Surf Life Saving IRB Competition

Gear and Equipment Regulations
Version 1.2 March 2026

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 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
- New or modified equipment will not be approved during IRB season (1 April to 1 October)

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 where or not the equipment is as per SLSA and manufacturer specifications.

f) IRB gear and equipment will 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, up to a maximum of 10 propellers in total. There is no maximum number for all other items of IRB gear and equipment.

h) At the discretion of the Scrutineering Referee and Competition Referee, failed equipment at the pre-competition inspection may be addressed and re-inspected a further one 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 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
   - Carburetors fitted
   - Restrictor plates 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
   - Floorboards fitted. Please note: Scrutineer may request that the floorboards be removed 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 with this
   - Marked clearly with Maritime / waterways number
   - Fitted with compliance plates securely fixed and in a legible condition
5. Ancillary equipment
   - Must be laid out on the floor of the respective IRB
   - Clubs are reminded that paddles, a whistle, tow rope and knife are to be removed for competition. Tubes are optional, pending state regulations.
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

1. IRB HULLS

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

Thundercat Gen 3
Zodiac Milpro ZMSR 385
Achilles SSX 385

- Refer to SLSA Gear and Equipment List
- 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.

2. ANCILLARY EQUIPMENT

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

2.1 Fuel Cell

- TOH/MCM collapsible triangular fuel cell
- 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

2.2 Rescue Tube

- Rescue tube as supplied by SLSA or SLS State/Territory Centre.

2.3 Modifications:

There are no permissible modifications for IRB ancillary equipment. All ancillary equipment must comply.

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

The fuel cell must have a minimum of four 316 stainless steel eyelets, with two on each side of the cell. Safety tabs (clip cover tabs) must be glued above the eyelets to secure the fuel cell to the hull's floorboard.

All connections, clips, and metal materials used in the fuel cell's construction must be appropriately covered. The coverings must be made from the same material as the cell.

3. 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.

4. OUTBOARD MOTORS

Approved outboard motors:

Outboard Motors
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.

- Motors must be clearly marked with club identification numbers on either side or the rear of the motor's mid-section(trunk). The numbers/letters (in any combination of 1 or 2 digits/letters, e.g. 3 or 12 or T1 etc.) must be WHITE and a minimum of 100mm high with the numbers/letters being clearly visible from the beach whilst the IRB is in the start position at the commencement of a race.

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	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	□	□
Add- steering compression tube	□	□
Add- solid engine mounts (x4)	□	□
Add- solid stainless steel tilt bolt	□	□

Add- throttle linkage kit	☐	☐
Add- throttle return spring	☐	☐
Add- bottom cowling (pan) mounts (x2)	☐	☐
Add- strengthened transom brackets	☐	☐
Reinforce- swivel bracket	☐	☐
Reinforce- steering bracket	☐	☐

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

5. SURF KITS

The following are approved surf kit parts:

Surf Kit	APPROVED SURF KITS PART INCLUSIONS
Midcoast Marine and Rescue Products (MCM) Surf Kit including those marked with an *. ***Note:*** *Only MCM products purchased prior to 28/01/2015 can be used in competition.*	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)
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)
	Kill switch
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
	TOH Guard

- TOH/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.

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

6. PROPELLER GUARDS

The following are approved propeller guards for IRB competition:

Propeller Guards
MCM 3N- Nozzle Guard
Pro Pell SF
TOH Guard

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.

The outboard motor gearbox skeg where it protrudes through the propellor guard may be trimmed down level with the propellor guard, if desired.

Note 1: The cutting or reducing the length of the outboard motor gearbox skeg where it protrudes below the bottom edge the propeller guard is an approved modification.

Note 2: This modification is optional and will be included in a future revision of the SLSA IRB Specification.

