
Log Book

High Point YachtFest 2019

British Virgin Islands - 2nd to 9th March 2019



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This Log Book is designed for use on a tablet. For your convenience, please note:

- ★ You can click any page number in the table above to go to that page (but see note 1).
- ★ Items shown in the log book [in this format](#) are a link to a website (but see note 1).
- ★ Position coordinates are shown in red so they can be easily spotted and are in the format **N dd° mm.mmm' W dd° mm.mmm'**.

Note 1 - Clicks do not work while using in hard copy mode.



Note 2 - "Me", "myself" or "I" refers to John Hall Hall, author of this Log Book.

Introduction

Dear High Pointers,

For us, at the helm of HPYF, it is a great excitement to be planning our first winter edition of HPYF in the Caribbean. The idea behind this is to experience new areas of the world in the way we know it: sailing, socialising, exploring, enjoying local specialities and time with old and new friends. We decided to race with catamarans, another new experience for us. The BVI is known as one of the best sailing grounds, not just in the Caribbean, but anywhere in the world. The area and people were badly affected by the hurricanes in September 2017 but are recovering steadily. We are glad to be able to support them in their recovery by holding an event here.

Scrub Island will be our starting and ending point. It is near Tortola, the biggest of the BVI islands with most of the infrastructure. The surrounding islands offer a great combination of swimming and snorkelling spots and a variety of bays with bars and restaurants. Most of the area is protected, as a national park, and anchoring is not always allowed. In such bays there are buoys, known as balls, available.

We would particularly like to thank:

- ★ Kevis Hughes for helping with the research and contacts and for being there for the participants for their local arrangements.
- ★ BVI GIN team for their sponsorship contribution to the first HPYF in the BVI.
- ★ Tourist Board for supporting us with our first Caribbean event and sponsoring the transfers between Scrub Island and Trellis Bay.
- ★ All of you for being so enthusiastic about the Caribbean HPYF!
- ★ Vilmos for his extensive advice
- ★and many others....

We look forward to welcoming you all on Saturday evening at the distillery five minutes' drive up the hill above Trellis Bay. Details of this and the Prize-giving will come to you by email but, if you want the best of the sunset, aim to catch the 16:30 ferry. The 10 minute trip between Scrub Island and Trellis Bay operates from 06:45 until 22:30.

Bon voyage and best wishes, John & Sasha



Safety

Safety In General

This is our precious holiday and we are here to enjoy every second of it. An accident can ruin it in an instant, which is why safety is the first topic in this log book.

So firstly, here's a reminder that each boat is entirely responsible for its own safety and nothing in this document or anywhere else, reduces this responsibility.

It is for the boat to decide whether it is fit to sail in the conditions in which it will find itself. By going to sea, the boat confirms that it is fit for these conditions and that its crew is competent to sail in them.

Each skipper's crew safety briefing should be tailored to the skills and experience on board. As a minimum it should cover gas safety, MOB procedures, IALA B buoyage scheme, boom awareness, winch operation and lifejacket allocation/fitting. Everyone should know how to start the engine, lower both sails, use the emergency steering, find Lat/Long coordinates and call a Mayday or Pan-Pan by VHF. Also it is worth checking all personal VHF sets are set to use USA VHF channels (not the same as we use in Europe).

Before leaving base, please make sure you have the contact number(s) for your contact at Dream Charter and that your crew know where to find it (without your help).

In case of a sailing emergency, use VHF CH16 to call Mayday or Pan-Pan as applicable. Inform us on VHF CH71 and your charter company contact at the first safe opportunity.

You can call Police on 999 (or 911), Fire and Ambulance on 999 or Virgin Islands Search and Rescue (VISAR) on 767.

Each skipper should be aware of any relevant medical conditions any of his crew have, such as diabetes, epilepsy or heart condition. It will not be easy to get prescription medicines during the week so make sure your crew has what is needed before leaving.

Navigation

Please don't be tempted to navigate using any chartlets from this Log Book! The courses shown are not (and are not intended to be) safe sailing routes - they are there to show what has to be rounded and navigation is required between and around all course marks. Beware of rocks near islands, headlands or anything else used as course marks. Also note that Victoria was queen when a lot of the survey work behind today's BVI charts was completed and as such GPS cannot be relied on like it can with European charts. I will resist a Brexit analogy that springs to mind, as we British look enough like muppets already!

Anchors / Spinnakers

Anchors should be left in place at the bow, ready for mooring. Handling an anchor on deck in a swell could cause a sudden "no-deal exit" (a bad thing). Spinnakers, cruising chutes, jib poles and boat-hooks are not to be used to affect boat speed while racing.

Buoyage

The BVI is an IALA B region. The only difference from IALA A is that the red and green colours (not shapes) of port and starboard hand marks are reversed as shown below. All other marks are the same in both systems. So, to be clear, a Starboard Hand Mark (SHM) will be a red cone and Port Hand Mark (PHM) will be a green can.



Waypoints

Positions in this log book use WGS84 datum and format **N dd° mm.mmm' W dd° mm.mmm'** and are in **red** so they are easier to spot. Please ensure your GPS is not set to

Model	Team	R1	R2	R3	R4	R5	R6	R7	Σ	-	=	Pos
42	1 John Hall Hall, Apres Sail											
450 Luxe	2 Martin Suter, Ocean Sun											
450 S	3 Vilmos Tomazy, Panui											
42	4 Steven Visser, Rendezvous											
450 F	5 Lutz Weise, Fin & Tonic											
42	6 Bertil Agell, Jelliblu											

operate under WTO rules.

Tacking

Tacking a catamaran is like Brexit - it takes more time than you might expect and may not ever happen however desperately you may want it to. It is recommended to err on the side of caution until you have a better understanding of the turning characteristics of your particular catamaran. Some skippers bear away before a tack to build up boat speed. Others allow the headsail to back and delay pulling on the new sheet to be certain the tack

is completed. Both are probably a good idea, at least at first. Pity no one shared such wisdom with Theresa May!

About High Point

History

Sasha and I had so enjoyed staging the 70 yacht regatta, Engineering Challenge Cup, in Göcek, Turkey in 2007 that we started our own regatta series the very next year. Based around the principles of courteous racing (to suit all levels of experience), affordability, friendship and enjoying local culture, High Point YachtFest was born as a Mediterranean event.



High Point YachtFest has now been staged in Göcek (2008, 2014, 2018), Trogir (2009, 2013, 2017), Sardinia (2010, 2011, 2016), Sicily (2012) and Athens (2015). 2018 was our 10th anniversary and our 11th event.

2019 is our first venture to the Caribbean and our first using catamarans. It is exciting, early days, and we expect it to prove as popular as the Mediterranean event and become a similarly established annual event.

2019 Fleet and Results Table

This table lists the teams and can be filled in during the week to record the daily results. All teams are sailing in Lagoon catamarans, either 42ft or 45 ft.

Sailing Instructions and Information

Skippers' Briefings

There will be a skippers' briefing each morning before we leave to explain the conditions forecast, the day's course, berthing arrangements and any planned events.

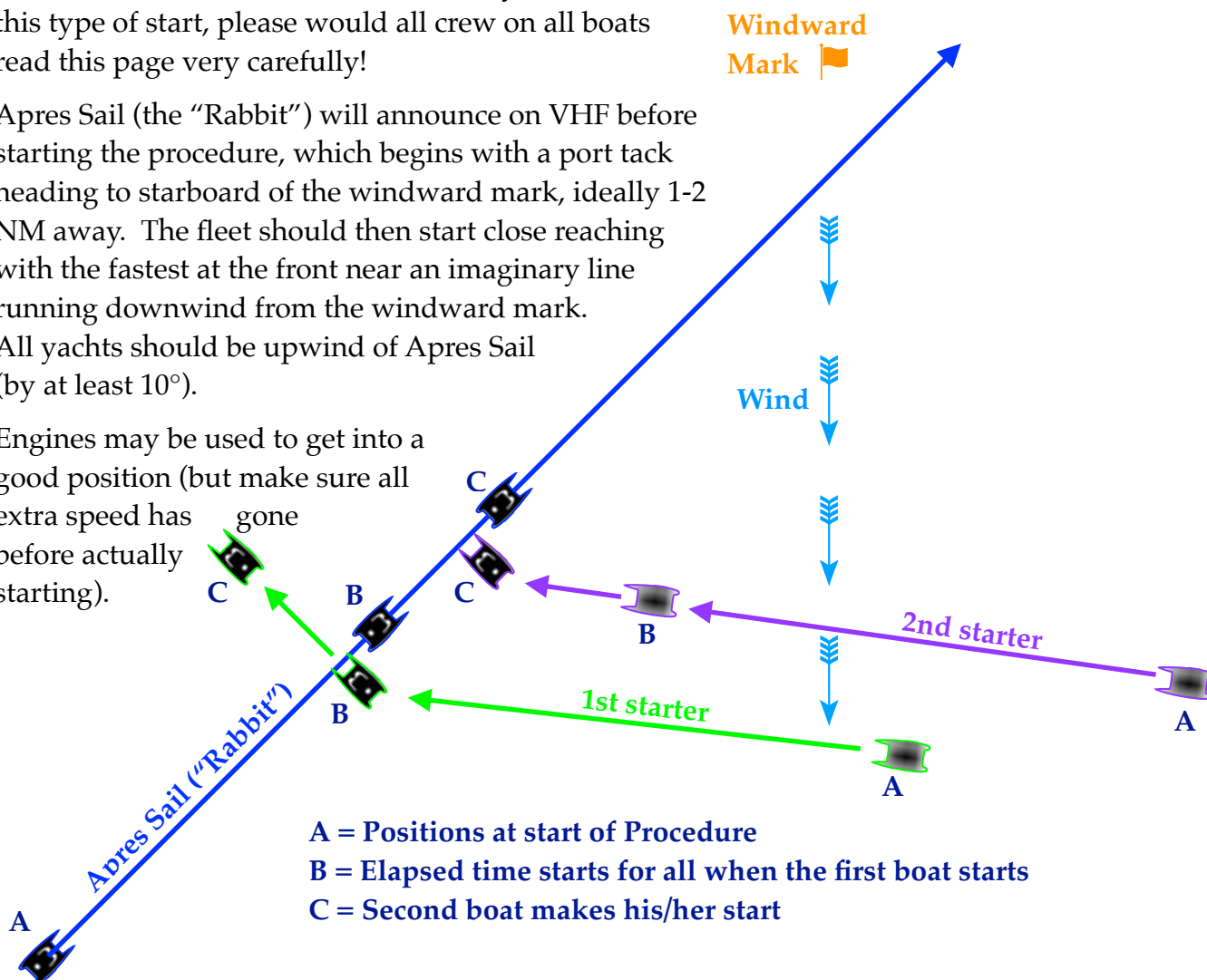
The courses that follow are not set in stone and I may make them longer or shorter to suit conditions or your opinions, so please let me know your thoughts.

