



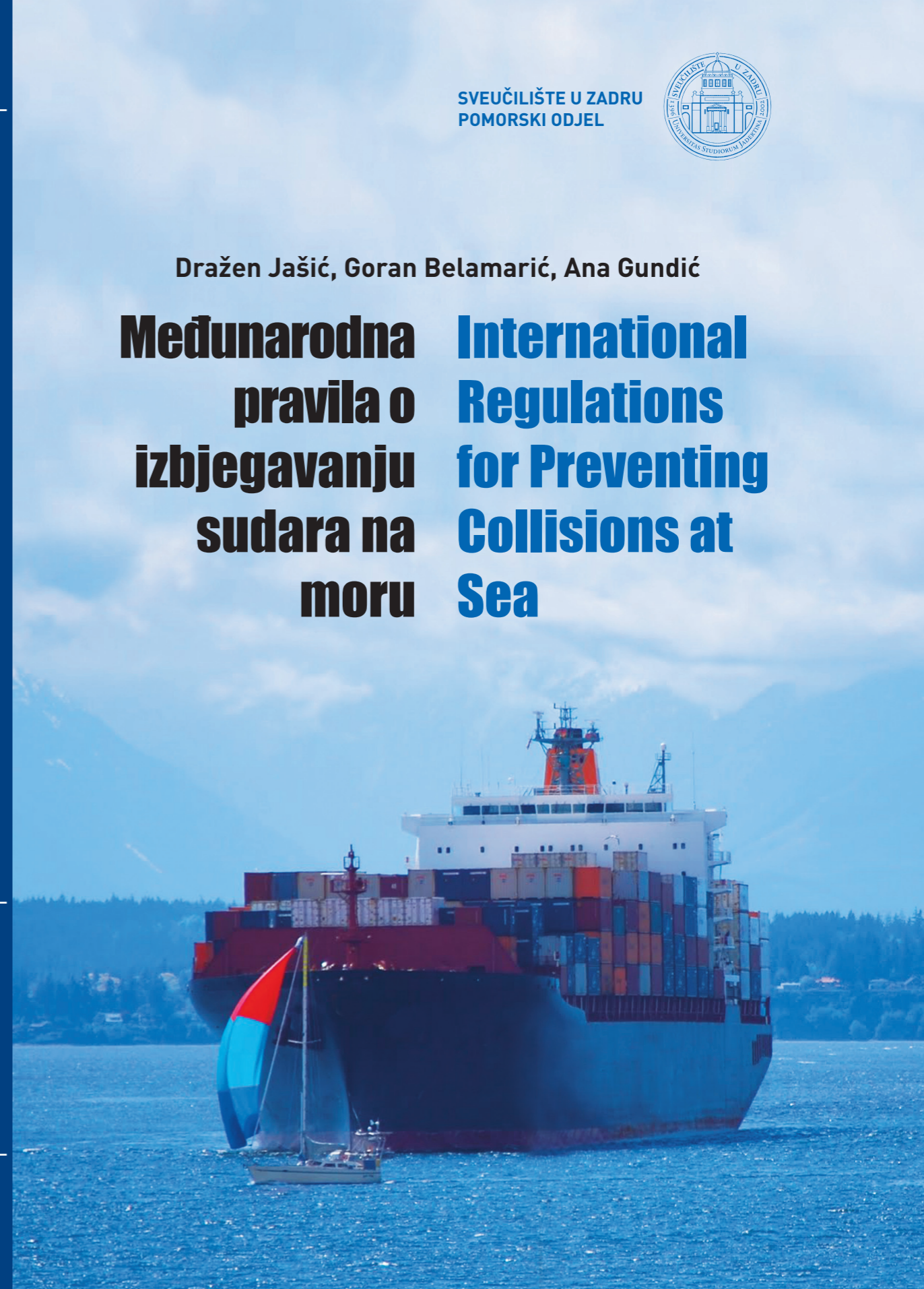
SVEUČILIŠTE U ZADRU
POMORSKI ODJEL

Dražen Jašić, Goran Belamarić, Ana Gundić

**Međunarodna
pravila o
izbjegavanju
sudara na
moru** **International
Regulations
for Preventing
Collisions at
Sea**

Međunarodna pravila o izbjegavanju sudara na moru

Jašić, Belamarić, Gundić



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izbjegavanju sudara na moru**

**International Regulations for
Preventing Collisions at Sea**



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Zadar, prosinac 2011.



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PREGOVOR

FOREWORD

Međunarodna pravila o izbjegavanju sudara na moru (u nastavku teksta Pravila) prihvatila je i objavila Međunarodna pomorska organizacija. Ona predstavljaju skup međunarodnih pravnih normi kojima se regulira pomorski promet.

Prva pisana pravila međunarodnog karaktera donijele su i prihvatile Engleska i Francuska 1863. godine. Donošenje pravila iniciralo je međunarodnu konferenciju održanu 1889. godine u Washingtonu. Na toj su konferenciji donesena prva međunarodna pravila o izbjegavanju sudara na moru pod nazivom Washingtonski pravilnik.

Pravila su kasnije mijenjana (1910., 1948. i 1960.) i prilagođavana novim potrebama sigurnosti plovidbe i povećanju pomorskog prometa.

Nakon što su Međunarodna pravila o izbjegavanju sudara na moru usvojena 20. listopada 1972., a na snagu stupila 15. srpnja 1977., Konvenciju o njima prihvatile su mnoge države.

Pravila su mijenjana nekoliko puta. S obzirom na izmjene u sustavu odvojenog prometa Pravilo 10. izmijenjeno je 1981. Godine 1987. izmjene i dopune napravljene su na nekoliko pravila, uključujući Pravilo 1. (e) za brodove posebne namjene, Pravilo

International Regulations for Preventing Collisions at Sea are accepted and published by the International Maritime Organization. They represent a set of international legal norms regulating maritime traffic.

The first written rules of international character dating from 1863 were first adopted and accepted by England and France. They are significant because they initiated the international conference dedicated to the same topic held in Washington in 1889. Adopted at the aforementioned conference, the first International Regulations for Preventing Collisions at Sea are called the Washington ordinance.

The rules were later changed (1910, 1948 & 1960) and adjusted to the new requirements of safety and increased maritime traffic.

Since the rules were adopted October 20, 1972, The Convention on the International Regulations for Preventing Collisions at Sea has been accepted by many States, and entered into force on July 15, 1977.

It has been amended several times since their first adoption. In 1981, the rule-number 10 was amended with regard to dredging or surveying in traffic separation schemes. In 1987, amendments were made to several rules, including Rule 1(e) for vessels of special construction; Rule

3. (h), za brodove ograničene svojim gazom, te Pravilo 10. (c), za prijelaz u zonama odvojene plovidbe. Godine 1989. Pravilo 10. se mijenja, a 1993. su izmijenjene i dopunjene odluke o pozicioniranju svjetala na plovilima.

U 2001. godini nova su pravila izmijenjena rezolucijom A.910 (22), usvojenoj na dvadeset i drugoj sjednici Skupštine održane 29. studenog 2001. Ta je rezolucija stupila na snagu 29. studenoga 2003., a 2007. godine dopunjena je tekstom Dodatka IV. (Signali u pogibelji).

3(h), for vessels constrained by draught and Rule 10(c), related to crossing traffic lanes. In 1989, Rule number 10 was altered to stop unnecessary use of the inshore traffic zones associated with TSS. In 1993, amendments were made concerning the positioning of lights on vessels.

In 2001, new rules were amended by resolution A.910(22), which was adopted by the twenty-second session of the Assembly on 29th of November 2001 and entered into force on 29th of November 2003. In 2007 the text of Annex IV (Distress signals) was rewritten.

Dio A

OPĆE ODREDBE

Part A

GENERAL

Pravilo 1.

S izmjenama i dopunama usvojenim od studenog 1993. do 2007. godine.

Primjena

a) Ova će se Pravila primjenjivati na sve brodove na otvorenom moru i na svim vodama (morima) koja su spojena s otvorenim morem, a plovne su za pomorske (morske) brodove.

b) Ništa što je propisano ovim Pravilima ne sprječava primjenu posebnih propisa koje izglasaju nadležni organi vlasti u pogledu sidrišta, luka, rijeka, jezera ili unutrašnjih plovni putova, koji su spojeni s otvorenim morem, a plovni su za pomorske (morske) brodove. Takvi posebni propisi moraju biti u skladu s ovim Pravilima.

c) Ništa što je propisano ovim Pravilima ne sprječava primjenu bilo kojih posebnih propisa koje izglasa vlada bilo koje države u pogledu dodatnih pozicionih ili signalnih svjetala ili zvučnih signala za ratne brodove i brodove u konvoju, ili u pogledu dodatnih pozicionih ili signalnih svjetala za ribarske brodove, koji ribare u skupini. Dodatna poziciona ili signalna svjetla ili zvučni signali moraju, koliko je god to moguće, biti takvi da se ne mogu pogreškom zamijeniti s bilo kojim drugim svjetlom ili zvučnim signalom koji su propisani ovim Pravilima.

Rule 1

With amendments adopted as of November 1993 to 2007.

Application

a) These rules shall apply to all vessels upon the high seas and in all waters connected therewith navigable by seagoing vessels.

b) No provision in these rules shall interfere with the operation of special rules made by an appropriate authority for roadsteads, harbours, rivers, lakes or inland waterways connected with the high seas and navigable by seagoing vessels. Such special rules shall conform as closely as possible to these rules.

c) No provision in these rules shall interfere with the operation of any special rules made by the Government of any State with respect to additional station or signal lights, shapes or whistle signals for ships of war and vessels proceeding under convoy, or with respect to additional station or signal lights or shapes for fishing vessels engaged in fishing as a fleet. These additional station or signal lights, shapes or whistles shall be such in feature that they cannot be mistaken for any light, shape or signal authorised elsewhere under these rules.

d) Organizacija može usvojiti sheme odvojene plovidbe u cilju ovih pravila.

e) Kada god zainteresirana vlada odluči da neki brod, zbog svoje posebne konstrukcije i namjene, ne može zbog ograničenja koje mu nameće njegova posebna namjena u potpunosti ispuniti odredbe ovih Pravila u pogledu broja, položaja, dometa ili sektora vidljivosti svjetala ili znakova, kao i njihova rasporeda i karakteristika naprava za davanje zvučnih signala, takav će brod udovoljavati drugim odredbama u pogledu broja, položaja, dometa i sektora vidljivosti svjetala ili znakova, kao i rasporeda i karakteristika naprava za davanje zvučnih signala za koje njegova vlada bude smatrala da u odnosu na takav brod najviše odgovaraju ovim Pravilima.

Pravilo 2. Odgovornost

a) Ništa što je propisano ovim Pravilima ne može osloboditi brod, brodarku, zapovjednika ili njegovu posadu od posljedica bilo kojeg propusta u primjeni ovih Pravila glede mjera opreza koje zahtijeva uobičajeno iskustvo pomoraca ili posebnih okolnosti nekih slučajeva.

b) Pri tumačenju i primjeni ovih Pravila treba imati u vidu sve opasnosti plovidbe i sudara, kao i posebne okolnosti uključujući i ograničenja samih brodova, koje mogu zahtijevati odstupanje od ovih Pravila da bi se izbjegla neposredna opasnost.

d) Traffic separation schemes may be adopted by the Organisation for the purpose of these rules.

e) Whenever the Government concerned shall have determined that a vessel of special construction or purpose cannot comply fully with the provision of any of these rules with respect to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, without interfering with the special function of the vessel, such vessel shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, as the Government of the vessel shall have determined to be the closest possible compliance with those rules in respect to that vessel.

Rule 2 Responsibility

a) No provision in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

b) In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

Pravilo 3. Opće definicije

Navedene riječi i izrazi koji se upotrebljavaju u ovom pravilniku, ako u pojedinom članku nije posebno naznačeno, imaju sljedeća značenja:

a) Riječ "brod" označava svaku vrstu plovila, uključujući plovila koja plove bez istisnine, višenamjensko brzo plovilo eng.



WIG (Wing in Ground) te hidroavion, koji se upotrebljavaju ili se mogu upotrijebiti kao prijevozno sredstvo na vodi.

b) Izraz "brod na mehanički pogon" označava svaki brod koji se pokreće strojem.

Rule 3 General definitions

These words and expressions used in this Rule, if the particular article is not specifically indicated, have the following meanings:

a) The word "vessel" includes every description of water craft, including non-displacement craft, WIG craft and sea-

planes, used or capable of being used as a means of transportation on water.

b) The term "power-driven vessel" means any vessel propelled by machinery.



c) Riječ “jedrenjak” označava svaki brod koji se pokreće jedrima, uz uvjet da pogonski stroj, ako je na njemu instaliran, nije u upotrebi.

c) The term “sailing vessel” means any vessel under sail provided that propelling machinery if fitted, is not being used.



d) Izraz “brod zauzet ribarenjem” označava svaki brod koji je angažiran u ribolovu s pomoću mreža, povraza, potegača (koća) ili drugoga ribarskog pribora, što ograničava mogućnost manevriranja, ali ne uključuje brod angažiran u ribolovu povlačnim povrazima ili drugim ribarskim priborom koji ne ograničavaju sposobnost manevriranja.

d) The term “vessel engaged in fishing” means any vessel fishing with nets, lines, trawls or other fishing apparatus which restricts manoeuvrability, but does not include a vessel fishing with trolling lines or other fishing apparatus which does not restrict manoeuvrability.



e) Riječ “hidroavion” označava bilo koju letjelicu kojom se može manevrirati na vodi.

e) The term “seaplane” includes any aircraft designed to manoeuvre on the water.



f) Izraz “brod koji ne može manevrirati” označava brod koji se ne može maknuti s puta drugome brodu jer se njime zbog posebnih okolnosti ne može manevrirati prema ovom pravilniku.

f) The term “vessel not under command” means a vessel which through some exceptional circumstances is unable to manoeuvre as required by these rules and is therefore unable to keep out of the way of another vessel.



g) Izraz “brod ograničene mogućnosti manevriranja” označava brod kojemu je zbog naravi njegova posla sposobnost

g) The term “vessel restricted in ability to manoeuvre” means a vessel which from the nature of work is restricted in ability

manevriranja ograničena prema ovim pravilima, pa se zbog toga ne može maknuti s puta drugom brodu. Izraz "brodovi ograničene mogućnosti manevriranja" uključuje navedene brodove, ali se ograničava samo na:

to manoeuvre as required by these rules and is therefore unable to keep out of the way of another vessel.

The term "vessels restricted in their ability to manoeuvre" shall include but not be limited to:



i) brod na polaganju, pregledavanju ili podizanju navigacijske oznake, podvodnog kabela ili cjevovoda;

i) A vessel engaged in laying, servicing or picking up a navigation mark, submarine cable or pipeline;



ii) brod koji jaruža, obavlja hidrograf-ska istraživanja ili podvodne radove;

ii) A vessel engaged in dredging, surveying or underwater operations;



iii) brod koji opskrbljuje ili prekrcava osobe, zalihe ili teret dok plovi;

iii) A vessel engaged in replenishment or transferring persons, provisions or cargo while underway;



iv) brod zauzet polijetanjem ili slijetanjem zrakoplova;

iv) A vessel engaged in launching or recovery of aircraft;



v) brod koji obavlja razminiranje;

v) *A vessel engaged in mine clearance operations;*



vi) brod zauzet takvim tegljenjem koje mu onemogućuje skretanje s njegova kursa.

vi) *A vessel engaged in a towing operation such as severely restricts the towing vessel and the tow in their ability to deviate from their course.*



h) Izraz “brod ograničen svojim gazom” označava brod na mehanički pogon koji je zbog svojega gaza, prema raspoloživoj dubini i širini plovnog puta bitno

h) The term “vessel constrained by her draught” means a power-driven vessel which because of the draught in relation to the available depth of water is severe-

ograničen u mogućnosti da skreće s kursa u kojem plovi.

ly restricted in ability to deviate from the course.



i) Riječ "plovi" označava da brod nije usidren ili privezan uz obalu ili nasukan.

i) The word "underway" means that a vessel is not at anchor, or made fast to the shore, or aground.



j) Riječi "duljina" i "širina" broda znače njegovu duljinu preko svega i najveću širinu.

j) The words "length" and "breadth" of a vessel means the full length overall and the greatest breadth.

k) Držat će se da su brodovi jedan drugome u vidokrugu samo tada kada mogu vidjeti jedan drugoga neposrednim motrenjem.

k) Vessel shall be deemed to be in sight of another one only when it can be observed visually from the other.

l) Izraz "smanjena vidljivost" označuje svaku okolnost u kojoj je vidljivost smanjena zbog magle, sumaglice, padanja snijega ili jake oluje s kišom, pješčane oluje i drugih sličnih uzroka.

l) The term "restricted visibility" means any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms or any other similar causes.



m) Eng. "Wing in Ground (WIG) Craft" označava višenamjensko brzo plovilo, u glavnom operacijskom radu, leti u neposrednoj blizini vodene površine s pomoću efekta površinskog djelovanja.

m) The term "Wing-in-Ground (WIG) Craft" means a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilizing surface-effect action.



Poglavlje I

Section I

**UPRAVLJANJE
BRODOVIMA PRI
BILO KOJEM STANJU
VIDLJIVOSTI**

**CONDUCT OF
VESSELS IN ANY
CONDITION OF
VISIBILITY**





Dio B

PRAVILA ZA PLOVIDBU I KORMILARENJE

Part B

STEERING AND SAILING RULES

Pravilo 4. Primjena

Pravila ovoga poglavlja primjenjuju se u bilo kojem stanju vidljivosti.

Pravilo 5. Izviđanje

Svaki brod mora uvijek savjesno izviđati motrenjem i slušanjem, svim raspoloživim sredstvima primjerenim prevladavajućim okolnostima i stanjima, a radi potpune procjene situacije i rizika od sudara.

Pravilo 6. Sigurnosna brzina

Svaki se brod mora uvijek kretati sigurnosnom brzinom pri kojoj se mogu poduzeti pravilne i djelotvorne radnje izbjegavanja sudara, te pri kojoj se brod

Rule 4 Application

Rules in this section apply in any condition of visibility.

Rule 5 Look-out

Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

Rule 6 Safe Speed

Every vessel shall at all times proceed at safe speed so that it can take proper and effective action to avoid collision and be stopped within a distance appropriate



može zaustaviti na odgovarajućoj udaljenosti, prema prevladavajućim okolnostima i stanju.

to the prevailing circumstances and conditions.



Pri određivanju sigurnosne brzine moraju se, među ostalim, uzeti u obzir:

In determining safe speed the following factors shall be among those taken into account:

a) Za sve brodove:

a) By all vessels:

- i) *stanje vidljivosti;*
- ii) *gustoća prometa, uključujući i ribarske ili bilo koje druge brodove;*

- i) *The state of visibility;*
- ii) *The traffic density including concentrations of fishing vessels or any other vessels;*



- iii) *manevarske osobine broda, uzimajući u obzir zaustavni put i sposobnost okretanja broda u prevladavajućim okolnostima;*
- iv) *prisutnost pozadinskih svjetala noću, kao što su svjetla na obali i reflektivno raspršivanje vlastitih svjetala;*

- iii) *The manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;*
- iv) *At night the presence of background light such as from shore lights or from backscatter of her own lights;*

- v) stanje vjetra, mora i morske struje te blizina navigacijskih opasnosti;
- vi) gaz broda u odnosu na raspoloživu dubinu vode.

b) Dodatno za brodove s radarom u radu:

- i) značajke, mogućnosti i ograničenja radarskog uređaja;
- ii) sva ograničenja koja nameće ljestvica dometa radara koja je u upotrebi;
- iii) učinak stanja mora, vremena i drugih izvora smetnji na radarsko otkrivanje;
- iv) postojanje mogućnosti da mali brodovi, led i drugi plovni objekti ne budu otkriveni radarom na odgovarajućoj udaljenosti;
- v) broj, položaj i kretanje brodova koji su otkriveni radarom;
- vi) preciznija procjena vidljivosti, koju je moguće utvrditi upotrebom radara, određivanjem udaljenosti do broda ili plovnih objekata u blizini.

Pravilo 7. Rizik od sudara

a) Svaki brod mora se koristiti svim raspoloživim sredstvima prilagođenih prevladavajućim okolnostima i stanju kako bi se utvrdio rizik od sudara. Ako postoji imalo sumnje, držat će se da taj rizik postoji.

b) Radarski uređaj, ako je ugrađen i ispravan, treba pravilno koristiti, uključujući i područje promatranja na ljestvici većih udaljenosti kako bi se na vrijeme dobilo upozorenje o riziku od sudara, te vrijeme za radarsko ucrtavanje (plotiranje) i sustavno praćenje otkrivenih objekata.

- v) *The state of wind, sea and current and the proximity of navigational hazards;*
- vi) *The draught in relation to the available depth of water.*

b) Additionally, by vessels with operational radar:

- i) *The characteristics, efficiency and limitations of the radar equipment;*
- ii) *Any constraints imposed by the radar range scale in use;*
- iii) *The effect on radar detection of the sea state, weather and other sources of interference;*
- iv) *The possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;*
- v) *The number, location and movement of vessels detected by radar;*
- vi) *The more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.*

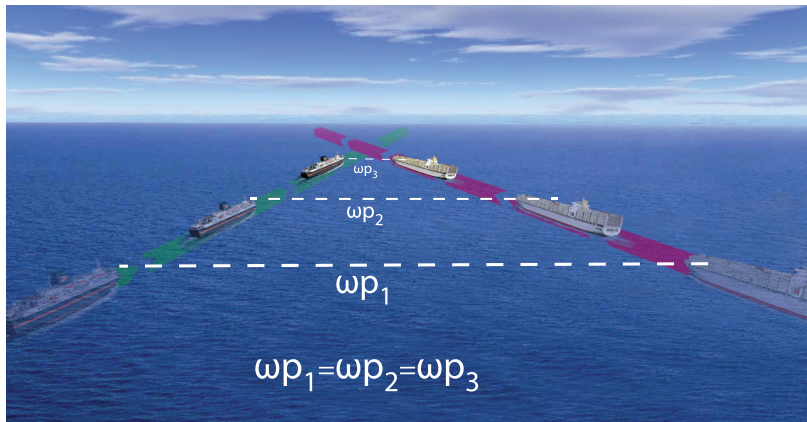
Rule 7 Risk of collision

a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt about it, the risk shall be deemed to exist.

b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.

c) Ne smiju se donositi zaključci na temelju oskudnih podataka, a osobito ne na temelju nedovoljnih radarskih podataka.

c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.



d) Pri utvrđivanju postojanja rizika od sudara ova razmatranja, među ostalim, treba uzeti u obzir:

- i) *držat će se da postoji opasnost od sudara ako se kompasni smjer (azimut) broda koji se približava znatnije ne mijenja;*
- ii) *takva opasnost može postojati čak kad je očevidna veća promjena smjera (azimuta), posebice kada se približava velik brod ili tegalj, na maloj udaljenosti.*

d) In determining that the risk of collision exists, the following considerations shall be among those taken into account:

- i) *Such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change;*
- ii) *Such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range.*

Pravilo 8. Radnja kojom se izbjegava sudar

a) Svaku radnju poduzetu radi izbjegavanja sudara koja su u skladu s pravilnikom, treba ako okolnosti dopuštaju, biti poduzeta pravodobno i odlučno i onako kako to čini dobar pomorac.

b) Svaka promjena kursa i/ili brzine poduzeta da bi se izbjegao sudar, ako okol-

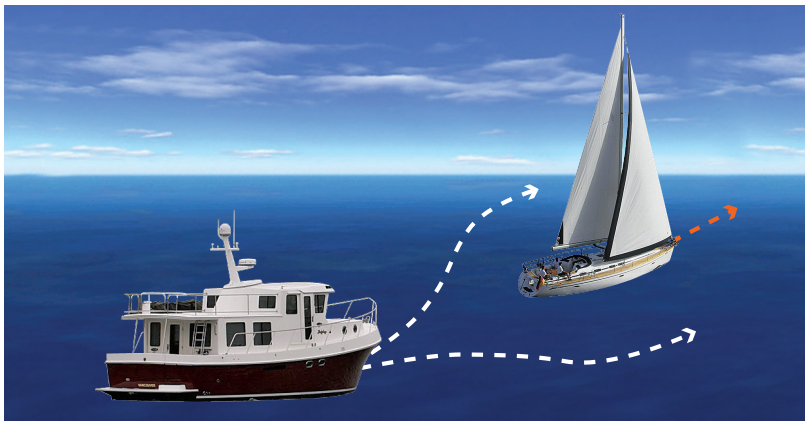
Rule 8 Action to avoid collision

a) Any action to avoid collision shall be taken in accordance with the Rules of this part and shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.

b) Any alteration of course and/or speed to avoid collision shall, if the cir-

nosti dopuštaju, mora biti dovoljno velika da ju drugi brod, koji motri vizualno ili s pomoću radara, može odmah primijetiti. Uzastopne male promjene kursa i/ili brzine treba izbjegavati.

cumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar. A succession of small alterations of course and/or speed should be avoided.

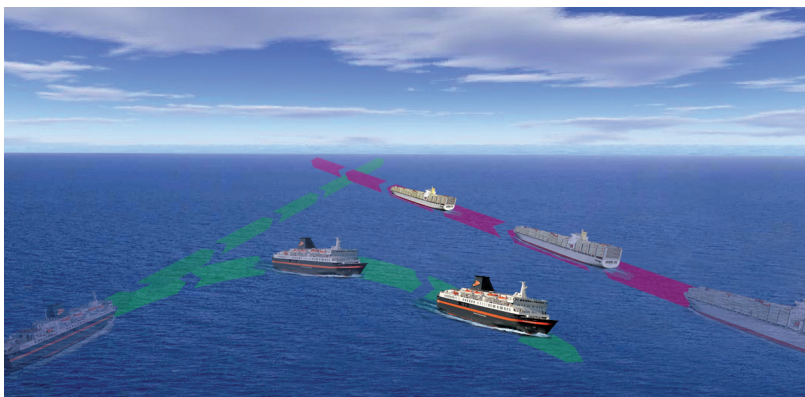


c) Kada ima dovoljno prostora za manevriranje, samo promjena kursa može biti uspješna radnja da se izbjegne položaj opasne blizine, uz uvjet da se to učini pravodobno i da je promjena izrazita te da brod ne dovede u položaj opasnih blizina u odnosu na ostale brodove.

c) If there is sufficient sea-room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, that it is substantial and that it does not result in another close-quarters situation.

d) Radnja poduzeta da se izbjegne sudar s drugim brodom mora omogućiti njihovo mimoilaženje na sigurnoj udaljenosti. Uspješnost te radnje mora se pažljivo provjeravati sve dok drugi brod napokon ne prođe subočice i udalji se.

d) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.



e) Kada je zbog izbjegavanja sudara nužno dobiti na vremenu za procjenu situacije, brod mora smanjiti brzinu, ili se potpuno zaustaviti zaustavljanjem stroja, to jest prekrenuti strojeve u vožnju krmom.

f) i) *Brod koji je obavezan, po bilo kojoj odredbi ovoga pravilnika, ne ometati prolaz ili siguran prolaz drugoga broda, mora kada okolnosti to zahtijevaju, pravodobno poduzeti radnju kojom omogućuje dovoljno prostora u plovnom akvatoriju za siguran prolaz drugoga broda.*



ii) *Brod koji je obavezan ne ometati prolaz ili siguran prolaz drugoga broda ne oslobađa se te obveze kada se približavanjem drugom brodu povećava rizik od sudara, te pri poduzimanju radnji mora voditi računa o postupcima koji su u skladu sa stavcima (a), (b), (c), (d) i (e) ovoga pravila.*

iii) *Brod kojem se ne smije ometati prolaz ostaje u punoj obvezi držati se pravila ovoga dijela, kada se dva broda približavaju jedan drugome tako da postoji rizik od sudara.*

e) If necessary to avoid collision or allow more time to assess the situation, vessel shall slacken the speed or take all way off by stopping or reversing means of propulsion.

f) i) *A vessel which, by any of these Rules, is required not to impede the passage or safe passage of another vessel shall, when required by the circumstances of the case, take early action to allow sufficient sea-room for the safe passage of the other vessel.*

ii) *A vessel required not to impede the passage or safe passage of another vessel is not relieved of this obligation if approaching the other vessel so as to involve risk of collision and shall, when taking action, have full regard to the action which may be required by the Rules of this part.*

iii) *A vessel the passage of which is not to be impeded remains fully obliged to comply with the Rules of this part when two vessels are approaching one another so as to involve risk of collision.*

Pravilo 9. Uski kanali

a) Brod koji plovi u uskom kanalu ili plovnom dijelu rijeke mora se, koliko je to moguće i praktično izvedivo, držati vanjskog ruba kanala ili plovnog dijela rijeke koji se nalazi s njegove desne strane.



Rule 9 Narrow channels

a) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit or the channel or fairway which lies on the starboard side as is safe and feasible .

b) Brod kraći od 20 metara ili jedrenjak ne smije ometati prolaz brodu koji može sigurno ploviti jedino unutar uskog kanala ili plovnog dijela rijeke.

b) A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.



c) Brod zauzet ribarenjem ne smije ometati prolaz bilo kojem drugom brodu koji plovi unutar uskog kanala ili plovnog dijela rijeke.

c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.

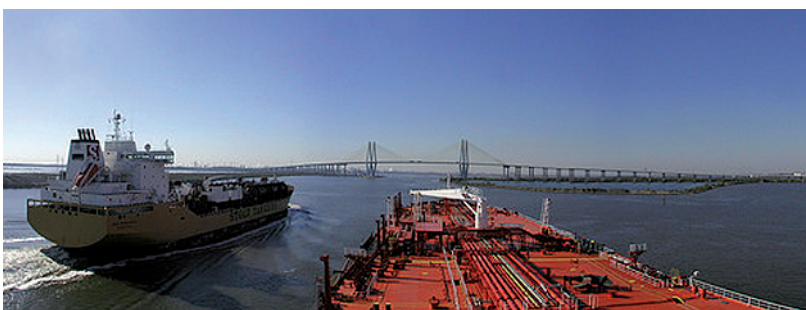


d) Brod ne smije presijecati kanal ili plovni dio rijeke kada takvo presijecanje ometa prolaz brodu koji može sigurno ploviti unutar toga kanala ili plovnog dijela rijeke. Sumnja li se u namjeru broda koji presijeca kanal ili plovni dio rijeke, može se upotrijebiti zvučni signal propisan Pravilom 34. (d) ovoga pravilnika.

d) A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34 (d) if in doubt as to the intention of the crossing vessel.

e) i) *Pretjecanje u uskom kanalu ili plovnome putu može se obaviti jedino ako brod koji se pretječe poduzima*

e) i) *In a narrow channel or fairway when overtaking can only take place if the vessel to be overta-*



radnju kojom omogućuje siguran prolaz drugome brodu, to jest brod koji namjerava pretjecati mora pokazati svoju namjeru koristeći se odgovarajućim zvučnim signalom propisanim Pravilom 34. (c)(i) ovo-

ken has to take action to permit safe passing, the vessel intending to overtake shall indicate its intention by sounding the appropriate signal prescribed in Rule 34 (c)(i). The vessel to be

ga pravilnika. Pretjecani brod, ako se slaže s tom namjerom, mora upotrijebiti odgovarajući zvučni signal propisan Pravilom 34. (c)(ii) ovoga pravilnika i poduzeti potrebne radnje koje omogućavaju siguran prolaz drugome brodu. U slučaju sumnje, pretjecani brod može upotrijebiti zvučne signale propisane Pravilom 34. (d) ovoga pravilnika.

- ii) Ovo pravilo ne oslobađa brod koji pretječe obveza propisane Pravilom 13. ovoga pravilnika.

f) Brod koji se približava nepreglednom zavoju ili području uskoga kanala ili plovna dijela rijeke gdje se drugi brodovi ne mogu vidjeti zbog zaklonjena vidika nekom zaprekom, mora ploviti uz posebnu budnost i oprez te mora upotrijebiti odgovarajući zvučni signal prema Pravilu 34. (e) ovoga pravilnika.

g) Svaki brod mora, kada okolnosti slučaja to dopuštaju, izbjegavati sidrenje u uskom kanalu.

Pravilo 10. Shema odvojenog prometa

a) Ovo se pravilo primjenjuje na sheme odvojenog prometa koje je Međunarodna pomorska organizacija usvojila i ne oslobađa ni jedan brod njegove obveze po bilo kojem drugom pravilu.

b) Brod koji se služi shemom odvojenog prometa mora:

- i) *prosljediti po određenom plovidbenom kursu u općem smjeru toka plovidbe za to plovno područje;*

overtaken shall, if in agreement, sound the appropriate signal prescribed by Rule 34 (c)(ii) and take steps to permit safe passing. If in doubt, the other vessel may sound the signals prescribed in Rule 34 (d).

- ii) *This rule does not relieve the overtaking boat of the obligation under Rule 13.*

f) A vessel nearing a bend or an area of narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34 (e).

g) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

Rule 10 Traffic separation schemes

a) This rule applies to traffic separation schemes adopted by the organisation and does not relieve any vessel of the obligation under any other Rule:

b) Vessel using a traffic separation scheme shall:

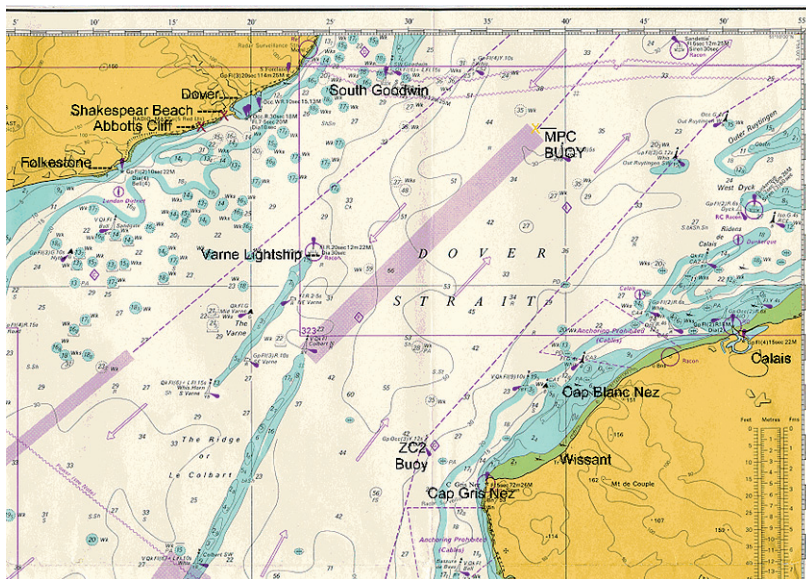
- i) *Proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;*

- ii) koliko je god praktično izvedivo, držati se izvan crte razdvajanja ili zone razdvajanja;
- iii) uključivati se u plovidbeni tok ili izlaziti iz njega u normalnim prilikama, na krajevima plovidbene toka, a pri uključivanju ili izlaženju sa strane to činiti pod što manjim kutom u odnosu na opći tok plovidbe.

c) Brod mora, koliko god je to izvedivo, izbjegavati prelazak preko crte razdvajanja ili zone razdvajanja, ali u slučajevima kada je to prisiljen učiniti, taj prelazak mora biti, ako je praktično izvedivo, pod pravim kutom u odnosu na opći smjer plovidbenog toka.