7. PROPELLERS

7.1 Propeller Types:

The following propellers types are approved for IRB competition:

POWERTECH PROPELLER : Serial Numbers		
Tohatsu Motor	**Mercury Motor**	
TN30SRA4R8	TN30SRA4R8	
TN30SRA4R9	TN30SRA4R9	
TN30SRA4R10	TN30SRA4R10	
MERCURY TROPHY PROPELLER : Serial Numbers		
48-8M0112085	48-8M0112085	
TOHATSU SURF RESCUE GENESIS PROPELLER : Serial Numbers		
GENESIS 4x10x10P		

7.2 Overall Dimensions and Structure.

- The Propeller must have 4 Blades.
- 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. Prohibited modifications to the hub include sanding, grinding, or machining. Manufacturers' stamp or mark must be readable i.e. the scrutineers must be able to identify the make and model.
- The propeller blades must remain the same shape as propellers of its make and type were originally manufactured. Whilst blade shape changes can inadvertently occur due to repairs to the leading edge and blade tip (but still must remain within tolerances listed below), the trailing edge of the propeller blade must maintain its original "out of the box" natural curve, as it was originally manufactured for each generation of propeller type. Cupping may be altered as noted under "Refurbishment and Repairs" section.
- The removal of any metal around the blade to hub contact area is not permitted.
- The minimum radius of hub /blade intersection is 6 mm. Refer to attached diagram.
- Propeller Weights and Diameters. Refer to Minimum Specification Schedule

The following tolerances must be maintained:

Minimum Specification Schedule - PowerTech, 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.) Minimum blade tip radius: 14.325mm (20cent Coin) Minimum blade width: 78 mm
Mercury Trophy:	Minimum weight: 1.7 kilograms Minimum diameter: 242 mm Minimum blade thickness: 1.6 mm 10 mm in from all edges.) Minimum blade tip radius: 14.325mm (20cent Coin) Minimum blade width:70mm
Tohatsu Surf Rescue Genesis:	Minimum weight: 1.8 kilograms Minimum diameter: 246 mm Minimum blade thickness: 2mm 10 mm in from all edges) Minimum blade tip radius: No change to "out of box" size (or shape) Minimum blade width: No change to "out of box" size (or shape)

7.3 Propeller Wear and Tear

The following tolerances must be maintained for any propeller:

- POWERTECH propellers: A maximum of 10 mm reduction of the leading edge of the propellers blades is acceptable. Minimum Blade width 78mm.

- MERCURY TROPHY propellers: A maximum of 5 mm reduction of the leading edge of the propellers blades is acceptable. Minimum Blade width 70mm.

- TOHATSU /GENESIS Propeller-no reduction permissible to the leading edge or trailing edge of the propeller blades.

  Note: It is acknowledged that wear and tear on older propellers may affect the clarity of the manufacturers' stamp and this will be taken into account during scrutineering.

7.4 Propeller Refurbishment and Repairs

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 (Not permissible for the TOHATSU / GENESIS Propeller).
- 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 (Not permissible for the TOHATSU / GENESIS Propeller).
- It is allowable to adjust the cupping of the propeller's blades (Not permissible for the TOHATSU / GENESIS Propeller).
- Blade Thickness – Refer to "Minimum Specification Schedule".
- It is allowable to replace the propellers bush with a similar type as it was originally supplied by the original manufacturer.
- TOHATSU / GENESIS Propeller: Removal of material from this propeller, changing or modifications to the blade shape, cupping, thickness or diameter of this propeller from its 'out of the Box' form **is not permitted**.

  Any propeller of this type that shows any evidence that the propeller has been modified away from its out of the box condition (that is, being physical or visual changes), cannot be used in competition.

7.5 DRAWINGS

To assist all parties the below drawings have been produced to use as a guide as to what is acceptable for PowerTech and Trophy propellers.

