

Log Book

High Point YachtFest 2019

British Virgin Islands - 2nd to 9th March 2019



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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 available and these are described on the itinerary pages.

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.
- All of you for being so enthusiastic about the Caribbean HPYF!
-and many others....

This draft Log Book will be updated and sent again with the final routes and other information a few weeks before the event.

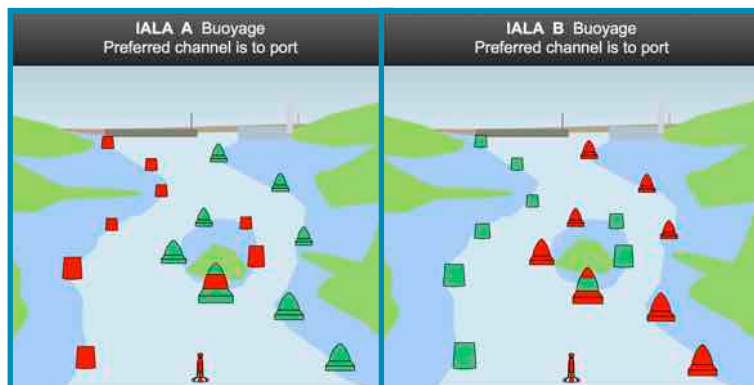
With best wishes to you all, John & Sasha



Sailing Instructions and Information

Buoyage

As mentioned in the introduction, the BVI is an IALA B region. Compared to IALA A, the only difference is the red and green of port and starboard hand marks are swapped as shown right. All other marks are the same in both systems.

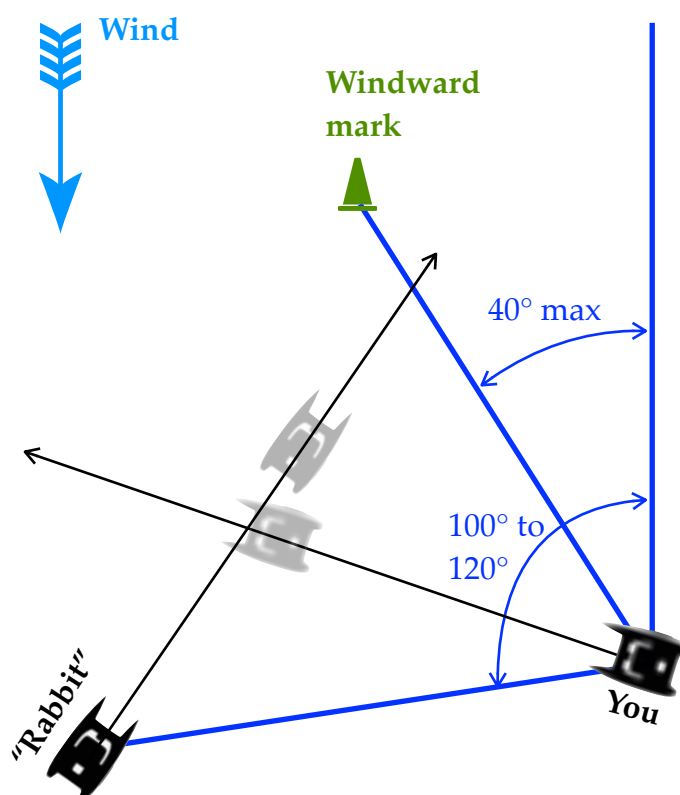


Weather and Sea State

If you think “Paradise”, that is the best description of the BVI weather in March! We can expect steady winds of around 10-15 knots to blow from the east all day. Average temperatures range from 24° to 28° and March is the driest and sunniest month with 50mm of rainfall and 9 hours per day of sunshine. Brief squally rain showers can provide welcome refreshment on any day but it may be worth reducing sail if you see one heading your way. The sea temperature is 26° - perfect for swimming. Between June and November there can be hurricanes and tropical storms, with higher probability between August and October. No such weather is expected in March. You can ignore tidal range as it is less than 0.5m. Currents generally run at 1-2 knots, but can reach 6 knots in Drake’s Passage so keep an eye on that. Between November and April, any significant weather in the North Atlantic will produce swells which attract surfers to the islands but can make it better to avoid anchorages on the north side.

Start Procedure

“Rabbit” starts will be used. These involve the “Rabbit” starting the race on a non-making port tack towards the windward mark. The rest of the fleet cross close behind the “Rabbit” on starboard. The elapsed time for all participants starts as soon as the first cat’s bow crosses behind the “Rabbit”. All participants must cross behind the “Rabbit” well before the “Rabbit” tacks to avoid overstanding the windward mark. Any boat that fails to do so, must cross behind the “Rabbit” as soon as possible and may be penalised if perceived to have gained an advantage relative to a “normal” start.



Tacking a catamaran is like leaving the EU (Brexit) - it takes more time than you expect and may not even be completed at all. Extra care needs to be taken if tacking in front of another yacht, especially one that has right of way (i.e. is on starboard tack). 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.

Finishing Procedure

The finishing line will use a bearing to a conspicuous mark and, unless Apres Sail is there, you must record your own finishing time (including seconds) using the time display on your GPS. You finish when any part of your boat crosses the line. **Record also the name and approximate time of the last boat crossing the line in front of you and the first boat behind you.** Unless stated otherwise, the time limit for each leg will be 18:00, except on Friday when it will be 17:00. A photo of your GPS showing your position and time as you finish would improve your credibility if things don't add up.

