



SLSA Bulletin – Changes to IRB Competition Rules

Title:	Surf Sports Manual 36 th Edition - Changes to IRB Competition Rules
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Department:	Sport
Audience:	State/Territory Surf Sport Directors and Managers, Club Secretaries & Presidents, Branches, Officials, Coaches and Competitors
Summary:	This bulletin details changes to the IRB Competition Rules contained in Section 3 of the current 36 th Edition Surf Sports Manual (SSM). The new Rules take immediate effect.

Background

SLSA has reviewed and simplified its IRB Competition Rules with the view to achieving more objective outcomes through the elimination or clarification of contentious and/or subjective rules but without adversely affecting the safe conduct of competition.

In addition, the changes have been designed to reduce the number of disqualifications, protests and appeals and to provide a better participation experience for all involved in IRB competition.

The review was undertaken with the assistance of IRB experts including competitors, coaches, and officials representing each State and SLSA. The changes were further considered by States and have been endorsed by the SLSA Sport Advisory Committee.

The changes are detailed in the attached extract of Section 3 of the SLSA Surf Sports Manual (August 2019 - Updated October 2020) and come into immediate effect. In due course the change shall also be incorporated into the PDF copy of the SLSA SSM and to the SSM E-Book located at:

https://members.sls.com.au/SLSA_Online/modules/login/index.php

Summary of Changes

- 3.3.2.1 (b) It is clarified that Course Judges are to report any contrary IRB operation observations to the Referee with a recommendation as per their authority.
- 3.3.2.4 (a) Clarifications have been made to IRB competition eligibility including:
- Drivers, crew and patients are to be certified by currently accredited SLSA Coach – IRB Events Elective.
 - Once the initial 20 hours has been signed off there is no minimum hour requirement required for future years for drivers, crew and/or patient (as appropriate) provided that the participant holds the relevant award and is currently proficient as required by SLSA and is endorsed by a currently accredited SLSA Coach – IRB Events Elective as being competent for IRB competition.
- 3.3.2.7 (c) A change has been made to the course for the IRB Teams Rescue and the IRB Relay events - a pole is to be placed directly behind the beach position marker and is to extend approximately 1.8 metres out of the sand to assist with ensuring the correct



changeover procedure. Alternatively, 1.8 metre high (approximate) beach position markers may be used for all events.

- 3.3.3.1 (a) A clarification has been made that the preferred method of transporting patients to the patient pick up buoys is by using duty boats.
- 3.3.3.2 (a) The process for marshalling has been clarified to bring the process into line with current practice.
- 3.3.3.2 (c) The start process has been clarified to standardise it with other SLSA events.
- 3.3.3.2 (d) The start process has been clarified to standardise it with other SLSA events.
- 3.3.3.2 (e) It has been clarified that handlers may move the IRB at any time (including after the start signal) as long as the boat is in the “correct IRB starting position” when the Driver or crew first make contact with the boat.

A note has also been added to clarify that the “correct IRB starting position” is defined as the boat being stationary, with the bow facing perpendicular to the wave line and wholly within its lane at a depth of water as determined by the crew. It is also clarified that the Referee may increase the number of handlers to four if conditions warrant.

- 3.3.3.2 (g) The start process has been clarified to standardise it with other SLSA events.

In addition, it has been clarified that crews may claim bonus time up to and including at the whistle for the set signal. Further, should IRB equipment be damaged by waves while in the “correct IRB starting position” and before the start the Referee may, at their discretion, allow for the equipment to be replaced or quickly repaired before proceeding with the start without the loss of bonus time.
- 3.3.3.3 (a) The start process has been clarified to standardise it with other SLSA events.

A note has also been added to clarify that whilst every endeavour should be made by the Starter to affect a fair and even start the decision to “Go” on the start signal rests with the competitor or team. If there is no recall by the Starter or the Check Starter(s) or the Referee, no protest shall be allowed on the start.
- 3.3.3.3 (b) It is clarified that handlers must not be in contact with any part of the motor and/or fuel cell, fuel line assembly, and/or safety chain when the starting signal sounds.
- 3.3.3.3 (c) It is clarified that handlers are permitted to move the IRB at any time including after the starting signal to assist with water depth positioning of the IRB and to maintain the bow seaward and perpendicular to the wave line but must not otherwise turn the IRB to an angle to assist the driver and/or crewperson entry to the IRB. At the time the driver or crew first makes contact with the boat, the IRB must be in the “correct starting position” and the handlers shall not further move the boat.
- 3.3.3.3 (d) It is clarified that handlers at their discretion may continue to maintain contact with the boat after the driver and/or crew makes contact with the IRB but must release contact and move safely clear prior to the engine propelling the IRB forward.
- 3.3.3.4 (f) (iii) It is clarified that the crewperson’s left hand may grip the bow rope or handle as part of their crewing technique.
- 3.3.3.4 (h) It is clarified that the leading IRB, whilst proceeding to and from the buoys, shall, in the normal course, have right-of-way and the trailing IRB must take evasive action by turning or giving way to prevent collision. In addition, notes clarify that:



- If at any time the leading boat's driver considers that there is a risk of collision with the trailing boat, then the leading craft should take all measures necessary to avoid a collision but in terms of competition adjudication the trailing IRB remains responsible for giving way to the leading craft.
 - The standard avoidance measure, when on a direct collision course, is steer right and pass safely to the port (left) side.
- 3.3.3.5 (a) (ii) It is clarified that, for judging purposes, should any buoy become submerged during a turn and/or patient pick up and does not pop up on the correct (port) side of the IRB the crew shall be disqualified.
- 3.3.3.5 (a) (vi) It is clarified that, once the patient pick-up has commenced, the IRB shall complete the turn pass back to the beach side of the patient pick-up buoy and return to shore keeping their turning buoy on their left hand side. In the mass rescue this procedure is repeated for the second patient pick-up.
- 3.3.3.5 (a) (vii) It is clarified that the patient must be wholly clear of the water by the time the IRB has passed the crew's IRB turning buoy (judged on the end of the motor) on the return to the beach.
- 3.3.3.6 (a) It is clarified that, at the finish, the IRB shall be beached and remain wholly within the allocated lane until the driver has exited the IRB.
- 3.3.3.6 (g) The driver stumbling or falling after exiting the IRB is not a disqualification provided that the driver crosses the start/finish line on their feet.
- 3.3.3.7 (b) Because of the change to have a pole extending approximately 1.8 metres out of the sand to assist with ensuring the correct changeover procedure for the IRB Teams Rescue and the IRB Relay events, the note stating that there is no penalty if any part of the incoming competitor's body or limbs pass over the top of the beach position marker is no longer required and has been removed.
- 3.3.4.1 (c) It is clarified that for the start of the IRB Rescue Tube Race only, the rescue tube (including the harness and lanyard is to be stowed under the spray dodger at the start.
- 3.3.4.1 (e) It is clarified that following the start, and while maintaining a secure position, the crewperson shall don the rescue tube harness in a safe manner prior to rounding the turning buoy.
- 3.3.4.1 (g) A change has been made that, after the IRB has rounded the turning buoy, the crewperson may enter the water with only the requirement being entering from the shoreward side of the buoy i.e., there is no requirement for the crewperson to enter the water on or keep the turning buoy on their left hand side when leaving the IRB.
- 3.3.4.1 (h) It is clarified that the crewperson shall then swim to their respective patient keeping their allocated patient pick-up and rescue tube patient buoys on their left-hand side.
- 3.3.4.1 (i) It is clarified that the judging of the patient clip in at the rescue tube patient buoy is to be at the end of the patient's feet as they return to the IRB.
- 3.3.4.1 (n) It is clarified that the patient must then keep a secure grip on the lanyard and harness until the patient exits the IRB.
- It also clarified that there is no requirement for the patient to hold their hand up with the lanyard and harness at the completion of the race for judge notation purposes.



- 3.3.4.2 (f) It is clarified that in the IRB Mass Rescue event, the first patient may continue to maintain contact with the boat after the driver makes contact with the IRB but must release contact and move safely clear prior to the engine propelling the IRB forward.
- 3.3.4.3 (c) It is clarified that the correct starting procedure reference for the IRB Mass Rescue event is 3.3.3.3.
- 3.3.4.3 (i) It is clarified that after the tag, the one remaining first crewperson/patient at their discretion may continue to maintain contact with the boat after the second driver and/or second crew makes contact with the IRB but must release contact and move safely clear prior to the engine propelling the IRB forward.

Further Information

Should further information be required please contact the events team at:

events@slsa.asn.au

Surf Life Saving Australia

PO Box 7773

Bondi Beach NSW 2026

Phone: (02) 9215 8000



EXTRACT OF SECTION 3 OF 36th EDITION SSM (August 2019 – Updated October 2020)

IRB COMPETITON

Note – For ease of reference the changes have been marked in **yellow** highlight.

3.1 GENERAL

- (a) SLSA conducts many competitions that highlight the skills involved in rescue, resuscitation and first aid.
- (b) Details of lifesaving competition events are described in this Section and in separate Manuals and bulletins which may be issued from time to time.

Note: Where manuals or other documents are referenced for the conduct of lifesaving competition events the written word takes precedence over any photographs, videos or diagrams. In addition, when words, photographs or diagrams are silent on a process or procedure, competitors shall not be penalised for their methodology in completing any required action. (c) SLSA reserves the right to introduce equipment and gear to assist in the judging of competitor performance in lifesaving events.

3.3 INFLATABLE RESCUE BOAT (IRB) COMPETITION

3.3.1 Introduction

- (a) The aims of Inflatable Rescue Boat (IRB) competition are to:
 - (i) Improve the prowess of IRB drivers and crewpersons (crew).
 - (ii) Encourage crews to correctly equip and maintain their IRB and motors for optimum safe performance and reliability for both lifesaving patrol duties and competition.
 - (iii) Allow crews to demonstrate their techniques and their abilities to perform a rescue.
 - (iv) Bring crews together to discuss and improve IRB techniques and operations.
 - (v) Promote safety awareness techniques for the crew and patients in simulated rescue scenarios.
- (b) All IRB competition participants acknowledge and agree that:
 - (i) They each release and will release SLSA from all claims that they have or may have had but for this release arising from or in connection with their membership of SLSA and/or participation in any SLSA authorised or recognised competition or activity whether conducted under this Manual or otherwise.
 - (ii) They each indemnify and will keep indemnified SLSA to the extent permitted by law in respect of any claims arising as a result of, or in connection with their membership of SLSA and/or participation in any SLSA authorised or recognised competition or activity (whether conducted under this Manual or otherwise).
 - (iii) In paragraphs (a) and (b) above the word "claims" means and includes any action, suit, proceeding, claim, demand, damage, penalty, cost or expense howsoever arising but does not include a claim in respect of any action, suit, etc. made by any person entitled to make a claim under a relevant SLSA insurance policy or under the SLSA Constitution or Regulations.



- (iv) The rules contained in this manual are made for the purpose of ensuring a safe and fair system or framework within which surf lifesaving competitions are to be regulated and conducted.

