



Circular

Title: Australian & Interstate Inflatable Rescue Boat (IRB) Championships 2021– Scrutineering Circular
Document ID: Circular 51/20-21
Department: Sport
Audience: State/Territory Surf Sport Managers, Directors, Club Secretaries, Branches, State/Territory CEO's, SLSA Chair of Sport and Advisers, Officials and Competitors
Summary: Scrutineering Circular for the Australian & Interstate IRB Championships 2021 to be held at Fingal Beach SLSC, NSW from 22-25 July 2021.

Information Summary:

- The Australian & Interstate IRB Championships will be held from 22nd -25th July 2021 at Fingal Beach, NSW.
- Scrutineering will exclusively run on Wednesday 21 July from 9am - 4pm. This is due to the availability of Officials. A scrutineering roster will be sent to clubs to allocate a preferred time once they have completed their entries.
- The SLSA IRB Gear & Equipment Regulations 2021 and the current edition SLSA Surf Sports Manual (plus and amending Bulletins and/or Circulars etc.) shall apply to Scrutineering and Competition.

FURTHER INFORMATION

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

events@slsa.asn.au

Surf Life Saving Australia

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COVID STATEMENT

While SLSA is calling for entries for all regular events to be held at the Australian & Interstate IRB Championships, due to potential COVID-19 restrictions in place at the time of the event (border closures, social distancing, venue numbers, quarantine requirements etc.), SLSA reserves the right to reduce both the number of events and the number of participants per event as well as the order in which events will be held. It is currently not possible to predict the impact of COVID-19 for an event to be held in July. Members must make their own assessment in relation to entries.

This document has been prepared with the best intentions based on current State Health Authority information regarding COVID-19 restrictions and related border movements. However, as has been noted over many months this information is constantly changing and as such all athletes, coaches and supporters should be prepared to allow for some flexibility in their planning. SLSA will do their best to provide advance notice on the listed options and possible further amendments however, again, as has been witnessed over many months COVID-19 restrictions can be amended with little to no notice by the various State Health Authorities.

SLSA is actively working with NSW Health and the Port Stephens Council to finalise the COVID Safe Plan for the Championships. Due to the dynamic nature of the COVID-19 pandemic, and related restrictions, SLSA cannot guarantee there will be no amendments to the event and/or the timetable of races leading into and during the Championships. All endeavours are being examined and discussed to keep the event as normal as possible however SLSA acknowledges that due to the COVID-19 pandemic there are likely to be restrictions in some form placed on the Championships.

Once an invoice for club's entry fees has been generated, all entry fees are non-refundable.

SCRUTINEERING

The SLSA IRB Gear and Equipment Regulations 2021 and the current edition SLSA Surf Sports Manual (plus and amending Bulletins and/or Circulars etc.) shall apply to the Australian IRB Championships Scrutineering requirements.

SCRUTINEERING TIMETABLE

Due to the number of clubs to be scrutineered, SLSA has decided to use a timetabling method as was used in 2019.

Clubs will be contacted to indicate a preference of time to be scrutineered. **This will be done once the club has completed their entries for the event.** Due to a shortage in officials, scrutineering will only be completed on Wednesday 21st July between 9am-4pm (Last allocation will be at 3:30pm). There will be **ZERO** club scrutineering occurring on the days of competition (Thursday 22nd-Sunday 25th), this will be done on a random basis on these days

Timeslots will be every 30 minutes from 9am- 4pm (Last clubs will be at 3:30pm).



TRAINING LOGS

It is a condition of entry into these Championships that all Club Surf Coaches must complete and sign the Training Log Summary Sheet for all new drivers, crew and patients to certify that they have logged 20 hours of specific in-water competition driving or crewing training under the supervision of a currently accredited SLSA Coach – IRB Event Elective.

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

Please email the forms to Events at events@slsa.asn.au by Friday 9 July 2021.

Minimum requirements for training under a suitably qualified and currently accredited SLSA Coach – IRB Events Elective will be audited and shortfalls in training hours will not be tolerated. By signing this form, the Club Coach certifies that each competitor has satisfied the IRB training requirements as described in the current edition of SLSA Surf Sports Manual and any other subsequent circulars bulletins except where amended by this circular.

Please note: Copies of daily training logs may be requested at the Championships for auditing purposes and it is a condition of entry that each Club Coach provides these to SLSA if requested. If Clubs do not submit their training logs when requested, they will not be allowed to compete.

SCRUTINEERING- PRE-EVENT

All IRBs, motors, and accessories (including fuel) must be scrutineered prior to competition and must have passed the safety and compliance checks conducted by the Scrutineers or as determined by Surf Life Saving Australia.

Scrutineering will be conducted in accordance to IRB Equipment Requirements, Scrutineering and Compliance. Technical scrutineering (including fuel) may also take place randomly before competition, during competition or at the conclusion of the championships.

Any equipment (including fuel) that has not passed the scrutineering requirements shall be referred to the Championship Referee for adjudication.

The scrutineering area will be open on Wednesday 21 July from 9:00am for teams scheduled to compete at the championships. All Scrutineering must be completed by 4pm on the Wednesday. **All** IRBs, motors and accessories must be scrutineered within these times and prior to competing. Scrutineering will occur in the Scrutineering area of the gear & equipment compound at the back of Fingal Beach (TBC in the Final Carnival Circular) and a Scrutineering Timetable will be sent to Team Managers after their club has completed entries and posted on the SLSA Website prior to the Championships.

All crews IRB equipment, (Including Lifejackets and IRB patient helmets) are to be presented for scrutineering. Any clubs found to not be using equipment that does not meet manufacturers or SLSA specifications as set out in the current SLSA Bulletin Sur Sports IRB Competition- Gear & Equipment Regulations, could be excluded from the event and may face disciplinary action.

At the time of Pre-Competition Scrutineering, should any gear or equipment as presented not meet technical specifications, the gear or equipment in question may be confiscated at the discretion of the Chief Scrutineer and/or Championship Referee. Confiscated gear and equipment will be stored by SLSA in a secure location and available for collection at the conclusion of the Australian IRB Championships.



If any failed gear or equipment item/part is subsequently found to be used in Competition, the Club will be immediately disqualified from competition and the Team Manager and Coach may face (and not be limited to) disciplinary action.

SCRUTINEERING- IN COMPETITION

Clubs are made aware that there will be ongoing random scrutineering and equipment reviews throughout the competition days. If a part or item of equipment is found to be outside of specifications or to have not been scrutineered, the Club will be disqualified from competition immediately and the Team Manager and coach may face (and not be limited to) disciplinary action. No Competition Points will accrue.

