

High Point YachtFest 2023

British Virgin Islands - 18th to 25th March

Log Book



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Introduction

Dear High Pointers,

Welcome to our fourth BVI event! We hope you will enjoy the itinerary which takes us from Nanny Cay to Cooper Island, Jost van Dyke, Spanish Town, Blunder Bay, Bitter End Yacht Club, Peter Island and finally back to Nanny Cay.

Every day the fleet will race from one overnight stopover to the next one, using natural features and navigational marks to define the course. The race uses a “rabbit” start so please read the relevant section later in this Log Book.

Listen out on the VHF for instructions as conditions and hence plans can change. Generally there are steady easterlies all day every day in March. Occasionally there can be a bit of swell north of Tortola so we will keep to the south to avoid it.

Crews can decide amongst themselves which days to eat out and which on board. The best opportunities to eat out are Jost van Dyke (Foxy’s), Spanish Town (Coco Maya) and of course the Prize-giving at Ocean’s 7 Yacht Club on Peter Island.

On Wednesday we will hold a “Gourmet Night” on the pontoons at Blunder Bay. Each crew will prepare their favourite dish for everyone to taste and enjoy. There will be a prize for the best one.

Many people contribute to make the event a success including our sponsors, charter company (Navigare) and Prize-giving and Welcome party venues. We thank them for all their hard work and professionalism.

Everyone knows that safety is paramount when sailing so please ensure your skipper gives you a thorough safety briefing before your first outing on Sunday. Please read the section on safety later in this Log Book.

Thanks for coming to our regatta and we can’t wait to see you all.

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 event in the Mediterranean.

It has now been staged in Göcek (2008, 2014, 2018), Trogir (2009, 2013, 2017), Sardinia (2010, 2011, 2016, 2019, 2022), Sicily (2012), Athens (2015) and Biograd (2021). There was no event in 2020 due to the pandemic.

In 2019 we held the first of our winter events in the Caribbean on catamarans. Although the 2021 event had to be postponed it has become an annual fixture and 2023 will be our fourth event. The results in 2022 were as below:

Skipper	Yacht name	Yacht Model	1	2	3	4	5	Total	Discard	Nett	Rank
John Hall Hall	Summer	Lagoon 450 F	1	1	1	2	1	6	2	4	1
Anton Ragin	Amanda	Lagoon 52 F	2	2	2	1	3	10	3	7	2
Lutz Weise	Moet	Lagoon 450 F	3	3	3	3	2	14	3	11	3
JJ Auffret	Forever Young	FP Tanna 47	4	4	5	5	4	22	5	17	4
Steven Visser	Judge's Chambers	Lagoon 450 F	7	5	4	4	7	27	7	20	5
Emma Righton	Kallisti	Lagoon 46	7	7	7	7	7	35	7	28	6

Both High Point events follow the same principles with Sasha organising all aspects of your holiday except the sailing and racing which John looks after. Dave Henderson helps during the week with logistics, collecting payments and any unexpected challenges.

Travelling to BVI

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.

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

For:	Call:	Email:
Sasha King - Anything!	+44 7961 451505	Sasha@highpointyachting.com
John Hall Hall - Sailing questions	VHF Ch71	john@hallhall.co.uk
Nanny Cay Marina	+1 (284) 394 2512, VHF Ch16, 68	reservations@nannycay.com
Thierry Ote, Navigare Base mgr	+1 (284) 340 3297	thierry@navigare-yachting.com
RiteWay Supermarket, Road Town	+1 (284) 347 1188	provisionrtw@rtwbvi.com
Virgin Islands Search & Rescue	VHF Ch16, then Ch67	
Marinas	VHF Ch16	Further detail can be found here
Ocean's 7 Yacht Club, Peter Island	+1 (284) 340 1177	oceans7@romascogroup.com
Peg's Legs restaurant, Nanny Cay	+1 (284) 394 2512 option 6	
Cooper Island Beach Club resort	+1 (284) 543 2266	restaurant@cooperislandbeachclub.com

Check-in

Each skipper should try to complete check-in on board with the charter company on Saturday. The check-in 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, the crew are adequately familiar with:

- ★ Safety equipment, including location and contents of first aid box
- ★ Electrical panel, fuses, batteries, inverters, shore power and mains water heater
- ★ Cooking and refrigeration systems and gas bottle isolation and changeover
- ★ Heads, showers and water tanks (arrangement and capacity)
- ★ Engine starting and shutdown procedures
- ★ Operation of air conditioning and generators
- ★ VHF radio and mayday instructions
- ★ All instruments including GPS, especially how to find position 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 overload trip
- ★ Dinghy and outboard motor
- ★ How to contact Navigare Yacht Charter

It is worth noting that the 2GB wifi that is included is not always reliable and you could consider having at least one mobile phone enabled as a backup.

Provisioning

The biggest and probably the best supermarket in the BVI is **RiteWay** which is open 06:30 to 21:00, 7 days a week in Road Town. You can pre-order online or go in person which is your best bet if you are arriving a day or more earlier. This is also your best bet for finding

any special ingredients you may need to Gourmet Night. At Nanny Cay there is also a smaller RiteWay.

For drinks, [Caribbean Cellars](#) in Road Town has organised our welcome sponsored drink for the opening and closing parties. So we recommend provisioning our drinks supplies with them. You can order online in advance.

Welcome and Prize-giving Parties

The price per person for both Welcome and Prize-giving evenings will be similar to last year but is still under discussion. It will be payable in cash on arrival to Nanny Cay Marina. Please have the payment ready from your crew, for collection by Sasha, John or Dave Henderson.

Welcome Party

The Welcome Party is the first time we all meet up and start getting to know each other. Dress is informal. The Welcome Party will be a buffet barbecue on the beach at [Pegs Legs](#) beach bar near the Nanny Cay base. Start time will be 6:30 pm.

Prize-giving

The prize-giving will be held at The [Ocean 7 Yacht Club](#) in Great Harbour on Peter Island. It will be a celebration of the week and our last evening together. As well as a delicious dinner, there will be some short speeches to present prizes for the top three sailing teams, top Gourmet dish team and the most entertaining crew. After that, it's time to strut your stuff on the dance floor. More detailed information on the prize-giving will follow nearer the time.

Sponsors

Many thanks to: the Caribbean Cellars, Romasco Group and KTJ Marketing for their ongoing support of our HPYF regatta!

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 position 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.

Skippers 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 Navigare 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.

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. In particular, the briefings are your chance to ask about anything that may be of concern.

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, dining, etc.).



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. All course marks, including the start

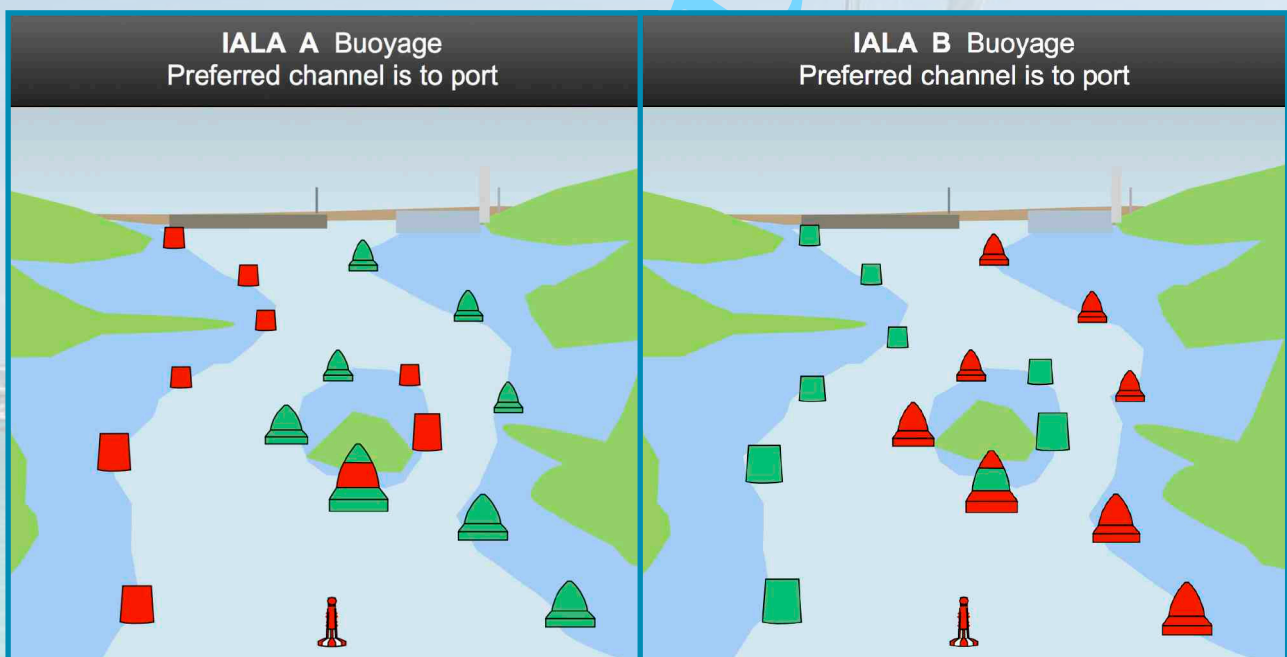
and finish, are permanent physical features such as navigation buoys or islands. The waypoints shown on the chartlets in the next section are to illustrate the route and are not course marks. The courses are described for each day and anything not mentioned is not part of the course and can be passed on either side. If in doubt, please feel free to ask for clarification.

