SLSA Silver Medallion (IRB Driver)

PUAEQU001A Prepare, maintain and test response equipment
PUASAR010A Undertake rescue operation in a small power craft

NEWPORT
S.L.S.C. AUSTRALIA

Pre-requisites

To enter the Silver Medallion (IRB Driver) you must have met the following course pre-requisites:

- Minimum of 16 years of age to commence training
- Minimum of 17 years of age on the date of final assessment
- Hold and be currently proficient in the SLSA Bronze Medallion (Cert II)
- Complete 10 hours post assessment experience as a crewperson
- Have met the Marine Licensing requirements in your state (Workbook 1)

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Topic 1 – Roles and Responsibilities of an IRB Driver

This topic will help you answer the following questions:

1. What is the role of IRB driver?
2. How do my responsibilities differ from those I have had as a crew person?
3. How can I effectively coordinate and supervise the work of crew person/s?
4. What communication skills do I need to be an effective IRB driver?

Remember this!

- Safety is the primary consideration in all IRB operations, be aware of your limitations
- The IRB is a high profile and expensive piece of equipment.

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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.

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.

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!

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.

Follow operating procedures

Follow the normal operating procedures as laid down by SLSA 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.

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.*

Patrol captain's responsibilities:

- *Ensure that all IRB drivers and crew practise this code of conduct.*
- *Treat all breaches of this code as serious and report them to the IRB captain and/or club captain.*
- *Treat all complaints by the public as serious and report them to the IRB captain and/or club captain.*

Safety First!

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1. What is the role of IRB driver?

- To lead the crew
- Safely navigate the boat
- Ensure the safety of the crew, patients, public and themselves
- Ensure the boat is setup correctly for operation
- Follow all relevant standard operating procedures.
- Follow the Powercraft Code of Conduct
- You will also be responsible for supervising, and directing, the crew person/s in the performance of their tasks.

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2. How do the driver's responsibilities differ from those of a crew person?

- Ensure the motor is correctly fitted and operational
- Ensure the whole boat is in operation with no damage
- Check everything is operational
- Fill in the correct paperwork

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What Items do we need in the boat?

- Knife
- Tow Rope (2 clips and 2 floats)
- 2 Paddles
- Whistle
- Rescue tube
- Radio
- Safety Cable

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3. How can you effectively coordinate and supervise the work of crew person/s?

- Watch them
- Know their standard and training
- Give positive feedback if they do something wrong

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4. What communication skills do you need to be an effective IRB driver?

- You need to communicate your intensions to the crew.
- You need to communicate with your patrol/Surfcom/relevant services

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Activity 1.3: Reflection:

How do you feel about your ability to fulfil the list of duties and responsibilities of an IRB driver discussed above?

Remember this!

Operating an IRB is an important responsibility with serious potential dangers. NEVER show off or act irresponsibly in an IRB.

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Topic 2

1. What is the driver's role in setting up the IRB for use?
2. How do I work with a crew person to prepare and launch the IRB?
3. What key skills are used in driving the IRB safely in a variety of conditions?
4. How is the IRB safely returned to shore?

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What is required for Pre-operational check of the IRB

- Check Logbooks
- Check IRB in a logical manner for damage/wear and tear
- Refuel motor using correct fuel mix in well ventilated area and ensure a fire extinguisher is available and easily accessible
- Refuel motor following organisational procedure
- Secure fuel cell to the IRB and attach to motor
- Report any missing or faulty equipment (to who?)
- Test equipment according to organisational procedures
- Update equipment records as required (IRB Logbook)

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1. What is the driver's role in setting up the IRB for use?

- Check the security of the propeller ona prop guard
- Examine the motor for damage
- Ensure the cowling is secured
- Ensure the correct mixture of fuel is used (50:1 marine grade oil {Yamilube}, non-ethanol blended fuel [no E10 fuel])
- Make sure there is no air in the fuel cell
- Ensure motor is centrally located on the transom
- Ensure the motor safety cable is connected and secure
- Ensure fuel cell is secured and bayonet is connected and sand free

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Question 1 cont.

