






























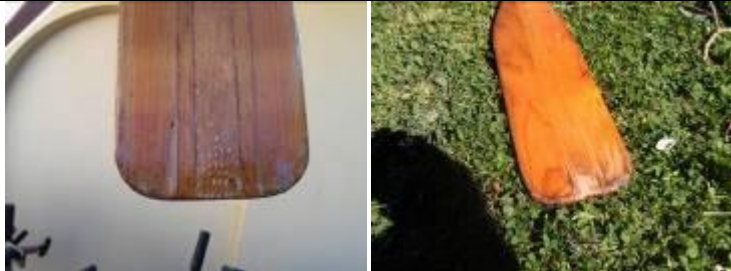




IRB HULL - INSPECTION CHECKLIST	Acceptable	Unacceptable
IRB Code of Conduct (on Notice Board)		
Floorboards Out		
Pontoon Wear to Underside	<p data-bbox="275 517 636 786">Good general condition:</p>  <p data-bbox="636 517 1001 786">Resin painted slightly over hypalon</p>  <p data-bbox="275 823 636 1093">End cap torn, not a safety issue:</p>  <p data-bbox="636 823 1001 1093">Wear strip lifted – not a safety issue</p>  <p data-bbox="275 1129 636 1399">Minor wear but not to base material:</p>  <p data-bbox="636 1129 1001 1399">Likewise on self bailer – will last the season</p> 	<p data-bbox="1406 671 1767 941">Underside sanded but not resin-ed:</p>  <p data-bbox="1767 671 2128 941">Wear through to base layer</p>  <p data-bbox="1406 978 1767 1248">Rib self bailer damaged and will let water into hull:</p>  <p data-bbox="1767 978 2128 1248">Wear strip missing</p> 








IRB HULL - INSPECTION CHECKLIST	Acceptable	Unacceptable
Pontoon Wear at Floorboard Junction	 <p>Minor wear, but not to base material:</p>  <p>Patch over worn hinge, and hinge is otherwise in good condition: Minor wear to rear of floorboard</p>	 <p>Fibreglass showing, will absorb water into the inner cell</p>
Reflective Tape	 <p>Unless the RIB is a night operations IRB, the reflective tape will not be a 'fail' if there is reasonable remnants</p>	







IRB HULL - INSPECTION CHECKLIST	Acceptable	Unacceptable
Spray Dodger		 <p data-bbox="1402 478 2072 507">Spray dodger at crew position, worn and may tear under heavy impact</p>
Bow Rope + Handle		 <p data-bbox="1402 782 1915 810">Crew handle is sharp on the end (protector is missing)</p>
Bow Rope D Fitting		
Pontoon Ropes on Sides (Life lines)	  <p data-bbox="273 1372 1205 1401">Sufficient slack (but not too much): Eye lets in good condition, not lifted and not sharp or corroded</p>	  <p data-bbox="1402 1161 1590 1190">Life line is too tight:</p> <p data-bbox="1769 1161 2132 1190">Eyelet has lifted – potential cut hazard</p>    <p data-bbox="1402 1461 1892 1490">Eyelet is broken – cut hazard (see above and below)</p>

IRB HULL - INSPECTION CHECKLIST	Acceptable	Unacceptable
Re-right Handles Rope (+ Pouch.)	 <p data-bbox="273 438 1086 467">Length 1400mm- does not foul prop: Neat bundle – not sharp areas on the hard plastic</p>	
Carry Handles		 <p data-bbox="1404 738 1910 770">Handle is lifting (pun intended) - needs to be repaired</p>
Driver's Boarding Handle	 <p data-bbox="273 1042 600 1074">Ok to tape as a temporary measure</p>	 <p data-bbox="1404 1042 1697 1074">Worn handle – abrasion hazard</p>
Crewperson's Boarding Handle	 <p data-bbox="273 1345 952 1377">Handle in very good condition: Handle taped to prevent abrasion</p>	
Fuel Line Loops		
Inflation Valves		



IRB HULL - INSPECTION CHECKLIST	Acceptable	Unacceptable
Transom Plate Wear (1mm) + bolts flush	 <p data-bbox="999 472 1290 496">Bolts are cut flush with the nut</p>	 <p data-bbox="1404 485 2134 509">OK if the bolt is behind the motor, but fails if exposed (eg. side of the transom)</p>
Transom Lip (3mm Square)	 <p data-bbox="273 788 600 812">Good 3mm lip and no sharp edges.</p>	
Motor Safety Cable (1/boat)	 <p data-bbox="273 1086 1290 1110">Crimp has belled but still structural and no sharp wires: Tape any sharp wires: Wires too short to cause injury</p>	 <p data-bbox="1404 1086 1816 1110">Wires are exposed and is a puncture hazard</p>
Eye Bolts		
Bungs (if applicable)	 <p data-bbox="273 1431 792 1455">Safety cords for the bungs (shorter bungy style is better)</p>	
Knife + Sheath	<p data-bbox="273 1461 878 1485">+ secure bungy or equivalent (square tip for use as a screwdriver)</p>	


