

High Point YachtFest 2020

British Virgin Islands - 7th to 14th March

Log Book



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Introduction

Dear High Pointers,

Welcome to our second BVI event. It was fantastic to explore this beautiful area last year and we had an amazing time. For 2020, we are planning a similar event and will revisit some of last year's destination as well as introducing some exciting new ones.

The route for 2020 will start and finish at the Scrub Island Marina and we will make overnight stops at Monkey Bay on Guana Island, Great Harbour on Jost van Dyke, Cane Garden Bay on Tortola, Soper's Hole on Tortola, Manchioneel Bay on Cooper Island and either Virgin Gorda Yacht Harbor or Bitter End Yacht Club on Virgin Gorda. As ever, we will make time for some snorkelling and dining ashore as well as the Gourmet night in Manchioneel Bay on Cooper Island.

We have yet to firm up the plans for Welcome and Prize-giving events and to fix the fleet composition, but this first edition of the Log Book should give you a flavour of next year's High Point treat!

Sasha and I work together on this event, each covering different aspects. Sasha organises the boats, the Welcome and Prize-giving evenings, sponsors, travel logistics and pretty much everything else except the sailing and racing, which is my contribution. I will be your Race Officer for the week, and look after the sailing aspects including preparing this Log Book and managing the handicaps and results.

This Log Book is best used on a tablet so that you can click any page number in the Table of Contents to go to that page or on links [in this format](#) to visit the associated website.

Bon voyage and best wishes, John & Sasha



About High Point

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, 2019), Sicily (2012) and Athens (2015). 2019 was our 11th anniversary and our 12th event.

2019 was our first venture to the Caribbean and our first using catamarans. It was a great success and our target is to raise the bar even further in 2020. 2019 results were as below:

Overall Results			R1	R2	R3	R4	R5	R6	Total	Discard	Nett	Rank
Lagoon 42	Apres Sail	1 John Hall Hall	6	3	2	5	5	4	25	6	19	4
Lagoon 450 Luxe	Ocean Sun	2 Martin Suter	1	2	4	1	2	1	11	4	7	1
Lagoon 450 S	Panui	3 Vilmos Tomazy	2	1	6	4	1	3	17	6	11	2
Lagoon 42	Rendezvous	4 Steven Visser	3	6	5	2	3	2	21	6	15	3
Lagoon 450 F	Fin & Tonic	5 Lutz Weise	6	4	3	3	4	5	25	6	19	5
Lagoon 42	Jelliblu	6 Bertil Agell	4	5	1	6	6	6	28	6	22	6

Sailing Information

Safety

This is our precious holiday and we are here to enjoy every second of it. An accident can ruin it in an instant, so please put safety first at all times.

Please remember 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.

We recommend that skippers give a safety briefing to their crews tailored to the skills and experience on board. Consider reminding your crew about 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 the 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, check you have the contact details for your Charter company and that your crew know where to find them (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 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 participant should make sure the skipper is aware of any relevant medical conditions, such as diabetes, epilepsy or heart condition. Prescription medicines are not easily available during the week so we all need to bring what we need with us.

2020 Fleet and Results Table

Model	Team	R1	R2	R3	R4	R5	R6	R7	Σ	-	=	Pos
	To follow											

The table above 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. The overall ranking ("Pos") is based on the sum of each team's daily positions ("Σ"), minus the worst result ("-") (unless fewer than four races are completed). If there are tied overall positions, the ranking is further refined by considering each team's results in order of best to worst until the tie is broken. If there is still a tie, it will be decided by the performance in the last race.

Skippers' Briefings

There will be a skippers' briefing each morning at 9am to share coffee, the conditions forecast, the day's course, berthing arrangements and any planned events.

Skippers' briefings are also your opportunity to give us feedback so we can maximise what you like and minimise what you don't. That applies as much to the courses as it does to timing and how you want each day to be structured (lunch, swimming, sightseeing, etc.).

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 today's BVI charts are based on very old survey data, so keep an eye on your depth.

