



SURF LIFE SAVING®
NEW ZEALAND



IRB EVENTS SECTION 9.

SECTION 9.

IRB EVENTS

IN THIS SECTION YOU WILL FIND:

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SECTION 9.

IRB EVENTS

9.1. GENERAL CONDITIONS

9.1.1. Equipment

- (a) All IRB equipment used in Competition must comply with the Equipment Specification Manual, Section 12 of this Manual.
- (b) Personal Floatation Device (PFD) are compulsory for all IRB drivers, crew person and patients in Competition and Competition training except for the tube rescue Race patients who will be required to wear a high visibility vest and continue to be clipped in the rescue tube while in the boat.
- (c) Helmets are compulsory for all IRB patients, crew person and drivers in Competition and Competition training.
- (d) All IRB patients, including the first crew person in teams are required to wear an approved helmet, approved PFD and a full (sleeves to wrist and legs to ankle) wet suit. The exception to this rule is in the tube rescue when the patient does not have to wear a PFD, but is required to wear a high visibility vest.
- (e) Only SLSNZ sealed engines are to be used in Competition.
- (f) No engine may be removed from the beach prior to the completion of the day's Competition without the clearance of the Event Referee.
- (g) When helmets are worn they must be marked in Club colours in accordance with rule 2.7.8. of this Manual.

9.1.2. Scrutineering

- (a) Pre-competition scrutineering will include a general compliance and safety check on all IRB equipment. During scrutineering, IRB equipment reference numbers will be recorded. The Chief Scrutineer will advise the Event Referee on any safety concerns and the Event Referee's decision on safety aspects will at all times be considered final.
- (b) Further IRB equipment scrutineering, including technical scrutineering and engine fuel testing, may take place during and post Competition at the discretion of the Event Referee.
- (c) IRB Assembly Rescue requirements are as per the Equipment Specification Manual, Section 12 of this Manual.
- (d) Technical scrutineering may consist of a total disassembly of the engine and will be carried out by a suitably qualified Outboard Engine Technician appointed by the Event Manager.
- (e) The Team Manager (or representative) must be in attendance when any IRB equipment is requested for scrutineering during/post Competition.
- (f) Clubs refusing to hand over to the Chief Scrutineer or Referee any IRB equipment required for scrutineering will be disqualified forthwith from the Competition. Any places and or points won prior to this Club expulsion will be void and any medals won be returned to the Referee. The Club may also be referred to SLSNZ for further action.
- (g) Any IRB equipment (including engine fuel if applicable) that fails scrutineering will result in disqualification of the Club using that IRB equipment from all Competition. In addition, all costs resulting from that scrutineering will be recovered by SLSNZ from the Club owning/using the disqualified IRB equipment.
- (h) Medals will be presented to place getters as recorded by the judges on the day of Competition. In the event of a later disqualification as a result of scrutineering, medals will be recalled and re-presented as may be required by that disqualification. Any trophies so affected by a disqualification will also be returned and re-presented to the appropriate

teams/Clubs.

- (i) In the event of a dispute arising over the result of IRB equipment scrutineering disqualification, an appeal committee will adjudicate on the dispute. The committee will consist of:
- The Event Manager
 - SLSNZ appointed technical representatives.
- The decision of the committee shall be final.

9.1.3. Event Participation

- (a) A driver or crew person can only compete in a particular Event once and only compete in one division.
- (b) A driver who has competed in an Event cannot be replaced for subsequent rounds of that Event.
- (c) Up to 50% of the balance of a team (crew person or patients) can be replaced in an Event in accordance with rule 2.18 of this Manual.
- (d) Teams are required to use patients from their own Club. The Event Referee may, at their discretion, allow a team to compete with a patient(s) from another Club.

9.1.4. The Course

- (a) The course for IRB Events will be as detailed in Figures 9.1, 9.2 and 9.3.
- (b) All IRB turns will be anti-clockwise (right to left).
- (c) IRB's, on returning to shore, must finish within 7.5m (either side) of the crew's nominated start/finish position.
- (d) For all women's Events, the IRB line at the start of the Event, where possible, shall be in shallow water, with the IRB secured by two handlers.