- Squeeze bulb until hard to pump fuel into motor
- Ensure motor can be started in gear
- Assemble radio
- Make sure motor is in operation by running for 3 minutes

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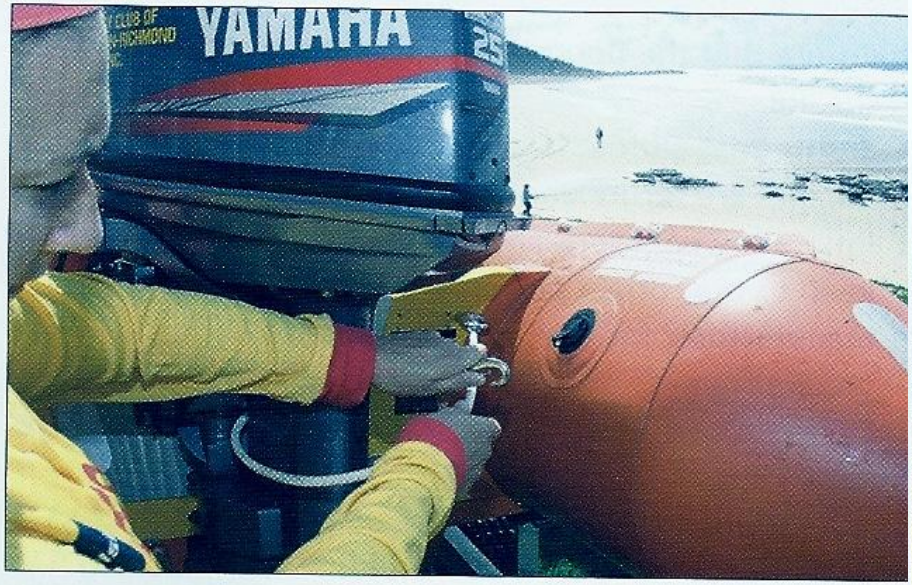

Figure 4.5 Clipping safety cable to eye bolt and ensuring that the cable is around the leg of the motor