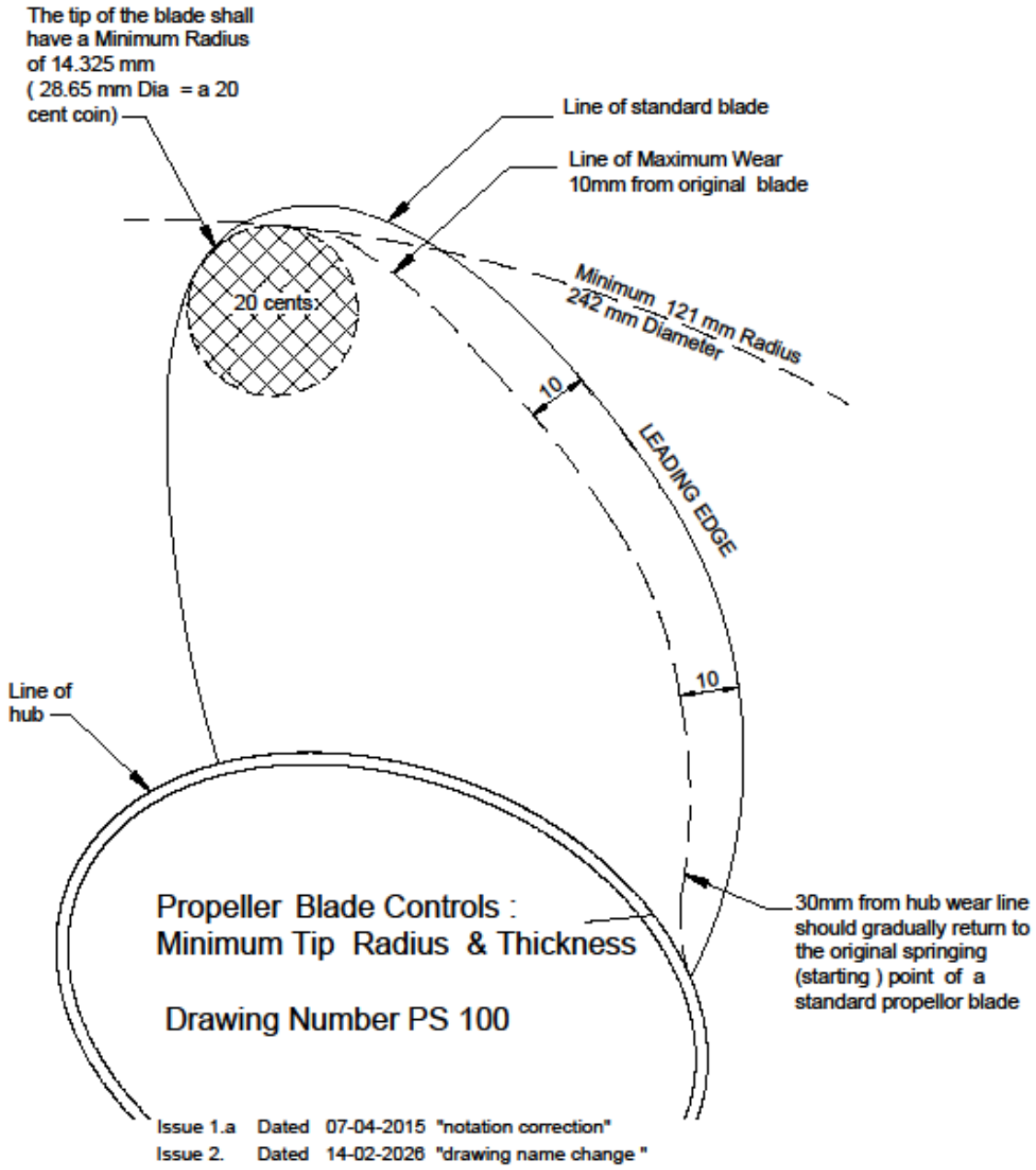
The drawings are based on SRA49PTN30 Propeller and are prepared to address variations in the scope of propeller repairs, clarify the intention of the regulations, explain where measurements are taken, to establish the minimum criteria controls as described in these regulations.

