

ILS COMPETITION RULE BOOK

2015–2019 EDITION

Section 7

INFLATABLE RESCUE BOAT COMPETITION



Section 7 INFLATABLE RESCUE BOAT (IRB) COMPETITION

The aims of IRB competition are to:

- Improve the prowess of IRB drivers and crewpersons (collectively referred to as 'crew').
- Encourage crews to correctly equip and maintain their IRB and motors for optimum safe performance and reliability for both lifesaving patrol duties and competition.
- Allow crews to demonstrate their techniques and their abilities to perform a rescue.
- Bring crews together to discuss and improve IRB techniques and operations.
- Promote safety awareness techniques for the crew and patients in simulated rescue scenarios.

7.1 INDEMNITY

All IRB competition participants acknowledge and agree that:

- a) They each release and will release ILS and/or their ILS Member organisation from all claims that they have or may have had but for this release arising from or in connection with their membership of ILS and/or their ILS Member organisation and/or participation in any ILS and/or their ILS Member organisation authorised or recognised competition or activity whether conducted under this rule book or otherwise.
- b) They each indemnify and will keep indemnified ILS and/or their ILS Member organisation to the extent permitted by law in respect of any claims arising as a result of or in connection with their membership of ILS and/or their ILS Member organisation and/or participation in any ILS and/or their ILS Member organisation authorised or recognised competition or activity (whether conducted under this rule book or otherwise).
- c) In paragraphs (a) and (b) above the word "claims" means and includes any action, suit, proceeding, claim, demand, damage, penalty, cost or expense however arising but does not include a claim in respect of any action, suit, etc., made by any person entitled to make a claim under a relevant ILS and/or their ILS Member organisation insurance policy or under the ILS and/or their ILS Member organisation constitution or regulations.
- d) The rules contained in this rule book are made for the purpose of ensuring a safe and fair system or framework within which lifesaving competitions are to be regulated and conducted.

7.2 GENERAL CONDITIONS

In addition to the specific rules and procedures governing events, team management and competitors are responsible for being familiar with the general conditions outlined below as well as those outlined for Ocean Competition in 4.1 of Section 4 – specifically a), b), and e) through j).

7.2.1 Safety essentials

- a) **Warning:** IRB competition can be inherently dangerous. IRB competition participants acknowledge that they are exposed to certain risks during IRB competition including but not limited to leg, spinal and neck injuries, physical exertion, contact with the IRB, temperature, weather and water conditions and even drowning. IRB competition participants acknowledge that accidents can and often do happen which may result in IRB competition participants being injured or even killed. All members through their participation in IRB events agree with, acknowledge and understand this warning and accept and assume the inherent risks in IRB competition.
- b) The Chief Referee must be satisfied that the surf and other relevant conditions are satisfactory before competition proceeds and at all times during the conduct of competition. The ILS event safety guide may be used to assist in the process. The Chief Referee shall confirm details at safety briefings (see 7.2.2).
- c) **Safety procedures:** Course Judges will monitor and observe all driving, operating, safety practices and techniques. Should such practices and techniques be considered to be unsafe, dangerous or contrary to the rules or procedures of the event the Course Judges have the authority to immediately disqualify the offending competitor(s) from the event and/or issue a safety infringement. Recommendation for further penalties and/or referral to the disciplinary committee may also be considered.
- d) **Equipment safety:** Scrutineers and Referees will monitor the safety of all equipment used in the competition and are empowered to request repair and/or substitution of unsafe or dangerous equipment at any stage of competition.
- e) **Helmets:** The wearing of approved (EN1385 or equivalent) aquatic helmets is compulsory for patients in all events. IRB patients are to wear helmets in both training and in competition. See also 2.10.1 *Swim Caps and helmets* and Section 8 – *Facility and Equipment Standards and Scrutineering Procedures*.
- f) **Personal Flotation Devices (PFDs):** The wearing of approved PFDs (ISO 12402.5 PFD – Level 50 or equivalent) is compulsory for drivers, crew and patients in both training and competition. See also 2.10.3 *Lifejackets and personal flotation devices* and Section 8 – *Facility and Equipment Standards and Scrutineering Procedures*.
- g) Signs or banners shall be displayed to provide a 50 m buffer zone on either side of the competition area. These may be the same signs used to indicate IRB training and shall be a minimum of 1 m x 1 m. The text of the banners shall be in English and in the official language of the host organisers. For example:

7.2.1 Safety essentials (*cont'd*)

'CAUTION - KEEP CLEAR - POWER RESCUE BOAT TRAINING'

or

'CAUTION - KEEP CLEAR'

or

'INFLATABLE RESCUE BOAT - RESCUE EVENTS'

- h) Competitors in IRB events are reminded of the ILS drug policy and doping controls. IRB drivers must be mindful of local country/state/province, etc. laws respecting alcohol and certain drugs. Drivers shall be subject to testing by local authorities and/or ILS to ensure they do not exceed local laws. All competitors may be subject to other drug testing.

7.2.2 Pre-competition safety briefing

A safety briefing may be conducted in conjunction with the officials, coaches and team managers briefing before the commencement of IRB competition. The following items may be included:

- a) An explanation of all safety procedures that shall be observed by all competitors.
- b) Patient care and indicative water temperature.
- c) Identification of the location of emergency and first aid areas during the competition.
- d) Forecast of surf and weather conditions for the competition period and any inherent dangers.
- e) Safety and rescue plan and contingency relocation plan.
- f) Attention shall be drawn to 2.3 *Competition Safety*.

7.2.3 Safety and technical infringements

A strong emphasis will be placed on safe driving, crewing and patient practices. All competitors must complete each event in a safe and controlled speed and manner or face immediate disqualification from the event, and/or issue of a safety infringement and consideration for further penalties.

- a) The Chief Referee or his or her deputy shall issue a safety infringement to any competitor deemed to have committed an unsafe practice. This will result in immediate disqualification of the competitor and his or her entire team (i.e., crew and patient/s) from the event in which the infringement occurred. The Chief Referee may (not compulsory) also issue a yellow card to indicate a first safety infringement and disqualification from the event.

