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SN.1/Circ.306  
27 February 2012

**EQUIVALENT ARRANGEMENT FOR THE HORIZONTAL  
POSITIONING OF MASTHEAD LIGHTS**

At the request of the Government of the Commonwealth of the Bahamas, the attached Equivalent Arrangement that has been accepted by that Government under Rule 1, paragraph (e), Part A of the International Regulations for Preventing Collisions at Sea, 1972, as amended, for the horizontal positioning of masthead lights for M/V **RAMCO QUEEN** IMO No.8112536, is herewith circulated to all Contracting Governments.

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**ANNEX**



Secretary General  
International Maritime Organisation,  
4 Albert Embankment,  
London SE1 7SR,  
United Kingdom.

17<sup>th</sup> February 2011

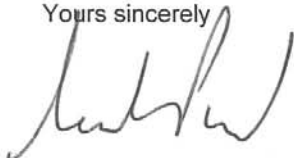
Dear Sir,

**Acceptance of an Exemption under Rule 1, paragraph (e), Part A of the international Regulations for the Prevention of Collisions at Sea, 1972, as amended.**

In accordance with rule 1, paragraph (e), Part A of the international Regulations for Preventing Collisions at sea, 1972, As Amended, The Bahamas Maritime Authority, acting on behalf of the Government of the Commonwealth of the Bahamas, has agreed the following Exemption to the requirements of the Collregs Annex 1 para 3(a)

This administration requests that the information is circulated to SOLAS Contracting Governments.

Yours sincerely



Captain Lester Pink  
Technical and Compliance Officer

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The Following arrangement has been accepted by the Bahamas Maritime Authority, acting on behalf of the Government of the Commonwealth of the Bahamas, under Rule 1, paragraph (e), Part A of the International Regulations for the Prevention of Collisions at Sea, 1972, as amended for the following vessel.

MV RAMCO QUEEN IMO 8112536

Horizontal Positioning of Masthead lights as required by the COLREGS Annex 1, Paragraph 3(a)

**1 Requirement**

When two Mast lights are prescribed for a power driven vessel, the horizontal distance between them shall be not less than LOA/2.

**2 Provision**

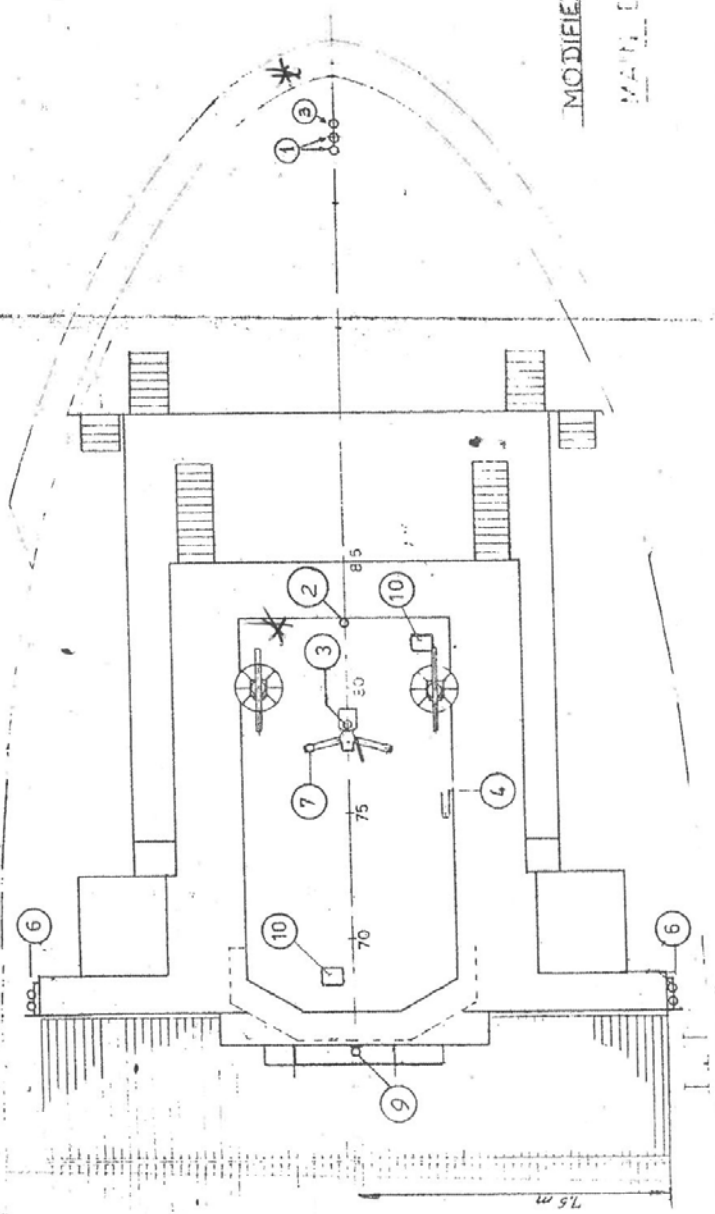
The superstructure and wheel house of the above named vessel are situated in the forward half of the vessel to allow for the after working deck. The requirement of Annex 1, Paragraph 3 (a) cannot therefore be complied with. The plan below shows the layout of the vessel and the Masthead light positions.