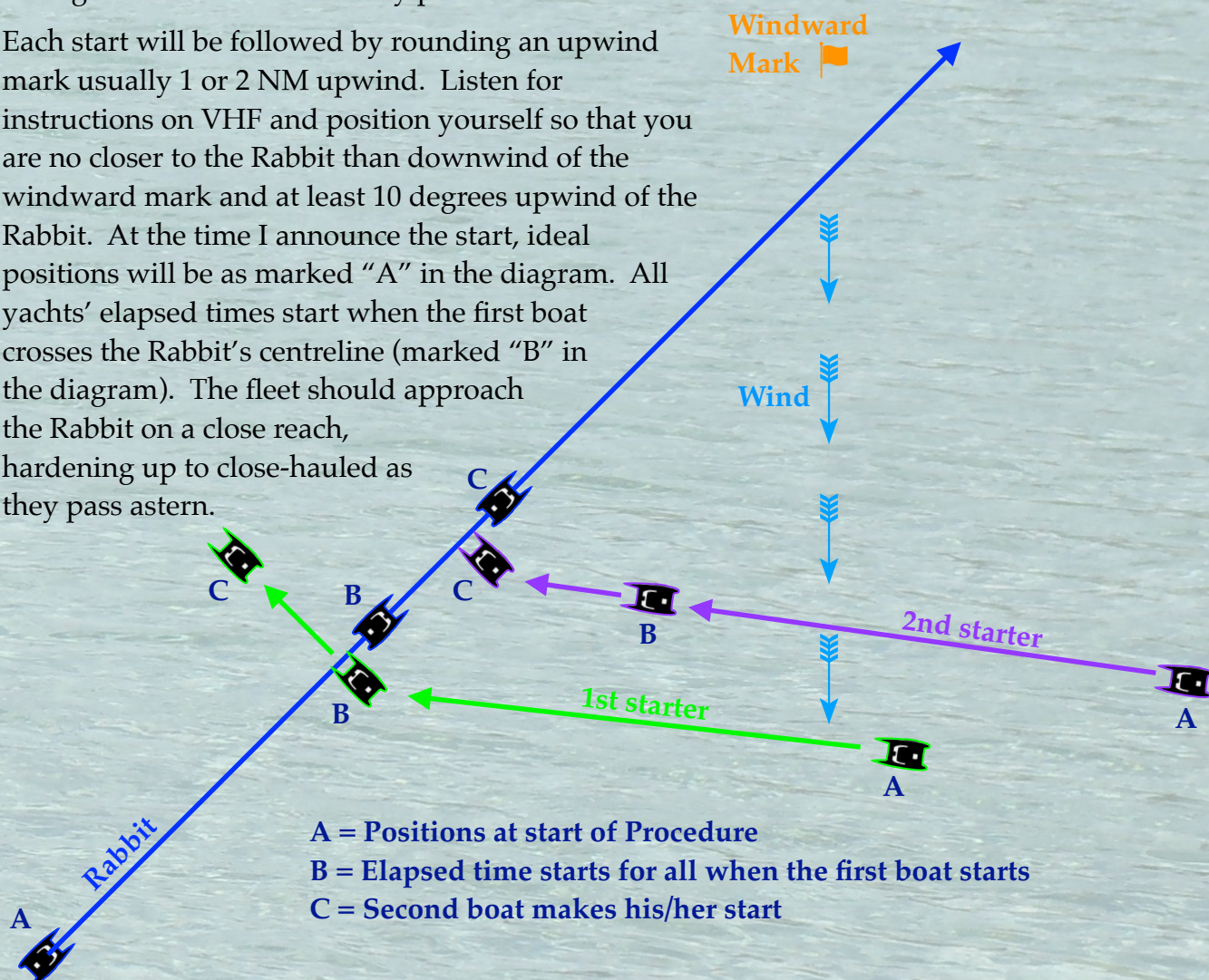
Anchors / Spinnakers

Anchors should be kept at the bows, ready for mooring. Handling an anchor on deck in a swell is like standing on one leg blindfolded after several Painkiller cocktails. Spinnakers, cruising chutes, jib poles and boat-hooks are not to be used for racing.

Start Procedure

The race is started by each yacht in turn crossing on starboard close behind the Rabbit sailing close-hauled on a steady port tack.

Each start will be followed by rounding an upwind mark usually 1 or 2 NM upwind. Listen for instructions on VHF and position yourself so that you are no closer to the Rabbit than downwind of the windward mark and at least 10 degrees upwind of the Rabbit. At the time I announce the start, ideal positions will be as marked "A" in the diagram. All yachts' elapsed times start when the first boat crosses the Rabbit's centreline (marked "B" in the diagram). The fleet should approach the Rabbit on a close reach, hardening up to close-hauled as they pass astern.



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

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 to be able to put in an early tack if they wish. All boats must start before the Rabbit tacks towards the windward mark and any boat that has not done so must start by passing behind the Rabbit 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. It's a harsh world!

Finishing Procedure

The finishing line will be a bearing to a conspicuous mark and, unless the Rabbit 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 the Rabbit when convenient. Normally results will be based on declarations by WhatsApp or 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

TCFs are in accordance with the [MOCRA](#) Rating Rule which includes the formula:

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

Using MOCRA certificates I have for similar boats, adjusted to reflect differences in the actual boat measurements 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 you have any TCF queries, let me know in good time so they can be resolved before the first race.

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 passing a course mark on the wrong side. 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.

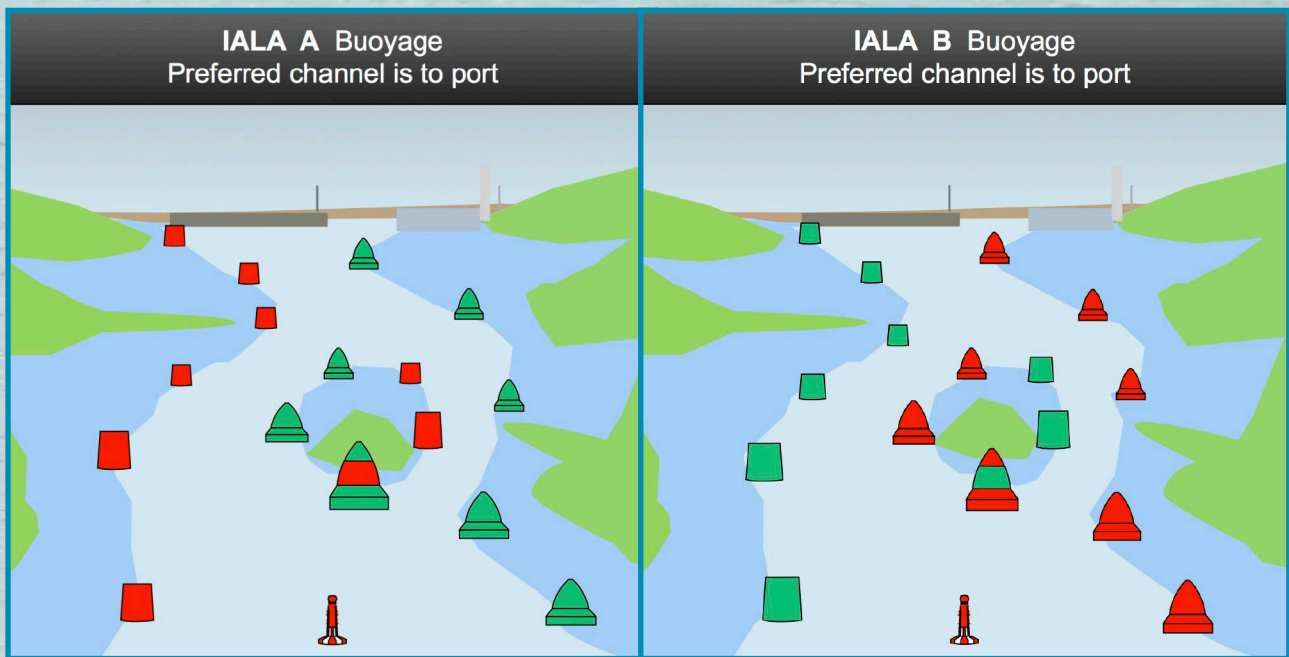
Given the small fleet size, any protests should be resolved by the parties concerned.

