



Memorandum

To:	2026 Sharkskin NSW IRB Series Team Managers
From:	Victoria Cuthbert, Sports Officer
Date:	20 April 2026
Pages:	4
Subject:	Scrutineering Process for the 2026 Sharkskin NSW IRB Premiership Round 1

The information below provides details on the scrutineering process for the 2026 Sharkskin NSW IRB Premiership Round 1. Please be aware that the information outlined in this Memorandum may supersede earlier information detailed in the [2026 Sharkskin NSW IRB Series Entry Circular](#).

Technical scrutineering of motors and props, and safety check of IRB hulls and tubes will be conducted at Round 1 of the 2026 Sharkskin NSW IRB Premiership on **Friday 1 May 2026 at Warilla-Barrack Point SLSC**.

Due to the demand of peak periods, scrutineering timeslots have been allocated based on distance to travel. The IRB scrutineering timetable can be seen below, please note these times are not flexible and cannot be changed. **However, the scrutineers will inspect your gear and equipment earlier if you are available to come to scrutineering prior to your allocated time slot.**

Timeslot	Clubs
11:00am	Bondi, Maroubra
12:00pm	Terrigal, South Maroubra, Newport
1:00 pm	Fingal Beach, North Cronulla, Queenscliff
2:00pm	Bungan Beach, Ocean Beach, Caves Beach, Thirroul
3:00pm	Kiama Downs, North Avoca, Forster, Nobbys

Clubs need to be ready at least 30 minutes before their allocated timeslot with completed paperwork submitted to the registration desk and equipment ready for inspection. Paperwork must be submitted for all equipment, not just motors and props. There will be no copy/print facilities available on-site. The designated drop-off/pick up location of equipment to be scrutineered will be published in the Final Event Information.

Please ensure that technically competent representatives are present to disassemble and reassemble gear and equipment for scrutineering.

Please also note the following:

- Power or electricity may not be available in the scrutineering area. Clubs must make their own arrangements

- Check in will close at 3:00 pm on Friday and scrutineering will conclude at 4pm and the area must be vacated.
- If motors need re-sealing, clubs must notify the Surf Sports Team at surfsports@surflifesaving.com.au and arrive at least 45 minutes prior to their allocated scrutineering slot.
- **No late arrivals will be accepted on Friday**, clubs are to ensure they are ready 30 minutes prior to their above allocated timeslot.
- There will be **no formal scrutineering on Saturday**. Clubs that are unable to make scrutineering on Friday will not be able to race.
- Effectively, **no unapproved modifications are permitted** to gear and equipment - gear and equipment is to be as it was "out of the box" as per IRB Competition Gear and Equipment Regulations 2026. What this means for example is, that there are to be no enhancements or alterations to items such as:
 - Ignition System, Flywheel weight and associated components.
 - Manufacturer's Motor Seals and associated sealing wire.
 - Carburettor and Jetting.
 - Carburettor Restrictor Plate and Air Box (see below).
 - Water Pump and Impeller.
 - Gear Box Ratio.
 - Exhaust System.
 - Engine Pan and Cowling.

THROTTLE RECOIL MECHANISM & TENSION TOGGLE

For competition use, all TOHATSU and MERCURY 25hp motors will need to have the Throttle Recoil Mechanism installed and the Throttle Tension Toggle removed, in compliance with [SLSA Circular 15 23-24 IRB Motor Safety](#)

SCRUTINEERING DETAILS

Clubs are to present all motors, props, hulls, and tubes intended to be used for competition throughout the season. Scrutineering of all other components such as helmets and PFD's will be conducted randomly throughout all rounds of competition. ***(Note: It is the responsibility of each Club to ensure gear and equipment meets the manufactures and/or SLSA specifications as set out in the current [IRB Competition Gear and Equipment Regulations 2026](#).***

Any clubs found to be using equipment that does not meet manufacturers or SLSA specification as set out in the current SLSA Surf Sport IRB Competition - Gear and 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, at the sole discretion of either the Referee or Head Scrutineer, the Club may be referred to the Competition Disciplinary Committee.

Further, gear and equipment that does not meet technical specifications may be impounded for the duration of the event.