7.2.3 Safety and technical infringements (*cont'd*)

- b) A competitor who receives more than one safety infringement in any one competition, shall be disqualified from the entire competition. The Chief Referee may also (not compulsory) issue a red card to indicate a second safety infringement and disqualification of the competitor from the entire competition.
- c) A team that incurs a safety infringement shall earn zero points in that event to any point score being conducted.
- d) A technical infringement is one where a team is disqualified from an event for a breach of rules not related to safety or for non-completion of an event. Such disqualifications may not affect a team's participation in further events in the competition.
- e) If a technical infringement occurs in a final, a team shall be allocated points towards any point score as detailed in the championships handbook.

Safety and technical disqualifications for IRB competition are detailed at the end of this Section.

The Chief Referee or his or her deputy, shall advise team managers of any disqualification immediately after each heat, round or final.

7.2.4 Competitor prerequisites

To compete in ILS IRB competition competitors must be a minimum of 16 years of age in the year of the competition, or an older age if required by their ILS Member organisation, and be endorsed by their lifesaving organisation to compete. In addition:

- a) **Drivers** must be a minimum of 18 years of age in the year of the competition, or older if required by their ILS Member organisation. Drivers are required to hold their ILS Member organisation's IRB driver award (or equivalent); any other requisite awards; and be currently proficient as required by their lifesaving organisation.
- b) **Crewpersons** are required to hold their ILS Member organisation's IRB crewperson award (or equivalent) and any other requisite awards and be currently proficient.
- c) **Patients** are required to hold their ILS Member organisation's lifesaving award and any other requisite awards and be currently proficient.
- d) **Handlers**, at the date of competition, are required to:
 - Hold their ILS Member organisation's lifesaving award and any other requisite awards and be currently proficient.
 - Be a member of the same club or team as the crews and be entered at the competition. With the Chief Referee's approval, non-team members may act as handlers, provided they are registered in the competition in some capacity.

7.2.4 Competitor prerequisites (*cont'd*)

- Wear a competition cap while acting as a Handler.
- Wear a distinctive high visibility vest (or an approved lifejacket) as determined by competition organizers if entering the water beyond knee depth.
- Comply with all instructions of the officials.
- Make every effort to ensure that they, or the equipment that they are handling, does not impede another crew, otherwise both their competitor and the Handler may be subject to disqualification.

7.2.5 Entry limitations and substitutions

- a) Competitors may only compete in a particular event once, e.g., a driver cannot compete in the same event on a different team as a crewperson or patient. However, eligible competitors may change their role within a team in different heats of the same event. Team substitutions are permitted only if a team member is entered for the competition and has not already competed in the same event as a member of another team.
- b) IRB patients are considered gender neutral with respect to their participation in male and female IRB events.

7.2.6 Equipment requirements, scrutineering and compliance

- a) At ILS World Championships, fully equipped IRBs will be provided on a pooled basis by the host organising committee. In other competitions, organisers will advise whether IRB competition equipment may be provided on a pooled basis or whether competitors may use their own equipment.
- b) All IRBs and equipment shall comply with the specifications of ILS and may be subject to scrutineering to ensure compliance with specifications and for safety.
- c) Video cameras may be mounted on IRBs as long as such devices conform to the requirements specified in Section 8, *Facility and Equipment Standards and Scrutineering Procedures*. With the exception of the IRB driver, video cameras may not be worn by or otherwise attached to a competitor from start to finish of a race.

The IRB driver may wear a video camera on his or her helmet, provided that the camera is installed on a mounting device and toggle strap supplied or recommended by the manufacturer of the device.

7.2.7 The course

- a) The course for IRB competition shall be as detailed in the diagram and set at the discretion of the Chief Referee.

7.2.7 The course (*cont'd*)

- b) A 'lane' is defined as an area centred on a line of sight from the 'beach position marker', located on the 'start/finish line', and the relative 'turning buoy'.
- c) Lanes are bounded by 'lane marker' poles (typically red or orange in colour) that are placed in a line parallel to the water's edge which subsequently forms the 'start/finish line' and the 'changeover line'.
- d) The turning buoys shall normally be set at a minimum measured distance of 120 m from the end of knee-depth water at the low tide mark and taking into account varying conditions such as sandbars, exclusion of holes and rips, surf conditions, prevailing winds and safety factors.
- e) The 'patient pick-up buoy' for the rescue, mass rescue and teams rescue events is positioned approximately 10 m directly behind the turning buoy.
- f) The 'rescue tube patient buoy' for the rescue tube event is positioned approximately 25 m directly behind the turning buoy.