PERSONAL PROTECTIVE EQUIPMENT

Competing clubs and competitors are reminded that:

- The list of SLSA lifejackets approved **for both** lifesaving operations and IRB competition is detailed in the SLSA IRB Gear and Equipment Regulations.
- All certified level 50 Australian Standard (AS4758) and Type 2" (AS1499-1996) life jackets are approved for IRB competitions provided that they are in high visibility (conspicuous) colour.
- SLSA does not permit the use of lifejackets or PFDs designed for use in surf skis, ocean kayaking, or other paddle sports, i.e., the design must be consistent with the lifejackets approved for SLSA lifesaving operations as illustrated in the SLSA IRB Gear and Equipment Regulations 2021.
- Other than the SLSA branded Rip Curl lifejackets approved for Victorian Competitors (refer SLSA IRB Gear and Equipment Regulations), **Level 50S lifejackets are not approved for SLSA lifesaving operations or for IRB competition.**
- All Lifejackets are to be presented for scrutineering prior to use in competition.

PLEASE ENSURE THE FOLLOWING:

1. Hulls are to be inflated with the floor boards removed.
2. Motors- air boxes are to be removed to enable inspection of carburetors and restrictor plates.
3. All motors are fitted with SLSA seals and that the sealing sheets are laminated and can be attached to each motor individually.
4. Any components that have been replaced on any boat or motor are GENUINE O.E.M or SLSA APPROVED REPLACEMENT PARTS.
5. All fuel line fittings are covered, and no sharp edges are evident.
6. All propellers are clearly engraved, and the letters/numerals are legible when the propellers are in situ on the motor.
7. Purchase orders and receipts for any components manufactured by Mid Coast Marine (M.C.M) will need to be purchased to verify their date of purchase. (any components sold after January 2015 are not acceptable for use in these championships).
8. The loops in the life lines on Arancia & Thundercat hulls are as they were produced and have not been altered.
9. The crewperson bow rope reaches the crewpersons handle and is approximately 1200 mm long with 4 figure 8 knots in situ.
10. Fuel used must be 98 octane (only) containing NO ETHANOL, available to the public from any BP/SHELL/CALTEX/MOBIL service station.
11. Bring all scrutineering forms. These forms can be downloaded from the Members Portal. PLEASE NOTE: All forms must have all details written down on the forms prior to entering the scrutineering arena. If the details are not entered, the Club will be directed to the end of the line.
12. All equipment must be Manufacturers Original or Genuine Replacement part, or a part or modification that is approved and listed in the latest edition of the IRB Gear and Equipment Regulations.



13. Starter/recoil ropes must be from a currently approved Mercury/Tohatsu/Yamaha 25 HP outboard engine.
14. Engine Carburetor Air Boxes must be the standard part with no enlarged or additional holes.
15. Outboard motor swivel bracket bushes must not display any excessive movement.
16. Engine Carburetor restrictor plates must not be altered and are to be installed correctly.
17. All propellers must be engraved so the club identification number can be read when the propeller is installed on the outboard motor.
18. Letters/Numerals should be in the exhaust hub flange and between 6mm and 8mm tall



CODE OF CONDUCT

SLSA expects that all members involved in competition will co-operate to ensure a positive public image and to participate in a spirit of goodwill and sportsmanship.

The SLSA code of conduct is contained in the current edition of the SLSA Surf Sports Manual and any subsequent Bulletins. Any incidents or behavior likely to cause embarrassment or damage to the reputation and/or image of lifesaving competition will be managed as prescribed in the current edition of SLSA's Rules, Surf Sports Manual and any subsequent bulletins.

TEAM APP

Aussies 2021 will be using the 'Team App' smart phone application to send out updates and notifications to competitors. Download 'Team App' from your App Store or Google Play. Once you have downloaded the app and created a user login, search for '**IRB Championships 2021**' in the search bar at the top of the screen and click on the event to join. From here you will be able to access event documentation, timetables and where to find all the latest and up to date information on the event. It may also be helpful to visit the website for further clarification at <https://www.teamapp.com/faqs>.

FURTHER INFORMATION

If you have any further questions regarding scrutineering, please do not hesitate to contact the Events Team on (02) 9471 8000 or email events@slsa.asn.au



IRB Competition Gear and Equipment Regulations 2021





IRB COMPETITION GEAR AND EQUIPMENT REGULATIONS

Inflatable rescue boat (IRB) competition is intended to bring together IRB operators to test and develop their skills and fitness using one of the most important items of surf lifesaving rescue equipment.

In IRB competition it is acceptable to prepare gear and equipment used to the highest standard; however, within the rules and regulations as laid out by SLSA. Safety and fair competition are of paramount importance.

All IRB operators entering and competing in IRB competition should be conversant and compliant with these gear and equipment regulations, including current SLSA and manufacturer's gear and equipment specifications.

If a gear and equipment issue is identified, which is not covered in this document, the IRB Competition Referee may seek advice from scrutineers and technical advisors to assist in making a decision on the issue in question.

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IRB GEAR AND EQUIPMENT – COMPLIANCE AND SCRUTINEERING

Compliance:

a) All IRB gear and equipment used for the purpose of IRB competition must:

- ✦ Be approved by SLSA and listed in this document
- ✦ Comply with both SLSA's and the SLSA approved manufacturer's specifications
- ✦ Be fully operational and in a serviceable and seaworthy condition
- ✦ All IRB gear and equipment used for the purpose of IRB competition must be in the "out-of-the-box" form (except for the SLSA approved modifications as listed in this bulletin). Out-of-the-box is defined as the original specifications, design, accessories and tolerances as the product was manufactured
- ✦ Be genuine equipment, parts or components from manufacturers or suppliers approved by SLSA
- ✦ Unless unique circumstances require (as determined by SLSA in their sole discretion), new or modified equipment will not be approved during IRB season (1 April to 1 Oct)

Non-compliance:

a) In the event that IRB gear and equipment is found to be non-compliant with the regulations of this document, SLSA has the right to investigate the circumstances and take the appropriate course of disciplinary action (as per the competition rules and the SLSA Surf Sports Manual). This may include (but not limited to):

- ✦ Equipment being impounded and not being used for the event
- ✦ Suspension from the competition

Scrutineering:

- a) ALL IRB gear and equipment used for the purpose of IRB competition must be presented for and pass the scrutineering requirements as listed in the compliance section of this document.
- b) Gear and equipment may be scrutineered at any stage of the competition at the discretion of the referee, including pre competition, during competition or post competition.
- c) Gear and equipment scrutineers will be appointed for every IRB competition event. Gear and equipment technical advisors may also be appointed to assist with scrutineering.
- d) Each club will be responsible for having available a minimum of four (4) club members, one of whom shall be the team manager (or their appointee), when presenting gear and equipment for safety and compliance scrutineering.
- e) The use of measuring equipment (jigs, templates, comparative examples, and other devices) may be used as a guide to establish whether or not the gear and equipment is as per SLSA and manufacturer specifications.
- f) IRB gear and equipment may be compared to non-modified manufacturer's samples for the purpose of comparative scrutineering.
- g) Each competing club may present for scrutineering a maximum of two (2) propellers for each outboard motor that passes scrutineering. There is no maximum number for all other items of IRB gear and equipment.
- h) At the discretion of the Chief Gear and Equipment Scrutineer and Competition Referee, failed equipment at the pre-competition inspection may be addressed and re-inspected one additional time only.