9.1.5. The Event(s)

- (a) At the start of each Race, with the exception of the Assembly Rescue, all IRB's shall be positioned directly in front of their respective start/finish marker, with the bow on the IRB start line (nominally 5m from the water's edge) facing up the beach. The engine will be in neutral gear.
- (b) The crew is to be positioned behind the start/finish line approximately 10m up the beach from the bow, in line with their IRB.
- (c) On the starter's signal, the crew will launch their IRB and proceed out to sea.
- (d) Depending on conditions, and to assist the starter to maintain a fair start line, up to three IRB handlers may assist each IRB at the start of each Race. Handlers may only secure the IRB in a starting position and let go as soon as the driver or crew makes contact with the IRB. They shall not assist crews by:
 - (i) Holding the bow or IRB aloft once the signal to start has been given; or
 - (ii) Assist with turning or dragging the IRB.
- (e) At all times, the leading IRB will retain the right of way over all IRB's following. If the IRB's are regarded as being level, then the IRB on the right-hand side (driver's perspective) will have the right of way. Crews must observe the 7.5m allowance either side of their nominated IRB turning buoy and not impede the progress of other IRB's.
- (f) When a Race is underway, the IRB engine must not be started until the IRB is facing out to sea (IRB has moved through at least 90 degrees of its starting turn) and in the water. The turn requirement is not applicable to the assembly rescue.
- (g) In certain conditions (heavy shore break) the Event Referee may allow engines to be started immediately prior to the IRB and engine entering the water.
- (h) In completing a patient pickup, IRB's must go around the IRB turning buoy in an anti-clockwise direction. Initial contact with a patient(s) must be made on the seaward side

of the buoy line.

- (i) On returning to shore, the crew person and patient(s) shall be secure within the IRB until the driver has left the IRB.
- (j) Prior to leaving the IRB, the driver will switch off the engine. From a seated position only, the driver will then exit the port (left) side of the IRB, (regardless of the direction the IRB slews upon beaching), and run to and cross the finish line. The driver must exit and be grounded (minimum one foot on the sand) before passing the front of the IRB. The driver must not step on top of, or launch from, the pontoon during the exit. The driver must ensure they run between the two gates that mark their finish line.
- (k) Once the driver has left the IRB and has their feet on the ground, the crew person and patient(s) may exit the IRB and either secure the IRB or move away, being sure not to impede the progress of any other crews or impede the finish line judging of the Race.
- (l) Finish judging will be based on the chest of the first driver who crosses the finish line on their feet.
- (m) In Events where electronic finish gates are used, crews must be aware at all times they can only cross the start/finish line between the gates at the finish of Races. This is particularly relevant in the team rescue and mass rescue Events. Crews who, during the normal course of a Race, set off the electronic finish system other than at the finish will be deemed to not have completed the course properly and consequently risk being disqualified from that Race.
- (n) Crews will be disqualified if:
 - (i) The driver crosses the finish line and the engine switch is not in the off position or the engine is still running.
 - (ii) The driver is not in a seated position when exiting the IRB from the port side (left side).
 - (iii) The crew person or patient(s) makes contact with the ground prior to the driver doing so. The crew person or patient(s) interferes with the engine during or after engine closedown procedures.
- (o) Any crew displaying dangerous or reckless driving

techniques will be liable to disqualification by the Event Referee. Such things might include, but not exclusively:

- (i) Driving at excessive speed into oncoming surf causing the driver, crew person or patient(s) to be ejected from the IRB.
- (ii) Running over a patient at the IRB turning buoys during patient pickup.
- (iii) Loss of control of the IRB when the engine is started in gear.
- (iv) Failure to observe the safety of other IRB's/crews in a Race.

9.2. SINGLE RESCUE EVENT

9.2.1. Team Composition

One driver, crewperson and patient.

9.2.2. The Procedure.

- (a) Each team will have one patient positioned in the water on the seaward side of their nominated IRB turning buoy.
- (b) On the starter's signal, the crew launch the IRB, proceed through the surf and pick up their patient.
- (c) The crew return to shore and complete the Race by the driver completing engine closedown procedures, exiting the IRB and running through the start/finish line.



9.3. MASS RESCUE EVENT

9.3.1. Team Composition

One Driver, crewperson, and two patients.

9.3.2. The Procedure

- (a) Each team will have one patient positioned in the water on the seaward side of the nominated IRB turning buoy and a second patient positioned on the shore side and in front of the respective buoy until required on the seaward side of the buoy for the second pickup.
- (b) On the starter's signal, the crew launch the IRB, proceed through the surf, pick up one of their patients, and return to shore.
- (c) The driver will switch off the engine before exiting the IRB.
- (d) When the driver has left the IRB on the first return to the beach, the crewperson and patient shall exit the IRB. The crewperson shall reposition the IRB for restart. The patient is permitted to assist the crewperson to reposition and hold the IRB. The crewperson or patient is not permitted to make any contact with the engine.
- (e) The driver, on exiting the IRB, runs up the beach, rounds the turning marker positioned approximately 2m on the seaward side of the start/finish line, and returns to the IRB. Should the patient have assisted the crewperson to reposition the IRB, the patient must release contact when the driver makes contact with the IRB. The driver must not start the engine until the patient is clear of the IRB. The patient must not impede the progress of any other crews in the race. The crew relaunch and proceed through the surf and pick up the remaining patient.
- (f) The crew return to shore and complete the Race by the driver switching off the engine, exiting the IRB and running through the start/finish line.