TCFs

TCFs will be based on the MOCRA Rating Rule 2018 which includes the formula:

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

TCFs for the fleet have been calculated using MOCRA certificates for similar yachts, modified to match ours including crew weight (at 80kg/head). All TCFs have been factored to make the Lagoon 42 TCF 1.000.

TCFs will be adjusted each day, based on the previous day's performance. The methodology is in accordance with the World Sailing Empirical Handicap Scheme for Yachts except that the first adjustment will be 50% rather than the World Sailing's 100% figure. The results sheet each day will show the TCF adjustment for the following day.

Enquiries about any aspect of TCFs are welcome but only up until the first race.

Penalties and Protests

The penalty for breaking a rule will be a minute added to elapsed time except in the case of missing a course mark which will result in disqualification. We have not had a protest in the history of HPYF so let's not start now!

Anchors / Spinnakers

Anchors should be left in place at the bow when racing so that they are ready if needed for mooring up. Manhandling a heavy anchor on deck in a swell is not safe. Spinnakers, cruising chutes, jib poles and boat-hooks are not to be used while racing.

VHF Radio

The following VHF channels will be used:-

CH16 Leverick Bay Marina, Bitter End Yacht Club

Complete VHF channel list to follow.....

Shortly after the first skippers' briefing there will be just one planned VHF radio check. Any subsequent radio checks can be requested at any time on the fleet instructions channel. Please try to avoid transmissions within 5 minutes of the day's start.

Waypoints

All coordinates in this log book are based on WGS84 and format dd° mm.mmm'. It is worth checking that your GPS is set up the same (ask if not sure how).

Safety Reminder

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.

We recommend each skipper gives his crew a safety briefing covering as a minimum gas safety, MOB procedures, IALA B buoyage scheme, boom awareness, winch operation and lifejacket. Everyone should know how to start the engine, use the emergency tiller, find your Lat/Long coordinates (by at least two different methods), drop the mainsail, furl the jib and call a Mayday on the VHF.

Each skipper should make himself aware of any relevant medical conditions any of his crew have, especially 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.**

Specifically, please do not consider the courses shown to be safe sailing routes - they are only there to show what has to be rounded and navigation is required between and around the course marks. **Beware of rocks near islands, headlands or anything else used as course marks. Also note that Queen Victoria was reigning 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.**

Courses

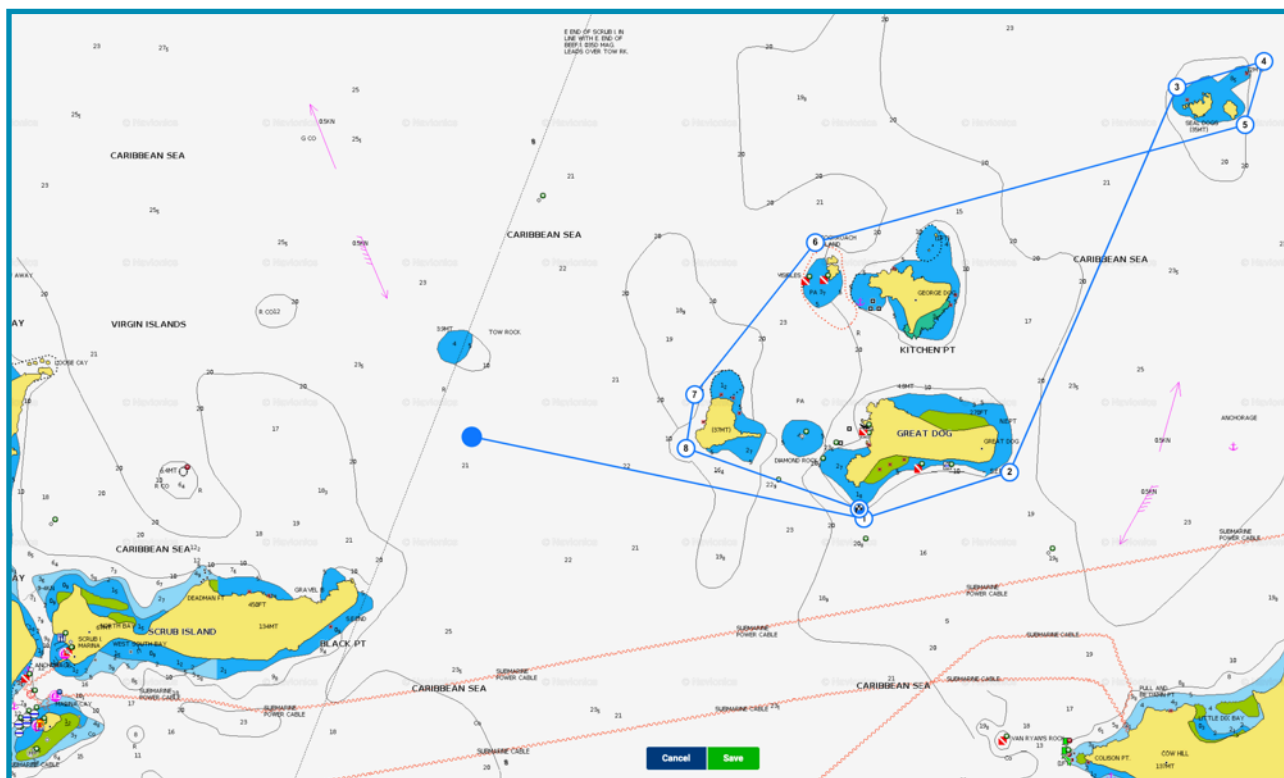
General

In March in the BVI the winds normally blow from the east with reliable suitability. So once the courses have been finalised they will only be changed in event of surprise hangovers, acts of God or discovery of a heavily discounted rum sale. The courses in this draft log book are preliminary at this stage, so if you like to put them into your mobile device or GPS, you're better waiting for the final version.