Please don't be tempted to navigate using any chartlets from this Log Book! The courses shown are not intended to be safe sailing routes - they are there to help explain the course 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 still based on very old survey data.

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

Remember that 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 .

In the course descriptions IDM = Isolated Danger Mark, PHM = Port Hand Mark, SHM = Starboard Hand Mark and cardinal marks are abbreviated to NCM, ECM, SCM and WCM.



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.

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 in a sportsmanlike manner.

2022 Fleet and Results Table

Team	R1	R2	R3	R4	R5	R6	Sum	Disc	Nett	Pos
1										
2										
3										
4										
5										
6										

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.

Time Correction Factors

Time Correction Factors are based on MOCRA certificates for the same or similar models, modified to take account of known differences between the certified yachts and the specific ones in our fleet. Adjustments to TCFs will be considered if a sound case is presented before the first race. After that they will be frozen, except in exceptional cases where it is clearly unfair.

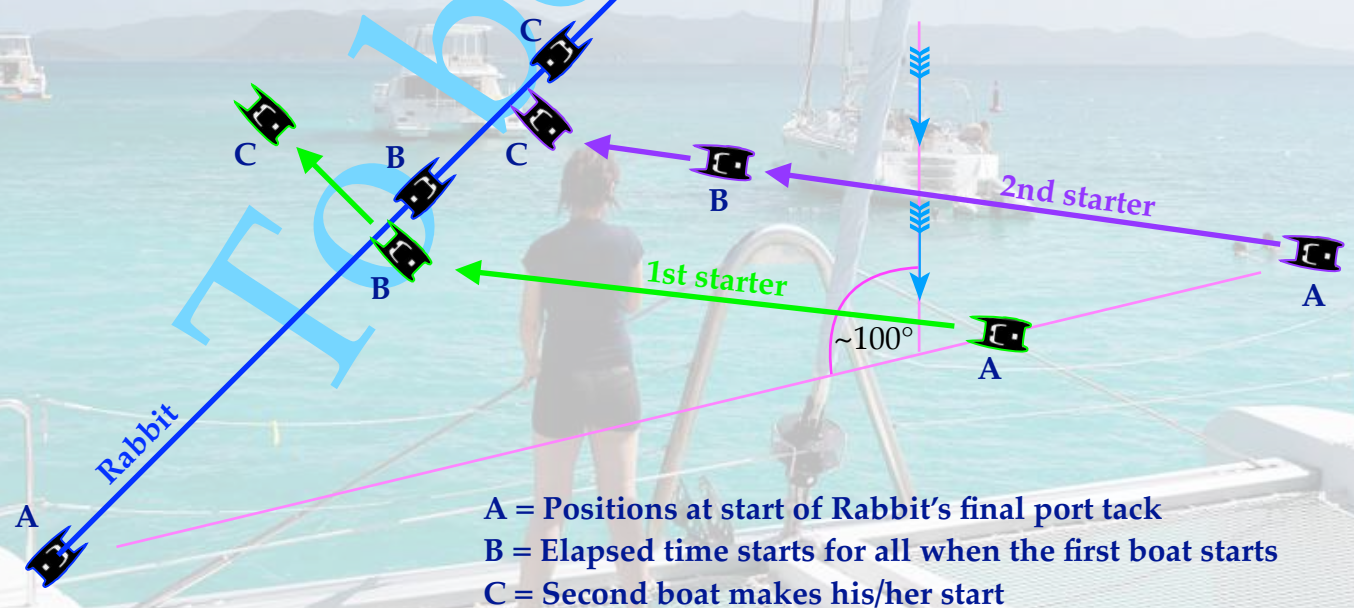
Start Procedure

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 at least 1 or 2 NM away from the start area.

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 you can 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 over-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 often not enough steerage way available to avoid collisions.



Finish 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, datum or position 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 group WhatsApp text soon after you finish, when you are ready.

Unless stated otherwise, the time limit for each race will be 17:00, except on Friday when it will be 16:00.

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. We will need to book those in Manchioneel Bay as anchoring there is prohibited and the 20 white balls are generally booked by midday!

Have a look at the training videos on the BoatyBall website. They 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, phone numbers and general information can be found [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 at any time except near a race start time.

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](#)

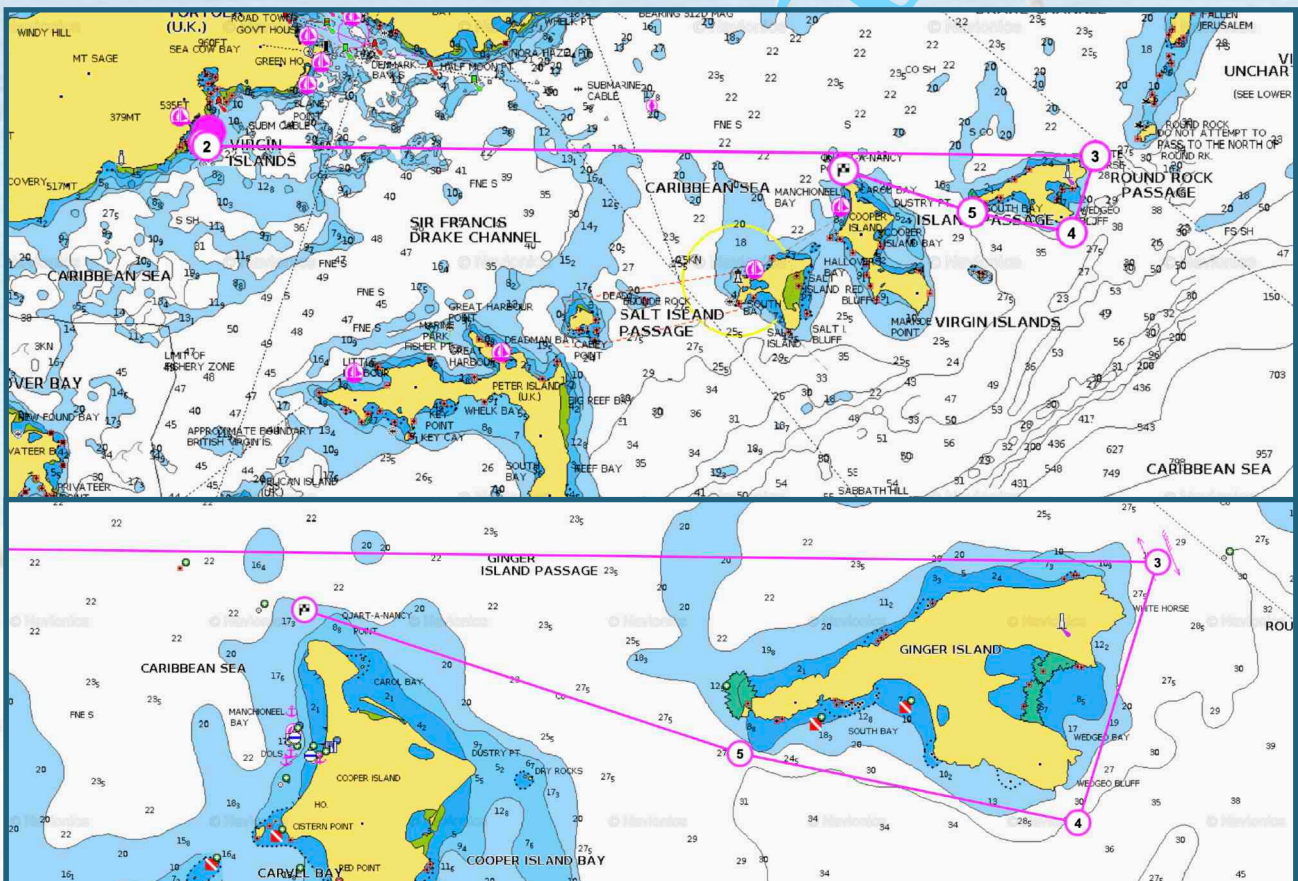
Itinerary and Daily Sailing Plans

Sunday, 19th - Nanny Cay to Manchineel Bay, Cooper Island.

Total distance 13.0 NM, course distance about 8.0 NM.

A nice simple course for the first day as we get used to our catamarans. The start will be in the open area south-west of Road Town. We will sail clockwise around Ginger Island and the finish will be when the western-most edge of the peninsular on the north side of Cooper Island bears 0°.