- ii) So far as feasible keep clear of the traffic separation line or separation zone;
- iii) Normally join or leave the traffic lane at the termination of the lane, but when joining or leaving from either side, do so at as small an angle to the general direction of traffic flow as feasible.

c) Vessel shall, so far as feasible, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.



d) i) Zone priobalne plovidbe u normalnim okolnostima ne smiju koristiti brodovi u tranzitu, koji sigurno mogu ploviti odgovarajućom plovidbenom rutom unutar susjedne sheme odvojenog prometa. No brodovi kraći od 20 metara, jedrenjaci

d) i) Inshore traffic zones shall not normally be used by through traffic which can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 m in length, sailing vessels and vessels

i brodovi koji su zauzeti ribarenjem mogu se u svim okolnostima koristiti zonom priobalne plovidbe.

- ii) *Bez obzira na odredbe stavka (d) (i) ovoga pravila, brod se može koristiti zonom priobalne plovidbe kada je na ruti prema ili od luke, obalnim instalacijama ili konstrukcijama blizu obale, peljarske postaje ili bilo kojega drugog mjesta koje se nalazi unutar zone priobalne plovidbe, ili da bi izbjegao neposrednu opasnost.*

e) Brod koji ne presijeca shemu odvojenog prometa ne smije u normalnim okolnostima ulaziti u zonu razdvajanja ili prelaziti preko crte razdvajanja, osim:

- i) *u slučajevima nužde da bi izbjegao neposrednu opasnost;*
- ii) *kada je zauzet ribarenjem unutar zone odvajanja.*

f) Brod koji plovi u području završetka sheme odvojenog prometa mora to činiti s posebnim oprezom.

g) Brod mora, kada je to izvedivo, izbjegavati sidrenje unutar sheme odvojenog prometa ili u područjima blizu njezinih završetaka.

h) Brod koji se ne koristi shemom odvojenog prometa mora to područje zaobilaziti, koliko je god to praktično moguće.

i) Brod zauzet ribarenjem ne smije ometati prolaz ni jednom brodu koji slijedi generalni tok plovidbene rute.

j) Brod kraći od 20 metara ili jedrenjak ne smije ometati siguran prolaz broda na mehanički pogon koji slijedi tok plovidbene rute.

engaged in fishing may under all circumstances use inshore traffic zones.

- ii) *Notwithstanding subparagraph (d) (i), vessel may use an inshore traffic zone when en route to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.*

e) Vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter the separation zone or cross the separation line except:

- i) *In cases of emergency to avoid immediate danger;*
- ii) *To engage in fishing within the separation zone.*

f) Vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.

g) Vessel shall as far as practicable avoid anchoring in traffic separation scheme or in areas near its terminations.

h) Vessel not using the traffic separation scheme shall avoid it by as wide a margin as feasible.

i) Vessel engaged in fishing shall not impede the passage of any vessel following the traffic lane.

j) Vessel of less than 20 m in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following the traffic lane.

k) Brod s ograničenim mogućnostima manevriranja, kada je zauzet radovima na održavanju sigurne plovidbe u shemama odvojenog prometa, oslobođen je obveze pridržavanja ovoga pravila za vrijeme obavljanja radova.

l) Brod s ograničenim mogućnostima manevriranja, kada je zauzet radovima na polaganju, popravljanju ili podizanju podmorskog kabela unutar sheme odvojenog prometa, oslobođen je obveze pridržavanja ovoga pravila za vrijeme obavljanja radova.

k) Vessel restricted in the ability to manoeuvre when engaged in an operation for the maintenance of safety of navigation in the traffic separation scheme is exempted from complying with this rule to the extent necessary to carry out the operation.

l) Vessel restricted in the ability to manoeuvre when engaged in an operation for the laying, servicing or picking up of submarine cable, within the traffic separation scheme, is exempted from complying with this Rule to the extent necessary to carry out the operation.

Poglavlje II

**UPRAVLJANJE
BRODOVIMA KOJI
SU U VIDOKRUGU**

Section II

**CONDUCT OF
VESSELS IN SIGHT
OF ONE ANOTHER**





Pravilo 11. Primjena

Pravila ovoga poglavlja odnose se na brodove koji su u vidokrugu jedan drugome.

Rule 11 Application

Rules in this section apply to vessels in sight of one another.

Pravilo 12. Jedrenjaci

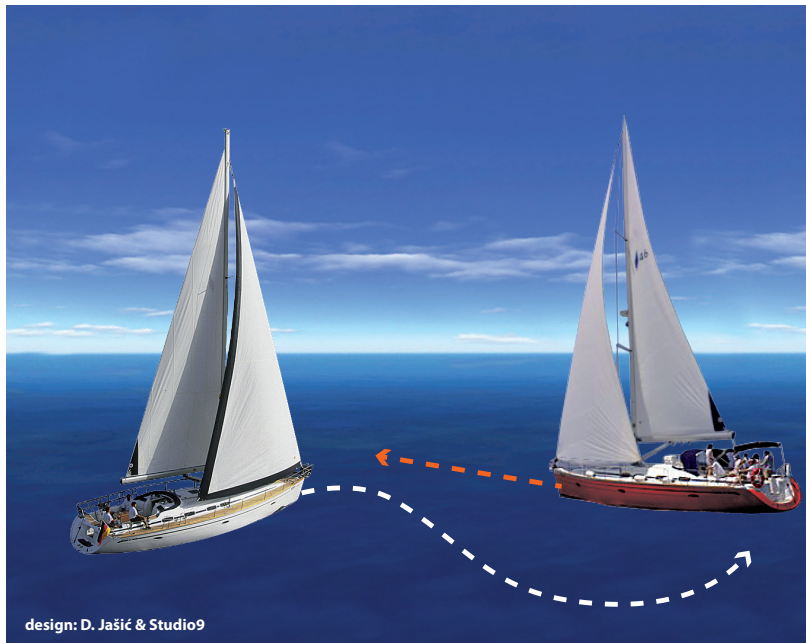
a) Kada se dva jedrenjaka približavaju jedan drugome tako da prijeti opasnost od sudara, jedan od njih mora se ukloniti drugome s puta na sljedeći način:

- i) *kada svaki od njih ima vjetar s različitih strana, brod koji plovi vjetrovom s lijeve strane mora se ukloniti s puta drugom jedrenjaku;*

Rule 12 Sailing vessels

a) When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:

- i) *When each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other;*

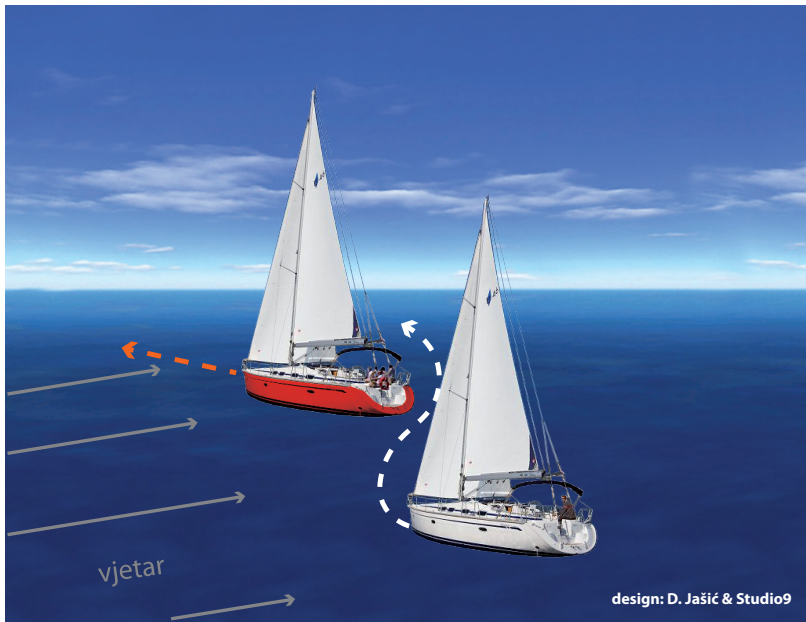


- ii) *kada oba jedrenjaka imaju vjetar s iste strane, jedrenjak koji se nalazi u privjetrini mora se ukloniti s puta jedrenjaku koji plovi u zavjetrini;*

- ii) *When both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward;*

iii) kada jedrenjak koji plovi vjetrom s lijeve strane vidi jedrenjak u privjetrini i ne može za njega sa sigurnošću utvrditi plovi li vjetrom s lijeve ili desne strane, mora mu se ukloniti s puta.

iii) If a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, the first shall keep out of the way of the other.



b) U svrhu tumačenja ovoga pravila privjetrinom se smatra strana suprotna onoj na kojoj se nalazi glavno jedro, ili kod križnih jedara strana suprotna onoj na kojoj su zatezi (škote) najvećega letnog jedra.

b) For the purpose of this Rule the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or in case of the square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.

Pravilo 13. Pretjecanje

Rule 13 Overtaking

a) Bez obzira na bilo koju odredbu pravila u Dijelu B, poglavlja I. i II. ovoga pravilnika, svaki brod koji pretječe drugi brod mora se ukloniti s puta pretjecanom brodu.

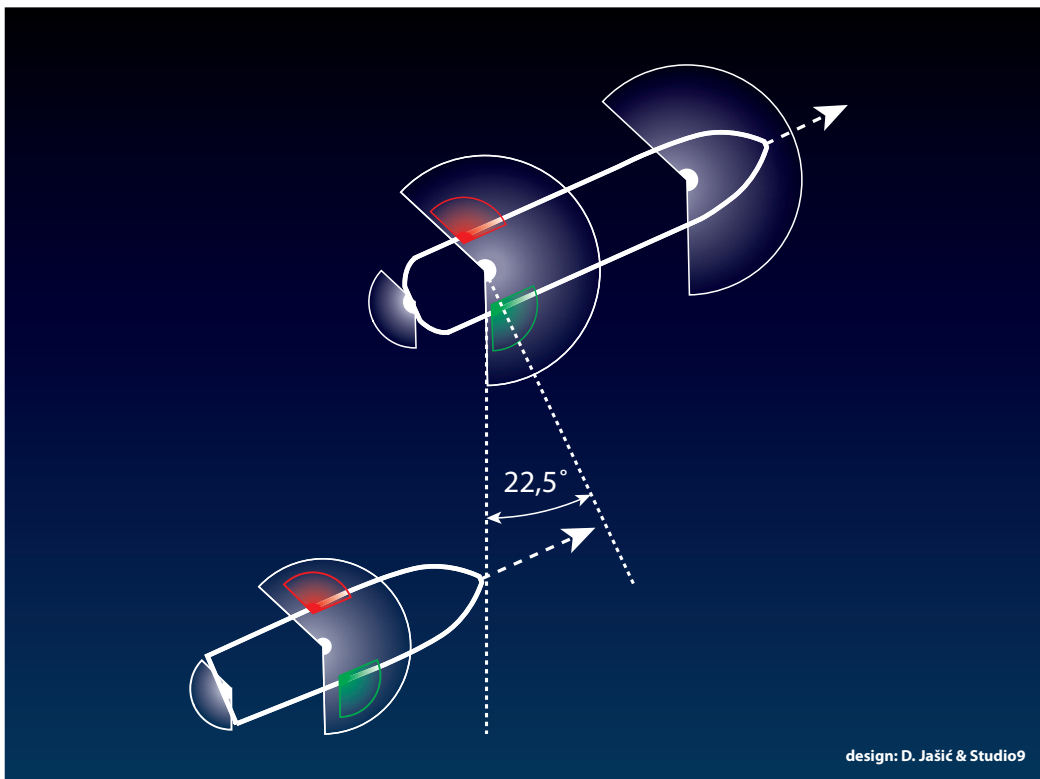
a) Notwithstanding provisions contained in the Rules of part B, sections I and II, any vessel overtaking any other shall keep out of the way of the vessel being overtaken.

b) Smatrat će se da brod pretječe drugi brod kad mu se približava iz smjera

b) Vessel shall be deemed to be overtaking when coming up with another vessel

koji je veći od $22,5^\circ$ iza subočice prema krmu, to jest kada je u takvom položaju prema dostignutom brodu da bi mu noću mogao vidjeti samo krmeno svjetlo, a da mu pri tome ne vidi ni jedno od bočnih svjetala.

from a direction more than 22.5° abaft her beam, that is, in such a position with reference to the vessel overtaking, that at night she would be able to see only the sternlight of that vessel but neither of its sidelights.



c) Kada je brod u bilo kakvoj sumnji pretječe li dostignuti brod, dužan je sebe smatrati brodom koji pretječe i tako se ponašati.

c) When a vessel is in doubt as to whether it is overtaking another, it shall assume that this is the case and act accordingly.

d) Svaka iduća promjena smjera između dvaju brodova ne može učiniti da se brod koji pretječe smatra brodom koji presijeca kurs dostignutom brodu, i ne može ga osloboditi dužnosti da se ukloni s puta dostignutom brodu, sve dok ga napokon ne mimoide i bezopasno se udalji.

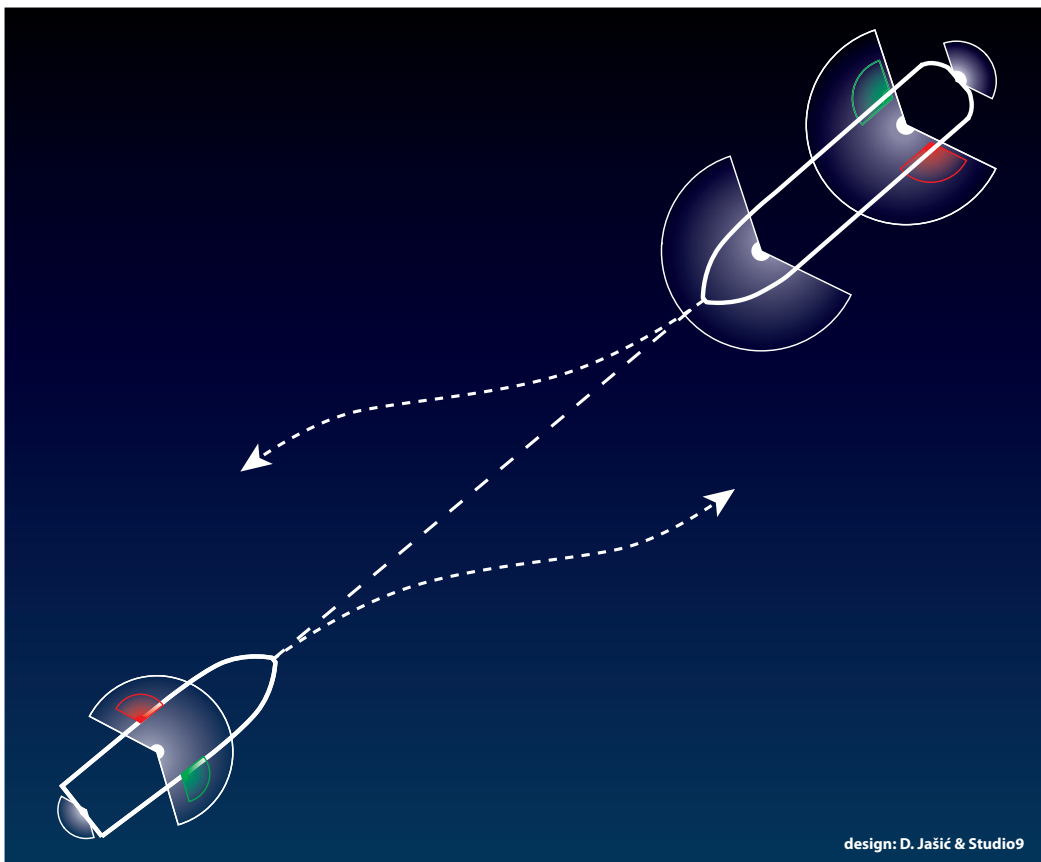
d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the overtaken vessel until finally past and clear.

Pravilo 14. Brodovi u protukursu

a) Kada se dva broda na mehanički pogon približavaju jedan drugome iz suprotnih ili gotovo suprotnih kursova, tako da prijeti opasnost od sudara, svaki od njih mora promijeniti kurs udesno tako da jedan drugome prođu s lijeve strane.

Rule 14 Head-on situation

a) When two power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision, each shall alter the course to starboard so that each shall pass on the port side of the other.



b) Držat će se da takav položaj postoji kada jedan brod vidi drugi ravno po pramcu ili gotovo ravno po pramcu, a noću kada može vidjeti jarbolna svjetla drugoga broda u liniju ili gotovo u liniju i/ili oba bočna svjetla, a danju kad vidi odgovarajući izgled drugoga broda.

b) Such situation shall be deemed to exist when a vessel sees the other ahead or nearly ahead and by night she could see the masthead lights of the other in a line or nearly in a line and/or both sidelights and by day she observes the corresponding aspect of the other vessel.

c) Kada se imalo sumnja u postojanje takve situacije, potrebno je smatrati da ona postoji i prema tome se ponašati.

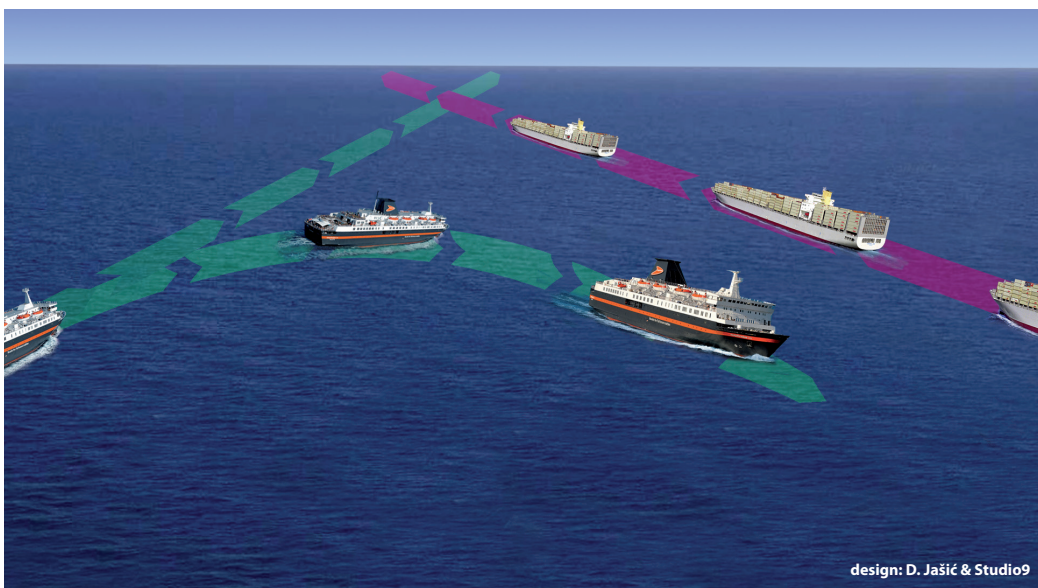
(c) When in doubt as to whether such situation exists, the vessel shall assume that it does exist and act accordingly.

Pravilo 15. Križanje kursova

Kada se kursovi dvaju brodova na mehanički pogon križaju tako da prijeti opasnost od sudara, uklonit će se s puta brod koji vidi drugi brod preko svoje desne strane i ako okolnosti slučaja dopuštaju, pri tome treba izbjegavati presijecanje kursa ispred pramca drugog broda.

Rule 15 Crossing situation

When two power-driven vessels are crossing in a way that involves risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, avoid crossing ahead of the other vessel if possible



Pravilo 16. Postupak broda koji ustupa put

Svaki brod koji je dužan ukloniti se s puta drugome brodu, mora, koliko god je to moguće, manevrirati pravodobno i pouzdano da bi se potpuno i sigurno udaljio.

Rule 16 Action by give-way vessel

Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.

Pravilo 17.
**Postupak broda
s pravom puta**

- a) i) *Kada je na temelju ovoga pravila jedan od dvaju brodova obavezan ukloniti se s puta, drugi brod mora zadržati nepromijenjen kurs i brzinu.*
- ii) *Drugi brod ipak može poduzeti mjere za izbjegavanje sudara vlastitim manevriranjem čim mu postane očito da brod koji se mora ukloniti s puta ne poduzima odgovarajući manevar u skladu s ovim pravilnikom.*

b) Kada se brod koji treba zadržati kurs i brzinu iz bilo kojeg razloga nađe tako blizu da se sudar ne može izbjeći s brodom koji je dužan ukloniti se s puta, mora poduzeti radnju koja će pomoći u izbjegavanju sudara.

c) Brod na mehanički pogon koji poduzima radnju u položaju križanja kursova prema stavku (a)(ii) ovoga pravila radi izbjegavanja sudara s drugim brodom na mehanički pogon koji mu je s lijeve strane, ne smije promijeniti kurs ulijevo, ako to okolnosti plovnog akvatorija dopuštaju.

d) Ovo pravilo ne oslobađa brod koji ustupa put njegove obveze da se ukloni s puta.

Pravilo 18.
**Medusobne obveze
brodova**

Osim kada Pravila 9., 10. i 13. ovoga pravilnika drukčije obvezuju:

- a) Kada brod na mehanički pogon plovi mora se ukloniti s puta:

Rule 17
**Action by
stand-on vessel**

- a) i) *In case one of two vessels is to keep out of the way the other shall keep the course and speed.*

- ii) *The latter vessel may, however, take action to avoid collision by her manoeuvre alone, as soon as it becomes apparent to that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules.*

b) If for any reason, the vessel required to keep the course and speed comes so close that collision cannot be avoided by the action of the give-way vessel alone, it will take such action as will best aid to avoid collision.

c) Power-driven vessel which takes action in crossing situation in accordance with subparagraph (a) of this Rule to avoid collision with another power-driven vessel shall, if the circumstances permit, not alter course to port for vessel on her own port side.

d) This Rule does not relieve the give-way vessel of the obligation to keep out of the way.

Rule 18
**Responsibilities between
vessels**

Except where Rules 9, 10 and 13 otherwise require:

- a) Power-driven vessel underway shall keep out of the way of:

- i) *brodu koji ne može manevrirati;*
 - ii) *brodu ograničene mogućnosti manevriranja;*
 - iii) *brodu zauzetom ribarenjem;*
 - iv) *jedrenjaku.*
- b) Kada jedrenjak plovi mora se ukloniti s puta:
- i) *brodu koji ne može manevrirati;*
 - ii) *brodu ograničene mogućnosti manevriranja;*
 - iii) *brodu zauzetom ribarenjem.*
- c) Kada brod zauzet ribarenjem i plovi, koliko je to moguće, mora se ukloniti s puta:
- i) *brodu koji ne može manevrirati;*
 - ii) *brodu ograničene mogućnosti manevriranja.*
- d) i) *svaki brod, osim broda koji ne može manevrirati ili broda ograničene mogućnosti manevriranja, ako je u danom slučaju to moguće, ne smije ometati siguran prolaz brodu ograničenom svojim gazom, koji ističe znakove u skladu s Pravilom 28. ovoga pravilnika.*
- ii) *brod koji je ograničen svojim gazom mora ploviti s posebnim oprezom, posvećujući potpuno pozornost svom posebnom stanju.*
- e) Hidroavion na vodi općenito se mora uklanjati s puta svim brodovima i ne smije ih ometati u plovidbi. No u okolnostima kada prijeti opasnost od sudara, mora se ponašati u skladu s pravilima ovoga pravilnika.
- f) i) *kada višenamjensko brzo plovilo (eng. WIG Craft) uzlijeće, slijeće ili se kreće blizu površine mora (vode), mora se držati na sigurnoj udaljenosti od drugih brodova, ne ometajući njihovu plovidbu;*
- i) *Vessel not under command;*
 - ii) *Vessel restricted in her ability to manoeuvre;*
 - iii) *Vessel engaged in fishing;*
 - iv) *A sailing vessel.*
- b) Sailing vessel underway shall keep out of the way of:
- i) *Vessel not under command;*
 - ii) *Vessel restricted in ability to manoeuvre;*
 - iii) *Vessel engaged in fishing.*
- c) Vessel engaged in fishing when underway shall, so far as possible, keep out of the way of:
- i) *Vessel not under command;*
 - ii) *Vessel restricted in ability to manoeuvre.*
- d) i) *Any vessel other than the vessel not under command or the vessel restricted in ability to manoeuvre shall, if the circumstances of the case admit, avoid impeding the safe passage of the vessel constrained by draught, exhibiting the signals in Rule 28.*
- ii) *Vessel constrained by draught shall navigate with particular caution having full regard to the special condition.*
- e) Seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, it shall comply with the Rules of this part.
- f) i) *WIG Craft, when taking off, landing and in flight near the surface, shall keep well clear of all other vessels and avoid impeding their navigation;*

ii) *kada se višenamjensko brzo plovilo (eng. WIG Craft) kreće kroz vodu, mora se pridržavati ovoga pravilnika kao i svaki drugi brod na mehanički pogon.*

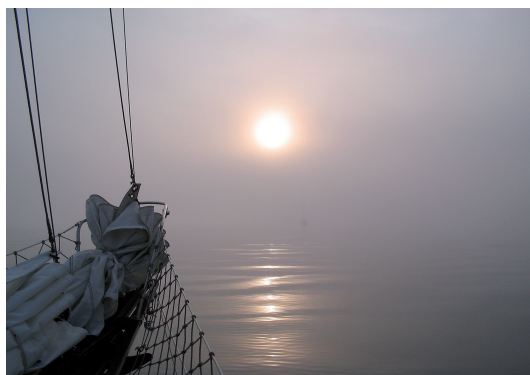
ii) *WIG Craft operating on the water surface shall comply with the Rules of this Part as the power driven vessel.*

Poglavlje III

**UPRAVLJANJE
BRODOVIMA PRI
SMANJENOJ
VIDLJIVOSTI**

Section III

**CONDUCT OF
VESSELS IN
RESTRICTED
VISIBILITY**





Pravilo 19.
Upravljanje brodovima pri smanjenoj vidljivosti

- a) Odredbe ovoga pravila odnose se na brodove koji ne vide jedan drugog za vrijeme plovidbe u području ili blizu područja sa smanjenom vidljivošću.
- b) Svaki brod mora ploviti sigurnosnom brzinom prilagođenom prevladavajućim



okolnostima i stanju smanjene vidljivosti. Brod na mehanički pogon mora pogonski stroj držati stalno spremnim za trenutni manevar.

c) Svaki brod mora posvećivati odgovarajuću pozornost prevladavajućim okolnostima i uvjetima smanjene vidljivosti dok se ponaša prema pravilima Poglavlja I. ovoga pravilnika.

d) Kada brod samo radarom otkrije prisutnost drugog broda, mora utvrditi hoće li brodovi doći u položaj opasne blizine, te postoji li rizik od njihova sudara. Ako rizik

Rule 19
Conduct of vessels in restricted visibility

- a) This Rule applies to vessels not in sight of one another when navigating in or near the area of restricted visibility.
- b) Every vessel shall proceed at safe speed adapted to the prevailing cir-

cumstances and conditions of restricted visibility. Power-driven vessel shall have engines ready for immediate manoeuvre.

c) Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with the Rules of section I of this part.

d) Vessel which detects by radar alone the presence of another vessel shall determine if close-quarters situation is developing and/or risk of collision exists. If

od sudara postoji, mora poduzeti pravodobno manevar izbjegavanja. Ako se taj manevar sastoji od promjene kursa, mora koliko je god moguće izbjegavati:

so, avoiding action shall be taken in ample time. In case that such action consists of alteration of course, the following shall be avoided:



- i) *promjenu kursa ulijevo ako je drugi brod ispred subočice vlastita broda, osim za brod koji se pretječe;*
- ii) *promjenu kursa prema brodu koji mu je subočice ili prema krmi.*

e) Iznimno kada je određeno da ne prijete opasnost od sudara, svaki brod koji čuje zvučni signal za maglu drugoga broda iz smjera za koji smatra da je ispred subočice, ili s kojim ne može izbjeći opasnu blizinu, a nalazi mu se ispred subočice, mora smanjiti brzinu plovidbe do minimalne pri kojoj brod još uvijek može ploviti u svojem kursu. Ako je potrebno, mora se zaustaviti i uvijek ploviti s najvećim mogućim oprezom dok opasnost od sudara ne prođe.

- i) *An alteration of course to port for the vessel forward of the beam, other than for the vessel being overtaken;*
- ii) *An alteration of course towards the vessel abeam or abaft the beam.*

e) Except where it has been determined that a risk of collision does not exist, every vessel which hears apparently forward of her beam the fog signal of another vessel, or which cannot avoid close-quarters situation with another vessel in front of her beam, shall reduce speed to minimum as to keep the course. The first vessel shall if necessary take all the way off and in any event navigate with extreme caution until danger of collision is over.

Dio C

SVJETLA I ZNAKOVI

Part C

LIGHTS AND SHAPES

Pravilo 20. Primjena

- a) Pravila ovoga dijela moraju se primjenjivati u svim vremenskim uvjetima.
- b) Pravila koja se odnose na svjetla moraju se primjenjivati od zalaska do izlaska sunca i za to se vrijeme ne smiju isticati druga svjetla, osim ako se ta svjetla ne mogu pogrešno zamijeniti svjetlima koja su propisana ovim pravilnikom, niti štetno djelovati na njihovu vidljivost ili njihovo značenje ili ako ona neće ometati pravilno izviđanje.
- c) Ako su svjetla propisana ovim pravilnikom postavljena, trebaju se također isticati od izlaska do zalaska sunca pri smanjenoj vidljivosti i u svim drugim slučajevima kada se to drži potrebnim.
- d) Pravila koje se odnose na znakove moraju se primjenjivati samo danju.
- e) Svjetla i znakovi navedeni u ovom pravilniku moraju biti u skladu s odredbama Priloga I. ovoga pravilnika.

Pravilo 21. Definicije

- a) **Jarbolno svjetlo** označava bijelo svjetlo koje stalno svijetli u luku obzorja od 225°, postavljeno u ravnini uzdužnice broda i tako učvršćeno da se svjetlost

Rule 20 Application

- a) Rules in this part shall be complied with in all weather conditions.
- b) The Rules concerning lights shall be complied with from sunset to sunrise, and during that time no other lights shall be exhibited, except for the lights that cannot be mistaken for the lights specified in these Rules or do not impair their visibility or distinctive character, or interfere with the keeping of a proper lookout.
- c) The lights prescribed by these Rules shall, if carried, also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.
- d) The Rules concerning shapes shall be complied with by day.
- e) The lights and shapes specified in these Rules shall comply with the provisions of Annex I to these Regulations.

Rule 21 Definitions

- a) **Masthead light** is white light placed over the fore-and-aft centreline of the vessel showing an unbroken light over an arc of the horizon of 225° and so fixed as to

vidi od pramčanog dijela uzdužnice do $22,5^\circ$ iza subočice na oba boka broda.

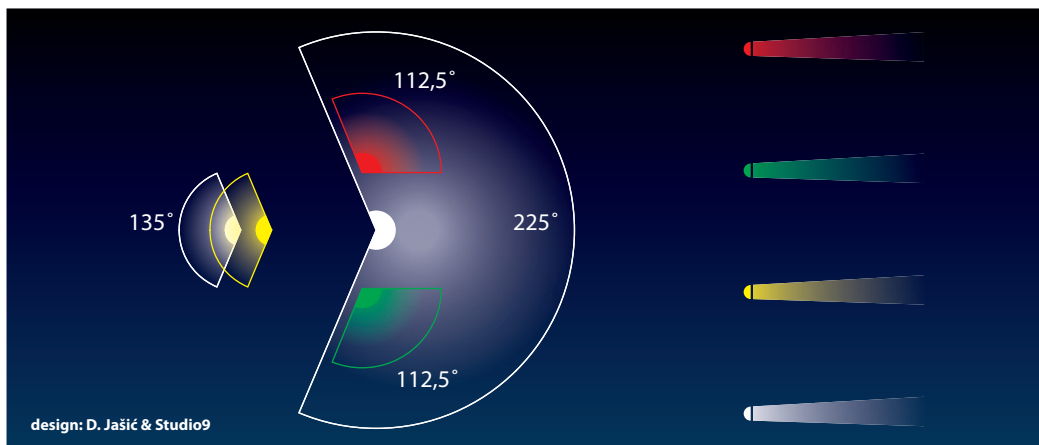
b) **Bočna svjetla** označavaju zeleno svjetlo na desnom boku i crveno svjetlo na lijevom boku broda, a svako od njih stalno svijetli u luku obzorja od $112,5^\circ$ i tako su učvršćena da se svjetlost vidi od pramčane uzdužnice do $22,5^\circ$ iza subočice na svakom boku broda. Brodovi kraći od 20 metara smiju bočna svjetla nositi u kombiniranoj svjetiljci postavljenoj u ravni uzdužnice broda.

c) **Krmeno svjetlo** označava bijelo svjetlo koje stalno svijetli u luku obzorja od 135° , postavljeno što je moguće bliže krmi i tako učvršćeno da se svjetlo vidi $67,5^\circ$ gledano od uzdužnice krme prema bočnim stranama broda.

show the light from right ahead to 22.5° abaft the beam on either side of the vessel.

b) **Sidelights** is green light on the starboard side and red light on the port side, each showing an unbroken arc of the horizon of 112.5° and so fixed as to show the light from right ahead to 22.5° abaft the beam on its respective side. In vessel of less than 20 m in length the sidelights may be combined in one lantern carried on the fore-and-aft centreline of the vessel.

(c) **Sternlight** is white light placed as near as possible to the stern showing an unbroken arc of the horizon of 135° and so fixed as to show the light 67.5° from right aft on each side of the vessel.

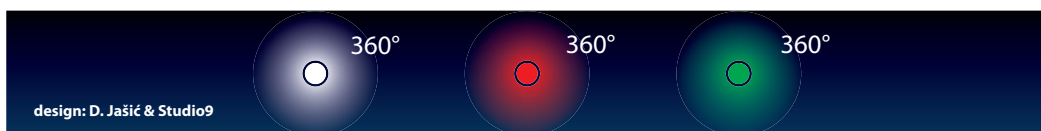


d) **Svjetlo za tegljenje** označava žuto svjetlo istih osobina kao "krmeno svjetlo" određeno stavkom (c) ovoga pravila.

e) **Kružno svjetlo** označava svjetlo koje stalno svijetli u luku obzorja od 360° .