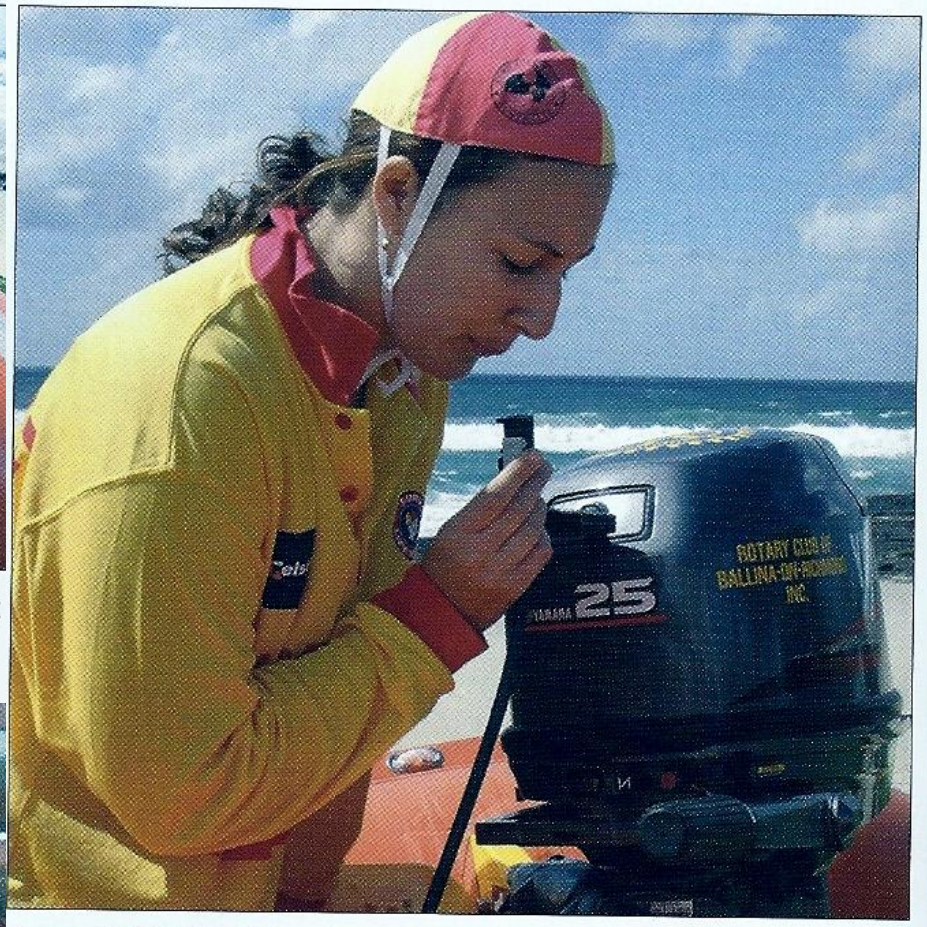

Figure 4.7 Driver blowing sand out of bayonet connection

Figure 4.8 Inserting bayonet connection to motor

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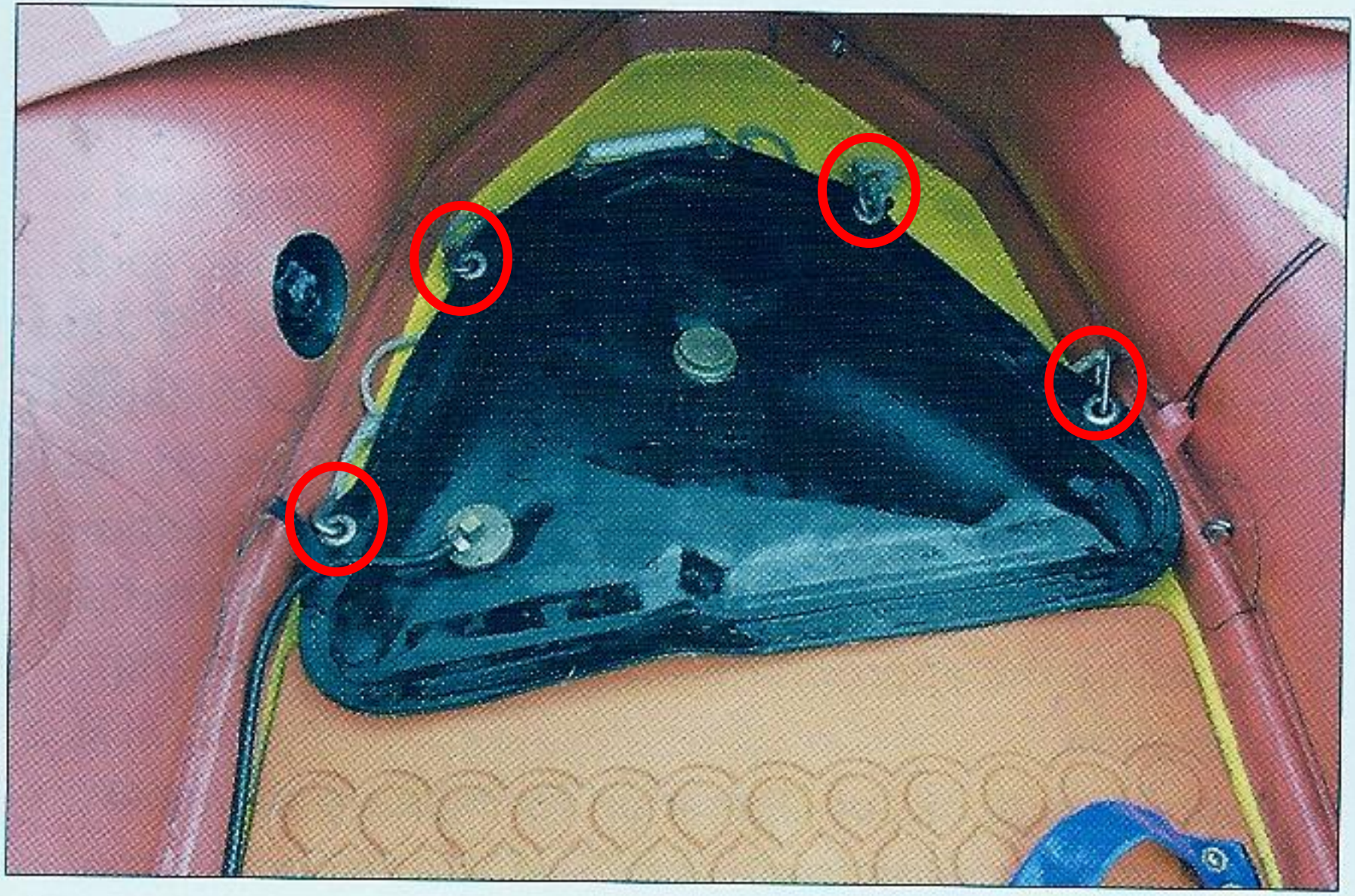

Figure 4.6 Fuel cell correctly assembled with the clip facing down

2. How do you work with a crew person to prepare and launch the IRB?

- Communication – Ask them what they have done, what they need to do
- Get them to help you
- Teach them extra pointers

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3. What key skills are used in driving the IRB safely in a variety of conditions?