IRB HULL - INSPECTION CHECKLIST	Acceptable	Unacceptable
Paddles: Stowage, Condition + Correct Size (1 set/boat)		 <p>Paddles are split on the end, may fail if required to be used under pressure</p>
15m Tow Rope: Stowage, Splice, Clip & Loop	 <p>Velcro overlock system or similar is acceptable</p>	 <p>Unacceptable clip styles – can't be properly placed to tow.</p> <p>Incorrect fitting will twist the tow handle: Unacceptable clip – cut hazard</p>
Approved Rescue Tube: Stowage	 <p>Velcro straps fitted</p>	 <p>No Velcro straps</p>
Whistle		

IRB HULL - INSPECTION CHECKLIST	Acceptable	Unacceptable
Fuel Tank (no leaks, no sharps)	 <p>Suitable press clips: Fittings covers in new model bladder: Acceptable repair – no leaks</p>  <p>New model round fuel fitting: Excellent heat shrink application - use hot water not flame:</p>  <p>Heat shrink covers the zip tie: Self amalgamating tape protects sharp edges: Insulation tape as a last resort</p>	 <p>Unacceptable exposed sharp edges: tape has failed to protect cut hazard</p>  <p>Screw clip is exposed – cut hazard</p>
Floorboards not worn, No holes/sharps	 <p>Not worn to base material or fiberglass – expected to last the season and not a safety hazard</p>	 <p>Back of floorboard is cracked and allows water to enter the internal closed cell</p>





IRB HULL - INSPECTION CHECKLIST	Acceptable	Unacceptable
Floorboard hinge condition (if applicable)		 <p>Hinges have failed – once one fails it is likely the rest will also fail</p>
Fuel Tank's Fixings	 <p>Splice around the clip (Knot above and below the floorboard): Knot and splice start:</p>  <p>Knot on the running side of the floor plug (Clip, plug then knot)</p>	 <p>Clip is tied in, not spliced: No knot to secure the clip</p>  <p>Series of Murrumbidgee Frog knots that will eventually untie and is unreliable</p> 

IRB HULL - INSPECTION CHECKLIST	Acceptable	Unacceptable
Foot Straps (Crew left and Driver right only)	 <p>Use of the spreader plate: Washers underside protects the floor: File rough sharp edges: Washer are reversed (smooth side down) to prevent tearing of the fabric</p>	 <p>Washer sharp side down has torn the fabric</p>
Pressure Gauge		
Waxed IRB ?	 <p>OK for Gear Inspection and Life Saving</p>	 <p>Not for Surf Sports due to the speed of patient pick up + potential for injury</p>
IRB Hull not modified		
APPROVAL STICKER		

IRB MOTOR - INSPECTION CHECKLIST	Acceptable	Unacceptable
No obvious motor modifications		
Rust/Corrosion Free		
Tilt-Lock removed or disabled		
Mechanism to prevent motor from starting in gear removed.		
Condition of hoses and wiring		 <p data-bbox="1406 1410 2130 1436">Fuel line from filter to pump is too long and is rubbed by the throttle link rod.</p>

Loose or Missing Bolts		
Fuel Filter Clean (if applicable)		
Choke/Primer Functions		
Smooth/full-throttle action (in gear engine not running)	 	
Motor Cover & Clip	<p>Packing washers behind throttle gear rod at the tiller hinge: Correct fitting of carby restrictor plate (covers the hole)</p>	<p>Upside down fitting of the restrictor plate can allow carby air leakage</p>
Propeller Blades	 <p>Standard propellor shape</p>	 <p>Ballistic shape (not 'out of the box' nor standard)</p>
Propeller Guard		
Prop Guard Securely Fixed		
Prop Guard Serial No. (if present)		

Clamp Threads and Handles	 <p data-bbox="286 352 797 376">Showing both type of acceptable spinner clamp screws</p>	
Clamp Brackets		
Tilt Bracket & Fixings		
Swivel Bracket & Fixings		
Starter		
Motor Actually Run & Idles		
Gear Shift (F,R,N)		
Gear Lever		
Stop Button/s		

<p>No Major Defects</p>				
<p>Motor Numbered</p>				
<p>5 x Motor Seals Intact</p>				
<p>Swivel Bracket Lugs remain and Steering Pin Tab removed, but only to 45 degr.</p>				
<p>APPROVAL STICKER</p>				

IRB TRAILER - INSPECTION CHECKLIST	Acceptable	Unacceptable
No obvious defects (no protruding jagged edges etc).		
Rust/Corrosion Free		
Joins clean rust/corrosion free		
Winch and strap (if applicable) in working order and ratchet lock working.		
Spare wheel available (if applicable)		
Storage racks – no sharp areas		
Spare wheel available (if applicable)		