Scrutineering Process:

1. Arrive at least 30 minutes prior to your club's scheduled scrutineering time. Please note that the scrutineering schedule will be posted on www.sls.com.au after the close off of entries.
2. Report to the scrutineering registrar with all forms and documentation filled in correctly (please see below for the correct scrutineering forms).
3. Follow directions from scrutineering marshals and move through the designated scrutineering station.
4. Submit all completed forms to the scrutineering registrar following completion of scrutineering.

Scrutineering documents:

1. Scrutineering forms are to be completed for all equipment prior to inspection.
 - ✦ IRB fuel safety and compliance check record
 - ✦ IRB hull safety and compliance check record
 - ✦ IRB motor safety and compliance check record
(includes propeller guard and surf kit checks)
 - ✦ IRB propeller safety and compliance check record
2. Motor sealing forms are required for all motors. These are to be laminated and attached to each motor presented for inspection. If any club has misplaced motor sealing forms need to contact their State or SLSA to receive a copy of original form.

Preparation of IRB Gear and Equipment for Scrutineering:

1. Motors and Motor seals
 - ✦ Clean and free of excess grease, oil and foreign substances
 - ✦ Clearly marked with club identification number
 - ✦ Air box removed
 - ✦ Carburettors fitted
 - ✦ Restrictor plates and restrictor bolts in situ and orientated correctly
 - ✦ Motor Seals clean, intact, unbroken and legible
 - ✦ Fitted with only genuine components or parts of an approved type
 - ✦ Motor Sealing Form laminated and attached via elastic band to gear shift lever
2. Propeller Guards
 - ✦ Fitted correctly (*e.g. propeller blades do not protrude outside guard*)
 - ✦ Free of breaks
 - ✦ Free of sharp edges
 - ✦ Fixing bolts of approved type as recommended by guard manufacturer
3. Propellers
 - ✦ Removed from motors and grouped together
 - ✦ Clean and free of excess grease, oil and foreign substances
 - ✦ Free of sharp shards, nicks or metal splinters
 - ✦ **CLEARLY ENGRAVED** with their club identification marking and number which must be clearly visible when installed on the motor.
4. Hulls
 - ✦ Floor boards fitted. Please note: Scrutineer may remove floor boards to check integrity
 - ✦ Inflated to scrutineering pressure as directed by the Registrar. A Scrutineer will be available in the 'Hull Inflation Area' with a liquid filled gauge to assist
 - ✦ Marked clearly with a jurisdictional registration number



- ✦ Fitted with compliance plates securely fixed and in a legible condition
- ✦ Achilles 375 Rigid Hull IRBs that were approved with short floor mats must be presented with the exposed floorboard section in a 'non-slip' condition

5. Ancillary equipment

- ✦ Must be laid out on the floor of the respective IRB
- ✦ Clubs are reminded that paddles, whistle, tow rope and knife are to be removed for competition

6. Fuel cells

- ✦ Empty
- ✦ Clipped into position on the floorboard
- ✦ Sharp edges (*e.g. hose clamps*) taped or covered with protective material

7. Fuel

- Rated at 98 octane **Refer to page 11 of this document**
- ✦ Contain no additional added ethanol (*i.e. e5 and e10 fuels and the like are not permitted for use at championships*)
- ✦ Premixed with two stroke oil at club's normal fuel/oil ratio
- ✦ Contain no additives other than oil of an approved type
- ✦ All fuel containers must be of an approved type and labelled with an individual club identification marking (*e.g., Wombat SLSC no. 1*)

PERMISSIBLE IRB EQUIPMENT AND MODIFICATIONS

IRB HULLS

Approved hulls: The following IRB hulls are approved for IRB competition:

CLASS 1 – SOFT HULL	CLASS 2 – RIGID HULL
Achilles 375 (excluding hulls with performax tubing)	Achilles/Cobia 375
Achilles 385 (excluding hulls with performax tubing)	Achilles/Cobia 385
Arancia 377	
Arancia 380	
Thundercat 377	
Thundercat 388	
Thundercat Gen 3	
Zodiac 380	
Zodiac Milpro ZMSR 385 (excluding originally trialled models)	

- ✦ The IRB must have the SLSA approved surf craft plate affixed to the transom
- ✦ The IRB must be registered and clearly identified as per State/Territory Maritime requirements

**Modifications:**

There are no permissible modifications for IRB hulls. All hulls must comply with both SLSA's and the SLSA approved manufacturer's specifications.

Note: Arancia 377 and Arancia 380 purchased after 1 April 2014 are suspended and will not be approved for use in IRB Competition.

ANCILLARY EQUIPMENT

Approved ancillary equipment: The following IRB ancillary items are approved for competition:

FUEL CELL	RESCUE TUBE
TOH/MCM collapsible triangular fuel cell	Rescue tube as supplied by SLSA or SLS State/Territory Centre
TOH/MCM collapsible concertina fuel cell	
MBF collapsible concertina fuel cell and triangular model fuel cell	
Nauta collapsible concertina fuel cell	
Wilsco collapsible fuel cell	

Modifications:

There are no permissible modifications for IRB ancillary equipment. All ancillary equipment must comply with both SLSA's and the SLSA approved manufacturer's specifications.

Fuel cells manufactured after the 1 July 2011 must have the protective covering over all fittings (eyelets and brass fittings).

SPARK PLUGS

Approved spark plugs: The only approved spark plugs are the N.G.K brand:

- B7 – HS – 10
- BR – 7HS – 10
- BP – 7HS – 10

NB: Non pre-gapped spark plugs are acceptable. That is, the models listed above without the numeral 10.

Modifications:

There are no permissible modifications for spark plugs.

OUTBOARD MOTORS

Approved outboard motors:

Outboard Motors
Yamaha 25HP 25XMHS
Tohatsu 25HP M25C3/M25H S
Mercury 25HP ME25 Seapro



The outboard motor must be correctly sealed as per SLSA outboard motor sealing procedures. Please refer to the SLSA Outboard Motor Sealing and Resealing Process in the appendix of this bulletin.