Start Procedure

Races will start behind the "Rabbit". If you are new to this type of start, please would all crew on all boats read this page very carefully!

Apres Sail (the "Rabbit") will announce on VHF before starting the procedure, which begins with a port tack heading to starboard of the windward mark, ideally 1-2 NM away. The fleet should then start close reaching with the fastest at the front near an imaginary line running downwind from the windward mark. All yachts should be upwind of Apres Sail (by at least 10°).

Engines may be used to get into a good position (but make sure all extra speed has gone before actually starting).



The elapsed time for all participants starts as soon as the first part of the first yacht crosses behind Apres Sail's centreline (positions B). Ideally the fastest catamaran will start first and the slowest last with ample boat lengths between each. This will help to keep the starts clean, allowing each yacht plenty of space to get a perfect start and be able to put in an early tack if they wish. All boats must start before Apres Sail tacks towards the windward mark and any boat that has not done so must start by passing behind Apres Sail as soon as possible (on either tack) and will be penalised one minute, plus further time if deemed to have gained an advantage by starting late.

Finishing Procedure

The finishing line will be a bearing to a conspicuous mark and, unless Apres Sail is there taking finishing times, you must record your own finishing time (including seconds) **using an automatically time-synched device such as your mobile phone or GPS**. You finish when either bow crosses the line. You should use a handheld marine compass to get an accurate bearing to the finish mark. It may also be a good idea to put the coordinates of the finish mark into your GPS as a “go-to” position to see the bearing approaching the value specified in the course instructions. **The time recorded should be based on the compass reading** (not the GPS bearing, due to potential chart or datum errors). Please write down your boat name and finish time as well as the name and approximate finish times of the nearest boats crossing the line in front of and behind you and hand it to one of us on Apres Sail when convenient. Normally results will be based on declarations by VHF but I may need to use the written papers to check.

By default the time limit for each leg will be 18:00, except on Friday when it will be 17:00.

Time Correction Factors

You may not want to know the technicalities, but I have included them for transparency and to show that TCFs are not conjured out of thin air to favour my preferred winners (e.g. myself). I have used the [MOCRA](#) Rating Rule 2018 which includes the formula:

$$TCF = (RatedLength^{0.315} \times RatedSailArea^{0.3546} / RatedWeight^{0.3124}) \cdot PF \cdot AF \cdot CMF \cdot MCF \cdot AA \cdot HCF$$

TCFs are based on how the actual boat differs from the MOCRA certificates I have for Beso del Viento (Lagoon 42) and Bella III (Lagoon 450) and adjusted to include approximate crew weight (at 80kg/head) and age of boat (excluding crew!). TCFs have then been factored so that, for the first race, the maximum TCF is 1.000.

TCFs will be adjusted each day, based on the previous day's performance (on the water!). I will use the [World Sailing Empirical Handicap Scheme for Yachts](#), except that the first Performed Indicator (PI) multiplier will be 50% rather than the World Sailing's 100% figure. The daily results sheet will show the new TCFs for the next day and the PI multipliers that will be applied each day.

If there are any TCF queries, they will need to be resolved in good time before the first race. There will be no second referendum (People's Vote)!

Penalties and Protests

The normal penalties for breaking a rule will be a minute added to elapsed time for most infringements (including right-of-way rules) and disqualification for missing a course mark. Penalties may be increased to reflect advantage gained. If you have infringed a rule, please do the sporting thing and announce it on VHF fleet channel, thereby avoiding the need to be protested.

We have not had a protest in the history of HPYF so let's not start now! If you do feel the need to raise a protest, please follow the current ISAF protest procedures.

VHF Radio

In the BVI the VHF channels used are US channels, not European. The VHF equipment on board will be correct, but if you bring your own VHF you will almost certainly need to re-set the channel group from "International" to "USA".

We will use these channels:-

Channel	Purpose
CH16	Emergency channel and calling channel to initiate communications (outside of High Point). Use to call marinas and they will let you know if they use a different one as most monitor CH16. CH16 also announces weather forecasts at 08:00, 14:00 and 22:00 daily, and tells you to switch to CH18 or CH85 to hear the forecast.
CH67	Virgin Islands Search & Rescue (working frequency following CH16 call).
CH71	High Point Working channel for all fleet communications. Please monitor this channel when under way or separated from the rest of the fleet.
CH72	Alternative High Point working channel for all fleet communications if CH71 is unavailable or over-crowded.
CH74	Scrub Island Marina
CH02	May be useful for weather but out of range beyond Virgin Gorda Island

On Sunday morning we will have our first and only planned VHF radio check. You can always ask for another on the fleet instructions channel. Transmissions addressed to the race officer within 5 minutes of the day's start may get poor response - multi-tasking is not my forte!

Weather and Sea State

If you think "Sailing Paradise", that is the best description of the BVI weather in March! We can expect winds of 15-20 knots from the east every day. Average daytime temperatures are 25° to 28°, 21° at night and a gorgeous 26° in the sea. 50mm of rainfall is expected in March, usually arriving in brief squally rain showers. Consider reducing sail if a dark squall is heading your way and enjoy the refreshment when it comes. March averages 9 hours of sunshine per day. You can ignore tidal range as it is less than 0.5m. Currents generally run at 1-2 knots so are not really a factor in catamarans although pay attention in Drake's Passage where it can be more. Between November and April, any significant weather in the North Atlantic will produce swells which are great for surfers but may prevent us from using anchorages on the north side.

These internet weather websites provide a range of useful information:-

[Windfinder](#), [NOAA](#), [Windguru](#), [BVI Tourism](#), [Weather City](#), [Sailonline](#), [Weather Atlas](#)

National Park Buoys and Flags

In the national Parks, mooring buoys are colour-coded - **Red = Snorkelling and day use**, **Yellow = Commercial and dive boats**, **Blue = Dinghies only**. The flag meanings are **Yellow = Caution**, **Red = Danger** and **Purple = Jelly Fish**.

Daily Schedule

Saturday, 2nd March - Scrub Island Marina

Arrival at [Scrub Island Marina](#) and check-in with Dream Yacht Charter.

Afternoon departure at 4.30pm with a regular ferry to Trellis Bay (5 minute ride) where a transfer will wait for us to take us to the BVI Gin distillery for the Welcome Party.

Distillery is right on top of the hill, with lovely views, so the idea is to arrive during the day to benefit from the views. The next regular ferry is at 5.30pm. If anyone prefers to go for that one, that will be ok. We will have a transfer waiting. It takes about 5 minutes with a car from Trellis Bay to the distillery.

We will leave the distillery around 10pm, in time to catch the last ferry from Trellis Bay to our base on Scrub Island.

Price per person for the Welcome Party is \$30 (please collect the cash, including for the prize giving party from your team and hand it to Sasha on 2nd March).

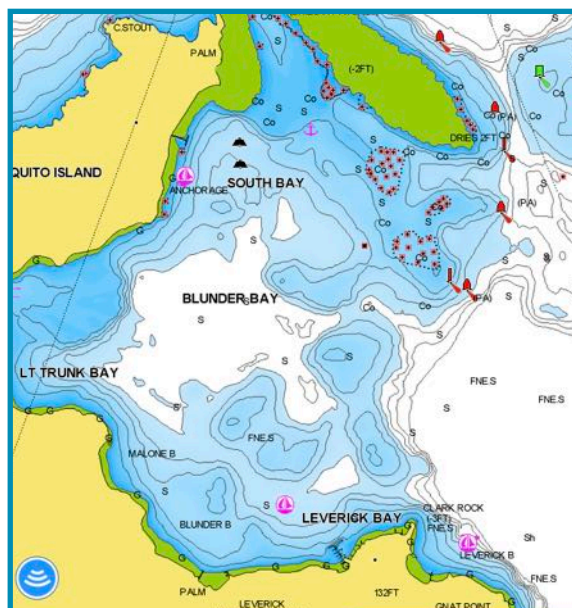
Price includes:

- ★ Full buffet at the welcome party
- ★ Extras: drinks at the bar
- ★ Sponsored by the BVI Tourist Board: land transfers between Trellis Bay and the distillery
- ★ Sponsored by BVI GIN: welcome party venue at the distillery

Sunday, 3rd March Scrub Island Marina to Leverick Bay

There will be two races on the first day, with a swim at The Dogs at lunchtime between races.

Sasha has reserved overnight mooring slips for all six catamarans in the [Leverick Bay Marina](#) (N18° 26.904' W 64° 23.162'). Price per catamaran is approx. \$1.5 per ft. For a 45ft catamaran the price is approx. \$67.50. There are also mooring balls right in front of the marina at \$35 per ball. For the moment, those can only be booked on the day via www.boatyball.com (first come first served). They are trying to change the system so one can pre-book earlier, but it is unclear if that will happen by the time we get there. Please let Sasha know if you DON'T want to be in the marina slip and she will cancel it.