7.2.8 Course variations

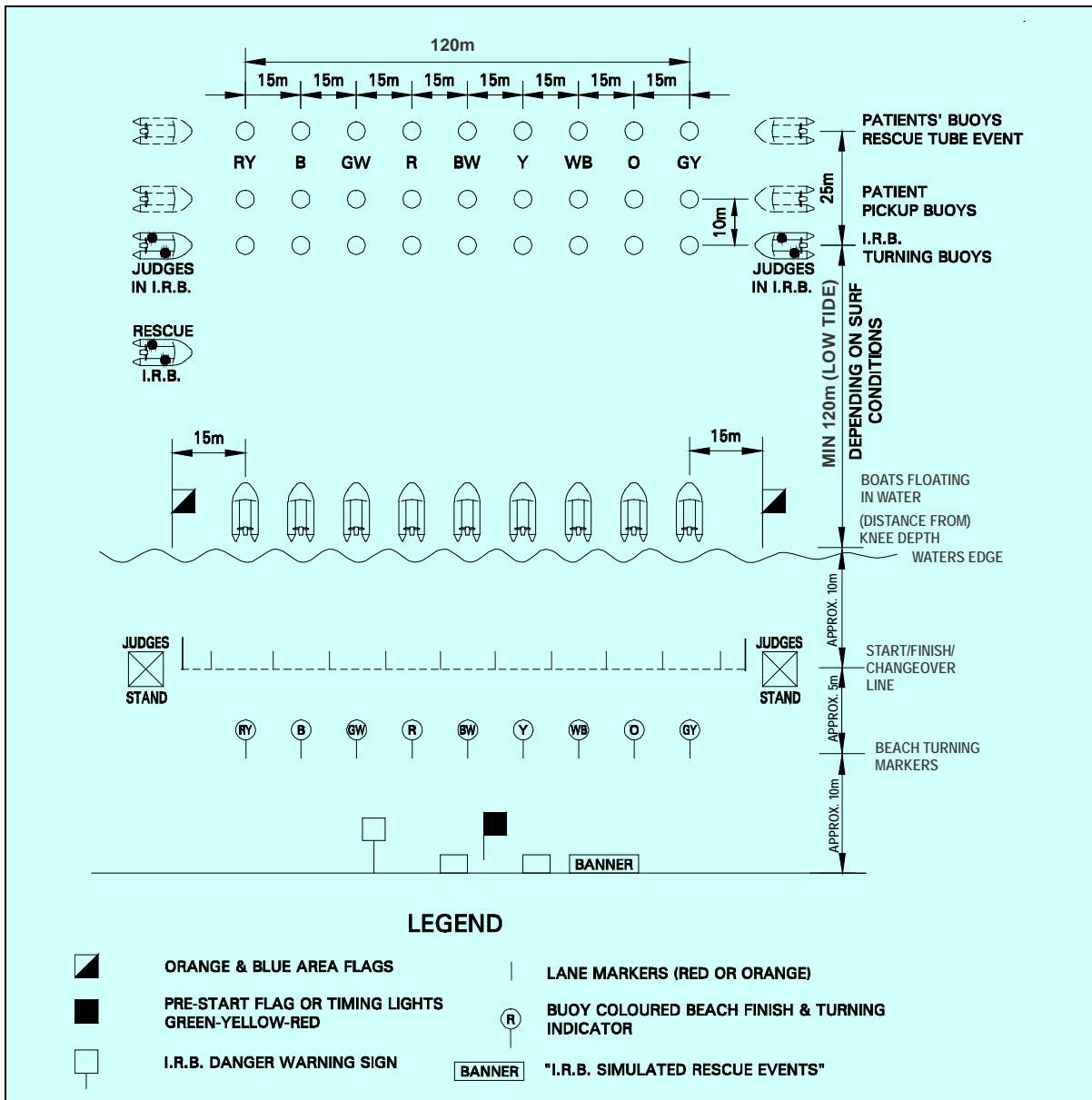
- a) **Water start:** If the Referee decides that the start shall be in the water, the start/finish line shall be located 10 m from the water's edge. The beach position turn markers shall be placed 5 m shoreward from the start/finish line.
- b) **Curved beach start:** Crews are positioned to take into account the curved nature of the beach.
- c) **Water finish:** Normally (as per the diagram), the finish is dry and within the crews' allotted lane markers unless the Referee decides on a water finish. In a water finish, the team is deemed to have finished once any part of the hull of the IRB crosses the finish line from the seaward side between the two finishing flags/poles or finish gates.
- d) **Curved beach finish:** Drivers shall be required to run up to the start/finish line and raise the team's beach position flag above their head while remaining on their feet.
- e) **Electronic finish:** Drivers shall activate an electronic device at the start/finish line to register the finish and be on their feet when the device is activated.

7.2.9 Administration and officials

- a) Events may be held separately or as part of a surf competition and, as such, will come under the overall control of the Chief Referee. The Chief Referee shall have knowledge of ILS competition, the *ILS Competition Rule Book* and any relevant circulars regarding the competition and IRB operations.

7.2.9 Administration and officials (cont'd)

- b) Other officials shall be appointed to assist the conduct of the competition. In addition, specialist advisers (e.g., hull and motor experts etc.) may be appointed to assist.



TYPICAL INFLATABLE RESCUE BOAT COMPETITION AREA

Distances approximate only. The beach set-up relative to the positioning of the buoys may be adjusted depending on surf conditions.

7.3 PROCEDURE

7.3.1 Placing of patients

- a) Patients, wearing helmets, shall be taken to sea by either the duty boats or their own crews.
- b) If crews take out their patients they may be transferred to the duty boats.
- c) Patients shall be placed in the water at their allocated patient pick-up buoy. For the rescue tube event the patient shall be placed at the allocated rescue tube patient buoy.
- d) Patients may hold onto their buoy until the patient pick-up. Patients are not permitted to attempt to move the buoy in any direction to gain an advantage. For the pick-up, they shall release all contact with the buoy and position themselves clear of and behind their pick-up buoy on the seaward side.
- e) In the mass rescue and teams events the second patient will wait on the beach side of the pick-up buoy and move to the seaward side of the buoy after the first patient has been picked up and the IRB has crossed back to the shoreward side of the pick-up buoy.

7.3.2 The start

- a) Competitors in IRB events, wearing the required caps, helmets and ~~vests~~ lifejackets, shall be assembled in the marshalling area. When entries are checked the Marshall shall inform each team of their allocated lane. Drivers don the identifying coloured apparel of their allocated lane.
- b) On command (whistle or other means) from the Starter, the crew and IRB shall proceed to the water's edge of their allocated lane. Check Starters may be utilised to guide crews to their starting position.
- c) Crews are able to claim bonus time. This is an optional concession, provided at the discretion of the Chief Referee, for crews at the start of events. Each club is allowed a maximum of five minutes bonus time per competition, which may be claimed in a minimum of one-minute increments.
- d) The IRB shall be positioned directly in front of the crews' respective finish markers.
- e) A maximum of two handlers may assist with the positioning of the IRB in the 'set' position. (If conditions warrant, the Chief Referee may increase the number of handlers to four.) Set position means the IRB is stationary, bow facing seaward perpendicular to the wave line, and wholly within its lane in a depth sufficient to enable a start as determined by the Chief Referee. The motor may be in or out of gear.
- f) The driver and crewperson shall be positioned adjacent to their respective beach marker in readiness for a race start with their toes on or behind the start/finish line. If a lane coloured vest or other identifying garment is supplied, it must be worn by the drivers as directed by the Chief Referee.