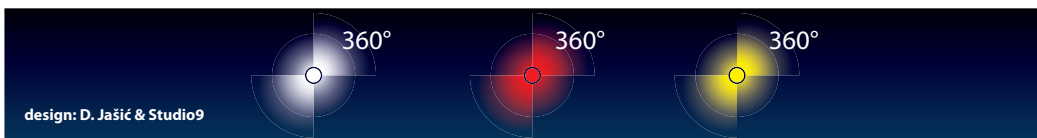
d) **Towing light** is yellow light having the same characteristics as the sternlight defined in paragraph (c) of this Rule.

e) **All-round light** is light showing an unbroken light over an arc of the horizon of 360° .



f) **Bljeskajuće svjetlo** označava svjetlo koje se vidi kao bljesak u pravilnim razmacima, s učestalošću od 120 bljesaka u minuti ili više.

f) **Flashing light** is light flashing at regular intervals at a frequency of 120 flashes or more per minute.



Pravilo 22. Vidljivost svjetala

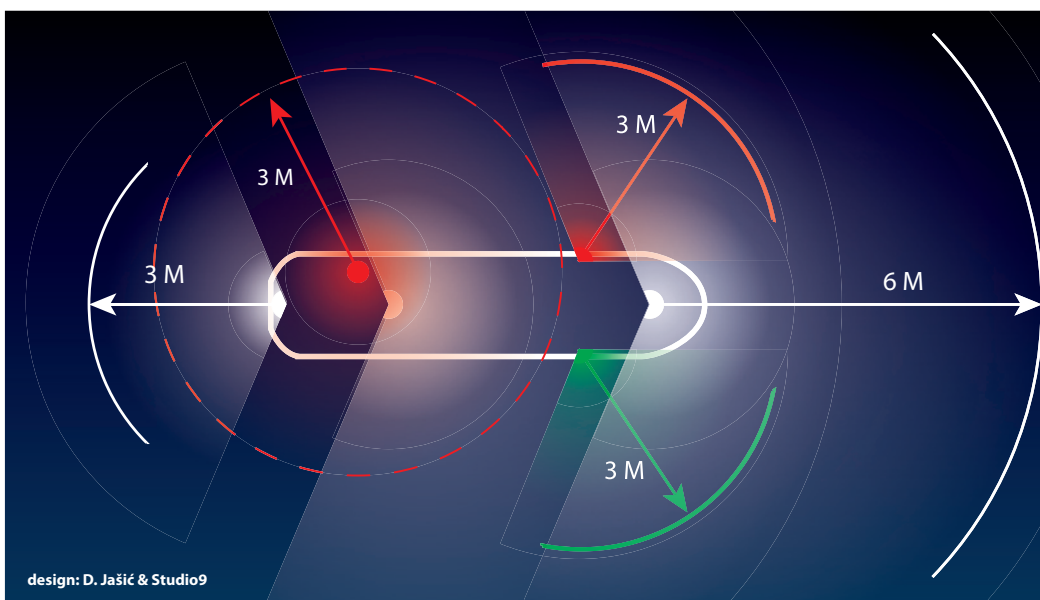
Svjetla propisana odredbama u ovome pravilu moraju imati jakost svjetala kao što je određeno u Točki 8. Priloga I. ovoga pravilnika, tako da su najmanji dometi vidljivosti:

- a) Na brodovima duljine 50 metara ili više:
- jarbolno svjetlo 6 milja;
 - bočna svjetla 3 milje;
 - krmeno svjetlo 3 milje;
 - svjetlo za tegljenje 3 milje;
 - bijelo, crveno, zeleno ili žuto kružno svjetlo 3 milje.

Rule 22 Visibility of lights

The lights prescribed in these Rules shall have an intensity as specified in section 8 of Annex I to these Regulations in order to be visible at the following minimum ranges:

- a) In vessels of 50 m or more in length:
- masthead light 6 miles;
 - sidelights 3 miles;
 - sternlight 3 miles;
 - towing light 3 miles;
 - white, red, green or yellow all-round light 3 miles.

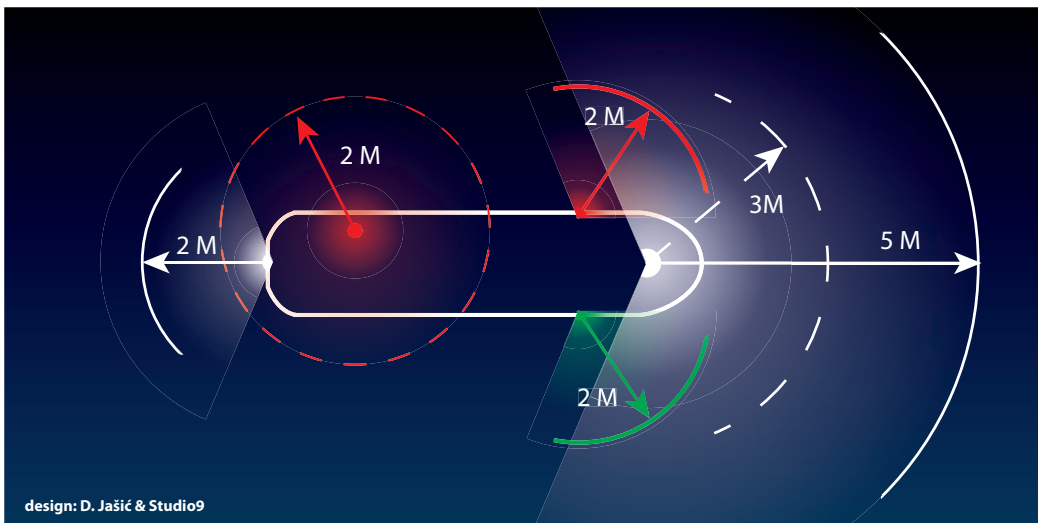


b) Na brodovima duljine 12 metara ili više, ali kraćima od 50 metara:

- jarbolno svjetlo 5 milja, a za brodove kraće od 20 metara 3 milje;
- bočna svjetla 2 milje;
- krmeno svjetlo 2 milje;
- svjetlo za tegljenje 2 milje;
- bijelo, crveno, zeleno ili žuto kružno svjetlo 2 milje.

b) In vessels of 12 m or more in length but less than 50 m in length:

- masthead light 5 miles; except if the length of the vessel is less than 20 m ... 3 miles;
- sidelights 2 miles;
- sternlight 2 miles;
- towing light 2 miles;
- white, red, green or yellow all-round light 2 miles.

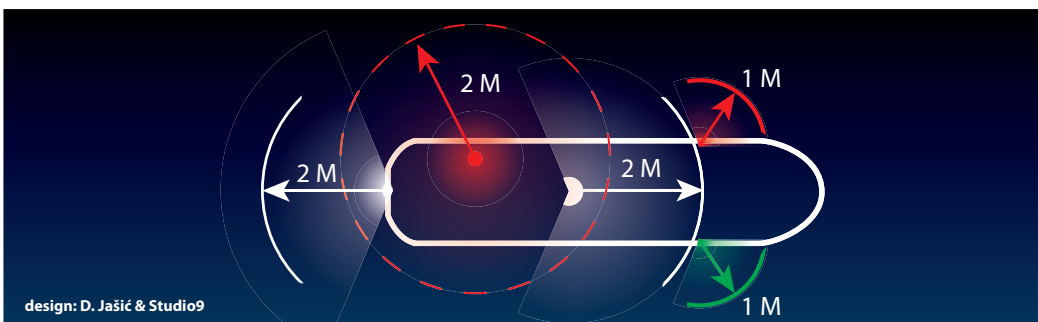


c) Na brodovima kraćima od 12 metara:

- jarbolno svjetlo 2 milje;
- bočna svjetla 1 milju;
- krmeno svjetlo 2 milje;
- svjetlo za tegljenje 2 milje;
- bijelo, crveno, zeleno ili žuto kružno svjetlo 2 milje.

c) For vessels less than 12 m in length:

- masthead light 2 miles;
- sidelights 1 mile;
- sternlight 2 miles;
- towing light 2 miles;
- white, red, green or yellow all-round light 2 miles.



d) Na neuočljivim, djelomično uronjenim brodovima ili na tegljenim objektima:

- bijelo kružno svjetlo 3 milje.

d) On hardly visible partly submerged vessels or objects being towed:

- white all-round light 3 miles.

Pravilo 23.
**Brodovi na mehanički
pogon kada plove**

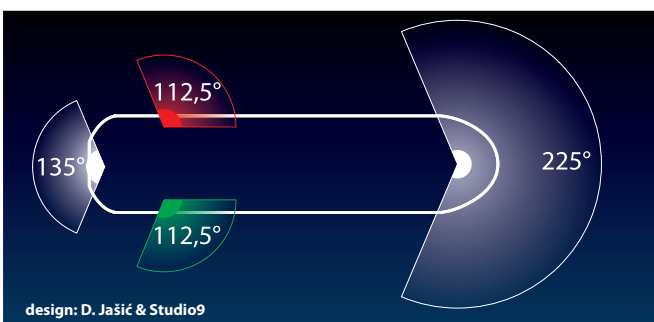
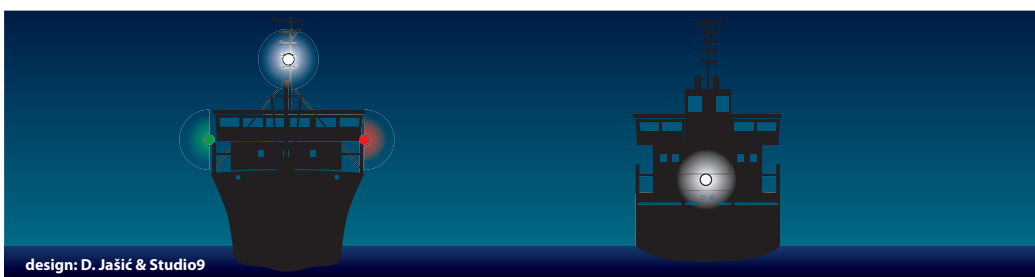
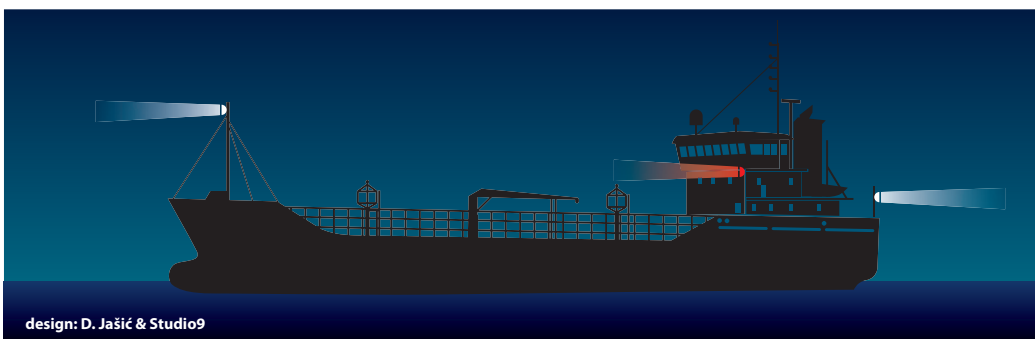
a) Kada brod na mehanički pogon plovi, mora isticati:

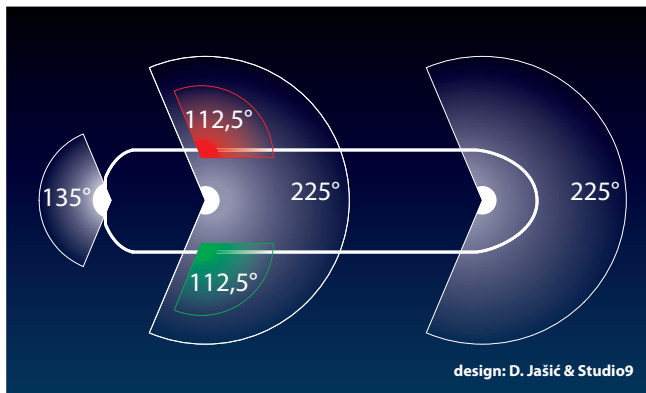
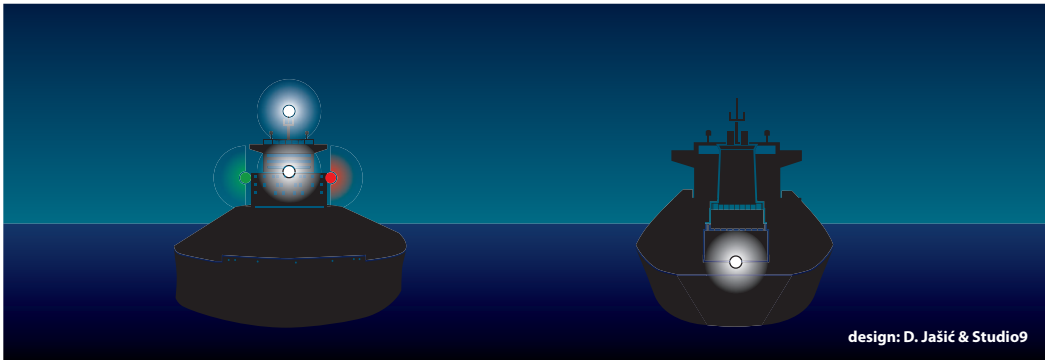
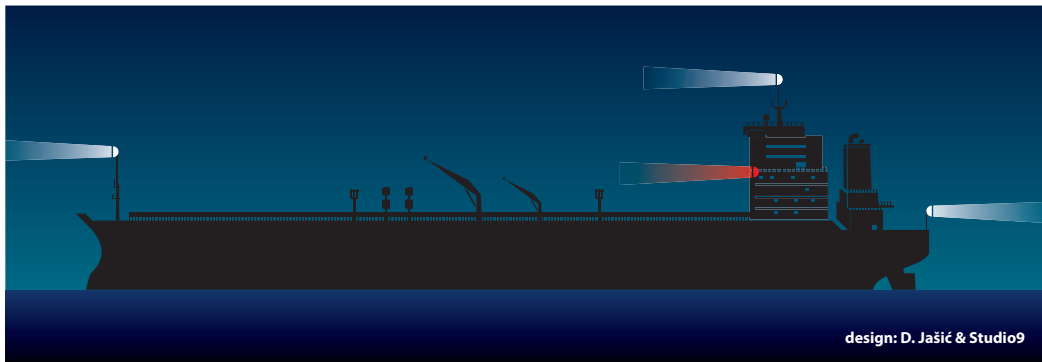
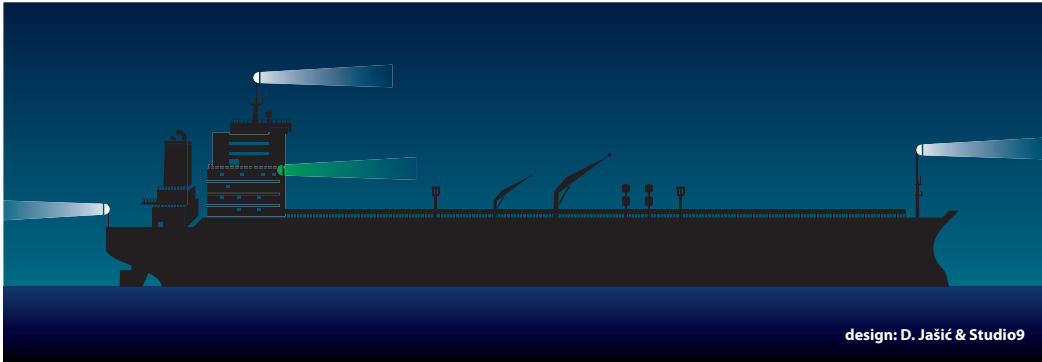
- i) *jarbolno svjetlo na pramčanom dijelu broda;*
- ii) *jedno drugo jarbolno svjetlo iza i iznad prvoga; brod kraći od 50 metara nije obavezan isticati takvo svjetlo, ali smije to činiti;*
- iii) *bočna svjetla;*
- iv) *krmeno svjetlo.*

Rule 23
**Power-driven vessels
underway**

a) Power-driven vessel underway shall exhibit:

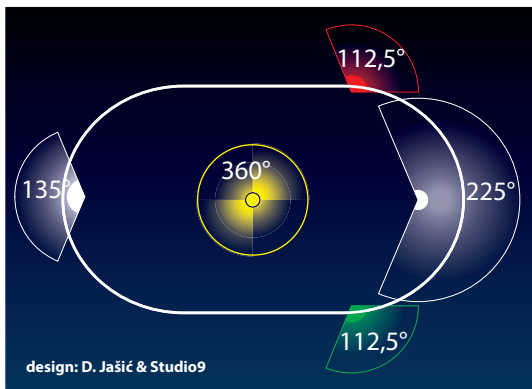
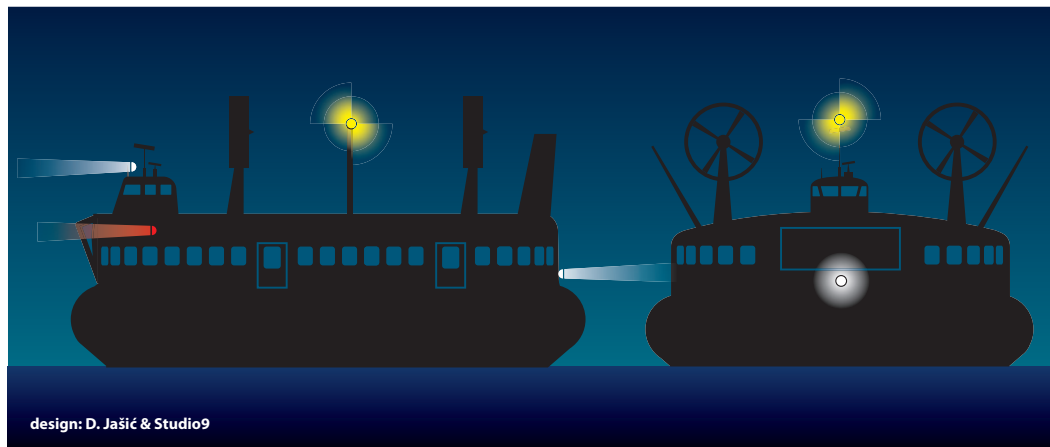
- i) *masthead light forward;*
- ii) *second masthead light abaft of and higher than the forward one; vessel of less than 50 m in length shall not be obliged to exhibit this type of light but may do so;*
- iii) *sidelights;*
- iv) *sternlight.*





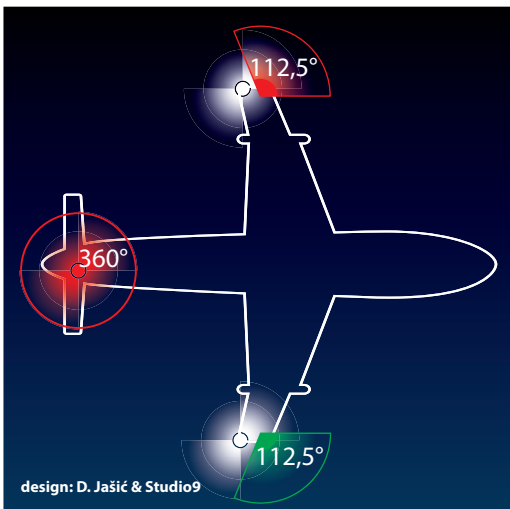
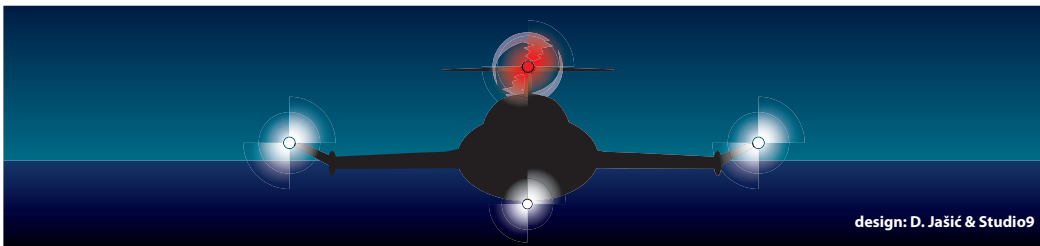
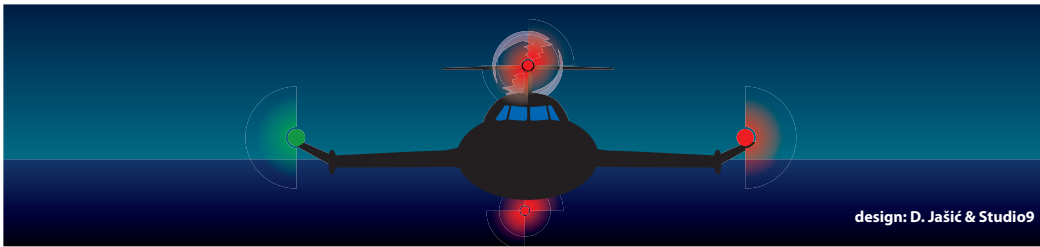
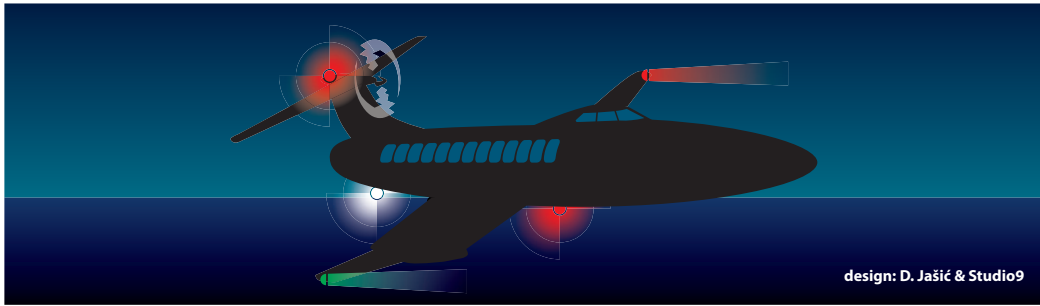
b) Kada brod na zračnom jastuku plovi iznad površine vode, osim svjetala određenih u stavku (a) ovoga pravila mora isticati i žuto bljeskajuće kružno svjetlo.

b) If operated in the non-displacement mode in addition to the lights prescribed in paragraph (a) of this Rule, hovercraft shall exhibit all-round flashing yellow light.



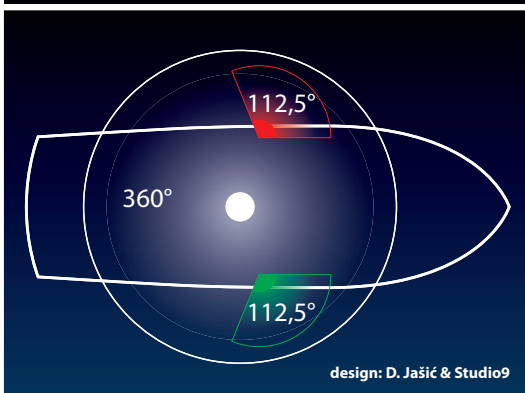
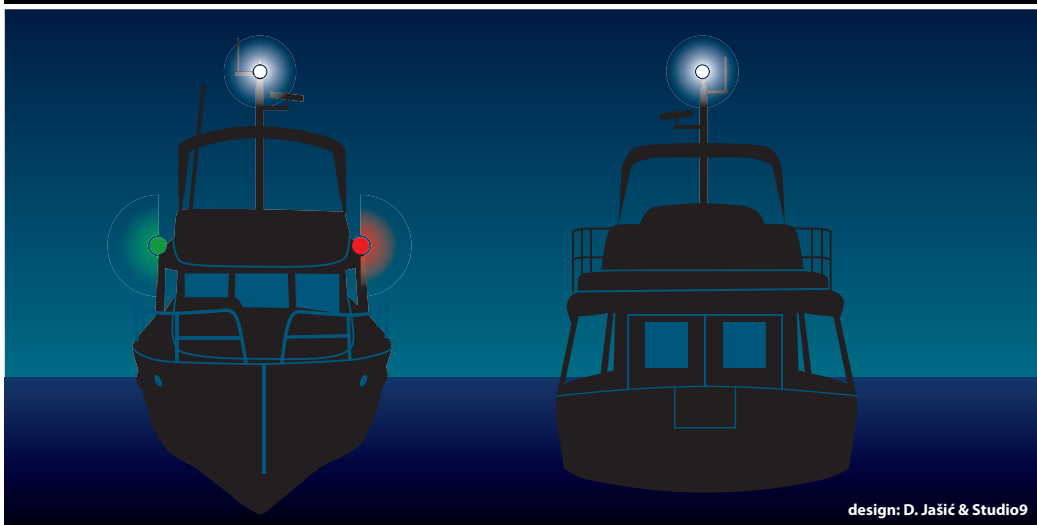
c) Kada višenamjensko brzo plovilo (eng. WIG Craft) uzlijeće, slijeće ili se kreće blizu površine mora (vode), osim svjetala određenih u stavku (a) ovoga pravila mora isticati i visoko intenzivno crveno bljeskajuće kružno svjetlo.

c) Only when taking off, landing and in flight near the surface, in addition to the lights prescribed in paragraph (a) of this Rule, WIG Craft shall exhibit high-intensity all-round flashing red light.



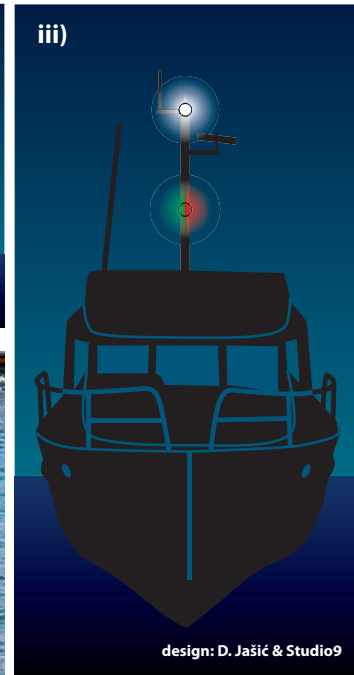
d) i) Brod na mehanički pogon kraći od 12 metara, umjesto svjetala određenih u stavku (a) ovoga pravila, smije isticati bijelo kružno svjetlo i bočna svjetla.

d) i) Power-driven vessel less than 12 m in length may in lieu of the lights prescribed in paragraph (a) of this Rule exhibit all-round white light and sidelights;



ii) Brod na mehanički pogon kraći od 7 metara, čija najveća brzina ne prelazi 7 čv, umjesto svjetala određenih u stavku (a) ovoga pravila, smije isticati bijelo kružno svjetlo, a ako je moguće i bočna svjetla.

ii) Power-driven vessel less than 7 m in length, with maximum speed not exceeding 7 knots, may in lieu of the lights prescribed in paragraph (a) of this Rule, exhibit all-round white light and shall, if necessary, also exhibit sidelights;



iii) Ako se ne može postaviti u uzdužnicu broda, jarbolno svjetlo ili bijelo kružno svjetlo na brodu na mehanički pogon kraćem od 12 metara može se postaviti izvan uzdužnice broda, s tim da su bočna svjetla kombinirana u jednoj svjetiljci postavljena na uzdužnici broda ili koliko je moguće bliže uzdužnici broda na kojoj je postavljeno jarbolno svjetlo ili bijelo kružno svjetlo.

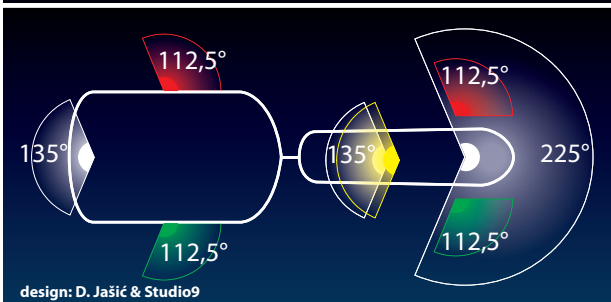
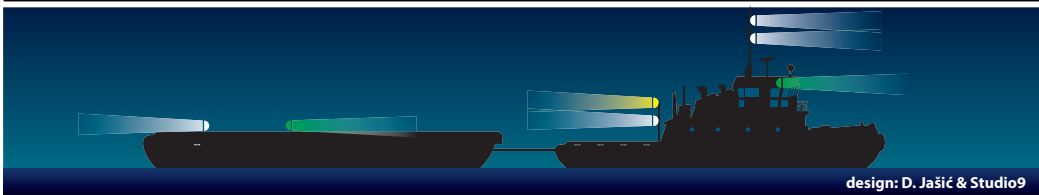
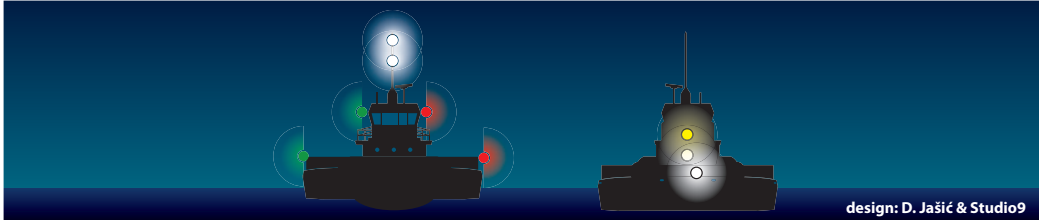
iii) Masthead light or all-round white light on power-driven vessel less than 12 m in length may be displaced from the fore- and-aft centreline of the vessel if centreline fitting is not practical, provided that the sidelights are combined in one lantern which shall be carried on the fore-and-aft centreline of the vessel or located as near as possible to the same fore-and-aft line as masthead light or all-round white light.

Pravilo 24. Tegljenje i potiskivanje

- a) Kada brod na mehanički pogon tegli, mora isticati:
- i) *umjesto svjetala propisanog u Pravilu 23. stavak (a)(i) ili (a)(ii) ova pravilnika, dva jarbolna svjetla u vertikali jedno iznad drugog; ako duljina teglja, mjereno od krme tegljača do krajnje točke teglja prelazi 200 metara, tri jarbolna svjetla u vertikali jedno iznad drugoga;*
 - ii) *bočna svjetla;*
 - iii) *krmeno svjetlo;*
 - iv) *svjetlo za tegljenje, u vertikali iznad krmenog svjetla;*

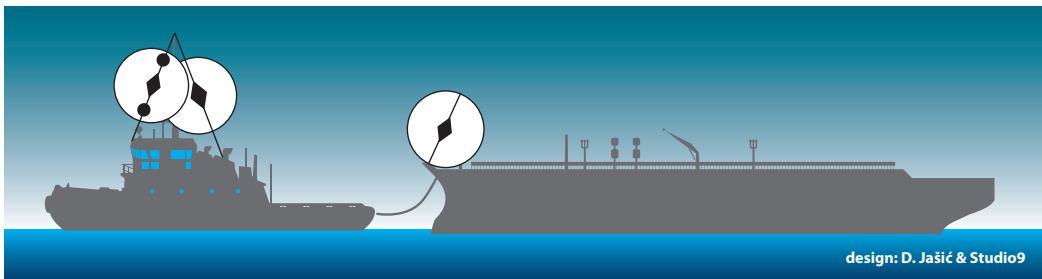
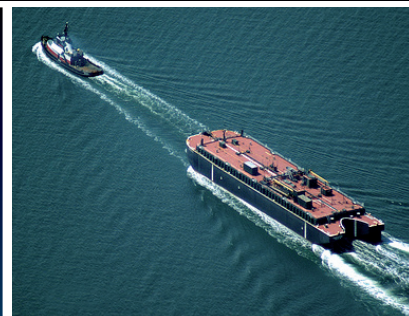
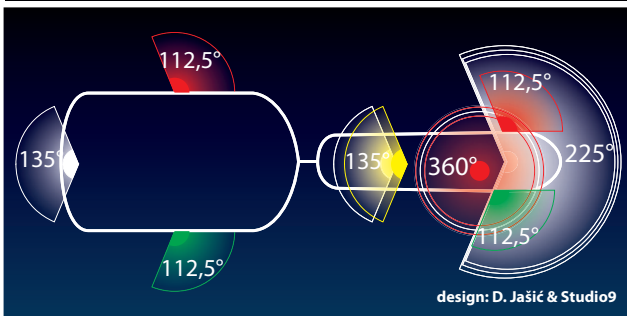
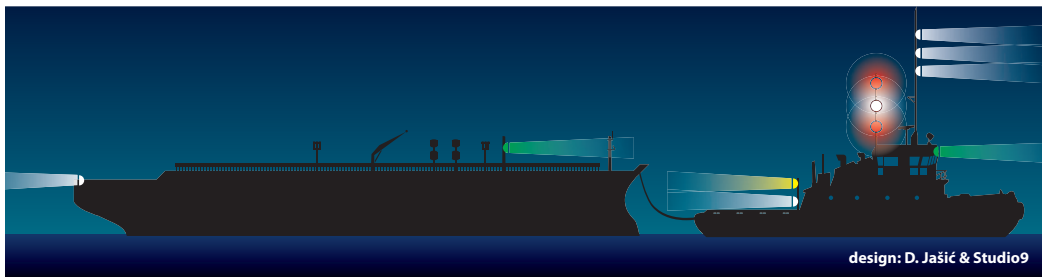
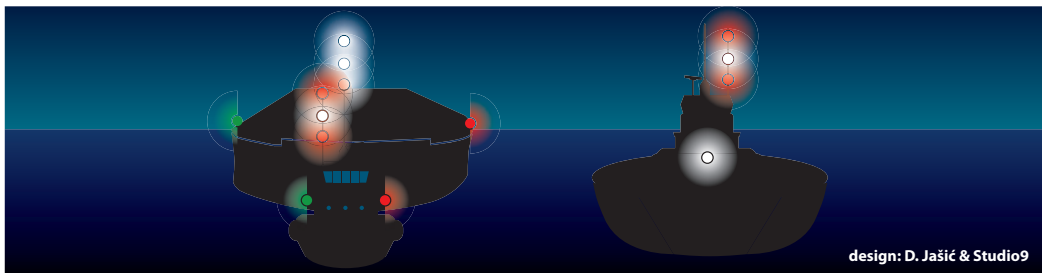
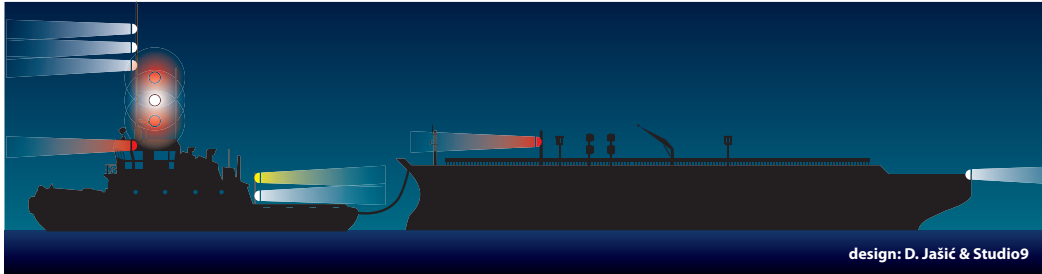
Rule 24 Towing and pushing

- a) Power-driven vessel when towing shall exhibit:
- i) *Two masthead lights in a vertical line instead of the light prescribed by the Rule 23(a)(i) or (a)(ii). If the length of the tow exceeds 200 m in total from the stern of the towing vessel to the end of the tow, three types of lights in a vertical line;*
 - ii) *Sidelights;*
 - iii) *Sternlight;*
 - iv) *Towing light in a vertical line above the sternlight;*



