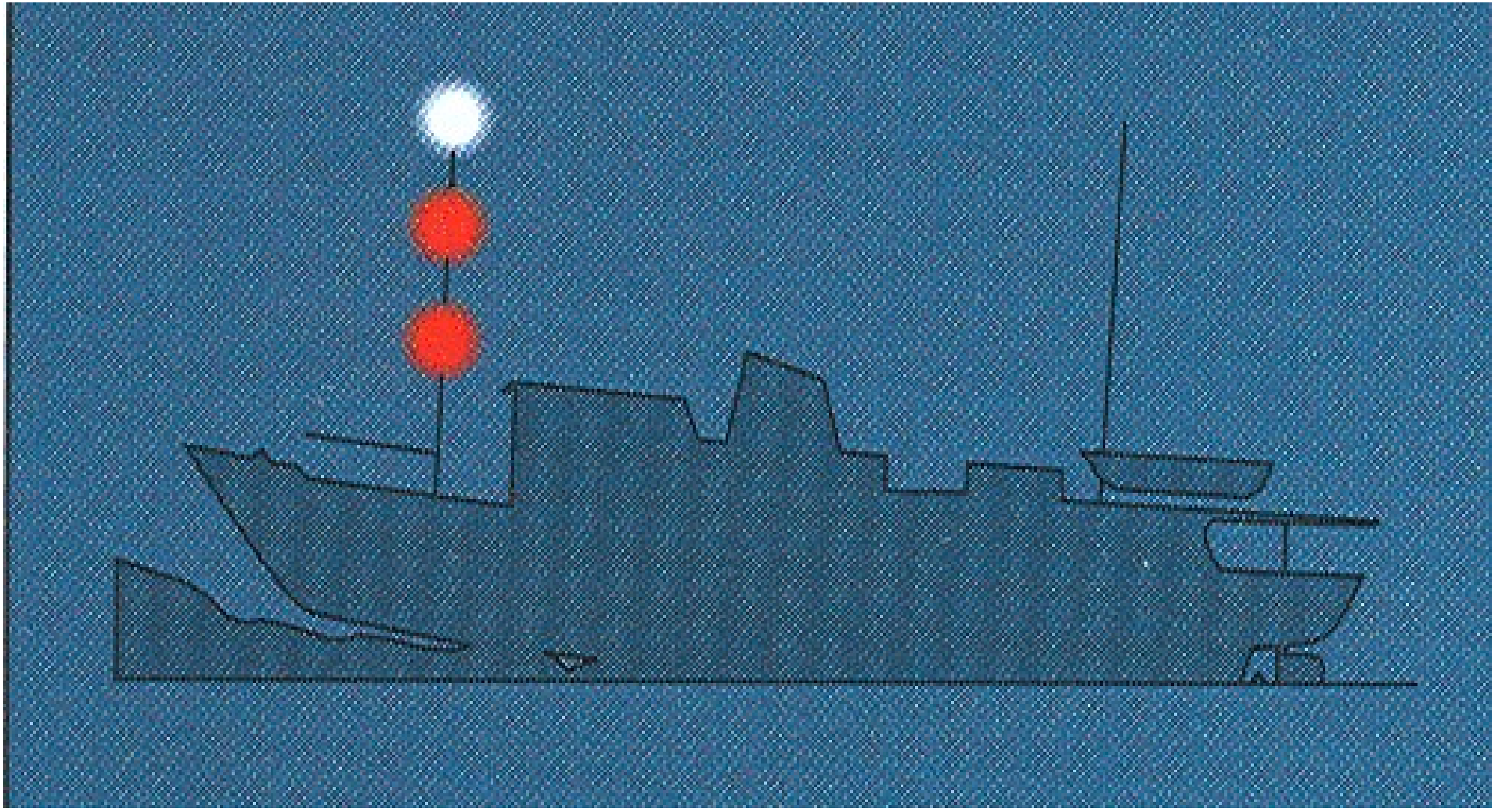
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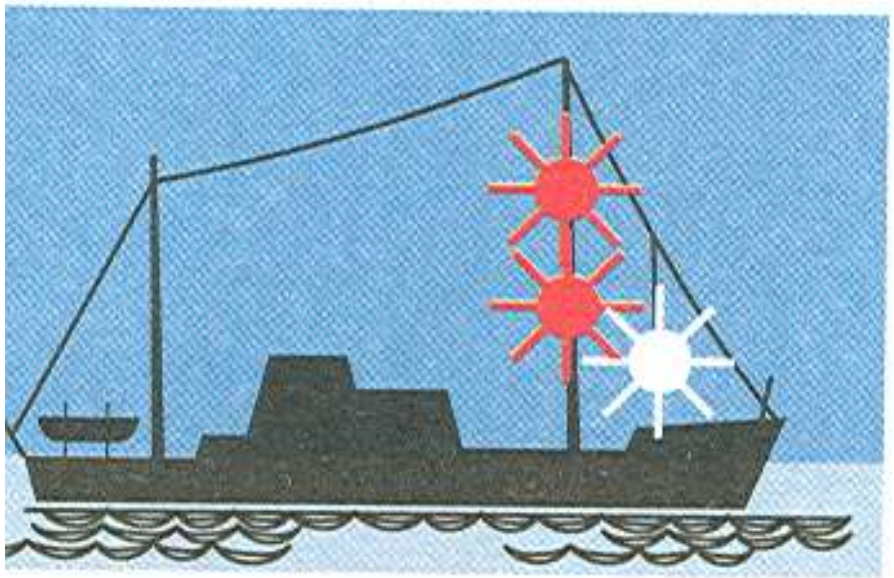
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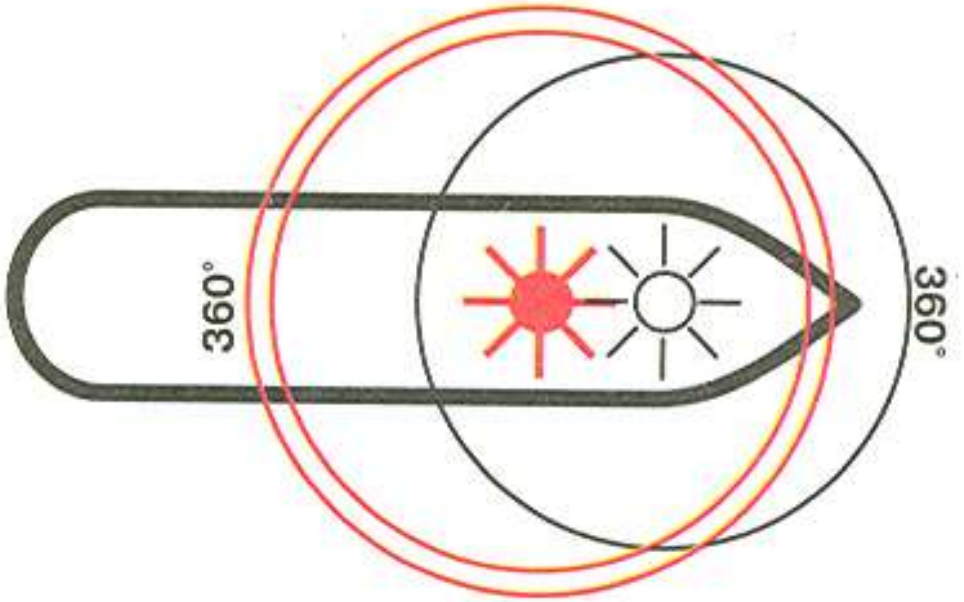


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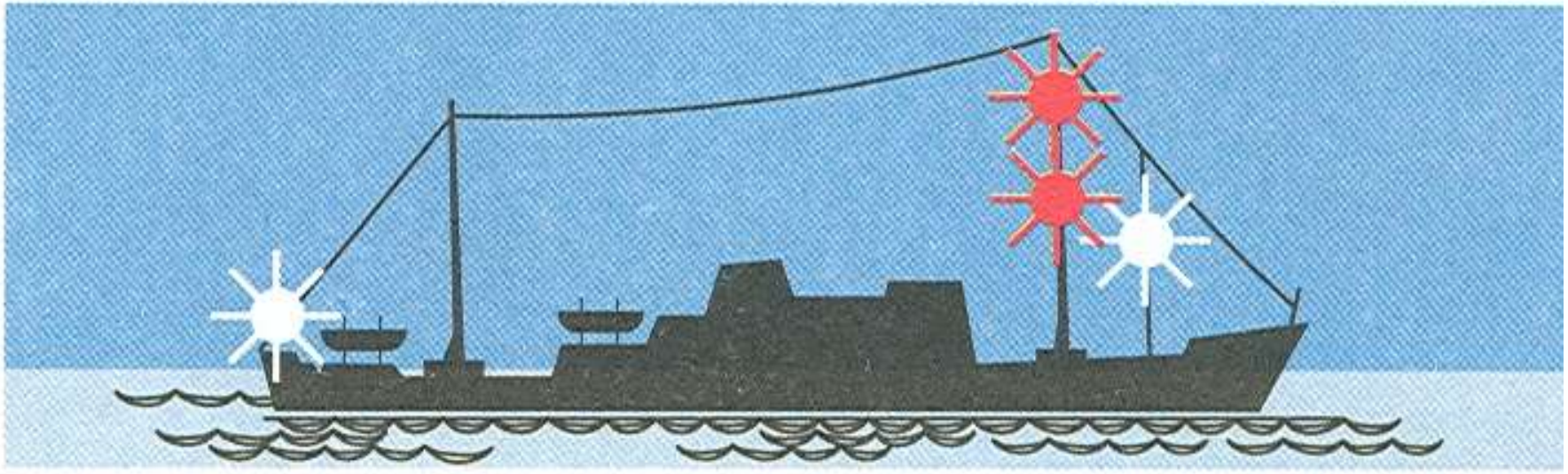


