

230 VOLTS: This symbol indicates the presence of a 230v AC supply. It calls your attention to items or operations that could be dangerous to you or other persons when conducting this procedure.



WARNING: Indicates a potentially hazardous situation which, if not avoided, can result in serious injury or death.

M.1 PREPARATIONS

For reasons of personal safety, the Voltage Detecting Device (VDD) and the 16A to 3-pin adapter **MUST** be visually checked to ensure that they are complete and free from damage before commencing this procedure.

Approach the BSS examination of boats with 230v AC systems with caution and expect to find alternative connected power sources. Until the boat is established to be electrically dead, always **PROCEED WITH CAUTION**.

M.2 SAFE ISOLATION PROCEDURE

1 Using an on-board or shore power source, confirm serviceability of the VDD.

Ensure ALL INDICATORS are illuminated (PROVE GOOD).

If the VDD indicates **incorrect (reverse) polarity** or the **absence of an earth**, an **AC ELECTROCUTION RISK** is present.

PROCEED WITH CAUTION (and take the reporting action at STEP 9).

- 2 Request **OWNER / AGENT** to identify **ALL** AC inlets and sources of **AC** electrical energy on the Boat.
- 3 Request OWNER / AGENT to isolate ALL onboard sources of Electrical Energy (AC & DC) and isolate all loads before switching off the main AC switch. Take control of any removable DC isolator keys and fit lock-off device to the craft's RCD / RCBO.
- 4 If connected to shore power, request OWNER / AGENT to switch off any shore power RCBO / RCD or MCB and disconnect the shore line (shore end first, boat end second). Examine shore line cable (ECP 3.8.2 and 3.8.3).

If the shore line exhibits an **AC ELECTROCUTION RISK**, issue a **BSS Warning Notice** and label in accordance with Appendix A and B.

NB: Where inverters are fitted, wait at least **5 minutes** after disconnecting shore power and / or isolating the inverter before continuing otherwise a danger of electric shock may be present.

- 5 Visually confirm that <u>ALL</u> on-board isolator switches are **OFF**
- 6 Fit the VDD to a selection of the craft's 13A sockets (port & starboard where fitted) and confirm **SAFE ISOLATION** has been achieved (BOAT DEAD).

Ensure NO INDICATORS illuminated (PROVE DEAD)









Using an (alternative) on-board or shore power source, re-confirm serviceability of the VDD Ensure <u>ALL</u> INDICATORS are illuminated (PROVE GOOD)

- 7 Proceed with the Examination of the Boat
- 8 Request OWNER / AGENT to re-energise the boat's electrical system(s) (AC and DC). If disconnected at STEP 4 (and not subject to BSS Warning Notice action), request OWNER / AGENT to re-connect the shore line (boat end first, shore end second).

Remove lock-off device from the craft's RCD / RCBO and return any removed **DC** isolator key(s) to **OWNER / AGENT.**

Request **OWNER / AGENT** to switch on the main **AC** switch and suggest that the **OWNER / AGENT** test the on-board (or shoreline) RCD / RCBO (30 day test interval).

Request **OWNER / AGENT** to re-establish the **DC** supply, and then re-establish the **AC** loads isolated at STEP 3.

9 Fit the VDD to a selection of the craft's 13A sockets (port & starboard where fitted) and confirm <u>ALL</u> INDICATORS are illuminated

If the VDD indicates **incorrect (reverse) polarity** or the **absence of an earth**, an **AC ELECTROCUTION RISK** is present.

Issue a **BSS Warning Notice and label** in accordance with Appendixes A and B For faults identified at STEP 1, **ISOLATE** as required, issue a **BSS Warning Notice and Iabel** in accordance with Appendixes A and B

10 Hand over the Boat to OWNER / AGENT

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