9.4. TEAM RESCUE EVENT

9.4.1. Team Composition

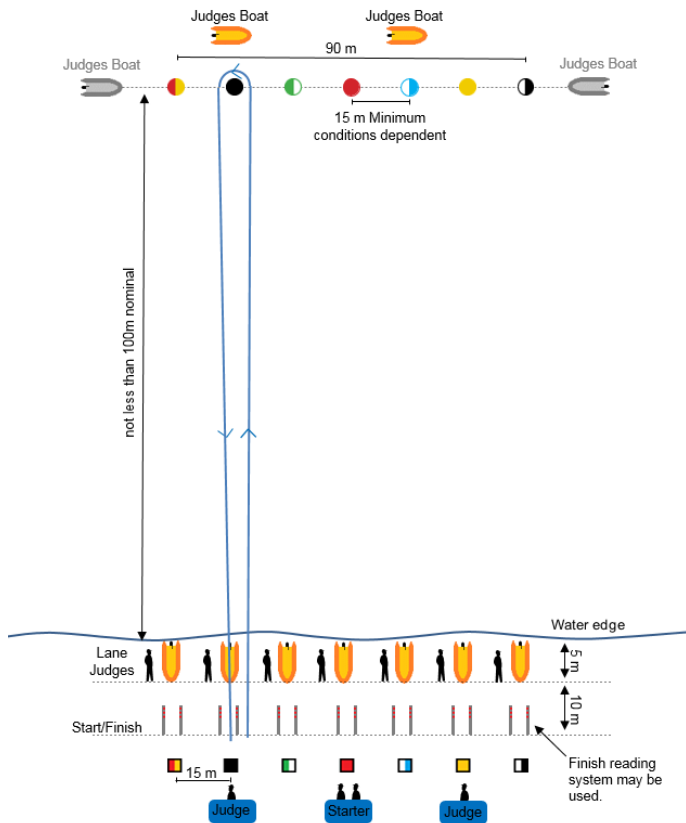
Two drivers, two crew persons and one patient.

9.4.2. The Procedure

- (a) The patient is positioned on the seaward side of the nominated IRB turning buoy.
- (b) Both drivers and first crewperson line up on the start/finish line, adjacent to their beach position marker. The second driver must be behind the start/finish line.
- (c) On the starter's signal, the first crew launch the IRB and proceed through the surf to their patient. The first crewperson exits the IRB on the seaward side of the IRB turning buoy and on the inside of the turn as the IRB rounds the buoy.
- (d) The driver completes the buoy turn and returns to shore.
- (e) Once the first crew have left the shore, the second crewperson shall move down to the water's edge to secure the IRB when the first driver returns to shore. The crewperson cannot make any contact with the engine.
- (f) The first driver, on return to shore, switches off the engine, exits the IRB and runs to the start/ finish line and tags the second driver, who must remain behind the start/finish line until the tag is made. The tag must be made behind the start line.
- (g) The second crew then relaunch the IRB, proceed through the surf, pick up their patient and the first crewperson, and return to shore.
- (h) The driver will then switch off the engine, exit the IRB and run through the finish line.