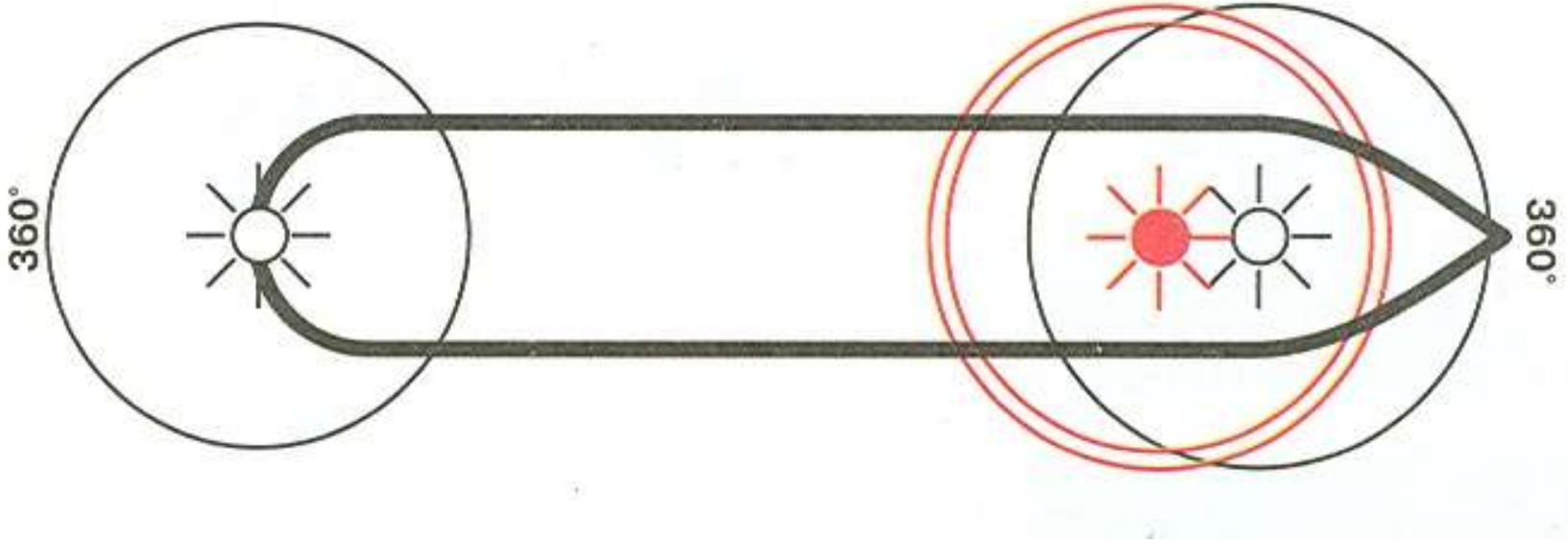
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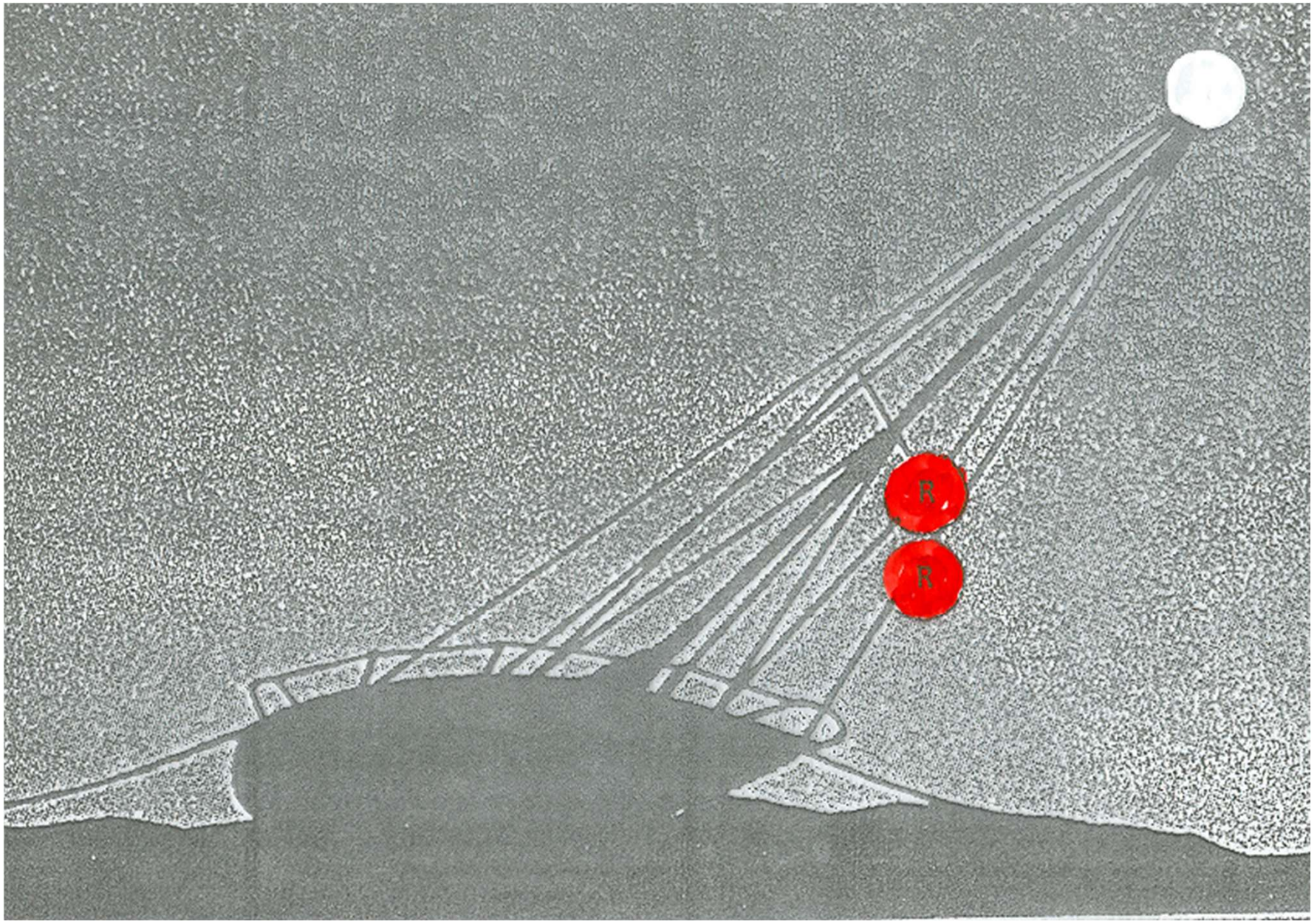


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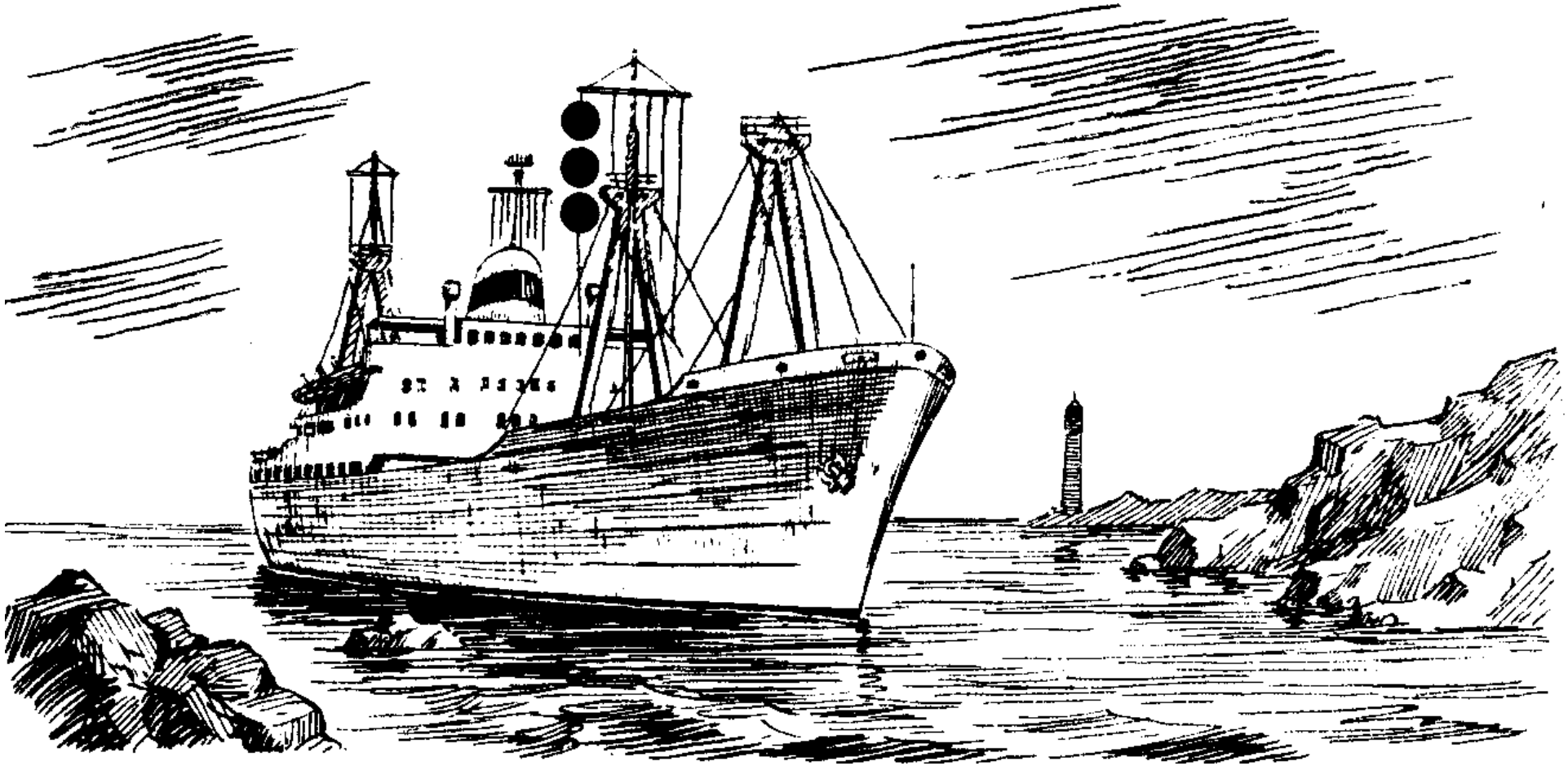




# Reegel 30



# Reegel 30




M1064

# D osa. HELI- JA VALGUSSIGNAALID

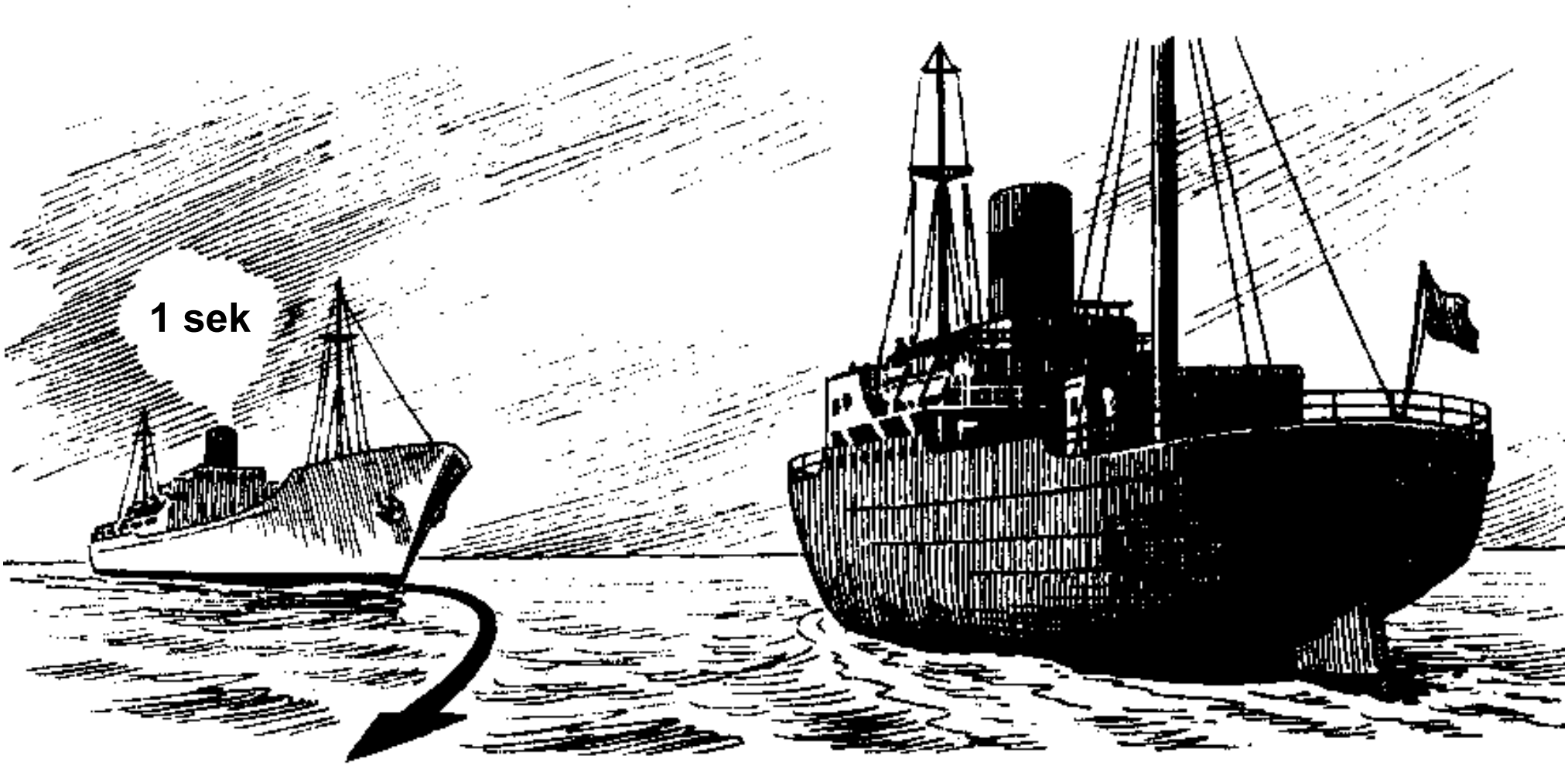
- a) *Vile* – igasugune helisignaalseade, millega on võimalik tekitada ettenähtud helisid ning mis vastab eeskirja III lisas esitatud tehnilistele nõuetele.
- **b) *Lühike heli* □□ umbes üks sekund kestev heli.**
- **c) *Pikk heli* – neli kuni kuus sekundit kestev heli.**

