

2017 BLUFFERS CHALLENGE SAILING INSTRUCTIONS

Saturday August 12th, 2017

THE REGATTA IS ORGANIZED BY 2017 BLUFFERS BASIN RACE MANAGEMENT COMMITTEE AND SBSC RACE COMMITTEE (ORGANIZING AUTHORITY)

BLUFFERS PARK YACHT CLUB - BPYC

Club House Telephone (416) 261-6993

CATHEDRAL BLUFFS YACHT CLUB - CBYC

Club House Telephone (416) 261-7627

HIGHLAND YACHT CLUB - HYC

Club House Telephone (416) 267-0224

SCARBOROUGH BLUFFS SAILING CLUB - SBSC

Club House Telephone (416) 264-2692

GENERAL CONDITIONS AND ADMINISTRATION

1 Entry and Registration

- 1.1 The owner(s) of a boat intending to participate must complete a registration form and submit payment of the registration fee(s) with a signed liability waiver, before the boat is allowed to race and/or be scored.
- 1.2 The Registration Deadline is 9:30, August 12th, 2017. No grace period will be granted.
- 1.3 The Race Management Committee reserves the right to refuse and/or rescind entry of any boat found to be operating in an unsafe or unsportsmanlike manner.

2 Classes and Eligibility

- 2.1 Each participating keelboat in the Regatta or TELDS race must have a valid PHRF-LO certificate.
- 2.2 For the competitors in Fun Race or Dinghy classes, a handicap will be assigned based on either a valid PHRF-LO certificate or a rating as assigned by the Race Management Committee, under the direction of the SBSC Race Committee for Portsmouth Ratings.
- 2.3 The division splits will be presented at the Skipper's Meeting announced via either verbal or electronic means and will be at the sole discretion of the organizing body.
- 2.4 Eligibility for the Fun Race will be subject to review by the Race Management Committee at registration.
 - 2.4.1 Generally, all helmspersons and/or keelboats which do not normally race in weekly Basin events or

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other competitive events will be eligible for the Fun Race.

2.4.2 In situations where a Fun Race registrant has known and extensive racing experience the Race Management Committee **may** use the vessel's handicap as a tool to adjust for this experience. The registrant will be informed of this at review of their registration and be allowed to substitute or designate a lesser experienced helmsperson prior to a final rating being applied.

2.4.3 These determinations will be made by the Race Management Committee at their sole reasonable discretion and not subject to protest.

3 Inspection and Measurement

3.1 Each participating boat is subject to check for rating compliance and if found in non-compliance may be disqualified from the race at the sole discretion of the Organizing Authority.

4 Entry Fee, Waiver and Insurance

4.1 The entry fees:

4.1.1 Basin Open - \$20

4.1.2 TELDS Race - \$10

4.1.3 Fun Race - FREE

4.1.4 Dinghy Race - FREE

4.1.5 All fees are payable by cash or cheque to Cathedral Bluffs Yacht Club.

4.2 All Skippers must sign the Insurance Certification. All Skippers and Crew must sign the Waiver, Release of Liability and Indemnification Agreement.

4.3 Each participating keelboat shall be insured with valid third-party liability insurance of at least \$2,000,000 (Canadian).

4.4 Proof of Insurance may be requested at registration or at check-in time and also upon request at any other time.

5 Registration, Check-in and Mooring / Launching

5.1 Registration forms will be available from members of the Race Management Committee in electronic or printed format.

5.2 Onsite Registration/Check-in will be at the SBSC Club House on the top floor on August 12th from approximately 08:30 to 09:30.

5.3 Participants are encouraged to arrive the on the evening of August 11th.

5.4 Dinghies may be launched at SBSC, please contact SBSC for trailer parking.

5.5 The high water levels this year do require us to ask you to please call ahead and arrange for a slip at any of the basin clubs if they are available, otherwise please contact Bluffers Park Marine [(416) 266-4556] for available slips.

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- 5.6 Depths for keelboats at the entrance and within the SBSC basin / harbour are extremely limited, it is **NOT** advised for most keelboats to proceed past the entrance area!
- 5.7 Reciprocal privileges for smaller keelboats, particularly those with centerboards or shoal drafts and all dinghies **may** be granted by the Scarborough Bluffs Sailing Club (SBSC) - *Club House Telephone (416) 264-2692*, please contact the Commodore at commodore@sailingclub.on.ca or the officer on duty for a docking location. Please note no electrical power is available at SBSC docks.
- 5.8 Please see the basin map at the end of this document for locations of club. Note the basin entry buoys have no lighting and are subject to shifting.