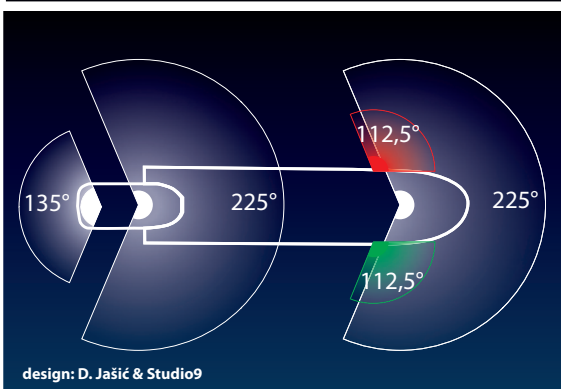
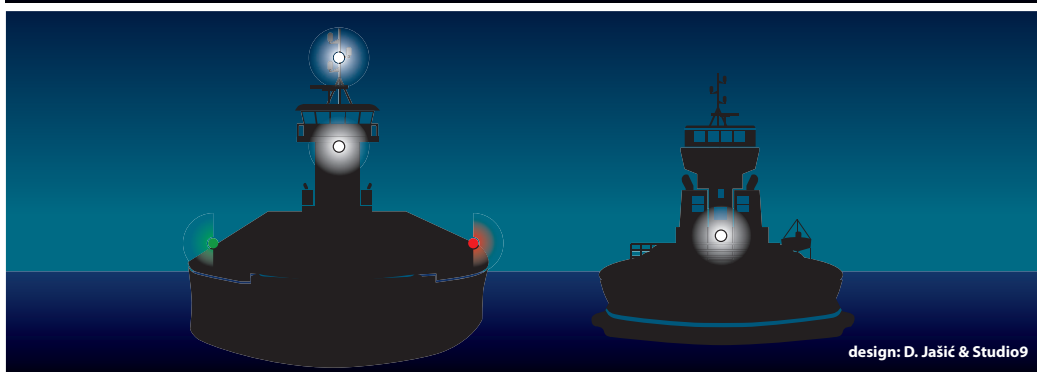
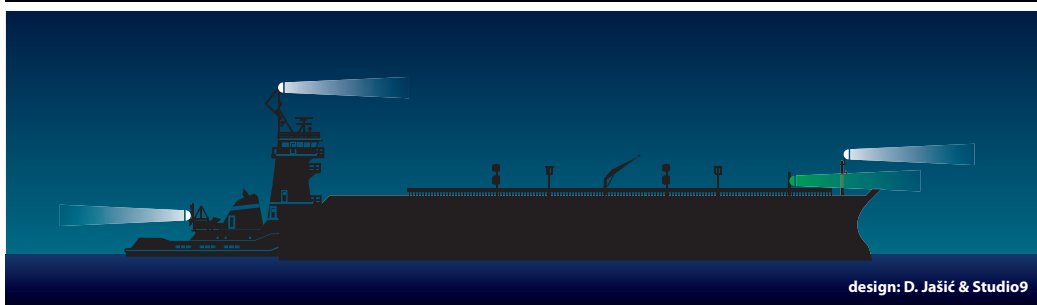
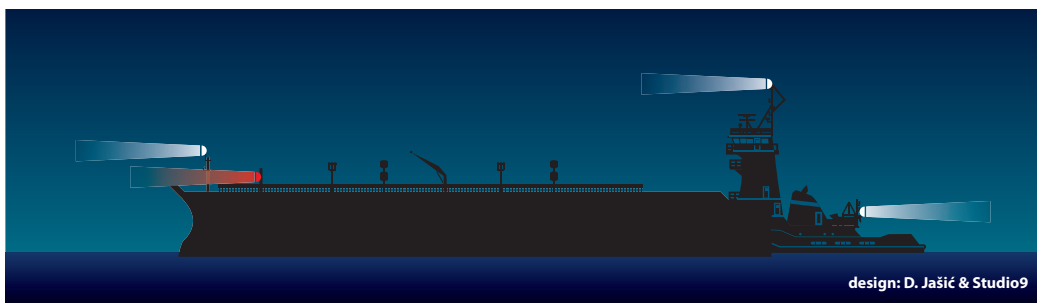
v) ako duljina teglja prelazi 200 metara, signalno tijelo oblika dvostrukog stošca (spojenih bazama), na mjestu gdje se najbolje može vidjeti.

v) *Diamond-shaped light where it can best be seen If the length of the tow exceeds 200 m.*



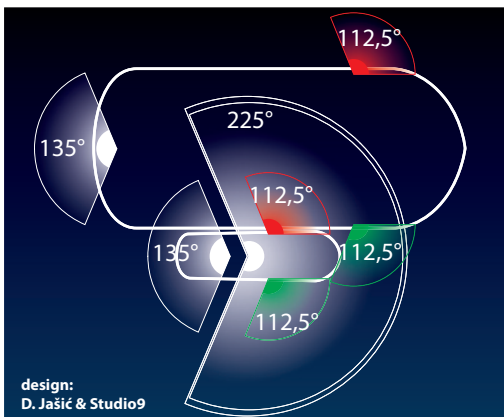
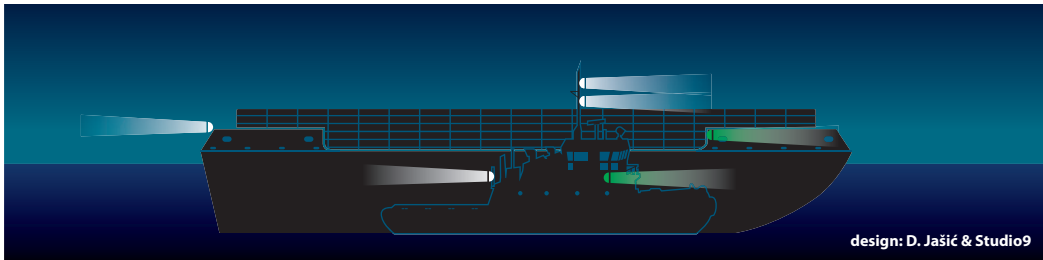
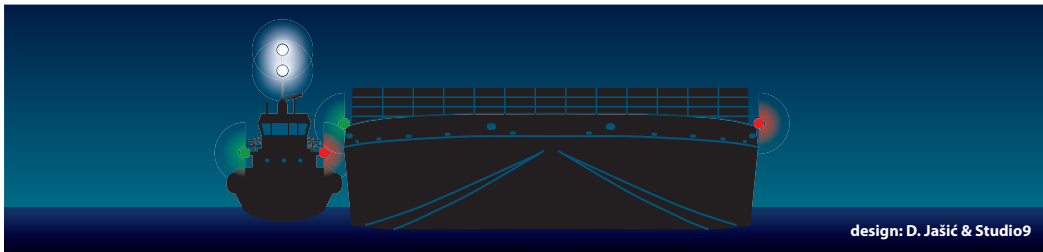
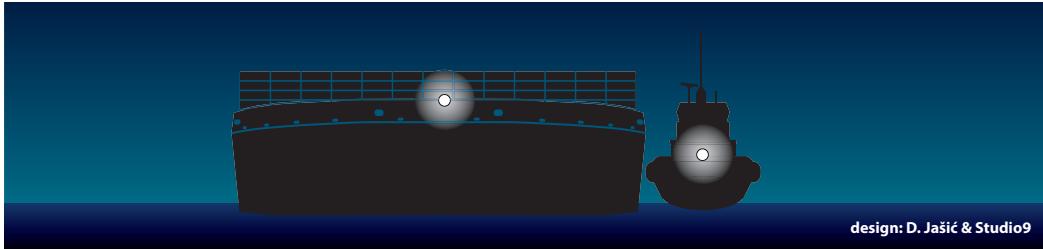
b) Ako su potiskivač i brod koji on potiskuje čvrsto spojeni da čine jednu složenu jedinicu, smatraju se brodom na mehanički pogon i moraju isticati svjetla propisana u Pravilu 23. ovoga pravilnika.

b) When a pushing vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as power-driven vessel and exhibit the lights prescribed in Rule 23.



c) Kada brod na mehanički pogon potiskuje naprijed ili tegli bočno, osim u slučaju kada čine jednu složenu jedinicu, mora isticati:

c) Power-driven vessel when pushing ahead or towing alongside, except in the case of a composite unit, shall exhibit:



- i) umjesto svjetla propisanoga Pravilom 23. stavcima (a) ili (b) ovoga pravilnika dva jarbolna svjetla, u vertikalnoj jedno iznad drugoga;
- ii) bočna svjetla;
- iii) krmeno svjetlo.

- i) Two masthead lights in a vertical line instead of the light prescribed in Rule 23(a)(i) or (a)(ii);
- ii) Sidelights;
- iii) Sternlight.

d) Brod na mehanički pogon, na koji se odnose stavke (a) ili (c) ovoga pravila, mora također udovoljavati Pravilu 23. stavak (a)(ii) ovoga pravilnika.

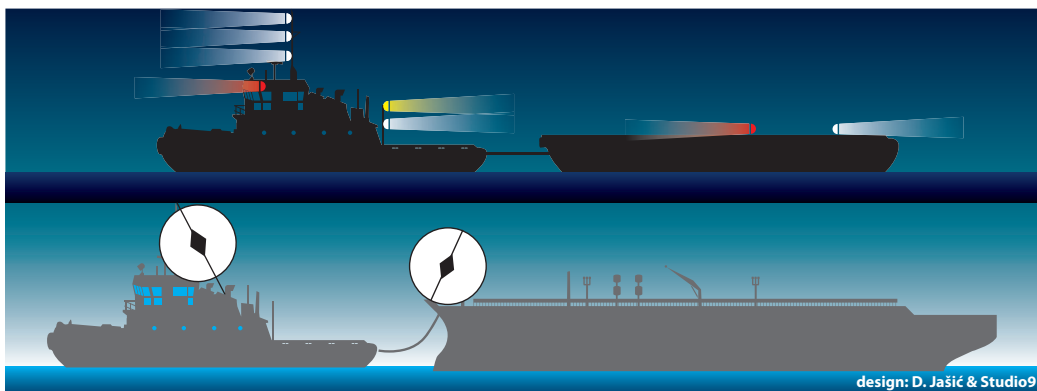
e) Tegljeni brod ili objekt, osim broda ili objekta iz stavka (g) ovoga pravila, mora isticati:

- i) *bočna svjetla;*
- ii) *krmeno svjetlo;*
- iii) *ako duljina teglja prelazi 200 metara, signalno tijelo oblika dvostrukog stošca (spojenih bazama) na mjestu gdje se najbolje može vidjeti.*

d) Power-driven vessel to which paragraph (a) or (c) of this Rule applies shall also comply with Rule 23(a)(ii).

e) Vessel or object being towed, other than those mentioned in paragraph (g) of this Rule, shall exhibit:

- i) *Sidelights;*
- ii) *Sternlight;*
- iii) *Diamond-shaped light where it can best be seen if the length of the tow exceeds 200 m.*



f) Uz uvjet da je bilo koji broj tegljenih ili potiskivanih brodova u skupini, moraju biti osvijetljeni kao jedan brod:

- i) *potiskivani brod naprijed, koji nije dio složene jedinice, mora na kraju pramčanog dijela isticati bočna svjetla;*
- ii) *brod tegljen bočno mora isticati krmeno svjetlo i na kraju pramčanog dijela bočna svjetla.*

g) Slabo uočljiv, djelomično uronjen brod ili objekt, ili sastav takvih brodova ili objekata, koji se tegle mora isticati:

- i) *ako je uži od 25 metara, jedno bijelo kružno svjetlo na pramčanom krajnjem dijelu ili u njegovoj blizini i jedno takvo svjetlo na stražnjem krajnjem dijelu ili njegovoj blizini, osim drakona (plastični cilindri za tekućine, tzv. "kobasice") koji ne trebaju isticati svjetlo na krajnjem prednjem dijelu ili njegovoj blizini;*

f) Provided that any number of vessels being towed alongside or pushed in a group shall be lighted as one vessel:

- i) *A vessel being pushed ahead, not being part of a composite unit, shall exhibit sidelights at the forward end;*
- ii) *A vessel being towed alongside shall exhibit sternlight and sidelights at the forward end.*

g) Hardly noticeable, partly submerged vessel or object, or combination of such vessels or objects being towed, shall exhibit:

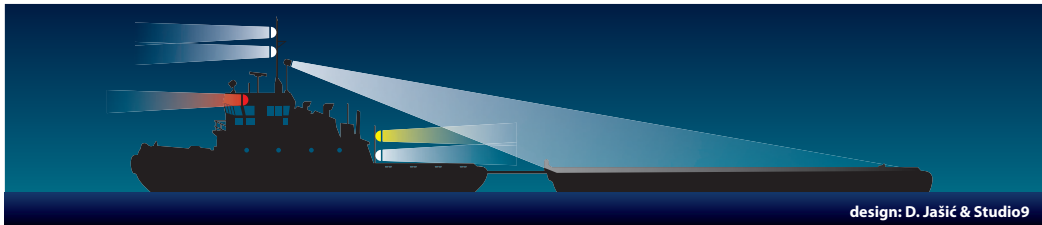
- i) *One all-round white light at or near the forward end and one at or near the after end if it is less than 25 m in breadth. Dracones need not exhibit a light at or near the forward end;*

- ii) ako je širok 25 metara ili više, dva dodatna bijela kružna svjetla na najširim bočnim točkama ili blizu njih;
- iii) ako je dulji od 100 metara, dodatna bijela kružna svjetla između svjetala propisanih u stavcima (g) (i) i (g)(ii) tako da udaljenost između svjetala ne bude veća od 100 metara;
- iv) znak u obliku dvostrukog stošca na krajnjem stražnjem dijelu ili u njegovoj blizini, na posljednjem brodu ili objektu u teglju, a ako duljina teglja prelazi 200 metara, još jedan znak istoga oblika postavljen na mjestu odakle se najbolje vidi i po mogućnosti što bliže prednjem dijelu teglja.

h) Ako je zbog bilo kojih opravdanih razloga nemoguće da tegljeni brod ili objekt ističu svjetla ili znakove propisane u stavcima (e) i (g) ovoga pravila, mora se poduzeti sve što je moguće da se tegljeni brod ili objekt osvijetli ili da se barem označi prisutnost takvog broda ili objekta.

- ii) Two additional all-round white lights at or near the extremities of its breadth if it is 25 m or more in breadth;
- iii) Additional all-round white lights between the lights prescribed in subparagraphs (i) and (ii) if it exceeds 100 m in length. The distance between additional lights shall not exceed 100 m;
- iv) Diamond-shaped light at or near the aftermost extremity of the last vessel or object being towed. If the length of the tow exceeds 200 m, an additional diamond-shaped light where it can best be seen and located as far forward as possible.

h) In case it is for any reason impractical for a vessel or object being towed to exhibit the lights or shapes prescribed in paragraph (e) or (g) of this Rule, all possible measures shall be taken to light the vessel or object towed or at least to indicate the presence of such vessel or object.



- i) Ako je zbog bilo kojih opravdanih razloga nemoguće da brod koji inače ne radi kao tegljač ističe svjetla propisana stavcima (a) ili (c) ovoga pravila, od njega se ne zahtijeva da istakne propisana svjetla kad tegli drugi brod koji je u opasnosti ili nekoj drugoj nuždi. No treba poduzeti sve mjere koje su na raspolaganju da se upozori na prirodu odnosa broda tegljača i tegljenog broda, kako je to dopušteno Pravilom 36. ovoga pravilnika, konkretno osvjetljavanje teglja.

- i) In case it is impractical for a vessel regularly not engaged in towing operations to display the lights prescribed in paragraph (a) or (c) of this Rule, such vessel shall not be required to exhibit those lights if engaged in towing another vessel in distress or otherwise in need of assistance. All possible measures shall be taken to indicate the nature of the relationship between the towing vessel and the vessel being towed as authorized by Rule 36, in particular by illuminating the towline.

Pravilo 25.
Jedrenjaci koji plove i
brodovi na vesla

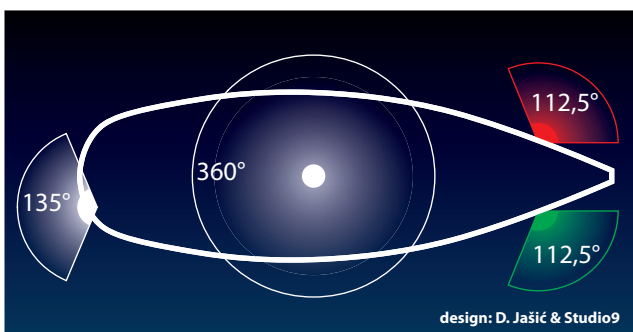
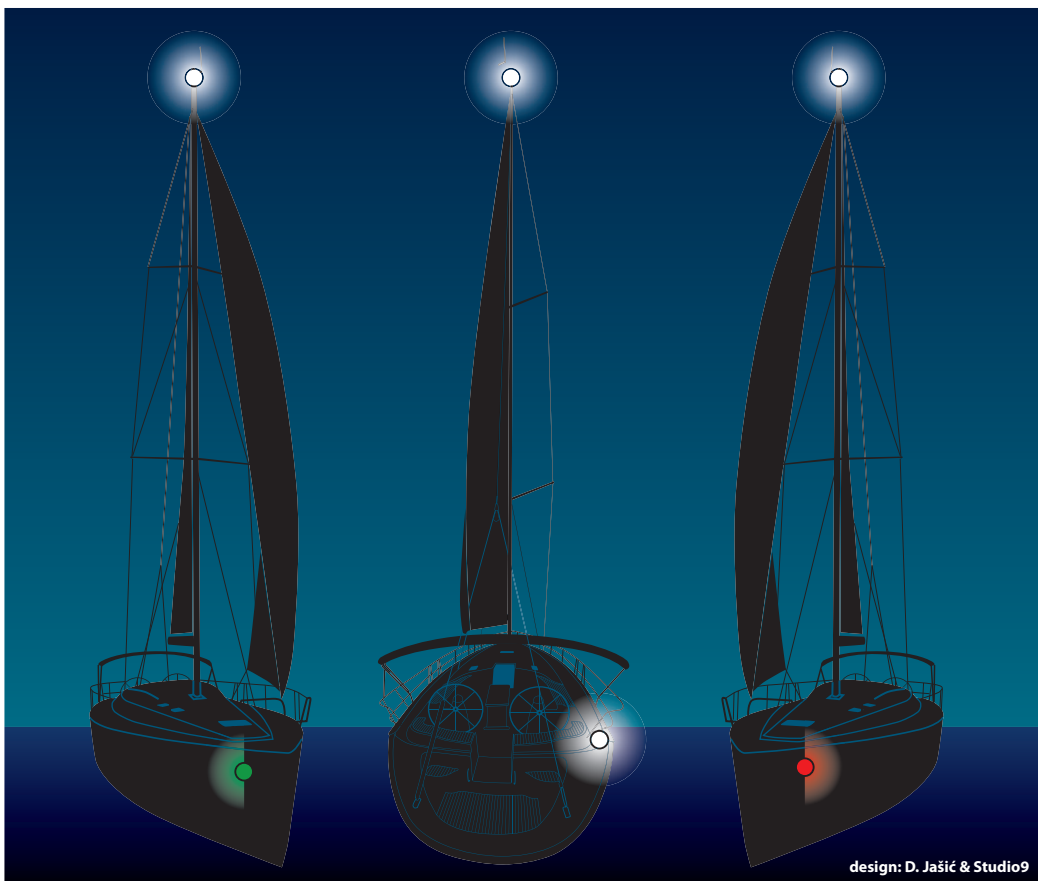
Rule 25
Sailing vessels underway
and vessels under oars

a) Kada jedrenjak plovi, treba istaknuti:

- i) *bočna svjetla;*
- ii) *krmeno svjetlo.*

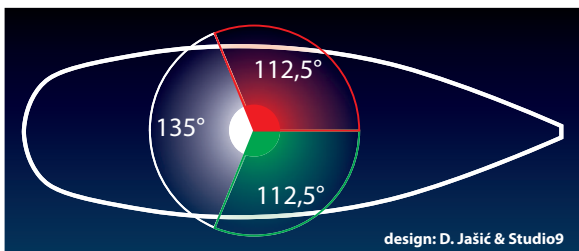
a) Sailing vessel underway shall exhibit:

- i) *Sidelights;*
- ii) *Sternlight.*



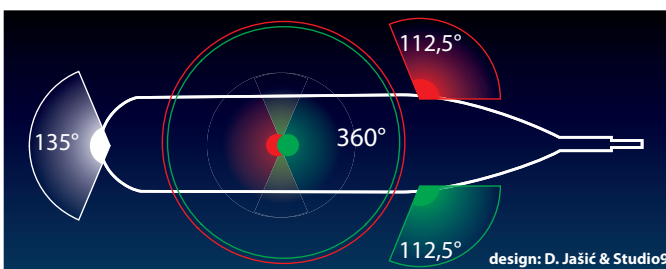
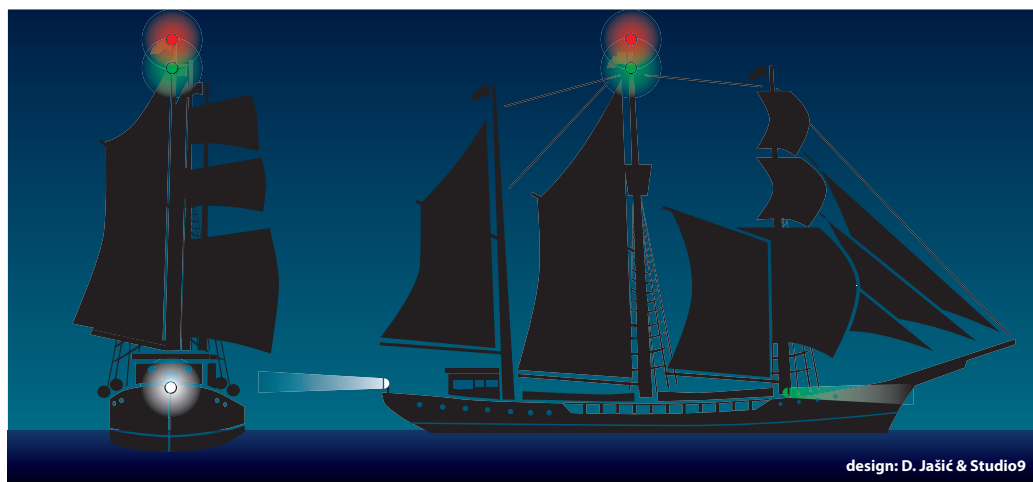
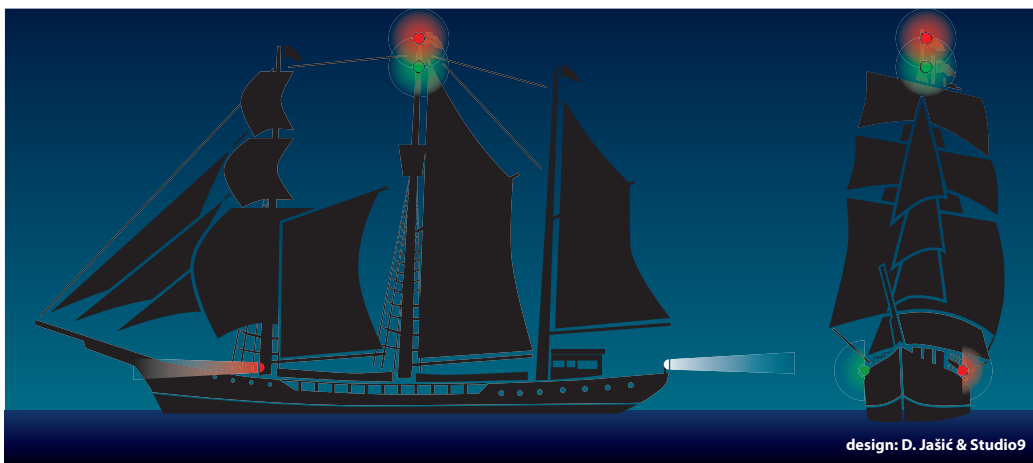
b) Na jedrenjaku kraćem od 20 metara svjetla propisana stavkom (a) ovoga pravila mogu se kombinirati u svjetlu koje treba postaviti na vrh ili blizu vrha jarbola gdje se ono može najbolje vidjeti.

b) In a sailing vessel less than 20 m in length, the lights prescribed in paragraph (a) of this Rule may be combined in one lantern carried at or near the top of the mast where it can best be seen.



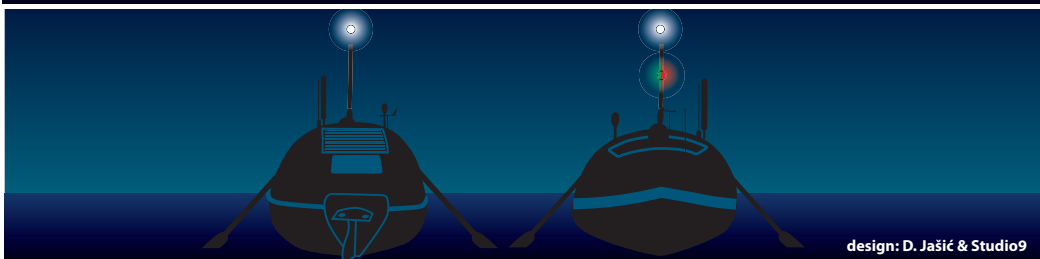
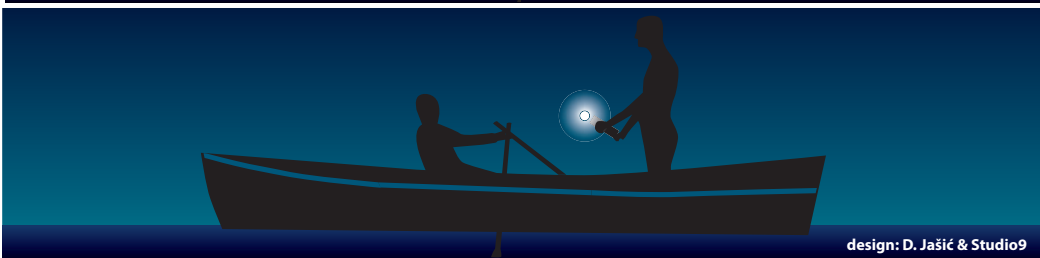
c) Kada jedrenjak plovi, osim svjetala propisanih stavkom (a) ovoga pravila, može isticati na vrhu ili blizu vrha jarbola gdje se može najbolje vidjeti, dva kružna svjetla postavljena okomito jedno iznad drugoga, od kojih je gornje crveno, a donje zeleno; ta se svjetla ne smiju isticati zajedno s kombiniranom svjetiljkom koja je dopuštena stavkom (b) ovoga pravila.

c) In addition to the lights prescribed in paragraph (a) of this Rule, a sailing vessel underway may, exhibit two all-round lights in a vertical line at or near the top of the mast, where they can best be seen. The upper light should be red and the lower green, but these lights shall not be exhibited in conjunction with the combined lantern permitted by paragraph (b) of this Rule.



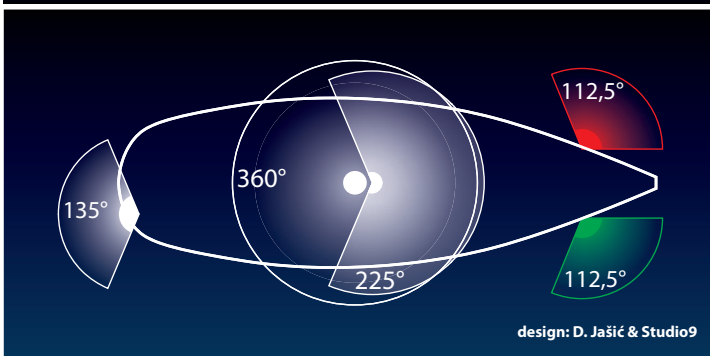
- d) i) Jedrenjak kraći od 7 metara, ako je moguće, mora isticati svjetla propisana stavcima (a) ili (b) ovoga pravila. Ako to ne čini, mora držati pri ruci spremnu električnu džepnu svjetiljku ili upaljenu svjetiljku koja daje bijelu svjetlost i koju se mora pokazati dovoljno na vrijeme da se izbjegne sudar.
- ii) Brod na vesla može isticati svjetla za jedrenjake propisane u ovom pravilu. Ako to ne čini, mora držati pri ruci spremnu električnu džepnu svjetiljku ili upaljenu svjetiljku koja daje bijelu svjetlost i koju mora pokazati dovoljno na vrijeme da se izbjegne sudar.

- d) (i) A sailing vessel less than 7 m in length shall, if possible exhibit the lights prescribed in paragraph (a) or (b) of this Rule. If it is not the case she does not, she an electric torch or lighted lantern showing a white light shall be at hand to be exhibited in sufficient time to prevent collision.
- ii) A vessel under oars may exhibit the lights prescribed in this Rule for sailing vessels. If not, an electric torch or lighted lantern showing white light shall be ready at hand to be exhibited in sufficient time to prevent collision.



e) Brod koji plovi na jedra, a istodobno se pokreće strojem, mora na svojem pramčanom dijelu, na mjestu gdje se najbolje može vidjeti, istaknuti znak u obliku stošca s vrhom okrenutim prema dolje.

e) A vessel proceeding under sail if propelled by machinery shall exhibit conical-shaped light front where it can best be seen, apex downwards.



Pravilo 26. Ribarski brodovi

a) Brodovi zauzeti ribarenjem, bilo da plo-ve ili su usidreni, moraju isticati samo svje-tla i znakove propisane ovim pravilom.

b) Brod zauzet ribarenjem potegačom (koćom), a pod tim se razumijeva vučenje mreže kroz vodu ili druge naprave upotri-jebljene kao ribolovni pribor, mora isticati:

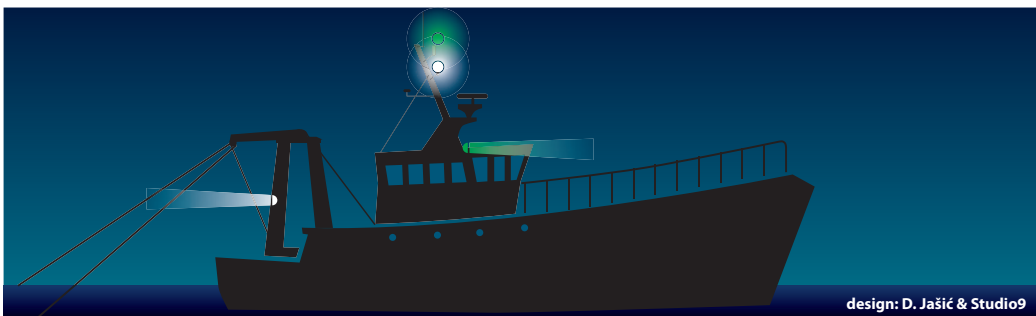
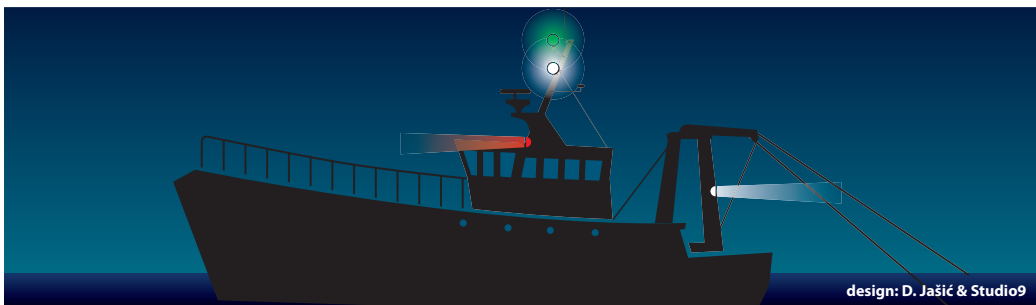
- i) dva kružna svjetla postavljena u oko-mici jedno iznad drugog, od kojih je gornje zeleno, a donje bijelo; ili danju signalni znak koji se sastoji od dvaju stožaca postavljenih okomito jedan iznad drugog tako da im se vrhovi spajaju, a za ribarice kraće od 20 m si-gnalni znak u obliku pletene košare;
- ii) jarbolno svjetlo prema krmi i iznad zelenog kružnog svjetla; brod kraći od 50 m nije obavezan, ali može isti-cati jarbolno svjetlo;
- iii) kada se kreće kroz vodu, osim svje-tala propisanih u ovom pravilu, bočna svjetla i krmeno svjetlo.

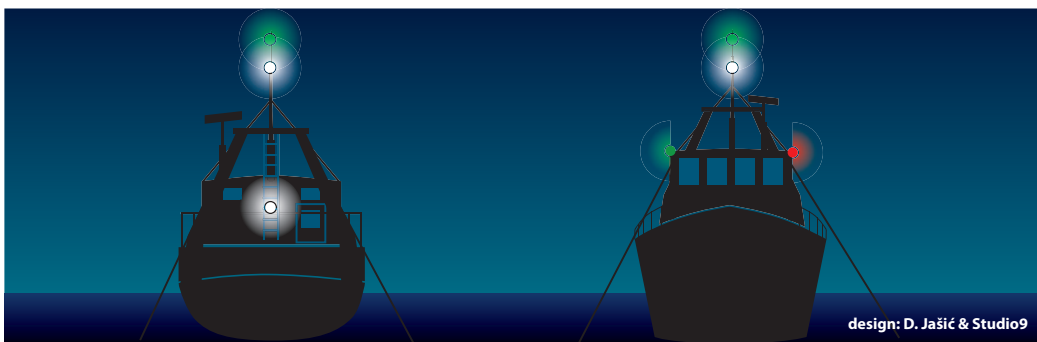
Rule 26 Fishing vessels

a) Vessel engaged in fishing, whether un-derway or at anchor, shall exhibit only the lights and shapes prescribed in this Rule.