Position Coordinates

Position coordinates are given in the format **N dd° mm.mmm' W dd° mm.mmm'** and use WGS 84 datum.

Buoyage

The BVI is an IALA B region. The only difference from IALA A (as used in Europe) 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, a Starboard Hand Mark (SHM) looks like this  and Port Hand Mark (PHM) like this .



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

The BVI weather in March brings trade 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. There are occasional brief rain showers and an average of 9 hours of sunshine per day. You can ignore tidal range as it is less than 0.5m. Current is minimal but swell can sometimes be an issue on northern shores.

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**.

Sponsors

BVI GIN

You will remember the opening evening in 2019 atop the roller-coaster ride at the Gin distillery. We are delighted that BVI GIN will be sponsoring again.....more on this to follow in subsequent Log Book updates.....



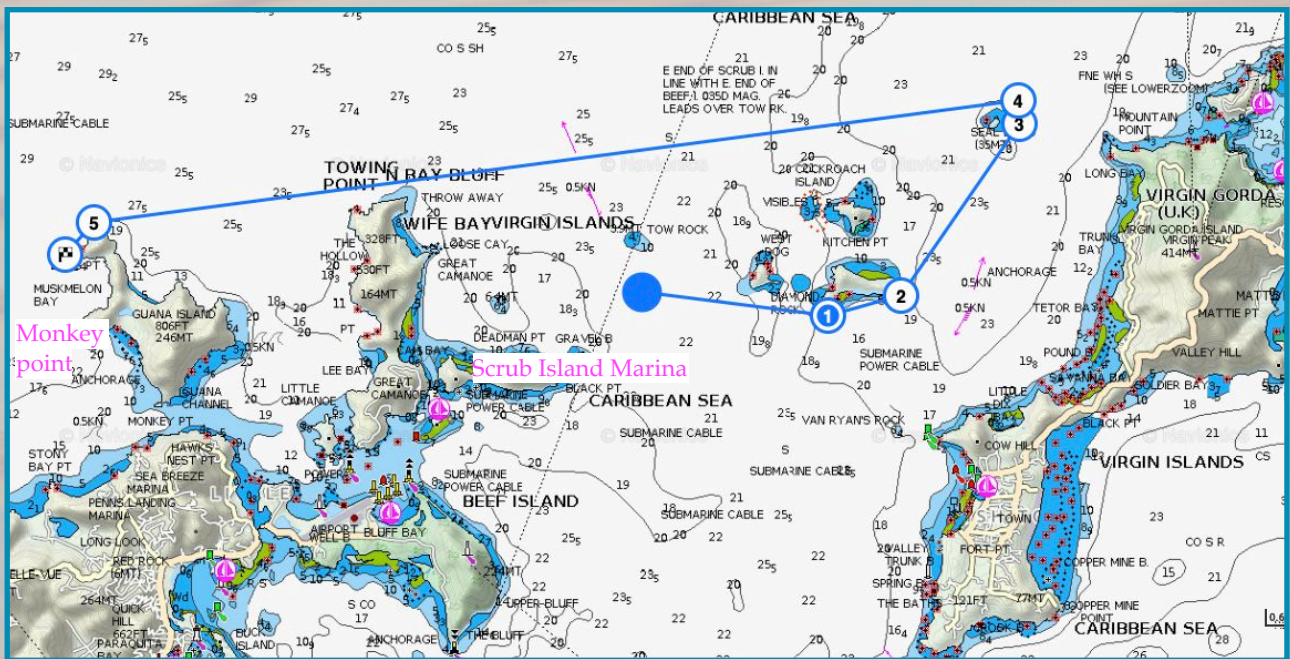
Daily Schedule

Saturday, 7th March - Scrub Island Marina

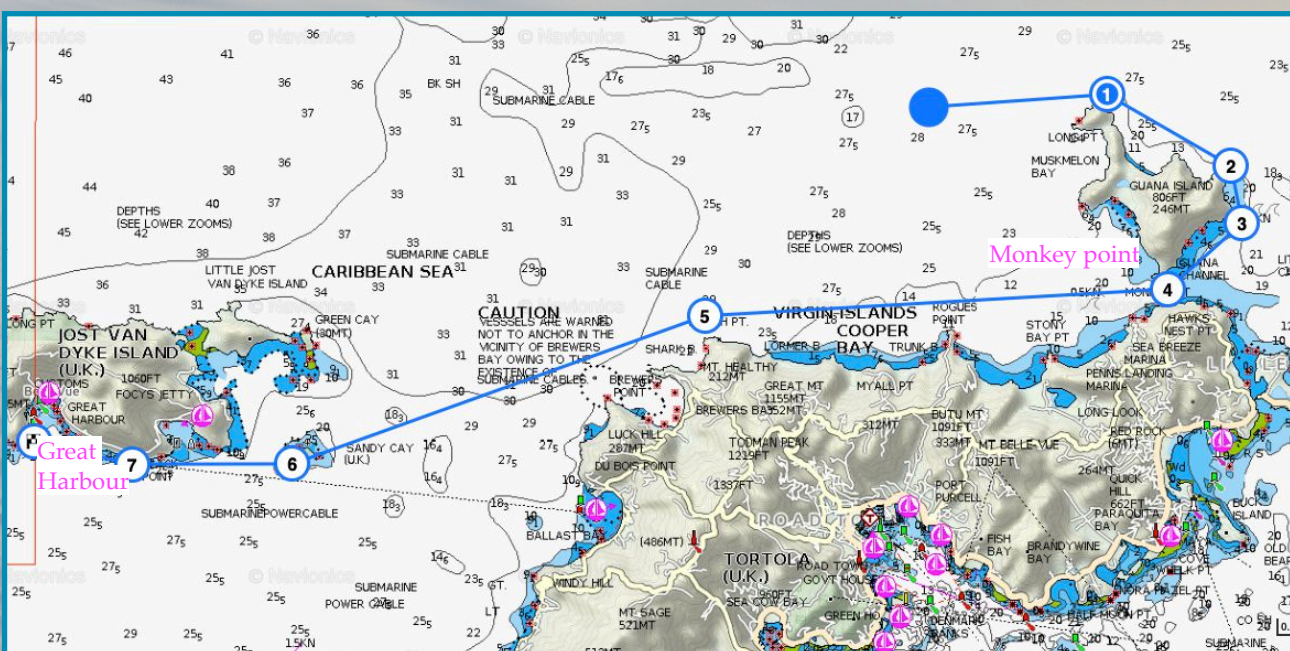
Arrangements for arrival, boat provisioning, check-in and the Welcome Party will follow in later versions of this Log Book as they are put in place.

The daily courses below will be provided in more detail in the final version of this log book and are shown here so that you can get a taste for the route overall.

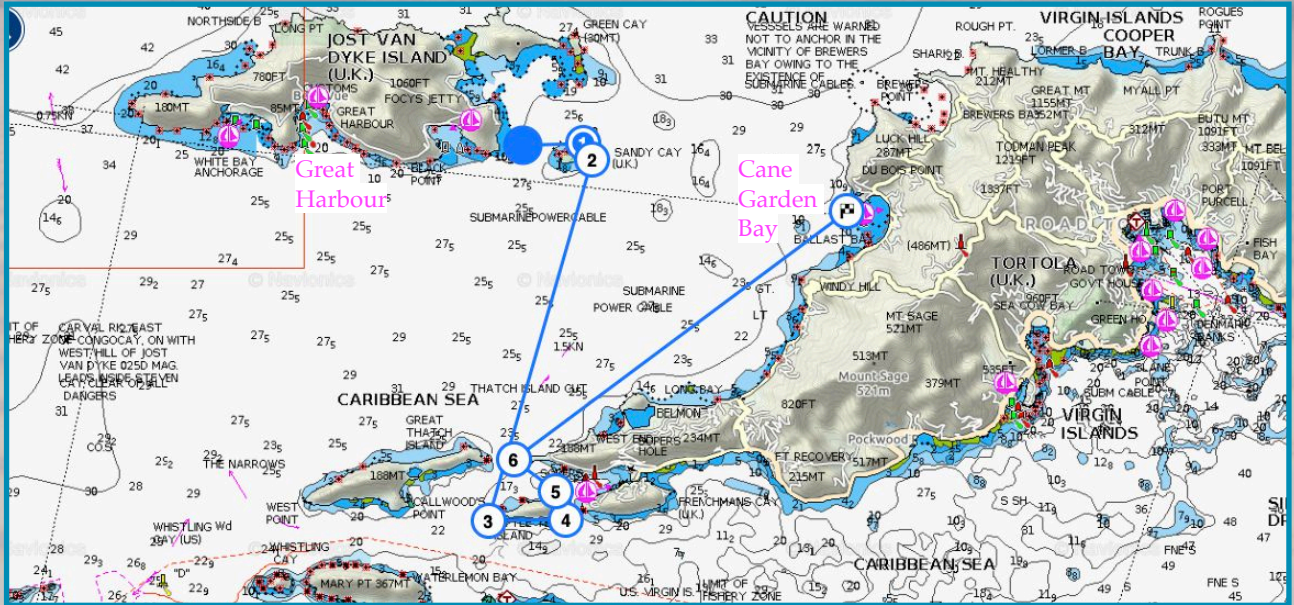
Sunday, 8th March - Scrub Island Marina to Monkey Point - 13.6NM