LOA/2 = 33.6 mtrs

Actual Provision is 14.9 mtrs

The layout has been accepted by the administration as an equivalent arrangement.

N°3 = MAST LIGHT



NIEHUIS VAN DER BERG  
S.A. - ROTTERDAM

NYBYGNING NR. 96

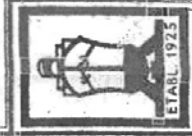
MODIFIED ON 17-1-84 BY NIEHUIS & V. D. BERG

MAIN DECK

27 SEPT. 1982.

15.6-82 Cor. 25 BOX 14

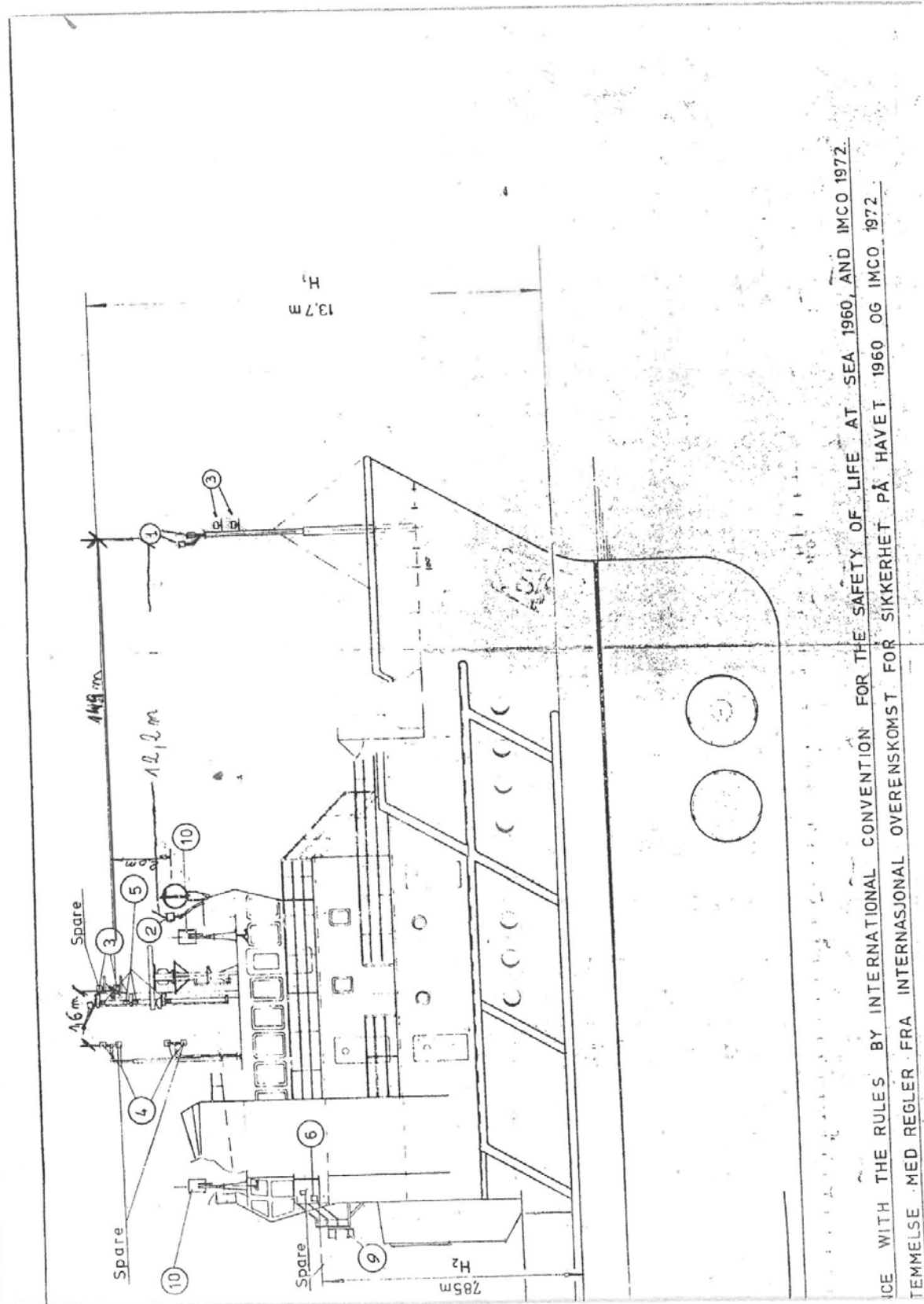
LANTERNEARRANGEMENT



DRAMMEN SLIP & VERKSTED

YNGVAR P. BERG & SON  
DRAMMEN - NORWAY

DATE: 30/12-82 SCALE: 1: 100 DRAW No: F1-7204



ICE WITH THE RULES BY INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA 1960, AND IMCO 1972.  
TÆMMELSE MED REGLER FRA INTERNASJONAL OVERENSKOMST FOR SIKKERHET PÅ HAVET 1960 OG IMCO 1972.