- Surf awareness
- Reading of wave/beach conditions
- Navigational observation
- Duty of care for crew and patient
- Know your limits and that of your crew
- Don’t not put yourself or others in danger

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4. How is the IRB safely returned to shore?

- Driven between the breaks following a wave up the beach
- Stop motor before hitting the beach

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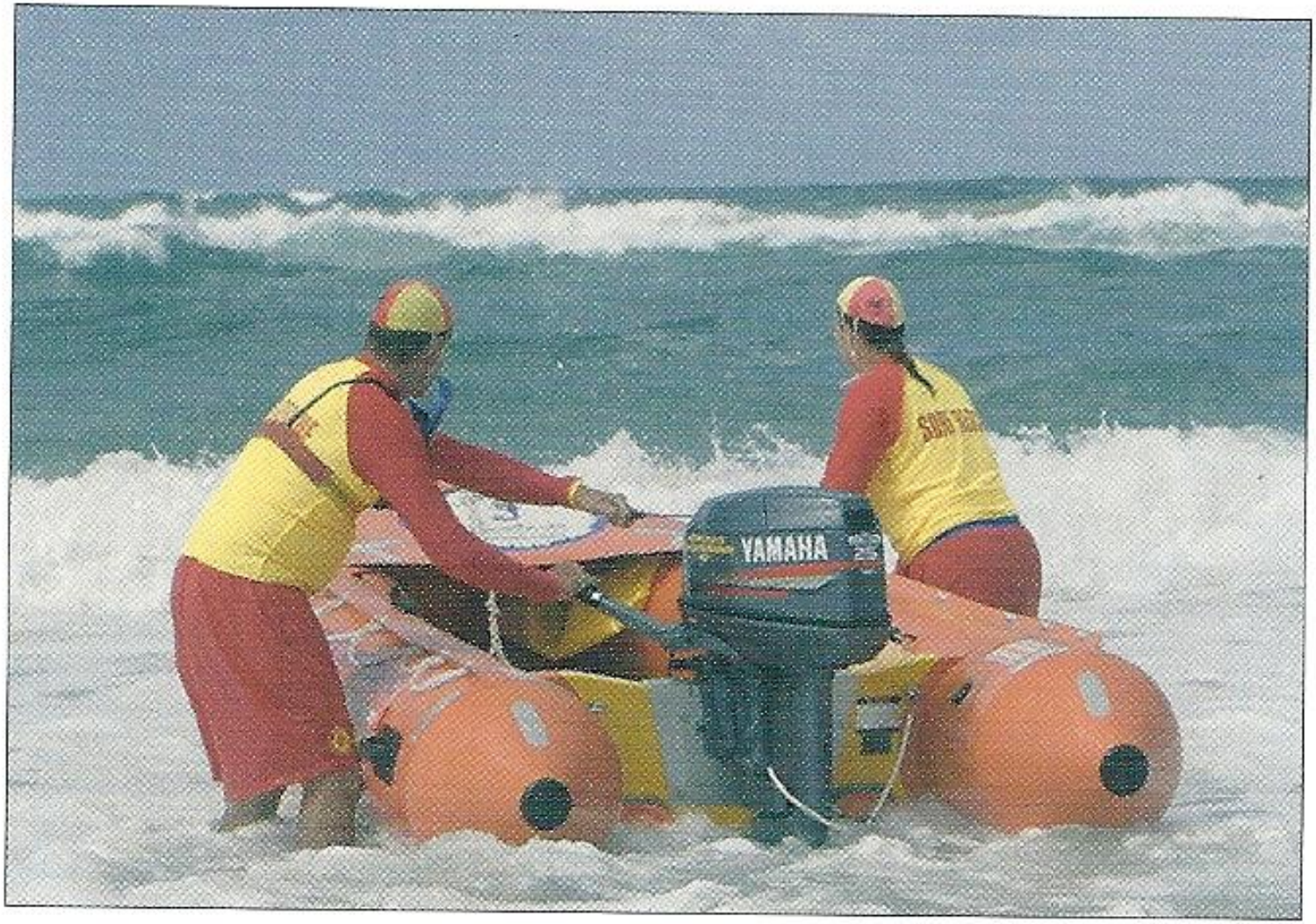