After the finish, the fleet will moor up in Manchineel bay in the lee of the island. The bay is a great place for snorkelling and, for those that want to go ashore for sundowners or dinner, there are balls we can take at the [Cooper Island Beach Club resort](#). Anchoring is not allowed in this bay so, we will probably have to book balls through BoatyBall if the Cooper Island Beach Club resort will not let us book. This will be confirmed nearer the time.



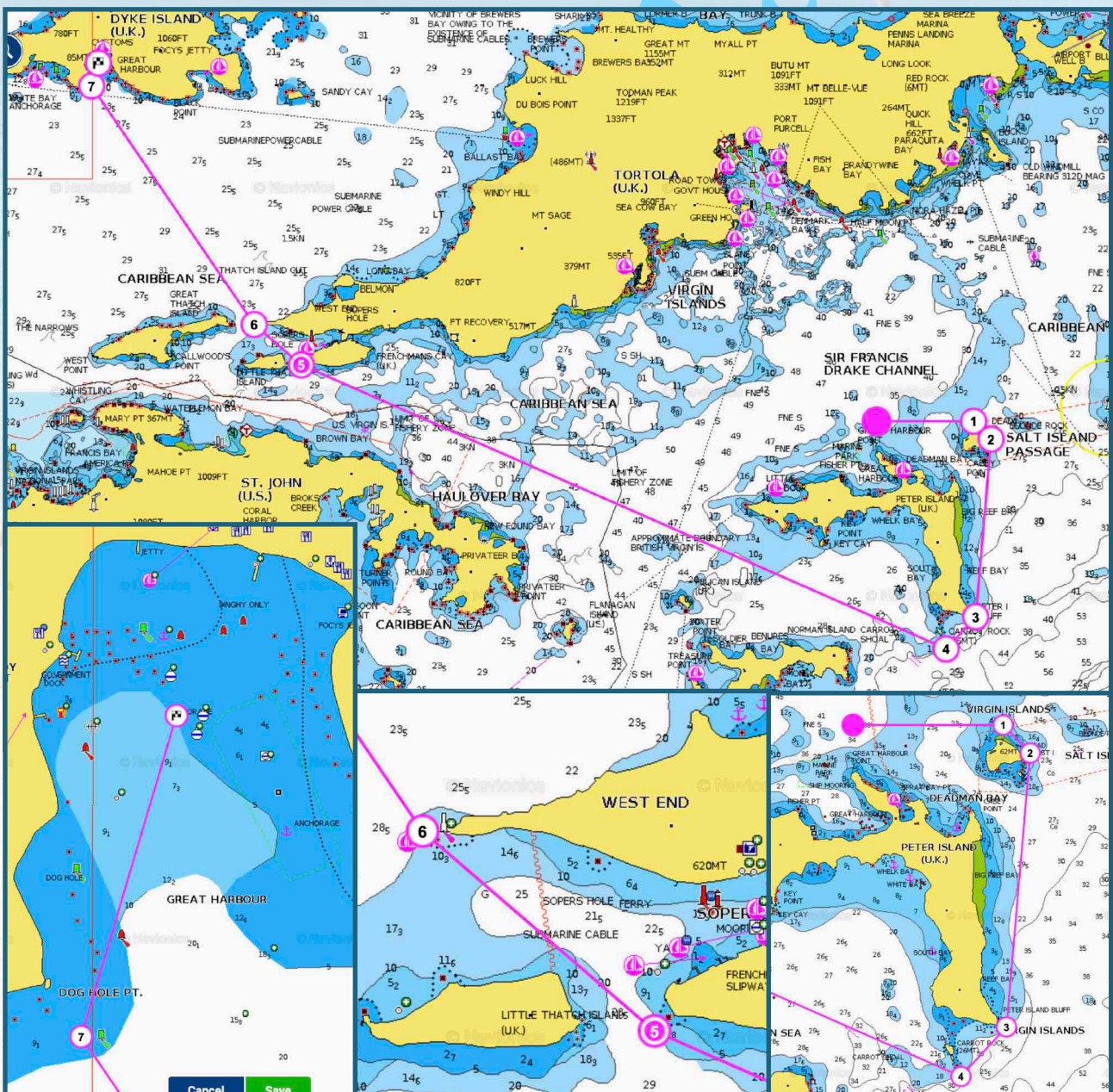
Monday, 20th - Cooper Island to Great Harbour, Jost van Dyke

Total distance 21.7 NM, course distance 17.6 NM.

The course will start north of the peninsular on the north-west side of Great Harbour on Peter Island. Leaving Salt Island to starboard, pass south of Peter Island, then leave Little Thatch Island to port and finish near WP7 when the PHM bears 90°.

We will pick up balls or anchor in Great Harbour on Jost van Dyke near **N 18°26.612', E 64°45.111'**. Many of the balls are private and others are being replaced so we may have to anchor. The holding is not great but is sufficient if there is not too much wind from the south.

After mooring, we can take taxis to White Bay and visit [Hendo's Hideout](#) or [Soggy Dollar](#) for [Painkiller](#) cocktails and souvenir T-shirts before heading back to Great Harbour for dinner at [Ali Baba's](#) or [Foxy's](#).



Tuesday, 21st - Great Harbour, Jost van Dyke to Spanish Town, Virgin Gorda

Total distance 21.3 NM, course distance about 8 NM (East of WP4 to WP5).

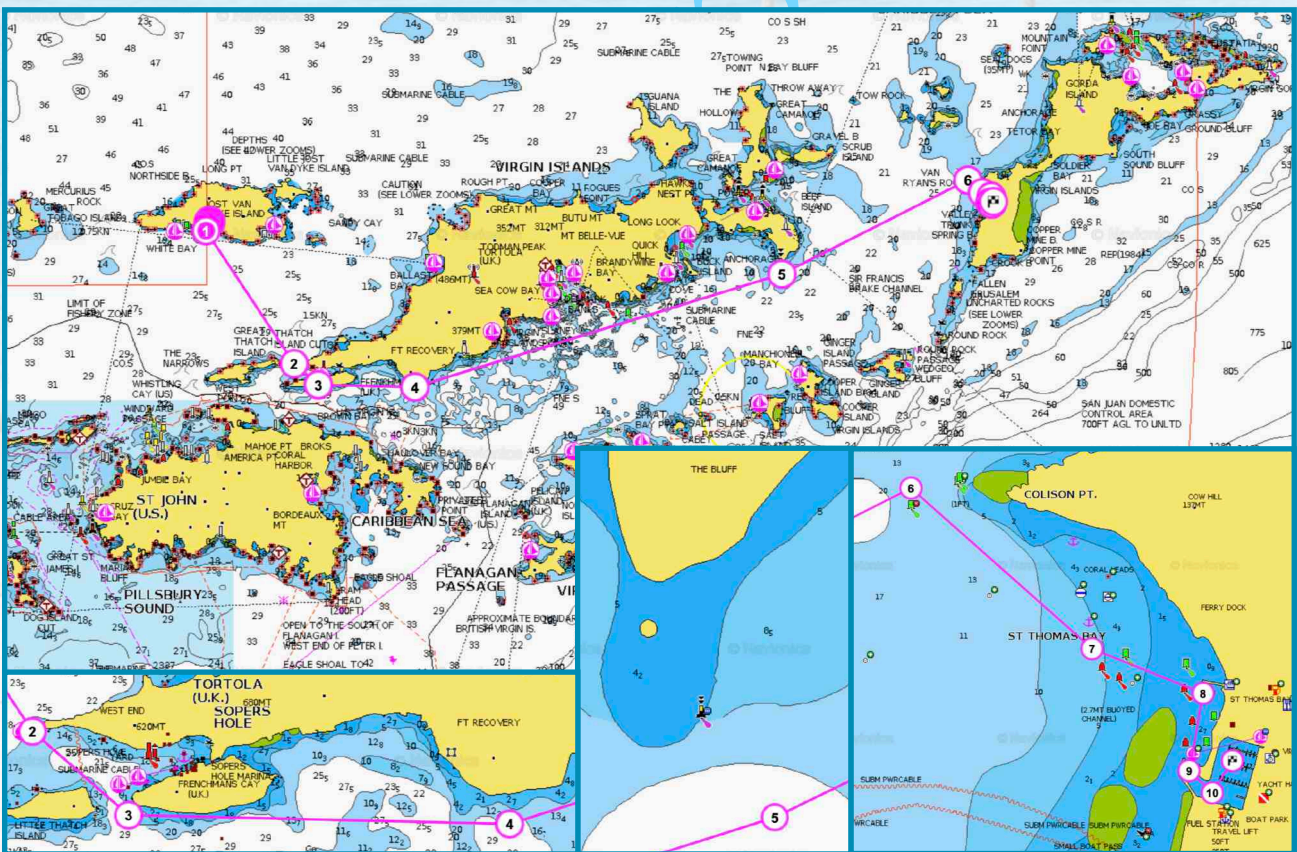
Today's course is mostly upwind and, with the distances involved, we will have to motor until just after WP4 where we will start and then from the finish at WP5 to the marina in Spanish Town. We need to make sure of a prompt getaway to have time to enjoy what's in store when we get there.

