

High Point YachtFest 2022

British Virgin Islands - 12th to 19th March

Log Book



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Introduction

Dear High Pointers,

Welcome to our third BVI event and after the 2021 Covid gap-year, let's make it extra special!

The 2022 route will again include Cane Garden Bay which we missed in 2020 due to swells. We are also quite excited about our new start and finish base at Nanny Cay - it offers all that we need in one place and is a perfect setup for an event like ours. The 2020 route will visit Manchioneel Bay, Great Harbour (JvD), Cane Garden Bay, Soper's Hole, The Bight (Norman) and Great Harbour (Peter).

However we can, we will fit in as much swimming, snorkelling, sundowners, socialising and dining ashore as conditions and our bodies allow. [Lonely Planet](#) has all the BVI tourist information you could wish for and is worth a rummage.

As in previous years our traditional Gourmet night will take place on Thursday. Each crew will make a special dish for all to taste and there's a prize for the best one. During and after dinner there will be singing and dancing and, to make up for last year, all musicians are encouraged to bring instruments for a live jamming session.

Next and final event is the prize-giving which, after the success of the venue in 2020 will again be held in the Ocean 7 Yacht Club in Great Harbour on Peter Island. Expect great food, drink, music and dancing as well as just prizes.

Knowing some of you are newbies, I should explain that Sasha and I share the same vision for High Point regattas but cover very different aspects of it. I will be your Race Officer for the week, and look after all sailing elements including management of the races, handicaps and results and preparation of this Log Book.

Sasha organises everything else including the boats, events, sponsors, travel logistics and so much more. We want to make this holiday the High Point of your year so please give us the feedback to help us to continuously improve.

Thanks for coming to our regatta and we can't wait to see you all, especially after a gap.

Bon voyage and best wishes, John & Sasha



General Information

About High Point YachtFests

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 an end-of summer Mediterranean event.

The Mediterranean 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. The 2020 event had to be postponed and we are now looking forward to the 2021 event in Biograd, Croatia.

2019 was our first winter event, our first in the Caribbean and our first using catamarans. The 2021 event was cancelled due to Covid and the results in 2020 were as below:

	R1	R2	R3	R4	R5	R6	Total	Discard	Nett	Rank
1 John Hall Hall	1	1	2	3	1	4	12	4	8	1
2 Martin Suter	3	4	1	1	2	2	13	4	9	2
3 Steven Visser	4	6	6	6	6	6	34	6	28	6
4 Francois Abiven	2	2	3	2	4	1	14	4	10	3
5 Jaap van Dijk	6	3	5	5	3	3	25	6	19	4
6 Marc Gareton	6	5	4	4	5	6	30	6	24	5

Arrival

Visit bestofbvi.com where you will find all the BVI General Tourist Information you could need. Topics covered include currency, use of credit cards, dress code, emergency phone numbers (999, Ch 16), A&E hospital, arrival and departure tax payable, international dialling code (+1-284), time zone (-4 hours GMT), mains voltages (110V, 60 cycles) and much more besides. Despite what it says, \$40 tax is payable on departure and it is not always included in your flight ticket so it is best to check.

We start and finish the week in [Nanny Cay Marina](#) on the south side of Tortola, about 20-30 minutes by taxi from the airport. Here we have everything we need - supermarket, restaurants, bars, a chandlery and a hotel. The marina is well equipped and home to our charter company, [Navigare](#).

Useful Contacts

If you want a sensible answer, call Sasha on +44 7961 451505, but otherwise you can call me (John) on +33 7 87 38 80 69. Many of the links in this log book will take you to websites with other useful contact details.

Check-in

Before we can leave Nanny Cay Marina on Sunday morning, each skipper needs to complete check in on board with the charter company. This will include an overview of the cruising area, safety inspection on board and yacht familiarisation briefing from the Navigare Yacht Charter team. Skippers should ensure that, after the briefing, they are familiar with:

- ★ Safety equipment
- ★ Electrical panel, fuses, batteries, inverters, shore power, mains water heater, mains voltage
- ★ Cooking and refrigeration systems, gas bottle isolation & changeover
- ★ Heads, showers and water tank arrangement & capacity
- ★ Engine starting and shutdown
- ★ Operation of air conditioning, generators and watermakers (if fitted)
- ★ VHF radio and mayday instructions
- ★ All instruments including GPS, especially how to find Lat and Long coordinates
- ★ Charts and pilot books - check these at least cover the planned destinations
- ★ Sails, Halyards, winches, reefing lines, rigging and controls
- ★ Anchor system and resetting of trip
- ★ Dinghy and outboard motor
- ★ Wifi operation & top-up
- ★ How to contact Navigare Yacht Charter

Please politely insist on getting your check-in completed on Saturday so that we are free to go when we want on Sunday morning.

Provisioning

There is a decent supermarket at Nanny Cay or go to OneMart Foods in east Road Town ([see map](#)).

For drinks, the leading beverage Provisioning Service in the BVI is provided by [Caribbean Cellars](#) in the west part of Road Town in Lower Estate. You can order online in advance.

Welcome and Prize-giving Parties

Price per person for both Welcome and Prize-giving evenings will be confirmed in advance and is payable in cash on arrival to Nanny Cay Marina to Sasha, John or Dave Henderson.

Full details of both events will be confirmed in the final version of this Log Book.

Price will include:

- ★ Buffet served meal
- ★ Service charge for the evening
- ★ Venues and props
- ★ Entertainment

Welcome Party

The Welcome Party is the first time we all meet up and start getting to know each other. Dress is informal but I will certainly brush my hair and try to look my best (matching socks and everything). At the moment the favoured location is the lovely beach area near the marina but we are still looking for the best possible options. Start time will be around 7 pm.

Prize-giving

At the Prize-giving we celebrate the lovely week we just had and give prizes for the winners on the water, best Gourmet Dish and most entertaining crew. In 2020 the [Ocean 7 Yacht Club](#) in Great Harbour on Peter Island proved to be the perfect venue for us so that is where we will go again in 2022.

From 7 pm until late ...

A buffet meal will be served at crew-based tables and all drinks can be purchased at the bar.

Sailing Information

Safety

Safety first! 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.

This or any other document does not reduce the responsibility that each boat has for ensuring its own safety. By going to sea, the boat confirms that it is fit for these conditions and that its crew is competent to sail in them.

Asafety briefing is recommended for all crews, tailored to the skills and experience on board. Consider reminding your crew about gas safety, MOB procedures, IALA B buoyage, boom awareness, winch operation and lifejacket allocation and fitting.

You should all know how to start and stop 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 channels.

Skipper should ensure, before leaving base, that all crew members know where to find the contact details for your Charter company.

Always use VHF CH16 to call Mayday or Pan-Pan in case of a sailing emergency, as applicable. Inform us on the High Point Working channel (VHF CH71) and your charter company at the first safe opportunity.

For emergencies, you can call Police by phone 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 bring what you need with you.

Daily Sailing Plans

The daily sailing plans shown in the next section indicate the intended course, but may change if conditions (mainly wind and swell) dictate. Waypoints indicate the route to be taken by showing which side to leave land and navigation marks mentioned in the course description. Anything not mentioned is not part of the course and can be passed on either side.

