



**SLSA IRB Crew**



# IRB History

In 1969, after returning from life guard duties in the UK, Warren Mitchell of the Avalon Beach Surf Lifesaving Club, had the idea for a rescue craft that could be deployed quickly under varying surf conditions and was adaptable to different Australian beaches. The first IRB he developed was in conjunction with the Dunlop Company and utilised a 20 hp outboard motor. It measured four metres in length and set the precedence for the familiar IRB we now use today. Avalon SLSC, New South Wales is now considered the home of the IRB.



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# IRB Course Overview

## Components of training

- Theory
  - Dry practical
  - Wet practical
- 
- Trainers
  - Why become an IRB Crewperson?



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# IRB Crew course outcomes

By the end of this course you will be able to:

- Understand the roles and responsibilities of an IRB Crewperson
- Crew an IRB
- Maintain an IRB
- Perform rescues in an IRB as Crewperson



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# IRB Crew Certificate

Nationally as from 1 January 2003, it became compulsory for club members to hold a crewpersons certificate in order to crew in an IRB. Previously, the minimum requirement for crewing in an IRB was possession of the Bronze Medallion. This changed amidst safety concerns over training procedures relating to the correct positioning of feet and body in the boat. It was decided that the skills involved in correctly and safely crewing an IRB were enough that a complete course was required of and by itself.



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# The Role of an IRB Crewperson

To assist the IRB Driver in all operations of the IRB, including:

- Listening to the Driver and doing promptly as they say
- Assisting with pre and post operational maintenance with specific responsibility for the IRB hull and ancillary equipment
- Assisting to launch and retrieve the IRB
- Maintaining the balance of the IRB by moving as required
- Performing rescues
- Making the Driver aware of hazards
- Complying with the Powercraft Code of Conduct



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# Accepting leadership of the IRB Driver

- The Driver supervises the Crewperson in the pre and post operational maintenance of the IRB hull
- The Driver gives directions to the Crewperson while in the IRB
  - Listen to the Driver and do as they say promptly
  - On launch, enter the IRB when the driver tells you to
  - Stay on your side of the IRB unless instructed otherwise
  - Always make Driver aware of obstacles



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# Topic 1 – Question 3

- What types of IRB might I be expected to crew?

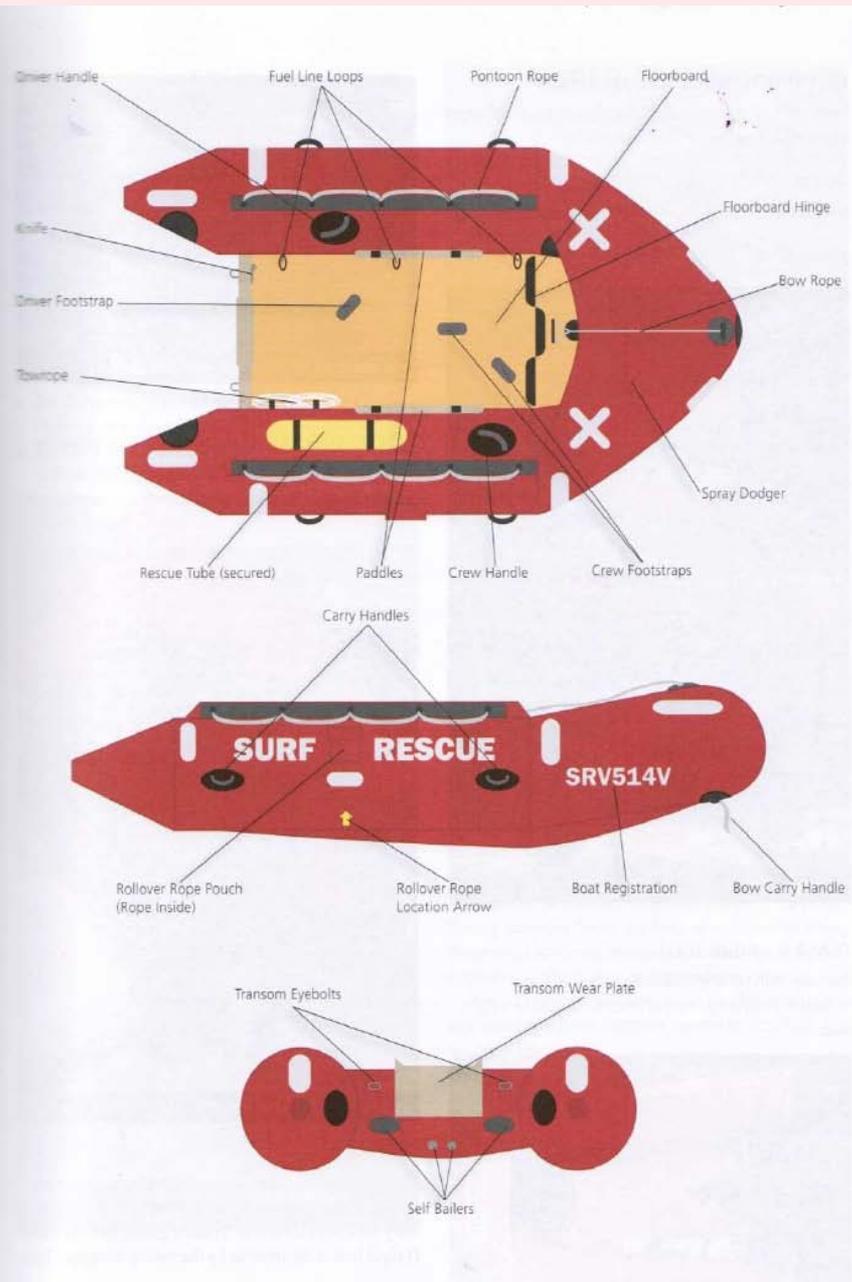
There are 3 types of IRB that are approved by Surf Lifesaving Australia. Newport at this current time only have one type of IRB.