IN COMPETITION SCRUTINEERING (RANDOM SCRUTINEERING)

Clubs are made aware that there will be ongoing random scrutineering and equipment reviews throughout and at the conclusion of each day of competition.

If a part or item of equipment is found to be outside of specifications or to have not been scrutineered within competition, the Club may be referred to the Competition Disciplinary Committee.

POST COMPETITION SCRUTINEERING

Clubs are made aware that there may be random, Full Technical Scrutineering, at the end of each day of competition (Saturday and Sunday).

If a part or item of equipment is found to be outside of specifications or to have not been scrutineered within competition, the Club may be referred to the Competition Disciplinary Committee.

RESCUE TUBES

Rescue tubes will be scrutineered on **Friday**. Please ensure all intended competition rescue tubes are ready to be checked and meet the requirements outlined in the 'Lifesaving Gear and Equipment Specifications'. This can be downloaded from the Members Portal – Library – Governance – Specifications – SLSA.

IN READINESS FOR COMPETITION AND SCRUTINEERING, CLUBS SHOULD ENSURE THE FOLLOWING:

1. Hulls must be inflated without the floorboards; both are to be ready for scrutineering.
2. Motors – air boxes are to be removed to enable inspection of carburettors and restrictor plates and must be marked as per **IRB Competition Gear and Equipment Regulations 2026**.
3. Carburettors and fuel float removed.
4. All motors are fitted with SLSA seals, and the sealing sheets are laminated and can be attached to each motor individually.
5. Any components that have been replaced on any boat or motor are GENUINE O.E.M. or SLSA APPROVED REPLACEMENT PARTS.
6. All fuel line fittings are covered, and no sharp edges are evident.
7. All propellers are clearly engraved, and the letters / numerals are legible when the propellers are in situ on the motor.
8. Purchase orders and receipts for any components manufactured by Mid Coast Marine (M.C.M) will need to be available to verify their date of purchase. (Any components sold after January 2015 are not acceptable for use in these championships.)
9. The loops in the lifelines on Milpro, Thundercat, and Achilles hulls are as they were produced and have not been altered.
10. The crewperson bow rope reaches the crewperson's handle and is approximately 1200 mm long with 4 figure 8 knots in situ.
11. Fuel used must be 98 octane containing NO ETHANOL, available to the public from any BP/Shell/Caltex/Mobil service station.
12. Bring all scrutineering forms. **Scrutineering documents are available online as per below links:**
 - [Hull Compliance Check Record](#)

- [Outboard Motor and Propeller Guard Compliance Check Record](#)
- [Propeller Safety and Compliance Check Record](#)
- [Fuel Safety and Compliance Check Record](#)
- ***Please Note: Scrutineering forms must have all details written down on the forms prior to entering the scrutineering area. If the details are not entered the Club will be directed to the end of the line.***

Other Notes:

- All equipment must be the Manufacture's Original or Genuine Replacement part, or a part or modification that is approved and listed in the latest edition of the I.R.B. Gear and Equipment Regulations.
- Starter recoil ropes must be from a currently approved Mercury/Tohatsu/Yamaha 25 HP outboard engine.
- Engine carburettor air boxes must be the standard part with no enlarged or addition holes.
- Outboard motor swivel bracket bushes must not display any excessive movement.
- Outboard motor steering bracket to steering shaft joint must not display any movement.
- Engine carburettor restrictor plates must not be altered and are to be installed correctly.
- All propellers must be engraved so the club identification number can be read when the propeller is installed on the outboard motor.
- Letters / Numerals should be in the exhaust hub flange and between 6mm and 8mm tall.

Reference

Reference is made to the following documents issued by SLSA and SLSNSW. This is not an exhaustive list and SLSA circulars and updates are available on the Members Portal. It is the responsibility of individuals/team managers/clubs to be aware of any updates that may affect IRB competition.

[Surf Sports Manual 38th Edition \(October 2025\)](#)

[IRB Competition Gear and Equipment Regulations 2026](#)

[Bulletin 06.23-24 – Updates to lifejacket branding guidelines](#)

If you have any further questions regarding scrutineering, please do not hesitate to contact the Surf Sports Team on (02) 9471 8098 or email surfsports@surflifesaving.com.au