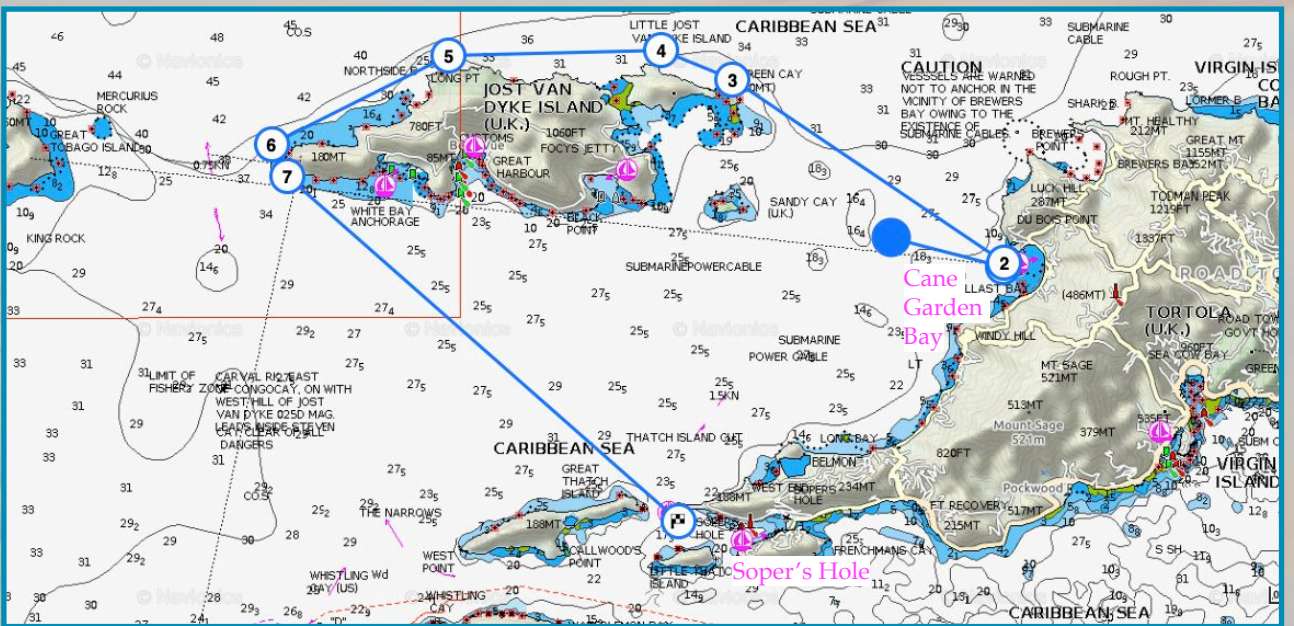
Monday, 9th March - Monkey Point to Great Harbour (JVD) - 15.3 NM