Modifications:

- ✦ Other than the approved modifications as listed in the table below, IRB outboard motors may not be altered and must remain within the original 'out-of-the-box' specifications as supplied by the manufacturer.
- ✦ The outboard motor may be tuned but it must remain within the manufacturer's standard specifications.
- ✦ With the exception of SLSA approved surf kits (see below), all motor parts are to be genuine outboard motor components as provided by the manufacturer.
- ✦ With the exception of Tohatsu and Mercury, no part of the motor may be interchanged with another model or motor produced by another manufacturer. I.e. only Tohatsu and Mercury parts may be interchangeable between Tohatsu and Mercury outboard motors.

Modification	Yamaha	Tohatsu	Mercury
Remove- tilt mechanism	✓	✓	✓
Remove- tilt lock mechanism	✓	✓	✓
Remove- in gear start lock out	✓	✓	✓
Remove- steering bracket centre turning lug	✓	✓	✓
Add- pull start extension piece or handle	✓	✓	✓
Add- stainless steel spin clamps	✓	✓	✓
Add- cowling restraint straps	✓		✓
Add- toggle kill switch	✓	✓	✓
Add- tilt friction kit	✓	✓	✓
Add – tilt pin sleeve	✓	✓	✓
Add – spark plug waterproof boots	N/A	✓	✓
Add- steering compression tube	N/A	✓	✓
Add- solid engine mounts (x4)	N/A	✓	✓
Add- solid stainless steel tilt bolt	✓	✓	✓
Add- throttle linkage kit	N/A	✓	✓
Add- bottom cowling (pan) mounts (x2)	N/A	✓	✓
Add- strengthened transom brackets	N/A	✓	✓
Reinforce- swivel bracket	✓	✓	✓
Reinforce- steering bracket	N/A	✓	✓

Note: A full description of the above permissible outboard motor modifications can be found in the appendix.



SURF KITS

Approved surf kit parts:

Surf Kit	APPROVED SURF KITS PART INCLUSIONS
Midcoast Marine and Rescue Products (MCM) Surf Kit including those marked with an *. (If purchased prior to 28 January 2015 – receipts will not be required provided that the equipment is clearly aged from use)	Pull start cord extension piece and extended handle
	Stainless steel transom clamps (s/s spin clamps)
	Cowling restraint straps (x2)
	Tilt friction kit
	Tilt pin sleeve *
	Steering compression tube
	Solid engine mounts
	Solid stainless steel tilt bolt
	Throttle linkage kit *
	Pan mounts (bottom cowling mounts)
	Transom brackets
PSP Engineering Surf Kit	One piece pull start extended handle
	Stainless steel spinners (s/s spin clamps)
	Cowling bungy strap (x1)
	Friction washers
	Steering compression tube
	Solid engine mounts
	Transom brackets
	Pan mounts (bottom cowling mounts)
TOH Surf Kit by Lakeside Marine	CNC Transom Brackets
	Stainless Spin Clamps
	Pull Start Extension
	Pan Mounts
	Alloy Engine Mounts
	Steering Compression Tube
	Kill Switch
	Cowling Straps

- ✦ MCM and PSP surf kit components are manufactured to fit both Tohatsu and Mercury outboard motors. The parts of both kits can be fitted to either a Tohatsu or Mercury motor in part or full.
- ✦ Tohatsu and Mercury outboard motors may be fitted with a mix of approved surf kit brands.

Modifications:

There are no permissible modifications for IRB surf kits. All IRB surf kits must comply with both SLISA's and the SLISA approved manufacturer's specifications.

Note: Any MCM Surf Kits bought after 28 January 2015 are not approved for use in IRB Competition unless supplied by TOH.



PROPELLER GUARDS

Approved propeller guards for IRB competition:

Propeller Guards
MCM- Version 3s
MCM- Version 4
MCM 3N- Nozzle Guard
Programmed Engineering- Version 1
Pro Pell SF
TOH Version 1
TOH Version 2

Modifications:

There are no permissible modifications for propeller guards. All propeller guards must comply with both SLSA's and the SLSA approved manufacturer's specifications.

Note: Any MCM Surf Kits bought after 28 January 2015 are not approved for use in IRB Competition unless supplied by TOH.

PROPELLERS

The following propellers are approved for IRB competition:

POWERTECH PROPELLER		
Yamaha	Tohatsu	Mercury
YM30SRA4R8	TN30SRA4R8	TN30SRA4R8
YM30SRA4R9	TN30SRA4R9	TN30SRA4R9
YM30SRA4R10	TN30SRA4R10	TN30SRA4R10
YM30SRA4R11		
Mercury Trophy PROPELLER		
	48-8M0112085	48-8M0112085

Modifications:

1. Overall dimensions and structure.

- ✦ The propeller hub, exhaust tube and bush assembly must not be modified or altered in any way and must be the same as propellers of its make and type were originally manufactured.
- ✦ The propeller blades must remain the same shape as propellers of its make and type were originally manufactured.
- ✦ The removal of any metal around the blade to hub contact area is not permitted.
- ✦ Propeller Weights and Diameters.



The following tolerances must be maintained:

Mercury and Tohatsu

PowerTech Gen 1/2/3/:

Minimum weight: 1.9 kilograms.
Minimum diameter: 242 mm.
Minimum blade thickness: 2 mm, (10 mm in from all edges.)

Tohatsu/Mercury Trophy:

Minimum weight: 1.70 kilograms.
Minimum Diameter: 242 mm.
Minimum blade thickness 1.6 mm, (10 mm in from all edges)

Yamaha PowerTech:

Minimum weight: 1.7 kilograms.
Minimum Diameter: 242 mm
Minimum blade thickness: 2 mm (10 mm in from all edges)

BLADE SHAPE: same as previous drawings; PowerTech: 21 mm radius at 242 mm diameter. (Refer previous drawings)
Mercury Trophy: 21 mm radius at 242 mm diameter

2. Wear and tear

The following tolerances must be maintained for any propeller:

- ✦ A maximum of 10 mm reduction of the leading edge of the propellers blades is acceptable for PowerTech propellers.
- ✦ A maximum of 5 mm reduction of the leading edge of the propellers blades is acceptable for Mercury Trophy propellers.
- ✦ Refer to applicable minimum blade thickness