Figure 4.18 Driver starting motor outside of the IRB

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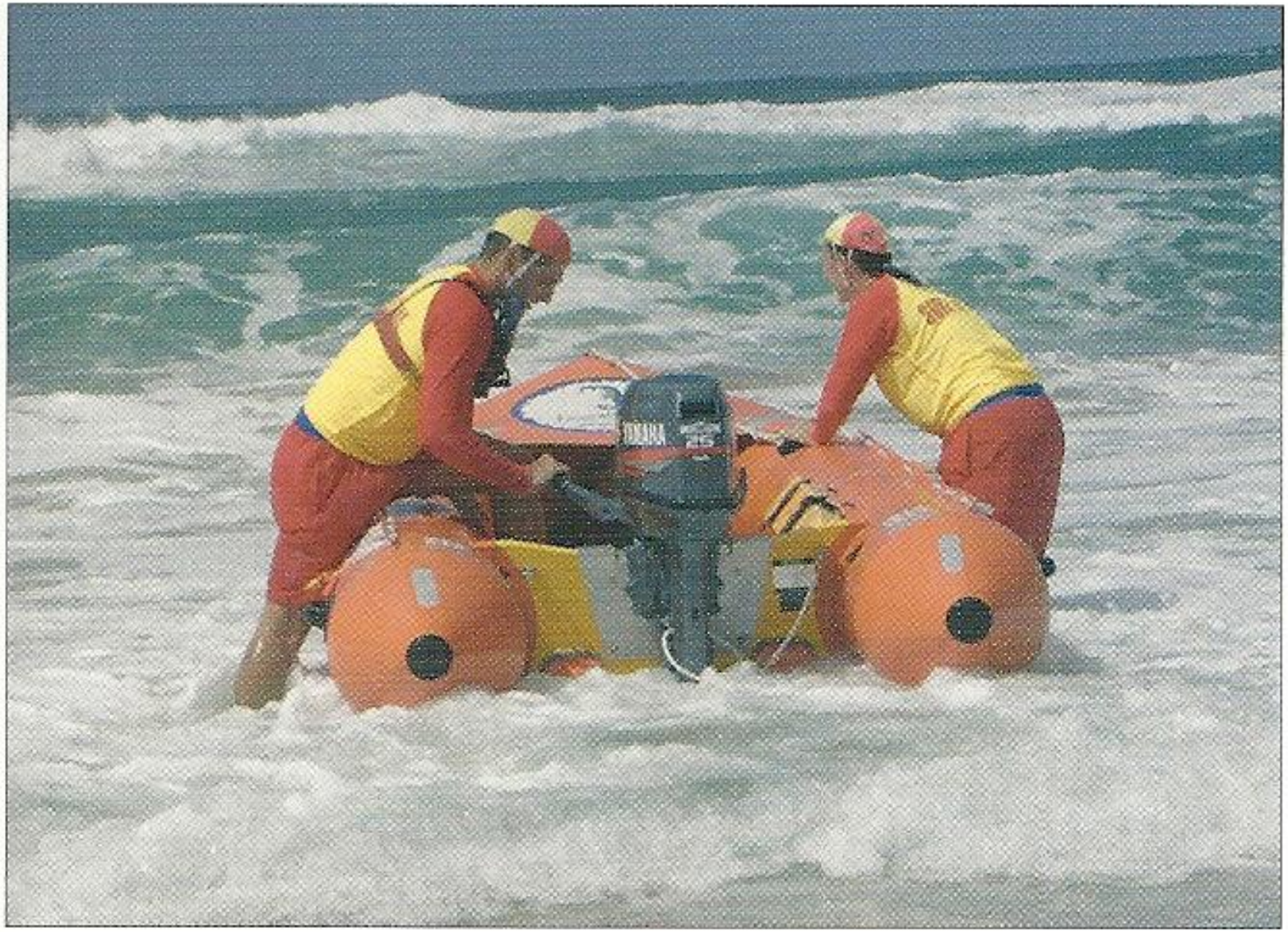