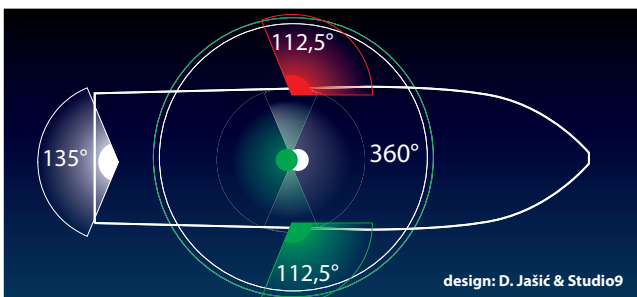
b) Vessel engaged in trawling, either dragging a dredge net or other apparat-us used for fishing shall exhibit:

- i) two all-round lights in a vertical line, the upper being green and the lower white, or diamond shape consisting of two cones with their apexes together in a vertical line one above the other;
- ii) masthead light abaft of and higher than the all-round green light; ves-sel less than 50 m in length shall not be obliged to exhibit such a light but may do so;
- iii) sidelights and sternlight, in addi-tion to the lights prescribed in this paragraph, when making way through the water.





design: D. Jašić & Studio9



design: D. Jašić & Studio9

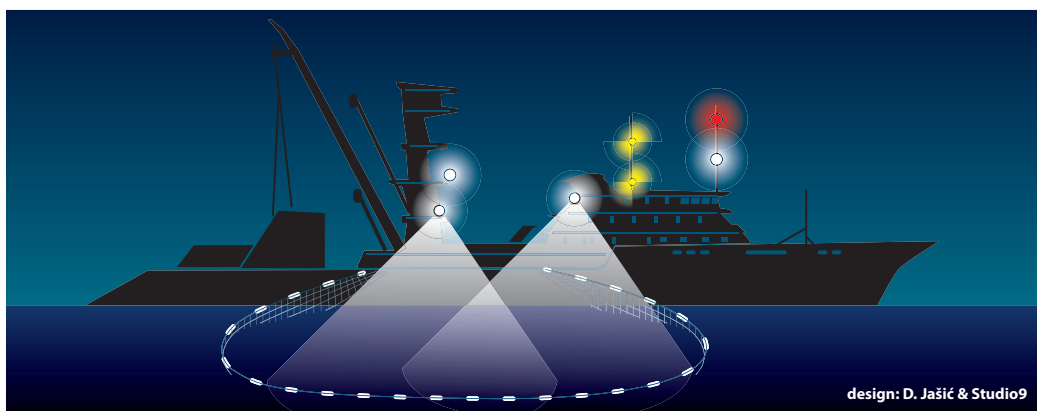


c) Brod zauzet ribarenjem, a da to nije kočarenje, mora isticati:

- i) dva kružna svjetla postavljena u okomici jedno iznad drugoga, od kojih je gornje crveno, a donje bijelo, ili danju signalni znak koji se sastoji od dvaju stožaca postavljenih okomito jedan iznad drugoga tako da im se vrhovi spajaju, a za ribarice kraće od 20 m signalni znak u obliku pletene košare;
- ii) ako se ispuštena mreža proteže vodoravno više od 150 metara od

c) Vessel engaged in fishing, other than trawling shall exhibit:

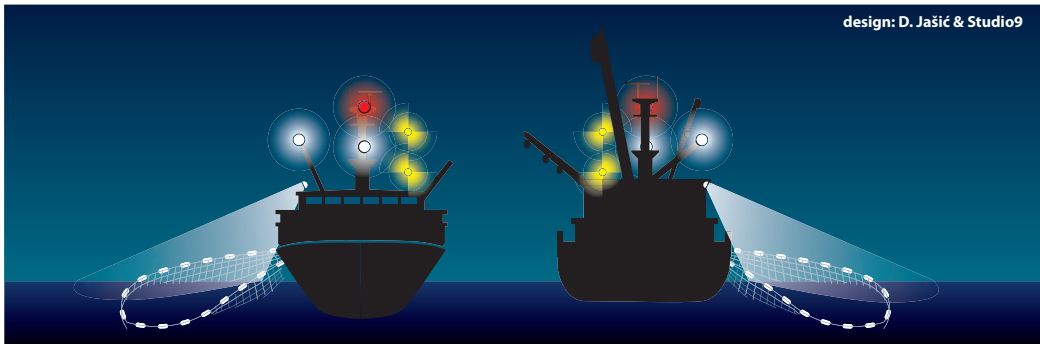
- i) two all-round lights in a vertical line, the upper being red and the lower white, or diamond shape consisting of two cones with joint apex in a vertical line one above the other, and for fishing boats length less than 20 m warning signs in the form of the basket;
- ii) all-round white light or a cone apex upwards in the direction of the gear



design: D. Jašić & Studio9

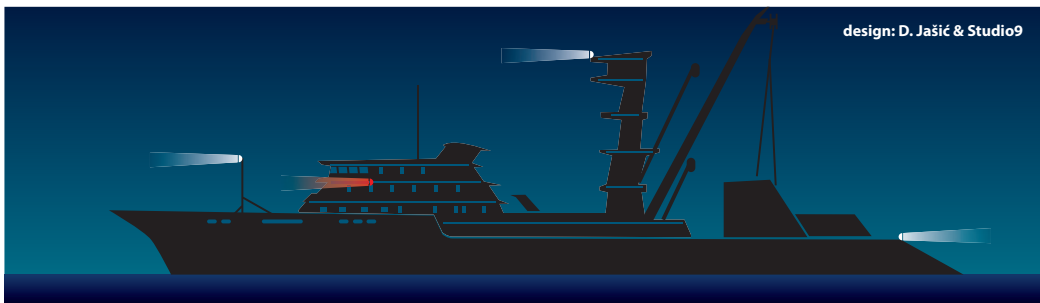
*broda, u smjeru pružanja mreže,
jedno bijelo kružno svjetlo ili stožac
okrenut vrhom prema gore;*

*when there is outlying gear extend-
ing more than 150 m horizontally
from the vessel;*



iii) *kada se kreće kroz vodu, osim svjetala propisanih u ovom pravilu, bočna svjetla i krmeno svjetlo.*

iii) *sidelights and sternlight in addition to the lights prescribed in this paragraph, when making way through the water.*



d) Brod koji riba u blizini drugih brodova koji su zauzeti ribarenjem može isticati dodatne signale propisane u Prilogu II. ovoga pravilnika.

e) Kada brod nije zauzet ribarenjem, ne smije isticati svjetla i znakove određene ovim pravilom, nego jedino propisane za brod njegove duljine.

d) Additional shapes described in Annex II to these Regulations apply to vessels engaged in fishing in close proximity of other vessels engaged in fishing.

e) Vessel not engaged in fishing shall not exhibit the lights or shapes prescribed in this Rule, but only those prescribed for vessels related to the their length.

Pravilo 27.
Brodovi koji ne mogu manevrirati ili brodovi ograničene mogućnosti za manevriranje

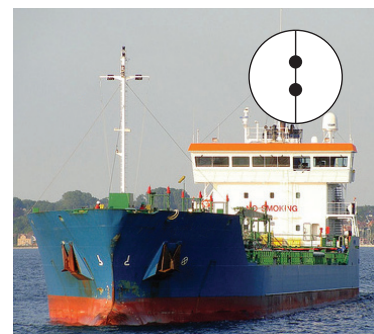
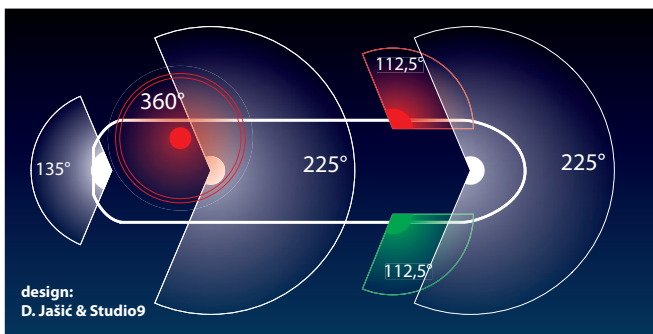
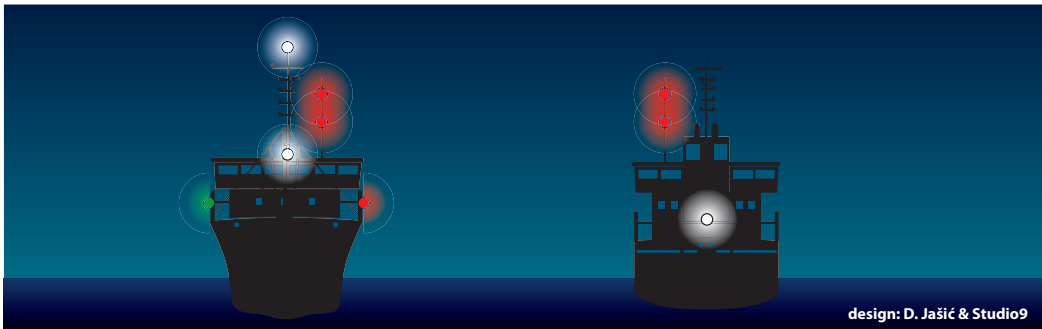
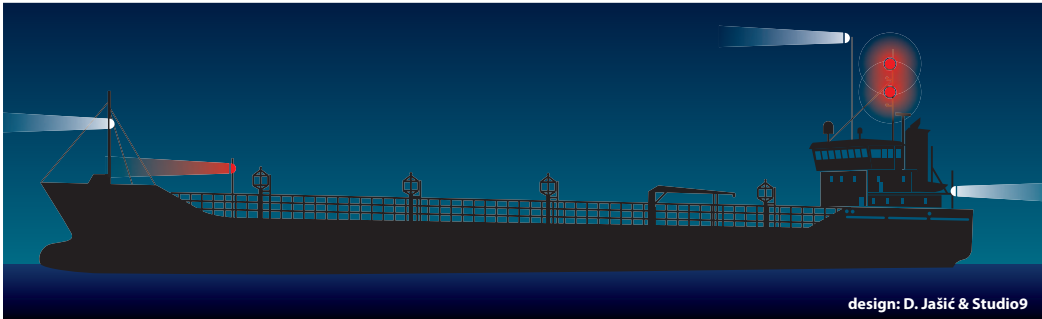
a) Brod koji ne može manevrirati mora isticati:

- i) *dva crvena kružna svjetla postavljena u okomici jedno iznad drugog na mjestu gdje se najbolje mogu vidjeti;*

Rule 27
Vessels not under command or restricted in their maneuvering ability to manoeuvre

a) Vessel not under command shall exhibit:

- i) *Two all-round red lights in a vertical line where they can best be seen;*

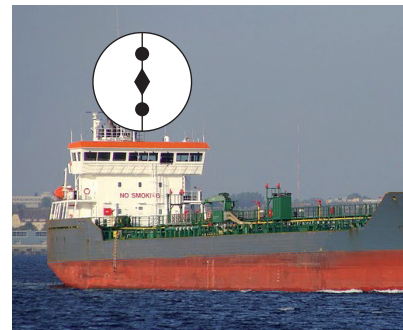
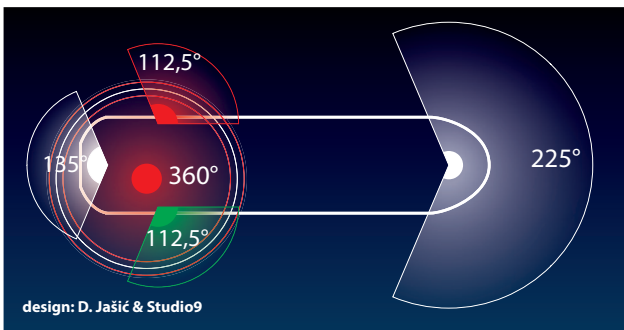
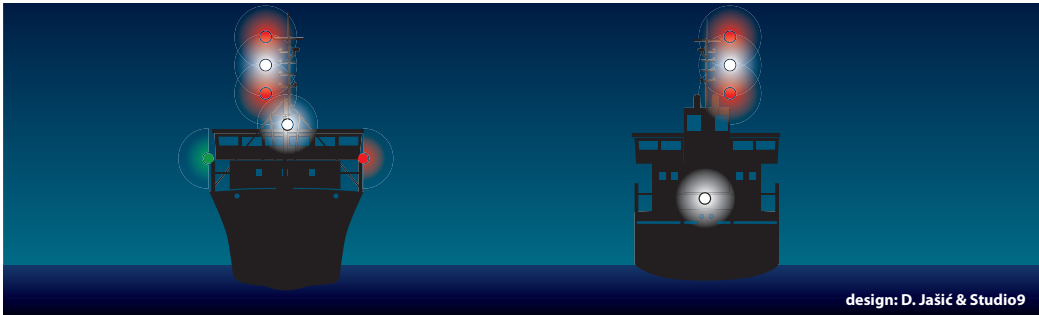


- ii) danju – dvije (crne) kugle postavljene u okomici jedna iznad druge na mjestu gdje se najbolje mogu vidjeti;
- iii) kada se kreće kroz vodu, osim svjetala propisanih u stavku (a) ovoga pravila, bočna svjetla i krmeno svjetlo.

b) Brod ograničene mogućnosti manevriranja, osim broda koji obavlja razminiranje mora isticati:

- ii) Two balls or similar shapes in a vertical line where they can best be seen;
- iii) Sidelights and sternlight in addition to the lights prescribed in this paragraph, when making way through the water.

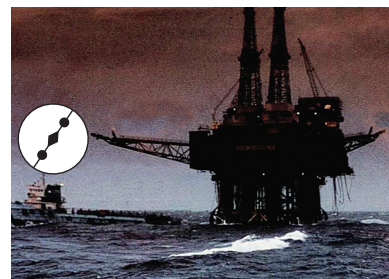
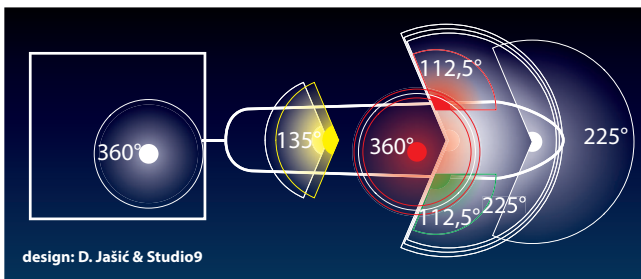
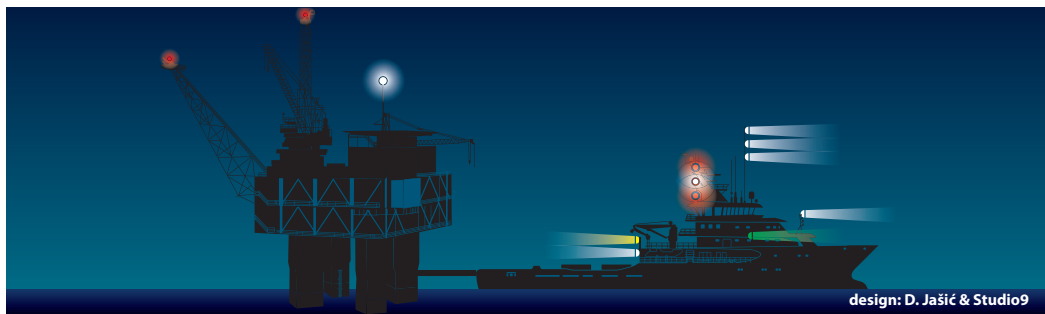
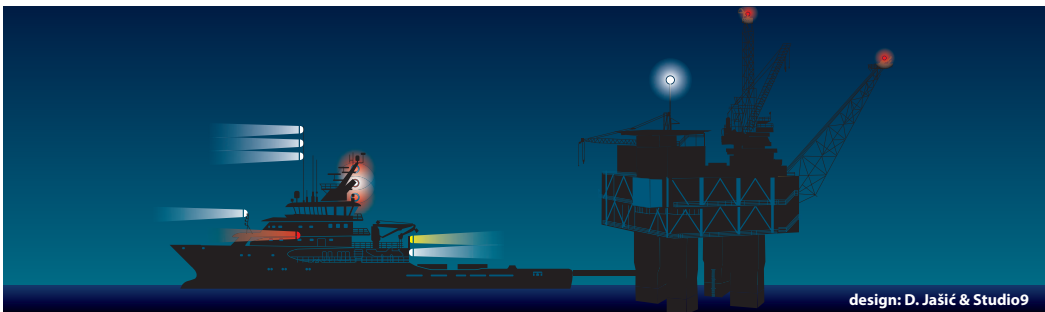
b) Vessels restricted in maneuvering ability, except vessels engaged in mine clearance operations, shall exhibit:



- i) tri kružna svjetla postavljena u okomici jedno iznad drugoga na mjestu gdje se mogu najbolje vidjeti, gornje i donje od tih svjetala moraju biti crvena, a srednje mora biti bijelo;

- i) Three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white;

- ii) *tri znaka postavljena u okomici jedno iznad drugoga na mjestu gdje se mogu najbolje vidjeti; gornji i donji od tih znakova moraju biti u obliku kugle, a srednji u obliku dvostrukog stošca (spojenih bazama);*
 - iii) *kad se kreće kroz vodu, osim svjetala propisanih stavkom (b)(i) ovoga pravila, jarbolna svjetla, bočna svjetla i krmeno svjetlo;*
 - iv) *kada je usidren, osim svjetala i znakova propisanih u stavcima (b)(i) i (b)(ii) ovoga pravila, može isticati svjetlo, svjetla ili znak koji su propisani Pravilom 30. ovoga pravilnika.*
- c) Brod na mehanički pogon koji tegli tako da mu je tegljenjem ozbiljno ogr-
- ii) *Three shapes in a vertical line where they can best be seen. The highest and the lowest of these shapes shall be balls and the middle one a diamond;*
 - iii) *Masthead light or lights, sidelights and sternlight in addition to the lights prescribed in subparagraph (i) when making way through the water;*
 - iv) *One light, lights or shape prescribed in Rule 30 in addition to the lights or shapes prescribed in subparagraphs (i) and (ii) when at anchor.*
- c) Power-driven vessel engaged in towing operation and thus severely restrict-

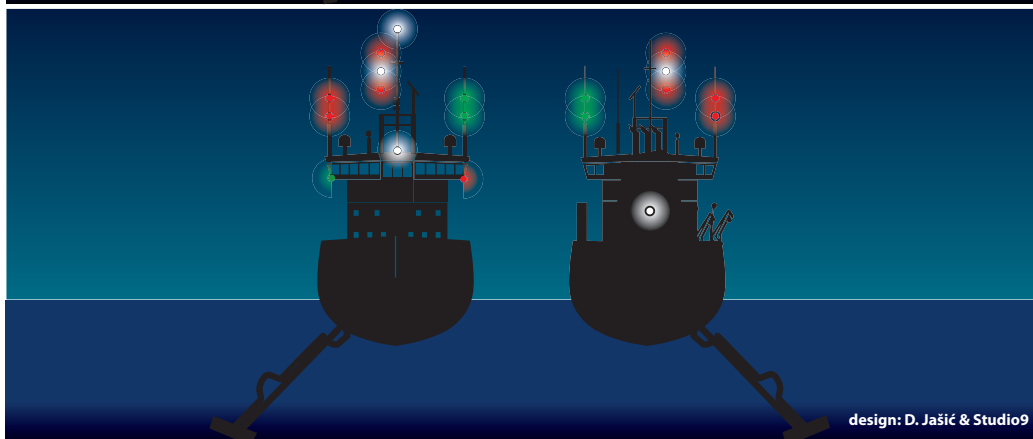


ničena sposobnost promjene kursa, mora, osim svjetala ili znakova propisanih u Pravilu 24. stavak (a) ovoga pravilnika, isticati i svjetla ili znakove propisane u stavcima (b)(i) i (b)(ii) ovoga pravila.

d) Brod zauzet jaružanjem ili podvodnim radovima, kada je ograničene mogućnosti manevriranja, mora nositi svjetla i znakove propisane u stavcima (b)(i), (b)(ii) i (b)(iii) ovoga pravila, a ako postoji kakva zapreka, osim toga mora isticati:

ed in ability to deviate from the course shall, in addition to the lights or shape prescribed in Rule 24(a), exhibit the lights or shape prescribed in subparagraphs (b)(i) and (b)(ii) of this Rule.

d) Vessel engaged in dredging or underwater operations, if restricted in the maneuvering ability shall exhibit the lights and shapes prescribed in subparagraphs (b)(i), (b)(ii) and (b)(iii) of this Rule and shall in addition, when an obstruction exists, exhibit:



- i) dva crvena kružna svjetla ili dvije kugle, postavljene u okomici jedno iznad drugog da se označi strana na kojoj postoji zapreka;
- ii) dva zelena kružna svjetla ili dva dvostruka stošca (spojenih baza-

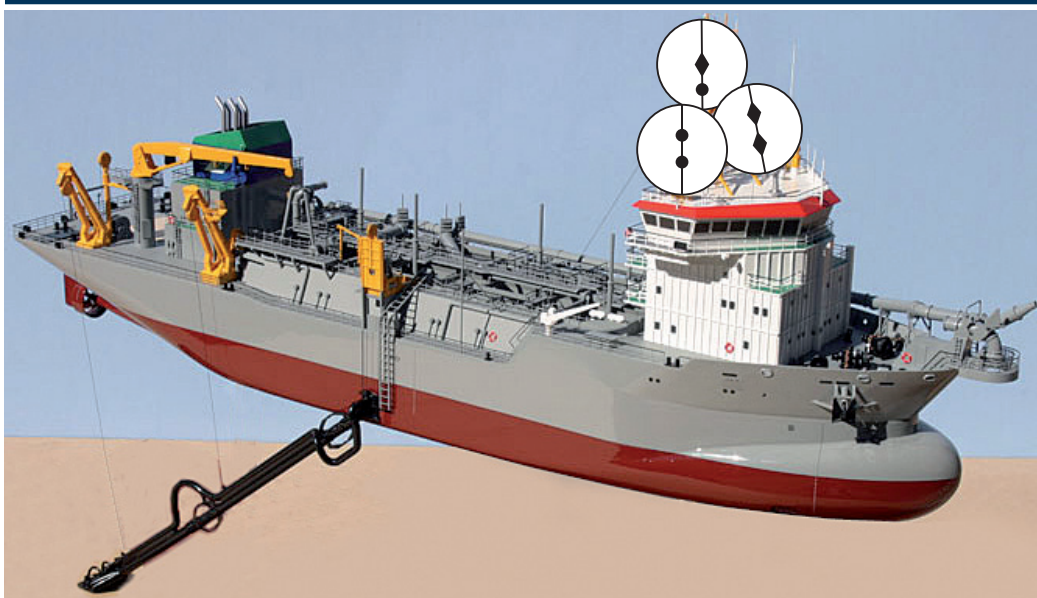
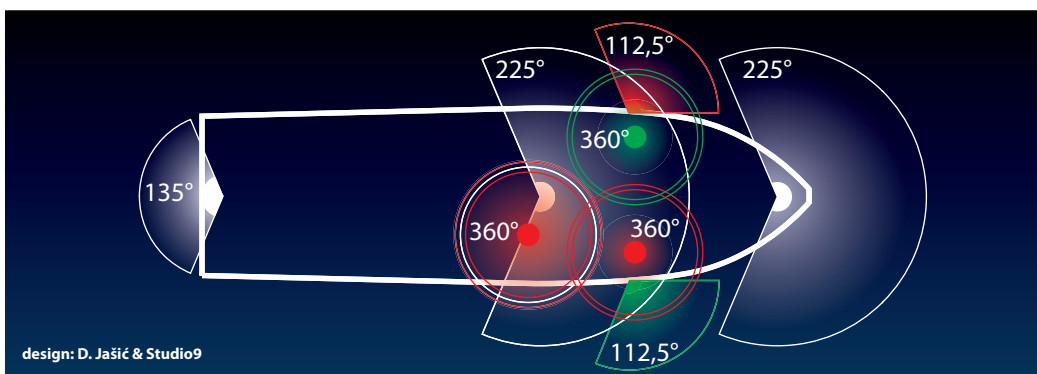
- i) Two all-round red lights or two balls in a vertical line to indicate the side on which the obstruction exists;
- ii) Two all-round green lights or two diamonds in a vertical line to indi-

ma), postavljena u okomici jedno iznad drugoga da se označi strana na kojoj drugi brod može proći;

- iii) kada je usidren, svjetla ili znakove propisane stavcima (b)(i) i (b)(ii) ovoga pravila, te svjetla ili znakove propisanih u Pravilu 30. ovoga pravilnika.

cate the side on which another vessel may pass;

- iii) When at anchor, the lights or shapes prescribed in this paragraph instead of the ones prescribed in Rule 30.



e) Kada je brodu zauzetom ronilačkim radovima zbog njegove veličine nemoguće isticati sva svjetla i znakove koji su propisani u stavku (d) ovoga pravila, tada mora isticati:

- i) tri kružna svjetla postavljena u okomici gdje se najbolje vide; gornje i donje svjetlo mora biti crveno, a srednje bijelo;

e) Whenever the size of a vessel engaged in diving operations makes it impractical to exhibit all lights and shapes prescribed in paragraph (d) of this Rule, the following shall be exhibited:

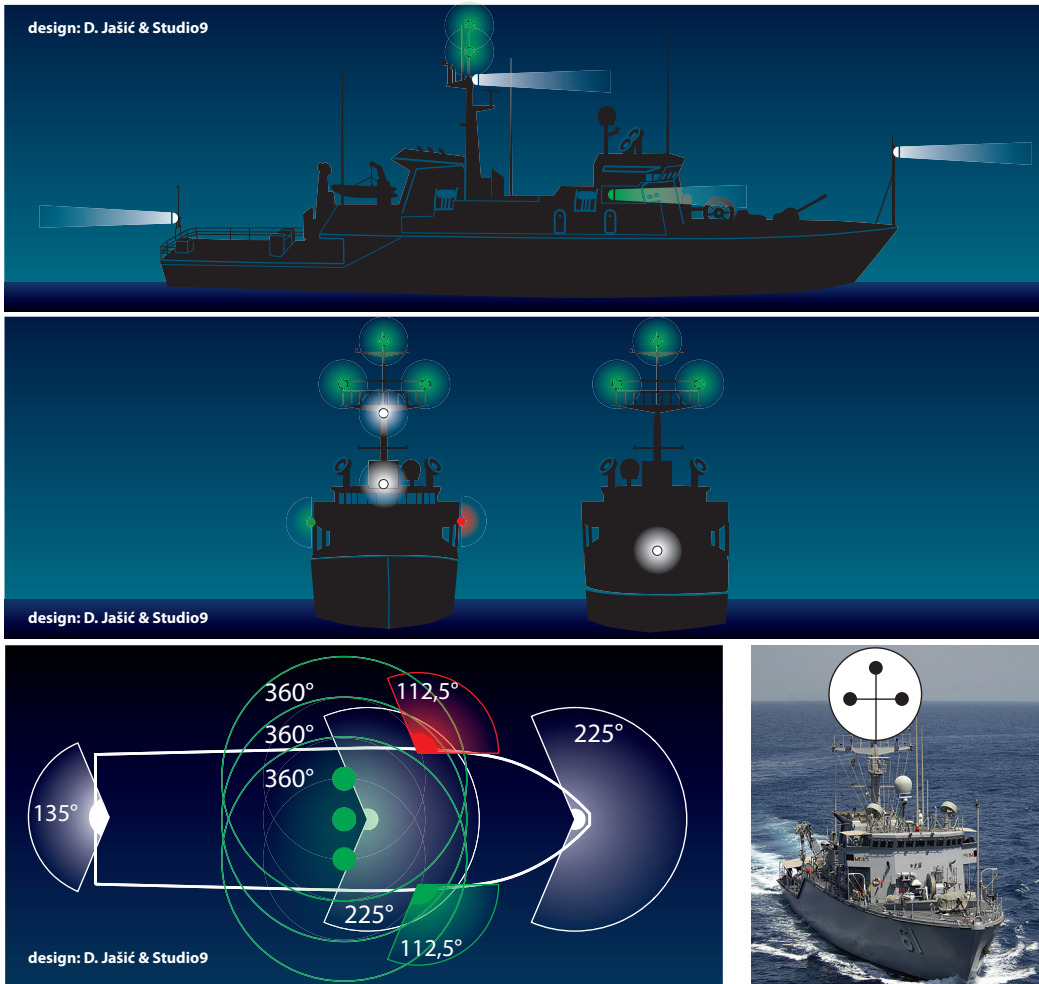
- i) Three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle one shall be white;

ii) zastavu "A" Međunarodnog signalnog kodeksa, visoku najmanje 1 metar. Zastavu treba postaviti da se vidi sa svih strana obzorja.

ii) A right replica of the International Code flag "A" not less than 1 m in height. Measures shall be taken to ensure its all-round visibility.

f) Brod koji obavlja razminiranje mora, osim svjetala propisanih za brodove na mehanički pogon u Pravilu 23. ovoga pra-

f) Vessel engaged in mine clearance operations shall exhibit three all-round green lights or three balls in addition



vilnika, ili osim svjetala ili znakova propisanih za usidrene brodove u Pravilu 30. ovoga pravilnika, isticati i tri zelena kružna svjetla ili tri kugle. Jedno od tih svjetala ili znakova mora biti postavljeno blizu vrha pramčanog jarbola, a druga dva po jedno na krajevima donjeg križa pramčanog jarbola.

to the lights prescribed for power-driven vessel in Rule 23 or to the lights or shapes prescribed for a vessel at anchor in Rule 30 as appropriate. One of these lights or shapes shall be exhibited near the foremast head and one at each end of the fore yard. These lights or shapes

Ta svjetla ili znakovi upozoravaju druge brodove da se ne približavaju, te da se drže na sigurnoj udaljenosti (ne manjoj od 1000 metara) od broda koji obavlja razminiravanje.

g) Brodovi kraći od 12 metara, osim brodova zauzetih ronilačkim radovima, nisu obvezni isticati svjetla i znakove propisane u ovom pravilu.

h) Signali propisani u ovom pravilu nisu signali brodova koji su u pogibelji i traže pomoć. Takve signale sadržava Prilog IV. ovoga pravilnika.

Pravilo 28. Brodovi ograničeni svojim gazom

Brod ograničen svojim gazom, osim svjetala propisanih pravilom 23. ovoga pravilnika za brodove na mehanički pogon, može isticati na mjestu gdje se mogu najbolje vidjeti, tri crvena kružna svjetla postavljena u okomici jedno iznad drugoga ili znak u obliku cilindra.

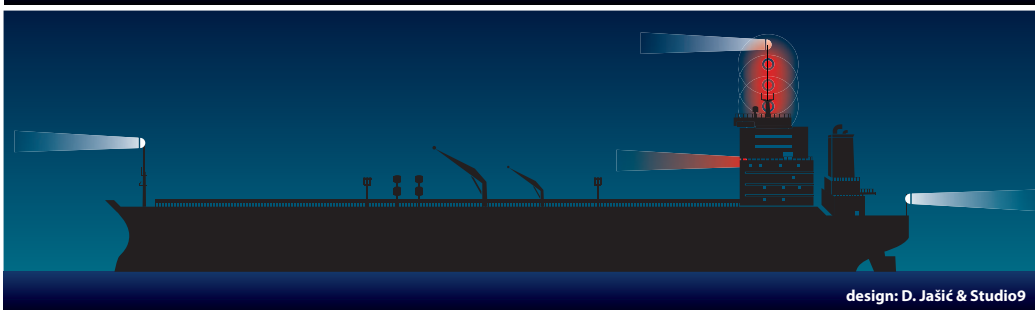
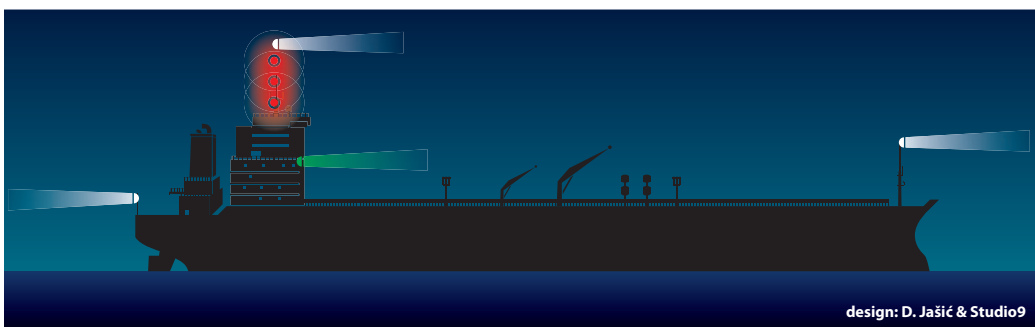
indicate that it is dangerous for another vessel to approach within 1000 m of the mine clearance vessel.

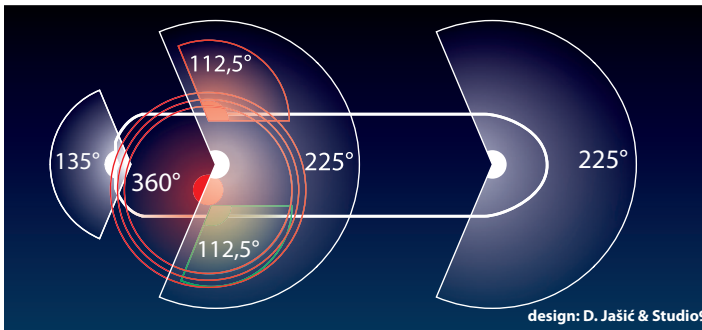
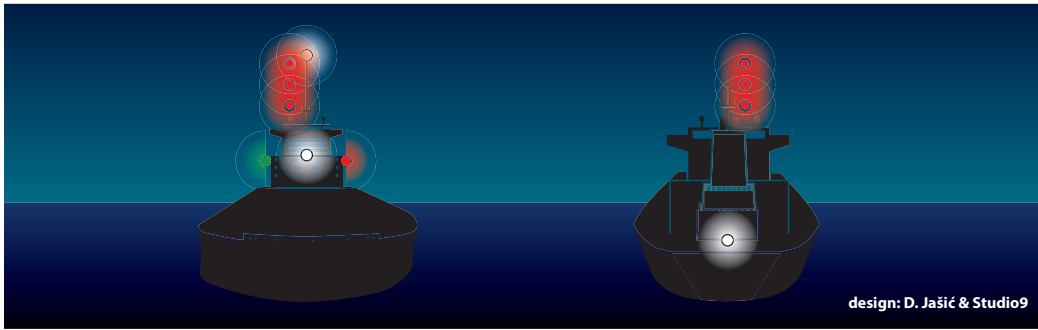
g) Vessels less than 12 m in length, except those engaged in diving operations, shall not be required to exhibit the lights and shapes prescribed in this Rule.

h) The signals prescribed in this Rule are not signals of vessels in distress and requiring assistance. Such signals are contained in Annex IV to these Regulations.

Rule 28 Vessels constrained by their draught

Vessel constrained by its draught may exhibit three all-round red lights in a vertical line, or a cylinder shape where best visible, in addition to the lights prescribed for power-driven vessels in Rule 23.