2022 Fleet and Results Table

Team	R1	R2	R3	R4	R5	R6	R7	Sum	Disc	Nett	Pos

This table can be used during the week to record the daily results. The overall position ("Pos") is based on the sum of each team's daily positions ("Sum"), minus the worst result ("Disc") if four or more races are completed. If there are tied overall positions, the ranking is 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 last race positions. If that is also tied, there will be a tug of war.

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 chance to give us feedback so we steer the event to your liking. That applies as much to the courses as it does to whatever else we fit into the day's schedule (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 obstructions. Beware of rocks near islands, headlands or anything else used as course marks. Keep an eye on your depth because many of today's BVI charts are based on very old survey data.

Anchors / Spinnakers

Anchors should be kept at the bows, ready for mooring. Spinnakers, cruising chutes, jib poles and boat-hooks are not to be used for racing.

Time Correction Factors

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

$$TCF = 1.57(\text{RatedLength}^{0.315} \times \text{RatedSailArea}^{0.3546} / \text{RatedWeight}^{0.3124}). \text{ PF. AF. CMF. MCF. AA. HCF}$$

Using MOCRA certificates I have for similar boats, adjusted to reflect differences in the actual boat measurements and adjusted to reflect crew size (based on 80kg/head) and age of boat (excluding crew!). TCFs have then been factored so that the maximum TCF is 1.000.

TCFs may be adjusted but only in the case of obvious anomalies. Adjustments will be based on the [World Sailing Empirical Handicap Scheme for Yachts](#). The daily results sheet will show the TCFs used each day.

If you have any TCF queries, let me know in good time so they can be resolved before the first race. After that, only obvious anomalies will be considered.

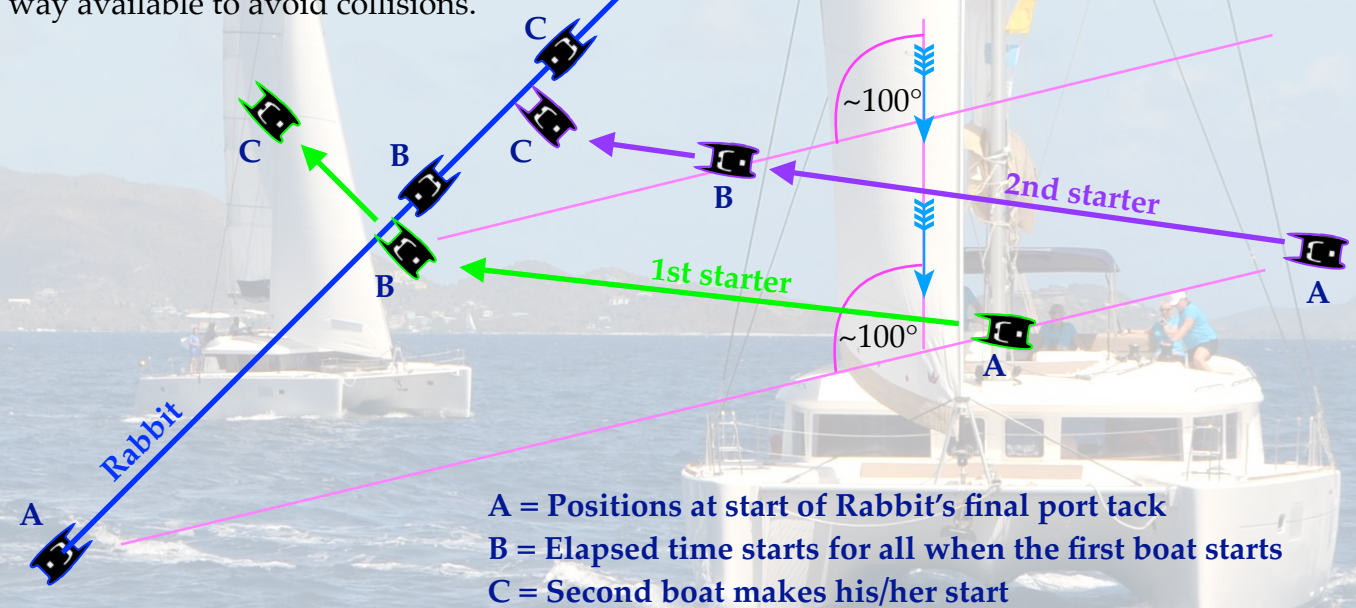
Start Procedure

The race is started by each yacht in turn crossing on starboard tack (boom is on port side) close behind the Rabbit (my boat) sailing close-hauled on a steady port tack. All yachts' elapsed times start when the first boat crosses the Rabbit's centreline (marked "B" in the diagram). After the start there will be an upwind mark, usually within 1 or 2 NM.

Leading up to the start and particularly when announced by VHF that the Rabbit is on her final port tack for the start, boats should be lined up, using engines if necessary, so that the direction from each boat to the Rabbit is $\sim 100^\circ$ left of the true wind direction. Maintain that $\sim 100^\circ$ difference (using shore transit if available or ship's compass) until able to judge the start better by eye in the last 100 metres or so.

Please allow plenty of space between starting boats so that each yacht can get a clean start and is able to put in an early tack if they wish. All boats must start well before the Rabbit has a making tack to the windward mark. Any that don't will have to pass behind the Rabbit on either tack and face a time penalty (minimum one minute) to more than compensate for any advantage gained.

For those of you who are not used to cats, be aware that they take forever to tack, by which time there is not enough steerage way available to avoid collisions.



Finishing Procedure

The finishing line will be a transit or bearing to a conspicuous mark and you will record your own finishing time (including seconds) **using an automatically time-synched device such as your mobile phone or GPS**. You finish when any part of either hull 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 potentially significant chart or datum errors). **Please note 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 (to be used in case of anomalies).**

Declarations will be by VHF or text soon after you finish, when you are ready.

Unless stated otherwise, the time limit for each race will be 18:00, except on Thursday and Friday when it will be 17:00.

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 High Point Working channel (normally VHF CH71).

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.

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**. The day use red balls are included in our permits and day use of other balls is free except the numbered orange balls which have to be reserved through BoatyBall.

Each crew will have set up (at least) one BoatyBall account using account creation and booking instructions as found [here](#).

We will have to reserve early (at 07:00) when we go to Manchioneel Bay on Cooper Island, Great Harbour on Jost van Dyke and Cane Garden Bay on Tortola. The site can also be used to book restaurants that BoatyBall have agreements with.

Have a look at the training videos on the site which show the correct way to moor up and leave - worth a refresher even if you think you are already an elite class mooring expert.

VHF Radio

In the BVI, USA VHF channels are used. The VHF equipment on board will be correct, but if you bring your own VHF from Europe 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.
CH16, 68	Nanny Cay Marina
CH02	May be useful for weather if it can be picked up

A complete list of marinas and their VHF channels and phone numbers are [here](#).

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.