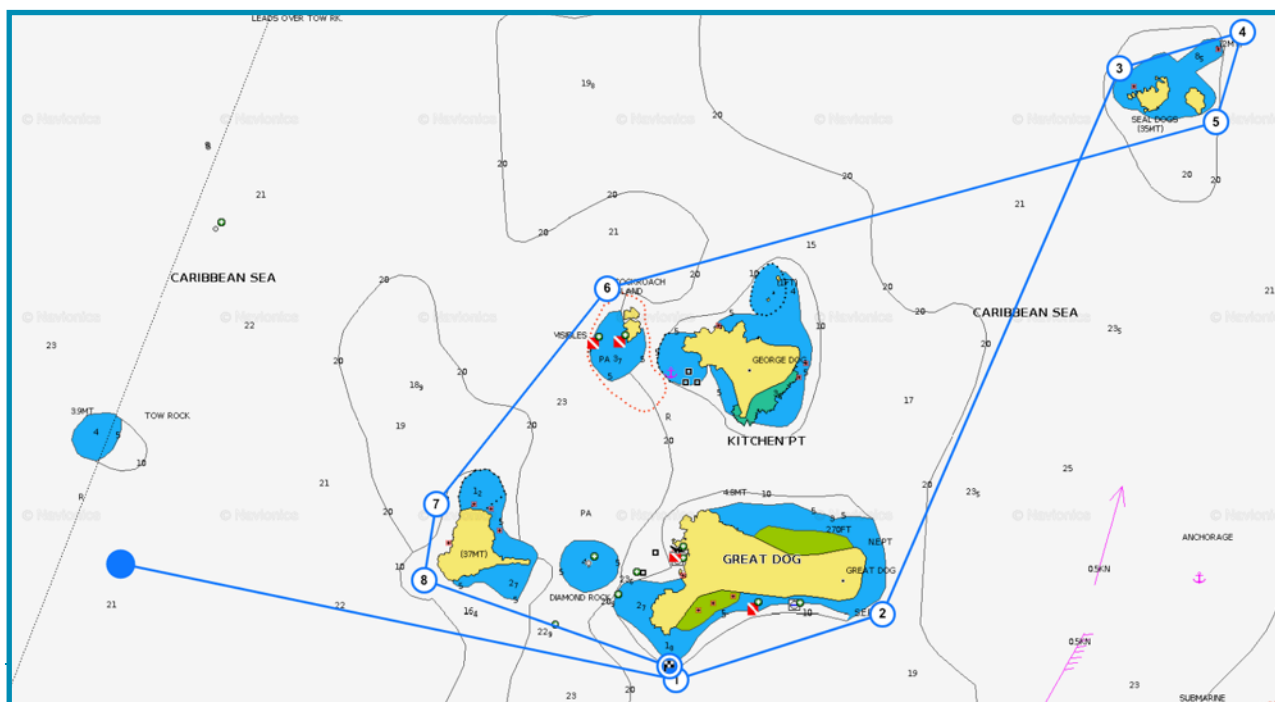


We have not made any arrangements for the evening, but there is a bar and a restaurant there and the rabbit boat will most likely eat out - <https://www.leverickbayvg.com/>

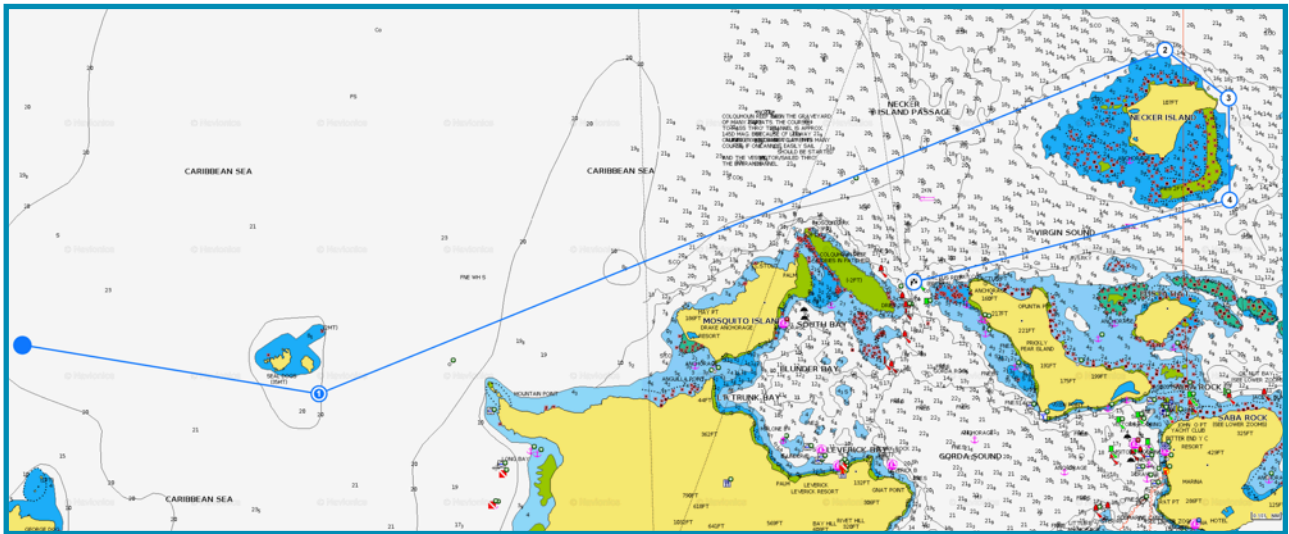
Race 1. Our first ever High Point cat race will test your manoeuvring skills on a 9.0 NM course before swimming and snorkelling at our first attraction, The Dogs.

Start as usual using WP1 as the upwind mark. Leave Great Dog and the other Dogs to port and then it is clockwise around the Seal Dogs using WP3, WP4 and WP5. Note that WP4 takes the course outside a small rock which is to be left to starboard as well. Then it is back around The Dogs anticlockwise using WP6, WP7, WP8 and finish when the most southerly tip of Great Dog (N 18° 28.715' W 64° 27.689'') bears 0.

Break for lunch and enjoy some swimming & snorkelling amongst the Dogs, using the red balls (N 18° 29.556' W 64° 27.488'). Anchoring is not allowed.



Race 2. WP1 will be the upwind mark and all the Seal Dogs will be rounded to port. Clockwise around Necker using WP2, WP3 and WP4. Finish when the green PHM (N 18° 30.793' W 64° 22.750') bears 090°. Course length is 8.5 NM.



Monday, 4th March - Anegada

We will leave relatively early so that we can take mooring balls on arrival to Anegada, close to the restaurant [Potter's By The Sea](#) and have some beach-time. We cannot book the balls, but there seem to be plenty of them there and we can try booking through www.boatyball.com in the morning.

Please let Sasha know if you are all happy to dine at [Potter's By The Sea](#) in the evening as she will need to book us. The day before, we will need to contact them with the meal order! Please share this with your team and let her know.

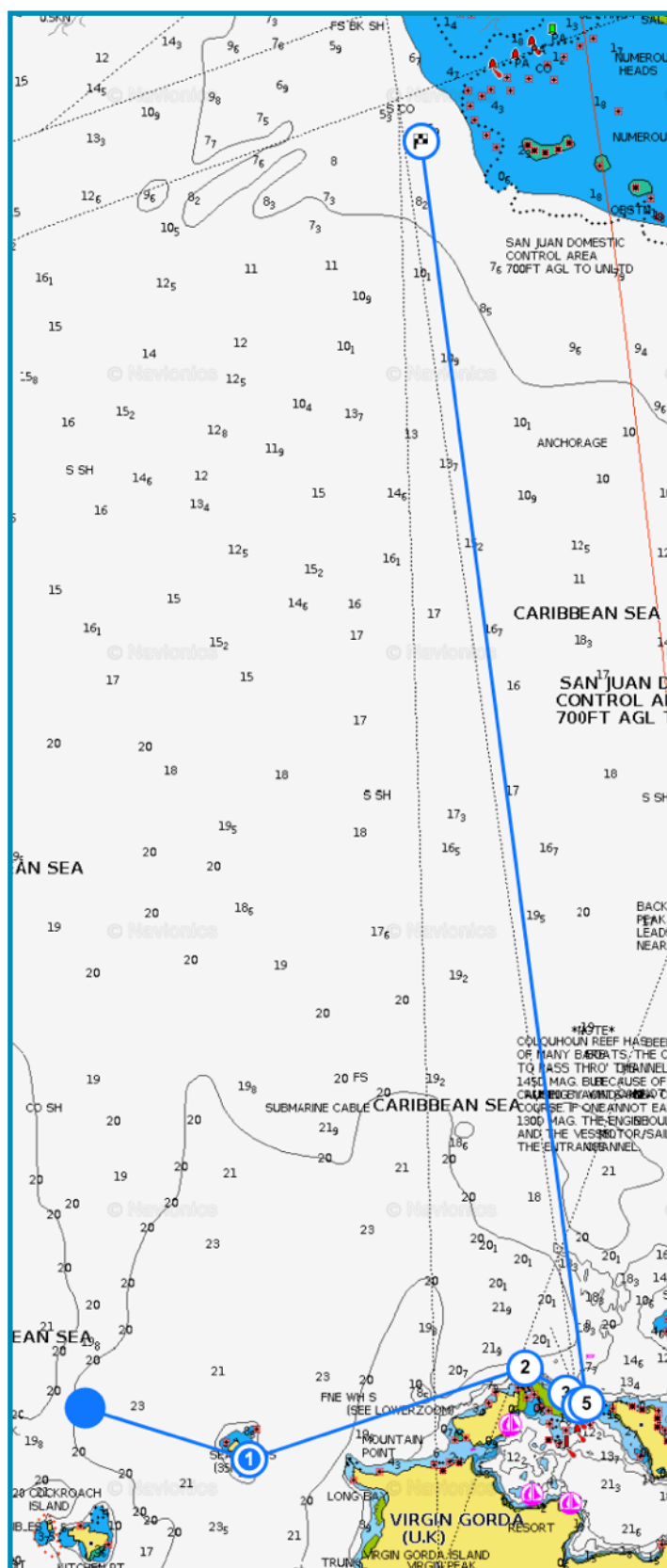
Sasha is also looking into the arrangements for hiring cars/scooters transfers to the beaches on the other side of the islands.

The plan here is to hire cars, scooters or taxis and go to the beach 20 minutes drive away. For dinner, we will need to reserve at [Potter's by the Sea](#) (best ambience) or at [Wonky Dog](#) (best food). Lobster at Anegada is legendary. As per Sasha's email, please confirm which would be your preferred option.

There are shops on the island but you don't want to spend your time shopping when there is so much else to enjoy here.