# Reegel 33. Helisignaalseadmed

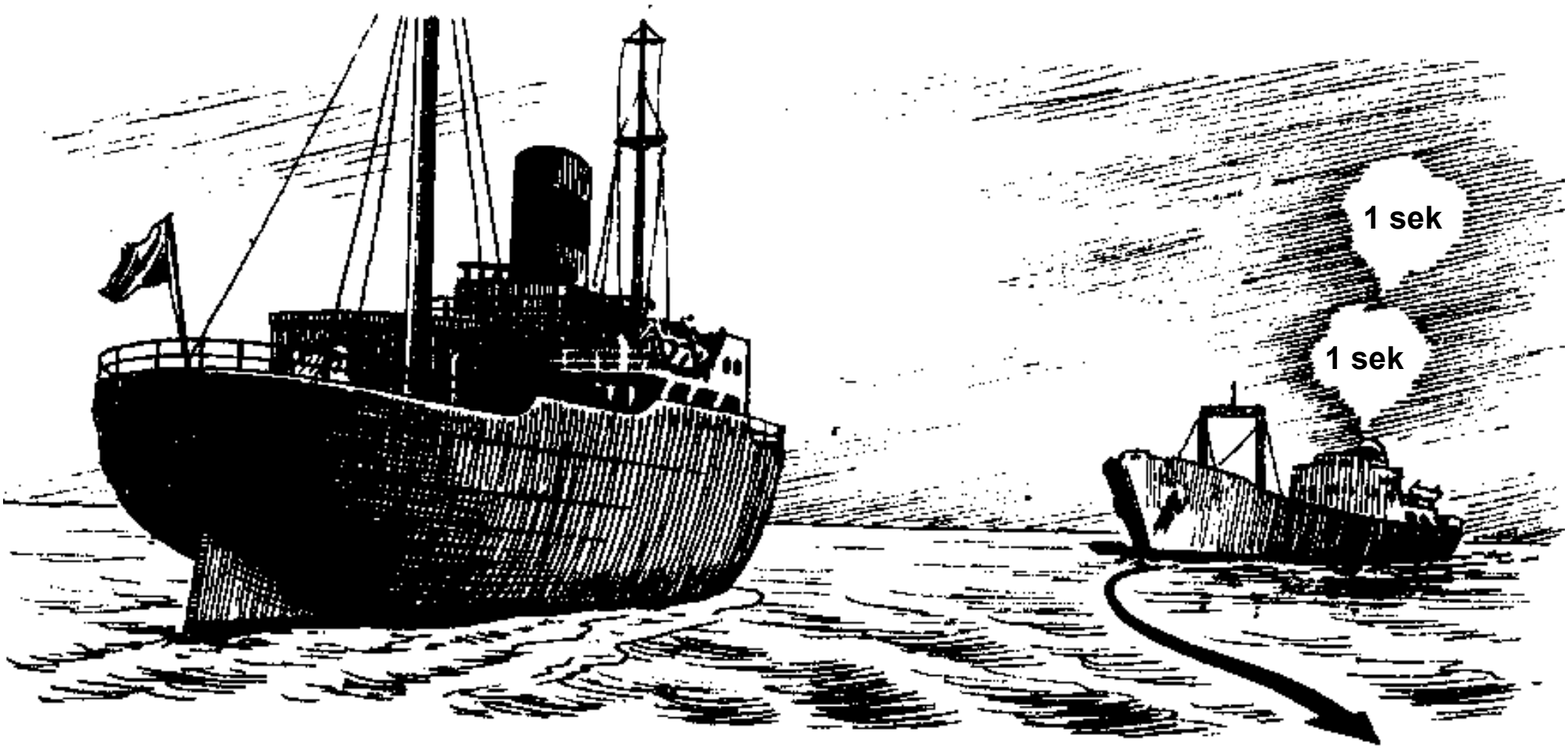
- a) Laeval pikkusega 12 meetrit või enam peab olema vile, laeval pikkusega 20 meetrit või enam peab lisaks vilele olema signaalkell ja laeval pikkusega 100 meetrit või enam peab lisaks olema gong, mille kõla ja heli ei ole võimalik segi ajada signaalkella kõla ja heliga.
- Vile, signaalkell ja gong peavad vastama eeskirja III lisas esitatud tehnilistele nõuetele. Signaalkella või gongi või mõlema võib asendada muude seadmetega, millel on samad heliomadused, tingimusel, et nõutavaid signaale on alati võimalik anda käsitsi.

- b) Alla 12 meetri pikkusel laeval ei pea olema käesoleva reegli punktis *a* ettenähtud helisignaalseadmeid, kuid kui tal neid ei ole, peavad tal olema muud vahendid tõhusa helisignaali andmiseks.