Weather and Sea State

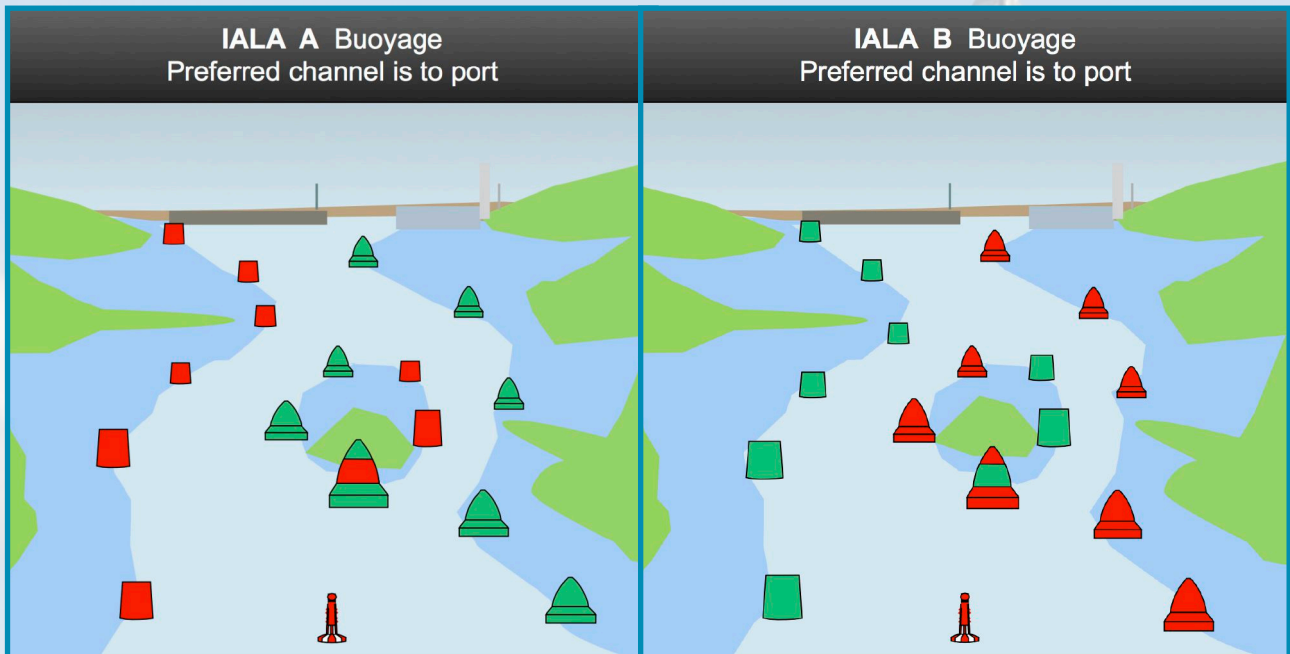
The BVI weather in March brings trade winds of 10-20 knots from the east every day. Average daytime temperatures are 25° to 28°, 21° at night and a gorgeous 26° in the sea. There are occasional brief rain showers and an average of 9 hours of sunshine per day. You can ignore tidal range as it is less than 0.5m. Current is minimal but swell can sometimes be an issue on northern shores. If [Windguru](#) predicts more than 1.5m of swell from the north, susceptible places like Cane Garden Bay will be uncomfortable at best, maybe untenable.

These internet weather websites also provide useful information:-

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

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 .

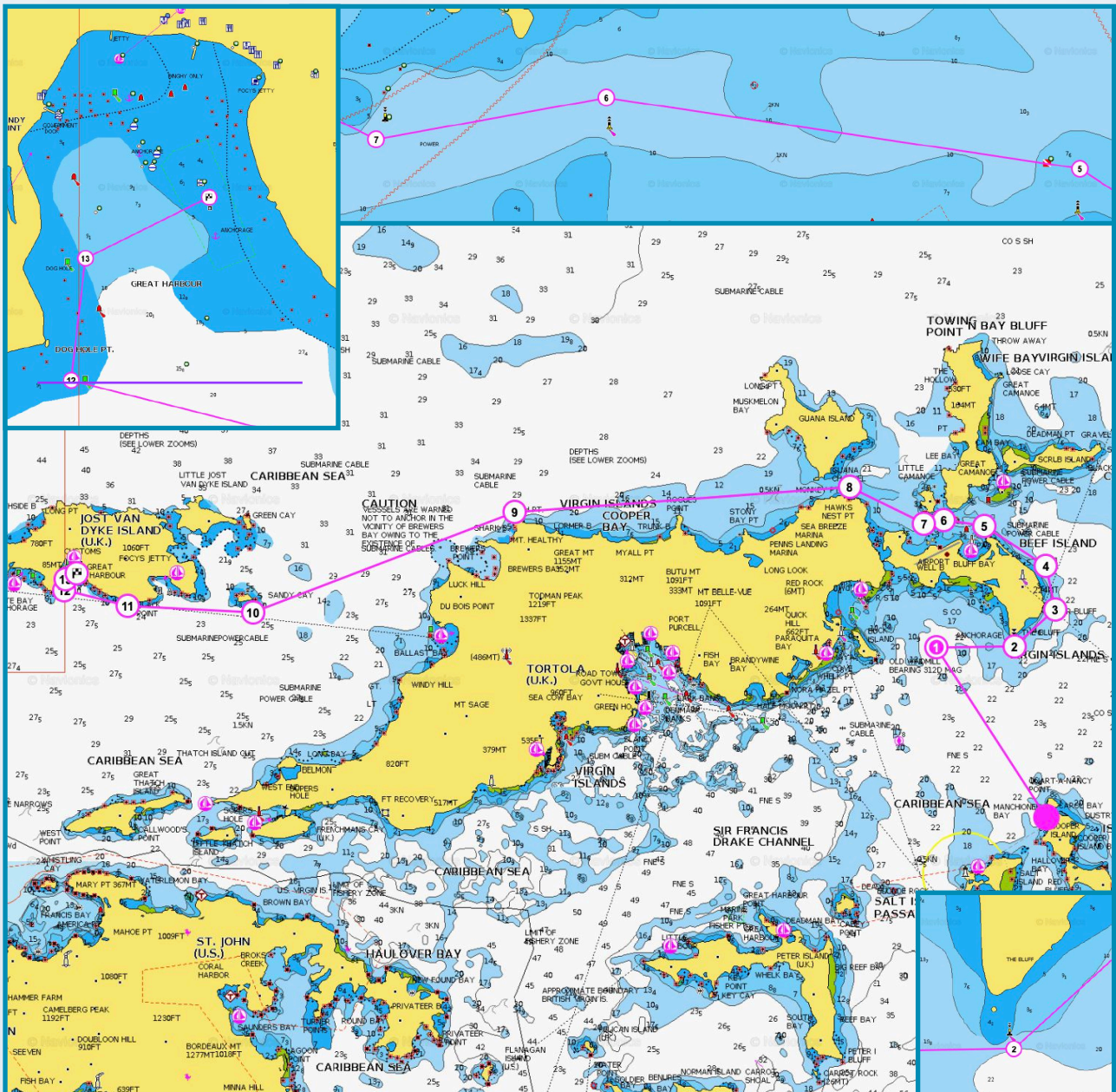


Monday, 14th - Manchioneel Bay, Cooper Island to Great Harbour, JVD

Total distance 19.8 NM, course distance 15.5 NM.