7.3.2 The start (*cont'd*)

- g) On the Starter's signal, the driver and crewperson shall cross the start/finish line and proceed to the IRB.
- h) When the start signal sounds, handlers must be positioned on either side and in control, of the IRB with at least one hand without touching any part of the motor, fuel cell, fuel line assembly and safety chain. After the starting signal, handlers may move the IRB to assist with water depth positioning but they may not turn the IRB on an angle to assist driver and/or crewperson entry.
- i) Handlers must release all contact with the boat once the driver and/or crewperson touch the IRB, and may not assist further.
- j) The driver and crewperson shall board the IRB at their discretion. This decision is ultimately the responsibility of the driver and crewperson and as such IRB crews cannot protest the start.
- k) The driver must be fully aboard the IRB before starting the motor. Only the driver may start the motor and the crewperson must be in contact with the IRB at the time the motor is started.
- l) The motor may be started either in or out of gear. If starting the motor in gear and using one hand to start, the driver must maintain control of the motor throttle grip with their other hand. If a two-handed start is used the motor must be in neutral.
- m) During and immediately after starting the motor, the IRB must not move in an uncontrolled or unsafe fashion.
- n) Only the driver is permitted to touch any part of the motor once the starting signal sounds.

7.3.3 Proceed to and from buoys

- a) The decision to proceed to sea is ultimately the responsibility of the driver and crewperson.
- b) After entering the IRB the driver and crewperson must maintain their 'normal position' as described below with three secure points of contact.

Normal driver position is defined as left or right foot in the foot strap, left hand holding the driver pontoon handle, right hand holding motor throttle grip, and seated on the pontoon.

Normal crewperson position is defined as left foot in the foot strap (right foot in foot strap is optional), left hand holding the bow rope handle, right hand holding the inner pontoon (boarding) handle or lifeline rope, and seated on the pontoon.

Normal patient position is defined as crouched inside the IRB and holding onto the pontoon lifeline rope. The patient must not be seated on the floor or pontoon of the IRB.

7.3.3 Proceed to and from buoys (*cont'd*)

- c) The only exceptions to the normal positions (above) are listed below. Transition from the normal positions must be made in a safe manner while maintaining three points of contact with the IRB at all times:
- The driver and/or crewperson may leave their normal position to drag the IRB over a sand bar if the motor is electrically dead, or in the neutral position if left running.
 - The crewperson may rise from the seated position at any time to absorb the impact of negotiating a wave or swell.
 - The crewperson may move into the “locked-in” position when ‘punching’ a wave.
 - The crewperson may move their weight for turning or negotiating shallow water providing it is done so in a safe manner.
 - The crewperson may move their weight and adjust their securing points for buoy turns.
 - The crewperson may leave their normal position for all patient pick-ups.
 - The driver may leave their normal position for the rescue tube pick-up.
- d) The driver and crewperson must maintain control of the IRB at all times during the competition to ensure it moves in a safe and controlled manner. Losing the bow rope is a Safety DQ.
- e) The leading IRB, while proceeding to the buoys, shall have right-of-way and the trailing IRB must take evasive action by turning or giving way to prevent collision.
- f) When returning to shore, the IRB must not be driven so that it comes down a wave in a dangerous manner and/or cause the driver or crewperson or patient to become dislodged.

7.3.4 The turn and patient pick-up

The turn and patient pick-up process shall be as follows for the rescue, mass rescue and teams event:

- a) Crews must not steer a wide course or delay a turn which impedes the progress of another crew or forces them from their true course.
- b) All buoys shall be turned anti-clockwise and be maintained on the port (left hand) side of the IRB throughout turns. The patient pick-up buoy must not be forced under the pontoon during any part of the turn.

Note: For judging purposes, should any buoy be fully submerged during a turn and/or patient pick-up, the crew shall be disqualified.

- c) The IRB shall complete a 360 degree turn around its allocated turning buoy and proceed to the allocated patient pick-up buoy aligning the patient to the port side.

7.3.4 The turn and patient pick-up (*cont'd*)

- d) With the exception of the Rescue Tube Race, where the patient pick-up procedure is described in the rules, the patient will face towards the IRB in preparation for the patient pick-up. The patient's hands must be clasped together or one hand held to the opposite wrist during the pick-up.
- e) The patient pick-up shall be undertaken in a safe manner and shall commence on the port side of the IRB and on the seaward side of the pick-up buoy. The driver and crewperson may both assist with the patient lift.
- f) Once the patient pick-up is completed, the IRB shall complete the patient pick-up and the turn, passing back to the beach side of the patient pick-up buoy and return to shore keeping their turning buoy on their left hand side. In the mass rescue this procedure is repeated for the second patient pick-up.

The patient pick-up is deemed to be complete when no part of the patient's body is in the water (but not necessarily completely inside the boat). For all IRB events, except for the Rescue Tube event, the patient pick-up must be completed before the *entire* IRB has passed the shoreward side of the patient pick-up buoy.

- g) The IRB shall not turn around any buoy other than the allocated turning buoy and the allocated patient pick-up buoy.
- h) If an IRB crew misses the patient pick-up, they may continue to their respective turning buoy a second time, round it and re-attempt the patient pick-up as described above.

7.3.5 The finish/changeover

- a) The IRB shall beach and remain inside the allocated lane until the driver has exited the IRB.
- b) When beaching the IRB, the driver must throttle the motor back to idle and stop the motor, i.e., render it electrically dead by activation of motor kill switch, prior to the IRB being grounded on the shore edge. If a motor kill switch safety lanyard is used it must remain attached to the motor.
- c) The crewperson must be seated in an upright position during the beaching or grounding. It is not permissible to lie on any part of the IRB.
- d) The driver, crewperson or patient must not be dislodged from their normal positions by grounding the IRB with excessive speed or beaching at an awkward angle.
- e) The motor must be stopped (i.e., electrically dead by activation of the motor kill switch) before the driver, crewperson or patient exit the IRB.
- f) The patient must not exit prior to the driver. The crewperson may alight before the driver to steady the IRB if done so in a safe manner but only after the motor has been made electrically. The motor may be left in gear. The crewperson may use the side lifting handles to exit the IRB.