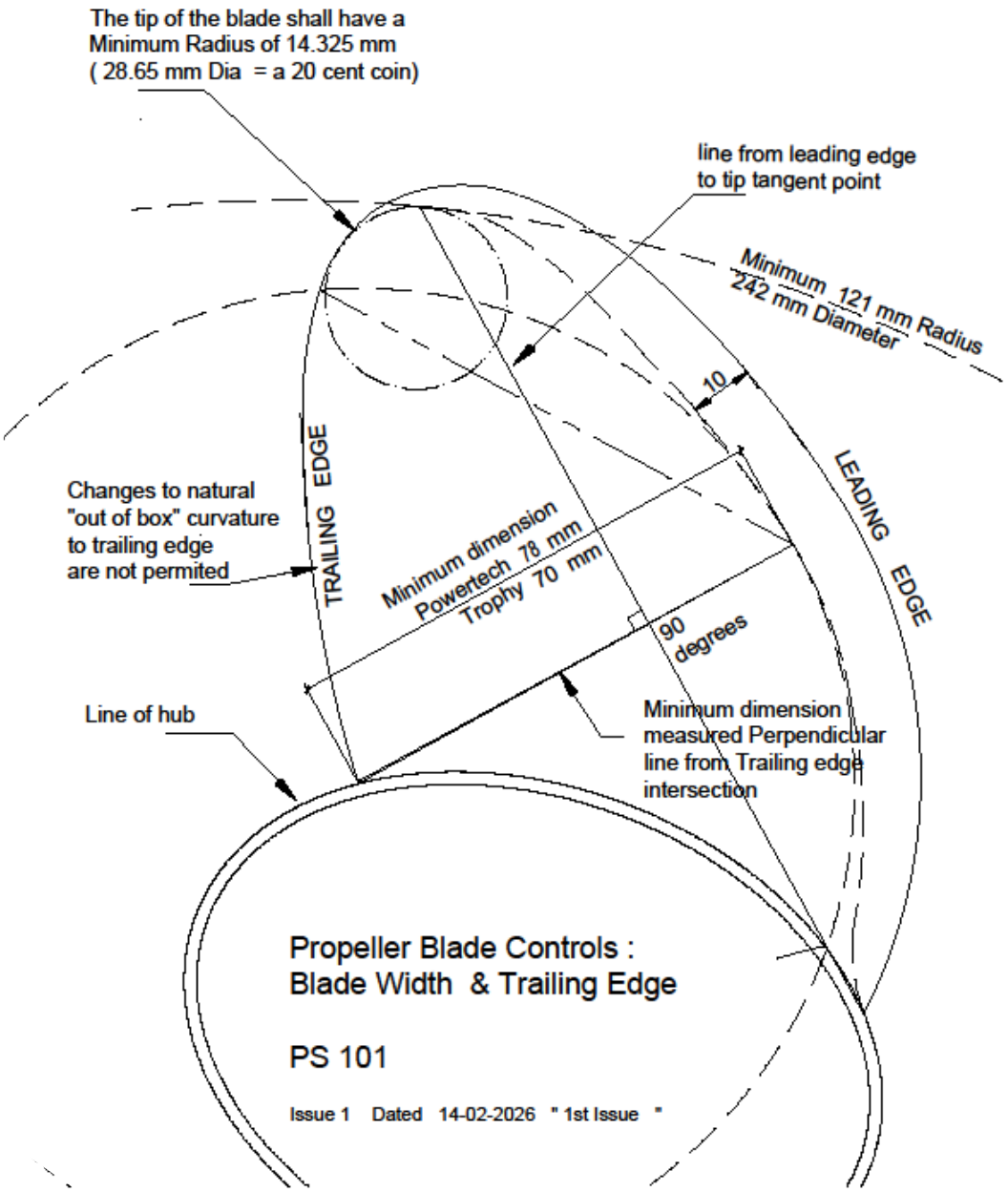
For diagrammatic illustration of specification refer to drawings attached.