To get to Great Harbour in good time, we will leave at 09:00 and the skippers briefing will be by VHF whilst under way towards WP1. The SCM near WP2 just S of the S tip of Beef Island will be our upwind mark, left to Port. Continue anti-clockwise around Beef Island, passing the NCM by WP5 (P), NCM by WP6 (P), SCM by WP7 (S), through the Guana Channel near WP8, past WP9, S of Sandy Cay near WP10, past WP11 and finish when the PHM near WP12 bears 90°.

We will moor up on the balls in Great Harbour which we will book early on the BoatyBall website. From there we can take a taxi to White Bay for a couple of hours before returning for dinner at Foxy's using our dinghies. White Bay is great for beach games, shopping and for necking Pain Killer cocktails at the Soggy Dollar Bar. Have your camera ready on the taxi-ride - the views are sudden and spectacular!

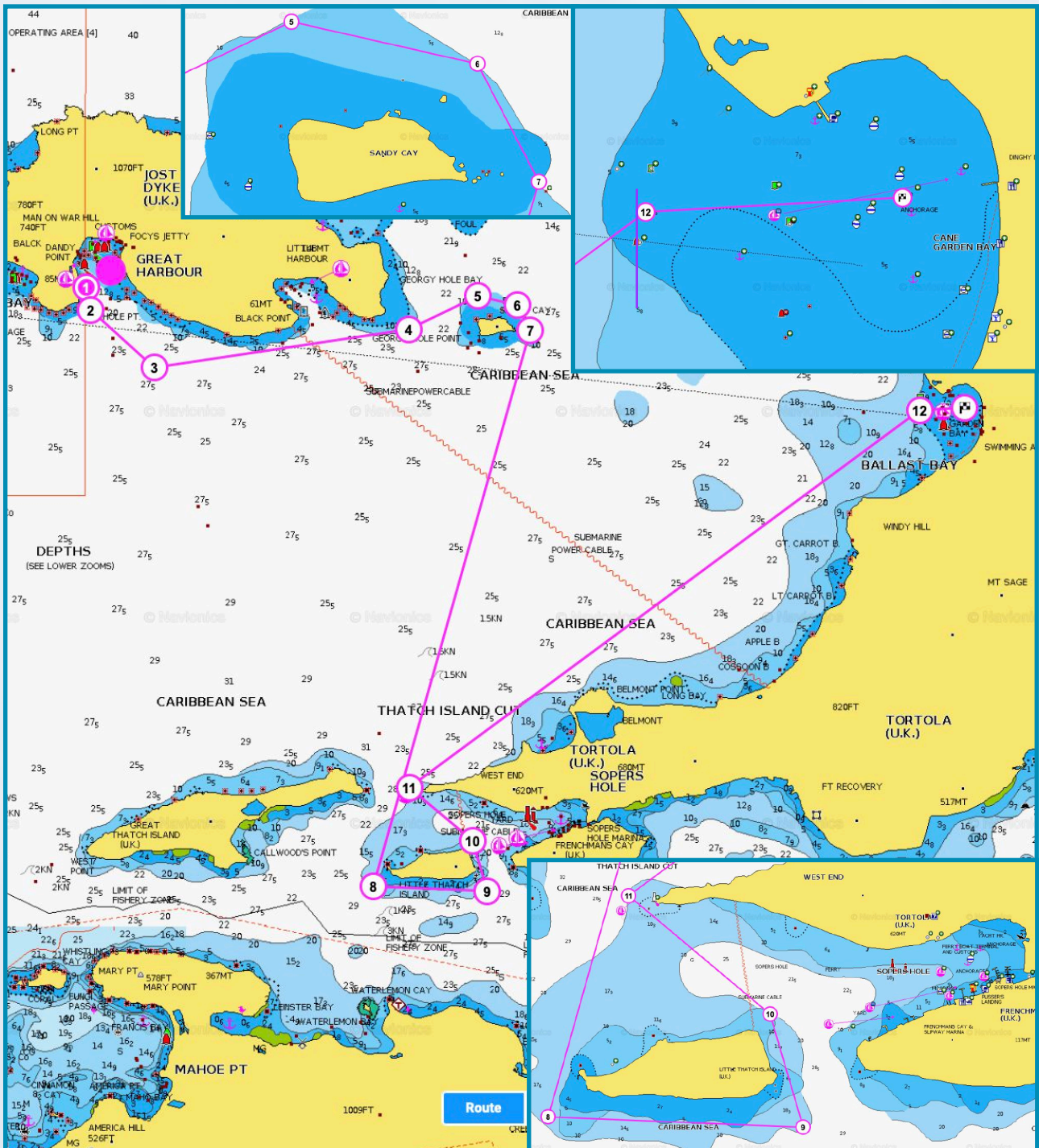


Tuesday, 15th - Great Harbour to Cane Garden Bay

Total distance 12.4 NM, course distance 11.3 NM (WP3 to WP12).

The start will be near WP3 then leave Sandy Cay to Starboard near WP4, WP5, WP6 and WP7. Leave Little Thatch Island to Port near WP8, WP9 and WP10 and finish when SHM near WP12 bears 180°. As soon as you have finished, head west into open water to drop your sails before entering the harbour.

We will book moorings in Cane Garden Bay. You may want to go ashore for sundowners at one of the bars, watching the sunset. It will be as in your dreams.



