



Maritime and Coastguard Agency

Radio Aerial Lead-ins

Notice to all Ship Owners, Masters, Skippers, Officers and to Marine Radio Companies

This notice replaces .Marine Guidance Note 303..

PLEASE NOTE:-

Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel and you should consider seeking independent legal advice if you are unsure of your own legal position.

Summary

This note draws the attention of all seafarers to the dangers from exposed aerial lead-ins and the measures, that should be taken to reduce the risk of injury, preferably by relocation of the lead-ins or trunking, or if this is not possible, other methods of achieving adequate protection.

1. Attention is drawn to the danger from exposed radio aerial lead-ins when transmissions are being made. Aerial lead-ins are generally more exposed on fishing boats than on deep-sea cargo ships. An unguarded lead-in could constitute a danger, e.g. an electric shock even from a low-powered transmitter might cause a member of the crew to fall and cause injury.
2. The danger from exposed aerial lead-ins can normally be overcome by trunking and, if necessary, by relocating the lead-ins to less dangerous positions. It is recommended that such methods should be used. However, where this is not practicable, some other method of achieving adequate protection should be provided. The method used should afford protection against an electric shock being caused by the accidental touching of an aerial lead-in when the associated radio transmitter is being used with its maximum output power and should extend to a height of 2 metres above deck level.
3. It is strongly recommended that all vessels fitted with radio installations should display a notice alongside the ladder leading to the flying bridge (Monkey Island) requiring crew members who wish to go above a certain level - usually indicated by a red line - to obtain permission from the officer of the watch, or otherwise to ensure before going beyond the "red line" that the radio transmitter is not being operated.

More Information

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