3.3.2 General Conditions

3.3.2.1 Safety Essentials

- (a) **WARNING:** IRB competition can be inherently dangerous. IRB competition participants acknowledge that they are exposed to certain risks during IRB competition including but not limited to leg, spinal and neck injuries, physical exertion, contact with the IRB, temperature, weather and water conditions and even drowning. IRB competition participants acknowledge that accidents can and often do happen which may result in IRB competition participants being injured or even killed. All members through their participation in IRB events agree with, acknowledge and understand this warning and accept and assume the inherent risks in IRB competition.
- (b) Safety procedures – Course Judges will monitor and observe all driving, operating, safety practices and techniques. Should such practices and techniques be considered to be unsafe, dangerous or contrary to the rules or procedures of the event the Course Judges are to report their observations to the Referee with a recommendation as per their authority. The Referee has the authority to immediately disqualify the offending competitor/s from the event and/or issue a safety infringement. Recommendation for further penalties and/or referral to the carnival disciplinary committee may also be considered.
- (c) Signs or banners shall be displayed to provide a 50-metre buffer zone on either side of the competition area. These may be the same signs used to indicate IRB training and shall be a minimum of 1 metre x 1 metre. For example:

**“CAUTION – KEEP CLEAR
POWER RESCUE BOAT
TRAINING”**

or

**“CAUTION – KEEP CLEAR
POWER RESCUE BOAT
EVENTS”**

3.3.2.2 Pre Carnival Safety Briefing

- (a) A pre carnival safety briefing may be conducted in conjunction with the officials, coaches and team managers before the commencement of IRB competition. The following items may be included:
 - (i) An explanation of all the safety procedures that shall be observed by all competitors.
 - (ii) Patient care and indicative water temperature.
 - (iii) Identification of the location of emergency and first aid areas during the competition.
 - (iv) Forecast of surf and weather conditions for the competition period, and any inherent dangers.
 - (v) Safety and rescue plan and, contingency relocation plan.
 - (vi) Attention shall be drawn to *Section 1 – Competition Safety* in the Surf Sports Manual.

3.3.2.3 Safety and Technical Infringements

- (a) A strong emphasis will be placed on safe driving, crewing and patient safety practices. All competitors must complete each event in a safe and controlled speed and manner or will face immediate disqualification from the event, and/or issue of a safety infringement and consideration for further penalties.
- (b) A safety infringement shall be issued to any competitor deemed to have committed an unsafe practice. This will result in immediate disqualification of the competitor and their entire team (i.e., crew and patient/s) from the event in which the infringement occurred.



- (c) If a competitor receives more than one safety infringement in any one competition they shall be disqualified from the entire competition.
- (d) Should a history of safety infringements be identified by an SLSA office or official in a twelve month period, the matter shall be referred to the relevant state or national officer/s for consideration of further penalties or disciplinary action.

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 and 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 accredited SLSA Coach – IRB Events Elective**.
Note: Once the initial 20 hours has been signed off there is no minimum hour requirement required for future years provided that the driver holds the IRB driver's award and is currently proficient as required by SLSA.
 - (iv) Be endorsed by a **currently accredited SLSA Coach – IRB Events Elective** as being competent for IRB competition.
Note 1: Once the initial 20 hours has been signed off, an annual competition competency endorsement is required by a **currently accredited SLSA Coach – IRB Events Elective**.
Note 2: 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.
Note 3: The wearing of approved helmets is optional for drivers in both training and in competition. 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 and 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 a **currently accredited SLSA Coach – IRB Events Elective**.
Note: Once the initial 20 hours has been signed off there is no minimum hour requirement required for future years provided that the crewperson holds the IRB crewperson's award and is currently proficient as required by SLSA.
 - (iii) Be endorsed by a **currently accredited SLSA Coach – IRB Events Elective** as being competent for IRB competition.
Note 1: Once the initial 20 hours has been signed off, an annual competition competency endorsement is required by a **currently accredited SLSA Coach – IRB Events Elective**.
Note 2: 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.

Note 3: The wearing of approved helmets is optional for crewpersons in both training and in competition. 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 and 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 a currently accredited SLSA Coach – IRB Events Elective.

Note: Once the initial 20 hours has been signed off there is no minimum hour requirement required for future years provided that the crewperson holds the IRB crewperson's award and is currently proficient as required by SLSA.

- (iii) Be endorsed by a currently accredited SLSA Coach – IRB Events Elective as being competent for IRB competition.

Note 1: Once the initial 20 hours has been signed off, an annual competition competency endorsement is required by a currently accredited SLSA Coach – IRB Events Elective.

Note 2: 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 3: The wearing of approved helmets is compulsory for patients both training and in competition (except the Rescue Tube Race where it is optional). 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) lifejacket 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.
- (e) Competitors should be conversant with all current specifications, competition rules and event conditions etc. pertaining to IRB competition and comply accordingly. Attention is also drawn to other relevant sections of the Surf Sports Manual including *Section 2 – General Competitive Conditions* and any other relevant circulars or bulletins that must also be complied with.

3.3.2.5 Entry Limitations

- (a) IRB competition may be conducted in different categories of age, grade and gender.
- (b) Apart from IRB Relay events, a competitor may not compete or nominate to compete in more than eight events at any one competition. IRB Relay events may be entered in addition to this eight event maximum.
- (c) A driver and/or crew may compete in a particular event once e.g. a driver cannot compete in an event in one team as a driver and compete again in the same event as a driver or crewperson in a separate team.

Note: This does not preclude an eligible driver, crew or patient from the same team swapping roles in different rounds of the same event.

- (d) If eligible to compete in multiple grades or age categories, drivers and crewpersons may do so, but may only compete in a particular event once e.g., open male rescue is a different event to the under 23 male rescue (refer to Competition Definitions in Section 2 for further detail).
- (e) IRB patients are to be considered as gender neutral with respect to their participation in male and female IRB events.
- (f) Patients may compete in any grade, age or gender category events but may only compete in a particular event once.
- (g) Attention is also drawn to other relevant sections of the Surf Sports Manual including *Section 2 – General Competitive Conditions* and any other relevant circulars or bulletins which must also be complied with.

3.3.2.6 Equipment Requirements, Scrutineering and Compliance

- (a) IRB competition equipment must be either club owned or provided on a pooled basis by SLSA.
- (b) All IRBs and equipment shall comply with the specifications of SLSA, scrutineering conditions and rules as specified by SLSA through circulars and bulletins.
- (c) All IRBs must have an “Approved Surf Rescue Craft” plate affixed.

