



# Coogee SLSC IRB Patrol SOP



Patrolling is the core part of Surf Lifesaving. As a member of the IRB area, you are a senior member of patrol which entails certain responsibilities. Whilst you are most likely to be called on for rescues, you also get to have more fun than everyone else.

IRB's are high profile and potentially dangerous to the public if operated unsafely. Unsafe operation of IRB's may lead to them being banned from beach operations. Follow the Powercraft Code of Conduct at all times.

1. **The Powercraft Code of Conduct** applies in all circumstances on patrol. Nothing contained in these guidelines removes the basic responsibility of IRB personnel to operate to the Powercraft Code of Conduct at all times. All injuries must be reported to the IRB & Club Captain ASAP.
2. **Coogee SLSC must have a Driver & Crew on patrol.** IRB people organise their own subs using the contact lists provided. No excuses.
3. Your IRB must be on the shore and signed on AT or BEFORE the patrol sign on time as a key element in the Coogee SLSC Constitution. A driver that does not comply will be subject to disciplinary action. Be at least 30 minutes early for patrol to get your IRB ready.
4. Follow the **IRB Run-Up SOP** – get all of the IRB qualified drivers and crew on your patrol to help, and if you are short get some other enthusiastic members. Generally SRC's and younger members like to help with the IRB.
5. Fill out the IRB Log properly; it is a designated SLSA Risk Assessment and is subject to Patrol Inspection. The IRB Logbook is to remain in the shed.
6. Ensure all IRB qualified people attend the Patrol Captain's briefing.
7. There **MUST** always be an IRB driver on patrol that carries a radio. An IRB driver on the water must carry a radio at all times.
8. **ALL SLSA PERSONNEL IN AN IRB MUST BE WEARING A PFD. IT IS THE IRB DRIVERS RESPONSIBILITY THAT THIS OCCURS. ALL PERSONNEL USED FOR PATIENT PICKUPS MUST BE WEARING A HELMET. THE ONLY EXCEPTION IS THAT OF A PATIENT DURING A RESCUE**
9. The Coogee SLSC Lifesaving agreement defines our patrolled coastal area to extend from Lurline Bay in the South to Gordon's Bay in the North. This includes patrolling these areas regularly and being tasked to these areas by Surfcom.
10. The expectation is that you will patrol these areas 1 to 3 times per patrol depending on conditions and how many people are around. Obviously if conditions are awful, it is unlikely you would patrol very often. However if there were lots of rock fisherman or swimmers in Gordon's Bay, you may have to. If Coogee Beach has 2000 people or 800 nippers, you may have to restrict or retime coastal patrols. Use the rule "Do the most good" in making your call.
11. **Out of Bounds Areas (except if attempting rescue) include :**
  - If waves are cresting between Wedding Cake Island and the point near Wyllie's Baths (very large swell/high winds), then craft must proceed AROUND the northern and seaward sides of the island to travel southwards. *In these conditions the direct route is out of bounds*
  - Between the shore and Bombora located at the entry to Gordon's Bay (Note a duck has been lost due to this route being travelled)
  - Closer than 70m to shore in rocky areas south to Lurline Bay, north to Gordon's Bay
  - Closer than 40m to Wyllie's & Giles Baths
  - Closer than 40m to Wedding Cake Island
  - Near Marine mammals (refer NSW Maritime Regulations)



# Coogee SLSC IRB Patrol SOP



12. **Restricted Activities requiring IRB Executive approval (and special provisions) include:**
  - Using IRB's outside of patrol/designated training hours
  - Driving in large swells (breaking waves) adjacent to Wedding Cake Island
  - Driving in large swells (breaking waves) adjacent to Bombora off Gordon's Bay
  - Use of Coogee IRB's at events or other beaches that are not designated training eg. Water Safety at Maroubra for BM groups.
13. **Possible Rescue Scenarios you should consider:**

*As a Patrol Driver & Crew, consider how you might react to these scenarios and refer to the Powercraft Manual and relevant SLSA procedures.*

  - Rock fisherman swept into sea (coastal rock platforms)
  - People jumping/falling from cliffs into water (Giles Baths)
  - People falling from rocks, requiring IRB transport to beach (Gordon's Bay)
  - Swimmers in trouble (hypothermia, lack of ability, intoxication – Australia Day?)
  - Mass evacuation – bluebottles, hypothermia (Nippers)
  - Scuba diving / snorkeling accidents (Gordon's Bay)
  - Pleasure Craft accidents / emergencies (Wedding Cake Island)
  - Search and Rescue – missing persons (Wedding Cake Island, Lurline Bay, Maroubra)
  - Body Retrieval
14. **Rollover** – if there is a rollover, the Patrol Driver's first duty is to sign off the IRB with Surfcom & then follow the Rollover SOP and get the rolled motor going. The Patrol Driver should enlist other personnel to put a backup motor on the IRB, even if this involves calling in another driver to ensure we have an IRB available ASAP.
15. The designated Patrol Driver and Crew are not the only IRB qualified people that should use the equipment on patrol. **It is the expectation of the IRB Executive that IRB drivers take out all IRB crew to help them maintain and enhance their skills.**
16. SLSA Procedures designate that unless members are IRB qualified, they cannot go in an IRB. This policy is interpreted at Coogee to be that non IRB qualified members cannot launch, land or be in the break in an IRB. **However, in low risk conditions with the approval of the Patrol Captain** they may be used as practice patients for pickups, be landed in an IRB in the standard patient position (lying down protected by crew) or be taken on short rides in the bay (no more than 2 at a time) provided they have 4 points of contact and are picked up and dropped off well outside the break. Within these guidelines the IRB can be used to improve members perception of patrolling.
17. IRB training on patrol is allowed (refer "Coogee SLSC IRB Training SOP"), however the safety of the public, bay swimmers etc is paramount so all training must take place beyond the point. Launching and landing practice is generally only to be carried out if the crowd is small, lifeguards are advised and if other members are stationed on the shoreline. **The Patrol Captain must authorise any training.**
18. **The IRB must remain able to be launched whenever it is signed on!** If the conditions are awful and there are no beachgoers or rock fisherman, **you are able to pack down the IRB 30 minutes prior to the scheduled patrol finish provided that it can be immediately launched if tasked by Surfcom.** This means the boat can be in the bucket with the motor run down but ready to go. Also means you need to have at least 4 members available to get it to shore for a quick launch.
19. **Follow the IRB Pack Down SOP** – get all of the IRB qualified drivers and crew on your patrol to help, and if you are short get some other enthusiastic members. Generally SRC's and younger members like to help with the IRB. **PFD'S MUST BE HOSED AND HUNG UP TO DRY (DRIVERS RESPONSIBILITY)**
20. **If Coogee IRB are tasked to a rescue or the public are in danger we will always launch and attend!**