Pravilo 29. Peljarski brodovi

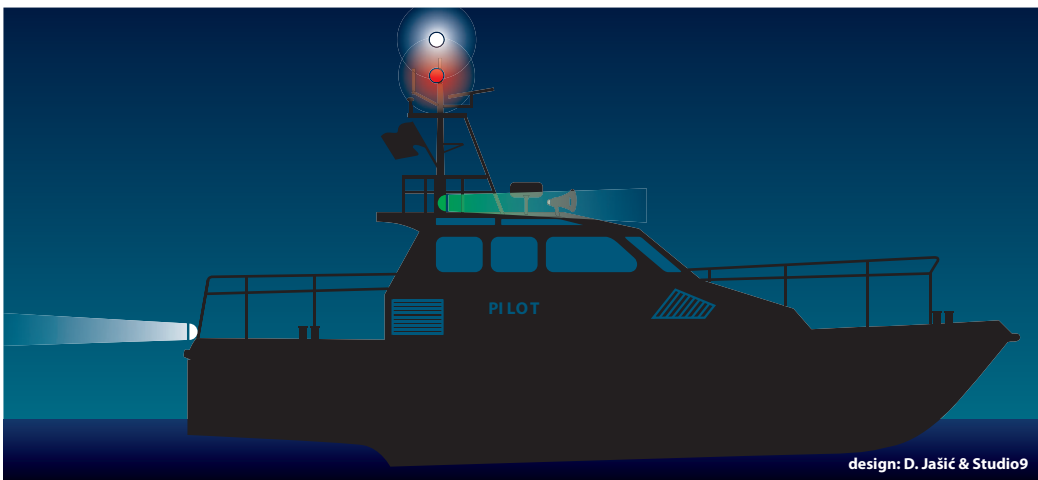
a) Brod koji obavlja peljarsku službu mora isticati:

- i) na vrhu jarbola, ili blizu njega, dva kružna svjetla postavljena u vertikalni jedan iznad drugoga, od kojih je gornje bijelo, a donje crveno;

Rule 29 Pilot vessels

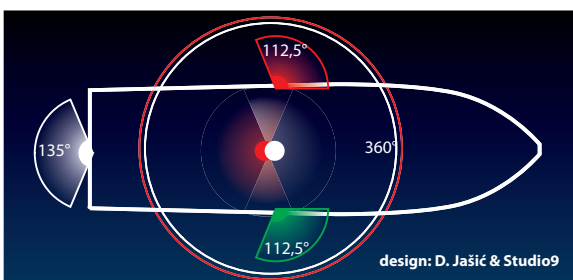
a) A vessel engaged on pilotage duty shall exhibit:

- i) *Two all-round lights in a vertical line, white above red at or near the masthead;*



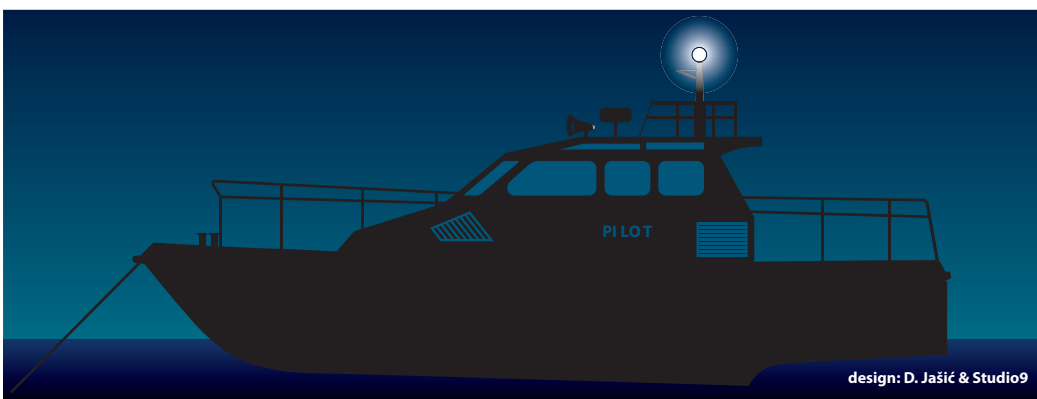
ii) kada plovi, bočna svjetla i krmeno svjetlo;

ii) When underway also sidelights and sternlight;



iii) kada je usidren, osim svjetala propisanih u stavci (a)(i) ovoga pravila, sidreno svjetlo, svjetla ili znakove propisanih Pravilom 30. ovoga pravilnika za usidrene brodove.

iii) When at anchor, also the lights prescribed in subparagraph (i), the light, lights or shapes prescribed in Rule 30 for vessels at anchor.

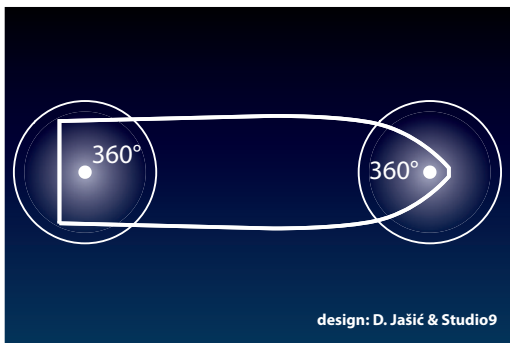


b) Kada peljarski brod ne obavlja peljarsku službu, mora isticati svjetla i znakove za slične brodove njegove duljine.

b) A pilot vessel not engaged in pilotage shall exhibit the lights or shapes prescribed for vessels of similar length.

Pravilo 30. Usidreni i nasukani brodovi

- a) Usidreni brod mora isticati na mjestu gdje se najbolje može vidjeti:
- na pramčanom dijelu jedno bijelo kružno svjetlo ili danju jednu kuglu;
 - na krmi ili blizu krme na nižoj visini od svjetla propisanog u stavku (a) (i) ovoga pravila, jedno bijelo kružno svjetlo.



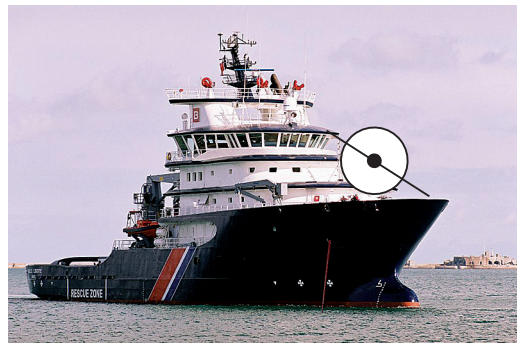
- b) Brod kraći od 50 metara, umjesto svjetala propisanih u stavku (a)(i) ovoga pravila, može isticati jedno bijelo kružno svjetlo postavljeno na mjestu gdje se može najbolje vidjeti.

- c) Usidreni brod može, a ako je dugačak 100 metara i više, mora također upotrijebiti odgovarajuća radna ili druga svjetla za rasvjetu svojih paluba.



Rule 30 Anchored vessels and vessels aground

- a) Vessel at anchor shall exhibit where it can best be seen:
- All-round white light or one ball in the fore part;
 - All-round white light at or near the stern and at a lower level than the light prescribed in subparagraph (i).



- b) Vessel less than 50 m in length may exhibit an all-round white light where it is best visible instead of the lights prescribed in paragraph (a) of this Rule.

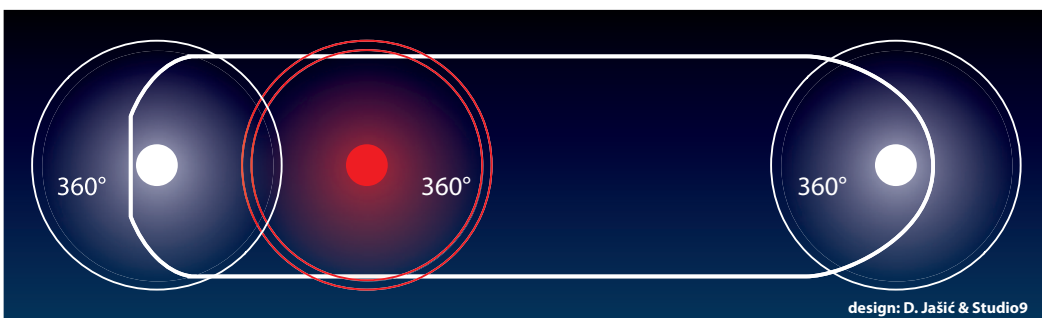
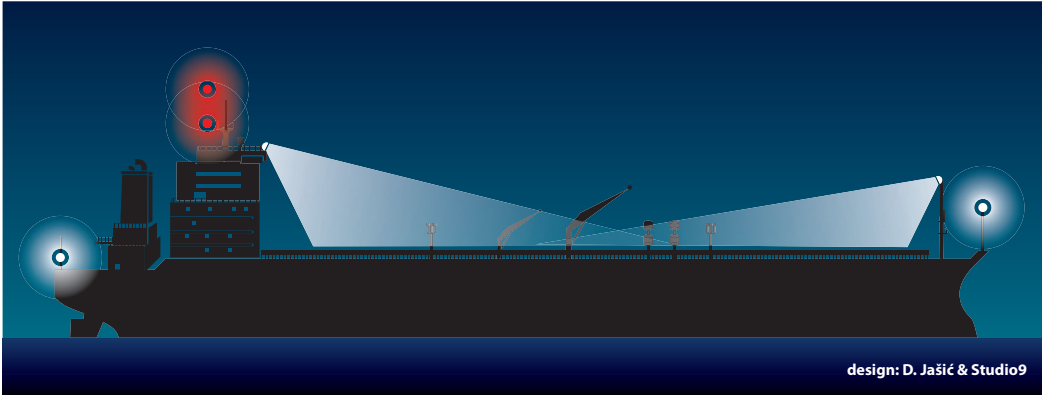
- c) Vessel at anchor and a vessel 100 m and more in length, may also use the available working or equivalent lights to illuminate the decks.

d) Nasukani brod mora isticati svjetla propisana u stavcima (a) i (b) ovoga pravila, i osim toga na mjestu gdje se najbolje vide:

- i) *dva crvena kružna svjetla postavljena u okomici jedno iznad drugoga;*
- ii) *tri kugle postavljene u okomici jedna iznad druge.*

d) Vessel aground shall exhibit the lights prescribed in paragraph (a) or (b) of this Rule. In addition:

- i) *Two all-round red lights in a vertical line;*
- ii) *Three balls in a vertical line may be used where best visible.*



e) Brod kraći od 7 metara kada je usidren, a da to nije u uskom kanalu ili blizu uskoga kanala, plovnoga puta ili sidrišta ili blizu mjesta gdje drugi brodovi obično plove, nije obavezan isticati svjetla ili znak propisan u stavcima (a) i (b) ovoga pravila.

f) Kada je brod kraći od 12 metara nasukan, nije obavezan isticati svjetla ili znakove propisane u stavcima (d)(i) i (d)(ii) ovoga pravila.

e) Vessel less than 7 m in length, when at anchor but not in or near a narrow channel, fairway or anchorage, nor where other vessels normally navigate, shall not be required to exhibit the lights or shapes prescribed in paragraphs (a) and (b) of this Rule.

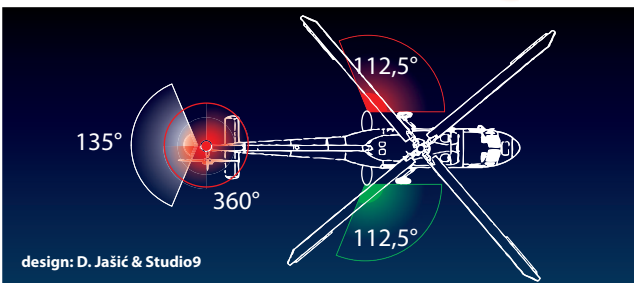
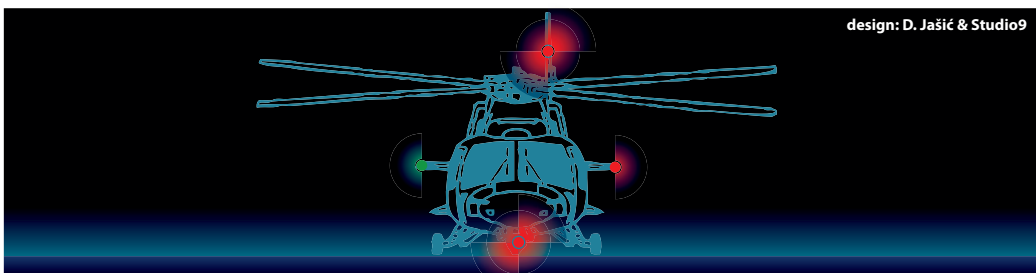
f) Vessel less than 12 m in length, when aground, shall not be required to exhibit the lights or shapes prescribed in subparagraphs (d)(i) and (ii) of this Rule.

Pravilo 31. Helikopteri, hidroavioni ili višenamjensko brzo plovilo

Ako je hidroavionu ili višenamjenskom brzom plovilu (eng. WIG Craft) nemogu-

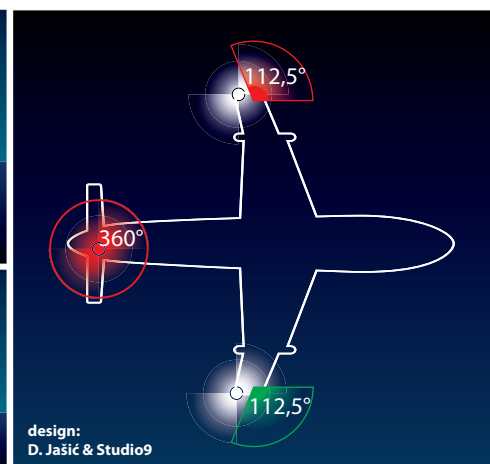
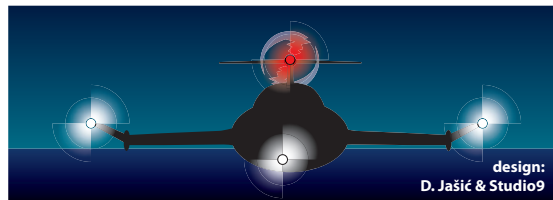
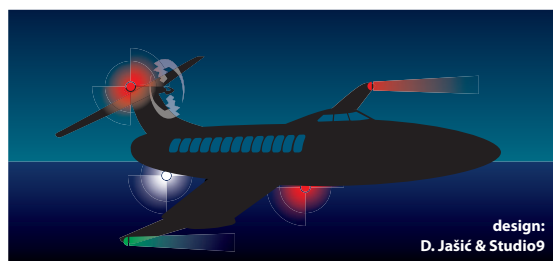
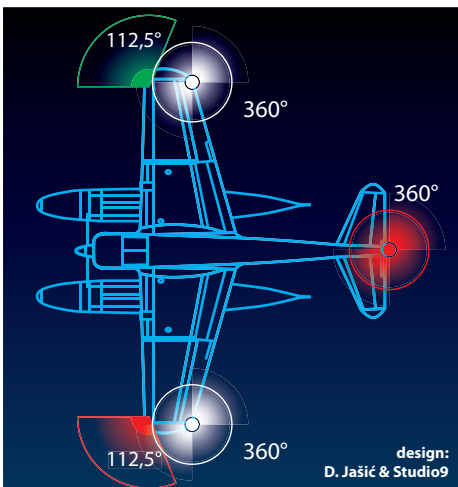
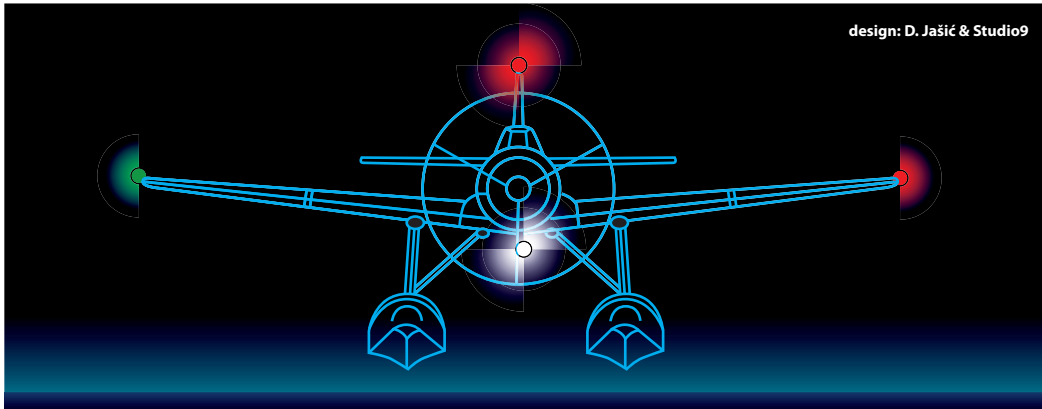
Rule 31 Helicopters, Seaplanes or WIG Craft

Where it is impossible for seaplane or WIG Craft to exhibit lights and shapes



će isticati svjetla i znakove čije su značajke i položaj određeni ovim pravilima, oni moraju isticati takva svjetla i znakove koji su po značajkama i položaju što sličniji.

described in the following Rules, lights and shapes as closely resembling the indicated in shape and the position shall be used.





Dio D

ZVUČNI I SVJETLOSNI SIGNALI

Pravilo 32. Definicije

a) Riječ "zviždaljka" označava svaku napravu za zvučnu signalizaciju s kojom se mogu proizvesti zvučni signali propisani u Prilogu III. ovoga pravilnika.



Part D

SOUND AND LIGHT SIGNALS

Rule 32 Definitions

a) The word whistle indicates any sound signalling appliance capable of producing the prescribed blasts and which complies with the specifications in annex III to these Regulations.



b) Izraz "kratak zvižduk" znači zvuk koji traje oko jedne sekunde.

c) Izraz "dugi zvižduk" znači zvuk koji traje od četiri do šest sekundi.

b) The term short blast indicates a blast of about one second in duration.

c) The term prolonged blast means a blast of four to six seconds in duration.

Pravilo 33. Oprema za zvučne signale

a) Brod duljine 12 metara ili više mora imati zviždaljku i zvono, a brod duljine 100 metara i više mora osim toga imati i gong čiji se ton i zvuk ne mogu zamijeniti tonom i zvukom zvona. Zvono, zviždaljka i gong moraju biti u skla-

Rule 33 Equipment for sound signals

a) Vessel 12 m or more in length shall be provided with a whistle. Vessel 20 m or more in length in addition to a whistle shall be provided with a bell., Vessel 100 m or more in length shall be provided with a gong, the tone and sound of which

du sa specifikacijama Priloga III ovoga pravilnika. Zvono ili gong, ili oboje, mogu se zamijeniti drugom opremom odgovarajućih osobina zvuka, uz uvjet da je uvijek moguće proizvesti propisane zvučne signale ručno.

b) Brod kraći od 12 metara nije obvezan imati naprave za zvučnu signalizaciju propisane u stavku (a) ovoga pravila, ali tada mora imati neko drugo sredstvo za davanje djelotvornoga zvučnog signala.

Pravilo 34.

Signali za manevar i signali upozorenja

a) Kada su brodovi jedan drugome na vidiku i kada brod na mehanički pogon manevrira u plovidbi, na način kako je to propisano ovim pravilnikom, mora označiti taj manevar sljedećim signalima zviždaljkom:

- jedan kratki zviždak da bi označio "Mijenjam svoj kurs udesno";

- dva kratka zviždaka da bi označio "Mijenjam svoj kurs ulijevo";

- tri kratka zviždaka da bi označio "Moji sredstvi voze krmom".

cannot be confused with that of the bell. The whistle, bell and gong shall comply with specifications in Annex III to these Regulations. The bell or gong or both may be replaced by other equipment having the same sound characteristics, provided that manual reproduction of the required signals shall always be possible.

b) Vessel less than 12 m in length is not obliged to have the sound signalling appliances prescribed in paragraph (a) of this Rule, but should be provided with other means of making an efficient sound signal.

Rule 34

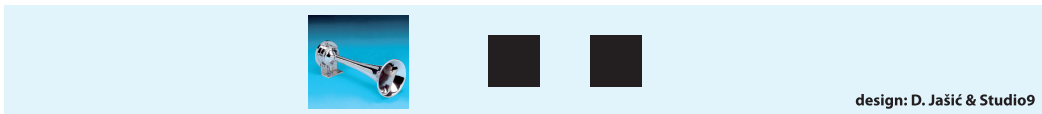
Manoeuvring and warning signals

a) When vessels are in sight of one another, a power-driven vessel underway, when manoeuvring as authorized or required by these Rules, shall indicate that manoeuvre by the following whistle signals:

- One short blast indicating "I am altering my course to starboard";

- Two short blasts indicating "I am altering my course to port";

- Three short blasts indicating "I am operating astern propulsion".



b) Svaki brod može signale zviždaljkom, određene u stavku (a) ovoga pravila nadopuniti svjetlosnim signalima prikladno ponavljanima dok se ne obavi manevar.

- i) *Takvi svjetlosni signali znače:*
 - jedan bljesak "Mijenjam svoj kurs udesno";
 - dva bljeska "Mijenjam svoj kurs ulijevo";
 - tri bljeska "Moji strojevi voze krmom".
- ii) *Svaki bljesak mora trajati oko jedne sekunde, a vremenski razmak između bljeskova, također, mora trajati oko jedne sekunde, dok vremenski razmak između uzastopnih signala ne smije biti manji od deset sekundi;*
- iii) *Svjetlo koje se upotrebljava za ovaj signal, ako je postavljeno, mora biti bijelo kružno svjetlo, s najmanjim dometom vidljivosti od 5 milja i mora biti u skladu s odredbama Priloga I. ovoga pravilnika.*

c) Kada brodovi vide jedan drugi u uskome kanalu ili plovnom putu:

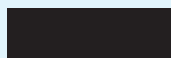
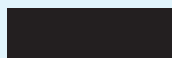
- i) *brod koji namjerava pretjecati drugi brod mora, u skladu s Pravilom 9. stavak (e)(i) ovoga pravilnika pokazati svoju namjeru sljedećim signalima zviždaljkom:*
 - dva duga zvižduka popraćena jednim kratkim da bi označio "Namjeravam vas prestignuti s vaše desne strane";

b) Any vessel may supplement the whistle signals prescribed in paragraph (a) of this Rule by light signals, repeated as appropriate, whilst the manoeuvre is being carried out:

- i) *These light signals shall be made as follows :*
 - One flash indicating "I am altering my course to starboard";
 - Two flashes indicating "I am altering my course to port";
 - Three flashes indicating "I am operating astern propulsion"
- ii) *The duration of each flash shall be about one second, the interval between flashes shall be about one second, and the interval between successive signals shall be not less than ten seconds;*
- iii) *The light used for this signal shall be all-round white light, visible at a minimum range of 5 miles, and shall comply with the provisions of Annex I to these Regulations.*

c) When in sight of one another in a narrow channel or fairway:

- i) *Vessel intending to overtake another shall in compliance with Rule 9(e)(i) indicate the intention using the following whistle signals:*
 - Two prolonged blasts followed by one short blast indicating "I intend to overtake you on your starboard side";



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- dva duga zvižduka popraćena s dva kratka da bi označio "Namjeravam vas prestignuti s vaše lijeve strane".

- Two prolonged blasts followed by two short blasts indicating "I intend to overtake you on your port side".



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ii) Kada brod koji se prestiže djeluje u skladu s Pravilom 9. (e)(i) ovoga pravilnika, mora pokazati svoje slaganje sa sljedećim signalom zviždalkom:
- jedan dugi, jedan kratki, jedan dugi i jedan kratki zvižduk.

ii) The vessel about to be overtaken when acting in accordance with Rule 9. (e)(i) shall indicate agreement using the following whistle signal:
- One prolonged, one short, one prolonged and one short blast, in sequence.



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d) Kada se brodovi koji su u vidokrugu približavaju jedan drugome i kada iz bilo kojih razloga jedan od brodova ne razumije namjere ili postupke drugoga, ili sumnja poduzima li drugi brod dovoljnu radnju za izbjegavanje sudara, mora svoju sumnju odmah označiti davanjem najmanje pet kratkih i brzih zvukova zviždalkom. Taj se signal može nadopuniti svjetlosnim signalom od najmanje pet kratkih i brzih bljeskova.

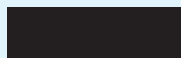
d) When vessels in sight of one another are approaching each other and from any cause either vessel fails to understand the intentions or actions of the other, or is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid whistle blasts. Such signal may be supplemented by the light signal of at least five short and rapid flashes.



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e) Brod koji se približava okuci ili dijelu kanala ili plovnog puta gdje drugi brod može biti zaklonjen nekom zaprekom, mora se oglasiti jednim dugim zviždukom. Svaki drugi brod koji prilazi okuci ili je zaklonjen zaprekom, a čuo je taj signal, mora odgovoriti jednim dugim zviždukom.

e) Vessel nearing a bend or an area of a channel or fairway where other vessels may be obscured by an intervening obstruction shall produce one prolonged blast. Such signal shall be answered with a prolonged blast by any approaching vessel that may be within hearing range around the bend or behind the intervening obstruction.



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f) Ako su zviždaljke na brodu postavljene na međusobnoj udaljenosti većoj od 100 metara, za davanje zvučnih signala za manevriranje i upozorenja mora se upotrebljavati samo jedna zviždalka.

f) If whistles on a vessel are placed at a distance more than 100 m apart one whistle only shall be used for giving manoeuvring and warning signals.

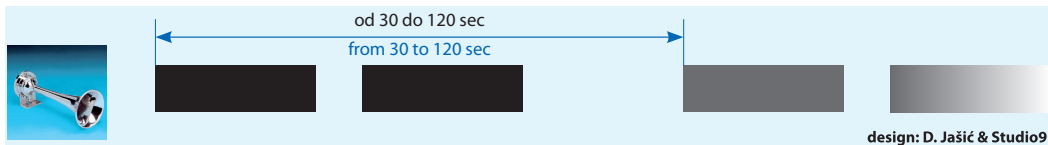
Pravilo 35. Zvučni signali pri smanjenoj vidljivosti

U području ili blizu područja smanjene vidljivosti, bilo danju ili noću, signali propisani ovim člankom koji se upotrebljavaju jesu:

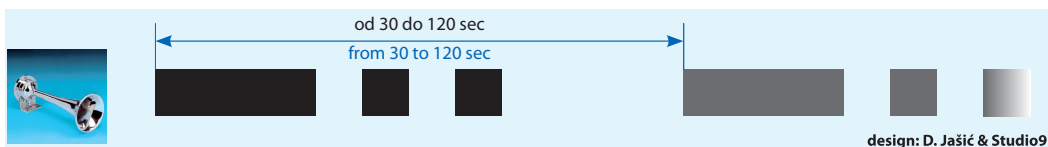
a) Kada se brod na mehanički pogon kreće kroz vodu, mora davati jedan dugi zvižduk u vremenskim razmacima od najviše dvije minute.



b) Kada brod na mehanički pogon plovi, ali je zaustavio stroj i ne kreće se kroz vodu, mora davati u vremenskim razmacima od najviše dvije minute dva uzastopna duga zvižduka odvojena intervalom od oko dvije sekunde.



c) Brod koji ne može manevrirati, brod ograničene mogućnosti manevriranja, brod ograničen svojim gazom, jedrenjak, brod zauzet ribarenjem i brod koji tegli ili potiskuje drugi brod, umjesto signala propisanih u stavcima (a) i (b) ovoga pravila, moraju se oglasiti u vremenskim razmacima od najviše dvije minute s tri uzastopna zvižduka, i to jednim dugim popraćenim s dva kratka.



Rule 35 Sound signals in restricted visibility

In the area of restricted visibility or close, whether by day or night, the signals prescribed in this Rule shall be used as follows:

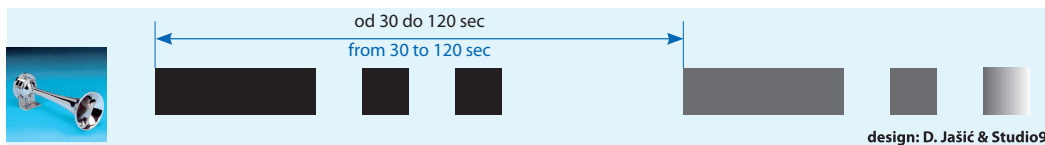
a) Power-driven vessel making way through the water shall produce one prolonged blast at intervals of not more than 2 minutes.

b) Power-driven vessel underway that stopped shall produce sound signal of two prolonged blasts in succession, with an interval of about 2 seconds between them, at intervals of not more than 2 minutes.

c) Instead of the signals prescribed in paragraphs (a) or (b) of this Rule, vessels not under command or restricted in maneuvering or constrained by draught, as well as sailing vessels, vessels engaged in fishing or towing or pushing another vessel shall produce a sound signal of three blasts in succession, namely one prolonged followed by two short blasts at intervals of not more than 2 minutes.

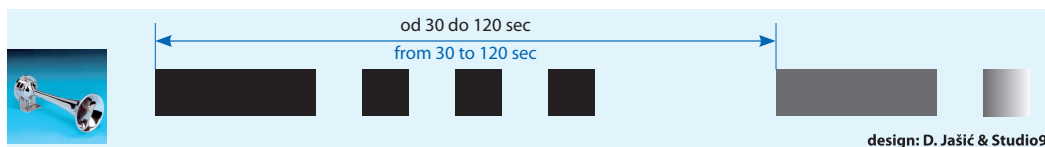
d) Kada brod zauzet ribarenjem i brod ograničene mogućnosti manevriranja svoje radove obavljaju usidreni, umjesto signala propisanih u stavku (g) ovoga pravila, moraju davati zvučni signal propisan u stavku (c) ovoga pravila;

d) Fishing vessel at anchor, and vessel of restricted maneuvering at anchor, shall produce sound signal prescribed in paragraph (c) of this Rule instead of the signals prescribed in paragraph (g) of this Rule.



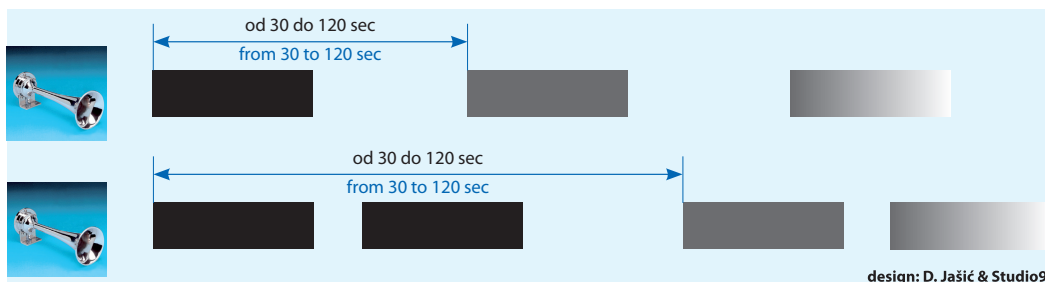
e) Ako tegljeni brod, ili ako se tegli više od jednog broda, samo posljednji brod u teglju, ako je posada raspoloživa, mora u razmacima ne duljim od dvije minute davati četiri uzastopna zvižduka – jedan dugi zvižduk popraćen trima kratkima. Ako je moguće, taj signal treba davati neposredno iza signala koji daje brod tegljač.

e) If with the crew, towed vessel or the last vessel if more than one is towed, shall produce sound signal of four blasts in succession, one prolonged followed by three short blasts at intervals of not more than 2 minutes. If possible, this signal shall be made immediately after the signal made by the towing vessel.



f) Kada su brod potiskivač i brod koji on potiskuje čvrsto povezani u složenu jedinicu, drži se da su brod na mehanički pogon i moraju davati signale propisane u stavcima (a) i (b) ovoga pravila.

f) When a pushing vessel and a vessel being pushed are closely connected in a composite unit, they shall be regarded as power-driven vessel and shall give signals prescribed in paragraphs (a) or (b) of this Rule.



g) Usidreni brod mora, u vremenskim razmacima od najviše jedne minute, brzo zvoniti u zvono otprilike po pet sekundi. Brod duljine 100 ili više metara

g) Vessel at anchor shall ring the bell rapidly for about 5 seconds at intervals of not more than one minute. Vessel 100 m or more in length shall ring the bell

mora se oglašavati zvonom na pramčanom dijelu broda i, odmah nakon toga zvonjenja, gongom na krmenom dijelu broda, brzim udaranjem u gong u trajanju od pet sekundi. Osim toga, usidreni brod može davati tri uzastopna zvižduka: jedan kratki, jedan dugi i jedan kratki, da bi skrenuo pozornost na svoj položaj i izbjegavanje mogućega sudara s brodom koji mu se približava.



h) Nasukani brod mora davati zvučni signal zvonom, a ako je potrebno i gongom kako je to propisano stavkom (g) ovoga pravila. Osim toga mora neposredno prije i poslije svakoga signala brzim zvonjenjem davati još po tri odijeljena i izrazita udarca u zvono. Dodatno, nasukani se brod može oglašavati odgovarajućim signalom uz pomoć zviždaljke.

i) Brod duljine 12 metara ili više, ali kraći od 20 metara nije obvezan davati signale navedene u stavcima (g) i (h) ovoga pravila. Ako ih ne daje, mora davati neke druge djelotvorne zvučne signale u vremenskim razmacima ne duljim od dvije minute.

j) Brod kraći od 12 metara nije obvezan davati signale navedene u stavku (i) ovoga pravila, ali ako ih ne daje, mora davati neke druge djelotvorne zvučne signale u vremenskim razmacima ne duljim od dvije minute.

k) Kad peljarski brod obavlja službu peljarenja, osim signala propisanih stavcima (a), (b) ili (g) ovoga pravila, može davati signal za raspoznavanje koji se sastoji od četiriju kratkih zvižduka.

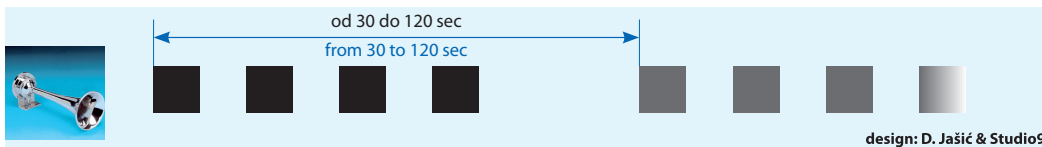
in the forepart of the vessel and immediately after the ringing of the bell the gong shall be played rapidly for about 5 seconds in the rear part of the vessel. Vessel at anchor may in addition sound three blasts in succession, one short, one prolonged and again one short blast, to indicate its position and to warn an approaching vessel of the possibility of collision.

h) Vessel aground shall produce bell signal and if required gong signal prescribed in paragraph (g) of this Rule. and shall, In addition, it shall produce three separate and distinct bell sounds immediately before and after the rapid ringing of the bell. Vessel aground may in addition produce an appropriate whistle signal.

i) Vessel 12 m or more, but less than 20 m in length shall not be obliged to give the bell signals prescribed in paragraphs (g) and (h) of this Rule. However, it should make some other efficient sound signal at intervals not more than 2 minutes apart.

j) Vessel less than 12 m in length shall not be obliged to give the above-mentioned signals. However, it shall make some other efficient sound signal at intervals of not more than 2 minutes apart.

(k) In addition to the signals prescribed in paragraphs (a), (b) or (g) of this Rule, pilot vessel on duty may in addition produce identification signal consisting of four short blasts.



Pravilo 36.

Signali za privlačenje pažnje

Ako je potrebno da se privuče pažnja drugoga broda, svaki brod smije davati svjetlosne ili zvučne signale koje nije moguće pogreškom zamijeniti za neki signal koji je već propisan ovim pravilnikom, ili pak može usmjeriti svjetlosni snop reflektora u smjeru opasnosti, tako da ni jedan brod ne dovede u nepriliku. Svjetlosni signal za privlačenje pažnje mora biti takav da se ne može pogrešno protumačiti kao navigacijska oznaka. Primjenjujući odredbe ovoga pravila treba izbjegavati upotrebu svjetala na prekide ili rotirajućih svjetala sa sjajem velike jakosti kao što su reflektori.

Pravilo 37.

