



Memorandum

To:	Club Presidents
From:	Tim Piper – Sports Officer
Date:	19 November 2015
Pages:	6
Subject:	2016 NSW Country Surf Life Saving Championships Powercraft Requirements

The purpose of this memo is to advise of your clubs rostered shifts and equipment requirements for the 2016 NSW Country Surf Life Saving Championships.

This roster is based on a 'pro-rata' scale using factors such as the number of competitors entered (in the 2015 Country Championships) and distance from the host club.

Please refer to the roster attached and make careful note of the assigned days and shifts (and equipment where applicable). There are 3 shifts per day of competition.

All IRB drivers and crew must wear an approved lifejacket on duty. **It is the responsibility of your club to ensure your members completing shifts have a lifejacket. There will be no lifejackets provided.**

*Powercraft Drivers/Operators and crewpersons **must** fulfil the following requirements:*

- **IRB Driver:** Be a current financial SLS member and proficient IRB Driver.
- **IRB Crewperson:** Be a current financial SLS member, proficient IRB Crewperson and as a minimum must hold a Junior Officials accreditation to act as a judge in boat.
- **RWC Operator:** Be a financial SLS member and proficient RWC operator.
- **Both IRB and RWC:** Be experienced in ALL levels of surf conditions and competent to deal in all surf conditions.

All IRBs supplied by clubs must be registered with SLSNSW, have passed the 2015/16 Gear and Equipment Inspection process and be entered on SurfGuard. To ensure that equipment is in a safe and reliable working order for use at the Championships, Clubs will also be required to complete the **IRB Hull and IRB Motor Compliance Inspection Forms (attached)** in the presence of the SLSNSW Powercraft Inspection Officer for inspection prior to the start of the carnival.

If equipment, IRB or motor, is not in sound operational condition and considered safe for operations, the equipment **will not be accepted** and the club may be forced to make other arrangements to be eligible to compete at the carnival.

Please confirm that your club is able to fulfill the roster by submitting the names of the members completing shifts, by email to tpiper@surflifesaving.com by **Monday 11 January 2016**.

*Each club on this on this roster was sent this information directly on the

SLSNSW Country Powercraft Roster | Frequently Asked Questions

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1. How are the Clubs selected for Powercraft duties for each Championship?

This is a three stage process;

Stage 1: A report is generated from the SLS Carnival Manager System from the 2015 NSW Country Championships and each Club's TOTAL number of competitors for that particular Championship is extracted.

Stage 2: Clubs are then sorted by the most number to the fewest number of competitors.

Stage 3: Excluding the Host Clubs, the first 25 are then highlighted and form the basis of the Powercraft Roster.

In summary, if your Club is listed, then your Club is in the top segment of Country Clubs based on entry numbers for that Championship.

2. Last year our Club had a really strong representative team at Country, and we don't think that this will happen this year, why should this roster be based on past participation?

This roster swings in roundabouts, based on the previous year. It would be ideal to base this off actual 2016 entry numbers for the current Championships, however the timing (of close of entries) would present issues in rostering.

3. There are Clubs who placed higher in the overall point score than us; shouldn't they have more shifts than us?

No. The roster is based on Clubs participation, not their competition performance.

4. We are going to struggle to find members who hold proficient IRB awards and Officiating awards, what should we do?

Between now and the start of the Championships, there should be sufficient time to recruit and train members to assist with these duties. However, if your Club can see a major issue with being able to meet these requirements, please advise SLSNSW in writing by **Wednesday 23rd December** to tpiper@surflifesaving.com.

5. Will my Club have to supply an IRB and/or Motor & Fuel Cell?

The actual number of IRBs is calculated based on the number of water areas and the coverage required to fulfill our event Safety and Rescue Guide as well as Duty, Judging and spare IRBs.

6. Shouldn't the bigger Clubs have to complete more shifts than the smaller Clubs?

When the number of water areas and total shifts are calculated, SLSNSW will populate the roster. Consideration is given to the number of competitors, however it is not an exact science and to avoid Clubs being rostered on back-to-back shifts and WHS requirements, there could be some variance in the actual number of shifts assigned to the Clubs.

Overall, the workload should be distributed over the participating membership so the 'many hands, make light work' philosophy should apply.

7. Our Club has an RWC Operator available; can we swap an IRB shift for an RWC shift?

RWC hours do not contribute to a Clubs Powercraft duties at this stage. Effectively that particular shift needs to be fulfilled and it would need to be assigned to the next Club on the list. The RWC roster is a separate and important volunteer contribution.