Note: It is permitted to use wax on the motor, IRB and the floor etc. to improve driver and crew grip of their craft.

3.3.2.7 The Course

- (a) The course for IRB competition shall be set at the discretion of the Referee. (See Appendix A).



- (b) A “lane” is defined as an area centred on a line of sight from the “beach position marker”, located on the “start/finish line”, and the relative “turning buoy”.
- (c) Lanes are bounded by “lane marker” poles (typically red or orange in colour) that are placed in a line parallel to start/finish line and approximately 10 metres from the water edge. These poles form the “changeover line” used for the tag in the teams and relay events. The beach position markers are placed in the centre of the lane and approximately 5 metres behind the changeover line.

Note: For the IRB Teams Rescue and the IRB Relay events a pole is to be placed directly behind the beach position marker and is to extend approximately 1.8 metres out of the sand to assist with ensuring the correct changeover procedure. Alternatively, 1.8 metre high (approximate) beach position markers may be used for all events.

- (d) The turning buoy shall normally be set at a minimum measured distance of 120 metres from the end of knee depth water at the low tide mark and taking into account varying conditions such as sandbars, exclusion of holes and rips, surf conditions, prevailing winds and safety factors.
- (e) The “patient pick-up buoy” for the rescue, mass rescue and teams rescue events is positioned approximately 10 metres directly behind the turning buoy.
- (f) The “rescue tube patient buoy” for the rescue tube event is positioned approximately 25 metres directly behind the turning buoy.

3.3.2.8 Course Variations

- (a) Water finish – The team is deemed to have finished once any part of the hull of the IRB crosses the finish line from the seaward side between the two finishing flags/poles.
- (b) Curved beach start – Crews are positioned to take into account the curved nature of the beach.
- (c) Curved beach finish – The driver shall be required to run up to the start/finish line and raise the team’s beach position flag above their head whilst remaining on their feet.
- (d) Electronic finish – The driver shall activate an electronic device at the start/finish line to register the finish and, be on their feet when the device is activated.

3.3.2.9 Administration and Officials

- (a) Events may be held separately or as part of a surf competition and, as such, will come under the overall control of the Referee/Sectional Referee. The Referee shall have knowledge of SLSA Surf Sports Manual, relevant bulletins and circulars regarding the competition and IRB operations.
- (b) Other officials shall be appointed to assist the conduct of the competition. In addition, specialist advisers (e.g., hull and motor experts etc.) may be appointed to assist SLSA.

3.3.3 Procedure

3.3.3.1 Placing of Patients

- (a) Patients shall be taken to sea by either the duty boats (preferred) or their own crews. Patients shall be placed in the water at their allocated patient pick-up buoy. For the rescue tube event the patient shall be placed at the allocated rescue tube patient buoy.
- (b) Patients may hold onto their buoy until the patient pick-up. Patients are not permitted to attempt to move the buoy in any direction to gain an advantage. For the pick-up they shall release all contact with the buoy and position themselves clear of their pick-buoy on the seaward side.



- (c) In the mass rescue and teams events the second patient will wait on the beach side of the pick-up buoy and move to the seaward side of the buoy after the first patient has been picked up and the IRB has crossed back to the shoreward side of the pick-up buoy.

3.3.3.2 Preparing for the Start

- (a) Patients shall assemble in the marshalling area. The Marshall shall inform each team of their allocated lane. The remainder of the crew go directly to their allocated lane with their IRB in preparation for the start.
- (b) Crews are able to claim bonus time. This is an optional concession, provided at the discretion of the Referee, for crews at the start of events. Each club is allowed a maximum of five minutes bonus time per day of competition, which may be claimed in a minimum of one-minute increments.
- (c) The process of starting events should commence with a signal or command that indicates "Take Your Mark" followed by a signal or command that indicates "Set" and then followed by a start signal or command that indicates "Go". If, for any reason, the Starter has to speak to any competitor after either command, the start process shall be recommenced.
- (d) On the "Take your Mark" signal from the Starter (usually by whistle or verbal command), the crew shall position themselves on the start line and the IRB shall enter the water and be held at the desired depth wholly within their allocated lane. Check Starter/s may be utilised to guide crews to their starting position. Handlers may assist with the positioning of the IRB.
- (e) A maximum of two handlers may hold the IRB to assist with keeping it in place for the start. The motor may be in or out of gear. The handlers may move the IRB at any time (including prior to and after the start signal) as long as the boat is in the "correct IRB starting position" when the driver or crew first make contact with the boat.

Note 1: The "correct IRB starting position" is defined as the boat being stationary, with the bow facing perpendicular to the wave line and wholly within its lane at a depth of water as determined by the handlers.

Note 2: If conditions warrant the Referee may increase the number of handlers to four.

- (f) The driver and crewperson shall be positioned adjacent to their respective beach position marker in readiness for a race start with their toes on or behind the start/finish line. If a lane coloured vest is supplied, it must be worn by the driver/s as directed by the Referee.
- (g) The Starter then gives the "Set" signal (usually by whistle). Crews may claim bonus time up to and including at the whistle for the set signal. Should IRB equipment be damaged by waves while in the set position and before the start the Referee may, at their discretion, allow for the equipment to be replaced or quickly repaired before proceeding with the start without the loss of bonus time.

3.3.3.3 The Start

- (a) On the starter's "Go" signal (usually by starting gun or horn) the driver and crew shall cross the start/finish line and proceed to the IRB. A break shall be adjudicated as defined in Rule 2.19 'Starting of Events' in the Surf Sports Manual.

Note 1: Whilst every endeavour should be made by the Starter to affect a fair and even start the decision to "Go" on the start signal rests with the competitor or team. If there is no recall by the Starter or the Check Starter(s) or the Referee, no protest shall be allowed on the start.

- (b) Any handlers used are to be on either side of the IRB and must hold or control the IRB with at least one hand. Handlers must not be in contact with any part of the motor and/or fuel cell, fuel line assembly, and/or safety chain when the starting signal sounds.