To make the most of the swimming and sight-seeing opportunities, start times will not be the same every day. For example, we may leave early to get to Anegada in good time.



Sunday, 3rd March - Race 1, Scrub Island Marina to The Dogs



Our first ever High Point cat race will test your manoeuvring skills on a short course at just 9.0 NM, to allow time for swimming and snorkelling at our first attraction, The Dogs.

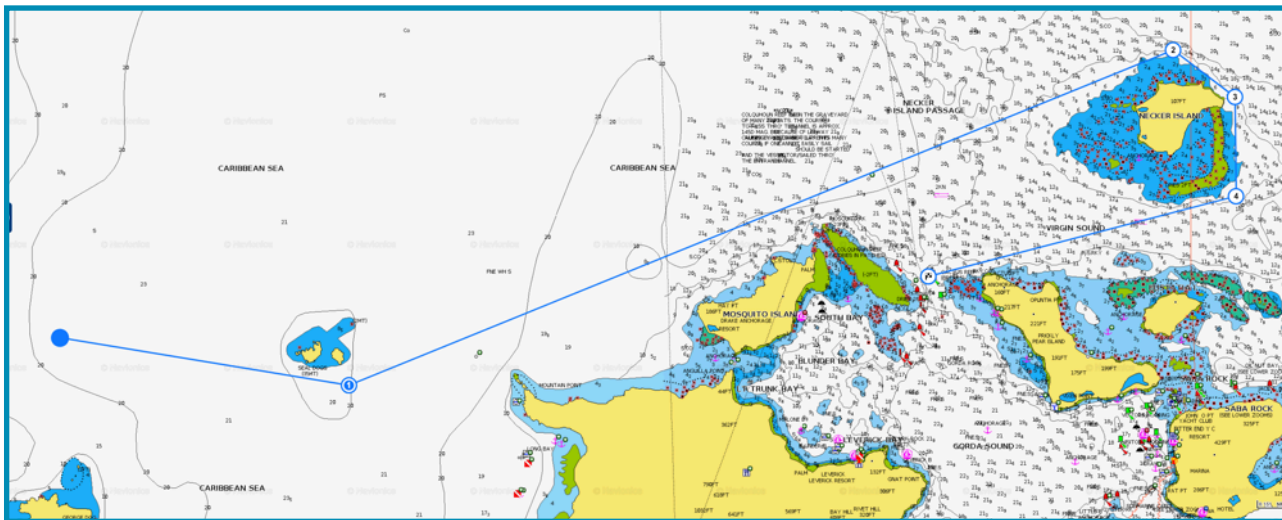
Start as usual using WP1 as the upwind mark. Leave Great Dog and the other Dogs to port and then it is clockwise around the Seal Dogs using WP3, WP4 and WP5. Note that WP4 takes the course outside a small rock which is to be left to starboard as well. Then it is back around The Dogs anticlockwise using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

Break for lunch and enjoy some swimming & snorkelling amongst the Dogs, using the red mooring buoys. Anchoring is not allowed.



Sunday, 3rd March - Race 2, the Dogs to Virgin Gorda

Overnight at Leverick Marina (N 18° 29.893' W 64° 23.161').



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.


We are booked into the Leverick Bay Marina where, for \$1.50 per ft, water, electricity, showers, ice are included.

Here, I'd like to introduce our first Sponsor of the HPYF BVI sailing regatta, March 2019:-



