



# Surf Life Saving Australia – Bulletin

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## **IRB, Motor and Equipment Procedure for IRB Competition**

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<b>Department</b> Surf Sports	

### **Summary**

Intention of safety, and compliance checks and technical scrutineering regulations for SLSA IRB competition.

All training within Surf Life Saving Australia is intended to teach members to affect rescues and save lives.

All competition within Surf Life Saving Australia is primarily intended to test and develop lifesavers skills and fitness.

IRB competition is intended to bring IRB crews together to test and improve their skills and fitness while using this most important piece of rescue equipment.

In IRB competition, as with all Surf Life Saving Australia competition equipment, it is acceptable to prepare the equipment to the highest standard but within the rules laid down by Surf Life Saving Australia specifications, i.e. safety and fair competition are of paramount importance.

Surf Life Saving Australia is very conscious of the opportunity to enhance performance of motor and IRB to other than Surf Life Saving Australia standards.

To ensure minimal risk of injury to driver, crew, patients and damage to equipment, all IRB equipment must be presented and pass a Safety and Compliance Check prior to the commencement of competition.

All equipment shall comply with the Manufacturers and SLSA specifications, and be SLSA approved. All equipment presented shall be in a serviceable and seaworthy condition. Failure to present serviceable and seaworthy equipment may lead to the club being unable to use that item of equipment during the event.

No member has the authority to alter or modify SLSA approved equipment without prior permission from Surf Life Saving Australia.



**Any modification must be approved by SLSA, confirmed in writing, prior to January 1st of the year it is intended to be used in competition.**

Where an item is identified which is not covered in this IRB equipment safety and compliance checks and technical scrutineering procedure guide for competition, scrutineers and tech advisors may meet as a panel to decide on the matter in question.

All crews competing in IRB carnivals **from the issue of this bulletin** should be conversant with the following procedures and be prepared to comply accordingly.

Samples of the Safety and Compliance Check and Technical Inspection Forms are attached for your perusal. Ensure your Club members are familiar with them.

### **1. General**

Each club is responsible for the maintenance of all its IRB's and motors in a serviceable seaworthy condition and in strict accordance with the IRB Equipment Safety and Compliance checks and Technical Scrutineering Procedures Guide for Competition

### **2. Safety and Compliance Check Scrutineering Procedures**

2.1 At each competition there will be appointed Scrutineers and Technical Advisors for the inspections of:

- Motors
- IRB's and equipment

Safety and Compliance Checks will take place on all IRB's and motors prior to any competition. Any equipment found not complying with SLSA or the manufacturer specifications may result in the offending motor or IRB not being able to be used until such inspection, and has been passed.

2.2 Clubs wishing to have their motor resealed due to corrosion or rust must inform the appointed competition scrutineer before the commencement of scrutineering.

2.3 Once clubs have registered and/or entered the Scrutineering area/s for the Safety and Compliance Checks, they are deemed to be in the competition area and therefore clubs are under the rules and regulations of Surf Life Saving Australia.

2.4 Scrutineering before the competition will primarily be a Safety and Compliance Check to SLSA standards, however; further-technical Scrutineering may be undertaken at anytime.

Each crew will be responsible for having available a minimum of four (4) club members, one of whom shall be the team manager (or their appointee).

### **3. IRB's**

IRB's found to be altered or modified in any way from the manufacturer specifications shall not be permitted to be used in any SLSA activity.



The IRB must be currently approved by SLSA and comply with the Specifications for the Manufacture of Inflatable Rescue Boats, Policy 4.2.1 and 4.2.2 , and have affixed, the approved Surf Craft Plate, duly stamped and be properly registered and identified as per State Government registration requirements.

The following IRBs and approved for SLSA Competition:

- Arancia 377
- Arancia 388
- Achilles 375
- Achilles 375 Rigid
- Achilles 385

#### **4. Motor**

Only Sealed Motors available from the following manufactures will be permitted in SLSA IRB Competition.

- Yamaha
- Tohatsu
- Mercury
- Bombardier (formally OMC)

Outboard Motors used in SLSA IRB competition are required to be sealed units from the Manufacturer of that brand of motor (classified as competition motors by said manufacturers).

Note: if a seal is broken or missing that motor is not permitted to be used in SLSA IRB competition. Refer section 7 below.

The motor and propeller may be 'tuned' but shall not be altered in any way that will alter the manufacturer's standard specifications. No part or parts of a motor may be interchanged with another model or a motor produced by another manufacturer unless otherwise specified in this document e.g. carburettors, etc. No after market parts are permitted to be use only the relevant manufacturer's genuine components are permitted.

