



SURF LIFE SAVING®
NEW ZEALAND

Powercraft Advisory Group

Date: 16th February 2019

7.30 pm to 9.00pm

Venue: Waihi

Present:

Dave Hickey National Powercraft Officer
Dave Clarke
Leif Neilson
David Pontin
Shane Edwards

Apologies:

Blair Quane

Agenda:

Unofficial PAG meeting to re-cap of action points from December meeting

IRB injury research

Action - Shane: PAG thought it worth getting data from other clubs as well with "other skill sets" i.e. Red Beach or Mairangi

Shane had been in contact with the project personnel with action to come in the next few weeks. He agreed with the requirement to have a selection of driver skill levels tested as well as different conditions.

ATV Training material

Action – Mike: PAG wants to discuss potential requirements of this with Belinda

This was discussed and the potential to utilise an already established worksafe course was tabled. This course could perhaps be adapted for SLS in the future. It was also discussed that perhaps a course that is generic enough to cover quads, ATVs and 4WD vehicles could be a good option considering the number of various vehicles being used by clubs.

Overseas options were also discussed including RNLI courses.

IRB Instructors – quality and competency

Action Dave C: Potential for running structured camps aimed at the instructors

Action Dave C: From PAG to NLC/SLSNZ/Chief examiners – pass on we need to harden the standards regarding who is passing, even if that means failing people

Both of these recommendations have been passed on to NLC for their next meeting. Also discussed was the potential to utilise a probationary instructor model, ensuring that club instructors were actually given the tools and knowledge to train IRB operators, rather than just a 1 day generic instructors course. It was decided that there need to be specific learning outcomes for the instructor candidates. It was decided that engaging with the Chief Examiners to determine any areas that require specific work would also be beneficial.

In it for life



An examiner moderation process was also discussed to try to ensure standards not only within regions but nationally as well.

Incident report forms

Action Blair: discuss with Ross Merrett some apps that coastguard are using for reporting

Nil discussion without Blair

IRB Branding (MNZ numbers)

Action Dave C: Ask Allan what the plan is regards implementation

Still to be discussed with Allan. The option of having the numbers approved to be smaller by MNZ was queried by Leif (as his RWC numbers were approved to be 50% smaller).

It was also discussed that painting the numbers on a hypalon patch for clubs to glue onto existing hulls might be the best option, given that the paint work is a very specific job. Gluing patches is significantly easier.

MNZ exemption certificate – hull/engine maintenance

Action Dave H: to check his draft policy around engine/hull maintenance has been accepted by MNZ

Dave had not heard anything regarding this.

General Business:

Drones – Drones were discussed along with the use of the SLSNZ/SLSNR brand. Control of the branding was deemed very important after some events from SLSA were discussed, with the use of their brand possibly being inadvertently given away.

Yellow tubes for IRB racing – Possibly using yellow tubes for IRB racing and general operations was queried. Everyone was under the impression they are not approved. It was queried whether they meet the specifications required and if they did, would they be able to be approved.

Australian IRB engines for use in NZ – Shane queried if some Australian bought (and sealed) engines could be purchased by Sunset and then inspected/sealed for use in NZ. Dave Hickey was somewhat weary about the SLSNZ/Mercury relationship and suggested that approaching the subject through the high-performance team might be the best option.

RWC approved equipment – Leif queried the use of a range of equipment being utilised with the RWC's around the country. From experience, he knows of a number of safety concerns with some of this equipment. He asked if he was to compile a list of specifications and approved equipment, if this could be peer reviewed by the PAG before going to NLC for approval, noting his personal interest in this area.