Monday, 4th March - Virgin Gorda to Anegada



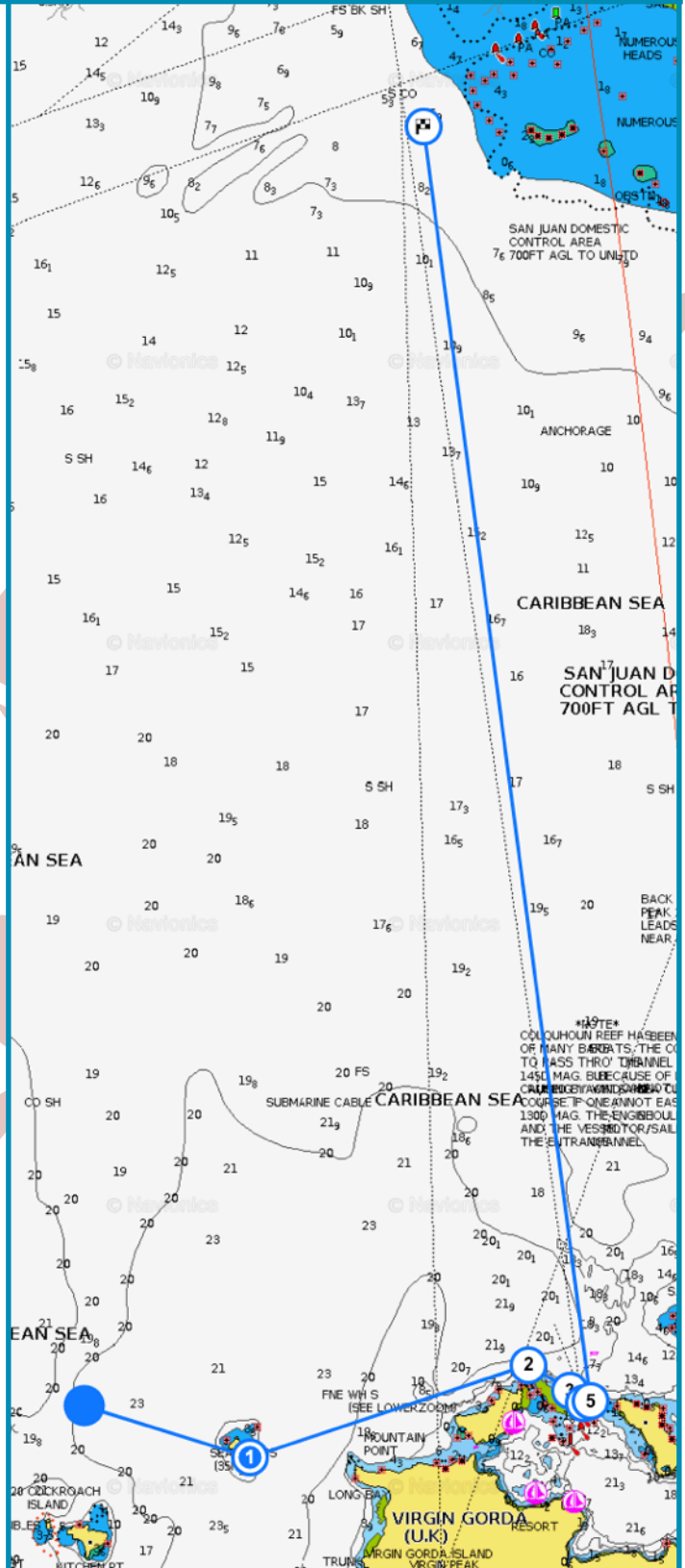
The Seal Dogs will be left to Port using WP1 as our upwind mark. Pass north of the rock at the northern end of Colquhoun Reef using WP2 (S), leave the red SHM at WP3 to port and the red SHM and green PHM at WP4 and WP5 to starboard - see chartlet above. Finish at WP  when the red / white SWM (N18° 42.104' W 64° 24.201') bears 090°. Course length is 16.3 NM.

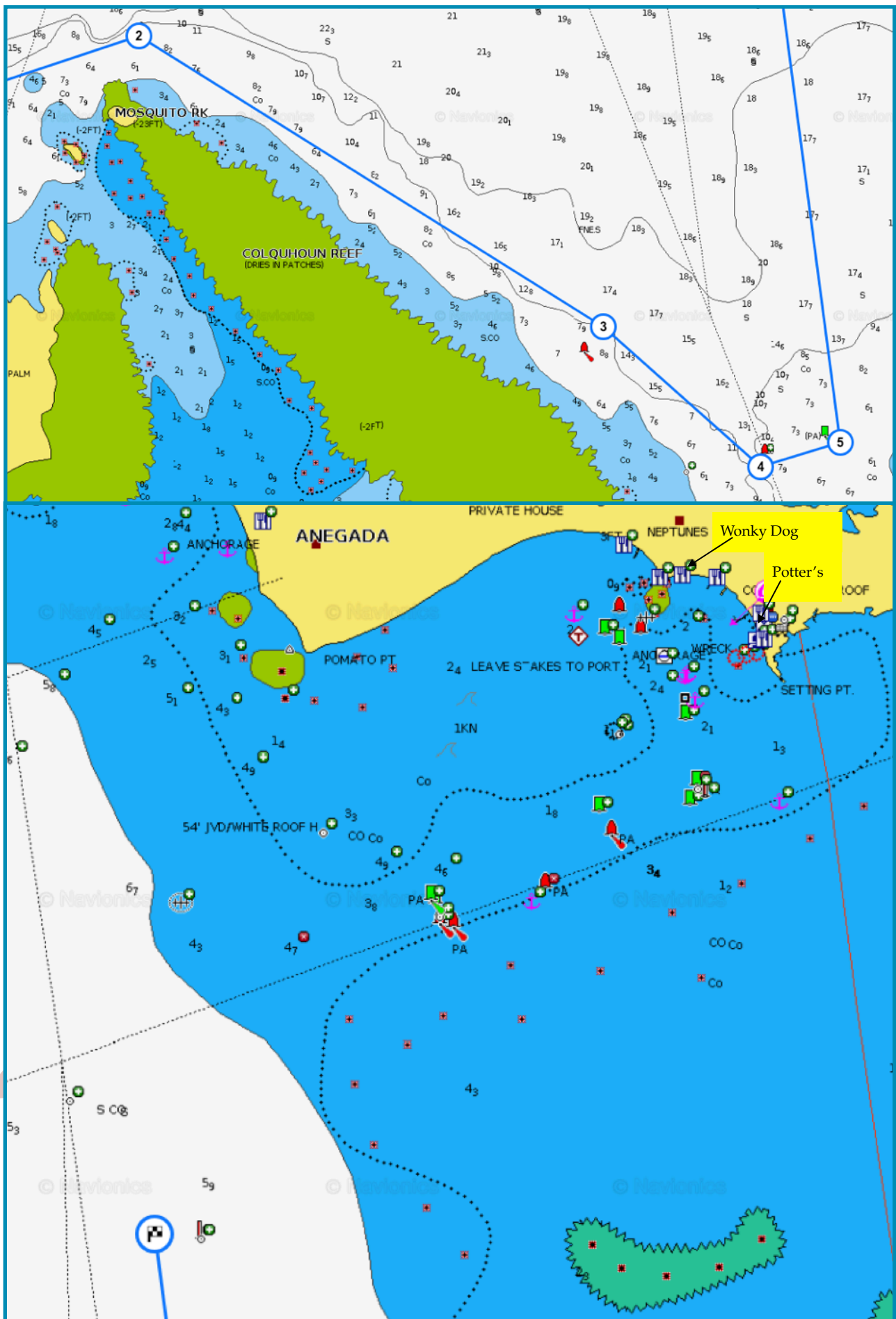
Beware rocks near the finish mark and note that the charts are not especially accurate so, if in doubt, err to the west and read your pilot book carefully to ensure safe entry. We will probably anchor to the west of Setting Point (see picture, above) at N 18° 43.320' W 64° 23.106'. The other option is NW of Pomato Point at N 18° 43.626' W 64° 24.308'.