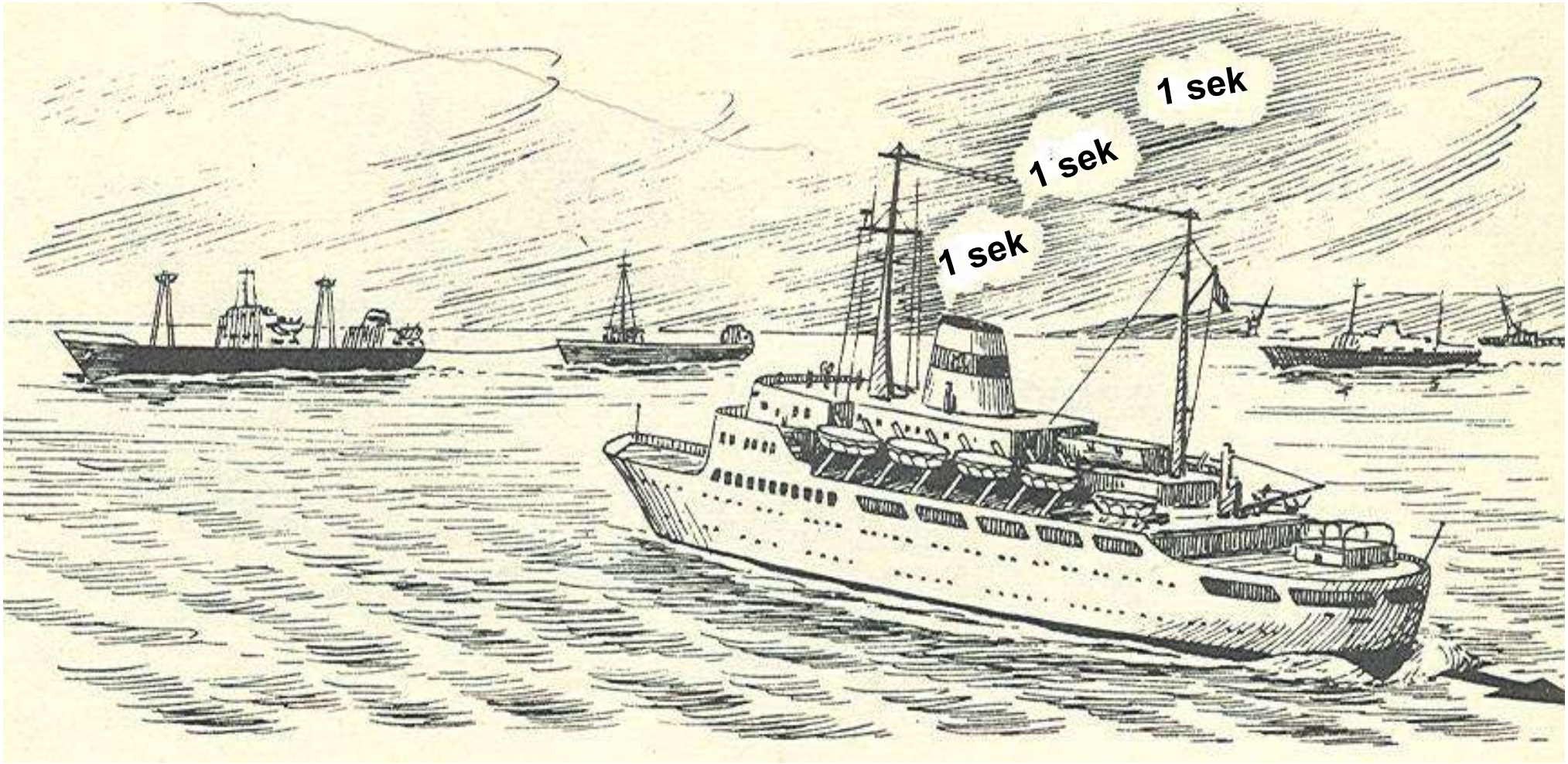
# Reegel 34



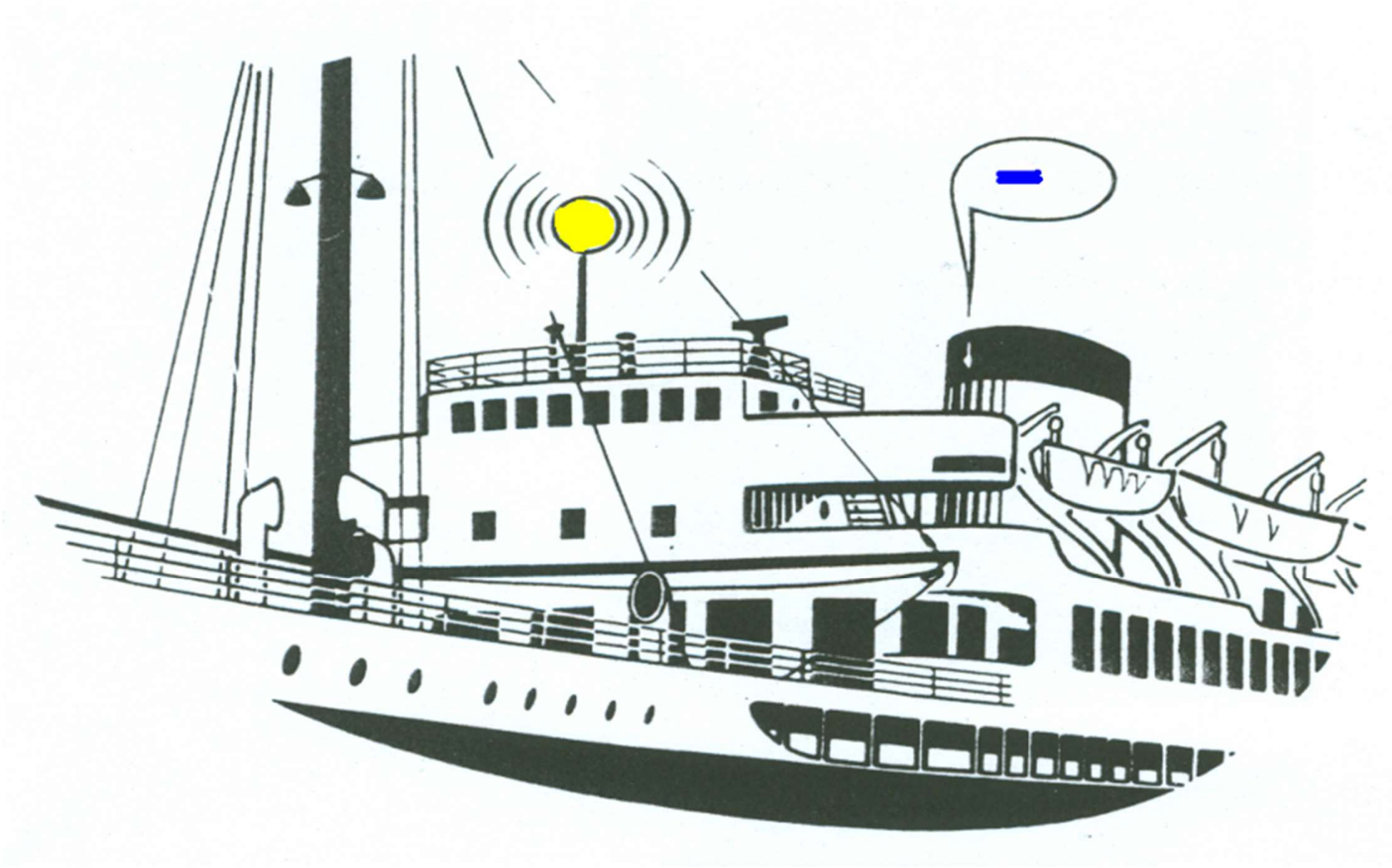
# Reegel 34



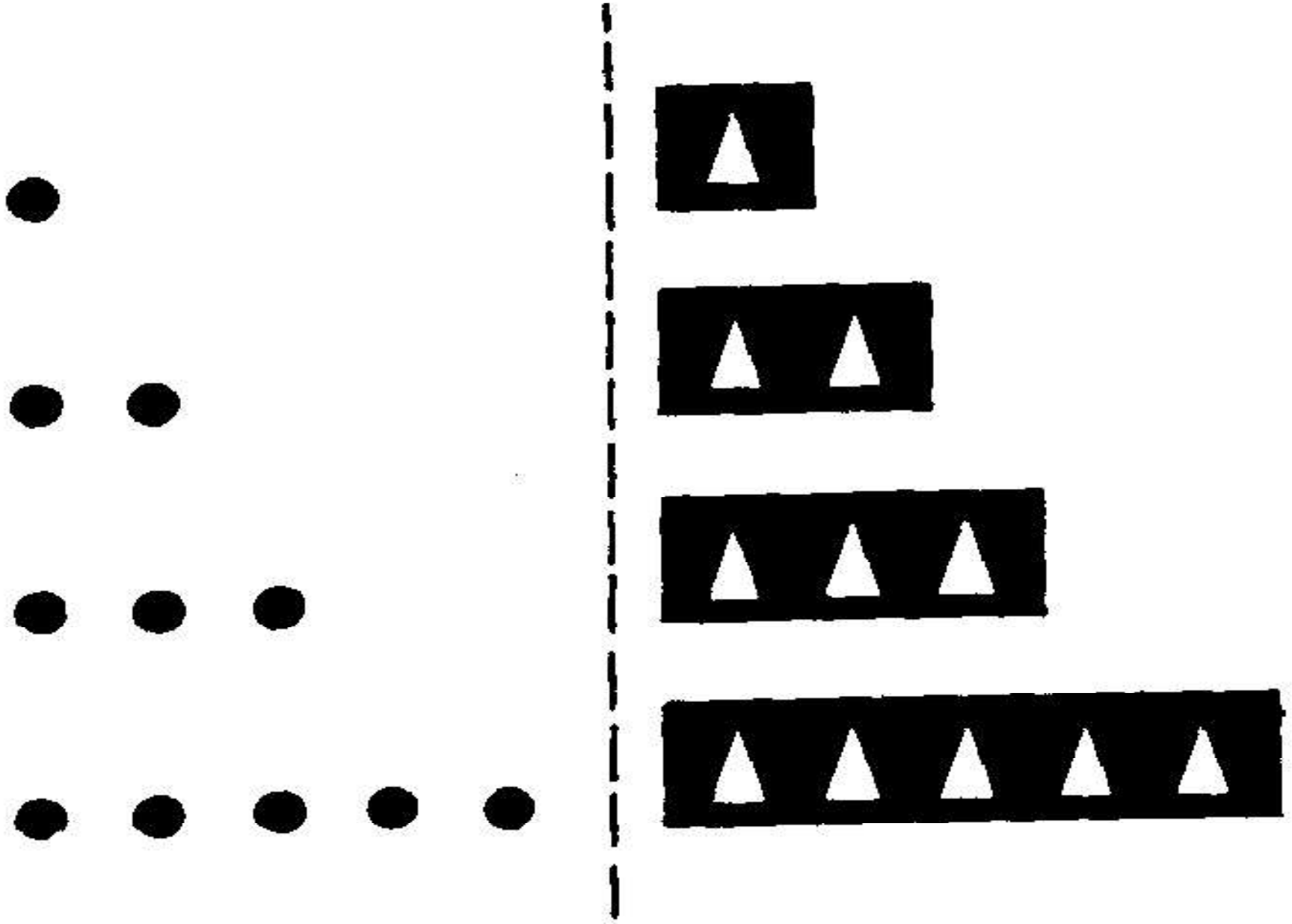
# Reegel 18

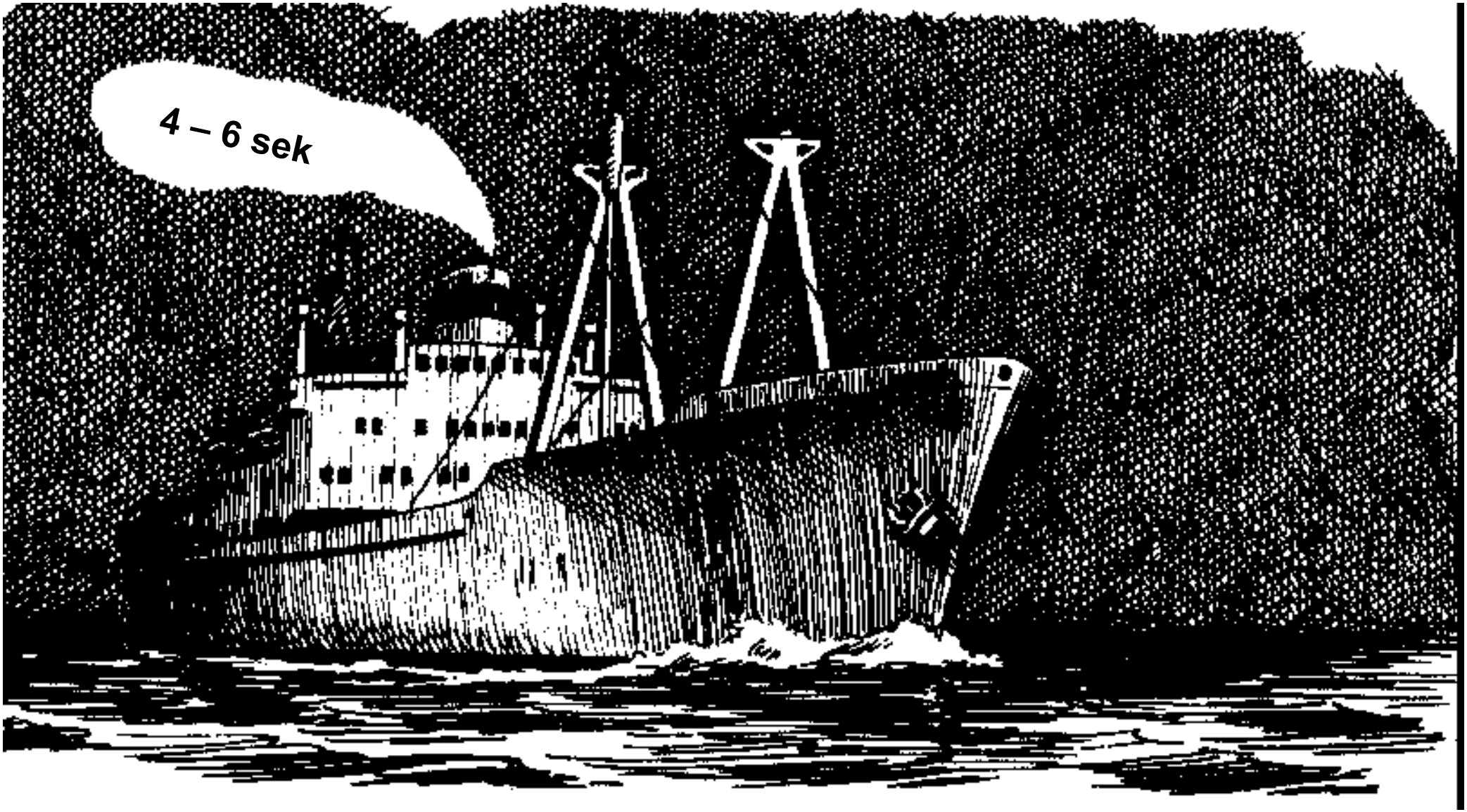


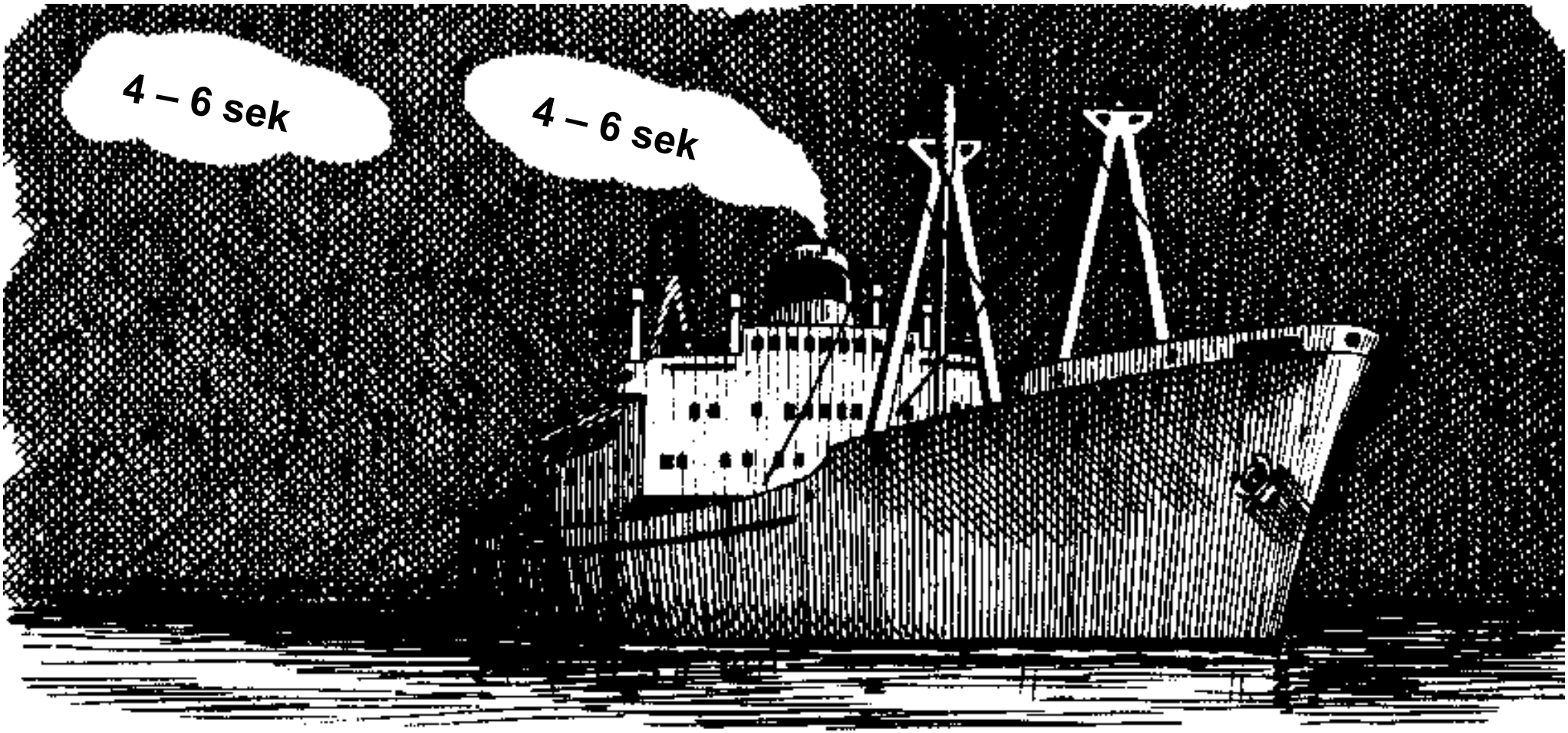