7.3.5 The finish/changeover (*cont'd*)

- g) When exiting the IRB, the driver must keep both feet on the IRB floor until the motor is electrically dead by activation of the motor kill switch. The engine need not be placed in neutral gear.
- h) The driver must remain seated until both feet are swung outside the IRB. The definition of 'outside' is past the centreline of the port side pontoon.
- i) The driver must have completed his or her exit aft of the IRB front lift handles, and must not step off any part of the IRB or floorboard when exiting.
- j) The driver must exit in a safe and controlled manner and must not fall during the exit process as a result of poor technique or the IRB being grounded with excessive speed. The exit process starts when the driver begins to leave their normal driving position and finishes when the driver regains normal running composure (e.g., not stumbling) after the momentum of the grounding, beaching or forward velocity of the IRB has dissipated. A fall is when any part of the driver's body other than the feet touches the ground.
- k) The crewperson shall remain in control of the IRB while the driver runs to the start/finish line. The patient may assist the crewperson in the control of the IRB (the first patient in mass rescue and teams is the exception).
- l) The finish is judged on the chest of the driver when he or she crosses the start/finish line on his or her feet.

Note: Unless otherwise specified, a team shall not drive the IRB across the finish line to record a finish result. Should a boat crosses the finish line, the driver may exit the boat and pass to the seaward side of the start/finish line and re-cross the line on their feet to record a finish result.

7.3.6 The changeover (Mass, Teams and Relay events only)

- a) During all changeovers the crewperson must maintain contact with the IRB and control it in a safe manner. The crewperson and patient, as detailed in the relevant event descriptions, may turn the IRB around and place the boat at an angle to assist driver entry if safe to do so.

Note: During changeovers, drivers, crew and patients must follow the exit procedures detailed in section 7.3.5.

- b) For the changeover in the Teams and Relay events, drivers proceed past the start/finish/changeover line, to round their respective beach turning markers (see 7.2.7 c) and visibly tag the next driver who is positioned with their toes on or behind the shoreward side of the start/finish/changeover line and the seaward side of the beach turning markers (i.e., changeover zone). Outgoing drivers are not required to be stationary, but the tag must occur within the changeover zone.

7.4 EVENT NO 1: IRB RESCUE

- a) Each team shall comprise one driver, one crewperson and one patient.
- b) The patient is positioned as described in Procedure 7.3.1.
- c) The start shall be as described in Procedure 7.3.2.
- d) The crew shall proceed out to sea, pick up their patient and then return to shore, as described in Procedure 7.3.3 and 7.3.4.
- e) The finish shall be as described in Procedure 7.3.5.

7.5 EVENT NO 2: IRB MASS RESCUE

- a) Each team shall comprise one driver, one crewperson and two patients.
- b) Both patients are positioned as described in Procedure 7.3.1.
- c) The start shall be as described in Procedure 7.3.2.
- d) The crew shall proceed out to sea, pick up their first patient and then return to shore, as described in Procedure 7.3.3 and 7.3.4.
- e) The driver shall exit as described in Procedure Rule 7.3.5. At the shore the crewperson controls the IRB as described in Procedure Rule 7.3.7 and may turn it around. The patient must exit the IRB after the driver exits. The patient is permitted to assist the crewperson to turn and hold the position of the boat.
- f) The driver proceeds to the start/finish line, rounds the allotted beach turning marker and returns to the IRB. The driver may also assist the crewperson to turn the IRB around. Should the first patient have assisted the crewperson turning and hold the position of the boat, the patient must release contact when the driver makes contact with the boat. The driver must not start the motor until the first patient is clear of the boat. Patients must then place themselves in a position where they do not impede the conduct of the race or judging of the event.
- g) The IRB shall be relaunched and restarted and the crew will proceed out to sea to pick up their second patient and then return to shore, as described in Procedure 7.3.3 and 7.3.4.
- h) The finish shall be as described in Procedure 7.3.5.

7.6 EVENT NO 3: IRB TEAMS RESCUE

- a) Each team shall comprise of two drivers, two crewpersons and two patients.
- b) The patients are positioned as described in Procedure 7.3.1.
- c) The start shall be as described in Procedure 7.3.2.
- d) The second driver and second crewperson shall position themselves at the changeover line.
- e) The crew shall proceed out to sea, pick up their first patient and then return to shore, as described in Procedure 7.3.3 and 7.3.4.

7.6 EVENT NO 3: IRB TEAMS RESCUE (*cont'd*)

- f) The driver shall exit as described in Procedure 7.3.5. After the first driver has completed his or her exit, the patient exits the IRB and the second crewperson crosses the changeover line and proceeds to the IRB.
- g) The first crewperson turns the IRB and must maintain control of it as described in Procedure 7.3.6 (a). The first patient may assist in this procedure. Should the first patient have assisted the first crewperson turn and maintain control of the IRB, only the first patient *or* the first crewperson is permitted to maintain contact with IRB after the second crewperson or second driver has made contact with the IRB. I.e., there can be no more than two handlers in control of the IRB at any one time, unless otherwise directed by the Chief Referee.

Note: The patient/first crewperson who releases contact with the IRB must retire and stand clear of the IRB.

- h) The driver proceeds to the start/finish line, rounds his or her respective beach position marker and visibly tags the second driver who is at the changeover line with their toes on or behind the shoreward side of the start/finish line and to the seaward side of the beach turning marker (i.e., changeover zone). Outgoing drivers are not required to be stationary, but the tag must occur within the changeover zone.
- i) After the tag, the second driver proceeds to the water's edge to relaunch and restart the IRB. The one remaining first crewperson/patient must release contact with the IRB when the driver makes contact with the IRB. The second driver must not start the motor until the one remaining crewperson/patient are clear of the boat.
Note: The first crewperson and first patient must place themselves in a position where they do not impede the conduct of the race or judging of the event.
- j) The second crew will proceed out to sea, pick up their second patient and then return to shore, as described in Procedure 7.3.3 and 7.3.4.
- k) The finish shall be as described in Procedure 7.3.5.

7.7 EVENT NO 4: IRB RESCUE TUBE

- a) Each team shall comprise one driver, one crewperson and one patient.
- b) The patient is positioned as described in Procedure 7.3.1.
- c) For the purpose of this event only, the rescue tube may be either in the normal stowage position or under the spray dodger with the harness looped over the crewperson's bow rope. No adjustments are permitted to be made to the rescue tube.
- d) The start shall be as described in Procedure 7.3.2.
- e) After the break has been negotiated the crewperson, while maintaining a secure position, shall don the rescue tube harness in a safe manner prior to rounding the buoy.