6 Sailing Instruction Information

- 6.1 These Sailing Instructions will be available for electronic distribution from the Race Management Committee. A printed copy will be available for viewing during Onsite Registration/Check-in.

7 Competitor's Briefing (Skippers' Meeting)

- 7.1 A mandatory Skippers' Meeting will be on August 12th at 09:30 at SBSC, all Skippers or their designate must attend in person or risk automatic disqualification.

8 Schedule of Race

- 8.1 Will take place on August 12th.
- 8.2 The first Warning Signal is scheduled for at 11:00, for the Fun Race it will be 12:00, for the Dinghy class it will be as designated at the Skippers' Meeting.

GENERAL SAILING INSTRUCTIONS

9 Rules and Regulations

- 9.1 All races shall be governed by the current Racing Rules of Sailing (RRS) as published by World Sailing (<http://www.sailing.org/documents/racingrules/index.php>) and amendments as modified by the prescription of Sail Canada (<http://www.sailing.ca/rules-prescriptions-s15703>) and these sailing instructions. The requirements of Rule 75.2 shall not be grounds for protest. This changes Rule 60.1a.
- 9.2 Boats must comply with all of the applicable sections of the **Canada Shipping Act, 2001** to be eligible to compete to this race. Non-compliance will result in automatic disqualification from the race without appeal or recourse to the organizing authority.
- 9.3 The keelboat portions of this race and all other TELDS races are Category 4 Events under the ISAF Offshore Special Regulations. It is however recommended that individuals and keelboats shall maximize their compliance with the World Sailing Offshore Special Regulations for Category 3 found at www.sailing.org/specialregulations.php.
- 9.4 For keelboats, stanchions, lifelines and pulpits and/or a longitudinal system of jackstays fitted in such a

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manner as to ensure a crew member can clip on and move the full length of the yacht are required. It is recommended that such a system(s) have a breaking load of at least 2,000 kg.

9.5 Skippers are strongly encouraged to file a sail plan with the Canadian Coast Guard and are encouraged to implement their own check-in process and with individuals ashore via phone email or other mechanism.

9.6 Rule 41 – “Outside Help” is modified herein to allow all forms of communication. Each boat may communicate with any person, competitor, sailboat or outside source of information available using any means available throughout the race.

9.7 Rule 42.3 – “Exceptions” is extended so an engine may be used for generating electrical power provided that such use does not advance the sailboat’s position and the use of an engine is logged.

10 Amendments to RRS

10.1 Race Signals – Other Signals

10.1.1 Yellow flag or shape. The Race Management Committee boat is in position at the finishing line.

10.1.2 **RRS 60.1 (a)** shall be changed to read: (a) protest another boat, but not for a breach of RRS 75.2, and not for an alleged breach of a rule of Part 2 or rule 31 unless she was involved in or saw the incident; "or".

10.2 Acknowledgement of Intent to Start

All boats intending to race shall, before their preparatory signal, report to the Race Management Committee and receive acknowledgement of their presence. *The Race Management Committee WILL NOT accept reports of intent to start via VHF, nor will late boats be recognized as starting if they are more than 15 minutes later than the proper start of their division. Boats failing to report may be scored as, Did Not Start (DNS).*

10.3 Organizing Authority

The racing committees of Bluffers Park Yacht Club, Cathedral Bluffs Yacht Club, and Highland Yacht Club, henceforth called the *Bluffers Basin Race Management Committee*, and the Race Committee of the Scarborough Bluffs Sailing Club are the Organizing Authority for all races.

10.4 Changes in Sailing Instructions

Additions, changes, and exceptions to these Sailing Instructions may be made in writing (i.e. as a *Notice to Racers*) at any time and may be posted on the Racing Notice Boards in Bluffers Park Yacht Club, Cathedral Bluffs Yacht Club, Highland Yacht Club and Scarborough Bluffs Sailing Club a minimum of 24 hours before they take effect or transmitted electronically to other clubs or competitors as the Organizing Authority deems fit. *Failure to notify individual entrants shall not be grounds for redress.*

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10.5 Boat Identification

It is the responsibility of individual boats to ensure that their correct finishing time is recorded. It is recommended that boats note their own finishing time, and also make note of the boats that finish immediately before and after them, so that the finishing sequence can be reconstructed if necessary. Alternate sail numbers must be reported to the Race Management Committee prior to the starting sequence, failure to do so may result the boat not being scored.

