



SURF LIFE SAVING AUSTRALIA POLICY STATEMENT OUTBOARD MOTORS POLICY FOR MOTORS USED IN SLSA OPERATIONS

POLICY NUMBER 4.1 MAY 2009

INTRODUCTION

Surf Life Saving Australia has specifications and guidelines for the supply, use and modifications for all outboard motors used in all lifesaving activities.

This Policy is not designed to hinder the introduction of new (next generation) motors in surf lifesaving but serve to ensure a high and safe standard of equipment.

GENERAL POLICY

1) Outboard motors used in SLSA operations must be either manufactured in Australia or imported into Australia by the Australian head office of a foreign owned outboard motor company.

The motors shall be from a regular production run for Australia and not in limited numbers or from a limited edition model.

2) Before motors can be used by surf life saving clubs and services, they must have been evaluated and approved for use by Surf Life Saving Australia.

3) IRB Competitions: Motors that are intended for use in SLSA IRB Competitions are required to be approved for use prior to the 1st January of the year to be used in competition.

DEFINITIONS

IRB - Inflatable Rescue Boat

ORB – Offshore rescue boat

UPDATED MODEL MOTOR - An "updated model motor" shall mean:

A motor that has minor changes to the previous model, which in no way enhances the power output of the motor.

NEW MODEL MOTOR - A "New Model Motor" shall mean:

1. A motor that has had a major design change to the power head i.e. inlet or outlet ports or to any other area of the motor which may enhance the output or performance of the motor from the previous model.
2. A motor which has not been previously available in Australia.
3. A motor which has had a total redesigned power head and or exhaust.

INFLATABLE RESUCE BOATS

IRB: Lifesaving Specifications

The motor used shall run at no more than 30HP and must be listed on the SLSA approved gear and equipment list. Note for manufacturers: to seek approval for a motor, please see the procedure below.

IRB: Competition Specifications

Outboard motors used in competition are to have a maximum rating of 25HP at the propeller shaft with 2 cylinders and 1 Carburetor. Outboard motors detuned from 30HP to 25HP will be allowed for competition purposes after meeting required scrutineering criteria.

OFFSHORE RESCUE BOATS

The outboard motor presented for offshore rescue boats performing lifesaving duties shall be as recommended by the hull manufacturer.

PROCEDURE OF GAINING SLSA APPROVAL

Manufacturers will be required to complete and submit an SLSA product information form on the motor before it will be considered for a full safety and evaluation trial.

Please see policy number 1.6: New and Modified Equipment for details on information required and safety and evaluation trials.

Motors will be required to be fitted with a propeller guard, manufactured to SLSA specifications and in stainless steel (if available), for the evaluation.

Motors will be assessed on (but not limited to) the following points: ease of operations; weight (complies with occupational health and safety in regards to lifting); structural design; operational maintenance; ease of roll over procedure; cost; service facilities; operation in surf conditions; ability to attach propeller guards; availability of a surf kit.

ALTERATIONS AND MODIFICATIONS TO MOTORS

No alteration or modification to an outboard motor, previously endorsed for use by SLSA, is permitted unless advised to SLSA in writing and the National Board of Lifesaving endorses the modification.