Tuesday, 10th March Jost van Dyke to Cane Garden Bay - 9.6 NM

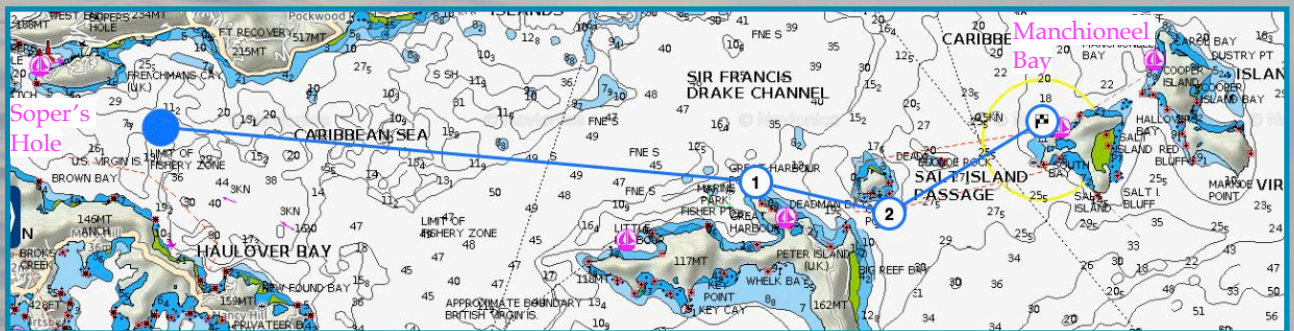


Wednesday, 11th March - Cane Garden Bay to Soper's Hole - 14.0 NM



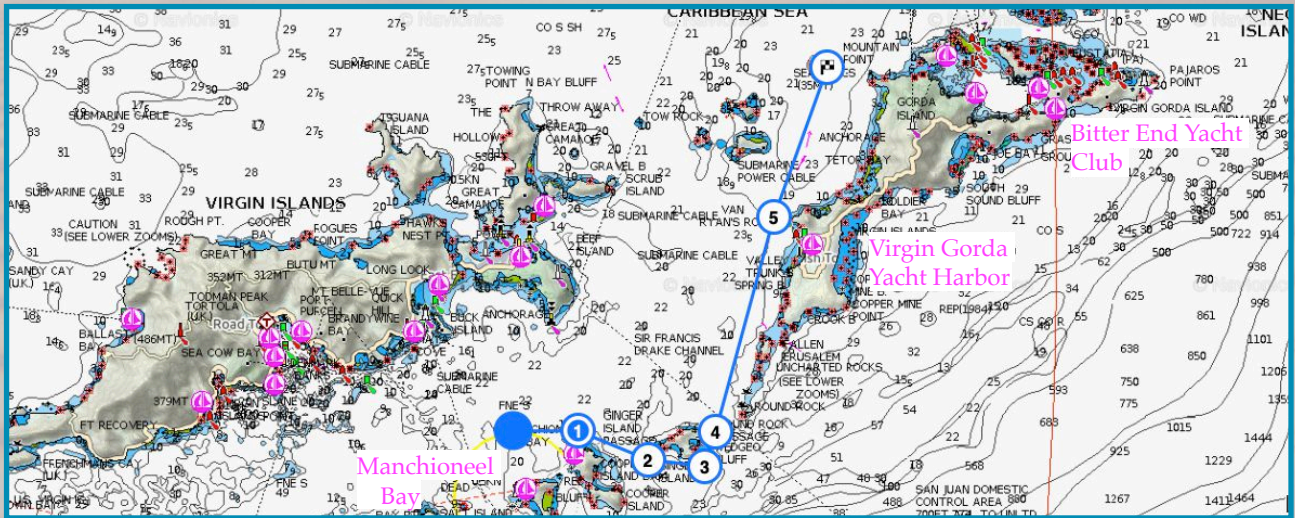
Thursday, 12th March – Soper's Hole to Manchioneel Bay - 9.0 NM

An upwind day before enjoying Gourmet night in Manchioneel Bay, facing the sunset.



Friday, 13th March - Manchioneel Bay to VGYH or Bitter End – 11.6 NM

Prize-giving evening will be at a restaurant near Virgin Gorda Yacht Harbour or at the Bitter End Yacht Club. Arrangements will be published nearer the time.



Saturday, 14th March - Return to Scrub Island

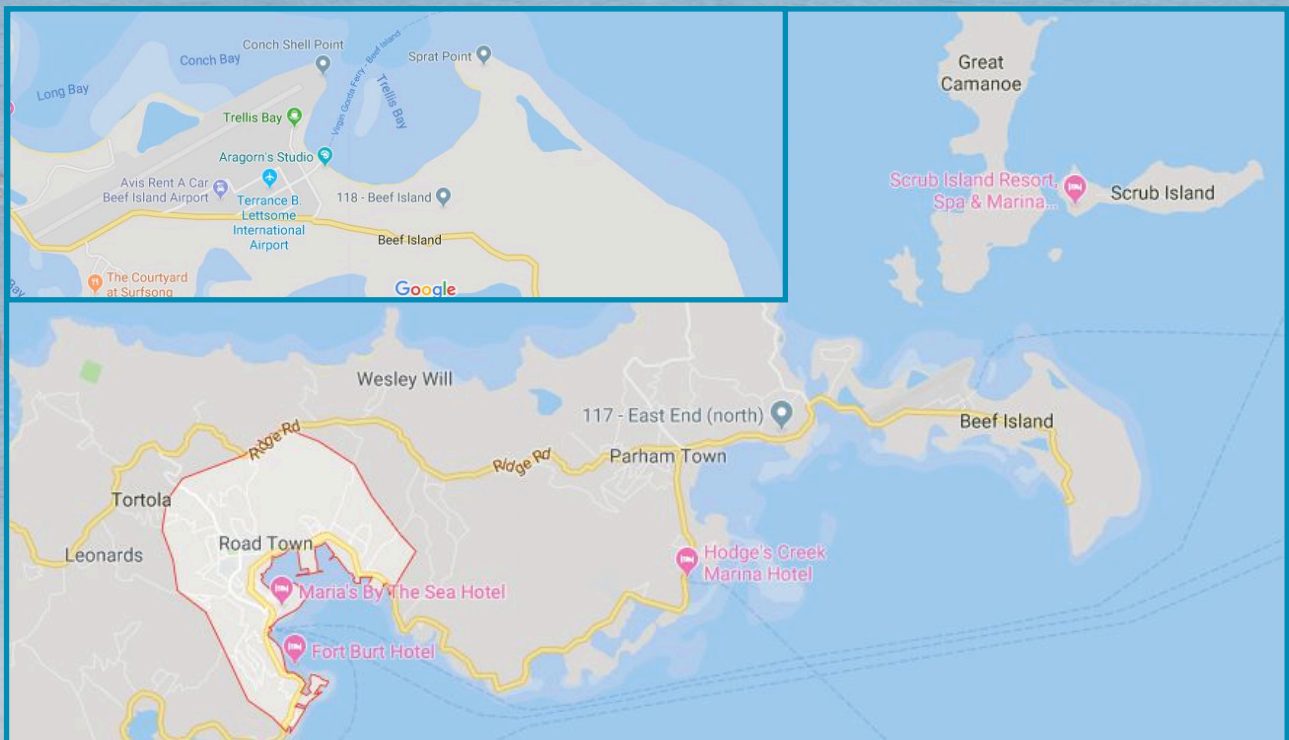
Leave at 08:00 am for 09:00 arrival to Scrub Island Marina for checkout.

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').



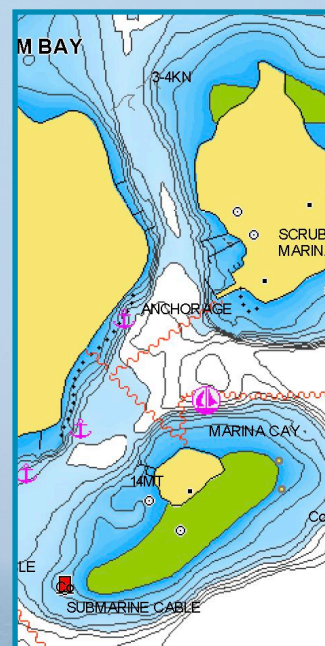
Click on the links below to decide which of these great attractions to visit:

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

Scrub Island Marina, Scrub Island

[Scrub Island Marina](#) (N 18° 27.984' W 64° 31.450') is our start and finish point. 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.”