Signali pogibelji

Kada je brod u pogibelji i traži pomoć, mora upotrebljavati ili istaknuti signale opisane u Prilogu IV. ovoga pravilnika.

Rule 36

Signals to attract attention

If necessary to attract the attention of another vessel, any vessel may make light or sound signals that cannot be mistaken for any signal authorized in these Rules, or may flash searchlight in the direction of danger in such a way as not to confuse another vessel. Any light to attract attention of another vessel shall not be confused with aid to navigation. High-intensity intermittent or revolving lights, such as strobe lights shall be avoided.

Rule 37

Distress signals

Vessel in distress that requires assistance shall use or exhibit the signals described in Annex IV to these Regulations.

Dio E

IZUZEĆA

Part E

EXEMPTIONS

Pravilo 38. Izuzeća

Svaki brod (ili vrsta brodova) uz uvjet da udovoljava zahtjevima Međunarodnih pravila o izbjegavanju sudara na moru iz godine 1960., kobilica kojega je postavljena ili se nalazi u odgovarajućoj fazi izgradnje prije nego što ova pravila stupe na snagu može se izuzeti od udovoljavanja za:

- a) Postavljanje svjetala s dometima vidljivosti propisana u Pravilu 22., do četiri godine od dana stupanja na snagu ovih pravila.
- b) Postavljanje svjetala sa specifikacijom boja, kao što je to propisano u točki 7. Priloga I. ovoga pravilnika, do četiri godine od dana stupanja na snagu ovih pravila.
- c) Premještaj svjetala kao rezultat prelaska s imperijalnih na metrički sustav mjera i zaokruživanje brojaka – stalno izuzeće.
- d)
 - i) *Premještaj jarbolnih svjetala na brodovima kraćim od 150 metara i više, koji proizlazi iz odredbe 3 (a) Priloga I. ovih pravila, trajno izuzeće.*
 - ii) *Premještaj jarbolnih svjetala na brodovima duljine 150 metara i više, koji proizlazi iz odredbe 3 (a) Priloga I. ovih pravila, do devet godina od dana stupanja na snagu ovih pravila.*

Rule 38. Exemptions

Any vessel (or class of vessels) that comply with the requirements of the International Regulations for Preventing Collisions at Sea 1960, with the keel laid or at a corresponding stage of construction before the entry into force of these Regulations may be exempted from compliance therewith as follows:

- a) The installation of lights with ranges prescribed in Rule 22, until four years after the date of entry into force of these Regulations.
- b) The installation of lights with colour specifications as prescribed in section 7 of Annex I. to these Regulations, until four years after the date of entry into force of these Regulations.
- c) Repositioning of lights as a result of conversion from Imperial to metric units and rounding off measurement figures, permanent exemption.
- d)
 - i) *Repositioning of masthead lights on vessels less than 150 m in length, resulting from the instructions given in section 3(a) of Annex I. to these Regulations, permanent exemption.*
 - ii) *Repositioning of masthead lights on vessels 150 m or more in length, resulting from the instructions given in section 3 (a) of Annex I. to these Regulations, until nine years after the date of entry into force of these Regulations.*

e) Premještaj jarbolnih svjetala zbog odredbe 2 (b) Priloga I. ovih pravila, do devet godina od dana stupanja na snagu ovih pravila.

f) Premještaj bočnih svjetala zbog odredbi 2 (g) i 3 (b) Priloga I. ovih pravila, do devet godina od dana stupanja na snagu ovih pravila.

g) Zahtjevi za naprave za davanje zvučnih signala prema odredbama u Prilogu II. ovih pravila, do devet godina od dana stupanja na snagu ovih pravila.

h) Premještanje svjetala vidljivih sa svih strana obzorja u skladu s odredbom 9 (b) u Prilogu I. ovih pravila, trajno izuzeće.

e) Repositioning of masthead lights resulting from the instructions given in section 2 (b) of Annex I. to these Regulations, until nine years after the date of entry into force of these Regulations.

f) Repositioning of sidelights resulting from the instructions given in sections 2 (g) and 3 (b) of Annex I. to these Regulations, until nine years after the date of entry into force of these Regulations.

g) The requirements for sound signal appliances prescribed in Annex III. to these Regulations, until nine years after the date of entry into force of these Regulations.

h) Repositioning of all-round lights resulting from the instructions given in section 9 (b) of Annex I. to these Regulations, permanent exemption.

Prilog I

**SMJEŠTAJ I
TEHNIČKI PODACI
SVJETALA I
ZNAKOVA**

Annex I

**POSITIONING AND
TECHNICAL
DETAILS OF LIGHTS
AND SHAPES**





1. Definicije

Izraz "visina iznad trupa" znači visinu iznad najgornjeg dijela neprekinute palube. Ova se visina mora mjeriti okomito ispod položaja na kojem se nalazi svjetlo.

2. Raspored svjetala po visini i razmak među njima

a) Na brodu na mehanički pogon, duljine 20 metara i više, jarbolna svjetla se postavljaju kako slijedi:

1. Definition

The term - height above the hull- means the height above the uppermost continuous deck. This height shall be measured from the position vertically beneath the location of the light.

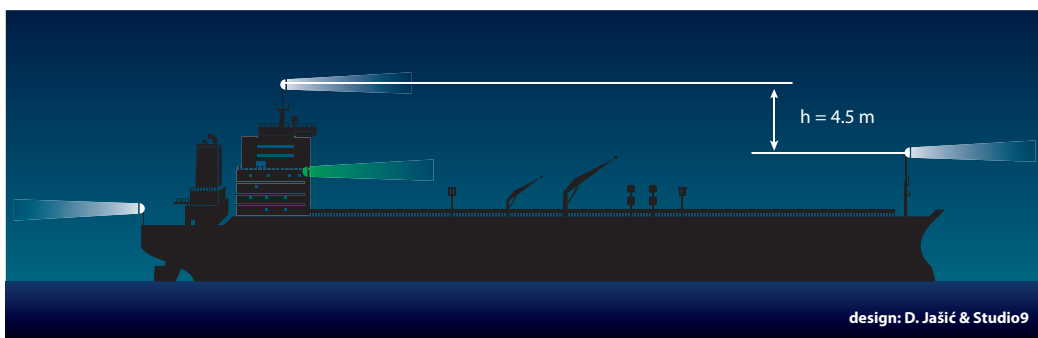
2. Vertical positioning and spacing of lights

a) Masthead lights on power-driven vessel 20 m or more in length, shall be placed as follows:



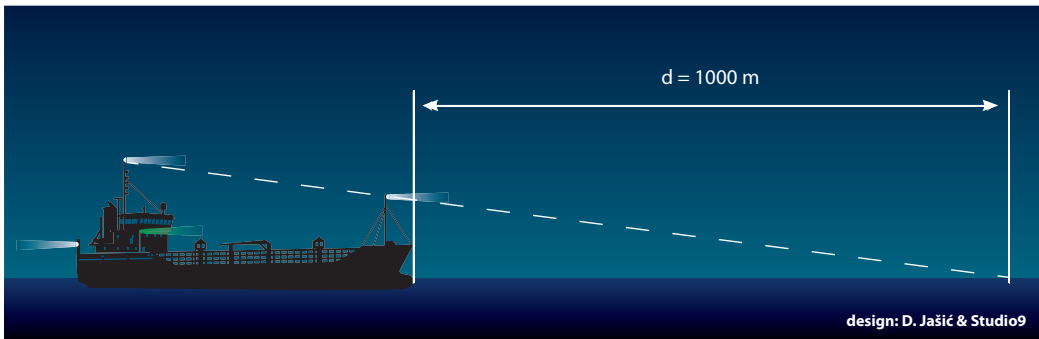
i) *Pramčano jarbolno svjetlo, ili ako se postavlja samo jedno takvo svjetlo, na visinu iznad trupa ne manju od 6 metara, a ako širina broda prelazi 6 metara, onda na visinu iznad trupa koja nije manja od te širine, ali ipak takvo svjetlo se ne treba postaviti iznad trupa na visinu veću od 12 metara;*

i) *Masthead light, or if more than one, shall be placed not less than 6 m above the hull; in case the vessel exceeds 6 m in breadth, the lights should be placed at the height corresponding to the bread of the vessel, but not higher than 12 m above the hull;;*



ii) *Ako se na brodu postavljaju dva jarbolna svjetla, onda se krmeno mora postaviti 4,5 metra okomito iznad pramčanog jarbolnog svjetla.*

b) Okomiti razmak između jarbolnih svjetala na brodovima na mehanički pogon mora biti takav da se u svim stanjima trima broda, krmeno svjetlo vidi odvojeno i iznad pramčanog s udaljenosti od 1000 metara od pramčane statve, gledano s morske razine.



ii) *When two masthead lights are carried, the rear shall be at least 4.5 m higher than the front one.*

b) In normal conditions of trim, the rear masthead light of power-driven vessels will be seen over and separate from the front at a distance of 1.000 m from the stem viewed from sea-level.

c) Jarbolno svjetlo na brodu na mehanički pogon duljine od 12 do 20 metara mora se postaviti na visinu od 2,5 metra iznad najviše oplate brodskog trupa (razme).



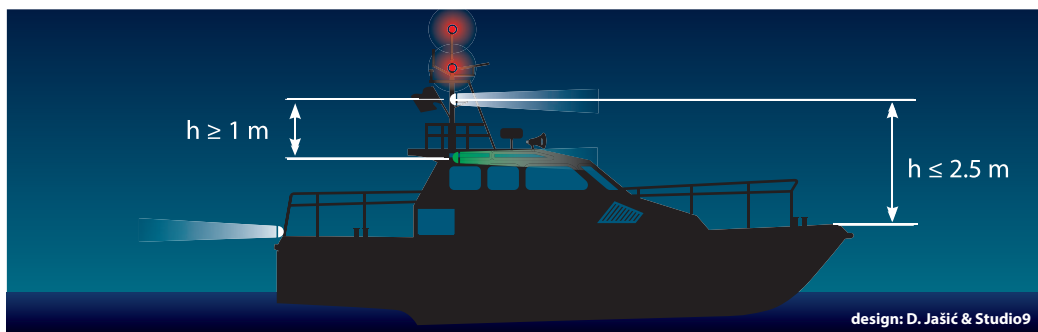
c) The masthead light of power-driven vessel more than 12 but less than 20 m in length, shall be placed at a height above the gunwale of not less than 2.5 m.

d) Brodu na mehanički pogon kraćem od 12 metara može se postaviti najviše svjetlo na visini manjoj od 2,5 metra iznad najviše oplate brodskog trupa. No ako je postavljeno jarbolno svjetlo kao dodatak bočnim i krmenom svjetlu ili kruž-

d) A Power-driven vessel less than 12 m in length may carry the uppermost light at a height of less than 2.5 m above the gunwale. In case that masthead light is carried in addition to sidelights and sternlight or the all-round

no svjetlo kako je to propisano Pravilom 23. stavak (d)(i) postavljeno kao dodatak bočnim svjetlima, tada takvo jarbolno ili kružno svjetlo mora biti postavljeno najmanje 1 metar iznad bočnih svjetala.

light prescribed in Rule 23(d)(i), it shall be carried at least 1 m above sidelights.



e) Jedno od dvaju ili triju jarbolnih svjetala koja su propisana za brodove na mehanički pogon kada su zauzeti tegljenjem ili potiskivanjem drugog broda, mora biti postavljeno u isti položaj kao bilo koje pramčano ili krmeno jarbolno svjetlo, omogućujući da ako je postavljeno na krmenom jarbolu, najniže takvo krmeno jarbolno svjetlo mora biti najmanje 4,5 metara okomito iznad pramčanog jarbolnog svjetla.

e) One of the two or three masthead lights prescribed for a power-driven vessel when engaged in towing or pushing another vessel shall be placed in the same position as either the front masthead light or the rear masthead light; provided that, if carried on the aftermast, the lowest after masthead light shall be at least 4.5 m vertically higher than the forward masthead light.

f) i) *Jarbolno svjetlo ili svjetla propisana Pravilom 23. stavak (a) moraju biti postavljena tako da budu iznad svih ostalih svjetala i prepreka, osim, kako je to opisano u stavku (f)(ii) ovoga pravila.*

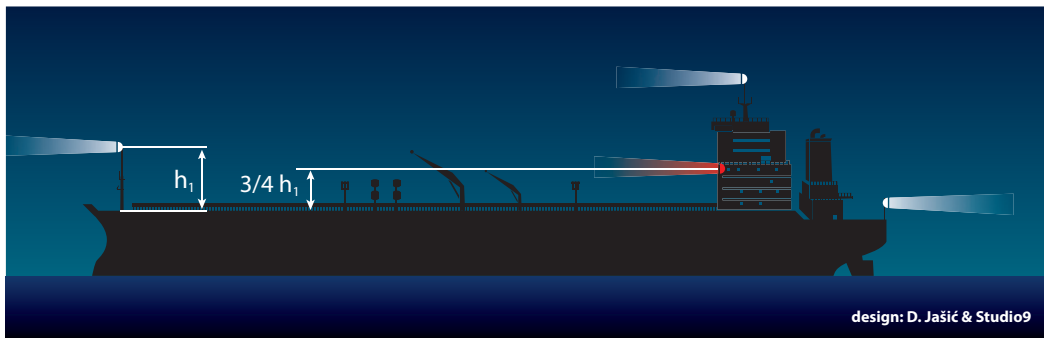
f) i) *The masthead light or lights prescribed in Rule 23(a) shall be placed above and clear of all other lights and obstructions except as described in subparagraph (ii).*

ii) *Kada nije izvedivo postaviti kružna svjetla propisana Pravilom 27. stavak (b)(i) ili Pravilom 28. ispod jarbolnih svjetala, ona se mogu postaviti iznad krmenoga jarbolnog svjetla ili okomito na visini između pramčanog i krmenog jarbolnog svjetla, uz uvjet da se u zadnjem slučaju poštuje zahtjev iz Točke 3(c) ovoga priloga.*

ii) *When it is impractical to carry all-round lights below the masthead lights as prescribed by Rule 27(b)(i) or Rule 28, they may be carried above the rear masthead light(s) or vertically in between the front masthead light and other masthead light(s), provided that in the latter case the requirement of section 3(c) of this Annex shall be complied with.*

g) Bočna svjetla broda na mehanički pogon moraju se postaviti na visinu iznad trupa ne veću od $\frac{3}{4}$ visine pramčanog jarbolnog svjetla. Ne smiju se postaviti toliko nisko da se miješaju s palubnom rasvjetom.

g) The sidelights of power-driven vessel shall be placed above the hull but below the front masthead light. They shall not be too low to interfere with deck lights.



h) Kada su bočna svjetla ugrađena u kombiniranoj svjetiljci na brodu na mehanički pogon, moraju se postaviti 1 metar ispod jarbolnog svjetla.

h) The sidelights, if in a combined lantern and carried on power-driven vessel less than 20 m in length, shall be placed not less than 1 m below the masthead light.



i) Kada pravila propisuju da dva ili tri kružna svjetla moraju biti postavljena u okomitoj ravni, ona se postavljaju kako slijedi:

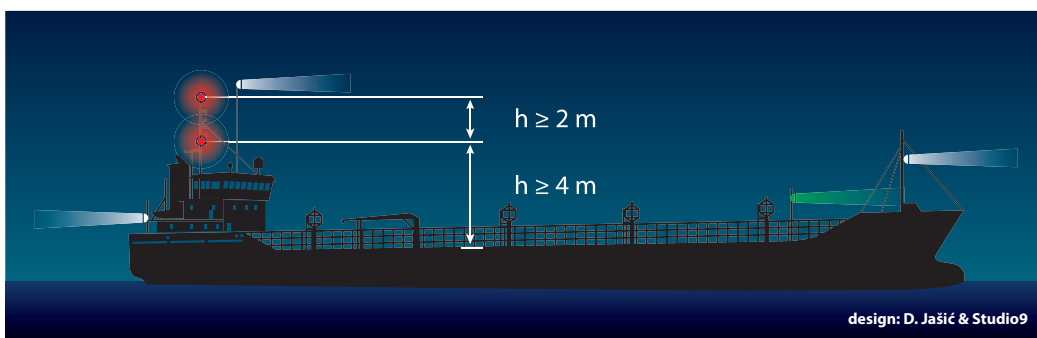
i) When the Rules prescribe two or three round lights to be carried in a vertical line, they shall be spaced as follows:

- i) *na brodu duljine 20 metara i više takva svjetla moraju biti postavljena s razmakom ne manjim od 2 metra, a najniže od tih svjetala, osim gdje su potrebna svjetla za tegalj, mora biti postavljeno na visini ne manjoj od 4 metra iznad trupa;*

- i) *Except if towing light is required, on a vessel 20 m in length or more, lights shall be not less than 2 m apart, and the lowest of these lights shall be placed at a height of not less than 4 m above the hull;*

ii) *na brodu duljine kraćem od 20 metara takva svjetla moraju biti po-*

ii) *Except if towing light is required, on a vessel less than 20 m in*



stavljena s razmakom ne manjim od 1 metra, a najniže od tih svjetala, osim gdje su potrebna svjetla za tegalj, mora biti postavljeno na visini ne manjoj od 2 metra iznad najviše oplata brodskog trupa;

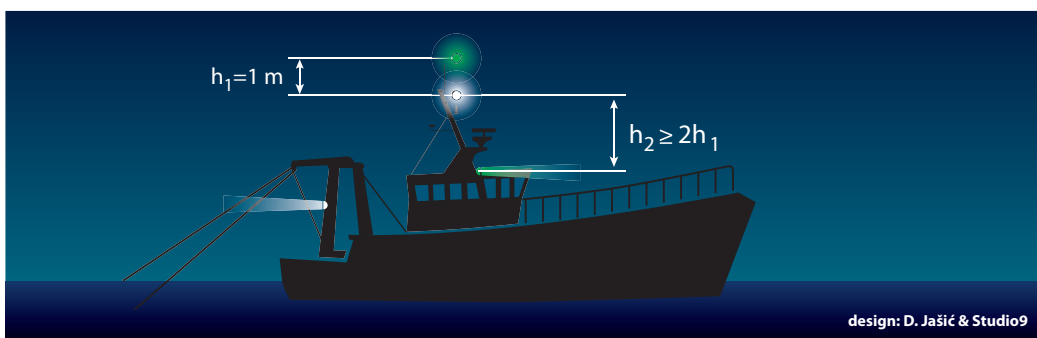
length lights shall be not less than 1 m apart, and the lowest of these lights shall, be placed at a height of not less than 2 m above the gunwale;

iii) *kada brod ima takva tri svjetla, tada okomiti razmak među njima mora biti jednak.*

iii) *When three lights are carried they shall be equally spaced.*

j) Donje od dvaju kružnih svjetala propisana za brodove zauzete ribolovom, mora biti postavljeno iznad bočnih svjetala, na visini ne manjoj od dvostrukoga okomitog razmaka među kružnim svjetlima.

j) The lower of the two all-round lights prescribed for a fishing vessel shall be at a height above the sidelights not less than twice the distance between the two vertical lights.



k) Pramčano sidreno svjetlo propisno Pravilom 30. stavak (a)(i), kada su postavljena dva sidrena svjetla, mora biti postavljeno 4,5 metara iznad krmeno-

k) The front anchor light prescribed in Rule 30(a)(i), when two are carried, shall not be less than 4.5 m above the rear. On a vessel 50 m or more in length the front

ga sidrenog svjetla. Na brodu duljine 50 metara ili više, pramčano sidreno svjetlo mora biti postavljeno na visini ne manjoj od 6 metara iznad trupa broda.

anchor light shall be placed at a height of not less than 6 m above the hull.



3. Vodoravni raspored i razmak svjetala

a) Ako su za brod na mehanički pogon propisana dva jarbolna svjetla, vodoravna udaljenost između njih mora iznositi najmanje polovinu duljine broda, ali ne treba biti veća od 100 metara. Pramčano jarbolno svjetlo mora biti postavljeno najviše za $\frac{1}{4}$ duljine broda od pramčane statve.

b) Na brodu na mehanički pogon duljine 20 i više metara bočna svjetla se ne smiju postaviti ispred pramčanoga jarbolnog svjetla. Bočna svjetla se moraju postaviti na bok ili blizu boka broda.

c) Kada su svjetla popisana Pravilom 27. stavak (b)(i) ili Pravilom 28. postavljena okomito između pramčanoga i krmenoga jarbolnog svjetla, kružna svjetla moraju se postaviti na vodoravnoj udaljenosti ne manjoj od 2 metra od uzdužne simetrale broda i okomito na nju.

d) Kada je postavljeno samo jedno jarbolno svjetlo na brodu na mehanički pogon, to svjetlo mora biti postavljeno ispred sredine broda; za za plovilo duljine manje od 20 m, takvo svjetlo nije potrebno postaviti na navedenoj poziciji, ali mora biti postavljeno ako je moguće na prednjem dijelu broda.

3. Horizontal positioning and spacing of lights

a) When two masthead lights are prescribed for a power-driven vessel, the horizontal distance between them shall not be less than one half of the length of the vessel, but exceed 100 m. The front light shall be placed not more than one quarter of the length of the vessel from the stem.

b) On power-driven vessel 20 m or more in length, the sidelights shall not be placed before the front masthead lights. They shall be placed at or near the side of the vessel.

c) When the lights prescribed in Rule 27(b)(i) or Rule 28 are placed vertically between the front masthead light and the other masthead light(s) these all-round lights shall be placed at a horizontal distance of not less than 2 m from the fore-and-aft centreline of the vessel in the athwartship direction.

d) When only one masthead light is prescribed for a power-driven vessel, this light shall be exhibited front of amidships; vessel less than 20 m in length need not exhibit this light front of amidships, but shall exhibit it as front as is possible .

4. Detalji o lokaciji svjetala za pokazivanje smjera na ribarskim brodovima, jaružalima i brodovima koji obavljaju podvodne radove

a) Svjetlo koje ističe smjer pružanja ispuštenih naprava s broda zauzetog ribarenjem, kako je propisano Pravilom 26. stavak (c) (ii), mora se postaviti na horizontalnoj udaljenosti od barem 2 metra, ali ne većoj od 6 metara, od dvaju kružnih svjetala (crvenog i bijelog). To se svjetlo ne smije postaviti na visinu veću od bijeloga kružnog svjetla propisanog Pravilom 26. stavak (c)(i) i ne na manju visinu od bočnih svjetala.

b) Svjetla i znakovi na brodu koji je zauzet jaružanjem ili obavlja podvodne radove, za pokazivanje strane i/ili strane na kojoj je siguran prolaz, kako je to propisano Pravilom 27. stavcima (d)(i) i (d)(ii) moraju se postaviti na maksimalnu praktičnu vodoravnu udaljenost, koja ni u kojem slučaju ne smije biti manja od 2 metra, od svjetala i znakova propisanih Pravilom 27. stavcima (b)(i) i (b)(ii). Ni u kojem slučaju, gornje od tih svjetala ili znakova ne smije biti na većoj visini nego što je postavljeno donje od triju svjetala i znakova propisanih Pravilom 27. stavcima (b)(i) i (b)(ii).

5. Zaslони za bočna svjetla

Bočna svjetla na brodovima duljine 20 i više metara moraju biti opremljena zaslonima obojenim crnom nereflektirajućom (mat) bojom koji udovoljavaju zahtjevima točke 9. ovoga priloga. Na brodovima kraćim od 20 metara bočna svjetla, ako je nužno udovoljiti zahtjevima Točke 9. ovoga priloga, moraju biti opremljena s crnim nereflektirajućim zaslonima. Kod kombiniranog svjetla, koja ima jednu okomitu nit (eng. filament) i vrlo tanku pregradu između crvene i zelene sekcije (dijela), vanjske zaslone nije potrebno postaviti.

4. Details of location of direction-indicating lights for fishing vessels, dredgers and vessels engaged in underwater operations

a) The light indicating the direction of the outlying gear from a vessel engaged in fishing as prescribed in Rule 26(c)(ii) shall be placed at a horizontal distance of not less than 2 and not more than 6 m away from the two all-round red and white lights. This light shall be placed not higher than the all-round white light prescribed in Rule 26(c)(i) and not lower than sidelights.

b) The lights and shapes on a vessel engaged in dredging or underwater operations to indicate the obstructed side and/or the side on which it is safe to pass, as prescribed in Rule 27(d)(i) and (ii), shall be placed at the maximum practical horizontal distance, but in not less than 2 m away from the lights or shapes prescribed in Rule 27(b)(i) and (ii). In no case shall the upper of these lights or shapes shall not be higher height than the lowest of the three lights or shapes prescribed in Rule 27(b)(i) and (ii).

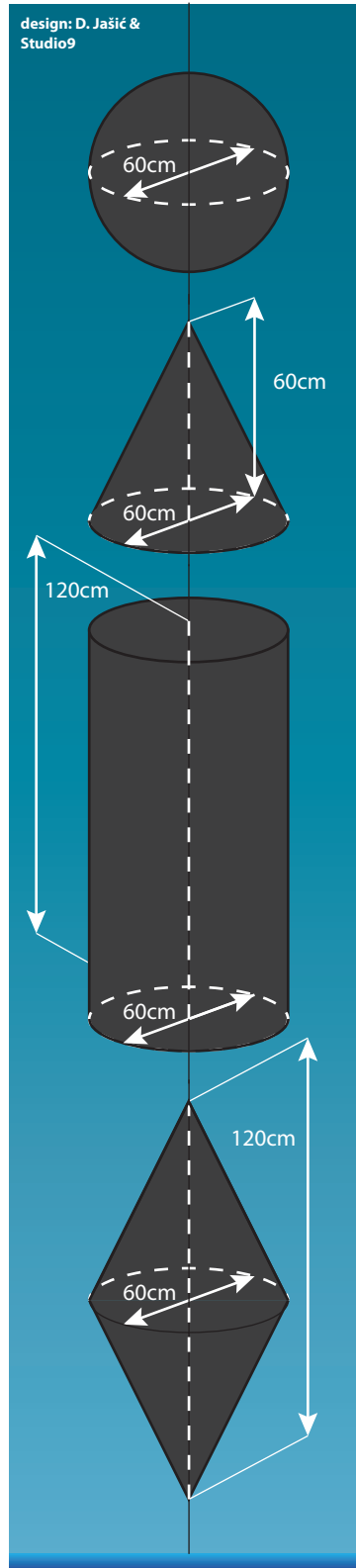
5. Screens for sidelights

The sidelights of vessels 20 m or more in length shall be equipped with inboard screens painted matt black, and meeting the requirements of section 9 of this annex. On vessels less than 20 m in length, the sidelights, if necessary to meet the requirements of section 9 of this annex, shall be equipped with inboard matt black screens. With a combined lantern, using a single vertical filament and a very narrow division between the green and red sections, external screens need not be provided.

6. Znakovi

a) Znakovi moraju biti crne boje, sljedećih kombinacija i veličina:

- i) *kugla mora imati promjer ne manji od 0,6 metara;*
- ii) *stožac mora imati promjer baze ne manji od 0,6 metara i visinu jednaku dvostrukom promjeru;*
- iii) *valjak mora imati najmanji promjer od 0,6 metara i visinu jednaku dvostrukom promjeru;*
- iv) *znak u obliku romba čine dva stožca kako je to propisano u Točki 6. stavak (ii), a spojeni su bazama.*



6. Shapes

a) Shapes shall be black, of the following shape and sizes:

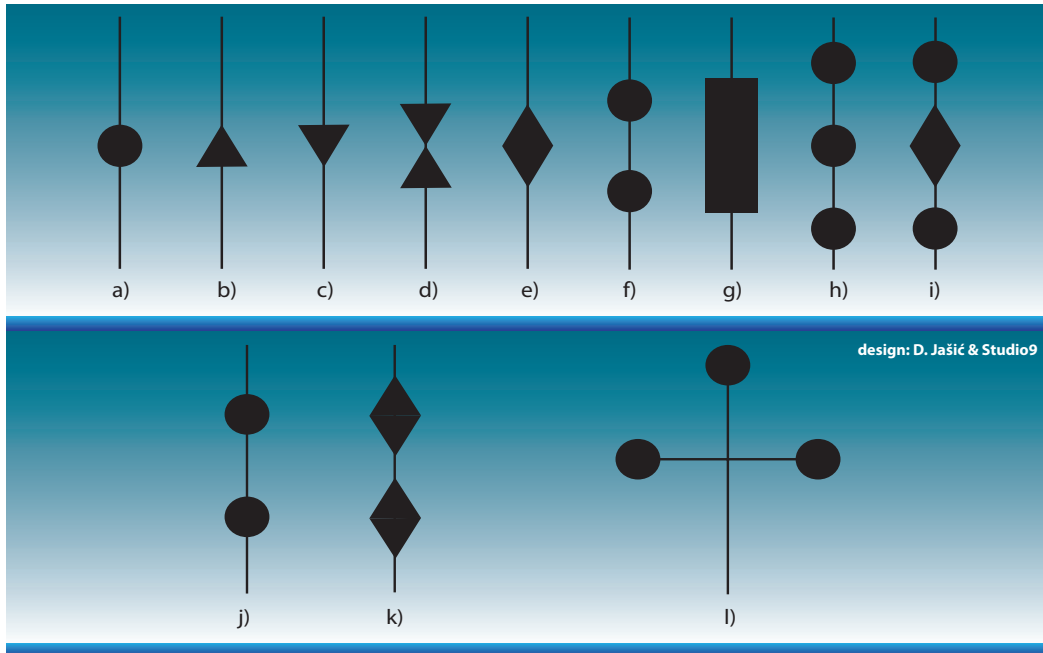
- (i) *A ball shall have a diameter of not less than 0,6 m;*
- ii) *A cone shall have a base diameter of not less than 0,6 m and a height equal to its diameter;*
- iii) *A cylinder shall have a diameter of at least 0,6 m and a height of twice its diameter;*
- iv) *A diamond shape shall consist of two cones as defined in (ii) above having a common base.*

b) Okomita udaljenost između znakova mora biti najmanje 1,5 metara.

c) Na brodu kraćem od 20 metara smiju se upotrebljavati znakovi manjih dimenzija, razmjerno veličini broda, a može se u odgovarajućoj mjeri smanjiti i razmak između njih.

b) The vertical distance between shapes shall be at least 1.5 m.

c) In a vessel less than 20 m in length shapes of smaller dimensions but commensurate with the size of the vessel may be used and the distance between them may be correspondingly reduced.



Značenje:

- a) usidreni brod;
- b) ribarica zauzet ribarenjem, a da nije kočarenje;
- c) jedrilica;
- d) ribarica zauzeta kočarenjem;
- e) brod zauzet tegljenjem, te duljina teglja prelazi duljinu od 200 m;
- f) brod nesposoban za manevriranje;
- g) brod ograničen svojim gazom;
- h) nasukani brod;
- i) brod ograničenih mogućnosti manevriranje;
- j & k) brod zauzet jaružanjem;
- l) brod zauzet razminiranjem.

Meaning:

- a) Anchored vessel;
- b) Vessel engaged in fishing, other than trawling;
- c) Sailing boat;
- d) Fishing vessel engaged in trawling;
- e) Vessel engaged in tow, when the length of tow exceed 200 m;
- f) Vessel not under command;
- g) Vessel constrained by her draught;
- h) Vessel aground;
- i) Vessel restricted in her ability to manoeuvre;
- j & k) Vessel engaged in dredging operation;
- l) Vessel engaged in mine clearance operation.

7. Specifikacija boje svjetala

Kromatičnost (eng. Chromaticity) svih navigacijskih svjetala moraju udovoljavati sljedećim standardima Međunarodne komisije za osvjetljenje (CIE – Commission Internationale de l'Éclairage / eng. The International Commission on Lighting), koji se nalaze unutar granica područja dijagrama navedenog za svaku boju. Granice područja za svaku boju određene su kutnim koordinatama, a one su za:

i) Bijelo | *White*

x	0,525 nm	0,525 nm	0,452 nm	0,310 nm	0,310 nm	0,443 nm
y	0,382 nm	0,440 nm	0,440 nm	0,348 nm	0,283 nm	0,382 nm

ii) Zeleno | *Green*

x	0,028 nm	0,009 nm	0,300 nm	0,203 nm
y	0,385 nm	0,723 nm	0,511 nm	0,356 nm

III) Crveno | *Red*

x	0,68 nm	0,66 nm	0,735 nm	0,721 nm
y	0,32 nm	0,32 nm	0,265 nm	0,259 nm

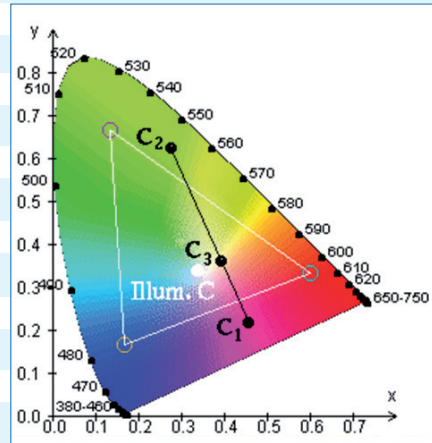
iv) Žuto | *Yellow*

x	0,612 nm	0,618 nm	0,575 nm	0,575 nm
y	0,382 nm	0,382 nm	0,425 nm	0,406 nm

7. Colour specification of lights

The chromaticity of all navigation lights shall conform to the following standards, which lie within the boundaries of the area of the diagram specified for each colour by the International Commission on Lighting (CIE - Commission Internationale de l'Éclairage).

The boundaries of the area for each colour are given by indicating the corner co-ordinates, which are as follows:



8. Intenzitet svjetala

a) Minimalna svjetlosna jakost svjetla se izračunava s pomoću formule:

$$I = 3,43 \times 10^6 \times T \times D^2 \times K^D,$$

gdje je:

I – intenzitet svjetla u kandelama, pri uvjetima eksploatacije;

T – početni faktor (svjetlosni prag) 2×10^{-7} (u luksima);

D – domet vidljivosti svjetla u nautičkim miljama;

K – koeficijent propuštanja atmosfere.

8. Intensity of lights

a) The minimum luminous intensity of lights shall be calculated by using the formula:

$$I = 3,43 \times 10^6 \times T \times D^2 \times K^D,$$

where:

I Is luminous intensity in candelas under service conditions,

T Is threshold factor 2×10^{-7} lux,

D Is range of visibility (luminous range) of the light in nautical miles,

K Is atmospheric transmissivity.

Za propisana svjetla vrijednost **K** mora biti 0,8 što odgovara meteorološkoj vidljivosti od približno 13 milja.

b) Izbor brojeva dobivenih s pomoću formule, prikazano je tablicom:

For prescribed lights the value of **K** shall be 0,8 corresponding to meteorological visibility of approximately 13 nautical miles.

b) A selection of figures derived from the formula is given in the following table:

Domet vidljivosti (domet svjetlosti) svjetla Range of visibility (luminous range) of light	Intenzitet svjetlosti svjetla Luminous intensity of light
D (milja)	I (K=0,8)
1	0,9
2	4,3
3	12
4	27
5	52
6	94

Napomena: najveći intenzitet svjetlosti navigacijskih svjetala treba se ograničiti, da bi se izbjeglo neprikladno bliještanje. To ne treba činiti mijenjanjem intenziteta svjetlosti.