Figure 9.1

IRB SINGLE, MASS, TEAM & THREE PERSON RESCUE



9.5. ASSEMBLY RESCUE EVENT

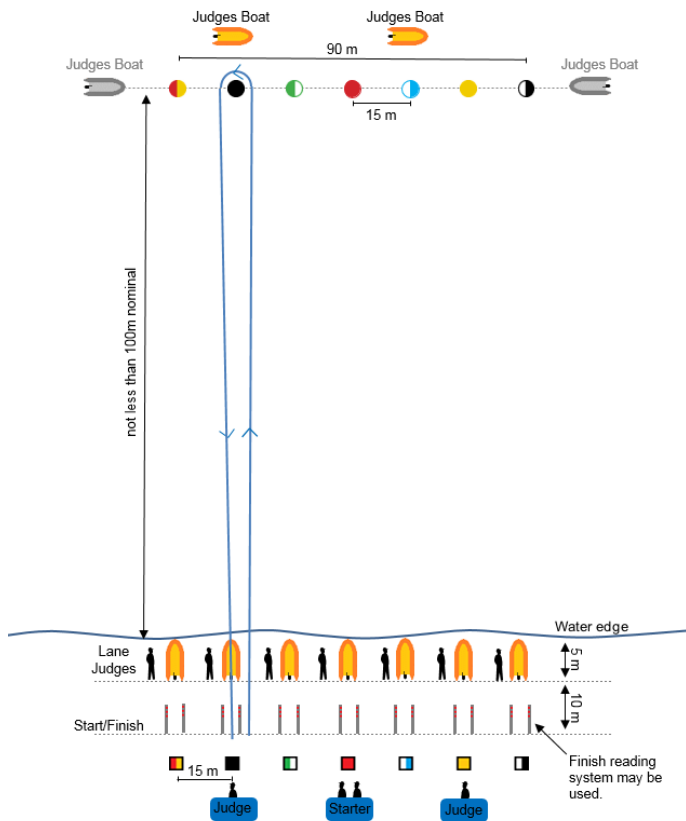
9.5.1. Team Composition

One driver, crew person and patient.

9.5.2. The Procedure

- (a) The patient is positioned on the seaward side of the nominated IRB turning buoy.
- (b) The IRB shall be facing seaward for the start of this Event with the transom placed on the IRB starting line.
- (c) The engine, completely removed from the transom including the safety stop, is positioned vertically at the rear of the IRB. A handler may support the engine in an upright position by placing two hands on the engine cover. The entire fuel bladder is to be positioned behind the line at the commencement of the start.
- (d) For the start, the crew Member who is to fit the engine over the transom shall be positioned behind the crew's start/finish line while the crew Member who will retrieve the bladder, shall be positioned behind the IRB starting line, immediately adjacent to the IRB.
- (e) On the starter's signal, the crew shall proceed to assemble the IRB. To complete the assembly the crew must:
 - (i) Secure the fuel bladder with all four clips clipped to the appropriate floor loops.
 - (ii) Connect the fuel line bayonet correctly to the engine.
 - (iii) Ensure the safety stop is correctly fitted.
 - (iv) Securely fit the engine to the transom.
- (f) Failure to complete the assembly properly before launching the IRB will result in disqualification.

Figure 9.2
IRB ASSEMBLY RESCUE



- (g) The crew will then launch the IRB, proceed through the surf, pick up their patient and return to shore. The driver will then switch off the engine, exit the IRB and run through the start/finish line.
- (h) Crews will be disqualified at the end of the Race if:
 - (i) One full turn or more is obtained from either clamp screws.
 - (ii) One or more fuel bladder clips are not clipped in.
 - (iii) The safety stop is not attached to the transom, at the end of the Race.

9.6. TUBE RESCUE EVENT

9.6.1. Team Composition

One driver, crew person and patient.

9.6.2. **The Course** is as detailed in Figure 9.3 with a second set of buoys (the patient pickup buoys) set in line approximately 25m on the seaward side of the IRB turning buoys. For the tube rescue Event only, the rescue tube may be secured in the normal stowage position or in the bow of the boat with the harness looped over the crew person's bow rope at the commencement of the Race.

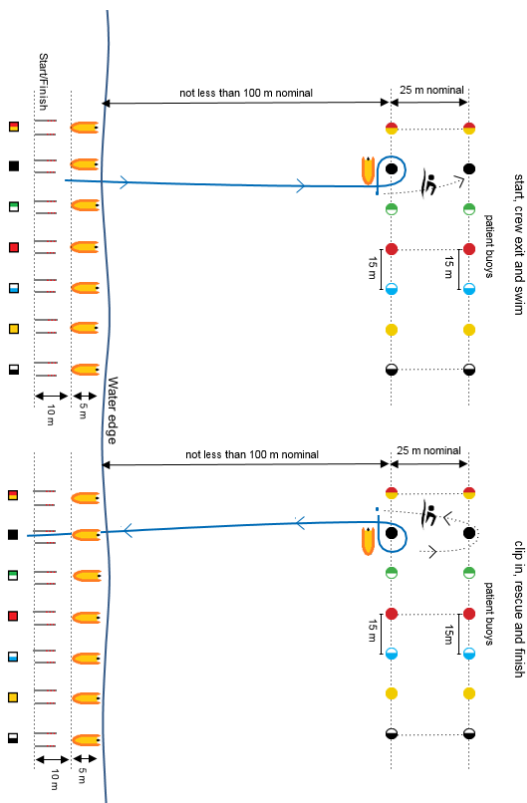
9.6.3. No swim fins, webbed gloves (or other non-approved aids) can be used by the crew person or patient.