7.7 EVENT NO 4: IRB RESCUE TUBE (*cont'd*)

- f) The IRB shall round the turning buoy anti-clockwise and then must remain wholly, i.e., all parts of the IRB, on the beach side of the turning buoy until the patient pick-up has commenced (see 7.7 i).
- g) After the IRB has rounded the turning buoy the crewperson shall enter the water from the port side maintaining the turning buoy on their left. The rescue tube shall be unclipped and held in a secure grip. It must be ensured that no part of the rescue tube, lanyard or harness snags the IRB or driver.
- h) The crewperson shall then swim to the respective patient keeping their allocated turning, patient pick-up and rescue tube patient buoys on their left hand side.
- i) The rescue tube must then be fastened around the patient and under both arms by the crewperson and/or patient. The patient may clip themselves into the rescue tube unaided. The crewperson does not have to break stroke during this process as long as the clip on the rescue tube is secured to an O-ring prior to the patient crossing to the shoreward side of the rescue tube patient buoy.
- j) The crewperson continues anti-clockwise around the buoy and tows the patient to the IRB maintaining the patient pick-up buoy and turning buoy on his or her left hand side. The patient is permitted to assist by kicking, and sculling with arms under the surface, but must not swim with an out-of-water arm recovery. The patient must not be towed on the stomach. Swim fins, hand fins or other non-approved aids are not permitted.
- k) Once the driver makes visible physical contact with the patient (not the rescue tube harness), the patient pick-up is deemed to have commenced and the IRB may cross to the seaward side of the turning buoy.
- l) The crewperson and patient shall board the IRB on the port side with or without assistance from the driver. The driver may release the motor throttle grip and stand to assist the pick-up providing the motor is in neutral.
- m) The IRB shall continue anti-clockwise around the turning buoy.
- n) The rescue tube shall remain around the patient and the crewperson shall remove the harness and pass it to the patient. The patient must have hold of the lanyard and harness before the driver exits the IRB. The patient must keep a secure grip on the lanyard and harness ensuring that he or she does not snag anything within the IRB, extend past the transom, or pass through either of the self-bailers.
- o) The crew shall return to shore as described in Procedure 7.3.3.
- p) The finish shall be as described in Procedure 7.3.5.

7.8 DISQUALIFICATION

Crews shall be disqualified if found to have failed to comply with any event procedures, descriptions, rules and/or other matters contained in the *ILS Competition Rule Book* or relevant circulars or bulletins. Safety and technical disqualifications for IRB competition are detailed below.

DISQUALIFICATION CODES FOR IRB EVENTS

TDQ—Technical Disqualification; **SDQ – Safety Disqualification**

A. START

DQ Type

| | |
|--|------------|
| A1 – Driver or crew false starts. | TDQ |
| A2 – IRB not positioned as directed and/or not in front of crews' finish markers. | TDQ |
| A3 – Bow of IRB not pointing towards the wave line at start of event. | TDQ |
| A4 – Handler assists crew to launch IRB. | TDQ |
| A5 – Driver starts motor outside of IRB. | SDQ |
| A6 – Driver using two-handed start and motor not in neutral. | TDQ |
| A7 – Driver starts motor when crew not in contact with IRB. | TDQ |
| A8 – During or immediately after the start, the IRB moving in an uncontrolled or unsafe fashion. | SDQ |
| A9 – Driver pushes or pulls the IRB while motor is in gear and motor running. | SDQ |

B. PROCEEDING TO AND FROM BUOYS

| | |
|--|------------|
| B1 – General driving and/or crewing techniques that lead to a crewmember being dislodged from his or her normal position within the IRB. | SDQ |
| B2 – Punching a wave in a dangerous manner or causing the driver or crew to be dislodged. | SDQ |
| B3 – IRB turning around “incorrect buoy or buoys”. | TDQ |
| B4 – Leading IRB has right of way; trailing IRB(s) did not take evasive action. | SDQ |
| B5 – Crew steering a wide course or IRB delaying a turn so as to impede or force another IRB out of its true course. | TDQ |
| B6 – IRB returning to shore not keeping IRB turning buoy to the left-hand side of the IRB. | TDQ |
| B7 – Crew member or patient losing contact with the IRB during the course of an event. | SDQ |
| B8 – Loss of control by the driver and/or crew even if still in contact with the IRB. | SDQ |
| B9 – IRB not completing the course as defined for that event. | TDQ |
| B10 – IRB not completing a 360° turn around the allocated IRB turning buoy. | TDQ |
| B11 – Returning to shore, coming down a wave in a dangerous manner and/or causing the driver and/or crewperson and/or patient to be dislodged. | SDQ |

C. PATIENT PICK-UP

DQ Type

| | |
|---|-----|
| C1 – Patient pick-up not commenced on seaward side of patient buoy. | TDQ |
| C2 – Patient not picked up on the port side of the IRB. | TDQ |
| C3 – Driver, crew or patient losing contact with IRB. | SDQ |
| C4 – Patient/crew member not picked up in a safe manner (i.e. patient pick-up not completed as prescribed in the rules). | SDQ |
| C5 – IRB passes around incorrect turning or patient pick-up buoy. | TDQ |
| C6 – IRB is driven such that the buoy is forced under the pontoon during any part of the patient pick-up turn. | TDQ |
| C7 – IRB passes around turning or patient pick-up buoy in a clockwise (right hand in) direction. | TDQ |
| C8 – After missing patient pick-up, IRB did not complete a 180° turn around IRB turning buoy before reattempting patient pick-up at patient buoy. | TDQ |
| C9 – Driver and/or crew failing to assist with the patient lift into the IRB. | TDQ |

