

Why marinas can accelerate corrosion

Marinas combine:

- Multiple boats connected to shore power
- Shared electrical earthing environments
- Mixed metals in seawater & freshwater
- Water flow and circulation through a marina (or lack of it) can affect corrosion conditions
- The occasional wiring fault

This can increase the likelihood of:

- Galvanic corrosion (natural electrochemical reaction between dissimilar metals)
- Stray-current corrosion (typically DC faults that can accelerate metal loss dramatically)

If you suspect a problem, leave it to the experts

If you're seeing rapid anode loss, unusual pitting, or corrosion accelerating below the waterline, it's best handled by a qualified marine electrician or corrosion specialist. With shore power connected, there is high voltage potential onboard and in the marina environment. Fault-finding and testing should be done by an expert with the right equipment and procedures.

What are your underwater lights really costing you?

When current finds an unintended return path, corrosion gets expensive.

In marinas, boats sit in a shared electrical environment. Shore power systems, other vessels, and mixed metals in seawater can increase corrosion risk below the waterline. Add an onboard fault or damaged cable and electricity may seek the easiest return route, sometimes through underwater hardware. Aqualuma's non-metallic, one-piece polymer thru-hull is designed to keep the light body electrically isolated from seawater, helping reduce corrosion pathways associated with metal-bodied underwater lights.

Aqualuma Thru-Hull Underwater Lights

*Non-metallic. Electrically isolated.
Corrosion-conscious by design.*



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A LEGACY IN LIGHT – FOR OVER 20 YEARS

Aqualuma Thru-Hull Underwater Lights



Corrosion

Aqualuma is the solution, not the cause.

The Facts:

- One-piece polymer thru-hull body
- Electrically isolated from seawater
- No bonding required for the light body (installed per Aqualuma instructions)
- No front seals to leak
- Light engine removable and serviceable while the vessel is in the water
- Upgrade to newer models using the original housing

AUSTRALIAN MADE. TRUSTED WORLDWIDE.

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Why Aqualuma?

Underwater lights sit right at the hull-water interface, where corrosion and electrical issues show up first.

Some underwater light designs use wetted metal housings, external metal trim, or multi-piece assemblies that introduce extra joints, hardware, and potential leak paths. In marina conditions, that can:

- Add another conductive element into the water
- Increase opportunities for galvanic coupling
- Create more places where faults or poor installation can become a problem



The Aqualuma difference

One-piece polymer thru-hull body

Designed to keep the light body electrically isolated from seawater, helping reduce corrosion pathways associated with metal-bodied underwater lights.

No bonding required for the light body

Because there is no wetted metal housing that requires bonding (installed per Aqualuma instructions).

No front seals to leak

A single-piece housing means fewer joints, fewer entry points, and less to degrade over time.

Serviceable from inside the vessel

Aqualuma's light engine can be removed and serviced while the vessel is in the water, without disturbing the thru-hull housing.

- Fast servicing with minimal downtime
- No haul-out required for common maintenance or upgrades
- Future-ready design: upgrade to newer models using the original housing



UPGRADE-READY PLATFORM. NEWER MODELS CAN BE FITTED USING THE EXISTING THRU-HULL HOUSING.



Installation Matters

(the boring bit that saves expensive parts)

No underwater light can compensate for poor wiring or damaged cables.

To help minimise corrosion and safety risks:

- Install with correct circuit protection and polarity
- Route and protect cables to prevent chafe
- Ensure glands and seals are correctly installed
- Maintain the vessel's anode and bonding systems as specified by the manufacturer
- Use compliant shore-power protection (RCD/ELCI where applicable)

Aqualuma lights are designed to minimise corrosion pathways, not replace proper marine electrical installation and maintenance.