# Reegel 34

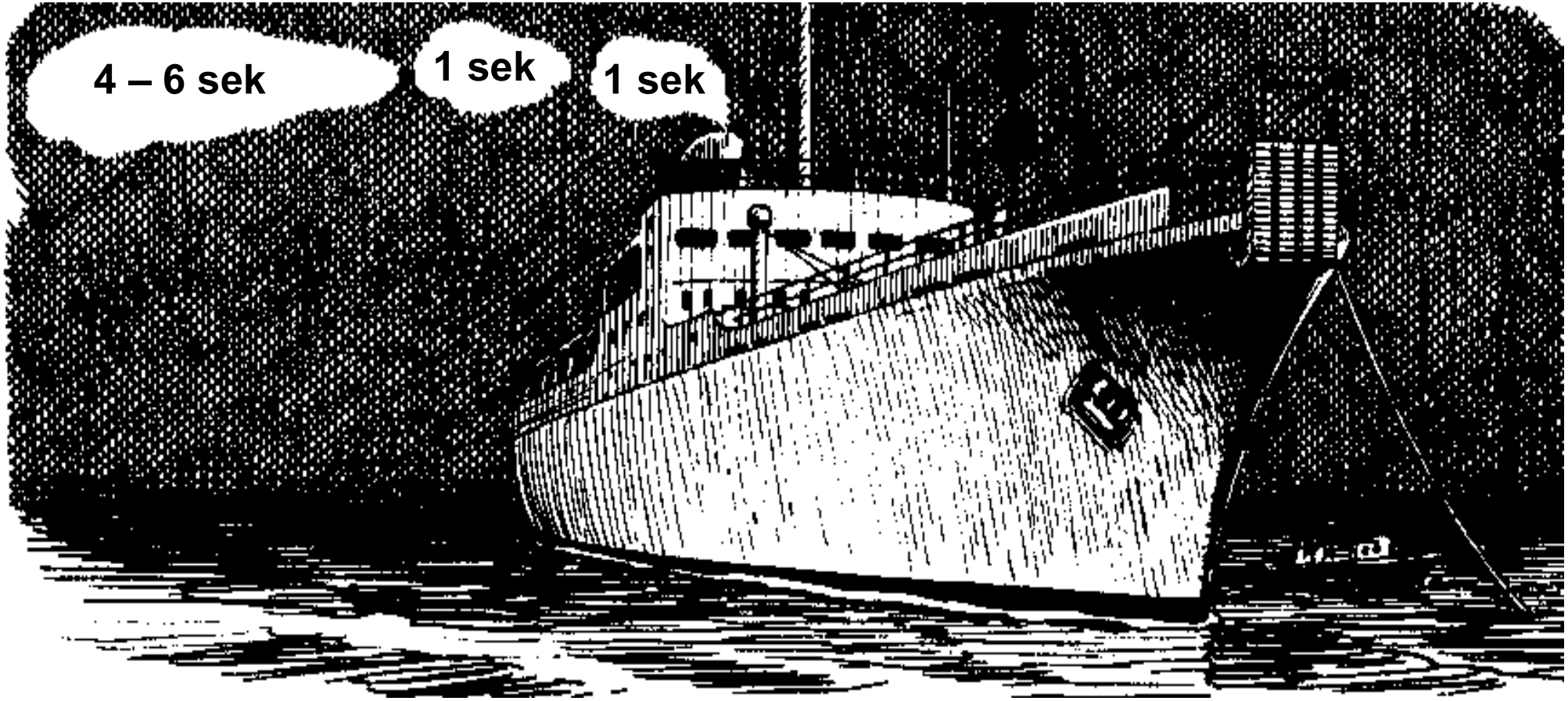


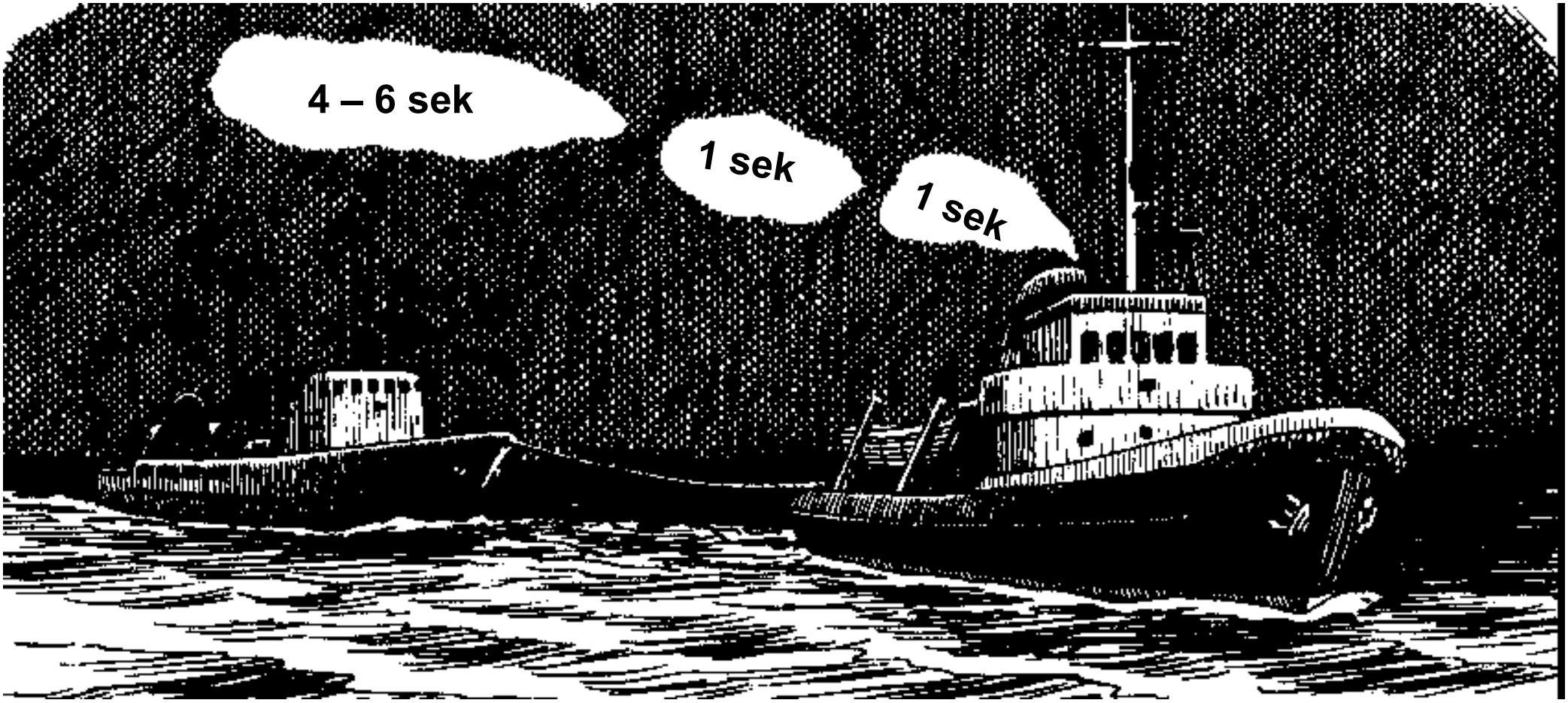
Reegel 34

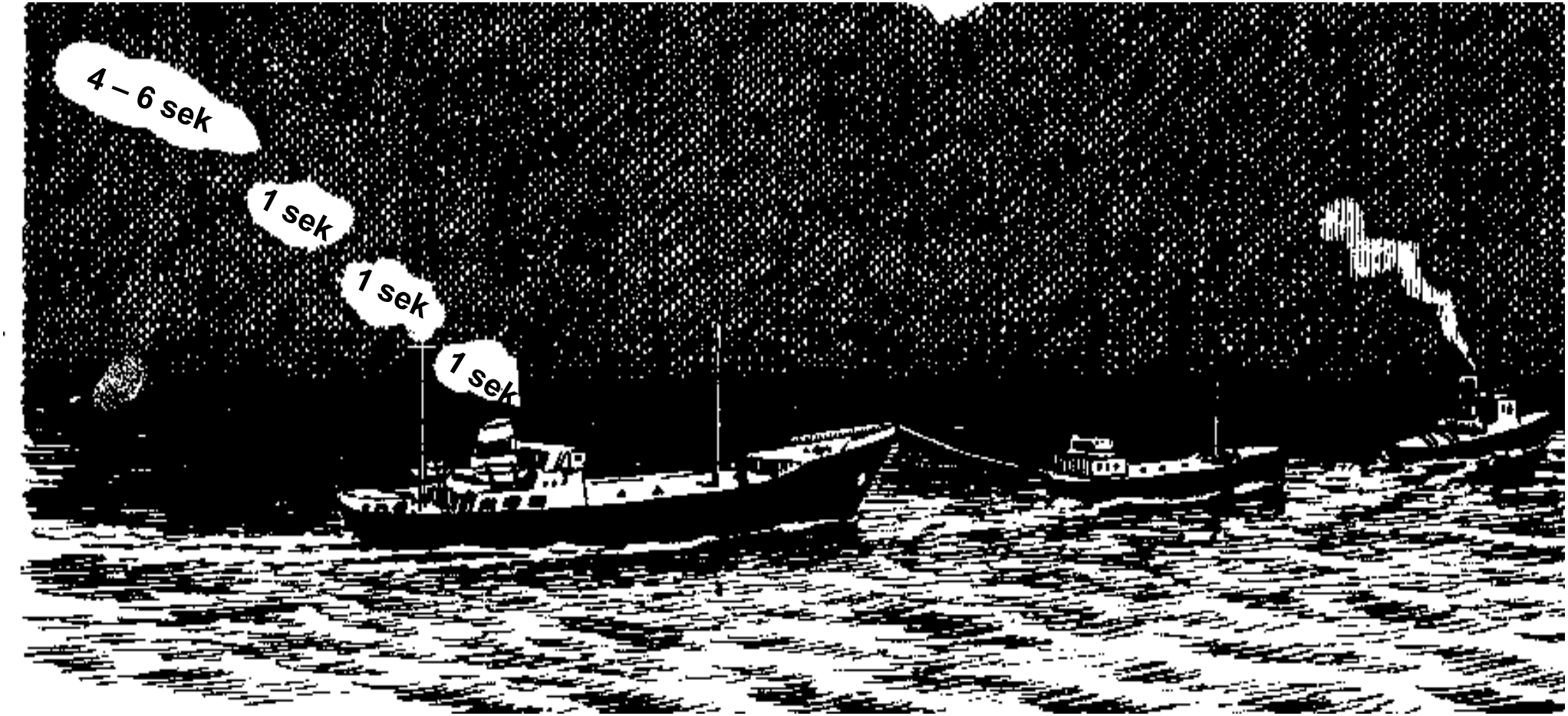


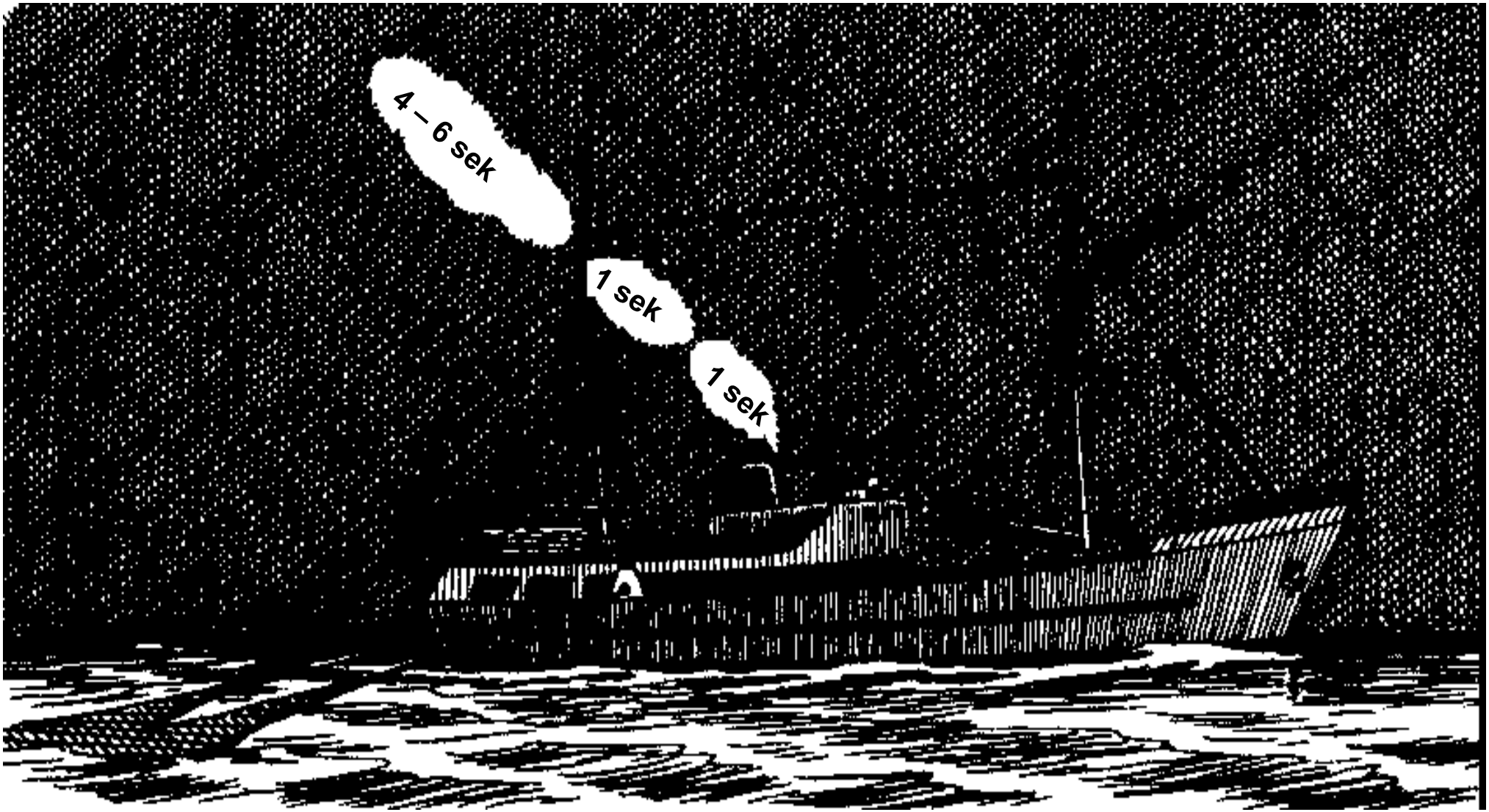

4 – 6 sek


4 – 6 sek
4 – 6 sek