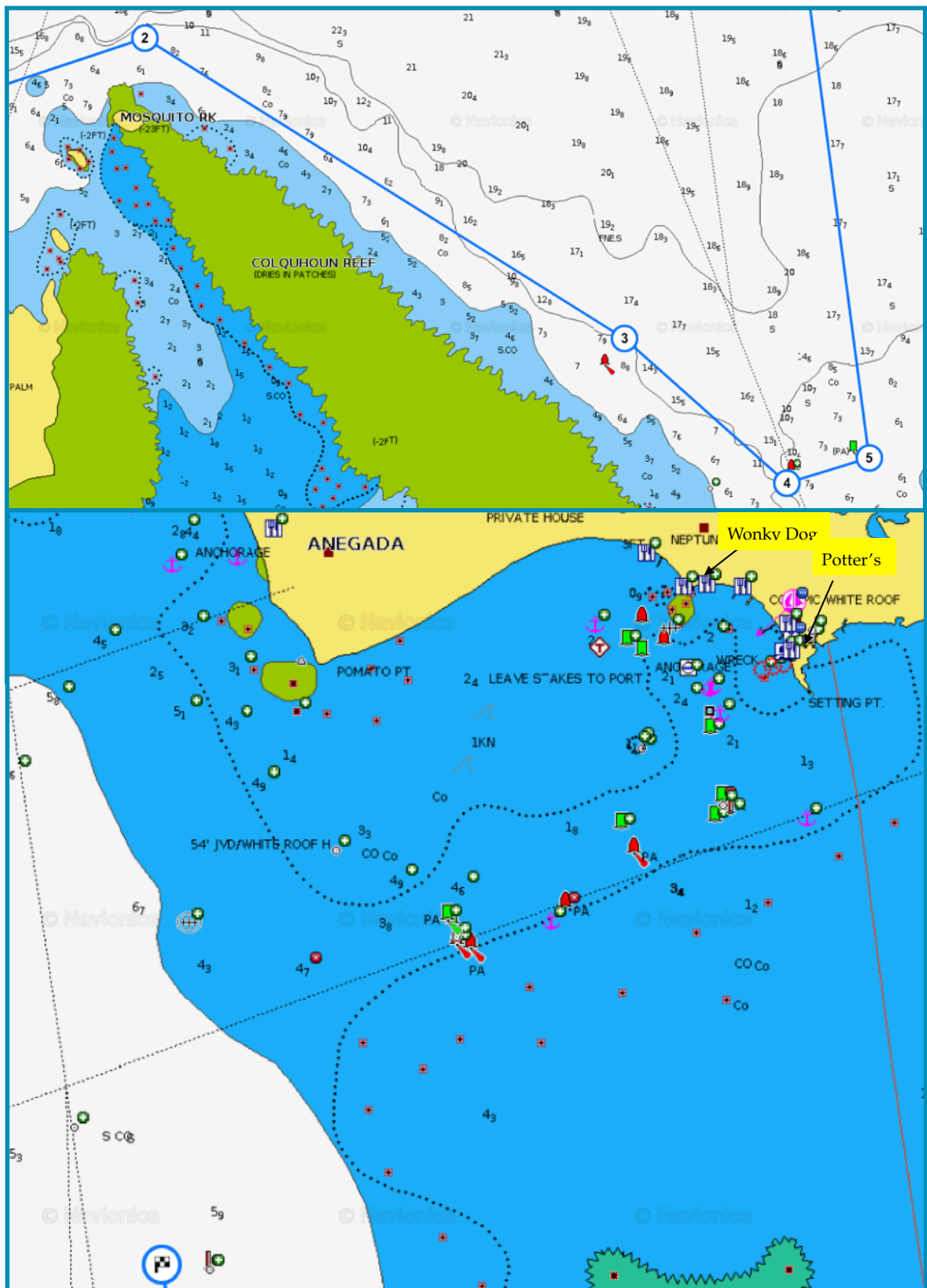
Race

The Seal Dogs will be left to Port using them as our upwind mark. Pass north of Mosquito rock at the northern end of Colquhoun Reef using WP2 (S), leave the red SHM at WP3 to port and the red SHM and green PHM at WP4 and WP5 to starboard - see chartlet below. Finish when the red/white SWM (N18° 42.104' W 64° 24.201') bears 090°. Course length is 16.3 NM.



Beware rocks near the finish mark and note that the charts are not especially accurate so, if in doubt, err to the west and read the later section in this Log Book carefully to ensure safe entry. We will probably anchor to the west of Setting Point at $N 18^{\circ} 43.320' W 64^{\circ} 23.106'$. The other option is NW of Pomato Point at $N 18^{\circ} 43.626' W 64^{\circ} 24.308'$.

See chartlets below for course details around Colquhoun Reef and the approach to Anegada.



Tuesday, 5th March

We are planning to go back to the [Scrub Island Marina](#) (N 18° 27.974' W 64° 31.470') for overnight. If we do, there would be a mooring charge for this night: Lagoon 42 at \$105, Lagoon 450 at \$112.50. If in the marina, there will be several options for evening arrangements:

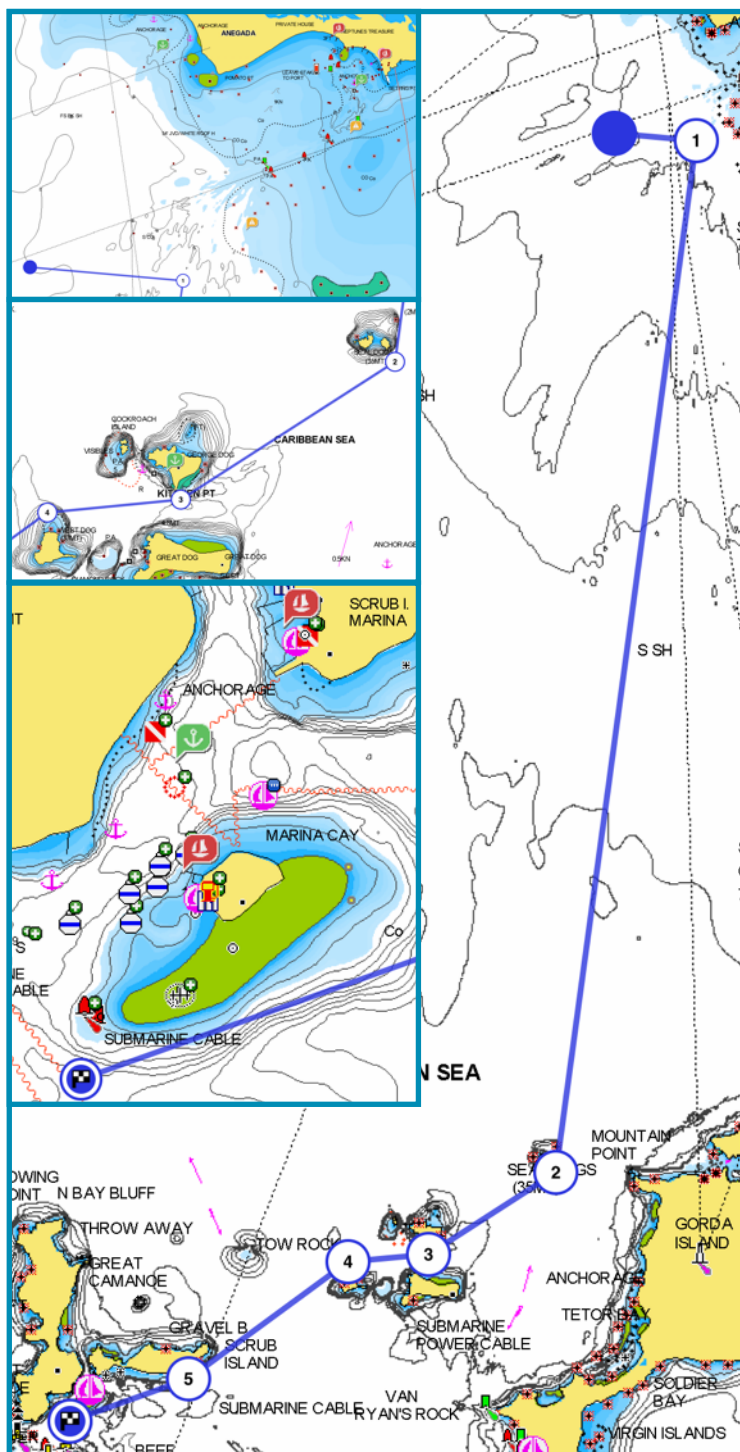
- ★ Dinner in the marina restaurant
- ★ Dinner on board
- ★ Dinner on the jetty!
- ★ After-dinner drinks at the local bar by the pool

We can shop, shower, charge ships batteries and fill our tanks.

Second option is anchoring in one of the bays along the west side of Tortola. Dinner on board each boat. If we are in Cane Garden Bay, for example, there will be plenty of options for dining out and having fun at the beach bars.

Race 1

The 19.3 NM course takes us to Scrub Island Marina via Marina Cay. The red/white SWM at WP1 (N18° 42.104' W 64° 24.201') will be left to starboard as the upwind mark, WP2 is to leave all Seal Dogs to starboard, WP3 takes us S of George Dog, WP4 is N of West Dog, WP5 is S of Scrub Island and the finish is when the SHM (N 18° 27.491', W 64° 31.700') bears 0°. There are (or should be) two red SHMs close to each other - our finish will use the first (or only) one.



Wednesday, 6th March - Great Harbour, Jost van Dyke

We will moor overnight in Great Harbour and eat at [Foxy's](#) (N 18° 26.655' W 64° 44.871'). Sasha has been in touch with them and has provisionally booked all 42 of us there. PLEASE let her know if you are planning to eat on board so she can adjust the numbers. You could still turn up later for drinks!

