




| IRB HULL - INSPECTION CHECKLIST | Acceptable | Unacceptable |
|---------------------------------------|---|---|
| IRB Code of Conduct (on Notice Board) | | |
| Floorboards Out |  | |
| Pontoon Wear to Underside |  <p>Good general condition:</p> <p>Slightly sanded slightly over hypalon</p> <p>End cap torn, not a safety issue:</p> <p>Wear strip lifted – not a safety issue</p> <p>Minor wear but not to base material: Likewise on self bailer – will last the season</p> |  <p>Underside sanded but not resin-ed: Wear through to base layer</p> <p>Rib self bailer damaged and will let water into hull: Wear strip missing</p> |

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| 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 boat, reflective tape will not be a 'fail' if there is reasonable remnants</p> | |

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| Spray Dodger | |  <p data-bbox="1406 600 2063 624">Spray dodger at crew position, worn and may tear under heavy impact</p> |
| Bow Rope + Handle | |  <p data-bbox="1406 903 1906 927">Crew handle is sharp on the end (protector is missing)</p> |
| Bow Rope D Fitting | | |

Pontoon
Ropes on
Sides
(Life
lines)



Sufficient slack (but not too much): Eye lets in good condition, not lifted and not sharp or corroded



Life line is too tight:









Eyelet has lifted – potential cut hazard

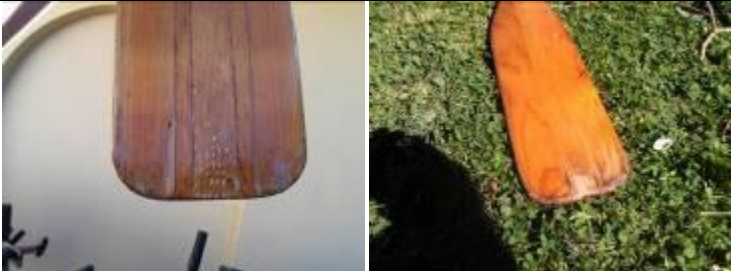













Eyelet is broken – cut hazard (see above and below)


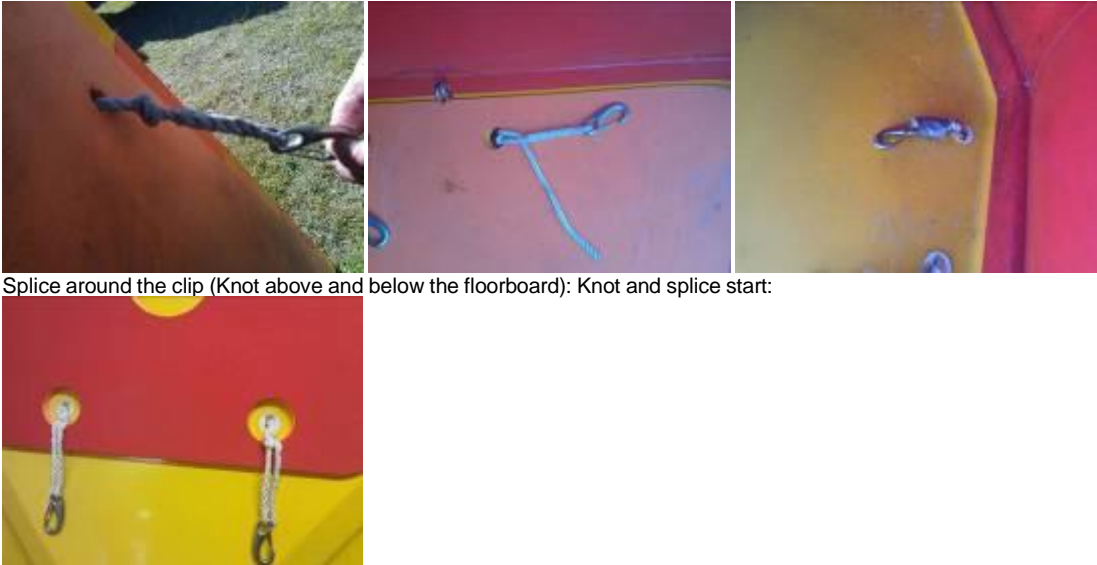



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| Re-right Handles Rope (+ Pouch.) |  <p data-bbox="275 443 1090 467">Length 1400mm- does not foul prop: Neat bundle – not sharp areas on the hard plastic</p> | | |
| Carry Handles | | |  <p data-bbox="1404 740 1904 764">Handle is lifting (pun intended) - needs to be repaired</p> |
| Driver's Boarding Handle |  <p data-bbox="275 1043 607 1067">Ok to tape as a temporary measure</p> | |  <p data-bbox="1404 1043 1702 1067">Worn handle – abrasion hazard</p> |
| Crewperson's Boarding Handle |  <p data-bbox="275 1347 952 1370">Handle in very good condition: Handle taped to prevent abrasion</p> | | |
| Fuel Line Loops | | | |
| Inflation Valves | | | |

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| Transom Plate Wear (1mm) + bolts flush |  <p data-bbox="1003 469 1285 491">Bolts are cut flush with the nut</p> |  <p data-bbox="1406 481 2132 504">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="273 785 604 807">Good 3mm lip and no sharp edges.</p> | |
| Motor Safety Cable (1/boat) |  <p data-bbox="273 1088 1285 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="1406 1088 1823 1110">Wires are exposed and is a puncture hazard</p> |
| Eye Bolts | | |
| Bungs (if applicable) |  <p data-bbox="273 1433 797 1455">Safety cords for the bungs (shorter bungy style is better)</p> | |
| Knife + Sheath | <p data-bbox="273 1461 887 1484">+ secure bungy or equivalent (square tip for use as a screwdriver)</p> | |



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| 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 | | |

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| 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> |



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| 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> |


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| 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 |  | |

| | | |
|------------------------------|---|--|
| COMPLIANCE PLATES | Not Required for Gear Inspection <i>(updated August 2020)</i> | |
|------------------------------|---|--|

| 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 1412 2134 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 | | |
| Propeller Blades |  <p data-bbox="286 1150 524 1174">Standard propeller shape</p> |  <p data-bbox="1406 1150 1854 1174">Ballistic shape (not 'out of the box' nor standard)</p> |
| Propeller Guard | | |
| Prop Guard Securely | | |
| Prop Guard Serial No. (if present) | | |

| | | |
|----------------------------|---|--|
| Clamp Threads and Handles |  <p data-bbox="286 352 801 375">Showing both type of acceptable spinner clamp screws</p> | |
| Clamp Bracket | | |
| Tilt Bracket & Fixings | | |
| Swivel Bracket & Fixings |  | |
| Starter | | |
| Motor Actually Run & Idles | Motors required to be started and run | |
| Gear Shift (F,R,N) | | |
| Gear Lever | | |
| Stop Button/s | | |

| | | |
|--|---|--|
| <p>No Major Defects</p> |  | |
| <p>Motor Numbered</p> | <p>Compliance</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) | | |

END DOCUMENT