Different types are as follows –

- Rigid Hull
- Soft Hull
- Class 3 Cat Hull



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# CLASS 1 – SOFT HULL



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# CLASS 2 – RIGID HULL



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# CLASS 3 – CAT HULL



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# Identifying Risks and Hazards

- During IRB operations the Crewperson assists the Driver to identify hazards and risks, these include:
  - swimmers
  - surfers
  - debris
- The Crewperson should also make the Driver aware of their own limitations and experience



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# Safety!

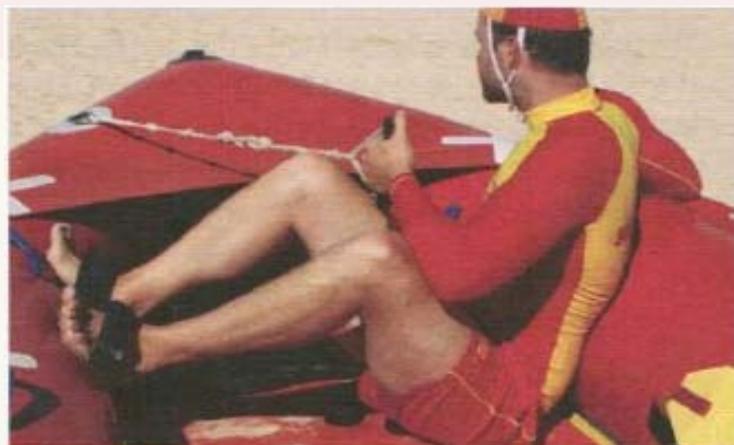
- 🚩 Safety is the primary consideration in all IRB operations, IRB personnel should act responsibly at all times
- 🚩 The IRB is a high profile and expensive piece of equipment
- 🚩 Be aware of your limitations and communicate these with the Driver, and follow their instructions at all times.
- 🚩 Always follow the Powercraft Code of Conduct



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**FIGURE 2.16** CONVENTIONAL CREWING POSITION



**FIGURE 2.17** CLASS III CREWPERSON FLOOR POSITION USING PONTOON FOOT STRAPS



**FIGURE 2.23** LEANING OUT WHILE PERFORMING A STARBOARD TURN

When the IRB is performing a port (left) turn, the crew person should move their body towards the port side of the IRB. This is achieved by the crewperson crouching towards the centre of the IRB. When doing this the crewperson should ensure they remain in control and do not fall onto the port side of the IRB as this may make the IRB unstable.

The amount of movement required will depend on the weight of the crewperson and the weight and position of the IRB driver.



**FIGURE 2.24** MOVING TO THE MIDDLE OF THE IRB WHILE PERFORMING A PORT TURN

...and, depending on the direction of view...