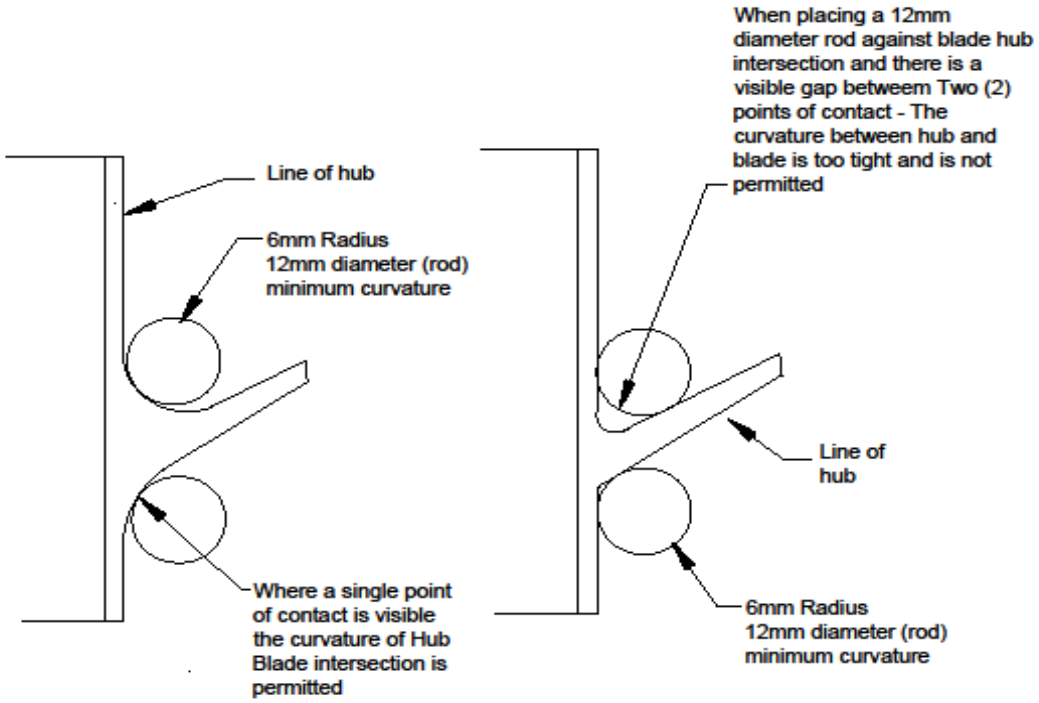
Propeller Blade Controls: Minimum Tip Radius and Thickness - Drawing Number PS 100 Issue 2 Dated 14-02-2026.

Propeller Blade Controls: Minimum Blade Width & Trailing Edge - Drawing Number PS 101 Issue 1 Dated 14-02-2026

Propeller Blade Control: Minimum Hub Blade Intersection Radius - Drawing Number PS 102 Issue 1 Dated 14-02-2026


The tip of the blade shall have a Minimum Radius of 14.325 mm (28.65 mm Dia = a 20 cent coin)
Line of standard blade
Line of Maximum Wear 10mm from original blade
20 cents
Minimum 121 mm Radius 242 mm Diameter
10
LEADING EDGE
10
Line of hub
30mm from hub wear line should gradually return to the original springing (starting) point of a standard propellor blade
Propeller Blade Controls :
Minimum Tip Radius & Thickness
Drawing Number PS 100
Issue 1.a Dated 07-04-2015 "notation correction"
Issue 2. Dated 14-02-2026 "drawing name change "


The tip of the blade shall have a
Minimum Radius of 14.325 mm
(28.65 mm Dia = a 20 cent coin)
line from leading edge
to tip tangent point
Minimum 121 mm Radius
242 mm Diameter
10
TRAILING EDGE
LEADING EDGE
Changes to natural
"out of box" curvature
to trailing edge
are not permited
Minimum dimension
Powertech 78 mm
Trophy 70 mm
90
degrees
Line of hub
Minimum dimension
measured Perpendicular
line from Trailing edge
intersection
Propeller Blade Controls :
Blade Width & Trailing Edge
PS 101
Issue 1 Dated 14-02-2026 " 1st Issue "



Propeller Blade Controls
Hub / Blade Intersection Radius

PS 102

Issue 1 Dated 14-02-2026 "1st Issue"

8. 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.

Pre-competition fuel testing:

All clubs must present a minimum quantity of 20lt of fuel. This is to be presented in one single fuel container.

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 wash down area for repair.

9. 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.

10. 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 Water Sports H-8800	Sharkskin	

11. PERSONAL PROTECTIVE EQUIPMENT

The Lifejackets listed below are specifically approved for both lifesaving operations and IRB competition:

SLSA Approved Lifejackets

Please refer to the SLSA Gear and Equipment List for lifejackets which are approved for use in lifesaving operations and IRB competition.