Motors may be used in conjunction with SLSA approved components of surf kits made available by the respective manufacturers for their particular make/model outboard motors. Only the following approved Surf Kit components can be used as a total kit or individual components, as listed below:

#### **4.1 Yamaha**

- 4.1.1 Reinforced Steering/Swivel Bracket
- 4.1.2 Non-Standard Sparkplug
- 4.1.3 Toggle Kill Switch

#### **4.2 Tohatsu**

- 4.2.1 Pull Start Extension Cord
- 4.2.2 Reinforced Stern Brackets
- 4.2.3 Stainless Steel Spin Clamps
- 4.2.4 Tilt Friction Kit



- 4.2.5 Steering Shaft Tube and Mounts
- 4.2.6 Fixed Engine Mounts
- 4.2.7 Toggle Kill Switch
- 4.2.8 Removal of Starter Locknut
- 4.2.9 Removal of Tilt Lock Mechanism
- 4.2.10 Removal of Tilt Mechanism
- 4.2.11 Non-Standard Sparkplug
- 4.2.12 Cowling Restraint Straps x 2
- 4.2.13 Solid Stainless Steel Tilt Bolt
- 4.2.14 Strengthened Swivel Bracket

#### **4.3 Mercury**

Refer 4.2.1 – 4.2.14 from Tohatsu above

#### **4.4 Bombardier (formally OMC)**

- 4.4.1 Reinforced Steering/Swivel Bracket
- 4.4.2 Non-Standard Sparkplug
- 4.4.3 Toggle Kill Switch

It is the responsibility of each club to ensure that any motor/s or equipment presented for inspection is/are fully operational and meet SLSA specifications.

In the event of a SLSA sealed motor being found to be outside the manufacturer's homologation specifications no action shall be taken against the club or members. The matter shall be taken up with the relevant motor manufacturer by SLSA.

Note 1 – Only sparkplugs supplied and/or approved by the manufacturer's listed below, or their equivalent are permitted to be used in competition:

<u>Tohatsu</u>	<u>Mercury/Mariner</u>	<u>Yamaha</u>
B7HS-10	C7HS-10	BR8SH-10
BP7HS-10	CR7HS-10	BR7HS-10
BPR7HIX		

#### **5. Propellers**

Only Standard stainless steel four blade propellers available from the following manufacturers will be permitted in IRB competition:

- PowerTech
- Solas

Listed below are the only propellers approved for each make of motor the part numbers and pitch sizes are as follows:

#### **PowerTech**

<u>Tohatsu</u>	<u>Mercury/Mariner</u>	<u>Yamaha</u>	<u>Bombardier</u>
TN30SRA4R8	TN30SRA4R8	YM30SRA4R8	OM35SRA4R8
TN30SRA4R9	TN30SRA4R9	YM30SRA4R9	OM35SRA4R9
TN30SRA4R10	TN30SRA4R10	YM30SRA4R10	OM35SRA4R10
		YM30SRA4R11	OM35SRA4R11



## **Solas**

### Tohatsu

5233-100-9  
5233-100-10

### Mercury/Mariner

5233-100-09  
5233-100-10

### Yamaha

233-100-09  
3233-100-10

Note: The last number on each part indicates the pitch size.

Each club is allowed 1 propeller and 1 spare propeller per IRB that is scrutineered (not per motor).

Propellers shall be engraved with a club identification and number for scrutineering purposes. Eg Freshwater SLSC- FW1, FW2

## **6. Propeller Guards**

Propeller safety guards used in SLSA IRB Competition shall be either the:

- Programme Engineering Version 2
- Midcoast Marine Version 3s
- Midcoast Marine Version 4
- Midcoast Marine 'Nossle'

## **7. Resealing Procedure for Motor Seals**

Motor seals may be resealed for use in competition under the following guidelines for both corroded/rusted seals and major motor malfunction.

### 7.1 Corroded/rusted/damaged seals

7.1.1 The team manager must inform the carnival scrutineer that their motor is in need of resealing prior to the commencement of scrutineering.

7.1.2 The carnival scrutineer will request the attendance of the following to attend the resealing of the engine:

- Carnival referee or appointee
- Team manager from the club
- Team manager from another competing club

7.1.3 The carnival scrutineer shall reseal the engine and complete the motor resealing from which is to be signed by the above personnel.

### 7.2 Major Motor Malfunction

The resealing of motors due to major motor malfunction will be based on a case by case basis. However the following processes must be followed by a club.

7.2.1 The club shall not break any seal and will notify the General Manager of Sport at Surf Life Saving Australia on 02 9300 4000. The club should inform SLSA of:

- The problem,
- The seal number
- The serial number of the motor



- And the motors current location.

7.2.2 The General Manager of Sport will liaise with the National Powercraft Advisor in regards to the best course of action for that particular motor.

7.2.3 The club may be required to pay for the costs of the SLSA appointees to attend the breaking of seals, motor repairs and resealing of the engine.