

Circular

Title: 35th Edition SLSA Surf Sports Manual – Clarifications
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Department: Sport
Audience: SLSA, States/Territories, Branches, Clubs, Officials, Coaches, and Competitors, Sport Advisory Forum, National Sport Advisers
Summary: This Circular clarifies aspects of IRB and Board Rescue Competition resultant from introduction of Surf Life Saving Australia's 35 th Edition Surf Sports Manual.

Background:

IRB and other Surf Sport events have been successfully conducted in recent months under the rules contained in the new 35th Edition Surf Sports Manual (SSM).

However, the following clarifications, which have the endorsement of the SLSA Chair of Sport and the General Manager Capability and Capacity, have been made following enquiries from Officials, Competitors and Clubs seeking clarification of particular aspects of the Manual:

Approved Lifejackets For Use in IRB Competition:

Lifejackets labelled as "Type 2" ([Australian Standard] AS1499-1996) meet the conspicuous (high visibility) requirements established by SLSA specifications and any changes to the physical composition when compared to the SLSA approved "L50" Lifejackets (AS4758) are negligible and within tolerable limits.

Further to this there are no rules currently prohibiting manufacturers from continuing to manufacture and supply brand new "Type 2" lifejackets to these standards and they are generally accepted by Maritime Authorities as an equivalent to the "Level 50" Lifejackets.

As such, clarifications (as highlighted in yellow) have been made to the SLSA Competition Manual to reflect this position:

2.5.1 Costumes, Dress and Style

(j)

Note 2: In all IRB training and competition it is compulsory for drivers, crew and patients to wear high visibility (conspicuous colour) SLSA approved level 50 Australian Standard (AS4758) lifejackets or Type 2 (AS1499-1996) lifejackets.. (Level 50S lifejackets unless listed on the SLSA Approved Gear and Equipment List are not approved). It is not required for high visibility safety vests to be worn over the top of lifejackets. See also Section 3 of the Surf Sports Manual

3.3.2.4 Competitor Pre-Requisites

At the date of entry closure for the competition to be contested:

(a) Drivers are required to:

(i) Be a minimum of seventeen years of age as at the date of competition.

- (ii) Hold their relevant state/territory maritime licence required to operate an IRB.
- (iii) Hold their IRB drivers award, be currently proficient as required by SLSA and have logged twenty (20) hours specific in-water IRB competition driving training under the supervision of a currently licensed IRB Surf Coach.
- (iv) Be endorsed by a currently licensed IRB Surf Coach as being competent for IRB competition.

Note: In all training and competition it is compulsory for drivers to wear high visibility (conspicuous colour) SLSA approved level 50 Australian Standard (AS4758) lifejackets or Type 2 (AS1499-1996) lifejackets. (Level 50S lifejackets unless listed on the SLSA Approved Gear and Equipment List are not approved.) It is not required for high visibility safety vests to be worn over the top of lifejackets. See also Section 2 of the Surf Sports Manual.

(b) Crewpersons are required to:

- (i) Be a minimum of sixteen years of age as at the date of competition.
- (ii) Hold their IRB crewpersons award, be currently proficient as required by SLSA and have logged twenty (20) hours specific in-water IRB competition driving or crewing training under the supervision of currently licensed IRB Surf Coach.
- (iii) Be endorsed by a currently licensed IRB Surf Coach as being competent for IRB competition.

Note: In all training and competition it is compulsory for crewpersons to wear high visibility (conspicuous colour) SLSA approved level 50 Australian Standard (AS4758) lifejackets or Type 2 (AS1499-1996) lifejackets. (Level 50S lifejackets unless listed on the SLSA Approved Gear and Equipment List are not approved.) It is not required for high visibility safety vests to be worn over the top of lifejackets. See also Section 2 of the Surf Sports Manual.

(c) Patients are required to:

- (i) Be a minimum of fifteen years of age before October 01 in the season the competition is being conducted.
- (ii) Hold their IRB crewpersons award, be currently proficient as required by SLSA and have logged twenty (20) hours specific in-water IRB competition driving or crewing training under the supervision of currently licensed IRB Surf Coach.
- (iii) Be endorsed by a currently licensed IRB Surf Coach as being competent for IRB competition.

Note: In all training and competition it is compulsory for patients to wear high visibility (conspicuous colour) SLSA approved level 50 Australian Standard (AS4758) lifejackets or Type 2 (AS1499-1996) lifejackets. (Level 50S lifejackets unless listed on the SLSA Approved Gear and Equipment List are not approved.) It is not required for high visibility safety vests to be worn over the top of lifejackets. See also Section 2 of the Surf Sports Manual.