D. IRB RESCUE TUBE EVENT

| | |
|---|-----|
| D1 – IRB not rounding its turning buoy before crew entered water. | TDQ |
| D2 – Crew not entering the water from the port-side pontoon. | TDQ |
| D3 – Crew not leaving the IRB in the correct manner. | TDQ |
| D4 – Crew has rescue tube clipped up before reaching patient. | TDQ |
| D5 – Crew/patient not swimming anti-clockwise around their respective buoy. | TDQ |
| D6 – Patient not clipped into 'O' rings on rescue tube. | TDQ |
| D7 – Patient floating on stomach or using arm action above the water while being towed. | TDQ |
| D8 – IRB not remaining on beach side of the turning buoys until patient lift commenced. | TDQ |
| D9 – Crew/patient not boarding IRB on the port side. | TDQ |
| D10 – IRB not completing an anti-clockwise turn around the turning buoy after pick-up. | TDQ |
| D11 – Patient not having the rescue tube clipped around waist and/or having the harness secured at the finish of the rescue tube event. | TDQ |

E. CHANGEOVER – IRB MASS/TEAMS

DQ Type

| | |
|--|-----|
| E1 – Driver leaving IRB with motor running (i.e. does not activate engine kill switch). | TDQ |
| E2 – Driver leaves IRB, then crew resets kill switch. | TDQ |
| E3 – Driver leaves IRB, then patient(s) assists crew to turn IRB. | TDQ |
| E4 – Patient leaves IRB before the IRB motor is stopped. | TDQ |
| E5 – During the changeover, the boat hits the beach with such force that it causes the driver, crew and/or patient to become dislodged from the IRB. | SDQ |
| E6 – Crew member leaves the boat in a dangerous manner. | SDQ |
| E7 – Driver(s) and/or crew not completing changeover as defined for the event. | TDQ |

F. FINISH

| | |
|---|-----|
| F1 – Driver leaves IRB with motor running (i.e., does not activate engine kill switch). | TDQ |
| F2 – Driver exits IRB incorrectly. | TDQ |
| F3 – Driver beaches IRB out of their respective lane. | TDQ |
| F4 – Patient(s) leaves IRB before the IRB motor is stopped. | TDQ |
| F5 – Driver fails to cross the finish line on his or her feet. | TDQ |
| F6 – At the finish of the event, the boat hits the beach with such force that it causes the driver, crew and/or patient to become dislodged from the IRB. | SDQ |

G. GENERAL

| | |
|--|-----|
| G1 – Driver acting in an unsafe manner. | SDQ |
| G2 – Crew acting in an unsafe manner. | SDQ |
| G3 – Patient acting in an unsafe manner. | SDQ |
| G4 – Crewperson losing the bow rope. | SDQ |

ILS COMPETITION RULE BOOK

2015–2019 Edition

Section 8

**FACILITY AND EQUIPMENT STANDARDS
AND SCRUTINEERING PROCEDURES**



8.4.1 Scrutineering procedure (*cont'd*)

For ILS-sanctioned events:

- a) The sanction application requires a declaration from the competition organisers that all ocean equipment to be used in the competition will meet ILS standards.
- b) Any other scrutineering determined by the competition organisers.

8.5 BOATS

8.5.1 Inflatable rescue boats (IRBs)

Inflatable rescue boats and motors shall meet the specifications of ILS and the host country, and be supplied by the host organising committee. The organising committee shall make IRB boat and motor specifications available to teams well in advance of the competition.

Video camera: If a camera is mounted on the IRB it must be installed on a mounting device and toggle strap supplied or recommended by the manufacturer of the device. The camera may only be mounted on the transom or on the cowling of the motor.

* The weight of any plugs permanently installed into the boat to attach the camera is included in the overall weight of the craft. The weight of other, non-permanently installed mount and camera are not included in the overall weight.

8.5.2 Surf boats

Surf boats must conform to ILS specifications including the following:

Weight: minimum 180 kg (excluding oars, oarlocks, rescue tube and all optional equipment)

Length: minimum 6.86 m; maximum 7.925 m (excluding outrigger)

Beam: minimum 1.62 m (measured in the midship section)

Video camera: If a camera is mounted on the surf boat it must be installed on a mounting device and toggle strap supplied or recommended by the manufacturer of the device. The camera may be mounted on the splash board (front deck), or on the tanks opposite the rowers' seat, and on the rear deck.

* The weight of any plugs permanently installed into the boat to attach the camera is included in the overall weight of the craft. The weight of other, non-permanently installed mount and camera are not included in the overall weight.

Detailed specifications are available at www.ilsf.org.

8.5.3 Scrutineering procedure

For ILS Lifesaving World Championships:

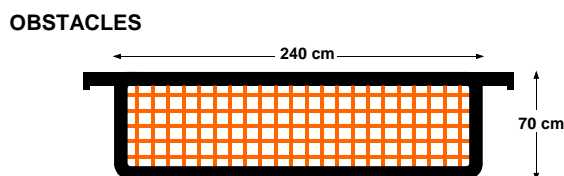
- a) All boats in Interclub and Open competition shall at a minimum, be checked for weight and safety (e.g., state of repair). Oars shall also be checked for

8.7.1 Scrutineering procedure

- a) For ILS-managed events, a person appointed by the ILS Management Committee shall check the approved manikin. Minimum measuring equipment required: tape measure (minimum 10 m with 1 mm increments); weigh scale (minimum 200 kg capacity with 1.0 g increments).
- b) For ILS-sanctioned events, the sanction application requires a declaration from the competition organisers that all equipment to be used in the competition will meet ILS standards.

8.8 OBSTACLES

- a) **Dimensions:** Obstacles used in pool events shall be 700 mm (± 10 mm) high and 2.4 m (± 30 mm) wide with no dangerous parts.
- b) **Inner frame:** The inner frame shall consist of a net or other element which does not permit passage by a swimmer, and which is of a bright colour which contrasts with the water and is clearly visible.
- c) **Upper line:** The upper line of the obstacle is placed on the water level and shall be clearly visible. Use of an additional floating line across the upper line of the obstacles is recommended.



8.8.1 Scrutineering procedure

- a) For ILS-managed events, a person appointed by the ILS Management Committee shall check the obstacles. Minimum measuring equipment required: tape measure (minimum 10 m with 1 mm increments).
- b) For ILS-sanctioned events, the sanction application requires a declaration from the competition organisers that all equipment to be used in the competition will meet ILS standards.