The course for the race will start 1NM south-east of WP4 and the finish will be when the SCM near WP5 bears 330°.

After the finish we will motor into the marina via the buoyed channel starting at WP6 and keeping an eye on the sometimes spectacular swell as we approach WP8.

We will berth overnight in the [Yacht Harbor marina](#), dining at one of the best-rated restaurants in the Caribbean, [Coco Maya](#), after making a must-do visit to [The Baths](#) which is the best known attraction on Virgin Gorda. Taking a taxi from the marina is ideal as there is usually too much swell to approach The Baths by sea.

This is also your last chance to buy any missing ingredients for Gourmet Night but don't rely on it for anything too specialised or you may be disappointed.

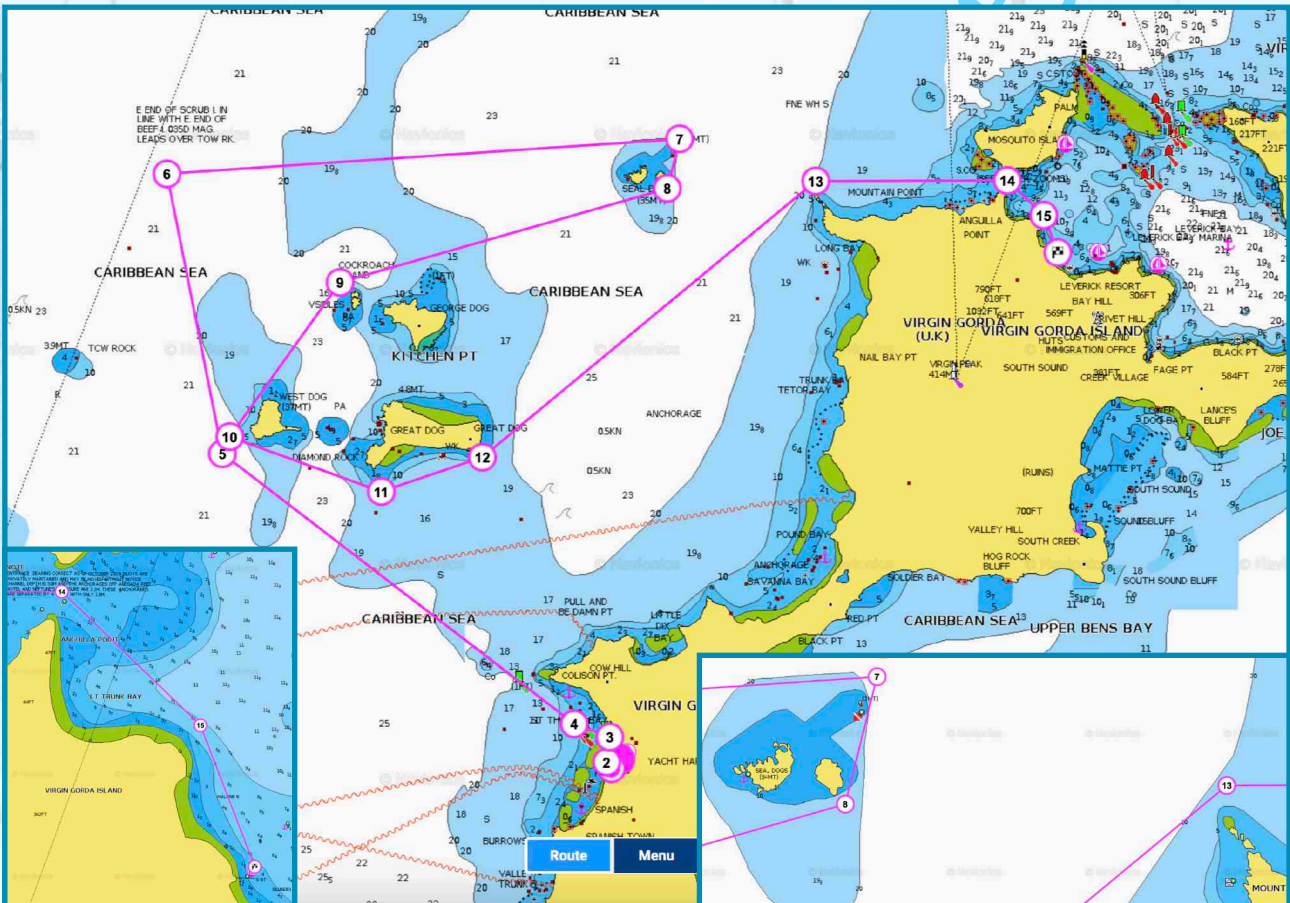


Wednesday, 22nd - Spanish Town, Virgin Gorda to Blunder Bay

Total distance 16.8 NM, course distance 10.5 NM (WP6 to WP13).

The start will be at WP6 then around the Seal Dogs leaving all, including off-lying rocks to starboard, leave The Dogs to port, including associated rocks, and finish when the western edge of the rocks off the Mountain Point headland bear 180°.

For Gourmet Night, we will moor on the pontoons in Blunder Bay at **N 18 29.960', W 64 23.512'**. Listen out for berthing instructions so that we are perfectly set up for Gourmet night.

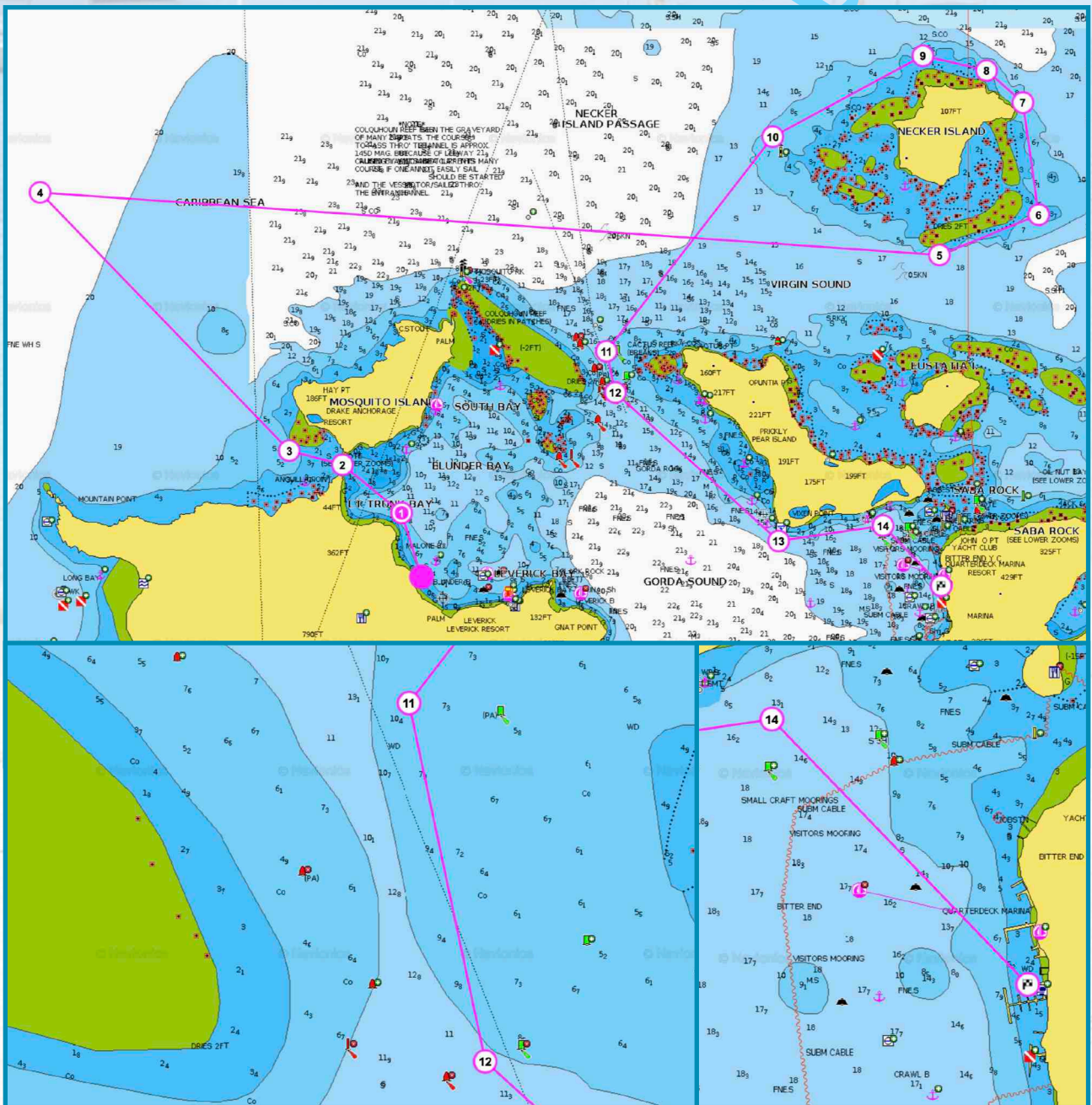


Thursday, 23rd - Blunder Bay to Bitter End Yacht Club

Total distance 10.0 NM, course distance 7.6 NM (WP4 to WP14).