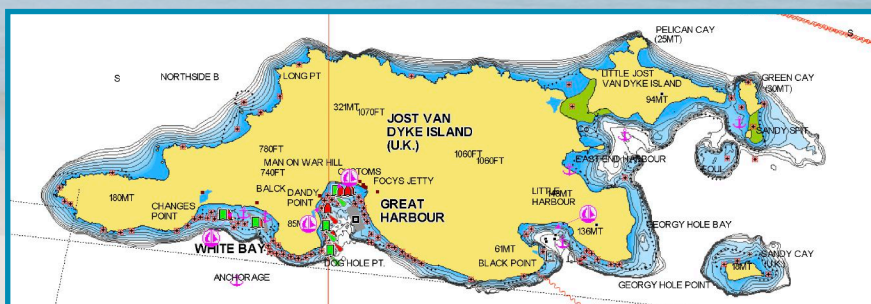
Monkey Point, Guana Island

Monkey Point is at the southern tip of Guana Island. Here we will pick up National Park mooring buoys (orange with yellow floating line) on the western side at N 18° 27.919' W 64° 34.300'. Anchoring is not allowed but there should be enough balls for us. This is a snorkelling paradise and one of the best sites in the BVI for swimming in shoals of colourful fish. We can also use the beach which is beautiful. The island is private so we are not allowed to go inland of the beach. If there is too much swell, we may have to overnight back at the Scrub Island Marina.



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

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 is the [Soggy Dollar Bar](#) on the western beach. 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 so we will overnight in Great Harbour and take a taxi to White Bay.

Great Harbour

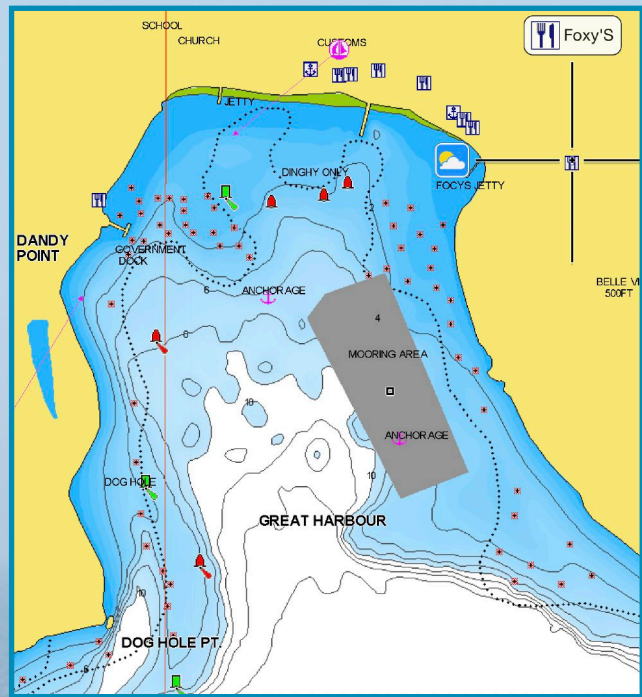
In recent years, Great Harbour ($N 18^{\circ} 26.551' W 64^{\circ} 45.103'$) has been growing in leaps and bounds. However, some things never change and Jost Van Dyke is still a world apart from all the other British Virgin Islands.

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](#) ($N 18^{\circ} 26.664' W 64^{\circ} 44.920'$) which is highly recommended and was our dinner venue in 2019.

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.

Cane Garden Bay

Cane Garden Bay is a gorgeous sheltered bay where we can pick up balls or anchor at $N 18^{\circ} 25.651' W 64^{\circ} 39.542'$. It's just 5km NE of Long Bay where Franz and Henriette got married in 2009! As well as strolling barefoot along the beach, floating in the water or soaking up the vibe while enjoying



a cocktail in a beach bar, we will probably also be blessed with a gorgeous sunset to cap it all.

Follow [this link](#) for lots more information.

Soper's Hole

Near the western tip of Tortola, Soper's Hole is a delightful cove in the shadow of lush green mountains with an idyllic tropical feel. There are plenty of shops, markets and restaurants ashore as well as numerous marina options, the most comprehensive being Soper's Hole Marina. We can anchor just north of the marina at **N 18° 23.227' W 64° 42.130'**. Take care with current in the cove - it can be quite strong, apparently.



Maybe we can dine at the Jolly Roger Inn or have a night on the town with live reggae or rock from local and imported bands. Pusser's Landing (**N 18° 23.089 W 64° 42.096'**) is also an option if you like waterside dining, live entertainment and an outdoor bar. There are many other enticing possibilities - have a look [here](#).

Manchioneel Bay, Cooper Island

Another fabulous destination! Easy to moor (pick up balls at **N 18° 22.995' W 64° 30.886'**), great beach, superb snorkelling and a lively beach club bar and restaurant (bookable by VHF on CH16). Bar tables in the sea too! There's also a souvenir shop for the must-have Cooper Island T-shirts for loved ones back home. Another great spot to watch the sunset, Painkiller in hand!



Virgin Gorda

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. If we opt to overnight at or near Virgin Gorda Yacht Harbour, we can visit. If we go to Bitter End it will not be possible.

