



# Green Book Update

July 2017

Version 1.0

# Outline

1. The Green Book
2. Basis for Change
3. Main Changes

# Green Book

- The RPAYC Cruising Regulations define the Club's baseline for cruising equipment, standards and requirements.
- The Green Book draws on the ISAF / World Sailing Offshore Special Regulations and the Australian Sailing Blue Book.
- The OSRs and the BB assume that a boat will be fully crewed and, in all other respects, be suitably equipped to race off-shore within the limitations of the prevailing weather and sea conditions and the safety category with which the boat, its equipment and its crew comply.
- Cruising boats, unlike racing boats, usually sail with a minimum of crew, often two, and are not restricted by either the racing rules of sailing or the competitive drive to "minimalise" wherever possible to achieve a competitive edge
- The GB was introduced by the RPAYC in 2007.

# Changes

- Changes to the GB generally reflect the changes to the BB so that boats that comply with GB Inshore and Short Coastal will comply with BB Cat 7 and Cat 4 audit requirements.
- Compliance with BB Cat 7 requirements does not equate to compliance with GB Inshore requirements and similarly BB Cat 4 compliance does not equate to GB Short Coastal compliance.
- Requirements are generally defined line by line against event categories (O, L, S, and I).
- The Section 3 (Structural, Stability and Fixed Equipment) Multihull and Monohull requirements have been separated where appropriate to facilitate interpretation and auditing.

# 1.02 Person in Charge

**Person in Charge**            A person authorised by the owner or operator of the boat to exercise command and otherwise take charge of the boat and its crew during the event.

The Person in Charge of the boat owes a duty of care to the crew and other participants in the activity where there is a reasonably foreseeable risk of harm or injury to them as a result of their actions. Similarly, crew members owe a duty of care to each other. Legislation (Civil Liability Act 2002 (NSW)) requires that reasonable steps be taken to reduce the likelihood of injury to crew members and other participants as a result of those risks which are foreseeable. Similarly, the Marine Safety Act 1998 (NSW) imposes a specific legal duty on all those participating in the operation of recreational vessels together with the passengers on that vessel to take 'reasonable care' to protect themselves and others from harm, including to not intentionally or recklessly expose others to unnecessary risks.

# 1.03 Definitions

- The definitions have been expanded to cover multihull terms and to reflect changes to names of international and national organisations.
- **Reminder:** The use of "shall" and “must” are used in the context of mandatory requirements; “should” and “may” are used in the context of recommendations and are permissive.
- **Notes:** The number of notes has been increased to provide background to the requirements.

# Section 3 Changes

- 3.07.2 A hatch, window or port fitted forward of the maximum beam station, located on the side of the coachroof and opening into the interior of the boat, and of area greater than 0.071m<sup>2</sup> must be clearly labelled and used in accordance with the following instruction: “NOT TO BE OPENED AT SEA”.
- 3.17 Gas stoves must be fitted and maintained in accordance with the relevant Australian Gas Association (AGA) Standard such as AS/NZS 5601.2 – 2013 (Gas installations - LP Gas installations in caravans and boats for non-propulsive purposes).
- 3.18 The emergency potable water requirements have been reduced to 1 L per person per day.
- 3.22 Navigation lights with multiple LED arrays do not require spare arrays.
- 3.25.1 An AIS transceiver (Class B) must be fitted (O and L).

# Section 4 Changes

- 4.01 Fire extinguishers now subject to annual inspection as opposed to annual servicing.
- Fire extinguishers should be inspected at least every six months. All extinguishers other than carbon dioxide have a pressure gauge indicating their state of charge, and a security seal on the trigger. They should be free of corrosion, and recharged if the seal is broken or the gauge is not in the green sector of the scale. The nozzle should be checked to ensure that it is clear. A dry chemical extinguisher should be taken from its bracket and shaken to prevent the powder inside from compacting. A carbon dioxide extinguisher needs to be checked by weight and recharged if there has been a loss of more than 10 per cent of the net weight.
- 4.03 Spotlight requirement for O, L and S
- 4.07 GPS plotter/MFD required for O, L and S.



# Section 4 Changes

- 4.15 In September 2015 AMSA discontinued issuing registration stickers. Proof of registration may be provided by
  - SMS: Hex No. Type, Expiry date
  - Email
  - Print out of AMSA registrations from their website.
- 4.16 Servicing intervals have changed for some liferaft standards
  - ISO valise liferafts – interval no longer than 3 years
  - ISO valise hired liferafts – annual service
  - ISAF liferafts – annual service
- 4.17 Grab Bag required for O, L, and S (Section 8 refers to contents)

# Section 4 Changes

- 4.21 Storm & Heavy Weather Sails

Storm and heavy weather jibs may be furlable.

A storm trysail capable of being sheeted independently of the boom with area not greater than 17.5% x (mainsail luff length x mainsail foot length), or mainsail reefing to reduce the luff by at least 50% (O, L and S)

# Section 5 Changes

- 5.01 Lifejackets

The Level of the lifejacket worn is to be consistent with the crew member's physical size and weight.

Each boat must carry:

- At least one spare lifejacket in addition to the number of lifejackets required by 5.01.1
- At least one gas inflatable lifejacket spare cylinder and, if appropriate, a spare activation head.

**Note:** The term PFD has been changed to lifejacket to conform with government and World Sailing terminology. The activation head refers to an automatic activation canister or bobbin.

# Section 6      Changes

- 6.02 Medical Kits

The medical kit contents have changed to align with the Blue Book requirements.

Items in the medical kit must be increased on a pro-rata basis when there are more than six crew members onboard.

Communication and triage details have been added based on the Coral Coast Cruise medical notes.

# General

- Throughout the amended Green Book there are changes that clarify and explain the requirements.
- If you identify any errors or areas where improvements may be made please email the RPAYC Sailing Office (sailing @rpayc.com.au)
- Amendments to the Green Book will be posted at <https://www.rpayc.com.au/regulations-safety/audit-forms-regulations>
- The Contents page subheadings are hyperlinked to the relevant subsection requirements.