The start will be at WP4, then go round Necker Island leaving all off-lying rocks to port, and pass between Colquhoun reef and Prickly Bear Island via the channel, leaving all green PHMs near WP11 and WP12 to port. The finish will be when the PHM near WP14 bears 180°.

We will moor up in the [Bitter End Yacht Club](#) at $N 18^{\circ} 29.917' E 64^{\circ} 21.483'$ where there are great facilities including bars, restaurants, beaches and shops. The whole area has been beautifully restored after hurricane Irma vented her anger. It has a great atmosphere now.

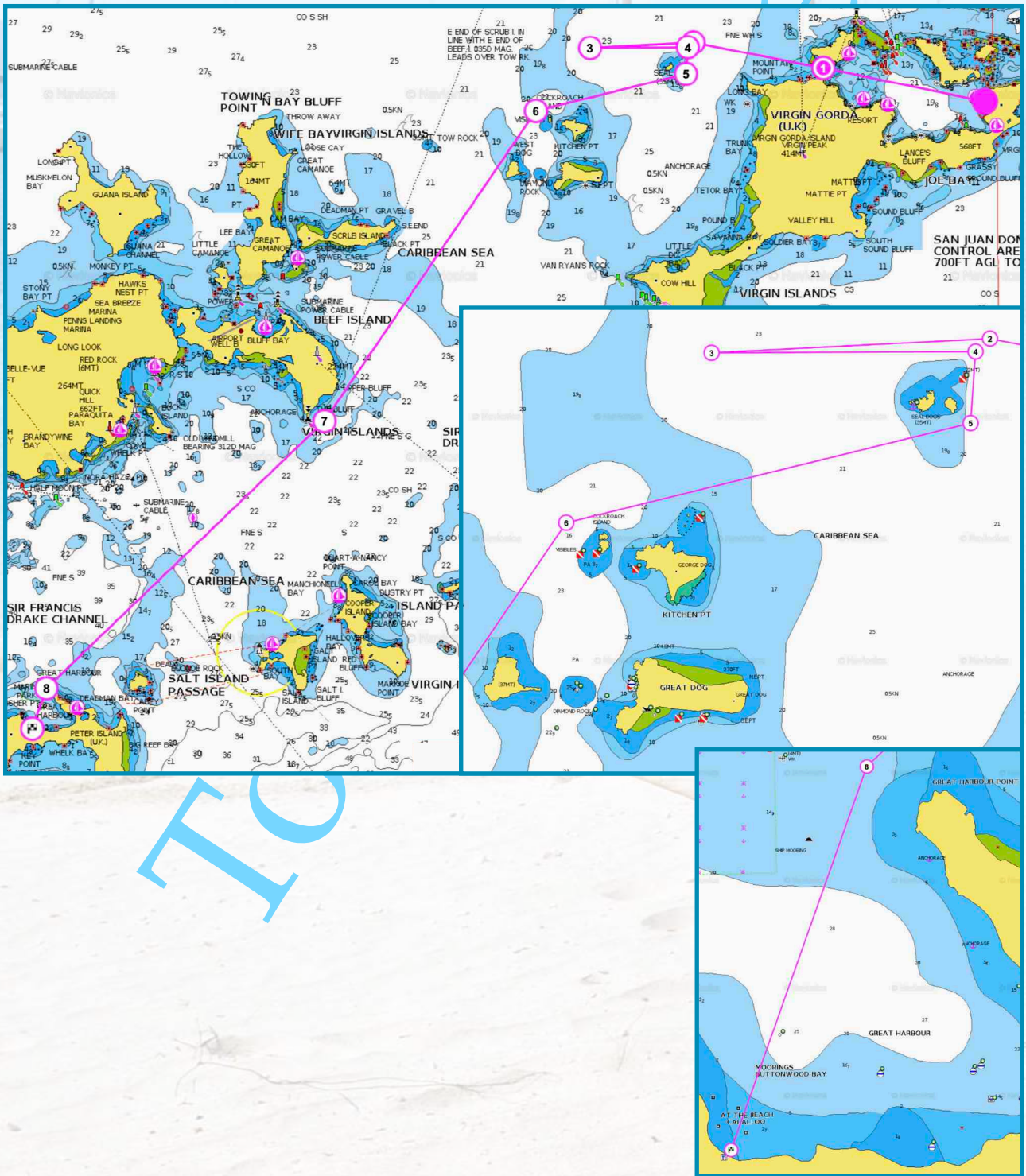


Friday, 24th - Bitter End Yacht Club to Great Harbour, Peter Island

Total distance 20.6 NM, course distance 14.4 NM (WP3 to WP8).

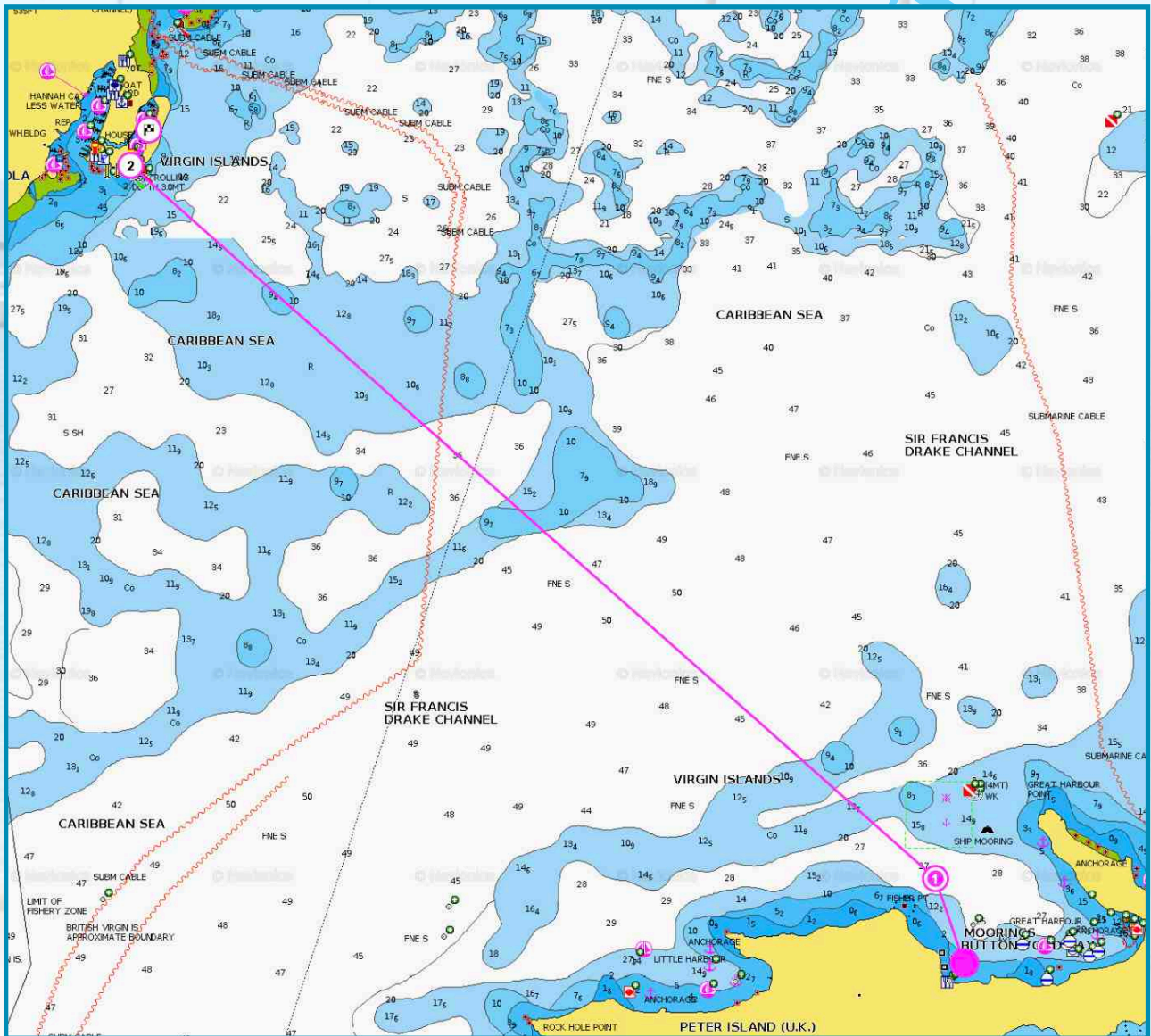
The course will start at WP3, leave Seal Dogs and associated rocks to port, leave The Dogs and nearby rocks to starboard and finish when any part of Great Harbour Point near WP8 bears 120°.