**FIGURE 2.25** LEANING STARBOARD WHILE PARALLEL RUNNING LEFT ALONG BEACH



**FIGURE 2.26** MOVING TO THE MIDDLE OF THE IRB WHILE PARALLEL RUNNING RIGHT ALONG THE BEACH

### PERFORM TURNS IN A CLASS III IRB

Due to the structure of the class III IRB, additional assistance from the crew is not required when performing turns. The class III is very responsive and the crewperson should be well braced when performing turns.

The drivers of class III IRBs will call out when they are about to perform a port or starboard turn to give the crew sufficient warning to brace.



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**FIGURE 2.27** LOCKED IN POSITION FOR CLASS I AND II CREWPERSON



**FIGURE 2.28** LOCKED IN POSITION FOR CLASS I AND II CREWPERSON WHEN PUNCHING A WAVE



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# WHAT IS WRONG WITH THIS PICTURE?



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# What hazards and risks are relevant to IRB operations and local conditions?

- The IRB can fill up with water when driving through the surf
- Weed and debris can get stuck around the prob and guard
- Shallow rocks and banks
- Hard driving
- Violent manoeuvres.
- Shore dump



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# IRB Equipment and Storage Areas

- Types of IRB used in our service
- Ancillary equipment
- Safety issues in the IRB area e.g.
  - Manual handling
  - Safe storage of fuel
  - Reporting damaged equipment
  - Accident/incident reporting



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# Crewperson Pre-operational Duties

- Inflating the hull to correct pressure
- Assisting the driver with fuelling
- Assisting the driver to place the motor onto the transom
- Ensuring that foot straps and handles are secure
- Checking ancillary equipment
- Completing log books
- Reporting damaged equipment
- Warming -up



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# Driver Pre-operational Duties

- Checking logbooks and preparing the motor
- Supervise and assist the Crewperson in the set-up and checks of the IRB hull
- Assembly of the fuel cell and motor onto the hull
- Set-up of radio communication equipment



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# Post-operational Procedures

- Hose-down the IRB with fresh water, removing all sand and debris from inside the IRB
- It may be necessary to deflate the IRB and remove the floorboard to do this
- Inspect the IRB and ancillary equipment for damage and record in the log book when not possible to repair
- Assist the Driver with the motor and re-fuelling as required



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# What is the Powercraft Code of Conduct?

## *Act responsibly and with care*

As a driver, you have a responsibility to your crew, the community and the wider Surf Life Saving organisation to act in a responsible and considerate manner before, during and after the operation of the craft. Of course, power rescue craft have to be driven with reasonable aggression, however you should not allow this aggression to replace skill in the operation of the craft. Drivers and crew are placed in an important position and you should act with responsibility and care at all times.



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# What is the Powercraft Code of Conduct?

## ***Promote a culture of safety***

You must ensure the safety of yourself, your crew, the public and, of course, your powercraft at all times. Think! about how to continually assess risk while operating the craft. Promote safety at every opportunity.



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# What is the Powercraft Code of Conduct?

## *Your craft is highly visible*

All our powercraft are highly visible to members of the wider community, as they are normally bigger, quicker, noisier and (sometimes) smellier than most craft in the water at the beach. For this reason a near miss for a swimmer, body surfer, board rider or any other person in the water can be either an irritating or frightening experience. Always respect the right of swimmers and the public to enjoy their time at the beach – remember they are the reason our organisation exists!



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# What is the Powercraft Code of Conduct?

## ***Understand your limitations and that of your crew***

Understand the limitations of you and your crew under different conditions. Experience, skills and knowledge of the craft differ from person to person. You should maintain a very high level of competency and adopt an attitude of continuous improvement in relation to your own skill development.



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# What is the Powercraft Code of Conduct?

## ***Follow operating procedures***

Follow the normal operating procedures as laid down by SLISA training manuals and policies. Read and understand standard operating procedures and keep up to date with current issues. You have a responsibility to ensure the continued successful operation of this rescue service to the community.



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# What is the Powercraft Code of Conduct?

## *IRB captain's responsibilities:*

- *Ensure that all IRB drivers, crew and patrol captains **are aware** of this code of conduct.*
- *Ensure that all IRB drivers and crew **practise** this code of conduct.*
- *Treat all breaches of this code as serious and take follow up and necessary action.*



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**Thank You**

