

LS10.10 NIGHT IRB OPERATIONS

Section: LS10 Emergency Response System

Page: 1 of 3

Date: 22nd September 2012



PURPOSE

To outline minimum policy and procedure for emergency response IRB operations at night (low light).

POLICY

IRB night operations (or any on-water night operations) will form part of Branch Support Operations.

Any night operations shall be delivered by pre-identified, trained and resourced Branch Groups (or Branch endorsed clubs).

PROCEDURE

NSW Maritime Regulations

- Powered vessels of less than seven meters in length shall exhibit a white light visible all round and separate port/starboard sidelights.
- Navigation lights should be positioned so they are not obscured by the vessels superstructure or interfered with by deck lights.
- Do not travel at excessive speeds.

SLS Operational Requirements

The following must be adhered to:

1. Endorsement for IRB Night Operations

Any Club/Service in New South Wales can participate in 'Night IRB Operations' if the following is adhered to:

- Club/Service is Branch/State endorsed for night operations.
- Proposed members complete 'Support Operations Member Application Form' and are endorsed by Branch/State before commencing training.
- The Club/Service holds the minimum required equipment.
- Appropriate members are available and trained in 'Night IRB Operations.'
- Any Club/Service can participate in night (land-based) operations.

2. Training

Initial training will be conducted with the club/service by authorised State Facilitators and Branch Trainers (Night Operations).

Stage 1 Night Operations Training will include:

- Standard Operating Procedure – IRB Night Operations
- Team/Service Procedure Review
- Managing Risk
- Standard Operating Procedure - Emergency Response System (13SURF)
- Communications
- Navigation
- Emergency Service Partners
- Equipment Setup/Training
- Command & Control
- Response Operations
- Practical Training

LS10.10 NIGHT IRB OPERATIONS

Section: LS10 Emergency Response System

Page: 2 of 3

Date: 22nd September 2012



LS10. Emergency
Response System

3. Emergency Response Procedure (Normal)

Most reported night-time emergencies will come through 000 Police to the Surf Emergency Response System (13SURF). Information flow will usually follow the following:

1. State Duty Officer receives call from NSW Police through 13SURF.
2. State Duty Officer calls the Branch Duty Officer/Emergency Coordinator.
3. Branch Duty Officer to dispatch night operations teams/personnel (as per branch/local procedures).
4. Before any launch the Branch Duty Officer/Incident Commander, IRB Driver and IRB Crew must unanimously agree that it is safe to launch and signing the Risk Assessment Form.
5. The Branch Duty Officer will advise the State Duty Officer of any in-water response as soon as possible.
6. A land-based incident commander and back up IRB, Driver and Crew (or other emergency service vessel – Water Police, Marine Rescue) must be on-site and contactable (Note: Not required in an inland waterway)

At no time can RWC's operate between sunset and sunrise (at night).

4. Response Conditions/Parameters

IRBs cannot respond at night if:

- The on-beach surf is deemed by the Duty Officer to be above 2 meters and/or > 25 knots wind (excluding inland waterways).
- If an incident is further than 1km out to sea.
- If no land-based incident commander and/or backup IRB + crew (or other rescue vessel) is available.

When the Duty Officer/Incident Commander, IRB Driver, and IRB Crew are on scene they all must agree on the following prior to launch:

- That visibility is clear enough to be able to respond.
- That conditions are safe enough to respond.
- That all minimum equipment and support is in place (radios, land-based team, command point established).
- The details of the task/operation.

5. Equipment

Minimum gear & equipment required for IRB night operations:

- An approved make and model of IRB (as per SLSA approved gear and equipment list)
- Mountable IRB Navigation lights (Port, Starboard, White) – must be switched on at all times
- 2 x Radios – 1 IRB, 1 Duty Officer/Incident Commander
- 2 x Type 2 PFDs with reflective patches – worn by IRB Driver and Crew
- 2 x Waterproof Torches – 1 IRB, 1 Duty Officer/Incident Commander
- 2 x Personal strobes – worn by IRB Driver and Crew
- 1 x Vessel EPIRB/PLB
- 2 x Wetsuits – worn by IRB Driver and Crew
- 1 x Set of waterproof 'Mini Flares'
- 1 x V sheet
- 1 x High viz vest – worn by Duty Officer/Incident Commander
- 1 x Outboard lanyard (attached to driver)
- 2 x Beach navigation markers
- 6 x red/green/white cyalume sticks (glow sticks)
- 1 x Pelican case (or similar) with Night Operations clearly marked
- 25 x Cable ties
- 1 x Shears/scissors

LS10.10 NIGHT IRB OPERATIONS

Section: LS10 Emergency Response System

Page: 3 of 3

Date: 22nd September 2012



LS10. Emergency
Response System

6. Night-Vision/Use of Lights

It is important to maintain your night vision, especially for the driver. It takes approximately 30 minutes to obtain optimum night vision. When operating a search light do not shine it into the boat as it will destroy night vision. Hold it on the outside of the boat before turning it on.

Do not shine onto the water close to the boat as it will also reflect. The light should not be directed forward further back than the 2 o'clock and 10 o'clock positions as it will affect the driver's night vision.