The plan here is to hire cars, scooters or taxis and go to the beach on the north side of Anegada approx 20 minutes drive away. We will need to reserve at Wonky Dog (best food) or at Potters (best ambience). 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 don't rely on getting anything more than very basic stuff here.

See chartlets on next page.





Tuesday, 5th March - Anegada to Guana Island or Scrub Island

Both options involve 18 NM courses.

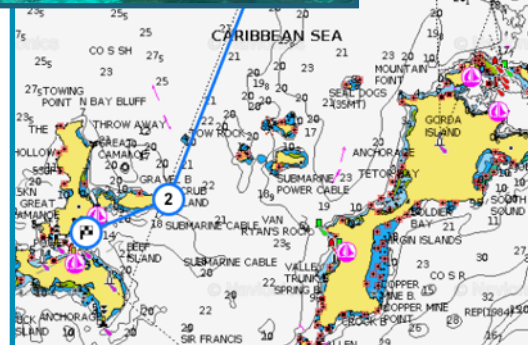
The first option is shown on the right and takes us to White Bay on Guana Island. The red/white SWM will be left to starboard as the upwind mark and the finish is at the northern part of Guana Island when the western tip of Long Point (N 18° 29.180' W 64° 35.003') bears 090° - see right. We can probably pick up buoys for free (no anchoring). It is a private island so we will not be allowed to go further inland than the beach.

Otherwise we can go to Scrub Marina, our starting point, but we will probably have to pay. We can shop, shower, charge ships batteries and fill our tanks. A short dinghy-ride away is a top, top snorkelling spot (see inset). We will make the choice of where to overnight based on your reaction.



If we do go for the Scrub Marina option, the start is the same, then leave Scrub Island to port with WP2 and finish when the red Marina Cay Reef Buoy SHM at N 18° 27.515' W 64° 31.697' bears 0 - see above.

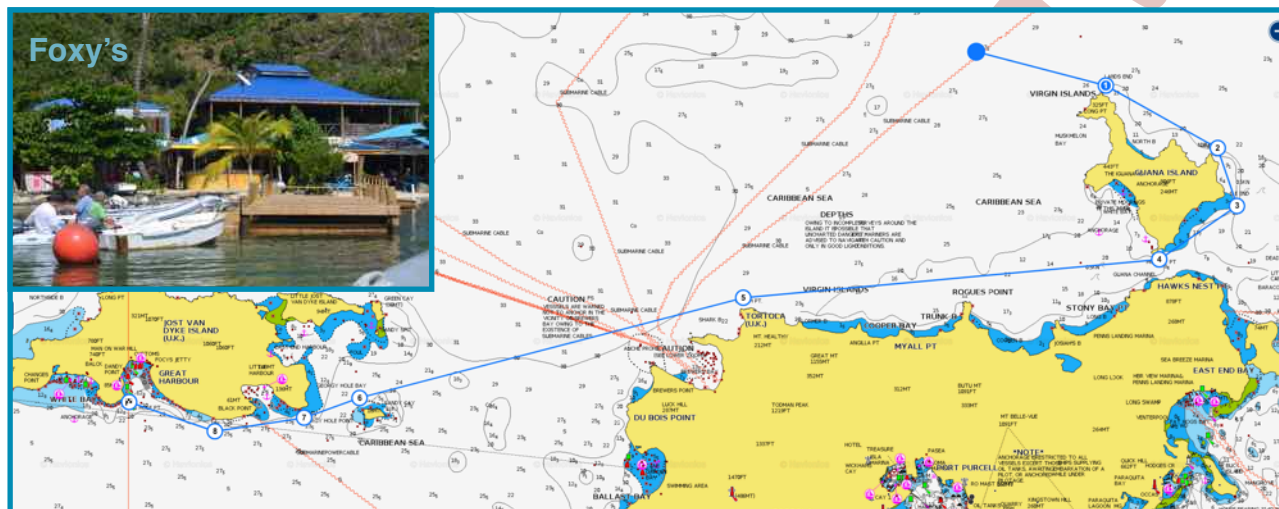
Scrub Marina is N 18° 27.974' W 64° 31.470'.