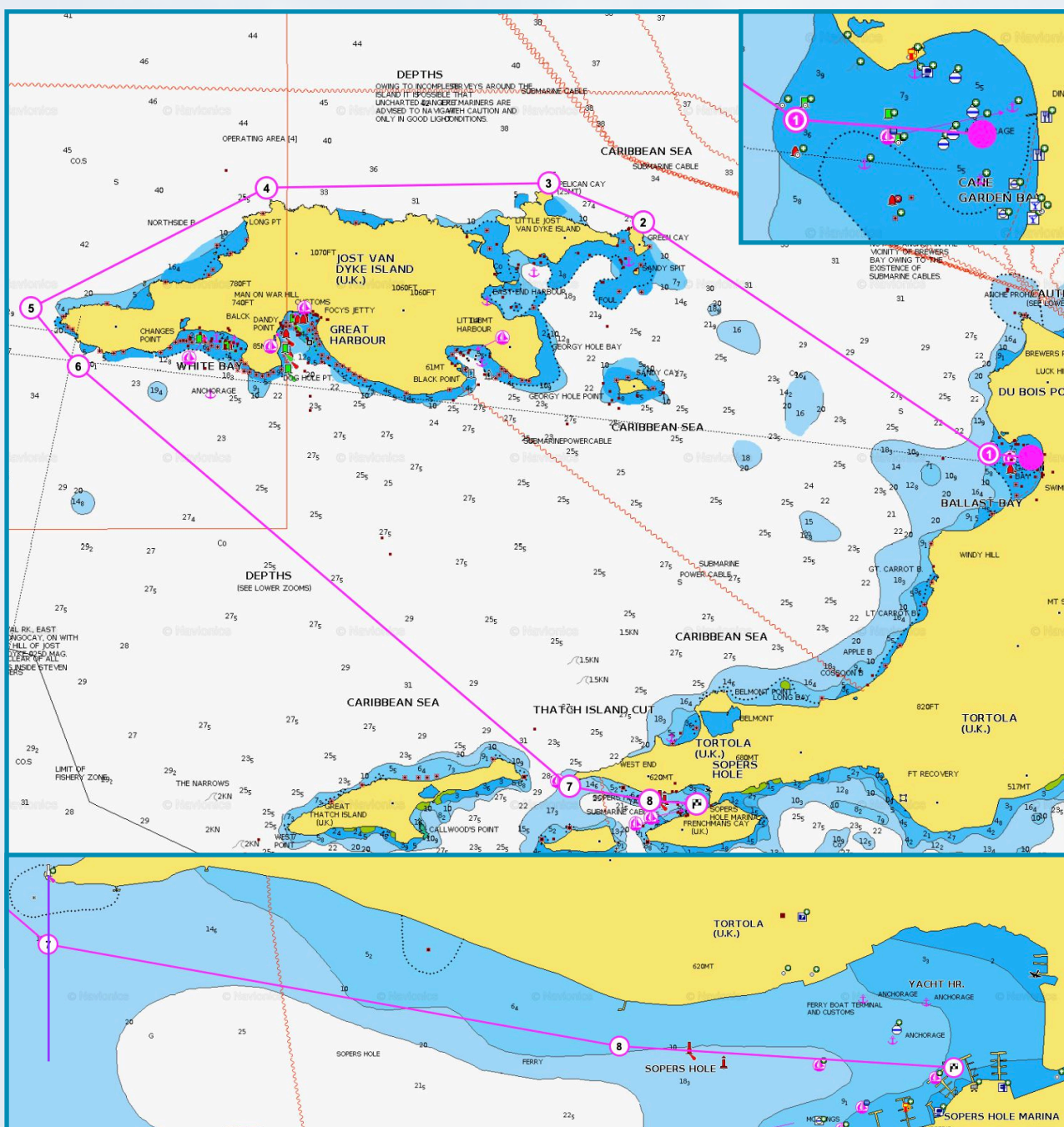
Wednesday, 16th March - Cane Garden Bay to Soper's Hole

Total distance 17.0 NM, course distance 14.4 NM.

The start will be around 1-2 NM west of WP1, using the green PHM near WP1 as the windward mark to be left to port. Then leave Jost van Dyke to port and finish when the beacon on the most westerly tip of Tortola near WP7 bears 0°.

Please remember to lower sails and motor carefully through the cut as the wind and current are unpredictable at Soper's Hole. We will anchor just north of the marina at **N 18° 23.227', W 64° 42.130'**.

Again, plenty of options ashore if you want to eat out and milk that holiday feeling.

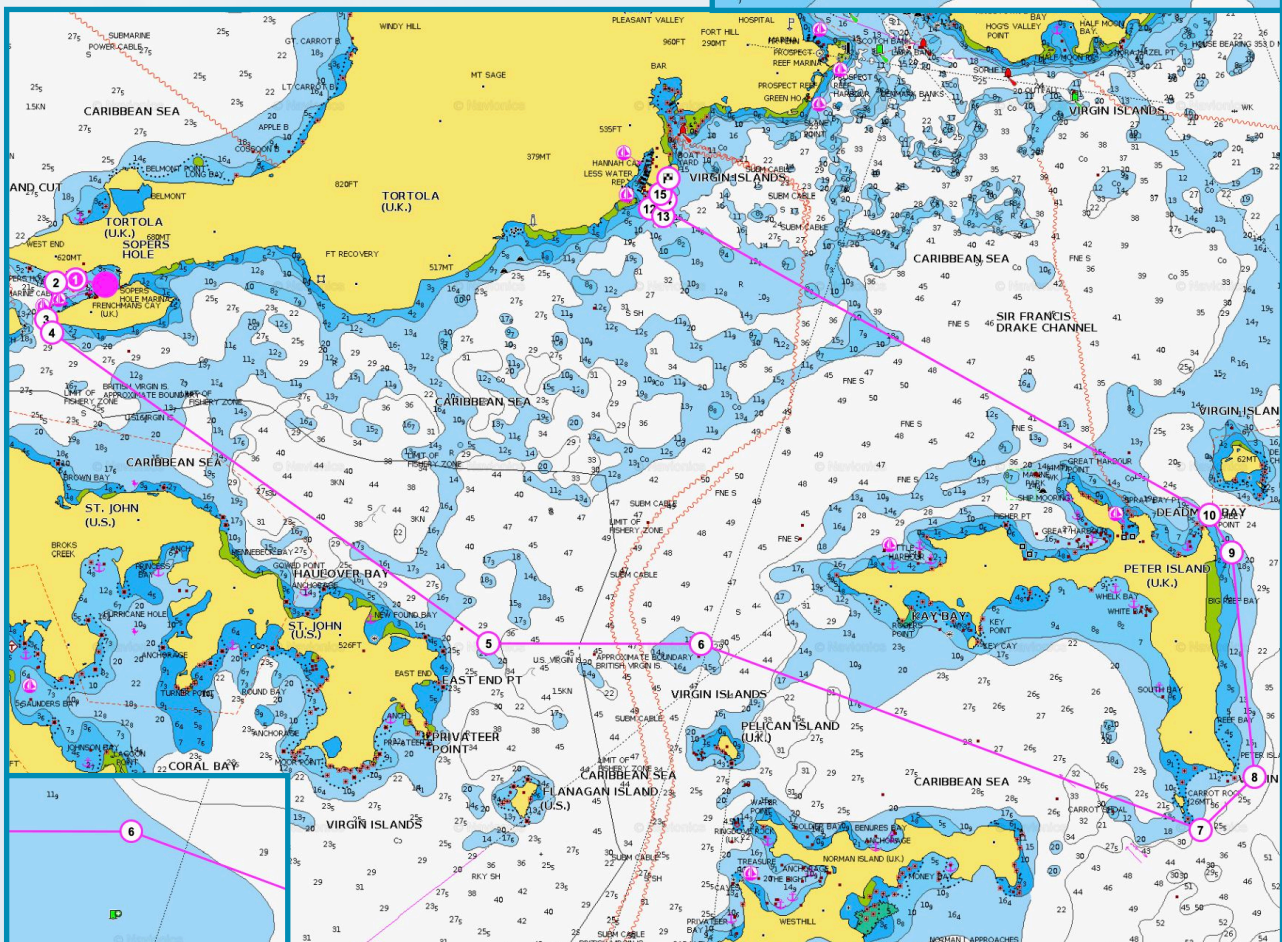
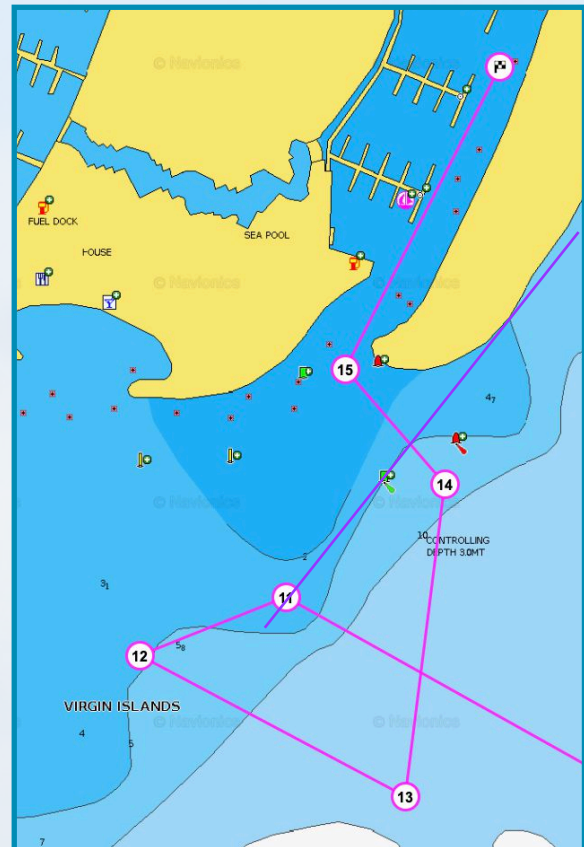