9.6.4. The Procedure

- (a) The patient is positioned on the seaward side of the second set of buoys (furthest from the water's edge) behind the nominated buoy.
- (b) On the starter's signal, the crew launch the IRB, proceed through the surf and make a turn around their respective IRB turning buoy (the closer of the two sets of buoys).
- (c) The crew person shall put on the rescue tube shoulder strap in a safe manner. This may be done at any time between launching the IRB and the crew completing the turn around the IRB turning buoy.

- (d) The crew person, with the rescue tube shoulder strap on and the rescue tube held in a secure grip (but not clipped in any manner), shall exit the IRB. On exiting the IRB, the crew person shall:
 - (i) Enter the water from the port side pontoon;
 - (ii) On the inside of the turn; and
 - (iii) On the beach side of the IRB turning buoy, after the IRB has rounded the buoy.
 - (iv) The crew person is only permitted to leave the IRB once the entire IRB is on the shoreward side of the buoy line, marking the IRB turning buoys.
- (e) The crew person must exit the IRB with the IRB Turning buoy on their left side and proceed out to the patient positioned on the seaward side of the patient buoy. The crew person shall swim past the patient buoy with the buoy on their left-hand side. The crew person and/or the patient will secure the rescue tube around the patient's body under both arms and clipped to an O-ring. The patient and rescue tube swimmer must remain behind the patient buoy line during the 'clip in' process.
- (f) With the patient clipped into the rescue tube, the crew person continues anti-clockwise around the buoy and tows the patient to the IRB maintaining the patient pick up buoy on their left-hand side.

Figure 9.3
IRB TUBE RESCUE



- (g) The patient is permitted to assist by kicking and sculling with their arms under the surface, but must not swim with an out-of-the-water arm recovery. The patient must not be towed on their stomach.
- (h) While the crew person is rescuing the patient, the IRB must remain entirely on the beach side of the allocated IRB turning buoy until the start of the patient lift into the IRB. If surf conditions require the driver to move away from the allocated IRB turning buoy then they must avoid any interference with other IRB's.
- (i) The crew person must swim across the IRB turning buoy line with the IRB turning buoy on their left-hand side.
- (j) Once the driver makes physical contact with the patient (not the rescue tube harness) on the beach side of the IRB turning buoy line, the patient pick-up is deemed to have commenced and the IRB driver shall then drive the IRB anti-clockwise around the nominated turning buoy and return to shore.
- (k) The crew person and patient are both required to enter the IRB from the port side. The method of entry into the IRB is at the discretion of the crew. The driver may assist with this.
- (l) During the return journey the rescue tube shall remain clipped up around the patient. The crew person shall remove the shoulder strap and hand it to the patient.
- (m) The patient must keep a secure grip and/or wear the lanyard/harness over the head and shoulders to ensure they do not snag anything within the IRB, extend past the transom or pass through either of the self-bailers.
- (n) The driver shall then switch off the engine, exit the IRB and run through the finish line. The patient shall retain the tube around their torso until the finish judge has inspected the tube.

9.7. THREE PERSON TEAM RESCUE EVENT

9.7.1. Team Composition

One driver, one crewperson and one patient

9.7.2. The Procedure

- (a) On the starter's signal, the crew launch the IRB and proceed through the surf. The first crew person/patient exits the IRB on the seaward side of the IRB turning buoy and on the inside of the turn as the IRB rounds the buoy.
- (b) The driver completes the buoy turn and returns to shore.
- (c) Once the first crew have left the shore, the second crew person/patient shall move down to the water's edge to secure the IRB when the driver returns to shore. The second crew person/patient cannot make any contact with the engine.
- (d) The driver will switch off the engine before exiting the IRB.
- (e) Once the driver has exited the IRB, the second crew person/patient shall reposition the IRB for a restart.
- (f) The driver, on exiting the IRB, runs up the beach, rounds the turning marker positioned approximately two metres on the seaward side of the start/finish line, returns to the IRB and re-launches it. The crew proceed through the surf and pick up the first crew person/patient.
- (g) The crew return to shore and complete the Race by the driver completing engine closedown procedures, exiting the IRB and running through the start/finish line.

Figure 9.4
IRB TURNS AT BUOYS