Wednesday, 6th March - Guana Island or Scrub Island to Jost van Dyke

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 when the green PHM at N 18° 26.266' W 64° 45.172' 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°.

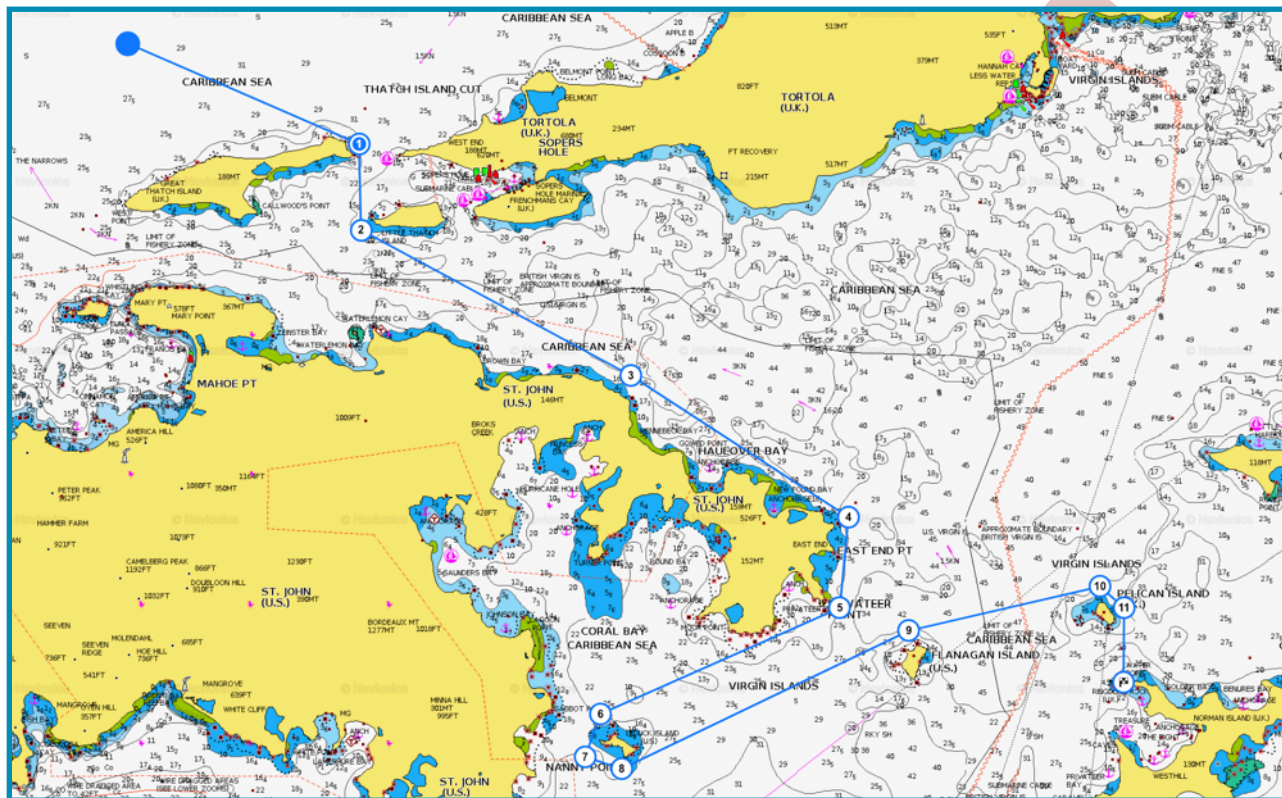


We will use buoys in the White Bay to swim and maybe visit the famous Soggy Dollar Bar. We could stay there overnight or, if there is any significant swell, we can move and take mooring buoys in Great Harbour and dine at the famous Foxy's Restaurant.