Thursday, 17th March – Soper’s Hole to Nanny Cay

Total distance 16.5 NM, course distance 12.0 NM.

Don't forget Thursday is Gourmet Night so think about buying your last ingredients in Soper's Hole before we leave in case there isn't time at Nanny Cay. We can talk about it some more at the Skipper's briefing.

We will motor to near WP5 for the start and use the green PHM near WP6 as our upwind mark, to be left to starboard. Leave Peter Island to Port and Salt Island to Starboard. Finish when green SHM SSE of WP11 lines up with the eastern edge of the strip of land on the east side of the marina (see diagram). Please be careful to leave plenty of space so that as soon as you have finished you can bear away and gybe to port to clear the finish line and avoid obstructing the harbour entrance.

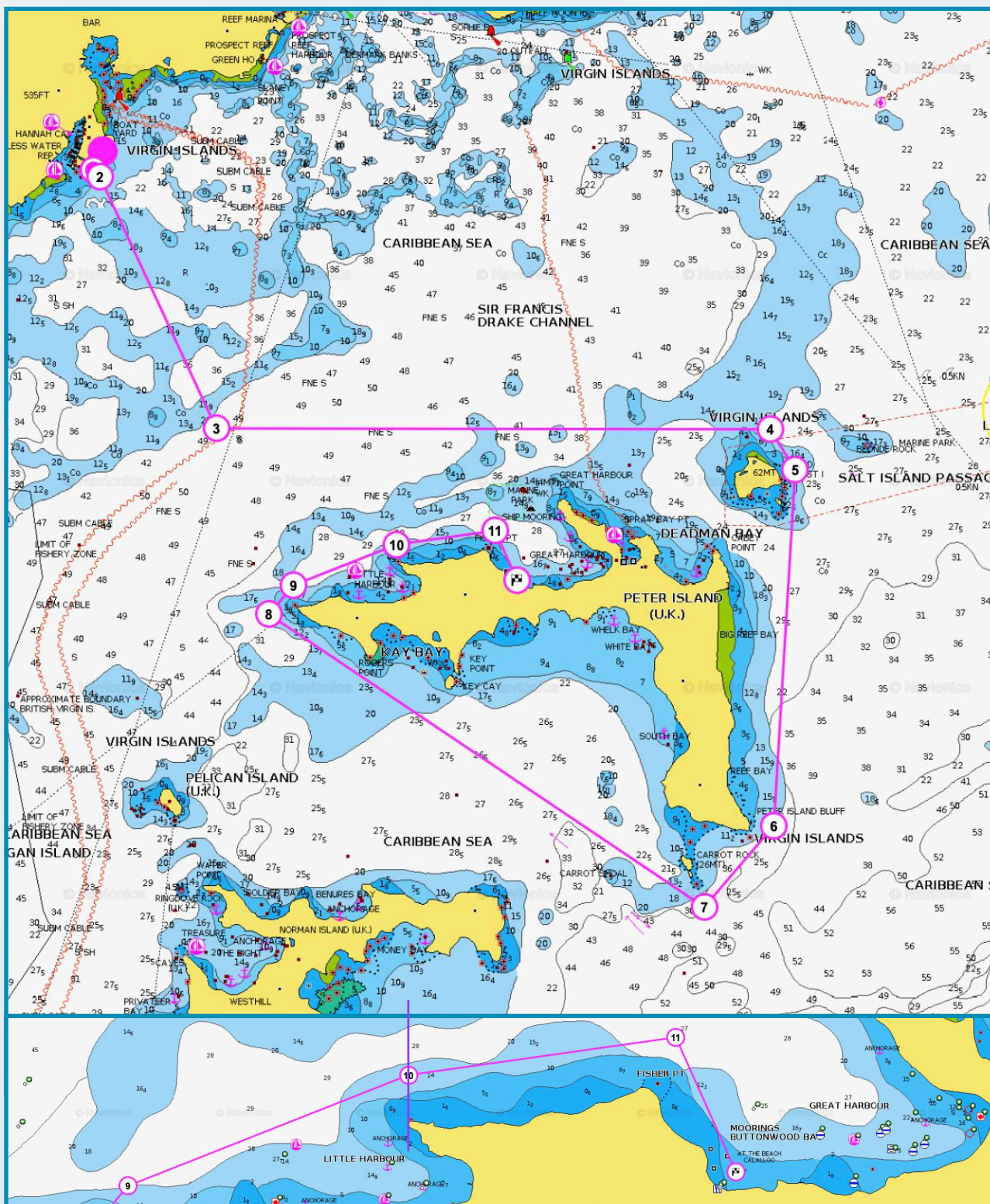


Friday, 18th March - Nanny Cay to Great Harbour, Peter Island

Total distance NM 13.3 NM, course distance 10.5 NM.