- (c) Handlers are permitted to move the IRB at any time including after the starting signal to assist with water depth, positioning of the IRB and to maintain the bow seaward and perpendicular to the wave line, but must not otherwise turn the IRB to an angle to assist the driver and/or crewperson entry to the IRB. At the time the driver or crew first makes visible contact with the boat, the IRB must be in the "correct starting position" and the handlers shall not further move the boat.
- (d) Handlers at their discretion may continue to maintain contact with the boat after the driver and/or crew makes contact with the IRB but must release contact and move safely clear prior to the engine propelling the IRB forward.
- (e) The driver and crewperson, at their own discretion, shall board the IRB.
- (f) The driver starts the motor only when aboard the IRB. Only the driver may start the motor and the crewperson must be in contact with the IRB at the time the motor is started. During the course of any IRB race only the driver is permitted to touch any part of the motor once the starting signal sounds.
- (g) The motor may be started either in gear or out of gear. If starting the motor in gear and using one hand to start, the driver must maintain control of the motor throttle grip with their other hand. If a two handed start is used the motor must be in neutral.
- (h) During and immediately after starting the motor, the IRB must not move in an uncontrolled or unsafe fashion.

3.3.3.4 Proceed To and From Buoys

- (a) The decision to proceed to sea is ultimately the responsibility of the driver and crewperson.
 - (b) After entering the IRB the driver and crewperson must maintain their "normal position" as described below. This must be done in a safe manner with three secure points of contact maintained at all times.
 - (c) The normal driver position is defined as either foot in the foot strap, left hand holding the driver pontoon handle, right hand holding motor throttle grip, and seated on the pontoon.
 - (d) The normal crewperson position is the left foot in the foot strap, left hand holding the bow rope or handle, right hand holding the inner pontoon (boarding) handle or lifeline rope and seated on the pontoon.
 - (e) The normal patient position is defined as positioned inside the IRB and holding onto the pontoon lifeline rope with at least one hand.
- Note:** While not a disqualification point, patients are not encouraged to sit on the floor of the IRB.
- (f) The only exceptions to these normal positions are detailed below and must be done so in a safe manner whilst maintaining three secure points of contact at all times.
 - (i) The crewperson and/or driver may leave their normal position to drag the IRB over a sand bar if the motor is electrically dead, or in the neutral position if left running.
 - (ii) The crewperson may rise from the seated position to absorb the impact of negotiating a wave or swell.
 - (iii) The crewperson may move into the locked-in crewing position (as described in the current edition of the SLSA Powercraft Training Manual) when heading to sea and when necessary including, but not limited to, punching a wave.

Note: For crew guidance the locked-in position as described in the Training Manual as one that allows the crew to streamline their body position with the craft in order to



stay in better contact with the vessel through maneuverers. This position is regarded as more secure position for crewing and can be used at any time the crew feels it necessary. It is ideally used when negotiating unbroken waves that are about to drop onto the IRB e.g., punching a wave.

- To achieve the locked-in position the crew's left hand grips the bow rope **or** handle and tensions it tightly behind the hip and slightly downward over their buttocks. The left hand can grip the right-hand pontoon handle (if possible) or lifeline rope. The most important part of the locked-in position is to keep the bow rope tensioned (which assists provides control). To maintain tension the crew should roll their hip towards the transom. To assume the locked in position.
- The left foot should be in crew's foot strap. The leg should be slightly bent but not locked straight. When hitting the wave push forward with the left leg.
- The right knee/leg is placed in a bent position under the spray dodger. The right foot should be placed flat, pushed on the opposite side of the pontoon above the fuel cell and under the spray dodger.
- The bow rope is held with the right hand grasping one of the four knots approximately 200mm from the bow rope D-Ring.
- The left hand should hold the bow rope **or** handle.
- The head should be in an upright position and facing forwards (not sideways) looking directly at the oncoming surf. The spine should remain aligned at all times.
- The right elbow is tucked closely to the chest and the right shoulder can be placed on the spray dodger. It is recommended to avoid leaning on the elbow.
- If the boat leaves the water surface, maintain the locked in position to minimise impact on the body.

Note: The intention of this detailed explanation is not to apply specific judging points but to provide clarity to crews to operate safely as dictated by conditions.

- (iv) The crewperson may move their weight for turning or negotiating shallow water.
 - (v) The crewperson may move their weight and adjust their securing points for buoy turns.
 - (vi) The crewperson may leave their normal position for all patient pickups.
 - (vii) The driver may leave their normal position for the rescue tube pick-up.
 - (viii) The crewperson does not necessarily need to be seated in an upright position in the IRB when grounding or beaching at the finish of a race but must be seated and maintain three points of contact.
 - (ix) A momentary shift from the respective normal position of the driver, crew or patient(s) provided that the team member does not otherwise become dislodged from their correct position.
- (g) The driver and crewperson must maintain control of the IRB at all times during the competition to ensure it moves in a safe and controlled manner.
- (h) The leading IRB, whilst proceeding to **and from** the buoys, shall, **in the normal course,** have right-of-way and the trailing IRB must take evasive action by turning or giving way to prevent collision.