10.6 Safety and Rescue

10.6.1 Boats must provide aid to any vessel in distress as per RRS1.1 and RRS1.2.

10.6.2 All boats shall comply with the applicable equipment regulations of the **Canada Shipping Act, 2001** (or those standards as required by the country of registration of the vessel) to be eligible to compete to this race. Non-compliance will result in automatic disqualification from the race without appeal or recourse to the organizing authority.

10.6.3 **OWNER'S RESPONSIBILITY:** The safety of a boat and her crew is the sole responsibility of the owner(s) and/or skipper who must ensure that the boat is sound, fully seaworthy, manned by experienced crew and adequately insured. He/she must be satisfied as to the soundness of the hull, spars, rigging, sails and gear. He/she must ensure that all safety equipment is properly maintained and stowed and that the crew is familiar with its location and trained in the use of such equipment.

10.6.4 It is the sole responsibility of the skipper and crew of each boat to decide whether or not to start, continue in, or retire from a race, as per RSS 4. By starting any particular race the skipper accepts to abide by the sailing instructions.

10.6.5 All keelboats must have an operational VHF radio on board during the race. A watch on VHF Channel 16 will be maintained by racing keelboats.

10.7 Retiring Boats

Those boats that rank as a starter but do not start, and those boats that start but do not finish the course, are required to inform the Race Management Committee before leaving the course or as soon as possible thereafter, that they have retired from the race.

10.8 Radio Communications

10.8.1 The Race Management Committee will monitor, make any announcements and communicate with boat(s) in the race over VHF Channel 71, the Dinghy fleet may use another VHF Channel which will be announced at the Skippers Meeting.

10.8.2 A courtesy broadcast shall consist of a 10 second countdown for the raising of the Numeral 1 pennant. It remains each competitor's responsibility to check-in with the Race Management Committee. In accordance with RRS 26, visual starting signals shall govern, and the failure of related sound signals and broadcasts shall be disregarded.

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10.9 Race Management Committee Boat Activities for Keelboat Courses (excludes Dinghy Course)

- 10.9.1 The Race Management Committee boat will fly the RC pennant.
- 10.9.2 The Race Management Committee boat will leave the dock and proceed towards the race course after sounding one long blast on the air horn.
- 10.9.3 The Race Management Committee boat will proceed to an appropriate location near the race course, Mark 0 and stop to take a wind direction reading.
- 10.9.4 Race Management Committee broadcasts regarding its intentions are a courtesy only. Failure of the Race Management Committee to make a broadcast, the time of a broadcast, or the failure of a boat to hear a broadcast shall not be grounds for redress. **Note:** All boats are asked to keep clear of the Race Management Committee boat until she posts her "on station" flag (code flag R) and finishes anchoring.
- 10.9.5 Failure of the Race Management Committee to make a broadcast or the failure of a boat to hear a broadcast shall not be grounds for redress

11 COURSE TO BE SAILED

11.1 FUN RACES

- 11.1.1 As designated by the on-water Race Management Committee.
- 11.1.2 Courses to be sailed will be indicated on the board(s) on the stern of the Keelboat Class Race Management Committee boat.

11.2 DINGHY RACES

- 11.2.1 As designated by the on-water Race Management Committee.
- 11.3 Courses will be those used by the SBSC Race Committee or will be as designated on Dinghy Class Race Management Committee boat.

11.4 TELDS RACE

- 11.4.1 Will be the entire course including items 11.6 to 11.10 below, in the following order:

11.4.1.1 Start

11.4.1.2 West Turning Mark

11.4.1.3 Gate

11.4.1.4 East Turning Mark

11.4.1.5 Finish

- 11.4.1.6 The TELDS RACE and BASIN OPEN REGATTA will use the same course for items 11.4.1.1 to 11.4.1.3

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11.5 BASIN OPEN REGATTA

11.5.1 Will be the course including items 11.6 to 11.8 below in the following order:

11.5.1.1 Start

11.5.1.2 West Turning Mark

11.5.1.3 Gate which will be the Finish

11.5.1.4 The BASIN OPEN REGATTA and TELDS RACE will use the same course for items 11.5.1.1 to 11.5.1.3

11.6 **Start:** A line formed by Bluffers Basin Mark 0 located approximately at N43°41.377' and W79°12.870' and the yellow flag on the Race Management Committee boat. Boats are to sail between these two points. This mark is approximately 1.2NM from the entrance of Bluffers Park (#507) marked by a white cylindrical tower with red band and light.