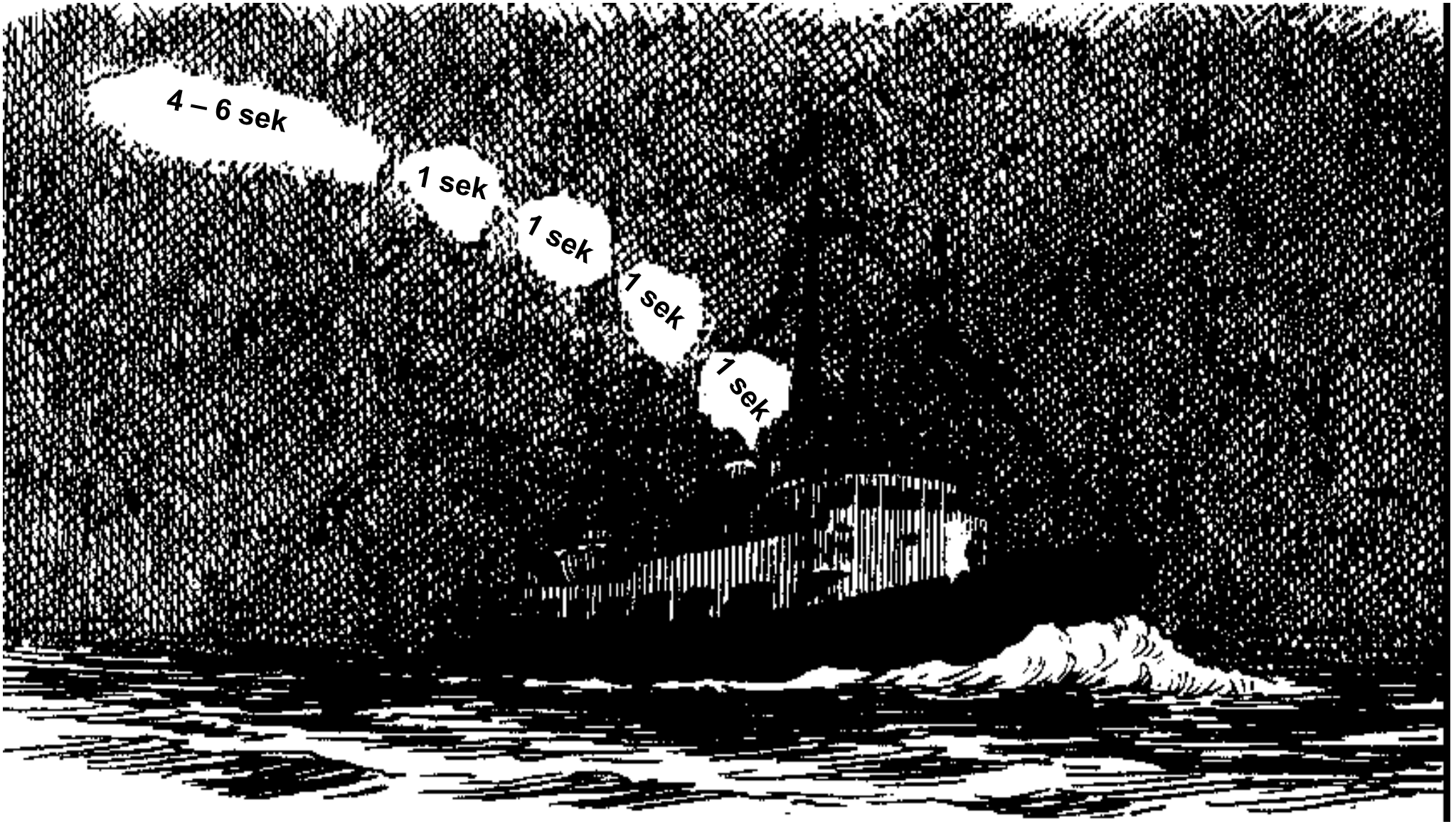

4 – 6 sek
1 sek
1 sek


4 – 6 sek
1 sek
1 sek

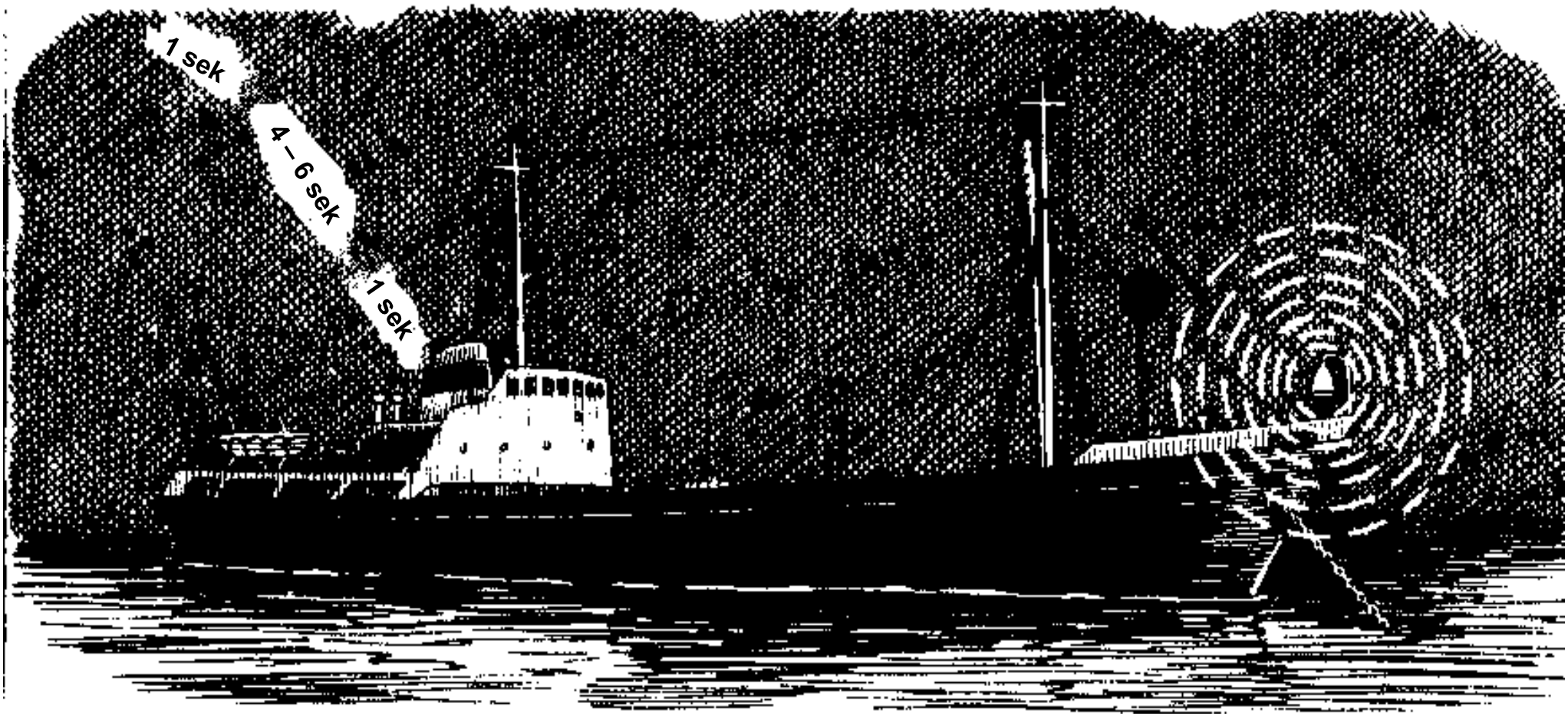

4 – 6 sek
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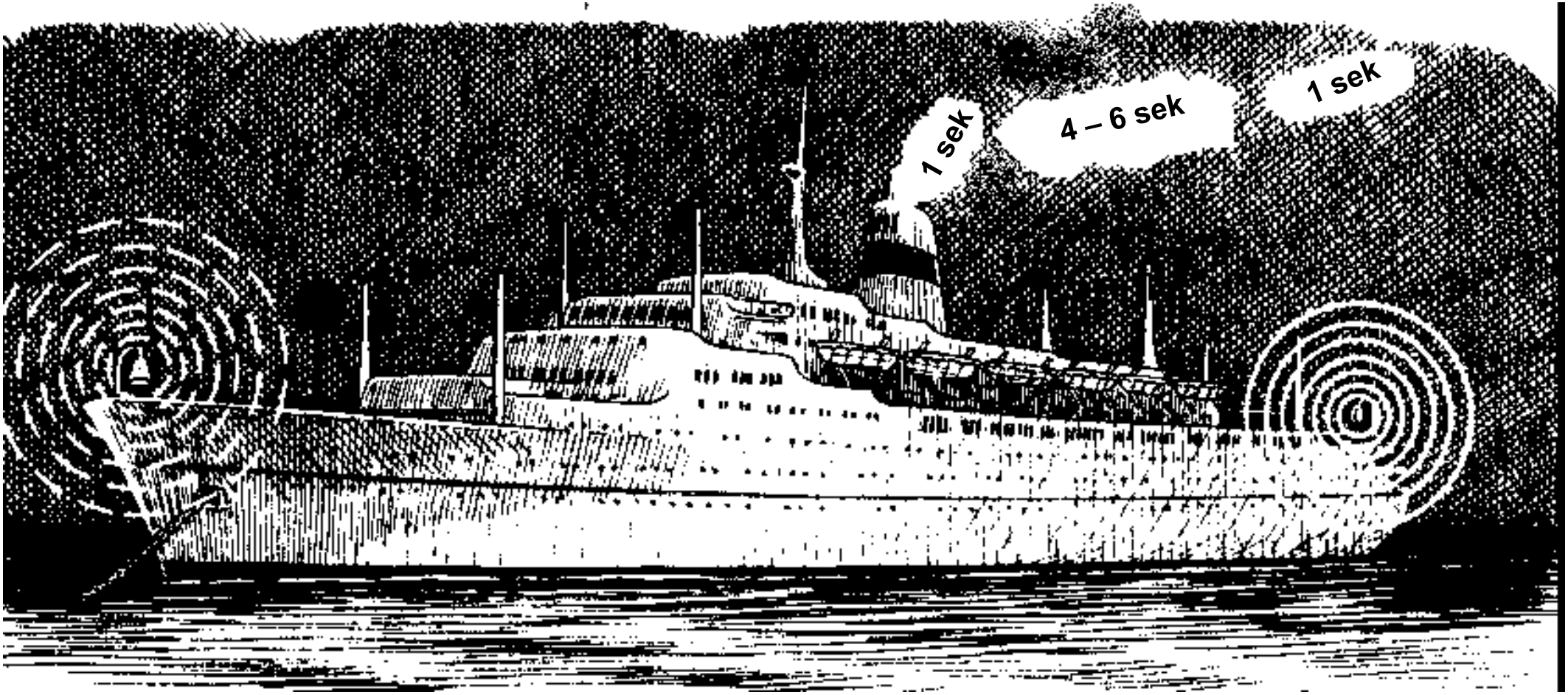