We will spend the night anchored or on pontoons at the [Ocean 7 Yacht Club](#) where the Prize-giving will be held from 7pm until late.



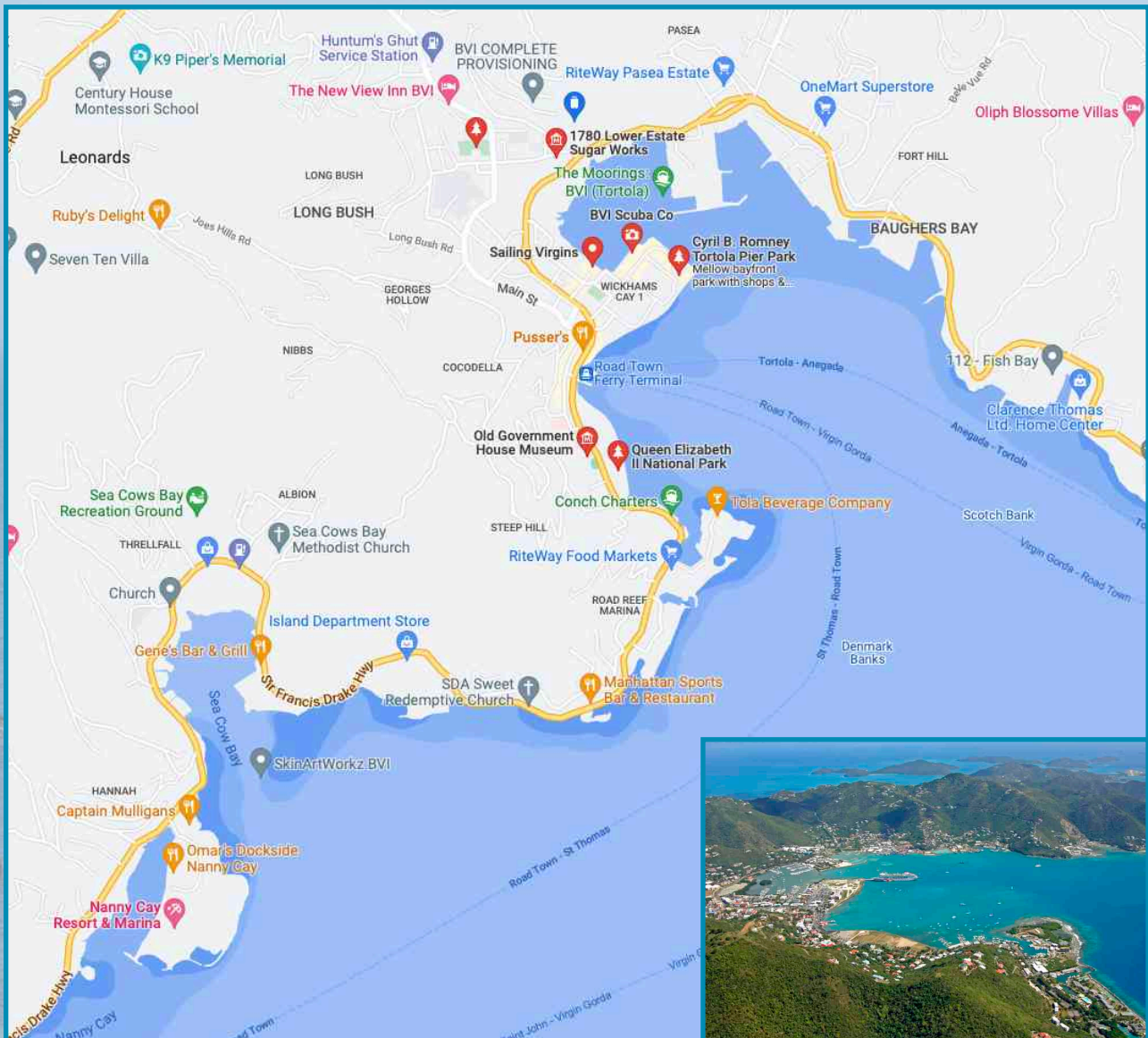
Saturday, 25th - Return to Nanny Cay Marina

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. The two refuelling docks are shown in the bottom chartlet.



Local Information

Road Town, Tortola



Tortola's main town, Road Town ($N 18^{\circ} 25.364' W 64^{\circ} 36.896'$), 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. [Riteway](#) is the biggest and best one and it is on the road to Nanny Cay.

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

Nanny Cay, Tortola

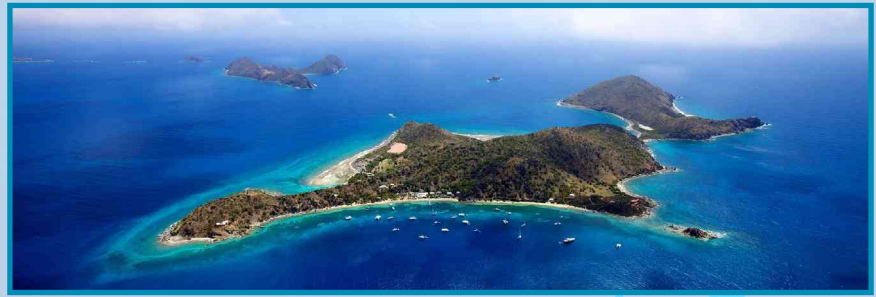
Nanny Cay Marina (at [N 18° 23.844' W 64° 38.205'](#)) will be our start and finish base and their [website](#) has all the information you need. The marina is well equipped and includes fuel dock, hotel, supermarket, boatyard and chandlery. The welcome party will be held at Pegs Legs Beach Bar which is in the small bay at the bottom left of the upper photo below and the bottom photo shows it from the sea.



Cooper Island

We intend to moor in Manchioneel Bay either using the 30 balls provided by Moor-SeaCure or the 20 balls which can be booked on BoatyBall. We can visit the

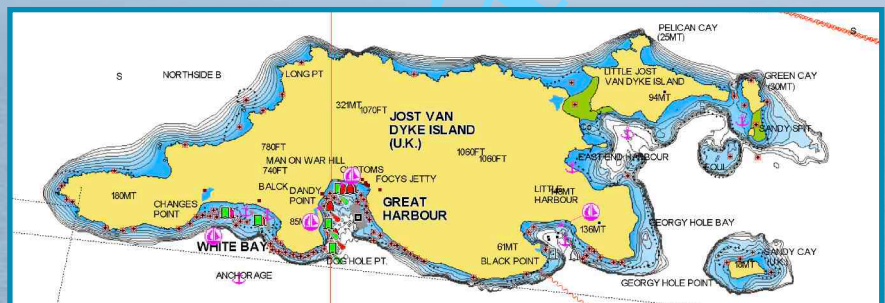
[Cooper Island Beach Club Resort](#) for drinks, meals or shopping at the Sea Grape Boutique. Anchoring is now strictly forbidden so, if we are unable to secure balls in Manchioneel Bay, we may have to anchor in Salt Pond Bay, Salt Island instead.



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

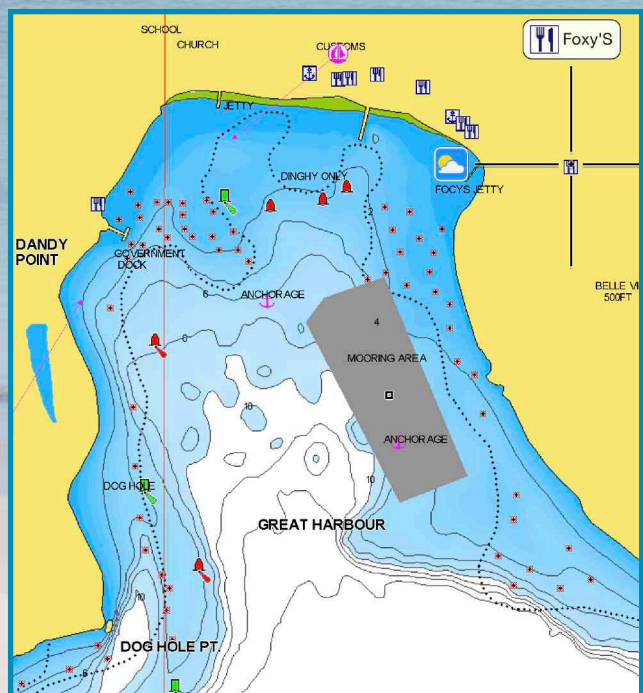
Island is roughly tadpole-shaped and the terrain is rugged and elevated, reaching 1,054 feet (321 metres). The chief settlement is Great Harbour, on the southern coast. Probably discovered and settled by the Dutch, the island was British after 1672. Tourism is important to the economy. Area 3.5 square miles (9 square km). Pop. (2001) 244; (2010) 298.