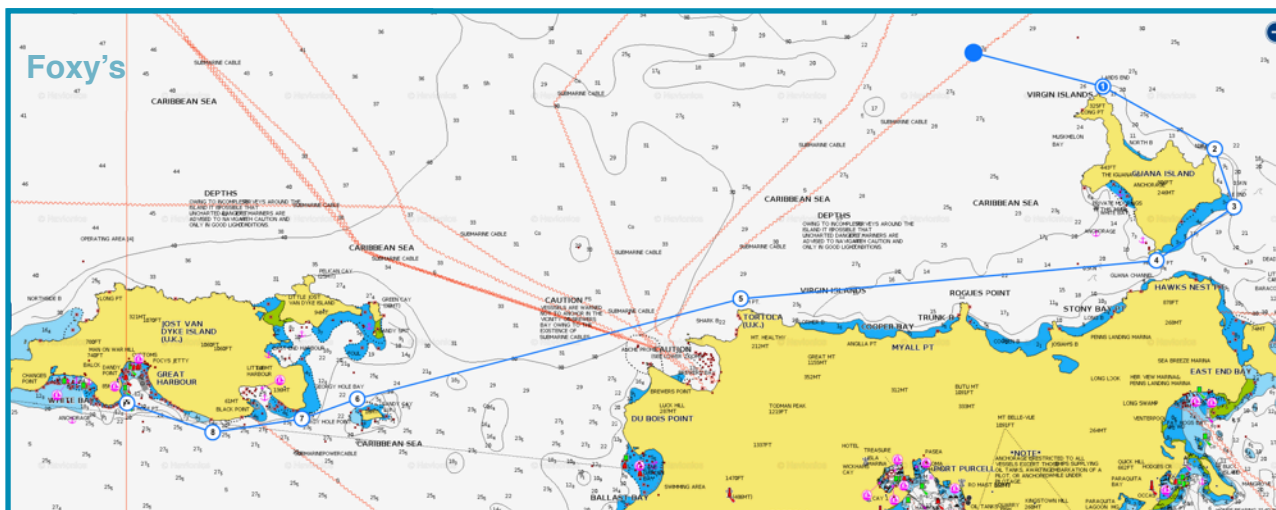
As mooring balls can not be pre-booked here, we will plan to arrive earlier in the afternoon to make sure we get six.

On arrival, we suggest taking a local taxi (very short ride) over to White Bay for swimming and some fun at the [Soggy Dollar Bar](#). We would be returning back to Great Harbour in time to get ready for a dinner at [Foxy's](#) at about 7.30pm or 8pm.

Race

The 15 NM course will take us clockwise around Guana Island using WP1, WP2, WP3 and WP4. WP5 is to clear Tortola, WP6 takes us north of Sandy Cay, WP7 and WP8 clear Jost van Dyke Island, with the finish at WP8 when the green PHM at N 18° 26.267' W 64° 45.168' bears 0°.

We could finish at WP6 if we are running late. In that case, pass south of Sandy Cay and finish when the western edge of the island at N 18° 26.183' W 64° 42.673' bears 0°.



Thursday, 7th March – Little Harbour, Peter Island – ROUX GOURMET NIGHT!

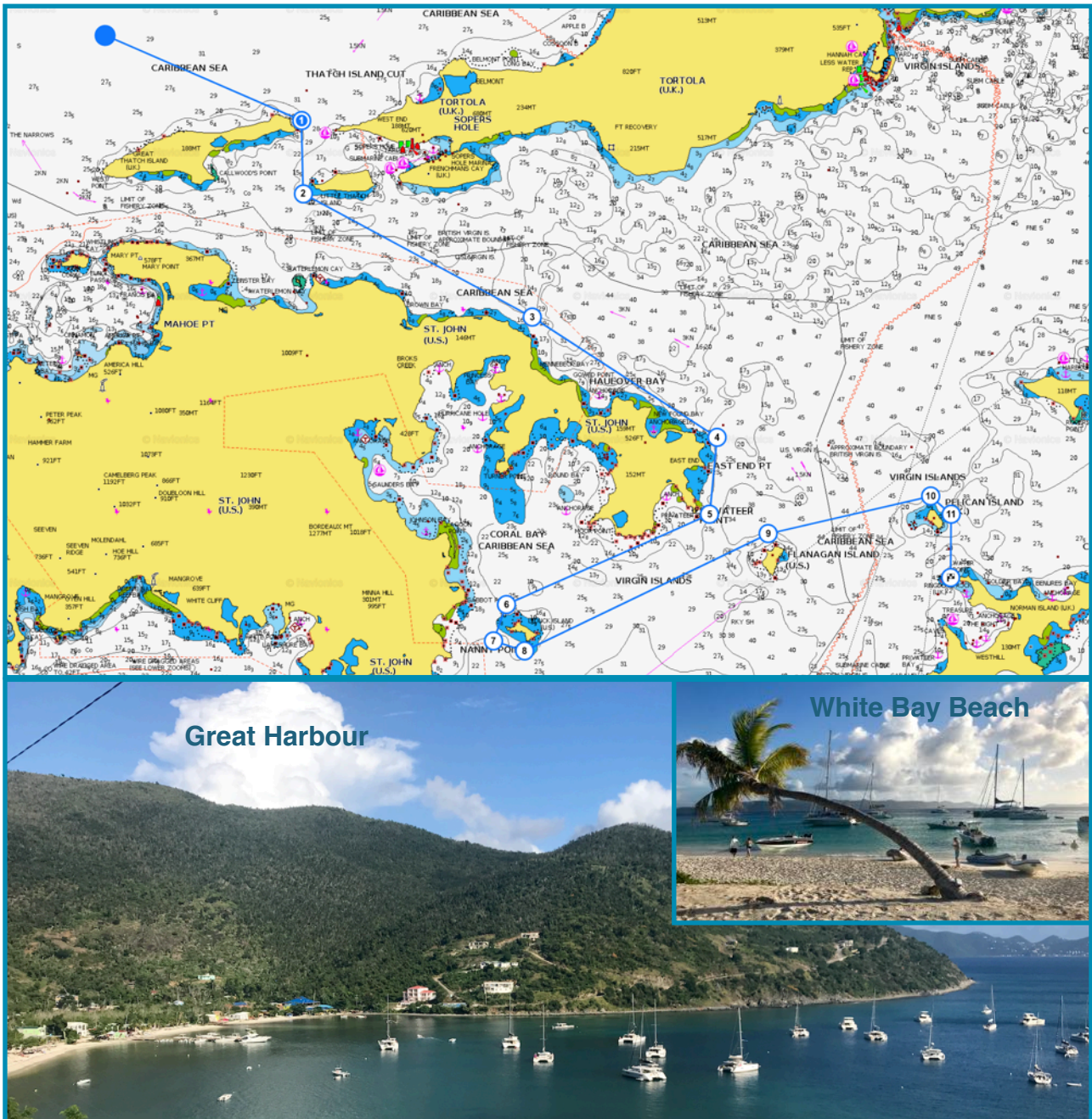
Plan A is to raft up in the Little Harbour on Peter Island.

Plan B would be made as we go along.

Race

The 14.6 NM course involves leaving Great Thatch Island to starboard using WP1, Little Thatch Island to port using WP2, clear St John Island using WP3, WP4, WP5, round Leduck Island to port using WP6, WP7 and WP8, leave Flanagan Island to starboard using WP9, Pelican Island to starboard using WP10 and WP11 and finish at Water Point when the western tip (N 18° 19.441' W 64° 37.330') bears 090°.

After the finish, we can snorkel awhile around [The Caves](#) (N 18° 19.015' W 64° 37.443') before motoring to Little Harbour, Peter Island (N 18° 21.261' W 64° 36.064') for stern-to rafting for the Roux Gourmet evening. Little Harbour is, as the name suggests, not a large bay so there may not be enough space in which case we may go to a spot off Cooper or Norman Island.

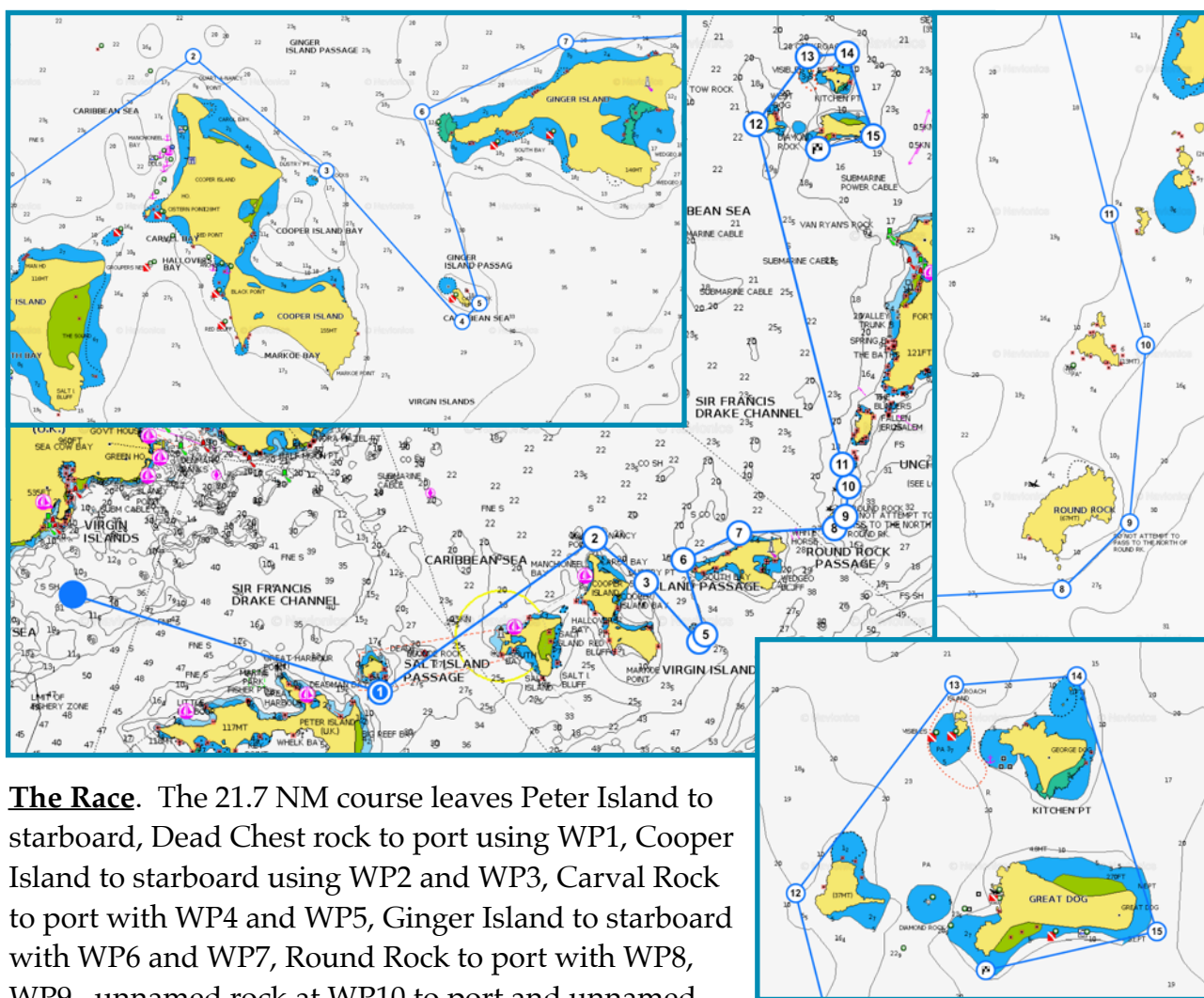


Friday, 8th March – Virgin Gorda, near Spanish Town – PRIZE-GIVING EVENING

If the weather allows, we will anchor in front of [CocoMaya Restaurant](#) (N 18° 26.656' W 64° 26.420') at N 18° 26.762' W 64° 26.409', our venue for the prize-giving. However, if the swell is too big, we will have to use the [Virgin Gorda Yacht Harbour](#) (N 18° 26.999' W 64° 26.208'). Sasha has reserved six slips for us. Price for mooring is \$110 for a 42ft and \$117 for a 45ft catamaran.