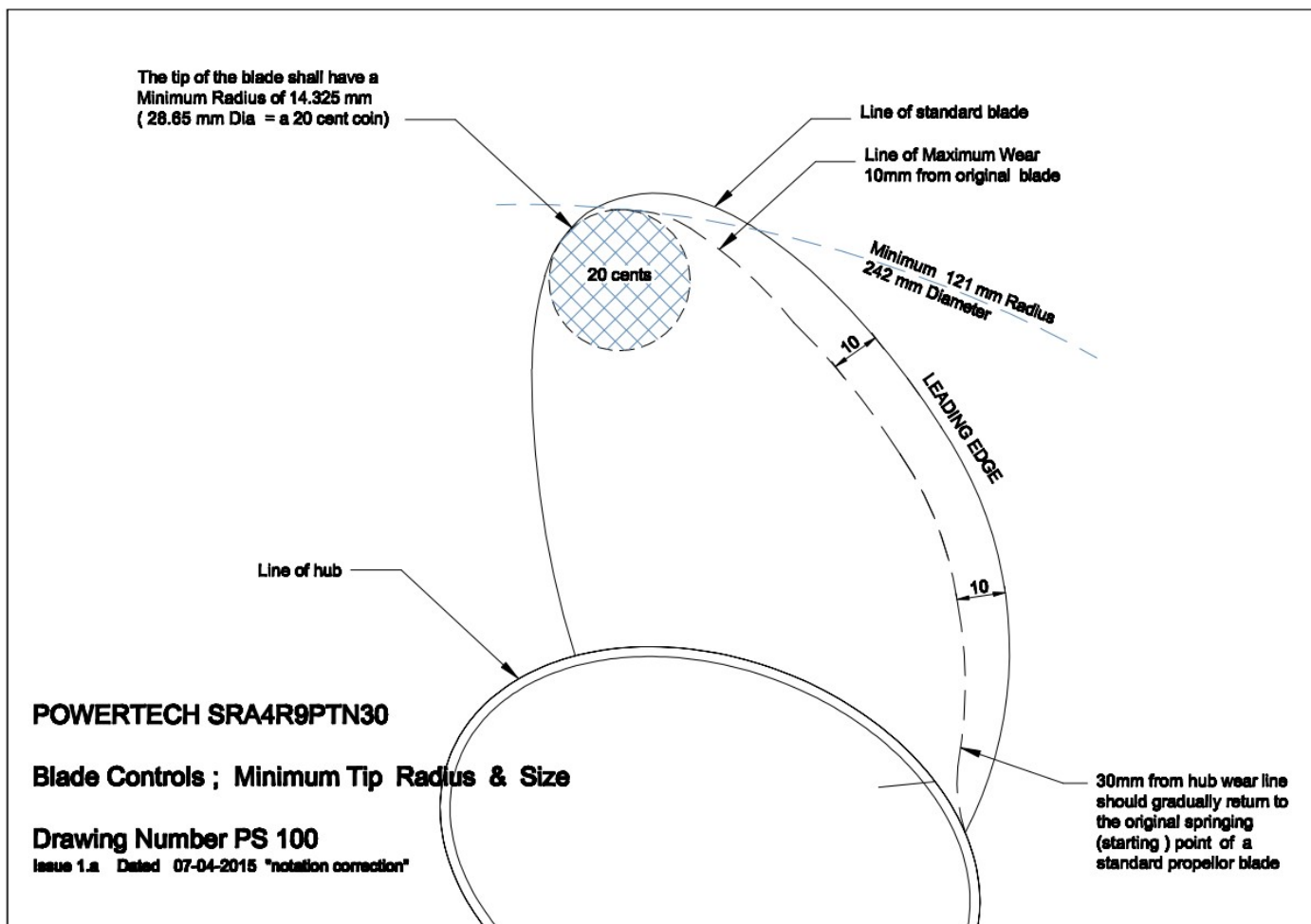
3. Refurbishing and repairing

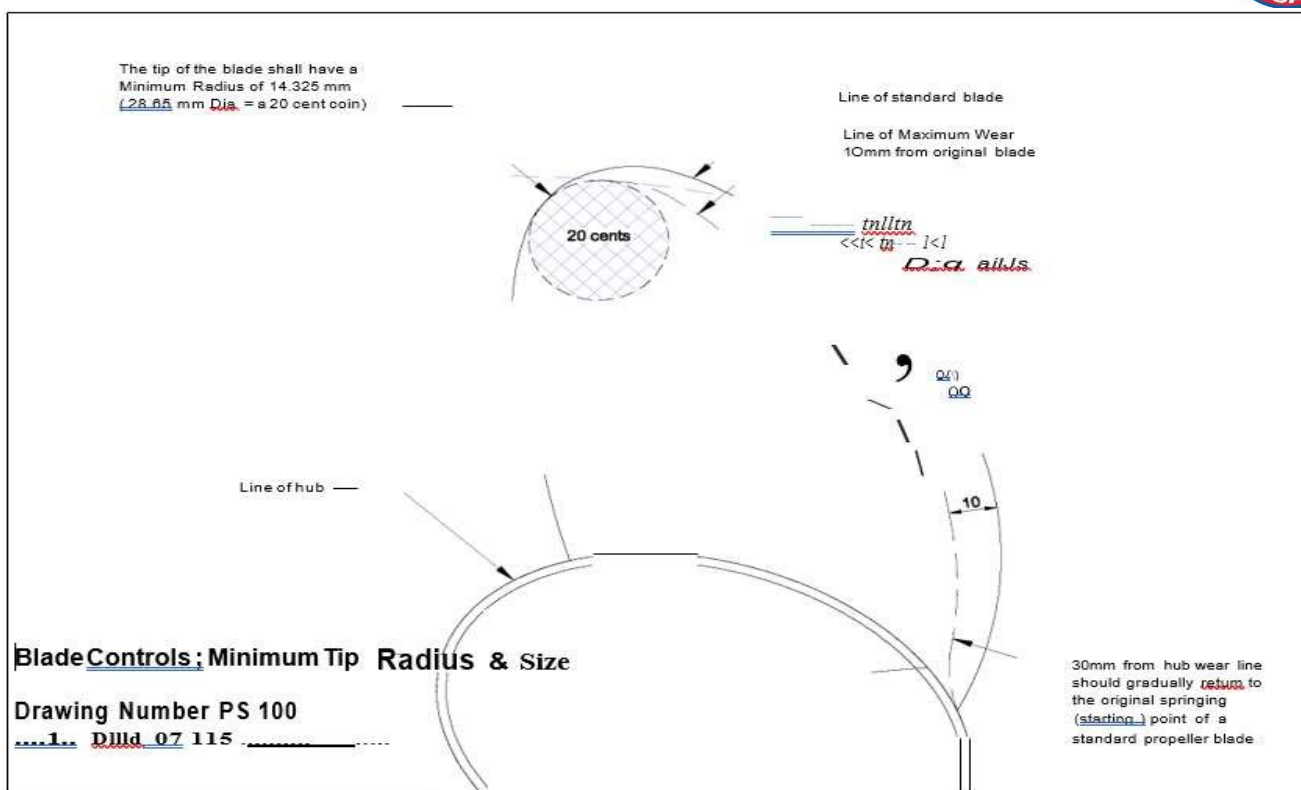
In order to extend the useable life of your propeller, reduce vibration and ensure safe optimum performance:

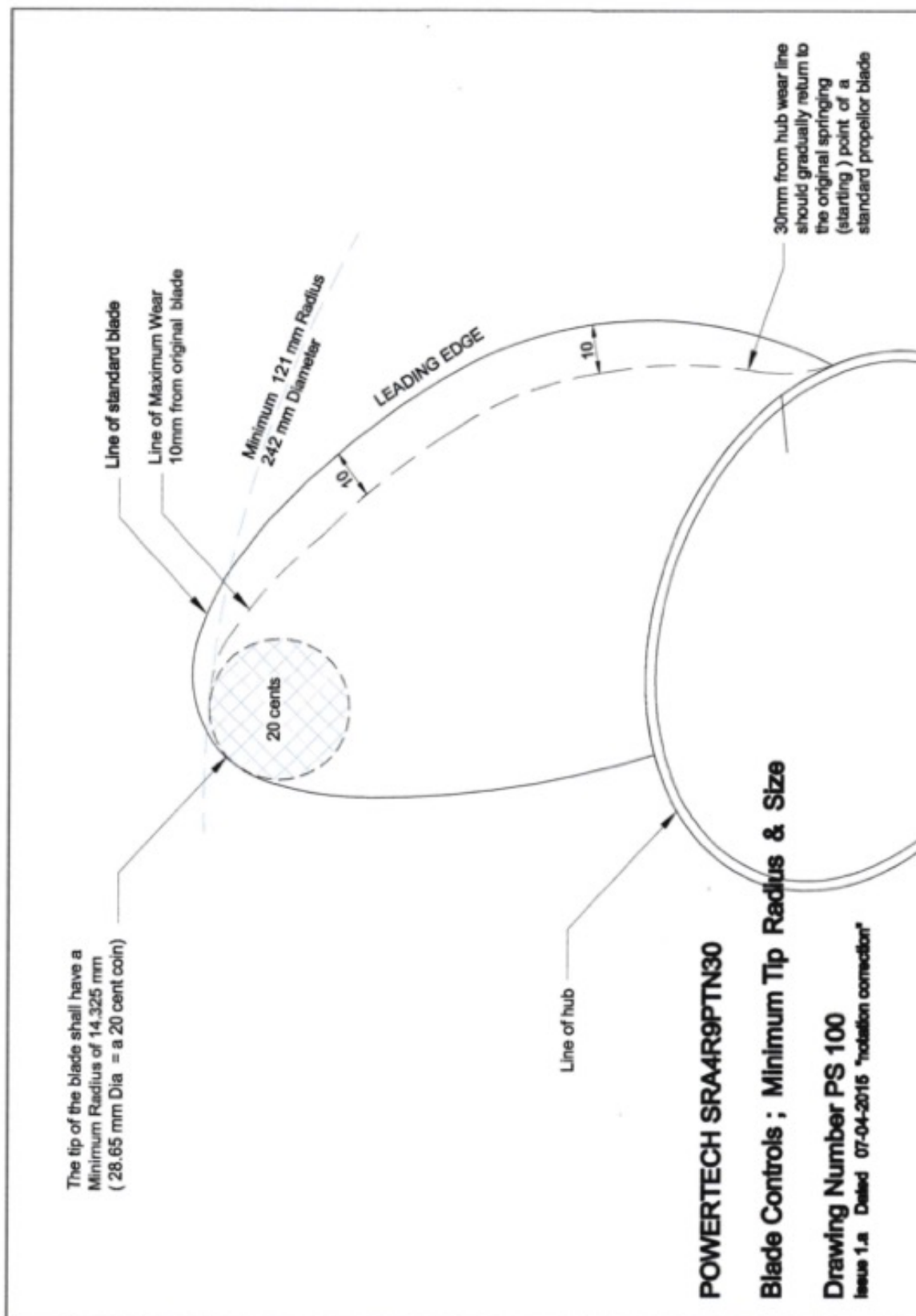
- It is allowable to repair and or dress the leading edge of each blade.
- ✦ It is allowable to balance the propeller.
- ✦ It is allowable to adjust the pitch of the propeller's blades.
- ✦ It is allowable to adjust the rake of the propeller's blades.
- ✦ It is allowable to adjust the cupping of the propeller's blades.
- ✦ It is allowable to replace the propellers bush with a similar type as it was originally supplied by the original manufacturer.

Note - Issues have been raised with a small number of custom hand shaped propellers which were presented for scrutineering. It has since been brought to SLSA's attention that many people carrying out repairs to propellers used in surf lifesaving competition do not fully understand what is expected when the rules state that the **"blade must resemble its original shape"**.

To assist all parties the following drawings have been produced to use as a guide as to what is acceptable. All specifications relative to weight; diameter; thickness etc. remain unchanged.









FUEL

The following fuel/oil types are approved for IRB competition:

Two stroke fuel mix containing:

- Premium unleaded petrol (PULP)

- ✦ Fuel must be premium unleaded (PULP) petrol with an octane rating of 98, having properties and characteristics as required by Federal / State government regulations.
- ✦ Fuels which contain additional added ethanol e.g., e10 and e5 are not permitted for use.
- ✦ Fuel must be unmodified and of a type that is supplied from a major refinery and readily available from the service station bowser.
- ✦ Fuel must contain no substance that is capable of exothermic reaction in the absence of external oxygen.
- ✦ Any fuel that appears to have been formulated in order to subvert the purpose of these regulations will be deemed to outside them.
- ✦ Only ambient air is to be mixed with the fuel as an oxidant.
- ✦ Only commercially available motor oil of a type approved by the motor manufacturer may be used.
- ✦ Oils containing performance enhancing additives or octane boosters are not permitted.
- ✦ No substance other than oil as described in this rule is permitted to be added to petrol used in competition.
- ✦ If requested, a team representative must advise relevant officials which brand / type and ratio of oil being used.

Fuel testing:

Fuels, oils and fuel/oil mixtures will be tested for compliance with competition regulations. These substances may also be comparatively tested against a base sample at competitions. If these substances return test results outside the tolerances set for the base sample, the substances will be deemed non-compliant, must not be used for competition and will be dealt with as per section 4 under non-compliance.

Fuel Safety:

Please refer to the fuel safety guidelines listed in the appendix of this bulletin.

Note: Environmental issues have been noted where in the event of a craft being 'rolled over' at sea, some club members have carried out the approved 'roll over' procedure on the beach.

This will NOT be tolerated; these motors must be taken to the designated spill or wash down areas for repair.

COMMUNICATION AND VIDEO DEVICES ON IRBs










Competitors are not permitted to use any electronic communication devices (either attached to a craft or to a person) from the commencement of, to the completion of a race.

The use of one video camera attached to an IRB is permitted provided it is installed on a mounting device and toggle strap supplied or recommended by the manufacturer of the device.

Installation shall be permitted only on the transom or cowling of the motor.