11.7 **West Turning Mark:** Toronto Harbour Outer Approach lighted spar buoy T2 (#509) located approximately at N 43°36.662' and W79°20.780' and is to be kept to port. It is located southwest of the Toronto Outer Harbour headland also known as the Leslie Street Spit or Tommy Thompson Park. Caution should be exercised near this mark and the close proximity of land.

11.8 **Gate:** The gate is a line is formed by Bluffers Basin Mark 0 located approximately at N43°41.377' and W79°12.870' and the yellow flag on the Race Management Committee boat.

11.9 **East Turning Mark:**

11.9.1 **Normal Course:** Ajax ODAS light buoy 45159 (#505.5) located approximately at N43°46.00' and W78°59.06' and is to be kept to port. It is south of Richardson Point.

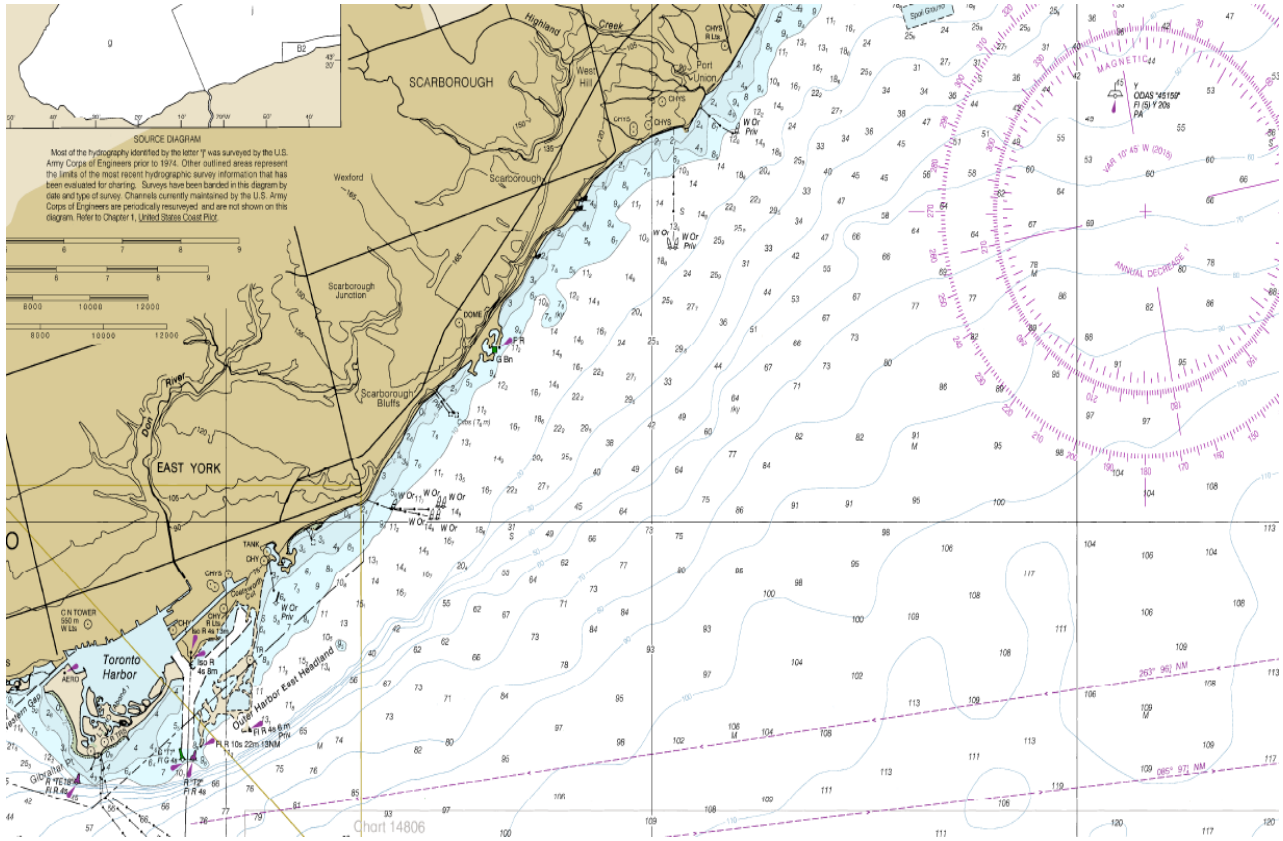
11.9.2 **Shortened Course:** In the event of a shortened course as indicated by the code flag "S" on the Race Management Committee boat, Bluffers Basin Mark 10 located approximately at N43°43.869' and W79°09.365' and is to be kept to port. This mark is south of Manse Road and is a private white with an orange band spar buoy.