Program and price for the welcome party:

- ★ Arrival to CocoMaya ideally by 6pm to benefit from the sunset.
- ★ Welcome drinks followed by the prize giving ceremony
- ★ Dinner
- ★ After-dinner party with a DJ, shoes off for some dancing on the beach!
- ★ Price per person is \$70 and it includes: welcome drink and nibbles, dinner with a desert, tapas style, DJ for the evening, service charge that is normally at 15%. Other drinks are at an extra cost. (We will have our BVI Gin team with us for the prize giving evening too!)



The Race. The 21.7 NM course leaves Peter Island to starboard, Dead Chest rock to port using WP1, Cooper Island to starboard using WP2 and WP3, Carval Rock to port with WP4 and WP5, Ginger Island to starboard with WP6 and WP7, Round Rock to port with WP8, WP9, unnamed rock at WP10 to port and unnamed rock at WP11 to starboard. The course continues

starboard around The Dogs, using WP12, WP13, WP14 and WP15. Finish when the southern tip of Great Dog (**N 18° 28.716' W 64° 27.699'**) bears 0°.

Local Information

Road Town, Tortola

Tortola's main town, Road Town (**N 18° 25.364' W 64° 36.896'**), is the former haunt of pirates, the Dutch and the English. Within reach of numerous attractions, it is the place to be if you have time before or after High Point week.

It is also the best place to shop for the week's provisions as it has proper supermarkets with the best prices. From there you can take a taxi to Trellis Bay (**N 18° 26.753' W 64° 32.076'**) near the airport and it's a five minute water taxi ride to our base, Scrub Island Marina (**N 18° 27.984' W 64° 31.450'**).



Click on the links below to decide which of these great attractions to visit:

[JR O'Neal Botanic Gardens](#), [Sunny Caribbean Spice Shop](#), [1780 Lower Estate Sugar Works Museum](#), [Pusser's Pub](#), [Tortola Pier Park](#) and so many others at [Lonely Planet](#).

Virgin Gorda (The Baths, Leverick Marina and Spanish Town)

The dramatic shape of the BVI's third largest island, Virgin Gorda, reminded Christopher Columbus of a reclining woman, or "Fat Virgin," inspiring its name. Measuring 8 ½ square miles, Virgin Gorda entices travellers with its yacht clubs, quiet coves, safe anchorages and luxury resorts and villas.



The Baths

The Baths at [N 18° 25.733' W 64° 26.746'](#) is a major attraction, where you can explore the rock formations tunnels, pools, and caves. They are as pristine as ever, including the famous pathway leading through the giant boulders to Devil's Bay. Top of the Baths Restaurant is open with its delightful panoramic views.

The nearby Virgin Gorda Yacht Harbour ([N 18° 26.971' W 64° 26.241'](#)) offers Wi-Fi, fuel, water and ice. We can take a mooring ball outside the harbour and dinghy in. The grocery store is a short walk, and there are also some restaurants open nearby that can be accessed by dinghy or taxi, including the all new Snapper's Bar & Grill, and CocoMaya which is a 10-minute walk from Spanish Town and will be our amazing Prize-giving venue. It is worth checking out earlier in the week, especially if you fancy relaxing with a cocktail and meal.

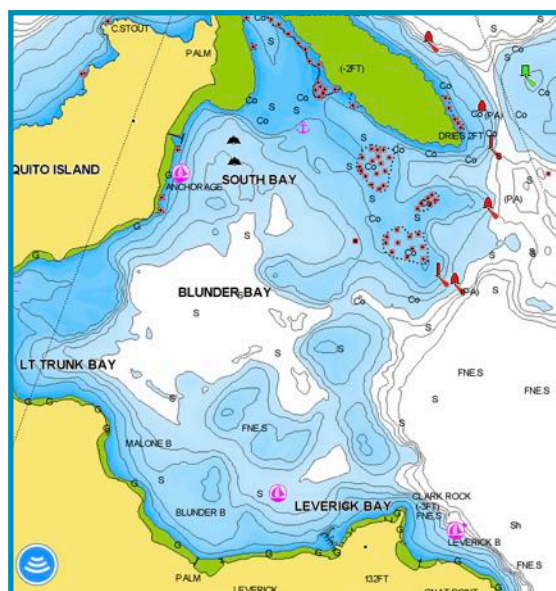
Leverick Marina

We will also be visiting [Leverick Bay Marina](#) ([N18° 26.904' W 64° 23.162'](#)). It is lapped by the pristine waters of a magnificent blue lagoon best known as "North Sound". It has 36 moorings and a restaurant open for dinner. There is also a market here, where you can purchase ice and other provisions.

The Leverick Bay Marina has a fuel dock, fresh water and ice, rubbish disposal, laundry, electricity, wifi and we will be allowed to use the swimming pool.

The Restaurant, overlooking the marina, with fresh local seafood, house cut steaks, and a wide selection of fine wines and spirits seems like a good dining choice or, for cocktails or snacks, there's The Jumbies Bar or the Cove Grill by the swimming pool.

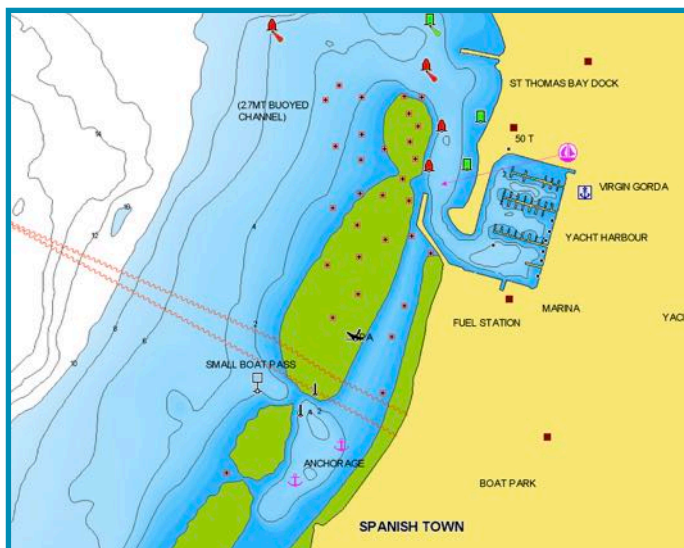
We are spoiled for choice when it comes to activities and photo opportunities here.



Spanish Town

Our Prize-giving will be held in the beautiful [CocoMaya restaurant](#) at **N 18° 26.656' W 64° 26.420'**.

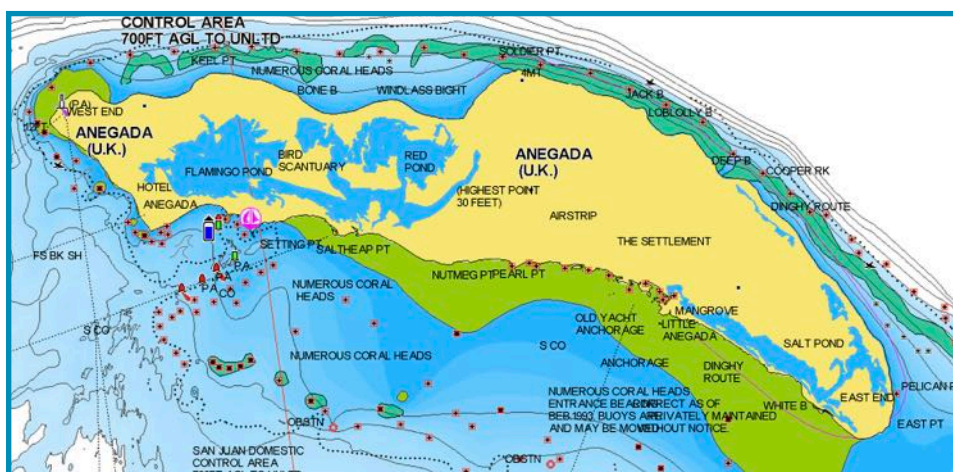
It is right on the beach next to our intended anchorage at **N 18° 26.762' W 64° 26.409'**. It is just possible that there isn't room for us there in which case we will have to go to the [Virgin Gorda Yacht Harbour](#), just to the north.



Anegada

We will need to get underway early to enjoy a scenic race to Anegada and take full advantage of what's on offer there.

Sparsely populated and rural, Anegada is 11 miles long, low, and flat, quite unlike any of the other islands in the BVI. The balmy trade winds gently sweep across its sandy shores, swaying the palms and rustling through the boughs of the pines. In the centre of the island is a series of salt ponds, beautiful and teeming with birds. A flock of pink Caribbean flamingos live on the ponds not far from the anchorages on the western end.



Moorings (**N 18° 43.488' W 64° 23.004'**) are available for a fee in the inner harbour or there are anchorages (**N 18° 43.333' W 64° 23.111'** and **N 18° 43.634' W 64° 24.304'**) with good holding.

Don't miss the nearby gift shops. It's well worth renting a car, bicycle, scooter or taxi to fully explore Anegada. Loblolly Bay (**N 18° 44.525' W 64° 18.538'**) on the north shore is known for its spectacular snorkelling and scuba diving in crystal clear water. Bones Bight (**N 18° 44.746' W 64° 22.251'**) and Cow Wreck (**N 18° 44.726' W 64° 24.110'**) beaches are also lovely. Fishing on the flats extending eastward from Setting Point is another popular pastime. A sail to the island wouldn't be complete without savouring the locally caught lobster. [Potter's by the Sea](#), [Anegada Reef Hotel](#), and [Wonky Dog](#) are just a few of the dining options. Not all of the businesses on Anegada accept credit cards, so plan on paying with cash, and be sure to make dinner reservations in advance.