The IRB Driver (only) is also permitted to have a video camera on a helmet, worn by them, provided that the camera is installed on a mounting device and toggle strap supplied or recommended by the manufacturer of the device.

HELMETS

SLSA Approved Helmets		
Bern Brighton H2O Bern Macon H2O	Mission Sports	 
Gath Gedi Gath SFC	Gath Helmets	 
Predator Uno Predator Short Cut	Predator Helmets Australia	 
Sharkskin H-8800	Aquanaut Pty. Ltd.	
Vaikobi Helmets	Vaikobi Helmets	 

PERSONAL PROTECTIVE EQUIPMENT

- All certified level 50 Australian Standard (AS4758) and Type 2" (AS1499-1996) life jackets are approved for IRB competitions provided that they are in high visibility (conspicuous) colour.
- SLSA does not permit the use of lifejackets or PFDs designed for use in surf skis, ocean kayaking, or other paddle sports, i.e., the design must be consistent with the lifejackets approved for SLSA lifesaving operations as detailed below.
- Other than the SLSA branded Rip Curl lifejackets approved for Victorian Competitors (see below list), Level 50S lifejackets are not approved for SLSA lifesaving operations or IRB competition.
- The lifejackets listed below are specifically approved for both lifesaving operations and IRB competition:

SLSA Approved Lifejackets		
Superior and Competition PFD	Ultra PFD	
West Surfing PFD	Nalu Trading Company Pty Ltd <i>trading as West Surfing</i>	
Jetpilot Cause/Eneo Vest	JPI	
Ripcurl (level 50S)	Approved for Victoria Competitors	

GENERAL OPERATOR AND GEAR AND EQUIPMENT SAFETY

- ✦ All IRB equipment must be free of sharp edges. If a sharp edge is identified in scrutineering it will be required to be rendered safe.
- ✦ Gear and Equipment must be operated in a safe manner. Please refer to the SLSA Powercraft Code of Conduct in the appendix.
- ✦ Please refer to the current edition SLSA Surf Sport Manual for competitor identification and dress of competitors including wetsuits, gloves, booties etc.

APPENDIX

(A) OUTBOARD MOTOR MODIFICATIONS

Modifications must be carried out in line with manufacturer guidelines and fitting instructions.

REMOVE 1. Remove- tilt mechanism

Please refer to the manufacturer's guidelines for the correct removal of this part.

2. Remove- tilt lock mechanism

Please refer to the manufacturer's guidelines for the correct removal of this part.

3. Remove- in gear start lock out

Please refer to the manufacturer's guidelines for the correct removal of this part.

4. Remove- steering bracket centre turning lug

The centre turning lug located on the steering bracket is the **only** lug that is approved for removal. The turning angle of the motor is to be 44 degrees. A +/- 5% tolerance will be allowed for general wear and tear; however the turning angle must not exceed 46.1 degrees.

Steering bracket with centre turning lug in situ.
Photo 1(below):



Photo 2 (below): *Steering bracket with centre turning lug removed*



The removal of turning stops is **not** permitted



Photo 3 (below): Steering bracket with the turning stop removed



X

ADD

1. Pull start cord extension piece

Mid Coast Marine & TOH Surf Kit	PSP Engineering
	



Note: Heat shrink not to be fitted over the “T” handle

Heat shrink is only permitted over the shaft on the “T” handles fitted with the spacer which was manufactured by Midcoast Marine and sold prior to 28 January 2015.




The recoil starter rope must be the O.E.M. part.

The emergency starter rope which is supplied with a brand-new outboard motor is not to be fitted to the recoil starter unit.

2. Stainless steel spin clamps



Mid Coast Marine & TOH Surf Kit	PSP Engineering
	
(5/8 UNC Thread)	(M14 and 5/8 UNC Thread)

3. Cowling restraint straps (Max 2)

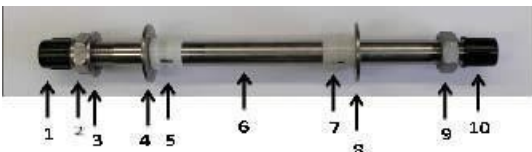

Mid Coast Marine & TOH Surf Kit	PSP Engineering
	 

Note: The above are the only cowling restraints that can be used. The use of “Tape” around the top & lower cowlings is not permitted.


4. Toggle kill switch

Mercury Quicksilver (Part # 87-14222M)	MCM & TOH Switch	Thundercat Inflatables
	Insert photo of TOH Kill Switch	



5. Tilt friction kit

Mid Coast Marine & TOH Surf Kit	PSP Engineering
 <ol style="list-style-type: none"> End cap -optional Nyloc Nut Small Stainless Steel washer (42x23mm) Friction Washer (50x23mm) Nylon Bush Solid Stainless Steel Tilt Rod Nylon Bush Friction Washer (50x23mm) Standard nut (Optional to have Nyloc nut) End Cap -optional 	 <p>(Friction Washers)</p>



6. Tilt pin sleeve (if purchased prior to 28 January 2015 for Mid Coast Marine)

Mid Coast Marine	PSP Engineering
	N/A


7. Spark plug waterproof boots

TOHATSU PART	MERCURY PART (QUICKSILVER)
	

8. Steering compression tube

Mid Coast Marine & TOH Surf Kit	PSP Engineering
	

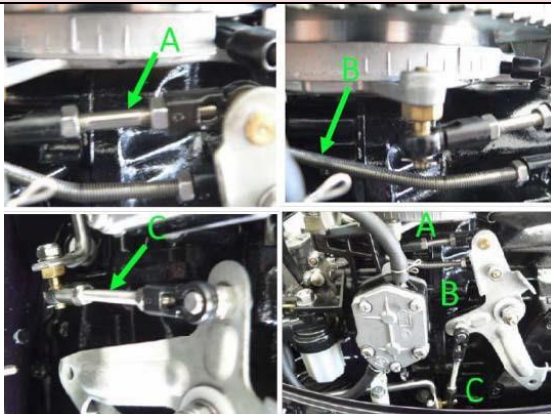
9. Solid engine mounts

Mid Coast Marine & TOH Surf Kit	PSP Engineering
	



10. Solid stainless steel tilt bolt (if purchased prior to 28 January 2015 for Mid Coast Marine)

Mid Coast Marine & TOH Surf Kit	PSP Engineering
	N/A



11. Throttle linkage kit (if purchased prior to 28 January 2015 for Mid Coast Marine)

Mid Coast Marine	PSP Engineering
	N/A

12. Bottom cowling (pan) mounts

Mid Coast Marine & TOH Surf Kit	PSP Engineering
	

13. Transom brackets (if purchased prior to 28 January 2015 for Mid Coast Marine Cast and CNC)

Mid Coast Marine & TOH Surf Kit	PSP Engineering
	

14 Crewman's rope

Length must be 1200mm and have a minimum of four figure 8 knots in situ.

