

Returning to Shore

Changes in the updated IRB Training Manual 2020

Returning to shore

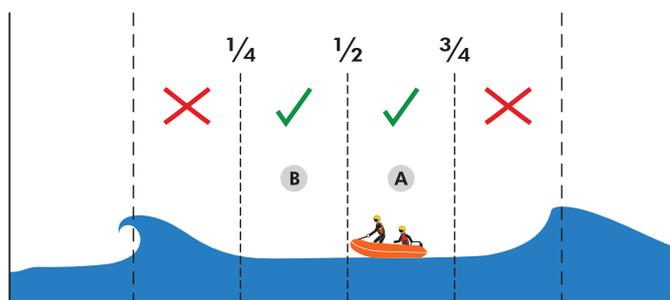
Select a suitable wave to follow and move in behind it. Ensure that you remain in zone A **F28** between waves, without slipping back into the wave behind. The driver should watch carefully how the wave forms and breaks to ensure the IRB is capable of maintaining a position behind the wave in front, yet remain ahead of the wave behind, particularly with patients aboard. If the IRB is not safe between waves, abort the attempt and try again.

Where the driver does not have a clear view ahead, the crewperson should stand where practicable to do so, and shall direct the passage of the IRB by hand signals supplemented by verbal communication. If the IRB is transporting a patient, the crew must safely position the patient on the floor, from the mid to rear of the boat before the crewperson attempts to stand and assist the driver.

Drivers should not over run the wave in front unless absolutely necessary to do so, e.g. undertaking a rescue, or if the wave behind is travelling faster than the wave in front and is likely to catch up the wave in front, causing a double up. Care must be taken to ensure the way ahead is clear of other users, and where available and practicable, an onshore spotter should be engaged to guide the IRB ashore using hand signals and/or radio communication.



F28



A Remain in this zone when returning to shore. **B** Move into this zone immediately prior to beaching your craft.



F29



F30



F31

As the IRB approaches shore, the IRB should move to zone B **F28** immediately prior to beaching the IRB, but only if it is safe and practicable to do so, i.e. ensure the way ahead is clear of other users. By moving to the back of the wave ahead, there should be sufficient time to beach the IRB before the next wave arrives.

The driver should constantly scan the sea to avoid swimmers, surfers, seaweed, fishing lines and other hazards. Extreme care should be exercised to avoid surfers who may emerge without warning through the back of a wave. Craft and ski riders can prove particularly hazardous as they rise across the face of a wave and then suddenly flick back out behind. **F29**

In certain conditions the wave may catch up and over-run the wave in front of the IRB. If this occurs the driver should:

- Call the crewperson back (they should slide back along the pontoon approximately one metre).
- Drive the IRB at full throttle over the wave and down the face, maintaining speed.
- Do not allow the following wave to catch the rear of the IRB as it will result in capsizing.
- When going down the face of a large green or broken wave, always steer the IRB straight. **F30**

As the IRB approaches the beach, be aware of sand bars. When the driver considers the IRB is approaching a situation where the propeller guard is about to hit the sand, the driver should switch off the engine, tilt the engine inboard and place the gear lever in neutral. **F31**

Once on the shore the IRB can be transported up the beach by lifting the front handles and dragging above the water line, or by using the trailer. The driver should ensure the engine gear lever is in the 'neutral' position and the kill switch is in the 'run' position.