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IRB to be Supplied For Championships:

Club	Equipment Requested	Number of Shifts
Ballina Lighthouse & Lismore	IRB & Motor & Fuel Cell	2
Batemans Bay	IRB Driver & Crew	2
Broulee Surfers	Fuel Cell	3
Byron Bay	IRB & Motor & Fuel Cell	3
Cabarita Beach	IRB & Motor & Fuel Cell	2
Coffs Harbour	IRB & Motor & Fuel Cell	2
Cudgen Headland	IRB & Motor & Fuel Cell	3
Gerringong	IRB Driver & Crew	2
Kiama	IRB Driver & Crew	2
Kiama Downs	IRB Driver & Crew	1
Lennox Head - Alstonville	IRB & Motor & Fuel Cell	2
Mollymook	Fuel Cell	3
Moruya	IRB Driver & Crew	2
Narooma	IRB Driver & Crew	2
Nowra-Culburra	IRB Driver & Crew	2
Pambula	Fuel Cell	2
Port Macquarie	IRB & Motor & Fuel Cell	3
Sawtell	IRB & Motor & Fuel Cell	2
Shellharbour	IRB Motor	3
Shoalhaven Heads	IRB Driver & Crew	2
Tacking Point	IRB & Motor & Fuel Cell	2
Tathra	IRB Driver & Crew	2
Warilla-Barrack Point	IRB Motor	3
Wauchope - Bonny Hills	IRB & Motor & Fuel Cell	1
Yamba	IRB & Motor & Fuel Cell	1

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2016 NSW Stramit Country Championships

Club Powercraft Roster as at 19 October 2015

Saturday 6 February 2016

Shift 1 0700 - 1100	Mollymook	Shellharbour	Warilla-Barrack Point	Cudgen Headland	Byron Bay
	Ballina Lighthouse & Lismore	Tathra	Kiama Downs	Yamba	Wauchope - Bonny Hills
Shift 2 1030 - 1430	Port Macquarie	Broulee Surfers	Pambula	Nowra-Culburra	Tacking Point
	Lennox Head - Alstonville	Moruya	Batemans Bay	Sawtell	Kiama
Shift 3 1400 - 1700	Coffs Harbour	Cabarita Beach	Narooma	Shoalhaven Heads	Gerringong
	Byron Bay	Mollymook	Shellharbour	Warilla-Barrack Point	Cudgen Headland

Sunday 7 February 2016

Shift 1 0700 - 1100	Lennox Head - Alstonville	Moruya	Batemans Bay	Sawtell	
	Port Macquarie	Broulee Surfers	Pambula	Nowra-Culburra	
Shift 2 1030 - 1430	Kiama	Ballina Lighthouse & Lismore	Tathra	Broulee Surfers	
	Mollymook	Shellharbour	Warilla-Barrack Point	Cudgen Headland	
Shift 3 1400 - 1700	Port Macquarie	Tacking Point	Cabarita Beach	Coffs Harbour	
	Byron Bay	Shoalhaven Heads	Narooma	Gerringong	

* **Note 1:** All Drivers and Crew must wear lifejackets.

** **Note 2:** While Clubs have been allocated to an area in this roster, this may change at the

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HULL – SAFETY AND COMPLIANCE CHECK RECORD

- Team managers please note – all light shaded areas must be completed prior to scrutineering

Club		Date	
Event		Team Manager	
Venue		Mobile Phone Number	

	Hull 1	Hull 2	Hull 3
Make			
Model			
Marine Registration No.			
HIN (serial number)			
SLSA no.			

#	Specification	Hull 1		Hull 2		Hull 3	
		1 st Inspect.	2 nd Inspect.	1 st Inspect.	2 nd Inspect.	1 st Inspect.	2 nd Inspect.
	✓ OR ✗						
1	Carry handles and front lift handles						
2	Driver and crew handle						
3	Parts 'out of box' or approved mod.						
4	Bow rope handle and 'D' fitting						
5	Pontoon lifeline and eyelets						
6	Transom bracket assembly						
7	Safety cable(s) and eye bolts						
8	Rescue tube(s) and holder						
9	Rollover rope and pouch						
10	Fuel cell/hose/fittings/c lips						
11	No sharp edges						
12	Floor board & hinge condition						
13	Compliant? Y/N						

Scrutineer's name		Date	
Signature		Time	
Comments			

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OUTBOARD MOTOR AND PROPELLER GUARD – SAFETY AND COMPLIANCE CHECK RECORD

- Team managers please note – all light shaded areas must be completed prior to scrutineering

Club		Date	
Event		Team Manager	
Venue		Mobile Phone Number	

Make and Motor No. (E.g. Mercury 4)											
Serial Number (Last four digits only)											
#	Specification	Motor 1		Motor 2		Motor 3		Motor 4		Motor 5	
	✓ or ✗	1 st Inspect.	2 nd Inspect.	1 st Inspect.	2 nd Inspect.	1 st Inspect.	2 nd Inspect.	1 st Inspect.	2 nd Inspect.	1 st Inspect.	2 nd Inspect.
1	All seals fitted and in good condition										
2	Sealing forms sighted and cross matched										
3	Parts 'out of box' or approved mod.										
4	Parts functioning properly and in good condition										
5	Restrictor device in place										
6	Prop guard approved type and not modified										
7	Guard secure/no breakages										
8	Guard compliant with scrutineering gauges										
9	Overall safety check										
10	Compliant? Y/N										

Scrutineer's name		Date	
Signature		Time	
Comments			

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