



Surf Life Saving Australia . Bulletin

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Surf Sports IRB Competition **Equipment and Scrutineering Procedures**

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Department	Surf Sports		

Summary

Outline of equipment approved for use in the SLSA Surf Sports Inflatable Rescue Boat competition arena and the scrutineering procedures for said equipment.

1. Introduction

Inflatable Rescue Boat (hereafter referred to as IRB) competition is intended to bring IRB crews together to test and develop their skills and fitness while using this most important piece of rescue equipment.

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

This document outlines the approved equipment and the allowable equipment modifications for use in SLSA Surf Sports IRB competition.

For the purpose of this document, IRB equipment refers to:

1. IRB hulls
2. Ancillary equipment
3. Motors
4. Propeller guards
5. Propellers
6. Fuel

If there an item is identified which is not covered in this document the Referee may seek advice from scrutineers and technical advisors to decide on the item in question.

All crews entering and competing in IRB competition from the date of issue of this bulletin should be conversant with these procedures, current SLSA and manufacturers specifications, Surf Sports rules, regulations and event conditions etc pertaining to IRB competition and comply accordingly. Attention is also drawn to other relevant sections of the Surf Sports Manual including *Section 2- General Competitive Conditions* and any other relevant circulars or bulletins which must also be complied with.

To ensure fairness of competition and to minimise risk of injury to competitors and damage of equipment, all IRB equipment is subject to the IRB Equipment Safety and Compliance Procedures as detailed below in Section 2 of this bulletin. Each competing club is responsible for the equipment they submit to scrutineering and must ensure it is in strict accordance with these procedures.



2. IRB Equipment Safety and Compliance Procedures

General

- a) It must be clearly understood that any IRB equipment that enters the scrutineering, marshalling or competition area/s must be fully operational and comply with the manufacturer and SLSA specifications. The equipment is subject to SLSA rules, regulations, scrutineering requirements and equipment procedures and must be SLSA approved and presented in a serviceable and seaworthy condition.
- b) 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 equipment for safety and compliance checking.
- c) At each IRB competition equipment scrutineers will be appointed. Equipment may be scrutineered pre competition, during competition or post competition. Technical advisors may be appointed for the inspections of IRB equipment.
- d) Further technical scrutineering may be undertaken at anytime, at the discretion of the carnival referee.
- e) The use of measuring equipment, jigs, templates, comparative examples and other devices may be used as a guide to establishing where or not the equipment is as per SLSA requirements.
- f) All IRB equipment used in the SLSA Surf Sports competition arena must be in the ~~out-~~ ~~of-the-box form~~. This is defined as to the original specifications, design and tolerances as it was manufactured. As such all equipment should be as supplied by the original manufacturer (not necessarily the retailer, detailer or end supplier) All equipment will be compared to non-modified manufacturers samples for the purpose of comparative scrutineering. The only permissible alterations to equipment outside this ~~out of the box~~ form is detailed in the ~~Modifications~~ section for each type of equipment.
- g) IRB equipment used in Surf Sports must be genuine equipment, parts or components from manufacturers or suppliers that appear on the SLSA list of approved suppliers. It is not permissible to use equipment that is a copy of approved equipment or has been supplied by any other source.

2.1 IRB hulls

- a) Only the following IRB hulls are approved for SLSA competition:
 1. Achilles 375
 2. Achilles/Cobia 375 Rigid
 3. Achilles 385
 4. Achilles 385/Cobia Rigid
 5. Arancia 377
 6. Arancia 388
 7. Thundercat 377
 8. Zodiac 380
- b) 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.
- c) The IRB must have affixed, the approved Surf Craft Plate, duly stamped and be properly registered and identified as per State Government registration requirements.

Modifications:

IRBs found to be altered or modified in any way from the manufacturers original specifications shall not be permitted to be used in any SLSA activity.



2.2 Ancillary equipment

For use in IRB competition the IRB must be equipped with the following ancillary equipment as a minimum:

1. Collapsible fuel cell
2. Rescue tube
3. Paddles

Modifications:

Ancillary equipment found to be altered or modified in any way from the manufacturers original specifications shall not be permitted to be used in any SLSA IRB competition.