Note: The maximum luminous intensity of navigation lights should be limited to avoid undue glare. This shall not be achieved by a variable control of the luminous intensity.

9. Vodoravni sektori

- a) (i) *Bočna svjetla, postavljena na brodu, moraju u smjeru prema pramcu pokazivati najmanji traženi intenzitet. Intenzitet se mora smanjivati da bi došlo do praktičnog gubitka svjetlosti (cut-off) između 1° i 3° izvan propisanih sektora.*
- (ii) *Za krmena i jarbolna svjetla, te na 22,5° iza subočice za bočna svjetla, najmanji propisani intenzitet se mora održati u luku obzorja sve do 5° unutar granica sektora propisanih Pravilom 21. Od 5° unutar propisane granice sektora, bočni se intenzitet može smanjiti za 50% od propisane granice; mora se nadalje smanjivati jednakomjerno do gu-*

9. Horizontal sectors

- a) (i) *In the forward direction, sidelights as fitted on the vessel shall show the minimum required intensities. The intensities shall decrease to reach practical cut-off between 1 ° and 3° outside the prescribed sectors.*
- (ii) *For stern lights and masthead lights and at 22.5° abaft the beam for sidelights, the minimum required intensities shall be maintained over the arc of the horizon up to 5° within the limits of the sectors prescribed in Rule 21. From 5° within the prescribed sectors the intensity may decrease by 50 percent up to the prescribed limits; it shall decrease steadily to reach practical*

bitka svjetlosti (cut-off) na najviše 5° izvan propisanih sektora.

- (b) (i) *Kružna svjetla moraju biti postavljena na način da ne budu zaklonjena jarbolima, nastavcima jarbola ili strukturama unutar kutnog sektora s više od 6°, osim sidrenog svjetla propisanih Pravilom 30., koji ne moraju biti postavljeni na nepraktičnoj visini iznad trupa broda.*
- (ii) *Ako je neizvedivo u skladu sa stavkom (b)(i) ovoga stavka za pokazivanje samo jednoga kružnog svjetla, dva kružna svjetla moraju biti postavljena ili primjereno prikazana tako da se pojavljuju, u najvećoj mogućoj mjeri, kao jedno svjetlo na udaljenosti od jedne milje.*

10. Okomiti sektori

(a) Podešeni okomiti sektori električnih svjetala, osim svjetala na jedrenjacima u plovidbi, moraju osigurati da se:

- (i) *barem najmanji propisani intenzitet zadrži u svim kutovima od 5° iznad i do 5° ispod horizontale ravnine;*
- (ii) *barem 60% najmanjeg propisanog intenziteta zadrži od 7,5° iznad i 7,5° ispod vodoravne ravnine.*

(b) Na jedrenjacima u plovidbi, okomiti sektori električnih svjetala podešeni su tako da moraju osigurati:

- (i) *najmanji zahtijevani minimalni intenzitet održava se u svim kutovima od 5° iznad i 5° ispod vodoravne ravnine*
- (ii) *najmanje 50% od minimalnog intenziteta održava se od 25° iznad i 25° ispod vodoravne ravnine.*

c) Ako svjetiljke nisu električne, tim specifikacijama treba udovoljiti što je moguće više.

cut-off at not more than 5° outside the prescribed sectors.

- b) (i) *All-round lights shall be so located as not to be obscured by masts, topmasts or structures within angular sectors of more than 6°, except anchor lights prescribed in Rule 30, which need not be placed at an impractical height above the hull.*
- (ii) *If it is impractical to comply with paragraph (b)(i) of this section by exhibiting only one all-round light, two all-round lights shall be used suitably positioned or screened so that they appear as one light at a distance of one mile.*

10. Vertical sectors

(a) The vertical sectors of electric lights as fitted, with the exception of lights on sailing vessels underway shall ensure that:

- (i) *at least the required minimum intensity is maintained at all angles from 5° above to 5° below the horizontal;*
- (ii) *at least 60% of the required minimum intensity is maintained from 7.5° above to 7.5° below the horizontal.*

b) In case of sailing vessels underway, the vertical sectors of electric lights as fitted shall ensure that:

- (i) *at least the required minimum intensity is maintained at all angles from 5 degrees above to 5 ° below the horizontal;*
- (ii) *at least 50% of the required minimum intensity is maintained from 25° above to 25° below the horizontal.*

(c) In case of lights other than electric, these specifications shall be met as closely as possible.

11. Intenzitet neelektričnih svjetala

Neelektrična svjetla moraju, koliko je god to moguće, udovoljavati minimalnim intenzitetima koji su navedeni u tablici Točke 8. ovoga priloga.

12. Manevarsko svjetlo

Bez obzira na Točku 2. stavka (f) ovoga priloga, manevarsko svjetlo opisano u Pravilu 34. stavak (b) mora se postaviti u istoj pramčanoj i krmenoj vertikalnoj ravnini kao i jarbolna svjetla, i gdje je to moguće na okomitoj visini od minimalno 2 metra iznad pramčanoga jarbolnog svjetla ili vertikalno ispod krmenoga jarbolnog svjetla. Ako je na brodu na kojemu je postavljeno samo jedno jarbolno svjetlo instalirano i manevarsko svjetlo, ono se mora nalaziti na mjestu odakle se najbolje vidi i ne manje od 2 metra vertikalno i bočno udaljeno od jarbolnog svjetla.

13. Brzi čamci

Bijelo jarbolno svjetlo na brzom čamcu, čiji je omjer dimenzija duljine i širine ma-

11. Intensity of non-electric lights

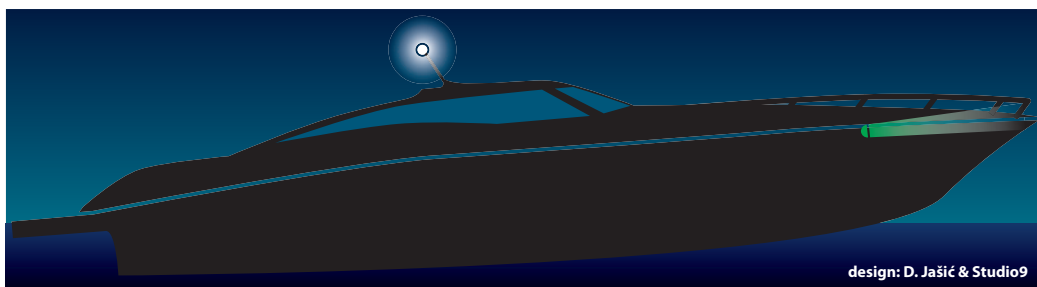
Non-electric lights shall comply with the minimum intensities to the highest degree, as specified in the table given in section 8 of this Annex.

12. Manoeuvring light

Notwithstanding the provisions of paragraph 2(f) of this annex, the manoeuvring light described in Rule 34(b) shall be placed in the same fore- and-aft vertical plane as the masthead light or lights and, where possible, at least 2 m above the forward masthead light, provided that it shall be carried not less than 2 m vertically above or below the rear masthead light. On a vessel that has only one masthead light, the manoeuvring light, shall be placed where it can best be seen, but not less than 2 m above the masthead light.

13. High-speed craft

The masthead light of high-speed craft with a length-to-breadth ratio of less



nji od 3,0 može biti postavljeno na manju visinu u odnosu na širinu plovila, a koja je manja od propisane stavkom 2(a) (i) ovoga priloga, pod uvjetom da je baza jednakokračan kut trokuta formiran od strane bočnoga i bijeloga jarbolnog svjetla, kada je vidljivo na vertikalnom kutu, ne manjeg od 27°.

14. Odobrenje

Konstrukcija svjetala i znakova, a i ugradnja svjetala na brodu, mora odgovarati zahtjevima nadležnog organa države pod čijom zastavom brod plovi.

than 3.0 may be placed at a height related to the breadth of the craft lower than that prescribed in paragraph 2 (a) (i) of this Annex, provided that the base angle of the isosceles triangles formed by the sidelights and masthead light is not less than 27° when seen in end elevation.

14. Approval

The construction of lights and shapes and the installation of lights on board the vessel shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly.

Prilog II

**DODATNI SIGNALI ZA
RIBARSKÉ BRODOVE
KOJI RIBARE U
NEPOSREDNOJ
BLIZINI**

Annex II

**ADDITIONAL SIGNALS
FOR FISHING
VESSELS FISHING
IN CLOSE
PROXIMITY**





1. Općenito

Svjetla koja se spominju u ovom prilozi, ako se ističu u skladu s Pravilom 26. stavak (d), moraju se postaviti na mjesto odakle se mogu najbolje vidjeti; moraju biti udaljena 0,9 metara od svjetala propisanih Pravilom 26. stavcima (b)(i) i (c)(i), ali na nižoj razini; moraju biti vidljiva sa svih strana horizonta i dometa barem 1 milju kraćeg od svjetla propisana u pravilima za brodove zauzetih ribolovom.

2. Signali za kočarice

a) Kada su ribarski brodovi dulji od 20 m, zauzeti kočarenjem bilo da koriste pridrenu ili lebdeću opremu, mogu isticati:

- i) *kada spuštaju mrežu – dva kružna bijela svjetla u okomitoj ravnini;*

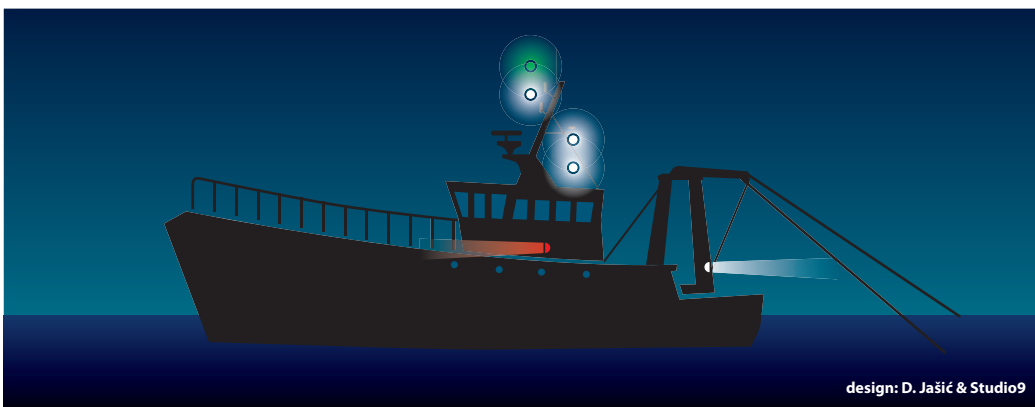
1 General

The lights mentioned herein shall, if exhibited in pursuance of Rule 26(d), be placed where they can best be seen. They shall be at least 0.9 m apart, but at a lower level than lights prescribed in Rule 26(b)(i) and (c)(i). The lights shall be visible all round the horizon at a distance of at least 1 mile, but at a lesser distance than the lights prescribed by these Rules for fishing vessels.

2 Signals for trawlers

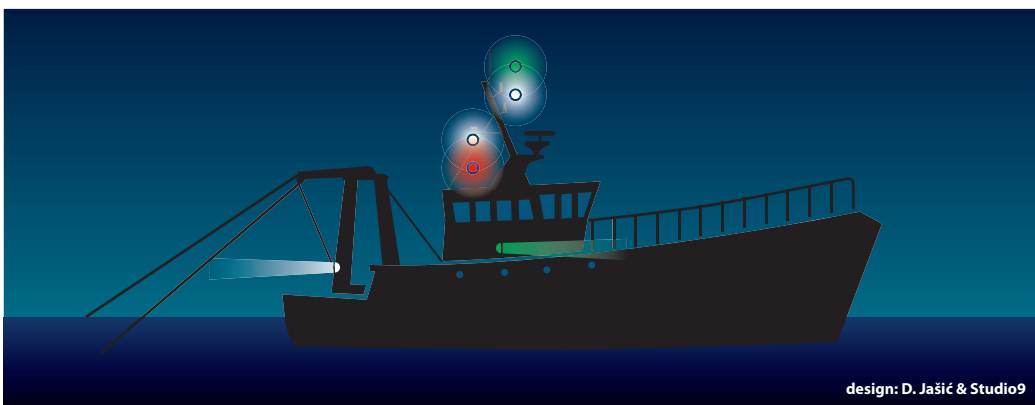
a) Vessels 20 m or more in length when engaged in trawling, whether using demersal or pelagic gear, shall exhibit:

- i) *When shooting their nets: two white lights in a vertical line;*



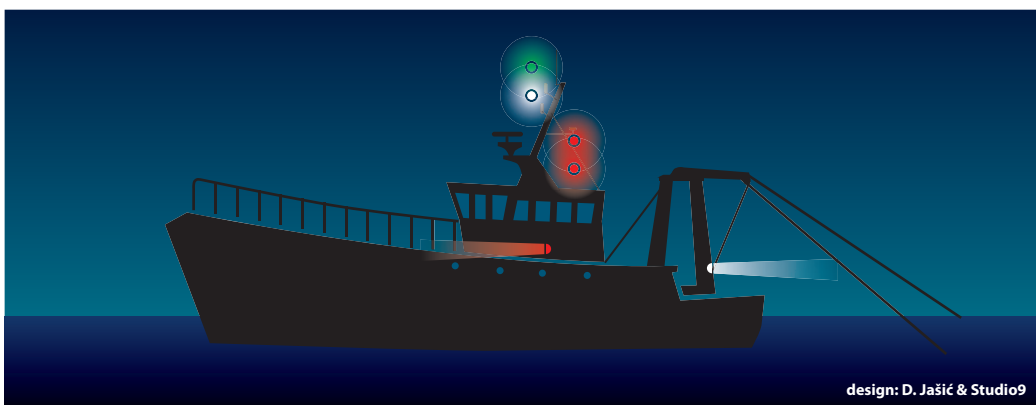
- ii) *kada vuku mrežu – dva kružna svjetla (bijelo iznad crvenog);*

- ii) *when hauling their nets: one white light above one red light in a vertical line;*



iii) kada je mreža zapela na neku zapreku (zadiv) – dva kružna crvena svjetla u okomitoj ravnini.

iii) When the net has come fast upon an obstruction: two red lights in a vertical line.

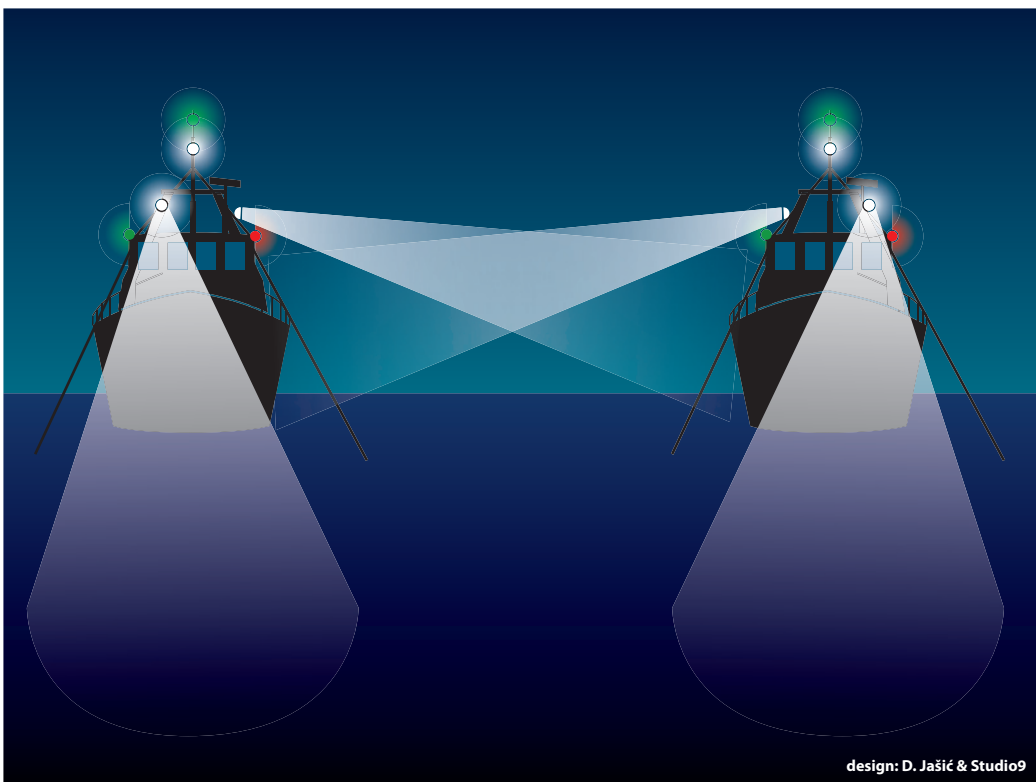


b) Svaki ribarski brod koji kočari u paru s drugim brodom može isticati:

i) noću – reflektor usmjeren prema naprijed i u smjeru drugoga ribarskog broda u paru;

b) Each vessel 20 m or more in length engaged in pair trawling shall exhibit:

i) By night, a searchlight directed forward and in the direction of the other vessel of the pair;



ii) kada spušta ili vuče mrežu ili je mreža zapela za neku zapreku, svjetla propisana Točkom 2. stavcima (a) (i), (a)(ii) i (a)(iii) ovoga dodatka.

ii) When shooting or hauling their nets or when the nets have come fast upon an obstruction, the lights prescribed in 2(a) above.



c) Brod duljine kraće od 20 m, koji je zauzet kočarenjem, bilo da koristi pridne ili površinske ribolovne alate ili kočari u paru s drugim brodom, može isticati svjetla propisana u stavaka (a) ili (b) ovog odjeljka, prema potrebi.

c) Vessel less than 20 m in length engaged in trawling, whether using demersal or pelagic gear or engaged in pair trawling, may exhibit the lights prescribed in paragraphs (a) or (b) of this section, as appropriate.

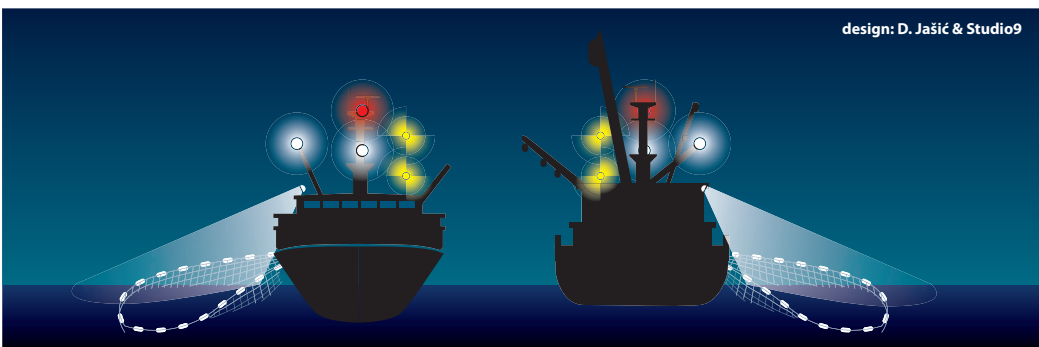
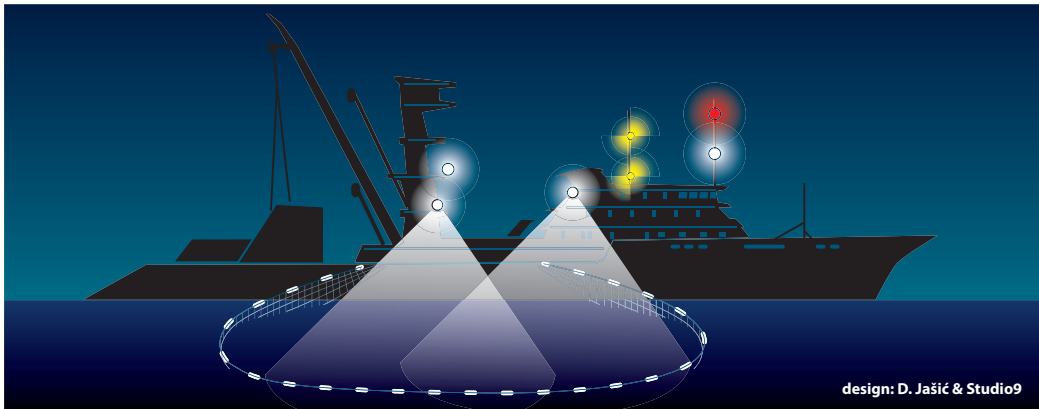
3. Signali za plivarice

Brodovi koji ribare s pomoću mreže plivarice mogu isticati dva kružna žuta svjetla postavljena okomito jedno iznad drugog. Ta svjetla moraju naizmjenice

3 Signals for purse seiners

Vessels engaged in fishing with purse seine gear may exhibit two yellow lights in a vertical line. These lights shall flash alternately every second and with equal





bljeskati svake sekunde s jednakim trajanjem svjetla i tame; mogu se pokazivati samo kada je brod zapriječen svojim ribolovnim priborom.

light and occultation duration. These lights may be exhibited only when the vessel is hampered by its fishing gear.



Prilog III

**TEHNIČKE
KARAKTERISTIKE
NAPRAVA ZA
DAVANJE ZVUČNIH
SIGNALA**

Annex III

**TECHNICAL
DETAILS
OF SOUND
SIGNAL
APPLIANCES**





1. Zviždaljka

a) Frekvencija i domet čujnosti

Osnovna frekvencija zvučnog signala mora biti u granicama od 70 do 700 Hz. Domet čujnosti signala proizvedenog zviždaljkom mora se odrediti unutar tih frekvencija, koje mogu uključiti osnovnu i/ili jednu ili više viših frekvencija koje su unutar granica od 180 do 700 Hz ($\pm 1\%$), za brodove duljine 20 i više metara ili 180-2100 Hz ($\pm 1\%$) za brodove kraće od 20 m i koje osiguravaju razine zvučnog tlaka navedenog u Točki 1. stavak (c) ovoga dodatka.

b) Granice osnovnih frekvencija

Da bi se osigurao širok spektar osobine zviždaljke, osnovna frekvencija zvuka mora biti u granicama:

- i) od 70 do 200 Hz, za brod duljine 200 i više metara;
- ii) od 130 do 350 Hz za brod duljine od 75 do 200 metara;
- iii) od 250 do 700 Hz za brod kraći od 75 metara.

c) Intenzitet zvučnog signala i domet čujnosti

Zviždaljka ugrađena na brodu mora u smjeru najvećeg intenziteta zviždaljke i na udaljenosti od 1 metra od nje osigurati razinu zvučnog tlaka od 1/3 oktave vala unutar frekvencijskog područja od 180 do 700 Hz ($\pm 1\%$), te ne manje odgovarajućih vrijednosti intenziteta kao što su prikazane u tablici.

Duljina broda u metrima	Razina 1/3 oktave vala na 1 metar u dB koja se odnosi na $2 \times 10^{-5} \text{ Nm}^{-2}$	Domet čujnosti u nautičkim miljama
200 i više	143	2
Od 75 do 200	138	1,5
Od 20 do 75	130	1
Manja od 20	120	0,5

1 Whistles

a) Frequencies and range of audibility

The fundamental frequency of the signal shall lie within the range 70–700 Hz. The range of audibility of the signal from a whistle shall be determined by those frequencies, which may include the fundamental and/or one or more higher frequencies, which lie within the range 180–700 Hz (+1%) for a vessel 20 m or more in length, or 180–2100 Hz (+1%) for a vessel less than 20 m in length and which provide the sound pressure levels specified in paragraph 1(c) below.

b) Limits of fundamental frequencies

To ensure a wide variety of whistle characteristics, the fundamental frequency of whistle shall be between the following limits:

- i) 70–200 Hz, for a vessel 200 m or more in length;
- ii) 130–350 Hz, for a vessel 75 m but less than 200 m in length;
- iii) 250–700 Hz, for a vessel less than 75 m in length.

c) Sound signal intensity and range of audibility

A whistle fitted in a vessel shall provide, in the direction of maximum intensity of the whistle and at a distance of 1 metre from it, a sound pressure level in at least one 1/3rd octave band within the range of frequencies 180 - 700 Hz (± 1 per cent) of not less than the appropriate figure given in the table below.

Length of vessel in meters	1/3rd-octave band Audibility in metres level at 1 metre range in dB referred to $2 \times 10^{-5} \text{ Nm}^{-2}$	Audibility range in nautical miles
200 or more	143	2
75 but less than 200	138	1,5
20 but less than 75	130	1
Less than 20	120	0,5

Na brodu koji na mjestima slušanja ima prosječnu razinu buke (uzima se prosječno oko 68 dB na skali oktave ustaljena na 250 Hz, te 63 dB na skali oktave ustaljena na 500 Hz) domet čujnosti u tablici služi za obavijesti i orijentacijski je domet na kojemu se zviždaljka može čuti po uzdužnoj osi, prema pramcu s 90% vjerojatnosti u uvjetima mirnog vremena.

Domet na kojemu se zviždaljka može čuti u praksi oscilira, a najviše ovisi o vremenskim uvjetima. Navedene vrijednosti mogu se smatrati tipičnima, ali u uvjetima jakog vjetra ili visoke razine buke na mjestu slušanja domet može biti znatno smanjen.

d) Osobine usmjeravanja

Razina zvučnog tlaka na osi u bilo kojem smjeru po vodoravnoj ravnini unutar $\pm 45^\circ$ od osi. U svakom drugom smjeru po vodoravnoj ravnini razina zvučnog tlaka ne smije biti viša od 10 dB ispod razine zvučnog tlaka na osi, tako da će domet u bilo kojem smjeru iznositi najmanje polovicu dometa koji je prema pramcu po osi. Razinu zvučnog tlaka treba mjeriti na istoj 1/3 - oktavnoj skali, koja određuje domet čujnosti.

e) Smještaj zviždaljke

Kada se na brod instalira jedna zviždaljka, mora se ugraditi tako da joj je najveći intenzitet usmjeren prema pramcu. Zviždaljku na brodu treba ugraditi na visoku poziciju (iznad nadgrađa) da bi se smanjila mogućnost presjecanje emitiranog zvučnog signala od prepreka te da bi se opasnost oštećenja sluha članova po-

The range of audibility in the table above is for information and is approximately the range at which a whistle may be heard on its forward axis with 90 per cent probability in weather conditions of still air on board a vessel having average background noise level at the listening posts (taken to be 68 dB in the octave band centred on 250 Hz and 63 dB in the octave band centred on 500 Hz).

In practice the range at which a whistle may be heard is extremely variable and depends critically on weather conditions; the values given can be regarded as typical but under conditions of strong wind or high ambient noise level at the listening post the range may be much reduced.

d) Directional properties

The sound pressure level of a directional whistle shall be not more than 4 dB below the prescribed sound pressure level on the axis at any direction in the horizontal plane within + 45 degrees of the axis. The sound pressure level at any other direction in the horizontal plane shall be not more than 10 dB below the prescribed sound pressure level on the axis, so that the range in any direction will be at least half the range on the forward axis. The sound pressure level shall be measured in that 1/3rd-octave band which determines the audibility range.

e) Positioning of whistles

When a directional whistle is to be used as the only whistle on a vessel, it shall be installed with its maximum intensity directed straight ahead. A whistle shall be placed as high as practical on a vessel, in order to reduce interception of the emitted sound by obstructions and also to minimize hearing damage risk to

sade svela na najmanju mjeru. Razina zvučnog tlaka vlastita signala na mjestima slušanja po mogućnosti ne bi trebala prijeći 100 dB (A) i biti veća od 110 dB (A).

f) Postavljanje više od jedne zviždaljke

Ako su zviždaljke postavljene na međusobnoj udaljenosti većoj od 100 metara, treba ih uskladiti da se ne oglašavaju istodobno.

g) Kombinirani sustav zviždaljki

Kada postoji mogućnost da zbog postojećih zapreka zvučno polje jedne zviždaljke, ili jedne od zviždaljki spomenutih u Točki 1. stavak (f) ovoga dodatka, ima zonu smanjene razine zvučnog signala, da bi se izbjeglo navedeno smanjenje razine zvučnog signala preporučuje se uspostava kombiniranog sustava zviždaljki. Kombinirani sustav zviždaljki, u cilju ovih pravila smatra se jednom zviždaljkom. Zviždaljke kombiniranog sustava moraju se nalaziti na međusobnoj udaljenosti ne većoj od 100 metara i moraju biti usklađene da se oglašavaju istodobno. Frekvencija bilo koje zviždaljke mora se razlikovati od frekvencije drugih zviždaljki barem 10 Hz.

2. Zvono ili gong

a) Frekvencija i domet čujnosti

Zvono ili gong, ili neki druga naprava sličnih karakteristika zvuka, proizvodit će zvučni tlak ne manji od 110 dB na udaljenosti od 1 metar od njega.

b) Konstrukcija

Zvona i gongovi moraju biti izrađeni od materijala otpornog na koroziju i osmišljeni kako bi proizveli jasan ton. Promjer

personnel. The sound pressure level of the vessel's own signal at listening posts shall not exceed 110 dB (A) and so far as practical should not exceed 100 dB (A).

f) Fitting of more than one whistle

If whistles are fitted at a distance apart of more than 100 metres, it shall be so arranged that they are not sounded simultaneously.

g) Combined whistle systems

If due to the presence of obstructions the sound field of a single whistle or one of the whistles referred to in paragraph 1(f) above is likely to have a zone of greatly reduced signal level, it is recommended that a combined whistle system be fitted so as to overcome this reduction. For the purposes of the Rules a combined whistle system is to be regarded as a single whistle. The whistles of a combined system shall be located at a distance of not more than 100 metres apart and arranged to be sounded simultaneously. The frequency of whistles shall differ by at least 10 Hz.

2 Bell or gong

a) Intensity of signal

A bell or gong, or other device having similar sound characteristics shall produce a sound pressure level of not less than 110 dB at a distance of 1 metre from it.

b) Construction

Bells and gongs shall be made of corrosion-resistant material and designed to give a clear tone. The diameter of the

otvora (tuljka) zvona ne smije biti manji od 300 mm za brodove duljine 20 metara ili više te ne smije biti manji od 200 mm za brodove dulje od 12 metara, ali kraće od 20 metara.

Gdje je to izvedivo, preporučuje se izrada zvona s udaračem (batićem) na mehanički pogon da bi se osigurala jednako-mjerna sila udaranja, s mogućnosti ručnoga rukovanja. Masa udarača ne smije biti manja od 3% ukupne mase zvona.

3. Odobrenje

Konstrukcije naprava za davanje zvučnih signala te njihove značajke i postavljanje na brodu bit će u nadležnosti odgovarajuće vlasti države čiju zastavu brod vije.

mouth of the bell shall be not less than 300 mm for vessels 20 metres or more in length, and shall be not less than 200 mm for vessels 12 metres or more, but less than 20 metres in length. Where practical, a power-driven bell striker is recommended to ensure constant force but manual operation shall be possible. The mass of the striker shall be not less than 3 per cent of the mass of the bell.

3 Approval

The construction of sound signal appliances, their performance and their installation on board shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly.

Prilog IV

**SIGNALI U
POGIBELJI
(NUŽDI)**

Annex IV

**DISTRESS
SIGNALS**





1. Signali pogibelji, bilo da su upotrijebljeni ili istaknuti odvojeno ili skupno, pokazuju pogibelj i potrebu za pomoći:

- a) pucanj vatrenim oružjem ili bilo koji drugi eksplozivni signal ispaljivan u razmacima od oko 1 minute;
- b) neprekidan zvuk bilo kojom napravom za davanje zvučnih signala u magli;
- c) rakete ili prskalice koje bacaju zvjezdice crvene boje ispaljivane jedna za drugom u kratkim vremenskim razmacima;
- d) signal radio-telegrafijom ili bilo kakvim drugim signalnim sustavom koji se sastoji od skupine Morseovih znakova **... - - - ... (SOS)**;
- e) glasovna poruka emitirana radijskom telefonijom sastoji se od izgovaranja riječi "MAY-DAY";
- f) signal opasnosti **N.C.** predviđen Međunarodnim signalnim kodeksom;
- g) signal koji se sastoji od četverokutne zastave iznad ili ispod koje stoji kugla ili predmet sličan lopti;
- h) paljenje vatre na brodu (paleći ka-tran, naftu, itd.);
- i) raketa s padobranom ili ručna baklja koja daje crveno svjetlo;
- j) dimni signal koji ispušta narančastu boju dima;
- k) mahanjem ispruženim i raširenim rukama gore-dolje na obje strane broda;
- l) radijski telegrafski signal za uzbunu;
- m) radijski telefonski signal za uzbunu;
- n) signal za određivanje položaja što ih emitiraju radijske plutače u nuždi (EPIRB);
- o) odobreni signali emitirani s pomoću radiokomunikacijskih uređaja, uključujući i Radar transponder (SART) koji se nalazi na krovu čamca za spašavanje.

1. The following signals, used or exhibited either together or separately, indicate distress and need of assistance:

- a) a gun or other explosive signal fired at intervals of about a minute;
- b) a continuous sounding with any fog-signalling apparatus;
- c) rockets or shells, throwing red stars fired one at a time at short intervals;
- d) a signal made by radiotelegraphy or by any other signalling method consisting of the group **... - - - ... (SOS)** in the Morse Code;
- e) a signal sent by radiotelephony consisting of the spoken word "Mayday";
- f) the International Code Signal of distress indicated by N.C.;
- g) a signal consisting of a square flag having above or below it a ball or anything resembling a ball;
- h) flames on the vessel (as from a burning tar barrel, oil barrel, etc.);
- i) a rocket parachute flare or a hand-flare showing red light;
- j) a smoke signal giving off orange-coloured smoke;
- k) slowly and repeatedly raising and lowering arms outstretched to each side;
- l) the radiotelegraph alarm signal;
- m) the radiotelephone alarm signal;
- n) signals transmitted by emergency positioning-indicating radio beacons;
- o) approved signals transmitted by radio-communication systems, including Survival Craft Radar transponders.

2. Primjena ili isticanje bilo kojeg od navedenih signala, osim u svrhu označavanja pogibelji i traženja pomoći te upotreba drugih signala koji bi se mogli zabunom zamijeniti za neki od navedenih signala je zabranjena.

3. Za skretanje pozornosti u skladu s odgovarajućim poglavljima Međunarodnog signalnog kodeksa i Priručnika tražanja i spašavanja, koristi se sljedeće:

- a) komad jedrenine obojane narančasto, s crnim četverokutom ili krugom, ili drugim odgovarajućim znakom radi identifikacije iz zraka;
- b) boja marker (obojena mrlja na površini mora).

2. The use or exhibition of any of the foregoing signals except for the purpose of indicating distress and need of assistance and the use of other signals which may be confused with any of the above signals is prohibited.

3. Attention is drawn to the relevant sections of the International Code of Signals, the Merchant Ship Search and Rescue Manual and the following signals:

- a) a piece of orange-coloured canvas with either a black square and circle or other appropriate symbol (for identification from the air);
- b) a dye marker.

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