REINFORCE

1. Steering bracket

The steering bracket is strengthened by welding a piece of 6mm laser cut alloy plate to the underside section of the tiller handle pivot point of the steering bracket.



2. Swivel

This is done by folding a 6mm alloy plate and welding it to the swivel bracket in the shallow drive mechanism section of the bracket.



(B) FUEL SAFETY

This document clarifies the storage, containment and refilling procedures of fuels used during the conduct of the SLSA IRB Interstate Championships and Australian Inflatable Rescue Boat Championships.

This document should be used in conjunction with:

Material Safety Data Sheet (MSDS), Infosafe number – AMPHO, Issue date – May 2009

POISONS INFORMATION

A current material safety data sheet will be posted at the fuel marshalling area for all fuels used at the championships.

Additional copies of these will be made available to competitors and management upon request.

PERSONAL PROTECTION EQUIPMENT

When handling fuels it is recommended to use the following personal protection equipment:

- ✦ Protective gloves
- ✦ Safety glasses / protective eyewear

TRANSPORT

This material is classified as a Class 3 (flammable liquid) Dangerous goods according to the Australian code for the transport of dangerous goods and thus is incompatible to be transported with any of the following – ▪ Explosives

- ✦ Flammable gases
- ✦ Toxic gases
- ✦ Spontaneously combustible materials
- ✦ Peroxides
- ✦ Infectious substances
- ✦ Radioactive materials.

FUEL MARSHALLING AREA

The fuel marshalling area will be located on the beach adjacent to the competition arena. This area will be a fenced compound approximately 5 metres x 5 metres in size.

The compound will be well ventilated.

The compound will be adequately protected from the sun by a shade shelter.



STORAGE

All fuel containers will be stored in the fuel marshalling area and monitored by fuel marshals. No fuels are to be stored in club tents.

All fuels will be stored in containers of an approved type - typically 20 to 30 litres in capacity which are checked regularly for damage and leaks.

All fuel containers to be clearly labelled: **"PREMIUM UNLEADED FUEL"**

All fuel containers must also be **"CLEARLY LABELLED"** with the name of the surf lifesaving club that they belong to.

STORAGE TIMES

The fuel marshalling area will be operational for the duration of the events.

Operating times will vary with approximately two hours prior to commencement of racing and one hour after conclusion of racing.

All fuel substances will be removed from the beach outside of these times.

DE CANTING / CONTAINMENT

All fuel will be de-canted from fuel containers to IRB fuel cells on a purpose-built fuel catchment container located in front of the fuel marshalling area.

Correct decanting equipment must be used at all times. Syphoning fuels by mouth is not allowed.

No refuelling will take place inside the IRB's or on the water's edge.

In case of fuel spill outside the fuel catchment container participants should make all efforts to contain the spill as quickly as possible.

A fuel spill kit will be located at the fuel marshalling area at all times.

FIRE SAFETY

The fuel marshalling compound will be clearly sign posted with signage of a similar type to the following:

"NO NAKED LIGHTS / NO SMOKING WITHIN 20 METRES" or **"DANGER FLAMMABLE LIQUIDS"**

There is absolutely no smoking within 20 metres of the fuel marshalling area.

The use of two-way radios and mobile telephones around the refuelling area is expressly prohibited.

A fire extinguisher of type carbon dioxide, dry chemical foam will be located at the fuel marshalling area at all times.

A fire blanket will be available for use at the marshalling compound.

FIRE FIGHTING

In case of fire emergency, and if safe to do so, a fire extinguisher of type: Carbon dioxide, dry chemical foam is to be used.

For smaller fires a fire blanket, of approved type may be of use.

DISPOSAL

All fuel, fuel mixes and oils shall be removed from the event site.



Any clubs wishing to dispose of fuels during or at the completion of the event shall dispose of these in bulk storage drums of an approved type that will be made available at the venue.

Alternatively, dispose of any waste according to applicable local and national regulations. Labels should not be removed from containers until they have been cleaned. Do not cut, puncture or weld on or near containers. Empty containers may contain hazardous residues. Contaminated containers must not be treated as household waste. Containers should be cleaned by appropriate methods and then re-used or disposed of as appropriate. Do not incinerate closed containers. Advise flammable nature.

NO FUELS ARE TO BE DISPOSED OF ANY OTHER WAY

Note: Any club or individual found disposing of fuels in waterways, drains, road gutters or other open areas will be subjected to disciplinary action and may be referred to authorities for possible prosecution.

FIRST AID

- ✦ Shower and freshwater eye wash facilities will be available at the surf lifesaving clubhouse.
- ✦ A portable eye wash bottle will be available at the fuel marshalling area.
- ✦ First aid facilities and personnel will be available at all times during conduct of the event.

RISK MATRIX

RISK	RISK TYPE	PREVENTION	CONTROL
Fire / Explosion	Personal / Environmental	Approved warning signage Approved container types Correct decanting procedures No naked flames / smoking No radios or mobile phones Correct storage Shaded storage area	Fire extinguisher Fire blanket - Refer to MSDS documents In emergency call 000 Seek medical assistance
Inhalation	Personal	Ensure well-ventilated area Wear PPE.	Refer to MSDS documents Remove from contaminated area Seek medical assistance
Skin absorption / eye contact	Personal	Only decanter at filling station Use protective eyewear Wear protective gloves Use correct decanting equipment	Wash with fresh water and soap Refer to MSDS documents Seek medical assistance
Ingestion	Personal	Containers clearly labelled Only decanter at filling station Use correct decanting equipment No syphoning by mouth.	Do not induce vomiting Flush mouth and lips with water Refer to MSDS documents Seek medical assistance
Spillage	Environmental	Approved container types Only decanter at filling station Use correct decanting equipment No filling at water's edge	Contain spill, spill kit available



(C) POWERCRAFT CODE OF CONDUCT

- **SAFETY** – Ensure the safety of yourself, your crew and the public. Regularly assess risk while operating Powercraft and promote safety at every opportunity.
- **LIMITATIONS** – Understand the limitations of your craft and crew in different conditions. Always aim to maintain a high level of competency.
- **SEARCH AND RESCUE** – SLS Powercraft are part of the Emergency Service operations. Always have your craft ready to respond and follow standard operating procedures.
- **CRAFT** – Your craft is highly visible. Always demonstrate a culture of safety and respect the rights of others in the water.

(D) REFERENCES

For additional information on IRB equipment and competition, please refer to the following resources:

1. SLSA Approved Gear and Equipment List
2. SLSA Outboard Motor Sealing and Re-sealing Process
3. SLSA Surf Sports Manual

All documents can be found in the SLSA Member's Area.