11.10 **Finish:** A line formed by Bluffers Basin Mark 0 located approximately at N43°41.377' and W79°12.870' and the yellow flag on the Race Management Committee boat. Boats are to sail between these two points. If the committee boat is no longer on station the finish will be a line between Bluffers Basin Marks 1 and 0 and within 50 metres of Mark 0.

12 RACE COURSE AREA

12.1 Canadian Hydrographic Services Charts 2077 – Lake Ontario – Western Portion and 2085 – Toronto Harbour are recommended for navigation of this course. This chart segment is not to be used for navigation.

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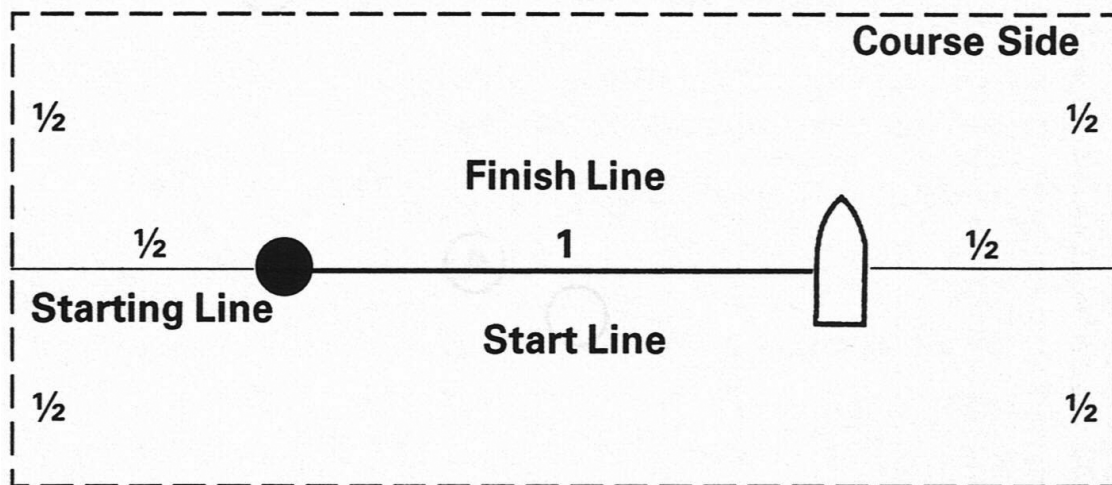
13 STARTING SIGNALS AND SEQUENCES

13.1 Getting Set

The Race Management Committee will endeavour to take down the "R" pennant approximately one minute prior to the raising of the warning signal.

13.2 Starting Area

All boats in a start other than the ones for which the preparatory signal has been made must keep clear of the starting area and avoid interference with any starting boat. Non-starting boats must remain a distance equal to at least half (1/2) the length of the start line away from (and behind, for boats not yet started) the start line and its extensions. The starting area is an exclusion area for the duration of the starts and boats that have started and are sailing on their downwind leg must also stay clear of the start area. Failure to do so may result in protest and possible disqualification. Only boats preparing to start may enter this start area.



13.3 Starting Line

The Start Line will be between the signal flag halyard or pole flying the Class or Individual Recall flag on the race committee boat and Mark zero (0). The Raced Committee may set a floating mark as a start mark. This mark will be designated as mark "X".