2.3 Motors

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

1. Yamaha
2. Tohatsu
3. Mercury
4. Bombardier (formally OMC)

Motor sealing:

- a) Motors used IRB competitions are to be sealed as per Surf Life Saving Australia - Policy Document Surf Sports . IRB . motor sealing / re-sealing.q
- b) Motors are not permitted to be used in SLSA IRB competition with broken or missing seals.

Modifications:

- a) Motors used in IRB competition may NOT be altered other than approved surf kitsq modifications as detailed in this document.
- b) The specifications of the motor must remain within the original out of the boxq specifications as it was supplied by the original manufacturer.
- c) Other than approved surf kitqmodifications, no metal (internal or external), is to be removed from motors used in the Surf Sports IRB competition arena.
- d) The outboard motor may be tuned but must remain within the manufacturers standard specifications. The motor must not be altered outside these specifications in any way.
- e) No part of the motor may be interchanged with another model or motor produced by another manufacturer unless otherwise specified in this document.
- f) No after market parts are permitted to be used; only the relevant manufacturerq genuine components are permitted.
- g) Only parts that appear on the manufacturerq current parts list for that particular make and model of motor are permitted to be used.
- h) The only exceptions to the above are:
 - (i). Parts appearing on subsequent updated manufacturerq parts lists or parts superseded by the manufacturer. This only applies to changes made by the 1st of March prior to competition.
 - (ii). Parts appearing on the SLSA list of approved motor modifications.
- i) Motor parts and approved modification components used in Surf Sports must be genuine items from manufacturers or suppliers that appear on the SLSA list of approved suppliers. It is not permissible to use equipment that is a copy of approved equipment or has been supplied by any other source.



2.3.1 **Approved motor modifications:**

Motors may be used in conjunction with SLSA approved components and alterations made available by the respective manufacturers for their particular make/model outboard motors.

Only the approved modifications listed below can be made to a motor used in Surf Sports:

Item	Yamaha	Tohatsu	Mercury	Bombardier
Remove- tilt mechanism	Y.1.1	T.2.1	M.3.1	B.4.1
Remove- tilt lock mechanism	Y.1.2	T.2.2	M.3.2	B.4.2
Remove- in gear start lock out	Y.1.3	T.2.3	M.3.3	B.4.3
Remove- turning lugs	Y.1.4	T.2.4	M.3.4	B.4.4
Add- pull start cord extension	Y.1.5	T.2.5	M.3.5	B.4.5
Add- stainless steel spin clamps	Y.1.6	T.2.6	M.3.6	B.4.6
Add- cowling restraint straps x 2	Y.1.7	T.2.7	M.3.7	B.4.7
Add- toggle kill switch	Y.1.8	T.2.8	M.3.8	genuine part
Add- tilt friction kit	Y.1.9	T.2.9	M.3.9	not required
Reinforce- swivel bracket	Y.1.10	T.2.10	M.3.10	not required
Reinforce- stern brackets	not required	T.2.11	M.3.11	not required
Reinforce- steering bracket	not required	T.2.12	M.3.12	not required
Add- steering crush tube	not required	T.2.13	M.3.13	not required
Add- solid engine mounts	not required	T.2.14	M.3.14	not required
Add- solid stainless steel tilt bolt	not required	T.2.15	M.3.15	not required
Add- throttle linkage kit	not required	T.2.16	M.3.16	not required

2.4 **Propeller Guards**

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

Midcoast Marine - Version 3s	Midcoast Marine - Nozzle
Midcoast Marine - Version 4	Programme Engineering- Version 2

Modifications:

- Propeller guards used in IRB competition shall NOT be altered.
- The specifications of the propeller guard must remain within the original ~~out~~ of the box specifications as it was supplied by the original manufacturer.