Note 1: If at any time the leading boat's driver **considers** that **there is a risk of collision with the trailing boat,** then the leading craft **should** take all measures necessary to avoid a collision, **but in terms of competition adjudication the trailing IRB remains responsible for giving way to the leading craft.**

Note 2: The standard avoidance measure, when on a direct collision course, is to **steer right and pass safely to the port (left) side.**



3.3.3.5 The Turn and Patient Pickup

- (a) The turn and patient pick-up process shall be as follows for the rescue, mass rescue and teams **rescue** events:
- (i) Crews must not steer a wide course or delay a turn that impedes the progress of another crew or forces them from their true course.
 - (ii) All buoys shall be turned anti clockwise and be maintained on the port (left hand) side of the IRB throughout turns.
Note: For judging purposes should any buoy become submerged during a turn and/or patient pick up and does not pop up on the **correct (port) side of the IRB** the crew shall be disqualified.
 - (iii) The IRB shall fully turn the allocated turning buoy and proceed to the allocated patient pick up buoy aligning the patient to the port side.
 - (iv) With the exception of the Rescue Tube Race (where the patient pick up procedure is described in the event rules), the patient will face towards the IRB in preparation for the patient pick-up. The patient's hands must be clasped together or one hand held to the opposite wrist during the pick-up.
 - (v) The patient pick up shall **commence on the seaward side of the patient pick up buoy**. The driver and crewperson may both assist with the patient lift.
 - (vi) Once the patient pick-up **has commenced**, the IRB shall complete the turn pass back to the beach side of the patient pick-up buoy and return to shore keeping their turning buoy on their left hand side. In the mass rescue this procedure is repeated for the second patient pick-up.
 - (vii) **The patient must be wholly clear of the water by the time the IRB has passed the crew's IRB turning buoy (judged on the trailing edge of the motor) on the return to the beach.**
 - (viii) The IRB shall not turn around any buoy other than the allocated turning buoy and the allocated patient pick-up buoy.
 - (ix) If an IRB crew misses the patient pick up, they may continue to their respective turning buoy a second time, perform a 180 degree turn around it and re-attempt the patient pick up as described above.

3.3.3.6 The Exit and Finish

- (a) The IRB shall **be beached and** remain wholly within the allocated lane until the driver has exited the IRB.
- (b) The driver, crewperson or patient must not be dislodged from their normal positions by grounding the IRB with excessive speed or beaching at an awkward angle. The crewperson does not necessarily need to be seated in an upright position in the IRB when grounding or beaching at the finish of a race but must be seated and maintain three points of contact. It is not permissible to lie on any part of the IRB (refer also Rule 3.3.3.4(d)).
- (c) **When beaching the IRB, the driver must render the motor electrically dead by activation of the motor kill switch before the driver, crewperson or patient exits the IRB. If the stop switch lanyard is used, then the lanyard must remain attached to the motor at the finish.**
- (d) The patient must not exit prior to the driver. The crewperson may alight before the driver to steady the IRB but only after the motor has been made electrically dead. The motor may be left in gear. The crewperson may use the side lifting handles to exit the IRB.
- (e) When exiting the IRB, the driver must keep both feet on the IRB floor until the motor is electrically dead.



- (f) The driver must remain seated until both feet are swung outside the IRB. The definition of “outside” is past the centreline of the port side pontoon.
- (g) The driver must have completed their exit aft of the IRB front lift handles and must not step off any part of the IRB or floorboard when exiting.

Note: The driver stumbling or falling over is not a disqualification provided that they cross the start/finish line on their feet.

- (h) The crewperson shall remain in control of the IRB while the driver runs to the start/finish line. The patient may assist the crewperson in the control of the IRB.
- (i) The driver must be outside the IRB and on his/her feet when they cross the finish line at the end of an event. The exception to this is if the Referee or his/her delegate has advised that the finish will be a “water finish” as defined in Rule 3.3.2.8.
- (j) The finish is judged on the chest of the driver when they cross the start/finish line. To assist with the finish judging process IRB teams are requested to stand away from the start/finish line until all teams have completed the course.

Note: Unless otherwise specified (e.g. a wet finish in Rule 3.3.2.8 (a)) a team cannot drive their IRB across a finish line to record a finish result. The driver must be on their feet and outside the IRB when they cross the finish line. Should an IRB cross a finish line the driver may exit the boat and pass to the seaward side of the start/finish line and re-cross the line on their feet to record a finish.

3.3.3.7 The Changeover (Mass, Teams and Relay Events Only)

- (a) During all changeovers, the crewperson must maintain contact with the IRB and control it in a safe manner. In changeovers the crewperson and patient, as detailed under the relative event descriptions, may turn the IRB around and may place the boat at an angle to assist driver entry if it is safe to do so.

Note 1: When completing the changeover, the driver, crew and patients must follow the exit procedures detailed in Section 3.3.3.6.

Note 2: The IRB must recommence from a position wholly within the allocated lane but there is no penalty should an IRB move outside the allocated lane when turning the IRB around provided that there is no interference to other teams in the race.

- (b) For the changeover in the teams and relay events, the first and second driver must visibly tag (refer Section 2.21(b) for definition of a tag). To do this the first driver proceeds to the start/finish line, rounds their respective beach position marker (see Rule 3.3.2.7(c)) and visibly touches (tags) with the second driver who is positioned with their toes on or behind the shoreward side of the changeover 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 area which is called the changeover zone.

Note 1: For the IRB Teams Rescue and the IRB Relay events a pole is to be placed directly behind the beach position marker and is to extend approximately 1.8 metres out of the sand to assist ensure the correct changeover procedure. Alternatively, 1.8 metre high beach position markers may be used for all events.

Note 2: For the purpose of judging the tag must occur when the feet of both the incoming and outgoing competitors are within the designated changeover zone. It is clarified that the feet do not need to be grounded within this zone.