[Great Harbour](#) (N 18° 26.551' W 64° 45.103') is where we will moor on balls or at anchor.

We would recommend dining at [Foxy's](#) or [Ali Baba's](#) restaurants, both are fantastic. 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. Before dining, you should take a short taxi ride to [White Bay](#) which is just around the corner.

A really fun bar is the [Soggy Dollar](#) on the western beach in White Bay. This claims to be the home of the sensational "Painkiller" cocktail, and the bar gets its name from sailors swimming in to partake, paying with wet currency. Next door is another bar, [Hendo's Hideout](#), and both have boutiques where you can buy t-shirts and



other souvenirs. There's also the funky [Ivan's No Stress Bar](#) located in the middle of the eastern beach (N 18° 26.586' W 64° 45.636'). Seashell-covered walls, open atmosphere, and a cash jar on the bar to pay for drinks makes this place truly stress-free. Unmissable pleasure!

White Bay is not suitable for an overnight stay due to the risk of overdosing on painkillers and also because the swell makes the bay an unsafe anchorage.

Spanish Town, Virgin Gorda

[Spanish Town](#) on southern Virgin Gorda is the second largest town (after Road Town) on the British Virgin Islands. Also known as The Valley, Spanish Town offers numerous shopping possibilities. The heart of the town is its [Yacht Harbor marina](#). It has its own airport and a ferry service is in operation from here to Road Town on Tortola. Overall, though, Spanish Town is small, with few bars and a relaxed atmosphere. The national park "The Baths" is a must-visit attraction south of Spanish Town as is [CocoMaya](#) which is surely one of the very best restaurants in the BVI and where we intend to dine.



Blunder Bay, Virgin Gorda

[Blunder Bay Marina](#) is the perfect stopover for our Gourmet Night. It has pontoons where we can moor up together and the North Sound of Virgin Gorda is always relatively calm as it is surrounded by islands. The manager here managed Foxy's for years and is extremely helpful with both mooring assistance and information. There is a bistro and a beach bar to be enjoyed but, frankly, not much else so it will be easy to concentrate on the gourmet experience!



Bitter End Yacht Club, Virgin Gorda

The **Bitter End Yacht Club** was completely destroyed by Hurricane Irma in 2017. It has been beautifully restored and you will love our overnight stopover here.

There are several exceptional drinking and dining venues where you can enjoy hyper-local Caribbean flavours. It overlooks Saba Rock providing one of the best views in the BVI. There are also shops and water sports.



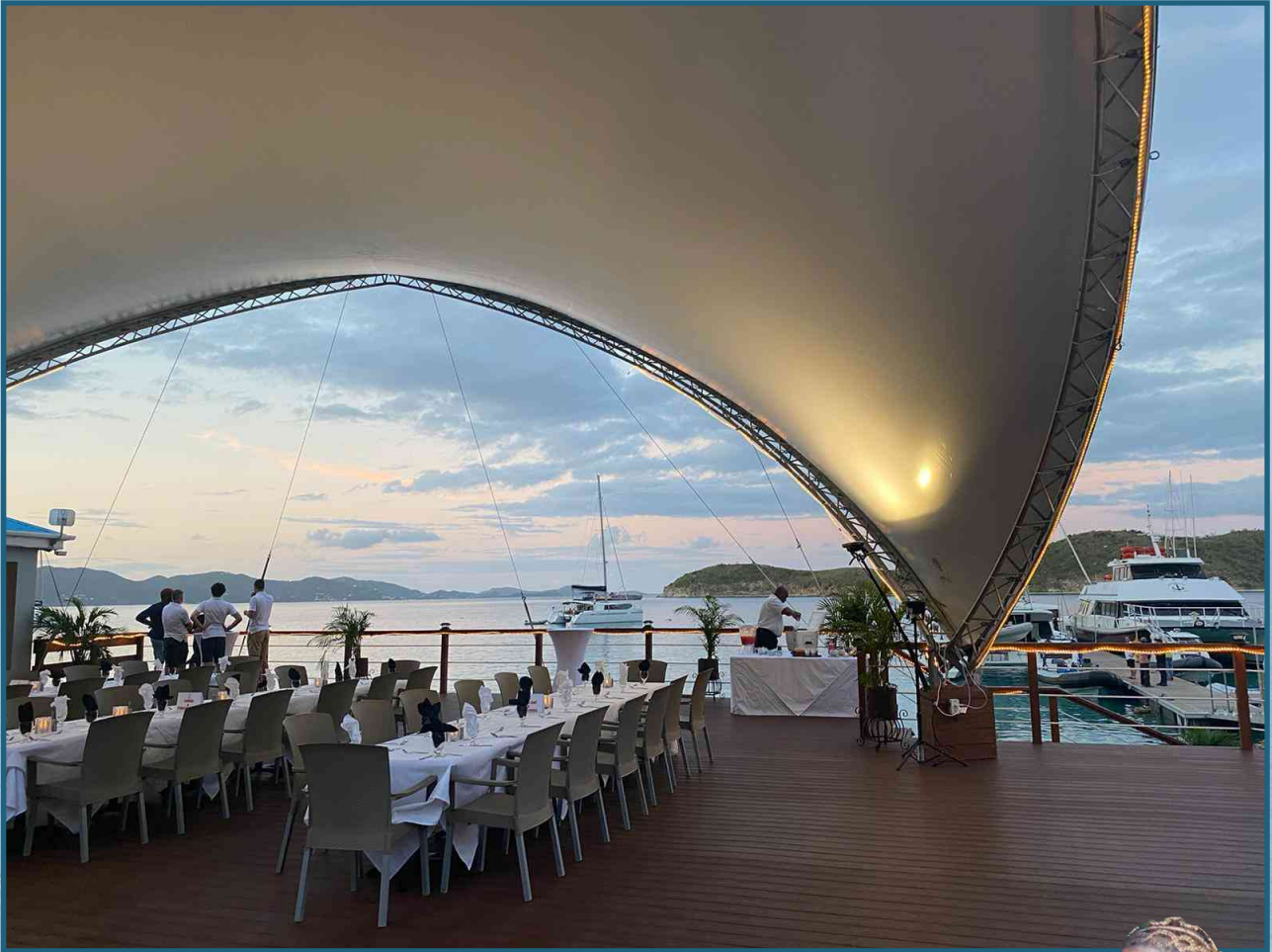
Saba Rock, Virgin Gorda

The **Saba Rock** facilities were also destroyed by Irma and have been beautifully refurbished and reopened two years ago. It was an exciting new overnight stopover for High Point in 2022. It has been a haven for yachties, divers, and kite boarders for more than 50 years and is just a short distance from Bitter End Yacht Club and well worth a visit for drinks, dinner or just to explore the shops.



There is even a museum which is open from 8am until 10pm, 7 days a week.

Great Harbour, Peter Island



For our final night, we will hold our prize-giving evening at the [Oceans 7 Yacht Club](#) in the west part of the bay on [Peter Island](#). Some of us will moor on the pontoons to access the venue and the rest will anchor nearby.



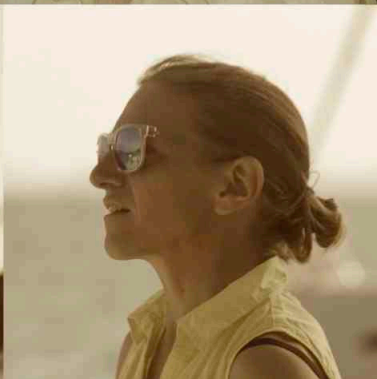
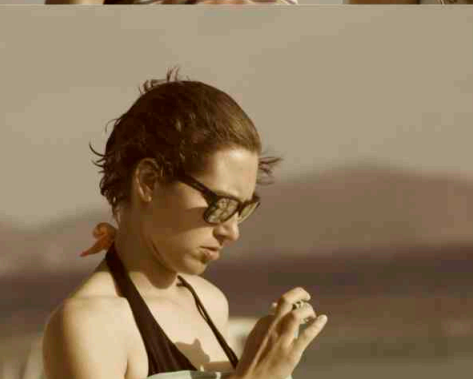
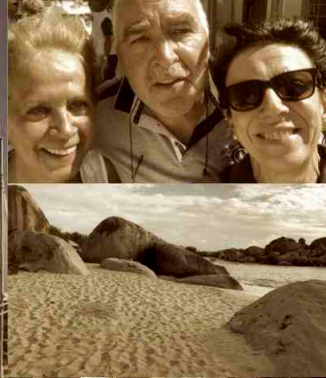
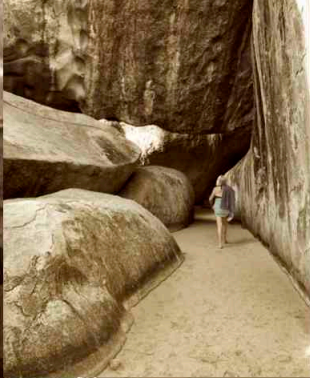
Crew Presentations