13.4 Finishing Line

The Finishing Line will be between the signal flag halyard or pole flying a yellow flag on the Race Management Committee boat and a mark. Denotes the finish of the race. There will be one sound signal as each boat crosses the line and finishing times are recorded. If the Race Management Committee boat is no longer on station the finish will be a line between Bluffers Basin Marks 1 and 0 and within 50 metres of Mark 0

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13.5 Starts

Your start will be determined according to your assigned class. Each start will comprise a five (5) minute sequence with a one (1) minute gap between sequences as follows:

Time (min.)	Pennant	Sound	Action
0	Numeral 1 pennant raised	1 Blast Warning	1st start
1	"P" pennant raised	1 Blast Preparatory	1st start
4	"P" pennant lowered	1 Long Blast	
5	Numeral 1 pennant lowered	1 Blast Class	1 starts
1 minute gap			
6	Numeral 2 pennant raised	Warning	2nd start
7	"P" pennant raised	1 Blast Preparatory	2nd start
10	"P" pennant lowered	1 Long Blast	
11	Numeral 2 pennant lowered	1 Blast Class	2 starts
1 minute gap			
12	Numeral 3 pennant raised	Warning	3rd start
and so on.			

14 VISUAL STARTING SIGNALS

In accordance with RRS 26, visual starting signals shall govern and the failure of related sound signals shall be disregarded.

15 MEANINGS OF OTHER PENNANTS

15.1 General Recall

- 1st Substitute means General Recall.
- 2 Sound Signals
- The Race Committee may announce a general recall over the VHF.

When at the starting signal the Race Management Committee is unable to identify boats that are on the course side of the starting line, or there has been an error in the starting procedure, the Race Management Committee may signal a general recall. The warning signal for a new start for the recalled class shall be made following the last class start. Recalled classes will start according the class pennants as signalled on the Race Management Committee boat. This modifies RRS 29.2

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15.2 Individual Recall

- Code X means Individual Recall.
- 1 sound signal
- It is the intent of the Race Management Committee to announce over VHF the sail number or boat name of each premature starter.

A boat over the line at the time of the hoisting of the start flag must restart to qualify as a starting boat. (No change to RRS 29.1)

Failure to hear the hail will not be grounds for redress.

15.3 Postponement

- Answering Pennant means Postponement.
- 2 sound signals

The race is postponed temporarily, for any reason, for example a difficulty in anchoring the race committee boat, or a wind shift that necessitates a change in course. (No change to RRS 27.3)

15.4 Abandonment Signals

After the starting signal, the Race Management Committee may *abandon* the race (display flag N, N over H, or N over A, with three sounds), as appropriate. (No change to RSS 32.1).

Code N - All races that have started are *abandoned*. Return to the starting area. The warning signal will be made one (1) minute after removal unless at that time the race is *abandoned* again or *postponed*.

Code N over H - All races are *abandoned*. Further signals ashore.

Code N over A - All races are *abandoned*. No more racing today.

In the event of inclement weather, the Race Management Committee will convene prior to leaving the dock and decide if the race is to be abandoned.

15.5 Shortened Course

- Code S means a Shorten Course, and will be displayed on the Race Management Committee boat.
- 2 sound signals

15.5.1 The course may be shortened at the discretion of the Race Management Committee (no change to RRS 32.2) – for example, if the winds are light.

15.5.2 The Race Management Committee may shorten the course for one or more start

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divisions or the entire fleet:

- If one or more divisional start flags are displayed along with the shorten course pennant, the shorten course signal applies to those starts only.
- If no divisional start flags are displayed along with the shortened course pennant, the shorten course signal applies to all divisional starts.

15.5.3 The shortened course shall be signalled before the first boat crosses the Gate at Mark 0 (see 11.8 above).

15.5.4 If the Race Management Committee signals a shortened course for the TELDS RACE, the shortened course East Turning Mark will be used (see 11.9.2 above).

15.6 Signals Made Ashore

15.6.1 Race Management Committee Departure - The Race Management Committee shall make one courtesy sound signal as the race committee boat departs the harbour on the way to the race course.

15.6.2 Signals made ashore will be displayed on the Race Management Committee boat at its mooring with a courtesy announcement on VHF 71 and the channel assigned for the dinghy race if applicable.

15.6.3 Code Flag "AP" (Answering Pennant) - Code flag "AP" with two sound signals means "The race is postponed. The Warning Signal will be made not less than 30 minutes after the "AP" is lowered." A courtesy announcement will be made on VHF 71 and the channel assigned for the dinghy race if applicable.