3.3.4 IRB Events – Description

3.3.4.1 Event No. 1 – IRB Rescue Tube



- (a) Each team shall comprise one driver, one crewperson and one patient.
- (b) The patient is positioned as described in Procedure Rule 3.3.3.1.
- (c) For this event only, the rescue tube (including harness and lanyard) is to be stowed securely under the spray dodger at the start of the event.
- (d) The start shall be as described in Procedure Rules 3.3.3.2 and 3.3.3.3.
- (e) Following the start and while maintaining a secure position, the crewperson shall don the rescue tube harness in a safe manner prior to rounding the turning buoy.
- (f) The IRB shall round the turning buoy anti-clockwise and then must remain wholly, i.e., all parts of the IRB, on the beach side of the turning buoy until the patient pick-up has commenced (see Rule 3.3.4.1 (k)).
- (g) After the IRB has rounded the turning buoy the crewperson shall enter the water from the shoreward side of the buoy. The rescue tube shall be unclipped and held in a secure grip. It must be ensured that no part of the rescue tube, harness or lanyard snags the IRB or driver.
Note: There is no requirement for the crewperson to enter the water on or keep the turning buoy on their left hand side upon leaving the IRB.
- (h) The crewperson shall then swim to their respective patient keeping their allocated patient pick-up and rescue tube patient buoys on their left-hand side.
- (i) The rescue tube must then be fastened around the patient and under both arms by the crewperson and/or patient. The patient may clip themselves into the tube unaided. The crewperson does not have to break stroke during this process as long as the clip on the rescue tube is secured to an O-ring prior to the patient crossing to the shoreward side of the rescue tube patient buoy (judged at the feet of the patient).
- (j) The crewperson completes their 180 degrees anti-clockwise turn around the buoy and tows the patient to the IRB maintaining the patient pick-up buoy and turning buoy on their left-hand side. The patient is permitted to assist by kicking, and sculling with arms under the surface, but must not swim with an out-of-water arm recovery. The patient must not be towed on their stomach. The use of swim fins, hand fins or other non-approved aids is not permitted.
- (k) Once the crewperson or patient has made contact with the IRB, the patient pick-up is deemed to have commenced and the IRB may cross to the seaward side of the turning buoy.
- (l) The crewperson and patient shall board the IRB on the port side, with or without assistance from the driver. The driver may release the motor throttle grip and stand to assist the pick-up providing the motor is in neutral.
Note: The crewperson is permitted to enter the boat before the patient or vice versa.
- (m) The IRB shall continue anti-clockwise around the turning buoy. The patient and crewperson must be completely out of the water prior to the IRB proceeding back to the beach side of the turning buoy.
- (n) The rescue tube shall remain around the patient and the crewperson shall remove the harness and pass it to the patient. The patient must then keep a secure grip on the lanyard and harness until the patient exits the IRB to ensure that it does not snag anything within the IRB or extend past the transom or pass through either of the self-bailers.
Note: There is no requirement for the patient to hold their hand up with the lanyard and harness at the completion of the race for judge notation purposes.
- (o) The crew shall return to shore, as described in Procedure Rule 3.3.3.4.



- (p) The finish shall be as described in Procedure Rule 3.3.3.6.

3.3.4.2 Event No. 2 – IRB Mass Rescue

- (a) Each team shall comprise one driver, one crewperson and two patients.
- (b) Both patients are positioned as described in Procedure Rule 3.3.3.1.
- (c) The start shall be as described in Procedure Rules 3.3.3.2 and 3.3.3.3.
- (d) The crew shall proceed out to sea, pick up their first patient and then return to shore, as described in *Procedure Rule 3.3.3.4* and Rule 3.3.3.5.
- (e) The driver shall exit as described in Procedure Rule 3.3.3.6. At the shore the crewperson, controls the IRB as described in Procedure 3.3.3.7(a) and may turn it around. The patient must exit the IRB, after the driver exits. The patient is permitted to assist the crewperson to turn and hold the position of the boat.
- (f) The driver proceeds to the start/finish line, rounds their respective beach position marker and returns to the IRB. The driver may also assist the crewperson to turn the IRB around. Should the first patient have assisted the crewperson turn and hold the position of the boat the patient may, at their discretion, continue to maintain contact with the boat after the driver makes contact with the IRB but must release contact and move safely clear prior to the engine propelling the IRB forward.
- Note:** The patient must then place themselves in a position where they do not impede the conduct of the race or the judging of the event.
- (g) The IRB shall be relaunched and restarted and the crew will proceed out to sea to pick up their second patient and then return to shore, as described in Procedure Rule 3.3.3.4 and Rule 3.3.3.5.
- (h) The finish shall be as described in Procedure Rule 3.3.3.6.

3.3.4.3 Event No. 3 – IRB Teams Rescue

- (a) Each team shall comprise of two drivers, two crewpersons and two patients.
- (b) The patients are positioned as described in Procedure Rule 3.3.3.1.
- (c) The start shall be as described in Procedure Rules 3.3.3.2 and 3.3.3.3.
- (d) The second driver and second crewperson shall position themselves at the changeover line.
- (e) The crew shall proceed out to sea, pick up their first patient and then return to shore, as described in Procedure 3.3.3.4 and 3.3.3.5.
- (f) The driver, crewperson and patient shall exit the IRB as described in Procedure Rule 3.3.3.6. The second crewperson crosses the changeover line and proceeds to the IRB once the driver has left the IRB.
- (g) The first crewperson turns the IRB and must maintain control of it as described in Procedure Rule 3.3.3.7(a). Unless otherwise permitted by the Referee a maximum of two team members are permitted to maintain contact (control) with the IRB at any one time.
- Note:** The first crewperson/first patient must retire and stand clear of the IRB when contact (control) with the IRB is released.
- (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 crewperson/patient at their discretion may continue to maintain contact with the boat after the second driver and/or second crew **makes contact with** the IRB but must release contact and move safely clear prior to the engine propelling the IRB forward.

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.

- (j) The second crew will proceed out to sea, pick up their second patient and then return to shore, as described in Procedure Rule 3.3.3.4 and Rule 3.3.3.5.
- (k) The finish shall be as described in Procedure 3.3.3.6.

3.3.4.4 Event No. 4 – IRB Rescue

- (a) Each team shall comprise one driver, one crewperson and one patient.
- (b) The patient is positioned as described in Procedure Rule 3.3.3.1.
- (c) The start shall be as described in Procedure Rule 3.3.3.2 **and 3.3.3.3**.
- (d) The crew shall proceed out to sea, pick up their patient and then return to shore, as described in Procedure Rule 3.3.3.4 and Rule 3.3.3.5.
- (e) The finish shall be as described in Procedure Rule 3.3.3.6.