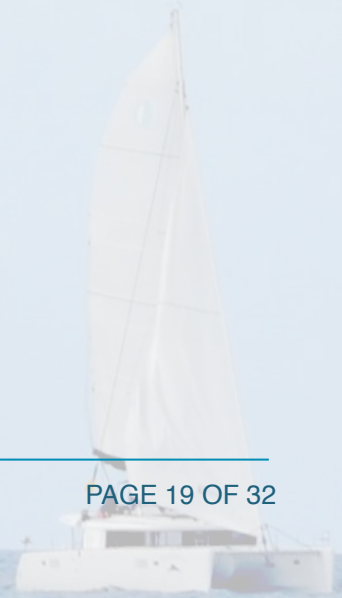
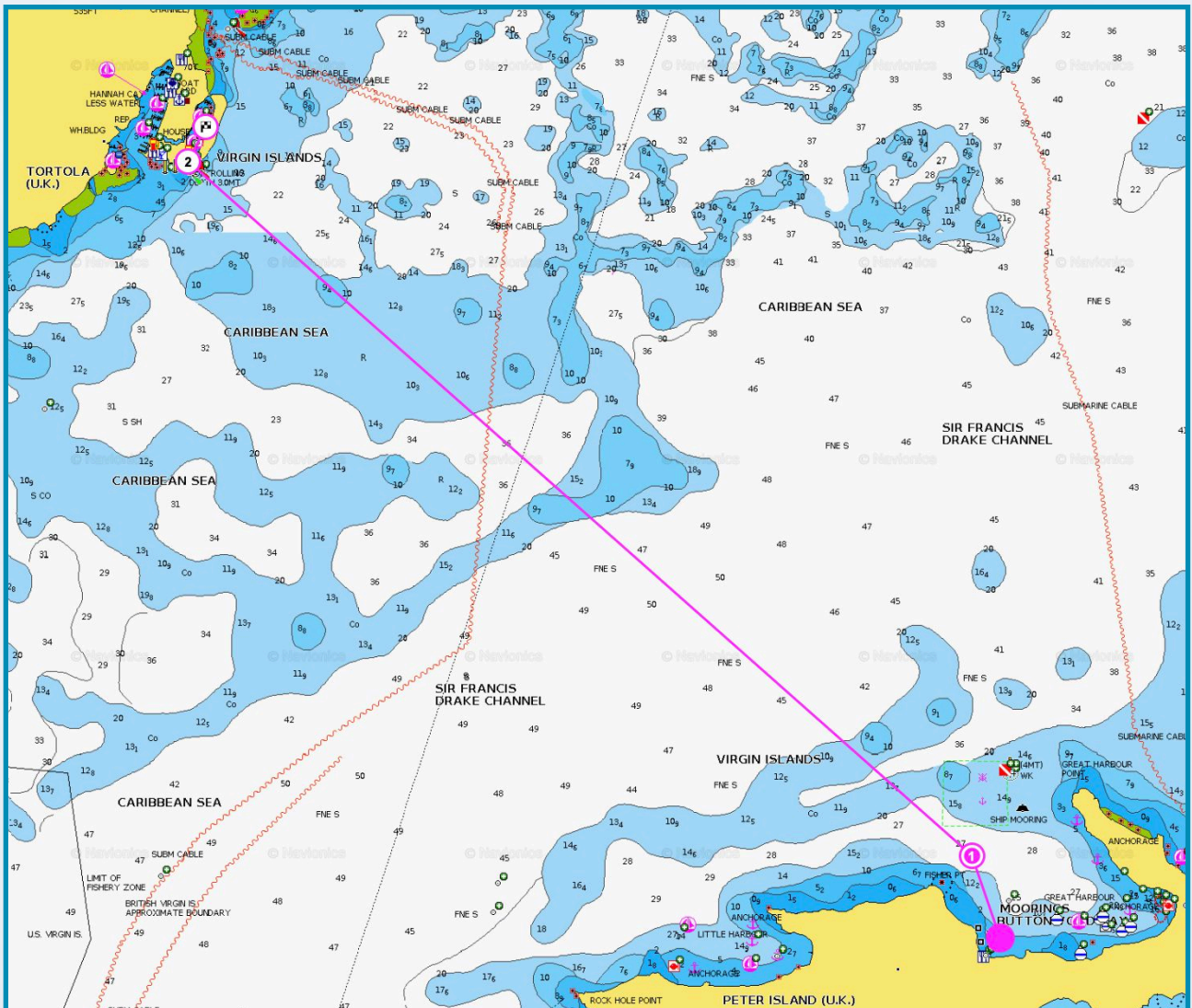
The start will be near WP3 and the course requires both Salt Island and Peter Island to be left to starboard, with the finish at WP10 when the tip of the peninsular SSE of WP10 bears 180°. Beware of shallow water NW of the peninsular tip.

The Prize-giving will be held 7pm until late at the [Ocean 7 Yacht Club](#) in Great Harbour.



Saturday, 19th March - Return to Nanny Cay Marina

It is 3.7 NM to Nanny Cay, so we should leave by 08:20 am to arrive by 09:00 for refuel and checkout by 10:00.



Local Information

Nanny Cay

Nanny Cay Marina (at **N 18° 23.844' W 64° 38.205'**) will be our start and finish base and their [website](#) has all the information you need. The marina is well equipped and includes fuel dock, hotel, supermarket, boatyard and chandlery. There is a lovely beach nearby too and that is probably where we will hold the welcome party, although we are also exploring other possibilities.



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.

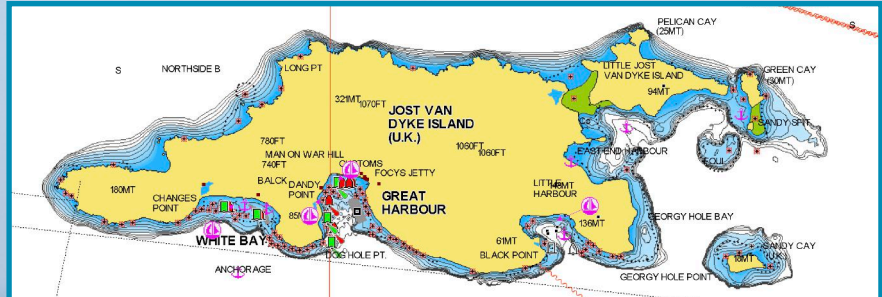
It is also the best place to shop for the week's provisions as it has proper supermarkets with the best prices. From there you can take a taxi to Nanny Cay (N 18° 23.844' W 64° 38.205').



There are attractions to suit everyone's taste in Road Town and [Lonely Planet](#) is a good resource for deciding which ones to choose.

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

Definitely worth a visit by short taxi-ride. 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 there but for sure it won't be far away. 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. Next door is another bar and both have boutiques where you can buy t-shirts and other souvenirs. Unmissable pleasure!

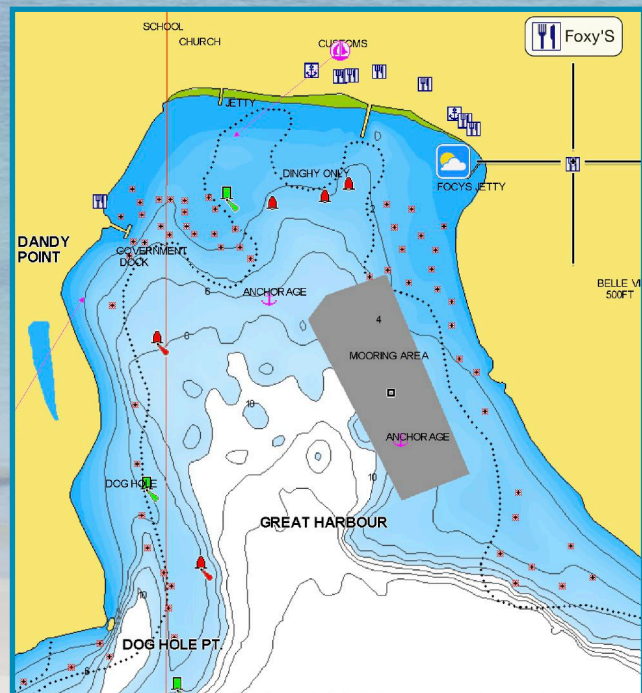
White Bay is not considered by the charter company as acceptable for overnight due to swell so we will overnight in Great Harbour and take a taxi to White Bay.