Figure 4.23 Driver 'step' entry

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Figure 4.25 Driver 'hip roll' entry

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Figure 4.24 Driver 'jump' entry

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Figure 4.26 Crewperson 'jump' entry — note driver flicking motor into forward gear

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Motor Roll Over Procedure

- Diagnose basic motor faults (sounds are a good indicator)
- Ensure motor is switched off (pull out red kill switch) and follow safe fuel handling procedures
- Update equipment records as required (IRB Logbook and write on whiteboard)
- Remove motor from IRB and hose down with fresh water
- Remove spark plugs
- Drain the carburettor
- Invert motor and pull starter (20 times)
- Insert petrol into cylinder heads
- Invert motor and pull starter (10 times)
- Replace carburettor drain plug
- Clean spark plugs (or replace)
- Run engine for a minimum of two hours
- Repeat if unable to get going

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What is required for Post-operational maintenance

- Remove IRB from beach
- Check for any damage to IRB or motor
- Restore, clean and service equipment
- Check for signs of operational stress on equipment
- Update equipment records as required (IRB Logbook)
- Boat is to be left on the trailer with the engine attached as it is easy to prepare in an emergency.

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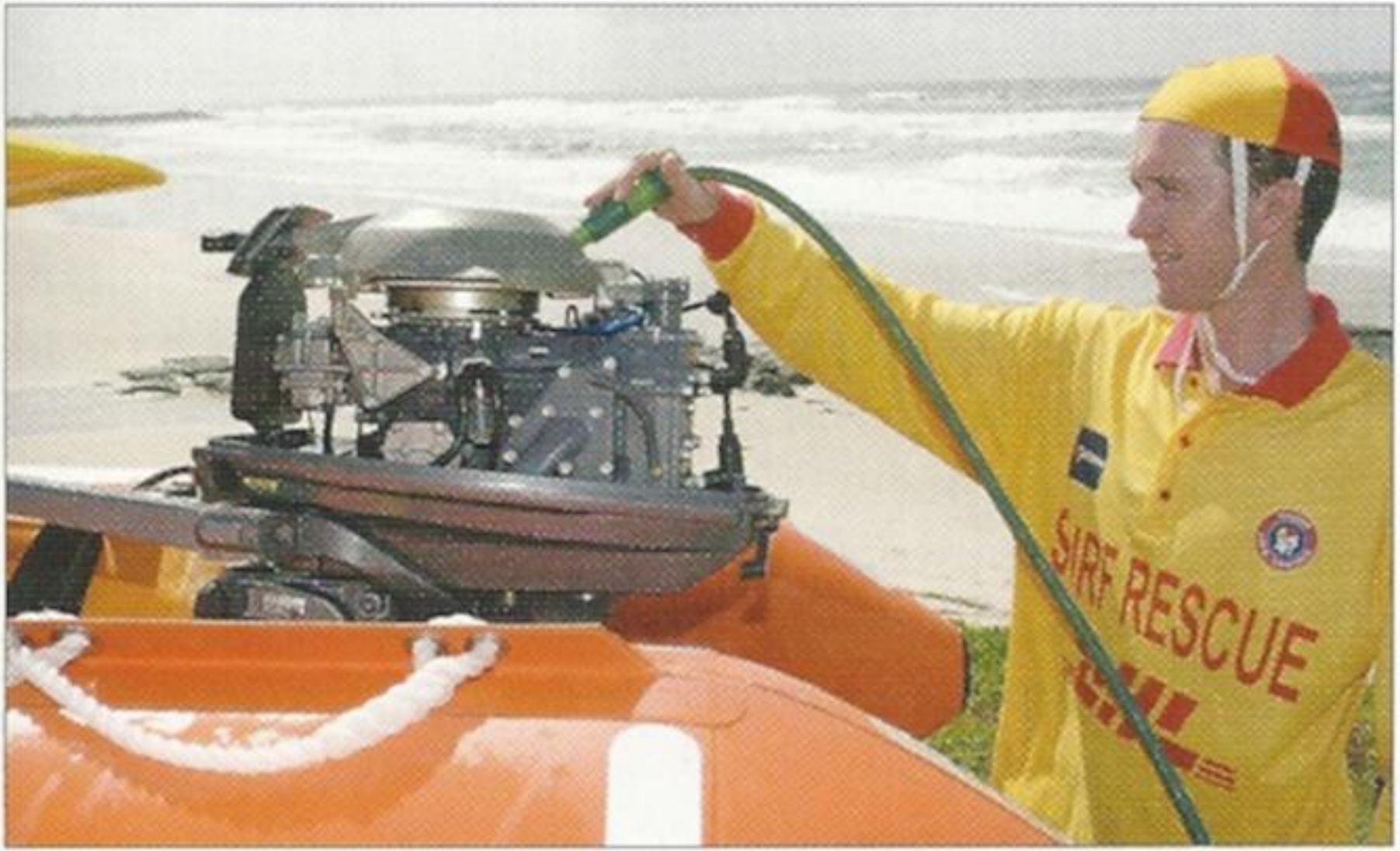