In addition, all certified level 50 Australian Standard (AS4758) life jackets are approved for IRB competitions, these must be in high visibility (conspicuous) colour. This includes "Type 2" AS 1499-1996.

Level 50S lifejackets are not approved for SLSA lifesaving operations or IRB competition.

Note 2: Please refer to SLSA Bulletin 06/23-24 regarding the guidelines for what is permitted for the personalisation of lifejackets.

12. 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.

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.

Photo 1: *Steering bracket with centre turning lug in situ*

Photo 2: *Steering bracket with centre turning lug removed*

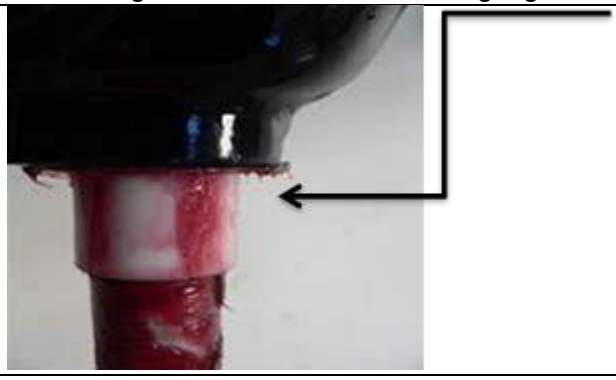


Photo 3: *Steering bracket with the turning stop removed*

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

1. Pull start handle

TOH SURF KIT	PSP Engineering
	

Note: Heat shrink is 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.

Production colour of pull start handles may vary.

2. Stainless steel spin clamps

TOH SURF KIT	PSP Engineering
	
(5/8 UNC Thread)	(M14 and 5/8 UNC Thread)

3. Cowling restraint straps (Max 3)

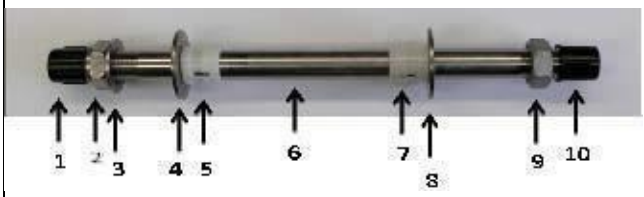
TOH SURF KIT	PSP Engineering
	 

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)**	
	
Mercury Hybrid Kill Switch **(Part # 826677S)**	**Tohatsu Hybrid Kill Switch** **(Part # TOH-398-06831-SURF)**
	
PSP Kill Switch	
	

5. Tilt friction kit

TOH SURF KIT	PSP Engineering
 1. End cap -optional 2. Nyloc Nut 3. Small Stainless Steel washer (42x23mm) 4. Friction Washer (50x23mm) 5. Nylon Bush 6. Solid Stainless Steel Tilt Rod 7. Nylon Bush 8. Friction Washer (50x23mm) 9. Standard nut (Optional to have Nyloc nut) 10. End Cap is optional	 (Friction Washers)

6. **Tilt pin sleeve (if purchased prior to 28 January 2015)**

TOH SURF KIT	MCM	PSP Engineering
N/A		N/A

7. **Spark plug waterproof boots**

TOHATSU PART	MERCURY PART (QUICKSILVER)
	

8. **Steering compression tube**

TOH SURF KIT	PSP Engineering
	

9. Solid engine mounts

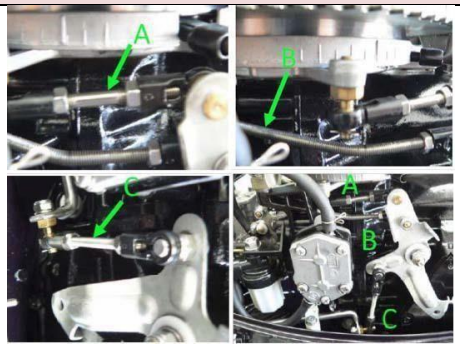
TOH SURF KIT	PSP Engineering
	

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

MCM	PSP Engineering
	N/A

11. Throttle linkage kit (if purchased prior to 28 January 2015)

Throttle linkage kit, Clarification regarding Ball Joints. Tohatsu Part number 346-05228-1 can be used in place of Tohatsu part number 3B7-05244-0 if desired