Note 2: The wearing of approved helmets is compulsory for patients in all events (other than the Rescue Tube Race). IRB patients are to wear helmets in both training and in competition. See also Section 2 of the Surf Sports Manual.

(d) Handlers, at the date of competition, are required to:

- (i) Be a minimum of fifteen years of age before October 01 in the season the competition is being conducted.
- (ii) Hold the IRB crewpersons certificate and be currently proficient as required by SLSA.
- (iii) Be a member of the same club or team as the crews and be entered at the competition (exemption may be given by the Referee for a member of another

club or team to be a Handler provided that the Handler is entered at the competition).

- (iv) Wear a competition cap and shall be required to wear a distinctive high visibility pink, orange, yellow, green or red coloured vest as determined by SLSA (or relevant SLS Event Organiser) if entering the water beyond knee depth.*

Alternatively, handlers may wear a high visibility (conspicuous colour) SLSA approved level 50 Australian Standard (AS4758) lifejackets or Type 2 (AS1499-1996) lifejackets. (Level 50S lifejackets unless listed on the SLSA Approved Gear and Equipment List are not approved.) It is not required for high visibility safety vests to be worn over the top of lifejackets.

- (v) Comply with all instructions of the officials.*
- (vi) Make every effort to ensure that they, or the equipment that they are handling, does not impede another crew, otherwise both their competitor and the Handler may be subject to disqualification.*

Please note that “Type 3” lifejackets possess similar properties but are unacceptable for use in SLSA operations as they fail to meet SLSA colour requirements. In addition, “Type 1” lifejackets are not accepted for use in IRB competition.

In addition an amendment will be made to the PPE Section of the SLSA Gear and Equipment Manual to define equivalencies to the Level 50 as ‘Type 2’ AS 1512-1996 as acceptable for use in competition.

IRB Teams Rescue Event:

A question was raised about the number of handlers to be allowed at the change of over between the first and second crews in the IRB Teams Rescue Crews. It is clarified that unless otherwise directed by the referee the approved procedure shall be as follows:

3.3.4.3 Event No. 3 – IRB Teams Rescue

- (g) The first crewperson turns the IRB and must maintain control of it as described in *Procedure Rule 3.3.3.7(a)*. The first patient may assist in this process. **Should the first patient have assisted the first crewman turn and maintain control of the IRB, only the first patient or the first crewperson is permitted to maintain contact with the IRB after the second crewperson or second driver has made contact with the IRB i.e. there can be no more than two handlers in control of the IRB at any one time unless otherwise directed by the referee.**

Note: The patient/first crewperson that releases contact with the IRB must retire and stand clear of the IRB.
- (h) The driver proceeds to the start/finish line, rounds their respective beach position marker and visibly tags the second driver who is positioned with their toes on or behind the shoreward side of the start/finish line and to the seaward side of the beach position marker. The outgoing driver is not required to be stationary but the tag must occur within this changeover zone.
- (i) After the tag the second driver proceeds to the water’s edge to relaunch and restart the IRB. **The one remaining first crewman/patient must release contact with the IRB when the driver makes contact with the IRB.** The second driver must not start the motor until the **one remaining** first crewperson/patient are clear of the boat.

Note: The first crewperson and first patient must place themselves in a position where they do not impede the conduct of the race or the judging of the event

Board Rescue Event

A clarification has been made to Section 8.7.3 (g) of the 35th Edition Surf Sports Manual to clarify where the rescuer is to start their leg of the event. The clarification, which is consistent with the similar Rescue Tube Rescue event, is as follows:

8.7.3 Procedure

- (g) *The rescuer shall take up their allotted position on the start line. On receiving the signal the rescuer shall enter the water and paddle to and around the allotted buoy. The rescuer shall turn the buoy from left to right unless otherwise directed by the Referee. The patient shall make contact with any part of the board on the seaward side of the swimming buoy. The patient pick up shall be effected on the seaward side of the buoy. The patient may position themselves on the front or rear of the board, with or without assistance and may assist the Rescuer by paddling the board on the return to shore.*
- Note1:** *In Board Rescue races the team shall not be disqualified if the rescuer incorrectly crosses the start/changeover line and then resumes the correct position to correctly await the finish signal from the patient.*
- Note 2:** *A team shall not be disqualified if part of the board extends onto the shoreward side of the buoy during the Patient pick up process.*

Please note that the (source) electronic edition SSM will be updated to reflect these clarifications and has been posted in the [Members Portal](#) on the SLSA website.

A small number of additional changes may be advised prior to printing of the Manual.

Further information

Should further information be required please contact SLSA at:

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