Figure 4.84 Hosing down engine with fresh water to remove salt water

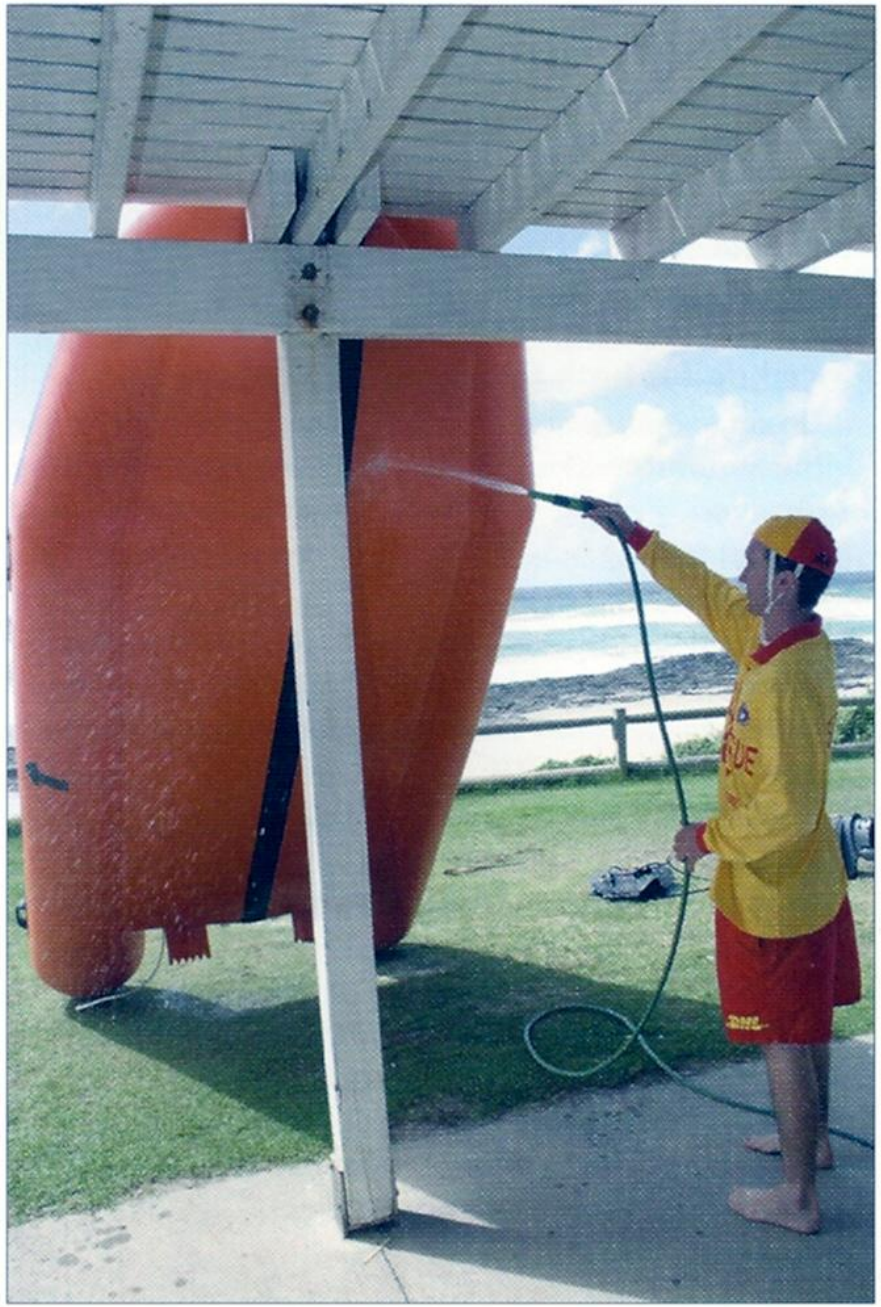

Figure 4.86 Hosing down the outside of an IRB

Figure 4.87 Hosing down the inside of IRB

Manual Handling Guidelines

All equipment should be transported to and from the beach using 4WD'S, All -Terrain Vehicles (ATV's) or trolleys.