16 MOTORING

16.1 A boat's motor must be shut off prior to the preparatory (four [4] minute) signal for the class in which it is competing. Boats failing to obey this rule will be disqualified.

16.2 Boats may use their motors to return to start area, if under a general recall, up to the time of the new preparatory signal.

17 PROTESTS

17.1 RRS rules and Sailing Instructions will be used for settling protests. Protesting skippers are reminded that they must:

- Immediately display a red protest flag.
- Immediately advise the protested boat(s) of the infraction.
- Notify the Race Management Committee of the protest and the boat being protested.
- Complete a Protest Form. The completed Protest Form must be provided to the staff at the CBYC bar as soon as practically possible or a legible image (photo) of the completed Protest Form may be transmitted to the Race Management

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- Committee, the time of transmission will be considered the time stamp.
 - Address all remarks to the Protest Committee only, and in private.
 - Refrain from argument with the Protest Committee members over their decision.
- 17.2 The Race Management Committee will determine the fleet and club of the parties to the protest and select racers from a list to form a protest committee as follows:
- The keelboat Protest Committee shall consist of one member of each of the three clubs (HYC, CBYC and BPYC) and if required a member of SBSC.
 - The dinghy class Protest Committee will be composed as determined by the SBSC Race Committee and may include members of any basin club.
 - The individuals selected will be from division(s) other than those of the parties to the protest.
 - A Protest Committee chairperson will be appointed from a club not a party to the protest, if possible.
 - The protestor will be provided with a copy of the list, and assisted to contact the Protest Committee chair.
- 17.3 The Protest Committee may decide to hear the protest at that time, or defer the hearing to a later date that is agreed upon by all parties.
- 17.4 Race results may be posted before protests are resolved with suitable notification of "Protest Pending".
- 17.5 Race results will be amended and reposted once protests have been resolved.

18 REDRESS

Requests for Redress shall be filed, using a Protest Form, no later than 24 hours after the results for the race have been made available.

19 ARBITRATION

- 19.1 All protests involving an alleged breach of a rule of Part 2 of the RRS or of RRS 28 or 31 will be subject to a short arbitration hearing of not more than 15 minutes to be held prior to a protest hearing (typically held on the evening of the race).
- 19.2 Rule 44.1 is changed to permit a boat that has broken a rule of Part 2 or rule 31 to take a penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty as calculated in rule 44.3c equal to 40% of the number of entries in her class or 50% of the difference between her finishing position and the number of entries in her class, whichever is less. However, if she cause injury or serious damage or gained a significant advantage in the race or series by her breach, her penalty shall be to retire.
- 19.3 For a protest between two boats alleging a breach of a rule of Part 2 or rule 31, an arbitration hearing will be held prior to any protest hearing.

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- 19.4 One representative from each boat will meet with the arbitrator. No witnesses will be permitted.
- 19.5 The arbitrator will advise on whether:
- a) One or both boats should take a penalty;
 - b) The protest should be withdrawn; or
 - c) The protest should go to the protest committee for a hearing.
- 19.6 When a boat accepts a penalty or the arbitrator advises that the protest should be withdrawn the arbitrator will allow the protest to be withdrawn. This changes rule 63.1.
- 19.7 When a protest is withdrawn, it will not be reopened or made the subject of a request for redress.
- 19.8 If the Arbitrator's recommendation is not accepted by all parties, the matter shall go to a full hearing.
- 19.9 The arbitrator will not be a member of the Protest Committee that hears the protest, but may be permitted to observe the testimony given to the Protest Committee and offer testimony. This changes rule 63.3(a).
- 19.10 For further information regarding the protests and appeals, the reader is referred to the following Sail Canada articles: <http://www.sailing.ca/protests-appeals-s15801>

20 Scoring and Awards

- 20.1 For all keel boat classes scores are as outlined in A4.1 (low point scoring system) will apply (see RRS Rule A4.1).
- 20.2 For all dinghy classes scoring will be as per the SBSC Race Committee processes.
- 20.3 Flags for the overall division winners in First (1st), Second (2nd) and Third (3rd) place.
- 20.4 Flags will be awarded in a manner to be determined by the organizing authority.

21 Basin Map

- 21.1 Please see next page.
- 21.2 For information only, not for navigation.

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