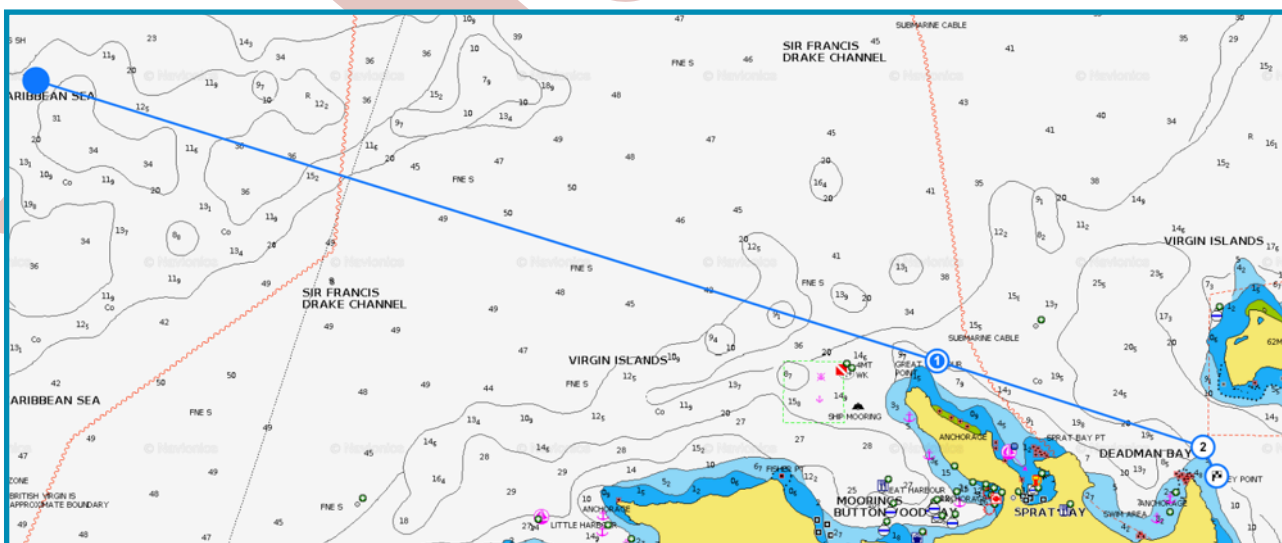


Thursday, 7th March - Jost van Dyke to Norman Island

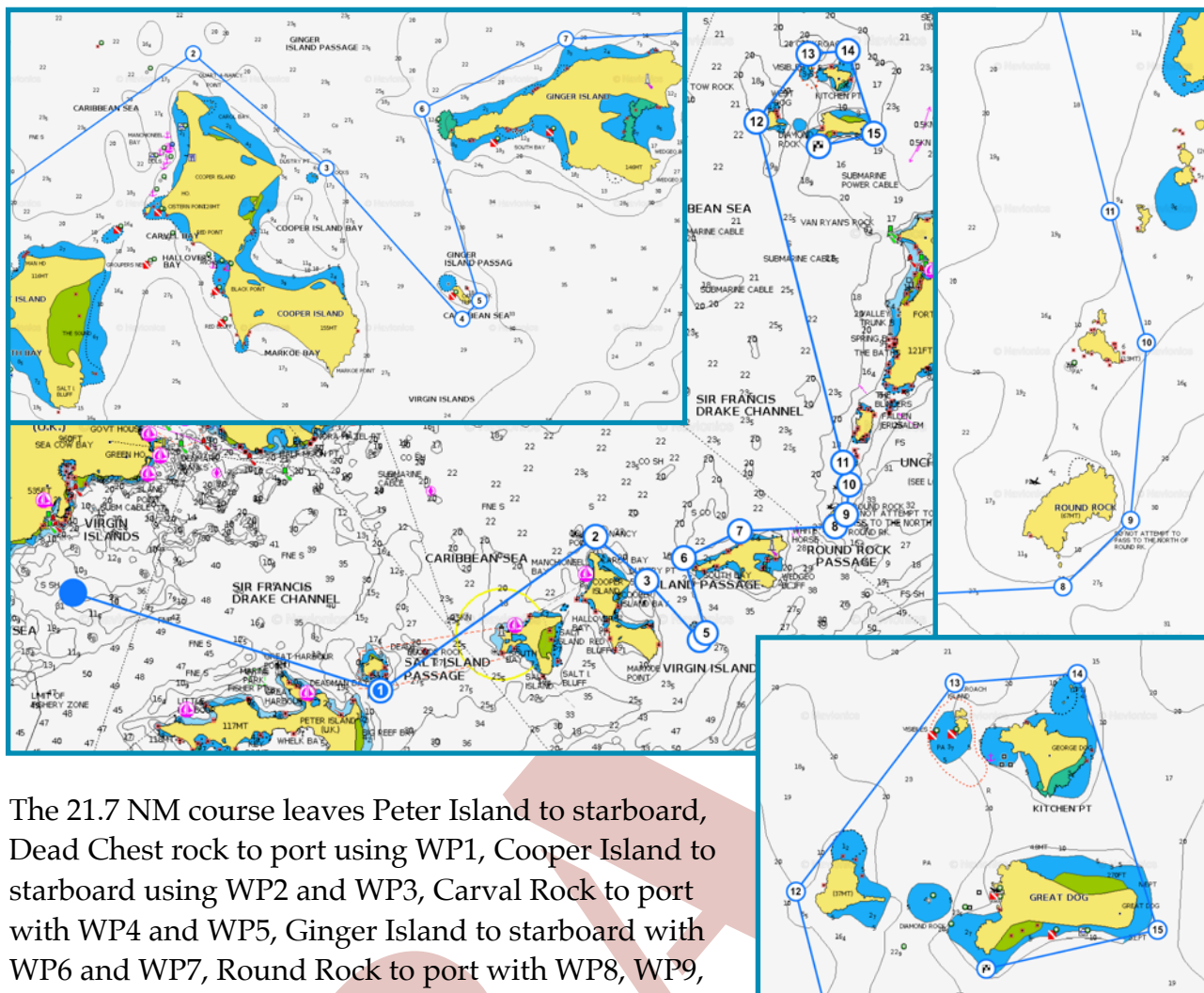
The 14.6 NM course involves leaving Great Thatch Island to starboard using WP1, Little Thatch Island to port using WP2, clear St John Island using WP3, WP4, WP5, round Leduck Island to port using WP6, WP7 and WP8, leave Flanagan Island to starboard using WP9, Pelican Island to starboard using WP10 and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



After the finish, we intend to snorkel around the Caves before motoring to Little Harbour, Peter Island for stern-to rafting for the Roux Gourmet evening. If there is time, we may have a very short 4.2 NM race, as shown below. Finish when northern tip of Cabey point at N 18° 21.492' W 64° 34.060' bears 270°.