4 – 6 sek
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1 sek

# Reegel 35

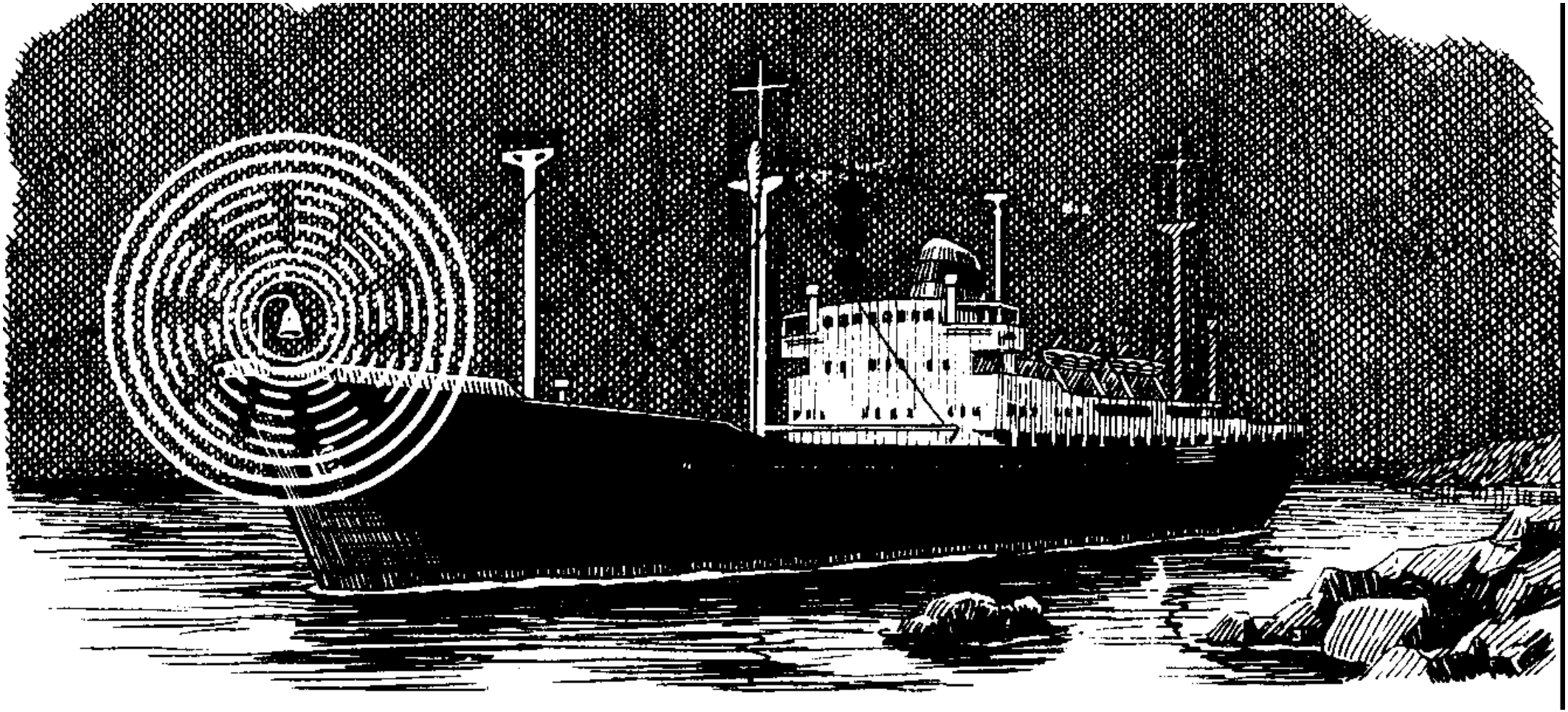


# Reegel 35



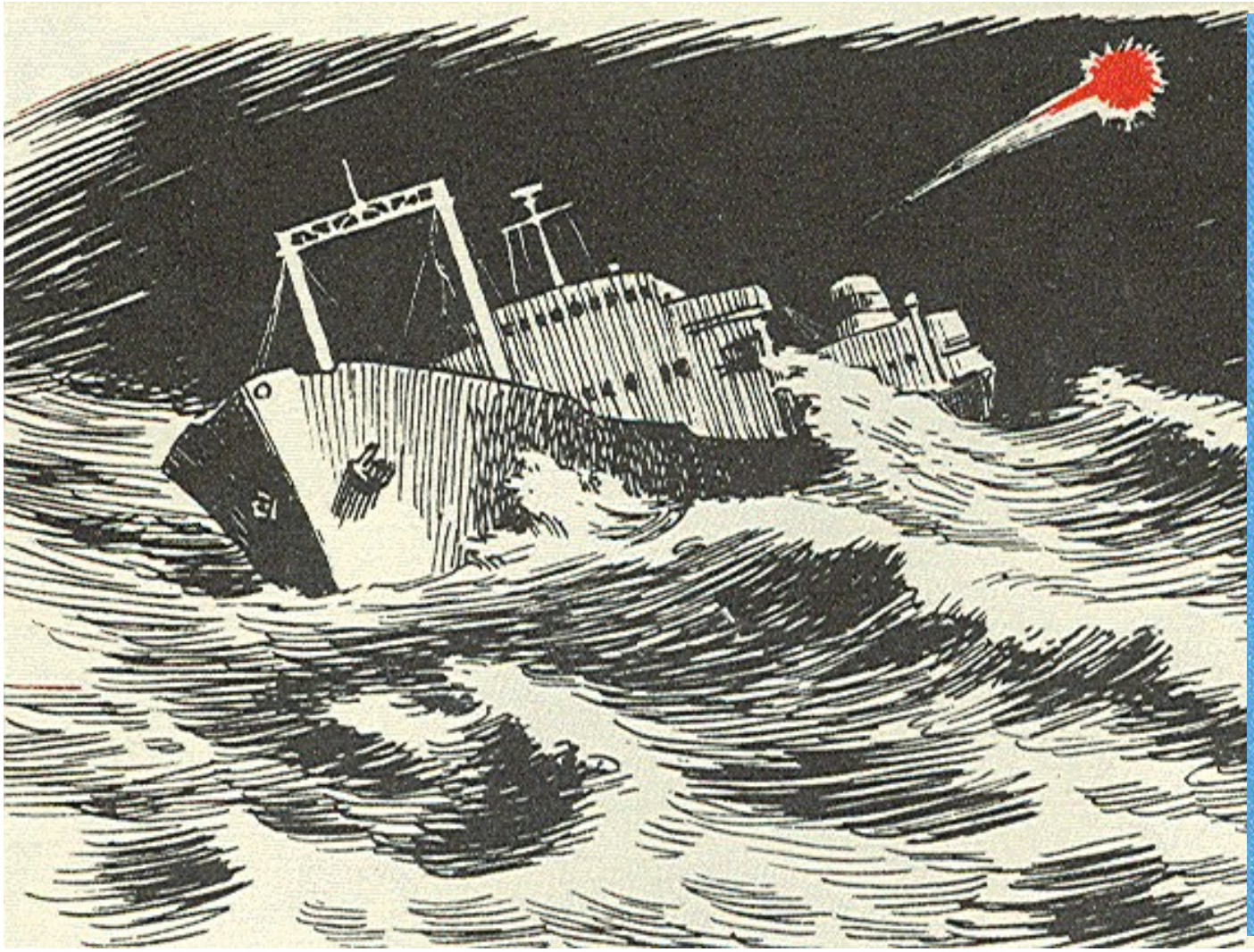

1 sek
4 – 6 sek
1 sek

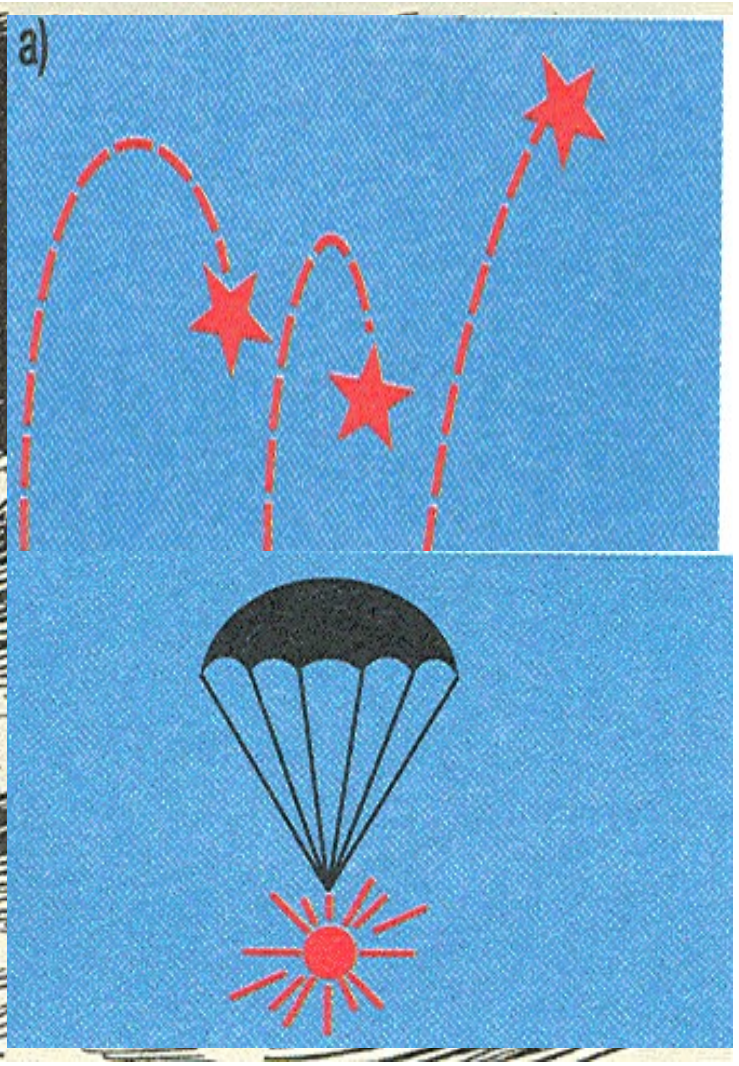
# Reegel 35




Pidev heli

# Lisa IV. Hädasignaalid





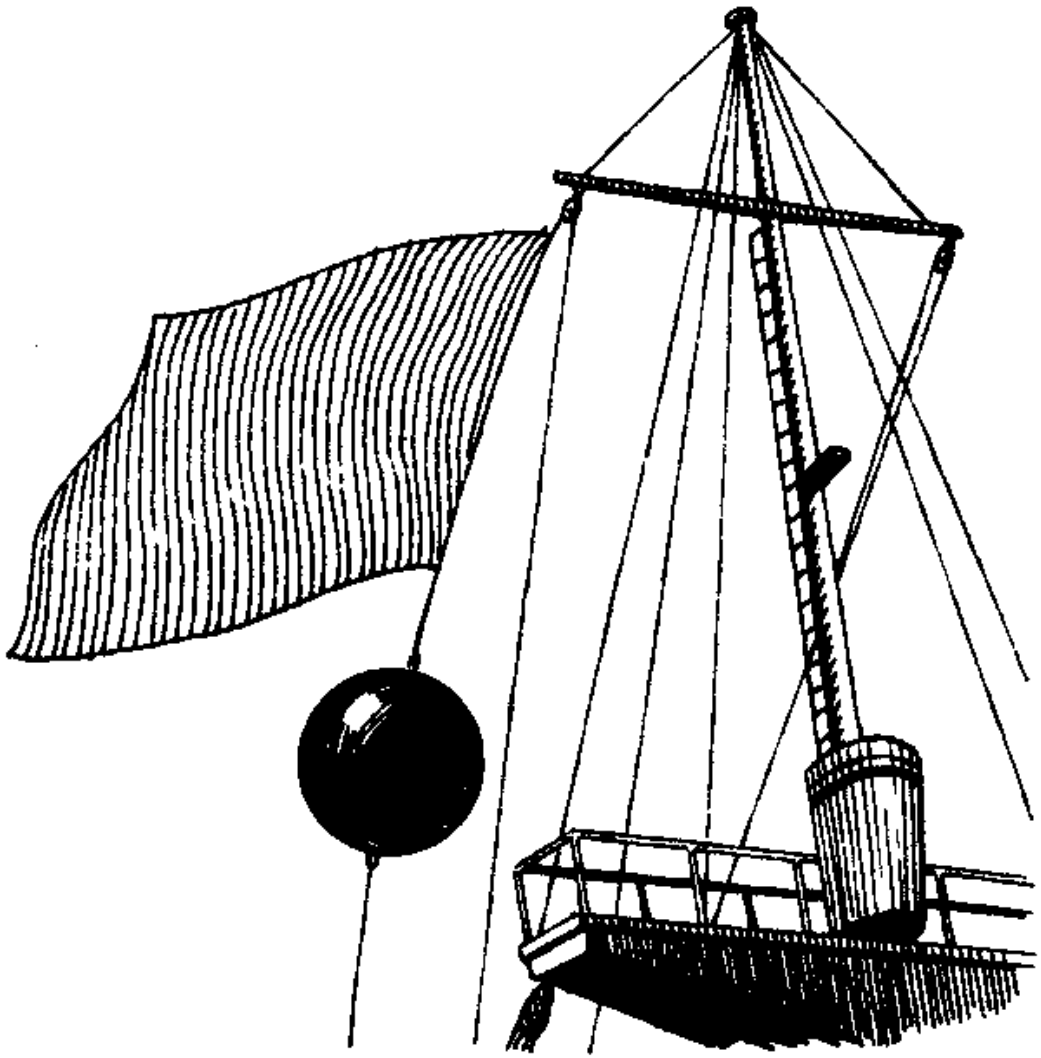
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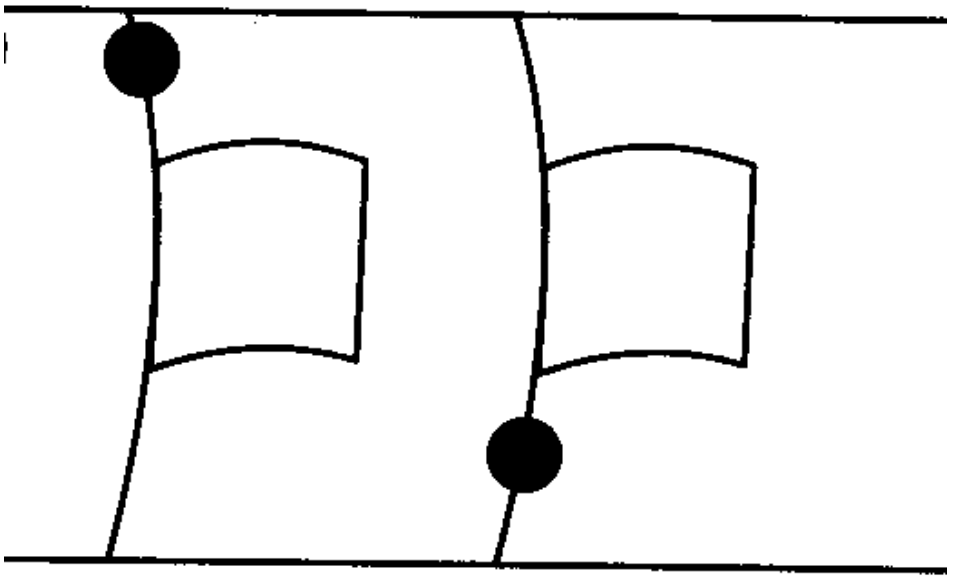