TOH SURF KIT	MCM	PSP Engineering
TOH-346-63717-SURF		N/A

12. Bottom cowling (pan) mounts

TOH SURF KIT	PSP Engineering
	

13. Transom brackets

TOH SURF KIT	PSP Engineering
	

14. Crewman's Rope

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

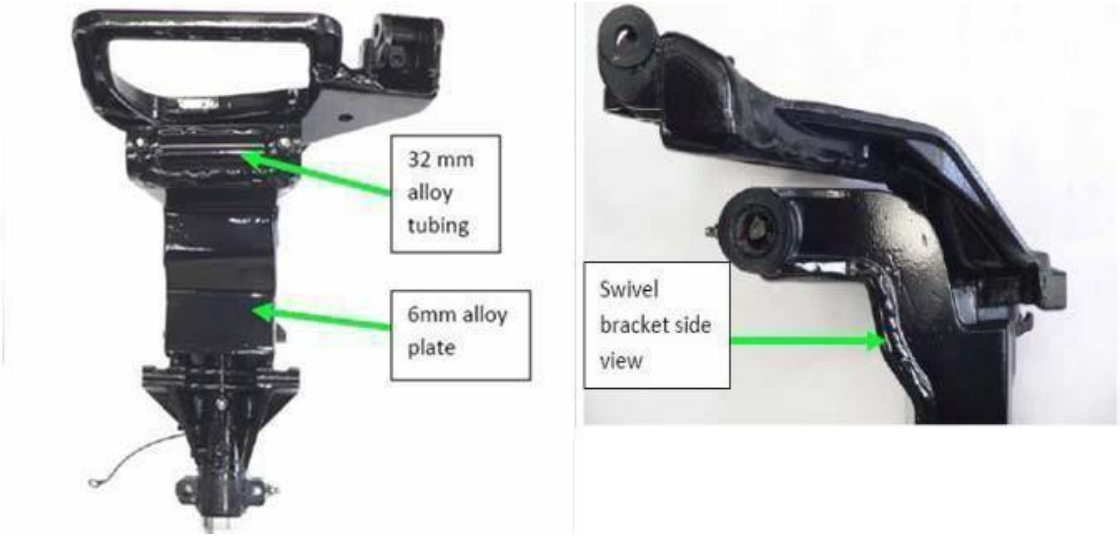
REINFORCE:

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:

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

POISONS INFORMATION

A current 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 *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 and no less than 20 metres from any club tent, other structure or event activity. 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 which must comply with **AS/NZS 2906:2001** standards and bear a UN approval marking for safety in transporting dangerous goods - 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-cantered 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, dry chemical Powder ABE 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:, dry chemical Powder ABE 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. Labelsshould 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 ASSESSMENT

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 SDS documents • In an emergency call 000 • Seek medical assistance
Inhalation	Personal	• Ensure well-ventilated area • Wear PPE.	• Refer to SDS documents • Remove from contaminated area • Seek medical assistance
Skin absorption / eye contact	Personal	• Only decanter at filling station • Use protective eyewear • Wear protective gloves • se correct decanting equipment	• Wash with fresh water and soap • Refer to SDS documentsSeek 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 SDS 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.

Note: Please also refer also SLSA Surf Sports Manual and in particular Section 1, 2 and 3.

(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

(E) SLSA CIRCULARS

The Circulars listed below will follow this page.

1. IRB Motor Safety – Throttle Recoil Mechanism, Throttle Tension Toggle and Standardised Kill Switch
   Document ID: 15/23-24
   Date: 25 August 2023

   Mercury Throttle Return Mechanism Kit - Part number 8M8035157
   Available from Mercury Dealers

2. SLSA Bulletin 06/23-24 – Updates to lifejacket branding guidelines