2.5 **Propellers**

Only standard propellers of the type listed below will be permitted in IRB competition:

1. PowerTech

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

4. Solas

Tohatsu	Mercury/Mariner	Yamaha
5233-100-9	5233-100-09	233-100-09
5233-100-10	5233-100-10	3233-100-10

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



Propeller modifications:

- a) Propellers used in IRB competition shall NOT be tuned or altered.
- b) Any damage that occurs to a propeller may be repaired, however the specifications of the propeller must remain within the original ~~out~~ of the box specifications as it was supplied by the original manufacturer.
- c) In addition to this, no metal is to be removed from the propeller outside of the original specifications or form as supplied by its original manufacturer.

Propeller scrutineering:

- a) Each club may present for scrutineering a maximum of two propellers for each motor that complies with the IRB Equipment Safety and Compliance Checks.
- b) Scrutineering of propellers at carnivals will involve measurement and comparisons against templates, ~~out~~ of the box propellers and manufacturers specifications.
- c) Comparative testing will take place specifically in regards to propeller blade thickness, weight, pitch, balance, shape, cupping and overall structure.

2.6 Fuel and fuel testing

- a) Fuel must be unleaded (ULP) or premium unleaded (PULP) petrol with a maximum octane rating of 98, having properties and characteristics as required by Federal / State government regulations.
- b) Fuel must be of a type that is supplied from a major refinery and readily available from the service station bowser.
- c) Fuel must contain no substance that is capable of exothermic reaction in the absence of external oxygen.
- d) Any fuel that appears to have been formulated in order to subvert the purpose of these regulations will be deemed to outside them.

Additives and engine lubricants:

- a) Only ambient air is to be mixed with the fuel as an oxidant.
- b) Only commercially available motor oil of a type approved by the motor manufacturer may be used.
- c) Oils containing performance enhancing additives or octane boosters are not permitted.
- d) No substance other than oil as described in this rule is permitted to be added to petrol used in competition.
- e) If requested, a team representative must advise relevant officials which brand / type and ratio of oil being used.

Fuelling / Re-fuelling

Once inside the competition or marshalling areas for each day of competition all IRBs must be fuelled and re-fuelled only within these areas. It is not permissible to remove fuel cells from these areas until the end of competition for that day or the end of the clubs involvement in competition for that day or by special permission from the carnival Referee.

3.0 Non-compliance

- a) In the event of IRB equipment being found to be outside the manufacturers or SLSA specifications, SLSA has the right to investigate the circumstances and take the appropriate course of action.
- b) Any equipment found during pre carnival scrutineering to be not compliant with SLSA or the manufacturer specifications or outside allowable tolerances may result in the offending equipment not being able to be used until such an inspection has been



passed. The findings will be referred to the carnival Referee for adjudication and the equipment may be impounded if found to be non compliant.

- c) Competitors or teams found in the competition area or marshalling areas with equipment that does not meet scrutineering compliance, may be dealt with as a competition infringement, or as an attempt to compete unfairly and could render those involved with suspension from the competition and further disciplinary action as per the conditions of the SLSA Sports Manual and relevant bulletins.

4.0 Safety

- a) 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. This may be achieved in some instances by the use of tape or heat shrink (e.g. fuel line hose clamps).
- b) All participants in competition are reminded that IRBs and motors are heavy and proper lifting practices should be followed when handling this equipment. Bend at the knees and keep a straight back when lifting.
- c) All participants in competition are reminded propellers have sharp edges and care should be taken when handling.
- d) All participants in competition are reminded that oils, fuel and lubricants are highly specialised substances.
 - (i). Fuels, oils and lubricants are highly flammable and therefore extreme care should be taken when handling and using these substances.
 - (ii). Participants must be aware that these agents may contain substances that are extremely dangerous to ones health if misused, inhaled or if it comes in contact with human skin.
 - (iii). Some of the contents of these fuels, oils and lubricants are suspected of having the potential to cause serious illness.
 - (iv). The use of petrol as a general cleaning and washing agent is a frequent misuse of a dangerous substance.
 - (v). Fuel should only be stored and transported in containers approved for this application.
 - (vi). Re-fuelling should always take place in a well ventilated area.

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