3.3.4.5 Event No. 5 – IRB Relay

- (a) This event is a continuous relay involving the four events detailed above. The four legs of this event shall be conducted in the order: 1 - IRB Rescue Tube, 2 - IRB Mass Rescue, 3 - IRB Teams Rescue and 4 - IRB Rescue.

Note: The Australian IRB Championship Mixed IRB Relay Race shall be conducted as per the rules of this section except that a male crew (driver and crew person) must complete two legs of the event and a female crew (driver and crew person) must complete two legs of the event. It is up to each team to decide which leg is completed by which crew.

- (b) Six patients shall be taken to sea by the competing club's nominated "patient boat".
- (c) The patient for the first leg, i.e., the Rescue Tube is positioned as described in Procedure Rule 3.3.3.1. The five other patients wait in the club's patient boat for their respective leg. The patient boat must remain clear of and on the seaward side of the rescue tube patient buoy for the duration of the event.
- (d) The start shall be as described in Procedure Rules 3.3.3.2 **and 3.3.3.3**.
- (e) Each leg shall be as per the individual event descriptions except for the start of legs two, three and four and the finish of legs one, two and three which shall be changeovers as detailed in the Teams Rescue event description Rule 3.3.4.3(i).
- (f) Patients for legs two, three and four shall swim to their respective pick-up position, as described in Procedure Rule 3.3.3.1, after all patient pick-ups for the proceeding leg are completed as per Procedure Rule 3.3.3.5.
- (g) After completing their respective leg of the race, drivers, crew persons and patients must place themselves in a position where they do not impede the conduct of the race or the judging of the event.

Note: In the first leg of the race the rescue tube shall remain around the first patient after the tow and this patient must have hold of the **lanyard** and harness before the first driver exits the IRB. This patient must then exit the boat and ensure that the rescue tube, **lanyard**



or harness remains well clear of the IRB. As such the first patient (only) is not permitted to assist turn and/or hold the IRB after their leg of the race. After moving well clear of the IRB the first patient may remove the tube and place it in a safe position that does not impede the conduct or judging of the race.

(h) The finish shall be as described in Procedure Rule 3.3.3.6.

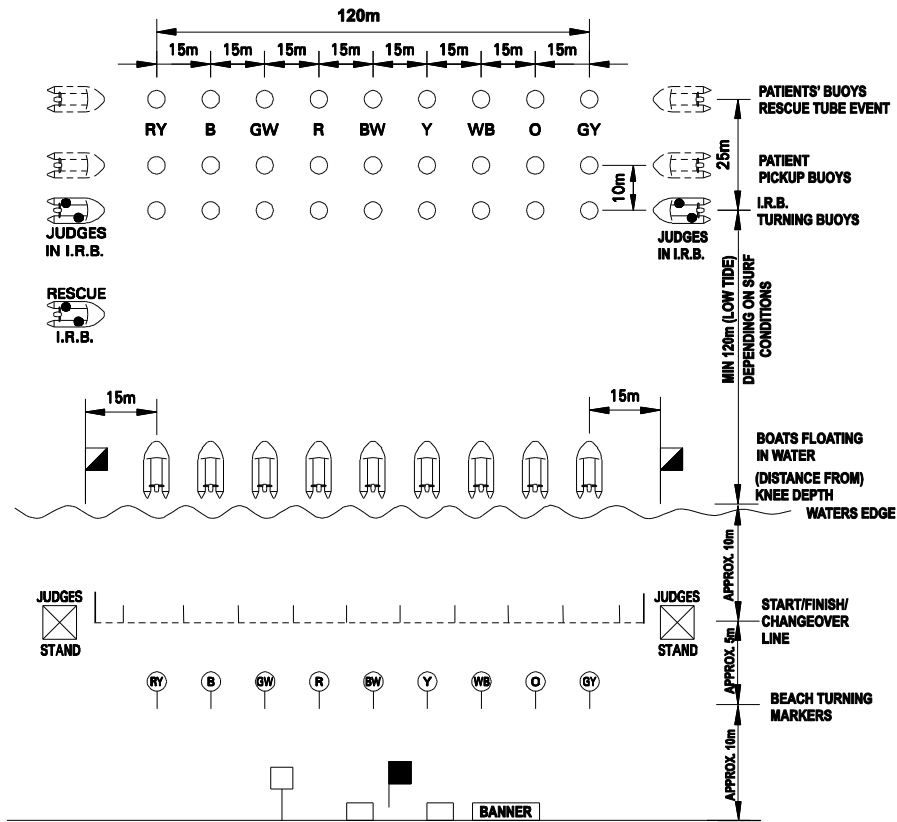
3.3.5 Disqualifications

(a) Crews shall be disqualified if found to have:

- (i) Failed to comply with any matter contained in the Surf Sports Manual, bulletins or circulars relevant to the event.
- (ii) Failed to comply with the event procedure, description and/or rules detailed in this document.
- (iv) Interfered with or used any components of the course to gain an unfair advantage.
- (vi) Attempted to start an event or negotiate the surf in subsequent legs with the IRB not correctly assembled.



APPENDIX A



LEGEND

- | | | | |
|--|---|--|---|
| | ORANGE & BLUE AREA FLAGS | | LANE MARKERS (RED OR ORANGE) |
| | PRE-START FLAG OR TIMING LIGHTS
GREEN-YELLOW-RED | | BUOY COLOURED BEACH FINISH AND
BEACH TURNING POSITION MARKER |
| | I.R.B. DANGER WARNING SIGN | | "I.R.B. SIMULATED RESCUE EVENTS" |

FIGURE 1: TYPICAL INFLATABLE RESCUE BOAT COMPETITION AREA

(Distances approximate only)

(NOTE: The beach setup relative to the positioning of the buoys may be adjusted dependent upon the prevailing surf conditions)