Ice, provisions, phones, and Internet access are available. Fun in the Sun Market is open for basic provisions. Ice is available at Li'l Bits store or Anegada Reef Hotel.

The corals surrounding Anegada need to be navigated carefully and the one or two knot currents need to be considered when approaching as they can affect the course over the ground, pushing you west (actually a good thing). There is a reason the island is surrounded by hundreds of wrecks so follow your pilot book carefully. You might find the following waypoints useful.



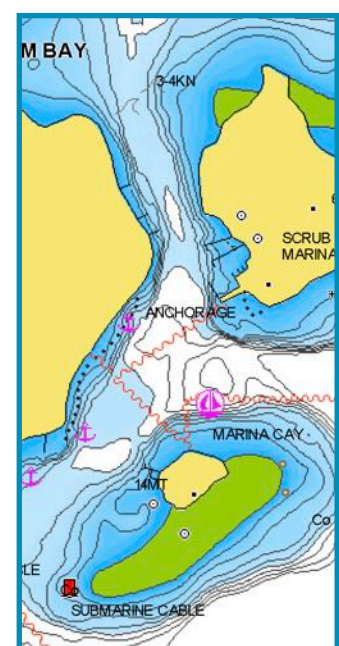
Waypoint	GPS Coordinates	
Approach waypoint	N18° 42.104 ' W64° 24.201'	This is the SWM used as the finish to the race that takes us to Anegada and is the upwind mark the following day. Leave it to starboard.
Channel entrance	N18° 42.810' W64° 23.661'	Marked with red and green buoys.
Intermediate channel waypoint	N18° 43.015' W64° 23.230'	Again, follow the reds and greens.
Channel end	N18° 43.062' W64° 23.048'	SWM south of the anchorage.

This article on [Navigating to Anegada](#) gives a very good insight as well as plenty of useful advice.

Scrub Island Marina, Scrub Island

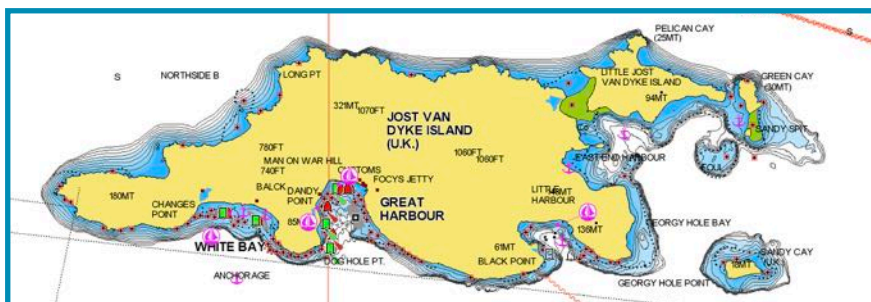
[Scrub Island Marina](#) (N 18° 27.984' W 64° 31.450') is our start and finish point as well as being an intermediary stop-over. It is an attractive resort with all the usual marina facilities and you can also restock provisions here. It is not far to some wonderful snorkelling, although that seems to be the case wherever you are in the BVI.

The [Scrub Island Marina](#) website says “Naturally, being located in the sailing capital of the world means Scrub Island’s own marina is a jewel in the sparkling Caribbean Sea, illuminated by the sun, the moon and the stars above... and glittery lights below” and “Centrally located at the heart of the resort, the Scrub Island Marina is in the midst of all the restaurants and shops in Marina Village—featuring Cardamom & Co, Donovan’s Reef, Antilia Boutique, the Fitness Center, Dive BVI, Offshore Sailing School, Gourmet Market & Café and our Marina Showers—and provides a scenic vista from almost anywhere around the resort.”



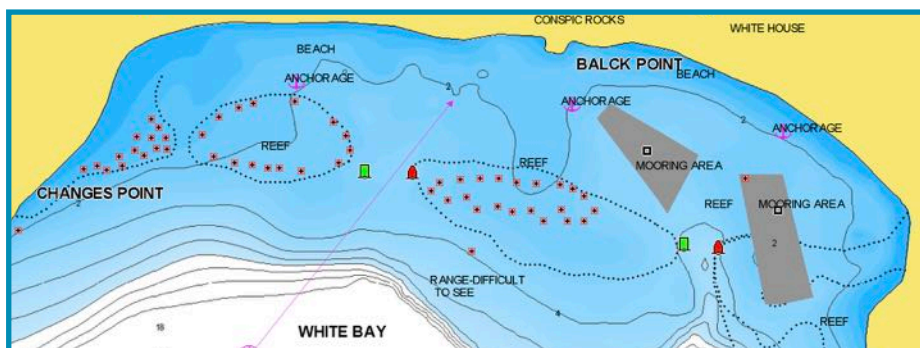
Jost van Dyke (White Bay and Great Harbour)

Jost Van Dyke Island, lies 4 miles (6 km) west of Tortola and adjoins Little Jost Van Dyke Island on the east. According to tradition, it was named after a Dutch pirate who lived on the island. Jost Van Dyke Island is roughly tadpole-shaped and the terrain is rugged and elevated, reaching 1,054 feet (321 metres). The chief settlement is Great Harbour, on the southern coast. Probably discovered and settled by the Dutch, the island was British after 1672. Tourism is important to the economy. Area 3.5 square miles (9 square km). Pop. (2001) 244; (2010) 298.



White Bay

Dinghying ashore from White Bay (entrances at $N^{\circ} 18^{\circ} 26.493' W 64^{\circ} 45.833'$ and $N 18^{\circ} 26.436' W 64^{\circ} 45.631'$) can be tricky due to the surf, so either swim in or take care to time your landing carefully.



There's the funky **Ivan's No Stress Bar** located in the middle of the eastern beach ($N 18^{\circ} 26.586' W 64^{\circ} 45.636'$). Seashell-covered walls, open atmosphere, and a cash jar on the bar to pay for drinks makes this place truly stress-free. Not sure if they have food. Another equally fun joint would be the **Soggy Dollar Bar** on the western beach, semi-attached to the Sandcastle resort. This is the somewhat contested home of the notorious "Painkiller" cocktail, and the bar gets its name from sailors swimming in to partake, paying with wet currency. If Seddy is in at his One Love bar at the far western end of the beach, we could try to coax him into a magic show. Apparently this guy is unreal and you will fall off your bar stool in astonishment. Equal parts entertainment and sheer dumbfoundedness. Just like the fine cocktails you can find all along the beach here.

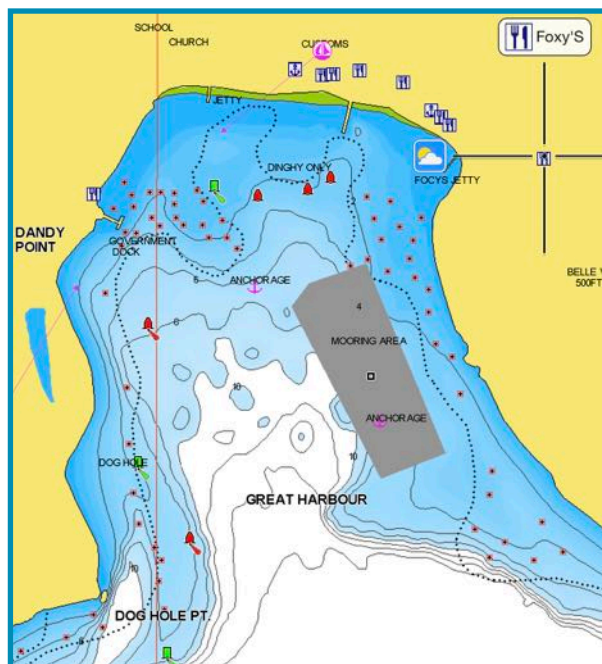
White Bay is not considered by the charter company as acceptable for overnight due to swell.

Great Harbour

In recent years, Great Harbour (**N 18° 26.551' W 64° 45.103'**) has been growing in leaps and bounds. However, some things never change and Jost Van Dyke is still a world apart from all the other British Virgin Islands.

Aside from all the bars and restaurants here, there are also a couple of grocery stores, a bakery, an ice house, a few gift shops a beach volleyball court and of course famous [Foxy's](#) (**N 18° 26.664' W 64° 44.920'**) which is highly recommended and is our dinner venue.

Tucked in behind the main strip, Bun Road is to the right and beside Customs & Immigration centrally located along the beach. If you're after some bread and groceries, this little road will take you directly to Nature's Basket Grocery Store and Christine's Bakery.

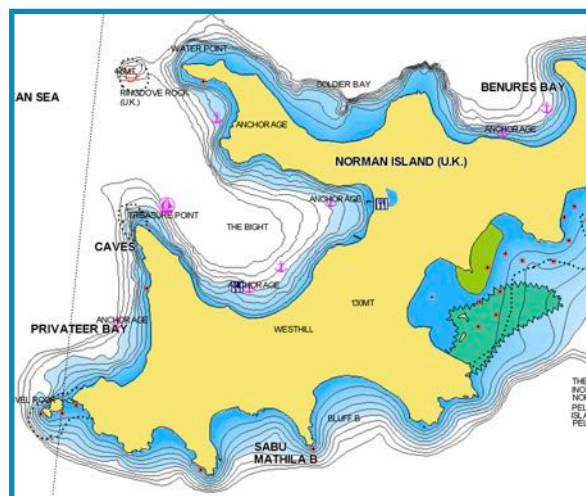


Norman Island (The Caves, The Bight, Kelly's Cove)

Located at Treasure Point in Privateer Bay and the world renowned, [The Caves](#) (**N 18° 19.002' W 64° 37.458'**) are a "must see" for any first time visitors sailing the British Virgin Islands. It may be a bit over-crowded when we get there but we'll see.

The walls of the cave are covered in various life forms and if you bring a dive light along, you can see all the spectacular colours.

Snorkelling just outside the caves is pretty good too, but please don't feed the fish ... [here's why](#).