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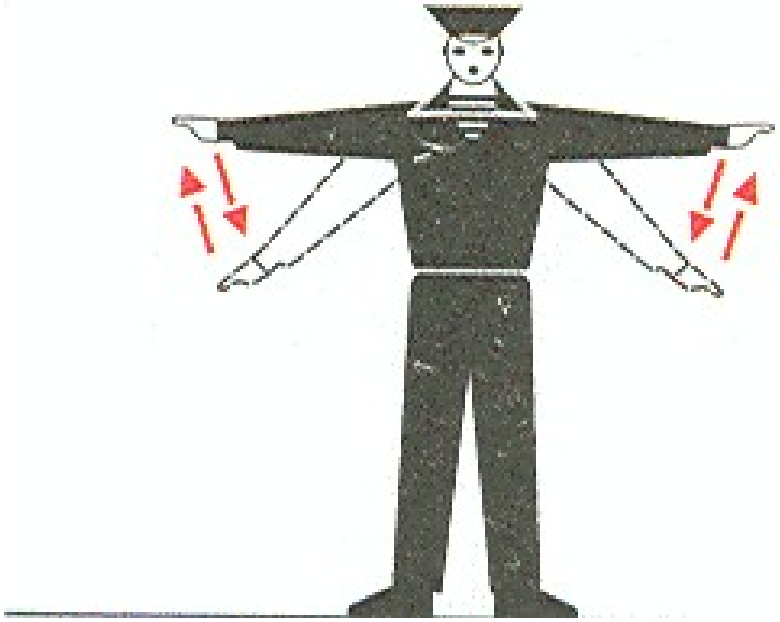


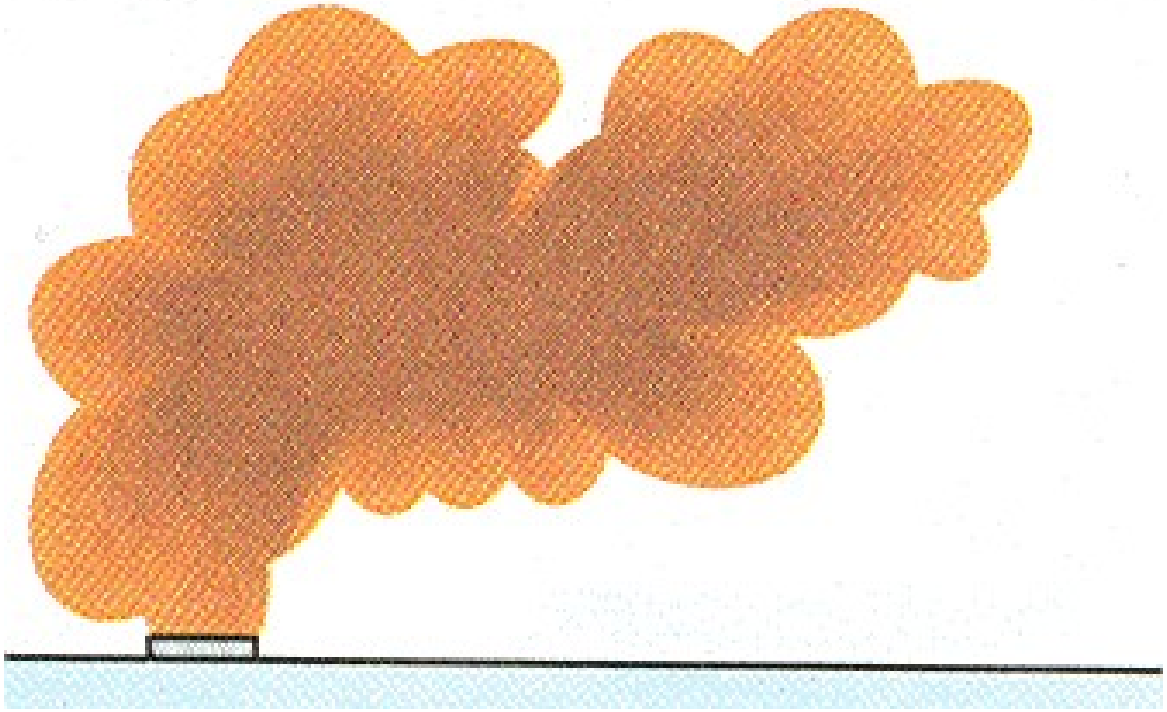
# Lisa IV. Hädasignaalid





# Lisa IV. Hädasignaalid



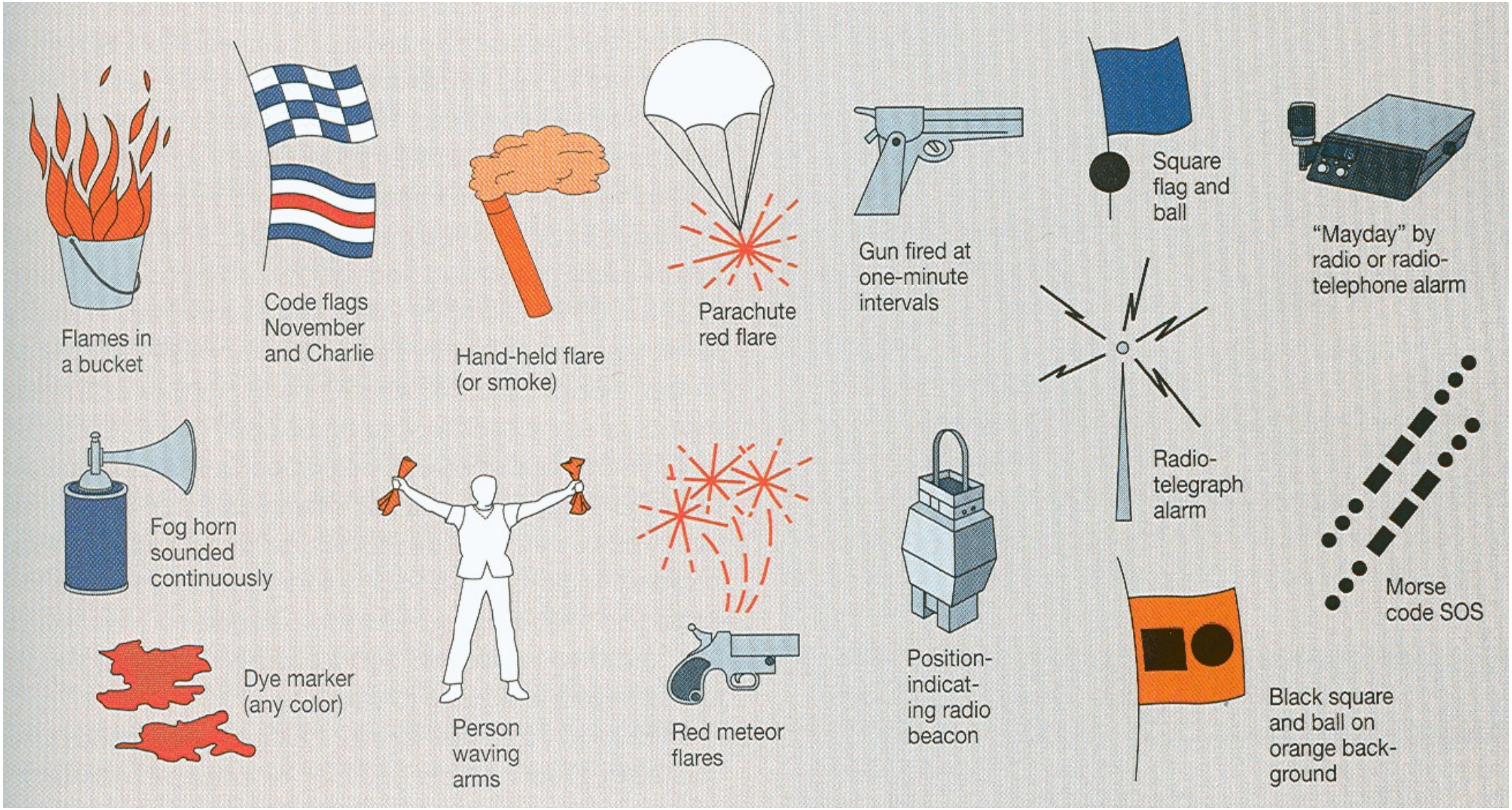


# Lisa IV. Hädasignaalid






# Lisa IV. Hädasignaalid



# TÄNAN

## OLI TORE TEIEGA KOOS OLLA JA TEILE TEADMISI EDASTADA

## EDUKAT JA OHUTUT MERESÕITU !