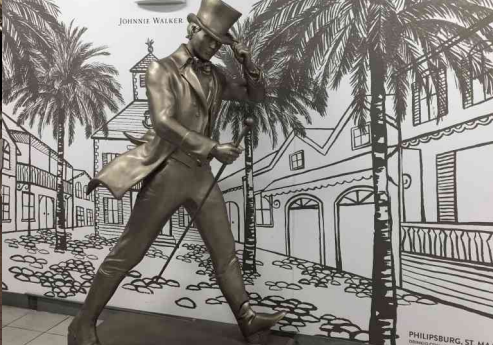
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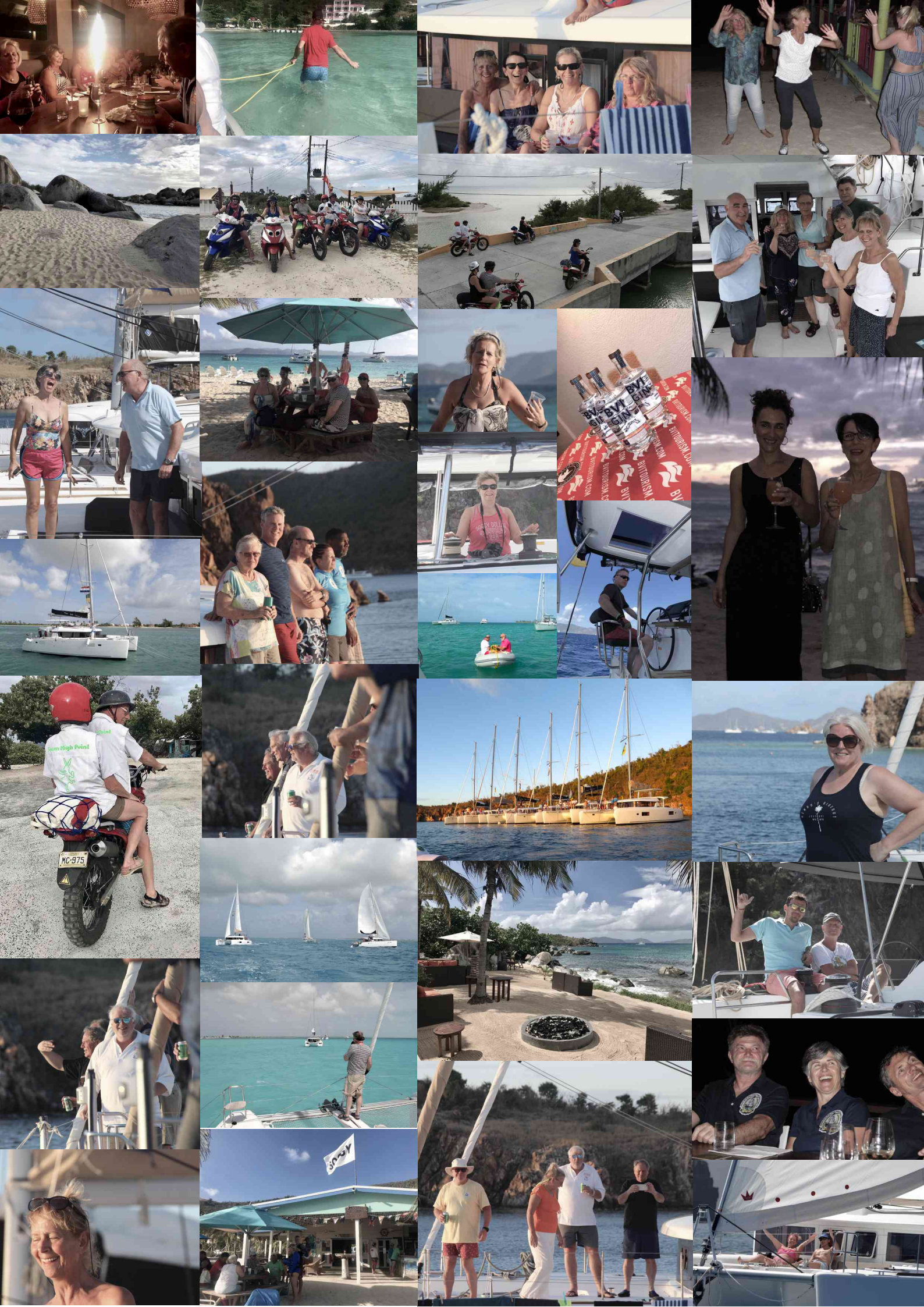
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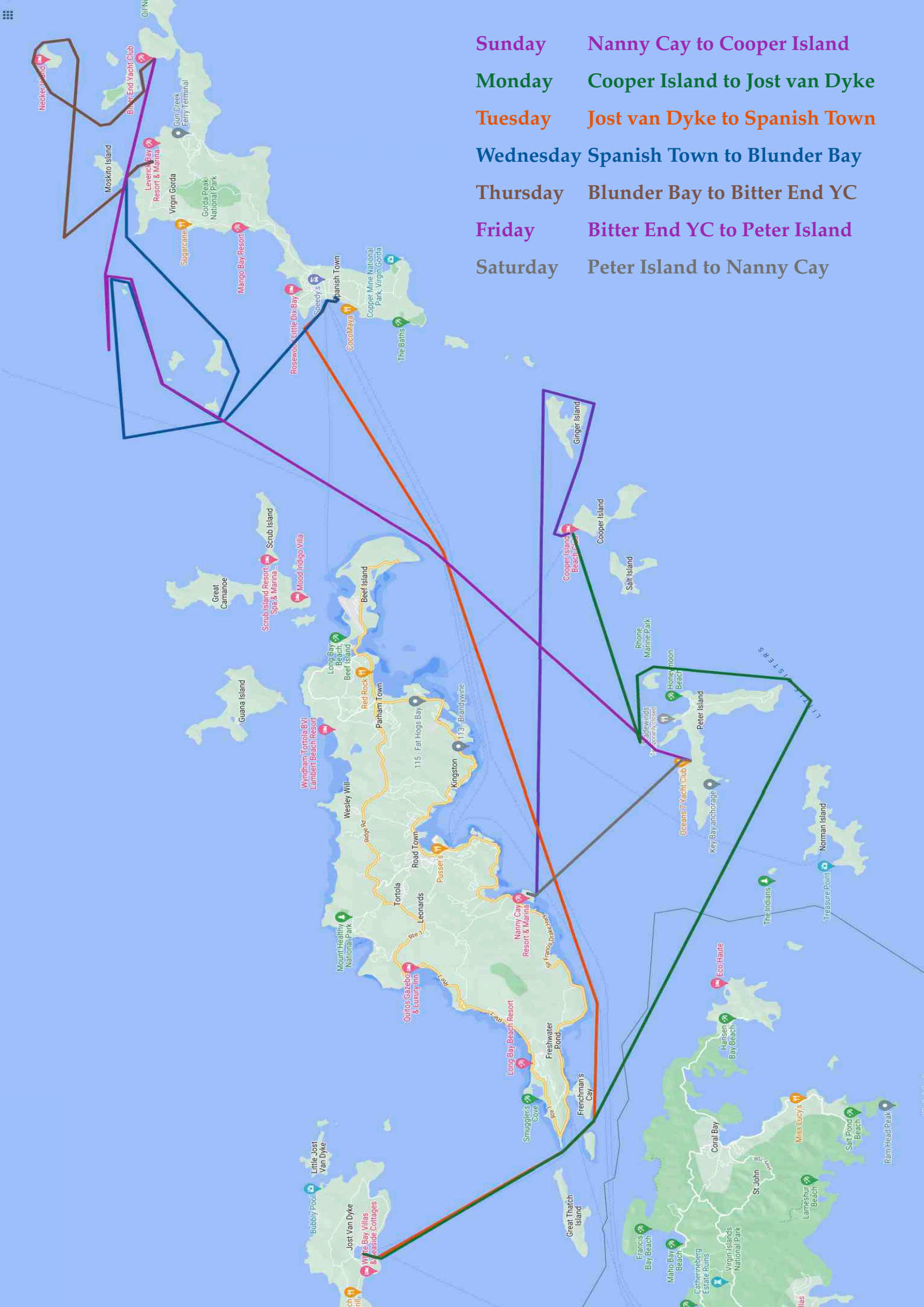






Notes

To be updated



Sunday Nanny Cay to Cooper Island

Monday Cooper Island to Jost van Dyke

Tuesday Jost van Dyke to Spanish Town

Wednesday Spanish Town to Blunder Bay

Thursday Blunder Bay to Bitter End YC

Friday Bitter End YC to Peter Island

Saturday Peter Island to Nanny Cay