



SURF LIFE SAVING[®]
NEW ZEALAND



IRB & RWC **Refresher Manual**

Updated: September 2023

In it for life



Introduction

Refreshers are a tool for clubs to use in identifying the capabilities of members before they start their roles in the new season. SLSNZ requires completion of refreshers to ensure that members are able to deal with situations that occur in Surf Lifesaving and use Surf Lifesaving equipment in a safe and appropriate way.

This manual includes the following refreshers:

1. Inflatable Rescue Boat (IRB) Driver Refresher
2. Rescue Water Craft (RWC) Refresher

Lifeguards **are required** to be currently refreshed before commencing any patrolling. At any time a Surf Lifeguard/ Patrol Support/ IRB Driver/ RWC Operator member will be considered to be currently refreshed or not by the following timelines:

It is expected that all lifeguards complete their refresher(s) before undertaking any lifeguarding or SAR duties.

Remember:

- Refreshers will be managed online.
- Refreshers will be available ALL year.
- Refreshers have a 12 month cycle. This means that if a learner completes their refresher on 2 September 2023, it will expire on 2 September 2024.
- Refer to the Setting up Refreshers Manual for further information on the refresher process.





Powercraft Refreshers

RWC Operator/IRB Driver Refresher

The RWC/IRB Driver Refresher is designed for any “currently refreshed SLA” member who holds their RWC Operator or IRB Driver Award.

The IRB Driver Refreshers consist of the following components:

- Online Theory module – which includes an element of refreshing and a theory quiz.
- Practical Task sign off as per the following checklists

The RWC Operator Refreshers consist of the following components:

- Online Theory Module only – there is currently no practical component for this refresher.

Assessment Requirements – IRB

Equipment Required

- All operators/drivers and crewpersons must each wear a compliant helmet and personal flotation device (PFD) that meets the NSOP/CSOP requirements when operating a powered craft at all times.

Conduct of the Section

- The practical aspects shall be performed in a minimum of one (1) metre of surf. The surf size must be measured from the front of the wave, from the trough of the wave, to the top. For the purpose of consistency, this means that while surf size may vary throughout the duration of the session, only skills demonstrated in the minimum wave size will be considered valid.
- The surf size measurement must apply in the areas in which the powered craft is being driven/crewed for the exam assessment.
- Candidates should be kept in small manageable groups. There should be a maximum of FIVE candidates to every one Assessor for all water based activities.
- The maximum number of candidates (driver / operator/ crewperson combined) is ten per refresher. Group sizes bigger than this increase the complexity of required safety measures, and may impact the validity of assessments.
- Below are the SLSNZ guidelines for Assessor-candidate-powered craft ratios during exams. This includes all aspects of the exam except for the theory component.

Number of driver / crewperson candidates	Minimum number of Assessors	Number of powered crafts being used by candidate's	Additional fully crewed safety powered craft
1-5	1	1	1
6-10	2	2	1



Water Safety

- There must be a minimum of one designated safety powered craft (with a qualified and currently refreshed crew) on standby at all times during the examination.
- The examination is not to continue if the water safety ratio cannot be maintained.
- The Assessor in charge is to liaise with the Patrol Captain (if applicable) at the beach the examination is being held and jointly fill in the 'Safety Checklist' (as per the IRB examiner's manual).
- It is the responsibility of the Assessor in Charge to ensure there are adequate water safety personnel during the water examination sections. *If refreshers are conducted during patrol hours, the Patrol Captain will retain oversight for all operations.*



Assessment Checklists – IRB Driver

The Surf Lifeguard undertaking this IRB Drivers Refresher must be currently refreshed as a 'Surf Lifeguard' before commencing the IRB Driver refresher.

- Refreshed Surf Lifeguard

IRB Driver Refresher Check List

IRB Engine Set Up

It is intended that this section of the IRB Drivers Refresher is to be conducted in a group situation. It is expected that each person being assessed will participate and perform at least one task in the group. Any learners that do not participate and perform at least one task in the group will not achieve this section of the refresher practical.

- Read previous days/weekends log book.
- The IRB engine is fitted securely to the center of the transom plate, clamp screws are tight.
- Carry out engine check including: prop and guard, split pin, castle nut, prop shaft, all bolts are tight, no missing bolts, prop clearance, check tilt pin.
- Check engine cowling cover is correctly secured and bungee security cord attached.
- Safety strop attached.
- Fuel line connection clean and attached.
- Engine started in flush tank to warm up, tell-tale checked.
- Engine checked for smooth running.
- IRB log book filled out.

Water Work

All IRB Drivers will complete each component as an individual in this section.

- Lifejacket and Helmet worn by crew and driver.
- Launch the IRB.
- Complete the manoeuvres listed below:
 - Remain stationary in surf
 - Parallel run in surf
 - Recover crew (simulation of crewperson falling out of IRB)
 - Figure 8 Manoeuvres (without ventilation)
- Complete a minimum of one 'single person rescue' in the surf break.
- Return to shore and beach IRB.



Single Person Rescue

All IRB Drivers will complete each component as an individual in this section.

Patient pickup

- Good communication with the crewperson in locating the patient.
- Appropriate speed and course to area of patient(s) in line with MNZ legislation.
- Slows when nearing patient and assess the patient and the surf conditions, checks for hazards.
- Pick-up started with IRB facing into oncoming waves.
- Driver positions patient alongside the port pontoon.
- On reaching the patient the driver idles the engine in gear.
- Once crewperson has secure contact with the patient, the driver accelerates slightly forward to allow the patients legs to rise to the surface; driver then lifts the patient's legs aboard while commencing a port turn.
- Good timing during pickup (picked up after the wave hits the patient).
- Good teamwork shown.

Care for the patient

- Assistance required signal* given by the driver on return to shore.
- Driver ensures safe return to the beach for the patient, no unnecessary risks taken and observing all legislative requirements.

Patient lift and carry from IRB

- Crewperson and Driver work effectively together to lift patient from IRB.
- Patient is carried clear of the high water mark.
- Patient is handled carefully.



***Note:** Assessors must convey to the driver that they will be rescuing a patient requiring medical assistance, therefore there is a requirement to signal for assistance “at the appropriate time” on their return to shore.

Close down IRB

It is intended that this section of the IRB Drivers Refresher is to be conducted in a group situation. It is expected that each person being assessed will participate and perform at least one task in the group. Any learners that do not participate and perform at least one task in the group will not achieve this section of the refresher practical.

There may be some minor local variation to close down procedures. Any variations should be explained by the candidate to the satisfaction of the Assessor.

- IRB, trailer, PFD’s and helmets washed (and stored properly).
- Engine run down and checked.
- IRB semi deflated.
- Fuel bladder filled and stored.
- Log book filled in.