



ROYAL MELBOURNE YACHT SQUADRON

Sailing at St Kilda since 1876

BERTHING INSTRUCTIONS FOR CONNECTION TO RMYS AC POWER SUPPLY

The Royal Melbourne Yacht Squadron's marina provides power for use on your recreational craft with a connection to the low voltage electrical supply which is connected to a copper based marina protective earthing system.

An isolating transformer fitted on board your craft to isolate the low voltage electrical system of your craft from the marina low voltage electrical system may reduce corrosion activity caused by the coupling of your recreational craft's earth to the marina electrical protective earthing system and/or other recreational craft.

Additional sacrificial anodes or galvanic isolators complying with AS/NZS 3004.2 Clause 4.6.4 may be used to reduce these effects. (Refer AS/NZS 2832 series of Standards for suitable cathodic protection practices.)

YOUR RECREATIONAL CRAFT'S LOW VOLTAGE ELECTRICAL SYSTEM MUST COMPLY WITH AS/NZS 3004 PRIOR TO CONNECTING TO THE CLUB'S SHORE POWER

- 1) The marina shore power connection located at the service poles is wired in accordance with AS/NZS 3004.1 and no isolation transformer is fitted to the shore based service.
- 2) The power supply is 240V AC 50 Hz, combined RCD and MCB residual current and overload protection is fitted and regularly tested to ensure operation. Individual current overload ratings may vary from marina to marina.
- 3) Limited 3 phase supply connections exist and may be made available upon application otherwise the use of 3 phase power outlets is prohibited.
- 4) All vessels connecting to the marina shore power system should be wired in accordance with AS/NZS3004.2 and it is the responsibility of the vessel operator/owner to ensure that this is observed.
- 5) The flexible cord shall be heavy duty 3 core (including earthing conductor) sheathed cord type complying with AS 3191 and tested and tagged at the appropriate interval by authorised testers. If power is to remain connected whilst no person is aboard, the pedestal end of the lead must have an IP66 (waterproof, dustproof) connector and be screwed into the socket. Ideally the lead should have a cross sectional area of at least 2.5mm², and it should be tinned to prevent corrosion. It must have heavy duty insulation that can withstand marina traffic, boats chafing against it, as well as fuels, oils and chemicals. **UNATTENDED BOATS WITHOUT A SCREWED IN OR OTHERWISE UNSAFE LEAD WILL BE DISCONNECTED.**
- 6) Leads must not be coiled around pedestals nor run along fingers, and should run from the pedestal to the nearest part of the boat.



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- 7) All vessels and appliances connecting to the marina shore power system do so entirely at their own risk and should seek professional advice in order to ensure that their connection is in accordance with the standard AS/NZS 3004.2.
- 8) RMYS will not be held responsible for power outages, mains surges or voltage fluctuations. It is the responsibility of vessel owners/operators to ensure that the shore power lead used is tagged in accordance with Australian standards, is suitable for the type of outlet to which the connection is made, is supported to keep it clear of the seawater, does not present a trip or other hazard and is removed completely when not in use and switched off at the outlet.
- 9) Persons are advised not to enter the water in the vicinity of vessels connected to the marina shore power nor vessels generating power onboard either using generator or other means.