Further reading [here](#).

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. [This link](#) will give you more information.



Cane Garden Bay

Cane Garden Bay is a gorgeous sheltered bay where we can book balls or anchor at **N 18° 25.651' W 64° 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. It is a short walk to Bobby's for reprovisioning, Quito's for live music and dancing. Fuel, water and ice are available at the dock.

If a check on windguru.com shows swell of more than 1.5m from the north, we may have to overnight on Jost van Dyke again or Soper's Hole.

Soper's Hole

Known as Tortola's West End, 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 (**N 18° 23.155' W 64° 42.070'**). Take care with wind and current in the cove - it can be quite changeable so we will only use motors going in.



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](#).

The Bight, Norman Island

We are not intending coming here in 2022, but may do so if Cane Garden Bay is taken off our agenda due to swells. Home to the legendary Willy T, The Bight is a forest of mooring balls, but we would moor at the opposite end of the bay in the quieter east corner. If it is very quiet, we may even be able to raft up for the night. Swimming at [The Caves](#) is very special so we will try to fit that in.

[This link](#) will give you more information about this beautiful spot.

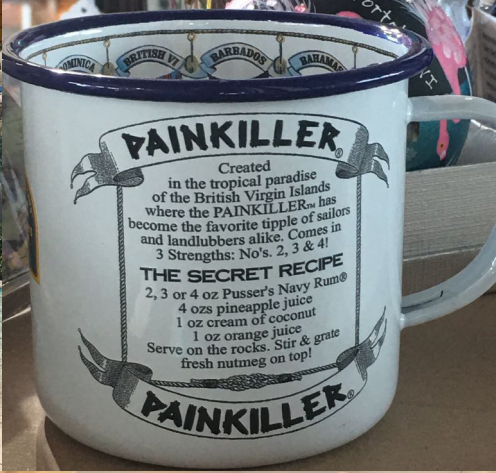
Great Harbour, Peter Island

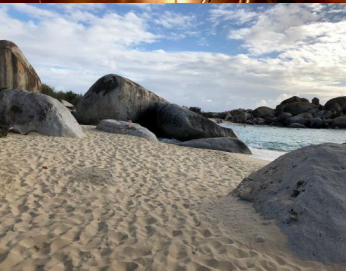
For our final night, we will hold our prize-giving evening at the Ocean 7 Yacht Club in the west part of the bay. Details of the event will be sent separately by email. Some of us will moor on the pontoons to access the venue and the rest will anchor nearby.

Further information is [here](#).



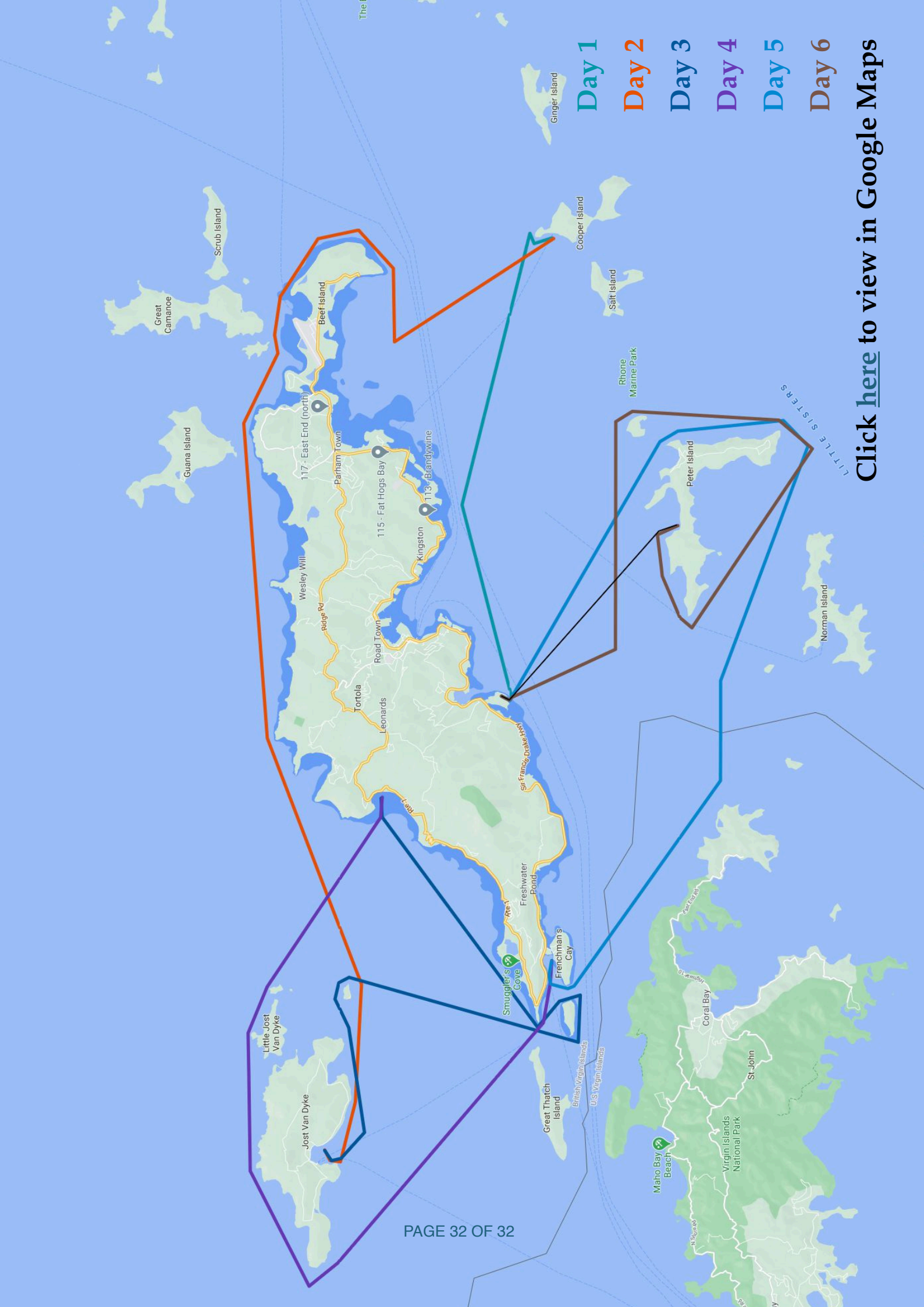
Crew Presentations - To follow











Day 1

Day 2

Day 3

Day 4

Day 5

Day 6

[Click here to view in Google Maps](#)