Friday, 8th March - Norman Island to Virgin Gorda, via the Baths



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 at N 18° 28.716' W 64° 27.699' bears 0°.

We will moor at the Baths Moorings at N 18° 25.962' W 64° 26.737' for an unmissable stop at one of the most renowned attractions in the whole of the BVI.

If there is no swell, we can moor just off Coco Maya restaurant, our prize-giving venue. The moorings are at N 18° 26.738' W 64° 26.425'.

If the swell is too much we would have to go into the marina, Yacht Harbour (Spanish Town) at N 18° 26.999' W 64° 26.208'.



Saturday, 9th March - Virgin Gorda back to base

Early start to head back to base at Scrub Island Marina.

2019 Fleet, TCFs and Results

Skipper	Yacht	1	2	3	4	5	6	7	8	Discard	Total	Rank
John Hall Hall	2019 Lagoon 42 Apres Sail											
Martin Suter	2016 Lagoon 400 S2 Shine											
Vilmos Thomazy	2019 Lagoon 450 F Panui											
Steven Visser	2019 Lagoon 42 Rendezvous											
Lutz Weise	2019 Lagoon 450 F Fin & Tonic											
TBA	2019 Lagoon 42 Jelliblu											

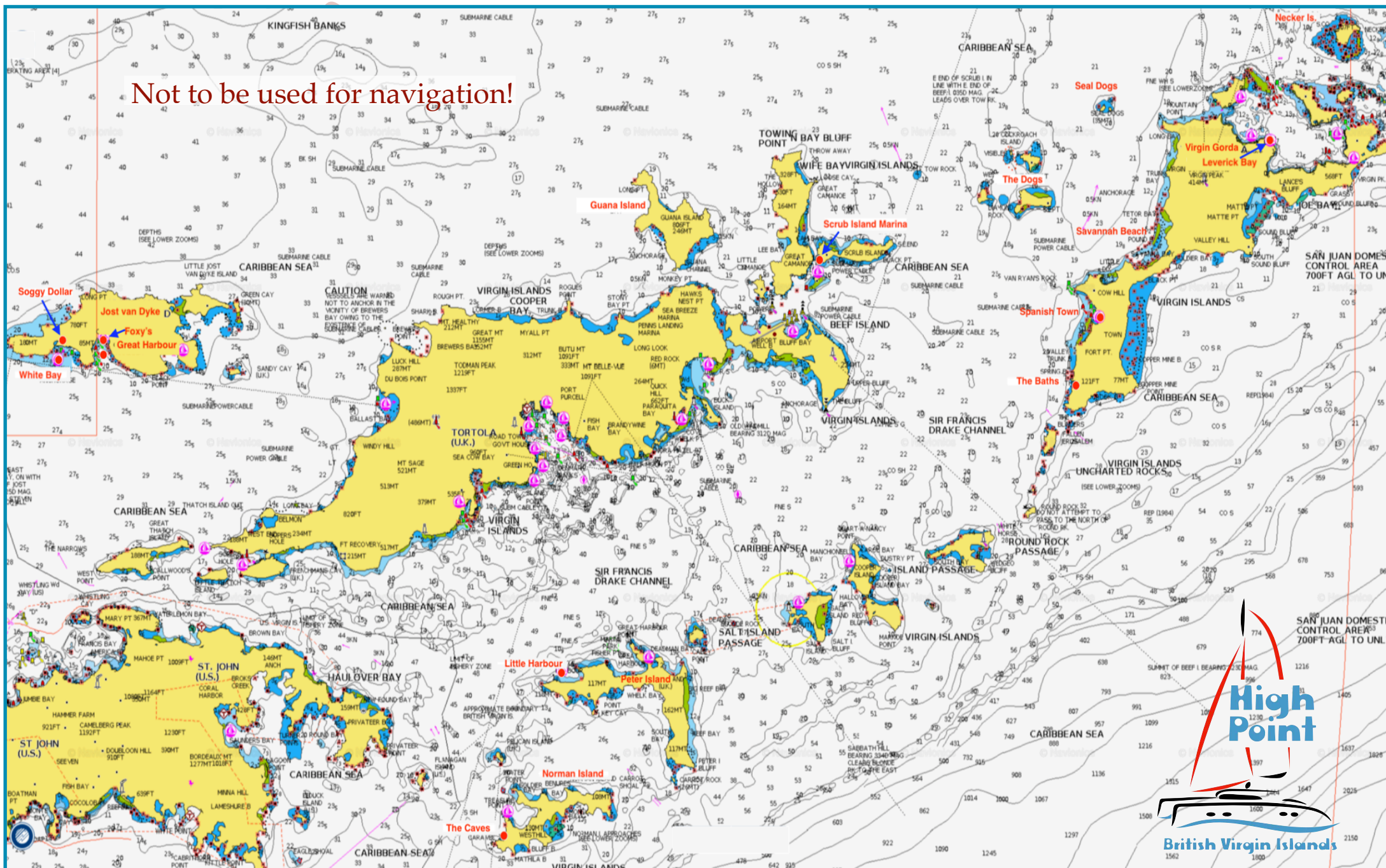
Destinations

The final version of the Log Book will include information about each destination. In the meantime, you can read about each place using the following link:

<http://www.bvicruisingguide.com>



Not to be used for navigation!



High Point



British Virgin Islands