8.9 RESCUE TUBES

Construction and composition

- a) **Source of buoyancy:** Material to be as specified in Australian Standard AS2259 or equivalent. The material shall be closed cell plastic foam, and durable and flexible.
- b) **Buoyancy:** The rescue tube shall have a minimum buoyancy factor of 100 newtons in fresh water.
- c) **Flexibility:** The body of the rescue tube shall be of such a nature as to be able to roll within itself with a force of 5-6 kg.

8.9 RESCUE TUBES (cont'd)

- d) **Strength:** Webbing, leash, and fittings shall be able to withstand a minimum of 454.55 kg (1000 lb.) stress in a longitudinal direction without damage.
- e) **Weight:** Total weight of the tube should be between 600-750 g.
- f) **Colour:** The body of the rescue tube shall be a colour-fast red, yellow, or orange (impregnated, painted, or covered) as per Australian Standard AS1318.
- g) **Stitching/thread:** Stitching shall be a locked stitched type 301 of British Standard BS 3870 as illustrated in Australian Standard AS2259. The thread is to have similar properties to the materials being sewn.

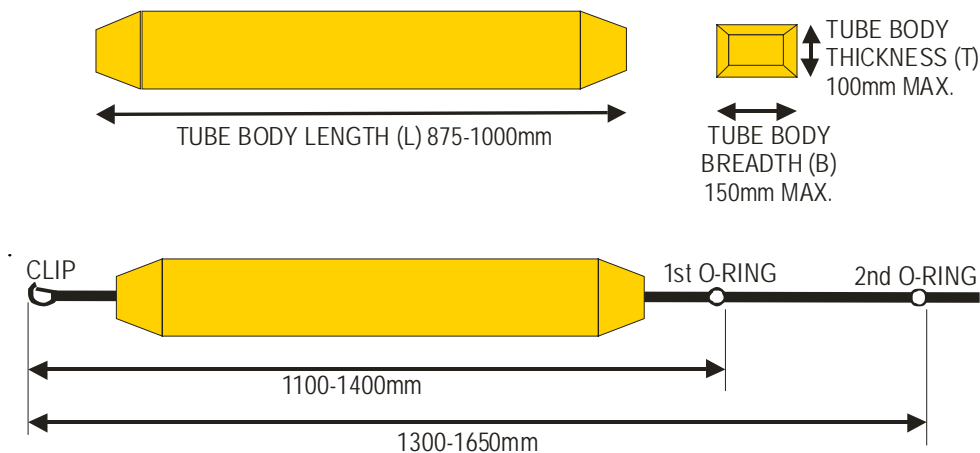
Technical measurements specification

- a) **Rescue Tube Dimensions:** The body of the tube (flotation component):

L – minimum length 875 mm; maximum length 1000 mm

B – maximum breadth 150 mm

T – maximum thickness 100 mm








The distance from the extremity of the clip to the extremity of the first O-ring shall be a minimum of 1.10 m to a maximum of 1.40 m.

The distance from the extremity of the clip to the extremity of the second O-ring shall be a minimum of 1.30 m to a maximum of 1.65 m.

- b) **Leash/line:** The length of the leash from the first O-ring to the lanyard webbing shall be a minimum of 1.90 m to a maximum of 2.10 m, and must include a minimum of 2 O-rings. The leash shall be a synthetic type rope which is UV treated.
- c) **Webbing connections:** Webbing used for the connection of O-rings/clips to the body of the tube shall be 25 mm (± 2.5 mm) wide woven nylon.
- d) **Lanyard/harness:** Webbing for the lanyard shall be 50 mm (± 5.0 mm) wide woven nylon with a minimum length of 1.30 m to a maximum of 1.60 m. The circumference of the lanyard loop shall be a minimum of 1.20 m.

9.13 SWIMWEAR (cont'd)

| Female Swimsuits | | | | |
|---|---|---|--|---|
| Full Length | Zippered Back | Knee Length, Open Back | Short, Open Back | Two Piece |
| Not Allowed | Not Allowed | Allowed | Allowed | Allowed |
|  |  |  |  |  |

- b) The material and construction used in swimwear to be worn in all ILS pool and ocean events shall be:
- Only textile woven fabric(s) shall be permitted.
 - Non-woven and/or non-permeable (e.g., wetsuit type) materials shall not be permitted.
 - The material used shall have a maximum thickness of 0.8 mm.
 - Other than string ties for the tops of men's swimwear or the bottom of female two-piece swimwear, no zippers or other fastening systems shall be permitted.
 - The swimsuit worn by competitors shall not aid in their buoyancy.
 - Swimwear that provides flotation, pain reduction, chemical/medical stimulation or other external stimulation or influence of any type shall be prohibited.
 - No outside application on the material shall be permitted. (Note: manufacturer brandings, club names or similar are permitted).

8.14 PERSONAL FLOTATION DEVICES (PFDs)

IRB event competitors (drivers, crew and patients) must wear PFDs (lifejackets) that comply with the international standard – ISO12402-5 Level 50 or equivalent. The wearing of PFDs is optional in other craft events. It is highly recommended that the PFDs worn by competitors in any event comply with the international standard or equivalent.

In cases where the device does not meet this standard, the wearer is encouraged to complete a risk assessment and read all relevant safety and operational instructions on the product. Not all PFDs meet standards and thus their effectiveness in preventing drowning is unproven. Non-compliance with the International Standard may mean that these devices present other potential risks (e.g., poor fit, easily dislodged in surf conditions and restricted movement and breathing).

8.15 HELMETS

Approved aquatic helmets are EN 1385 certified (or equivalent). Helmets may be in the manufacturer's original colour, or preferably, painted or covered in material in accordance with competitors' team/competition caps.

8.16 WETSUITS

With the exception of IRB events, the only wetsuits approved must be a maximum thickness of 5 mm at any location on the wetsuit with a tolerance of ± 0.5 mm; and contain no flotation or buoyancy assistance.

8.14.1 Scrutineering procedure

For ILS-managed events, a person appointed by the ILS Management Committee shall check the water temperature and wetsuits.

All wetsuits are subject to random scrutineering. Minimum measuring equipment required: thermometer (minimum 10 degrees Celsius with 0.5 degree increments); micrometre.

A similar process shall be undertaken for ILS-sanctioned events.