- IRB (Unladen): Minimum 2 people
- IRB (Fully layden): Min 4 people
- Outboard motor: Min 2 people
- Fuel tanks: Min 2 people
- Surf boat: Min 5 people (6+ fo U19's and women's crews)

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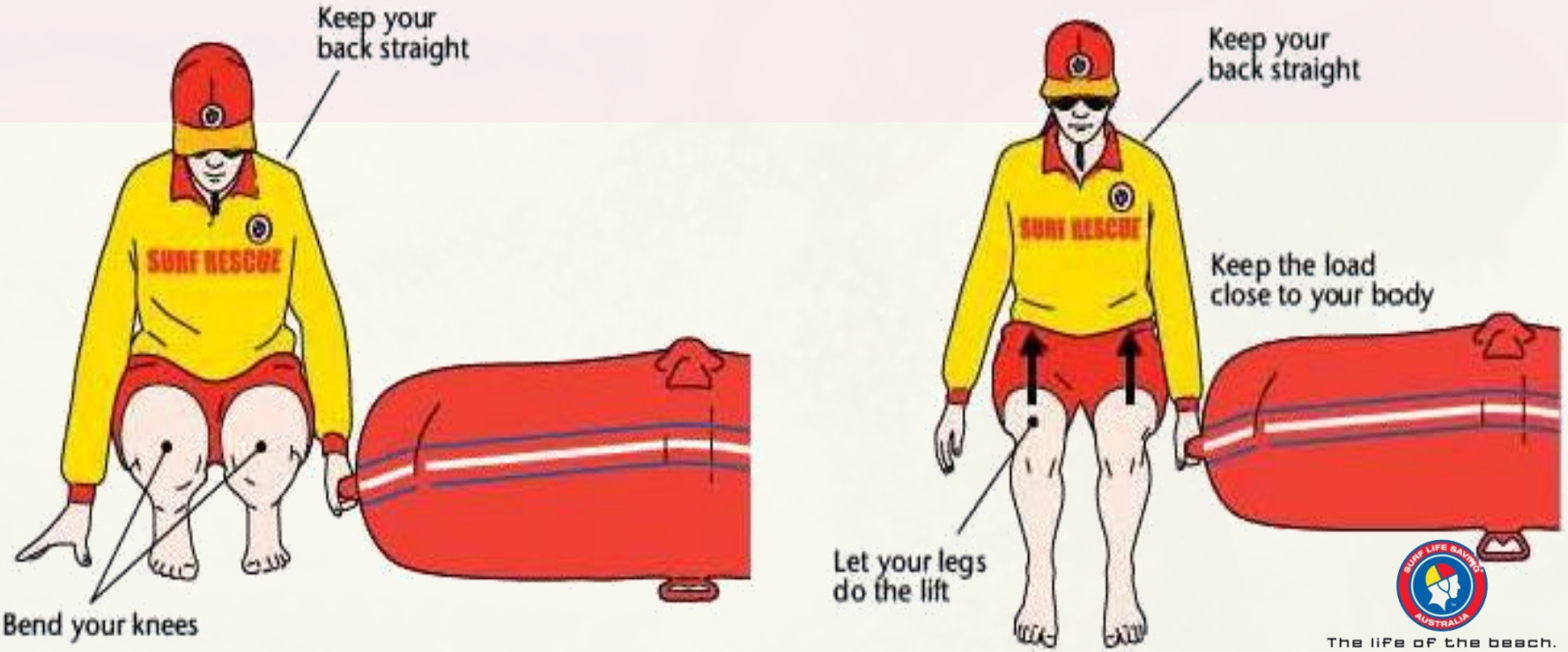
How to Lift

- Face in direction of travel
- Feet shoulder width apart
- One member “calls” the lift



Thank You