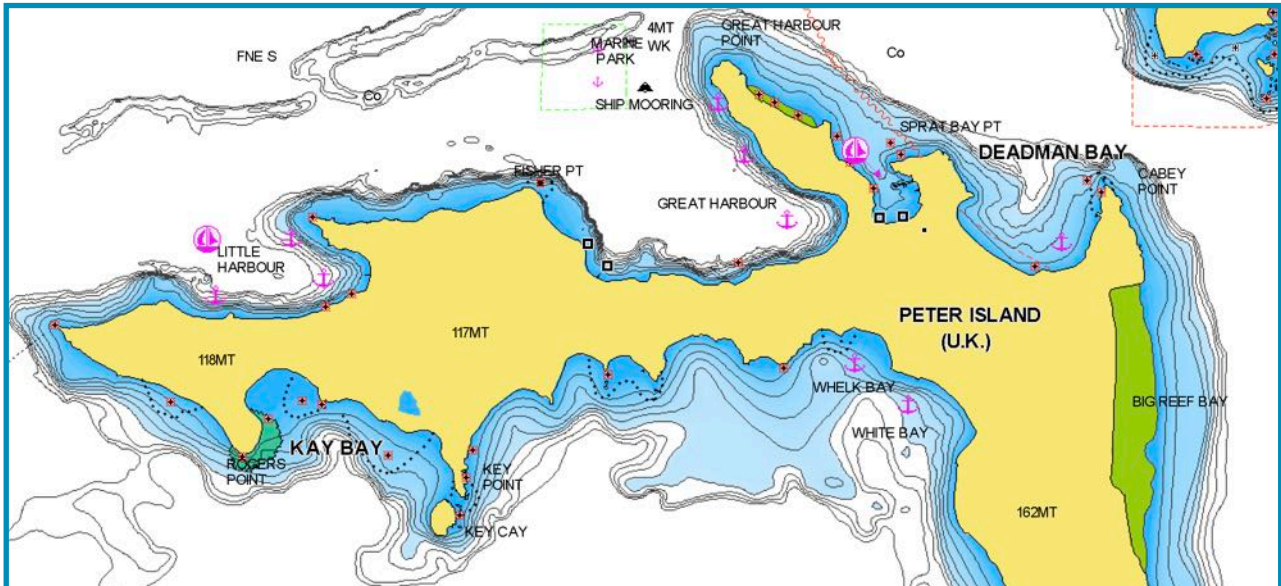


If Little Harbour is not available for Gourmet night, The Bight (**N 18° 19.017' W 64° 37.102'**) or Kelly's Cove (**N 18° 19.345' W 64° 37.234'**) on Norman Island could be ideal alternatives. To quote our Vilmos "The Bight is a lovely, rather large bay, with some 30 mooring buoys and anchoring. Ashore there is a nice restaurant, at the bay's entrance a couple of shallow caves, a favourite snorkelling site, and close by The Indians, a tetrad of cliffs with surrounding reef, another favoured snorkelling site. So far we were always able to find mooring buoys there. Anchoring is close to the beach, but may not be spacious enough for a raft. However, just around the corner is Kelly's Cove, a very well protected and secluded anchorage. We saw two boats anchoring there this time. There is plenty of

room for a raft, and all the aforementioned facilities/ attractions are just as easy to reach from there because it is within 100-200 yards of The Bight.”

Peter Island (Little Harbour)

For Gourmet night we plan to raft up in Little Harbour ($N 18^{\circ} 21.281' E 64^{\circ} 36.073'$) on the NW part of the island. The harbour is very small (not surprised to hear that) and there may not be enough room in which case options include the NW side of Great Harbour ($N 18^{\circ} 21.403 W 64^{\circ} 34.872'$) or The Bight or Kelly's Cove on Norman Island (see above).



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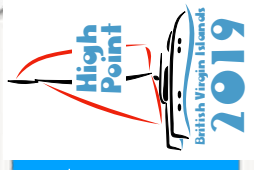
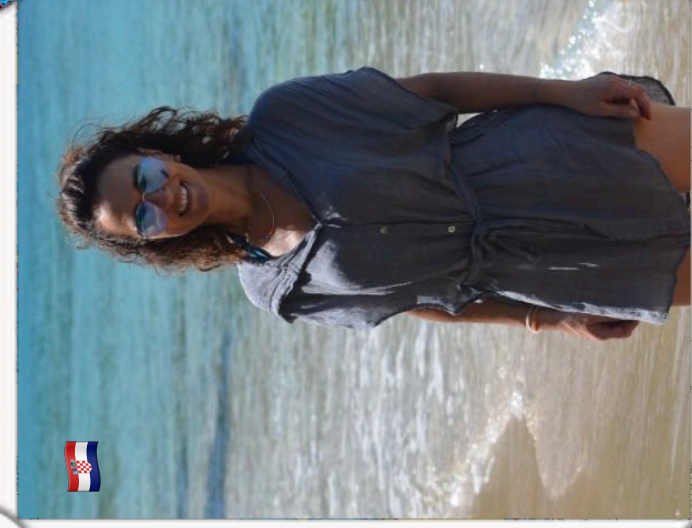
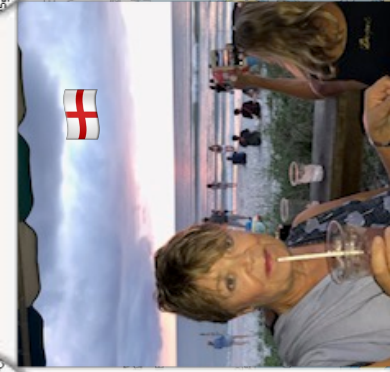


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Little Thatch | Necker Island | Norman Island | Peter Island | Saba Rock | Scrub Island

Notes



Siobhan, Dougie, Veronica, Martina, Emma, Sasha, John
HPYF 2019 BVI Team "Apres Sail"



Martín



D'iane



Dana



Sue & G'whoj



Cora

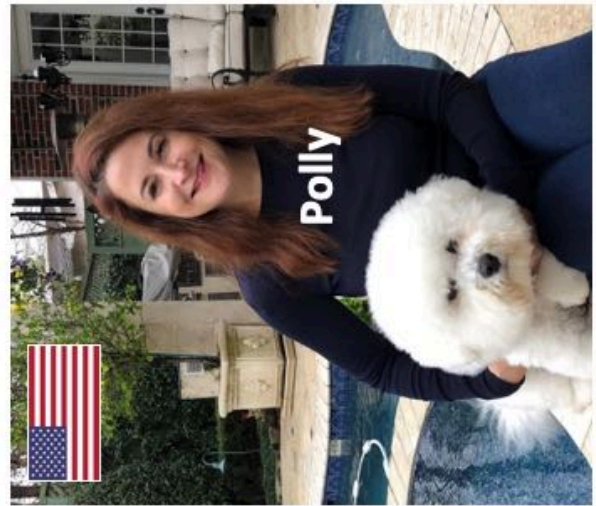
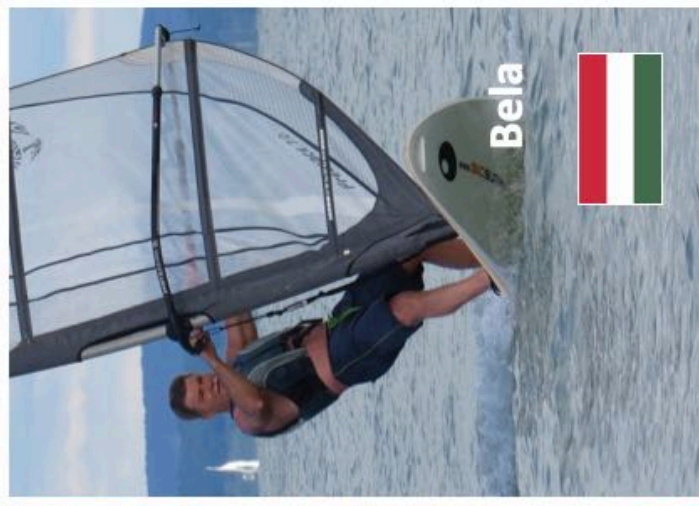
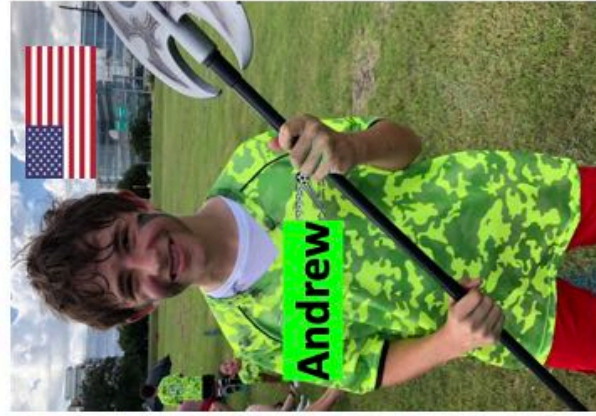


Ian

Team - Ocean Sun



Vilmos



BERNIE



TEAM BLENDER

CAPT. STEVEN



KIM



SASH



ERIC



ALAN



HPYF BVI 2019

boat No. 5



Lutz
Skipper



Michel



Elena



Yohan



Bastien



Claudia



Ersilia



Roselyne



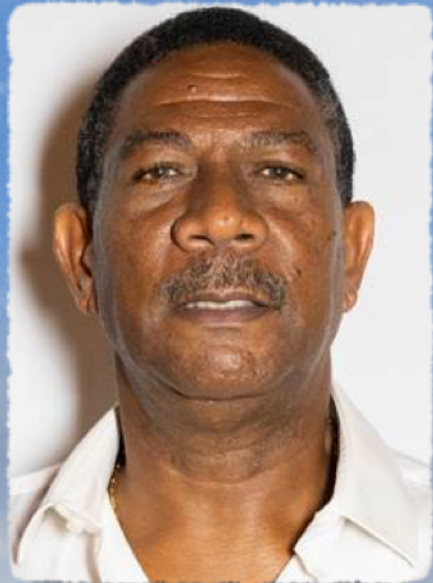
Jan Kleefeld



Laurence Coufourier



Simon Matthews



Richard Chantalou



Birgit Ball-Eisner



Bertil Agell (skipper)

Boat No 6

Team Jelliblu

Not to be used for navigation!