Virgin Gorda Yacht Harbour

The nearby Virgin Gorda Yacht Harbour (**N 18° 26.971' W 64° 26.241'**) offers Wi-Fi, fuel, water and ice and could be an option for us. We may 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 where we had our Prize-giving in 2019.

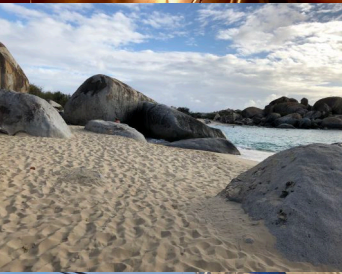


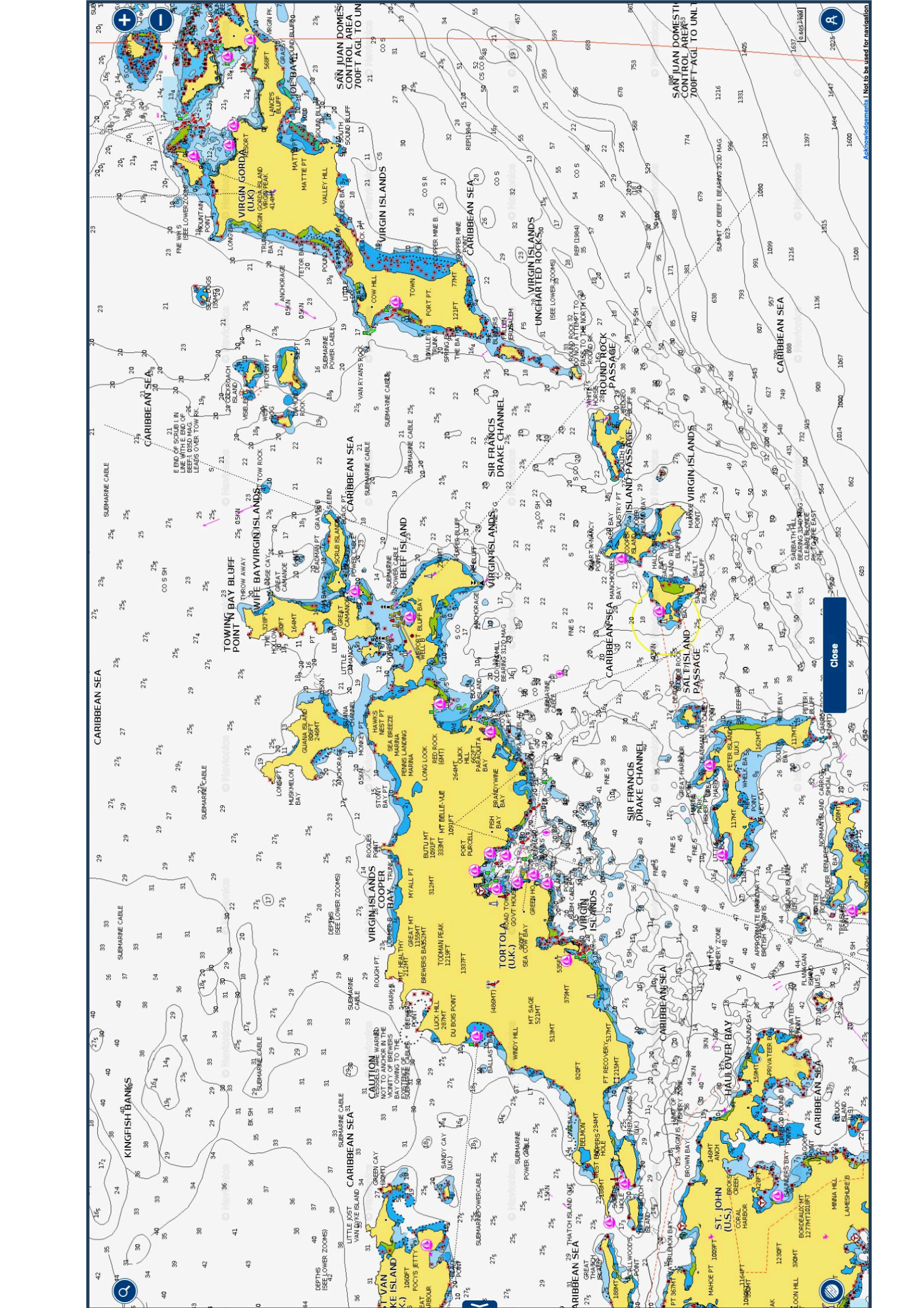
Bitter End Yacht Club

The other possibility we can consider is to go through the narrow passage south of Mosquito Island, across Leverick Bay and visit Bitter End Yacht Club in the east part. The remoteness makes this an idyllic location and the origin of its name. Utterly devastated by Irma, renovation is still underway and progress will be checked nearer our dates to compare to the Virgin Gorda Yacht Harbour option.









Acknowledgments | Not to be used for navigation

Close

Map labels and text including: KINGFISH BANKS, CARIBBEAN SEA, SIR FRANCIS DRAKE CHANNEL, VIRGIN ISLANDS, SAN JUAN DOMESTIC CONTROL AREA, TOWING BAY BLUFF POINT, WIDE BAY VIRGIN ISLANDS, BEEF ISLAND, TORTOLAND TOMMY COOPER, ST. JOHN (U.S.), HAULOVER BAY, and various depth soundings and navigational notes.