



High Point YachtFest

Göcek, Turkey

23rd - 30th September 2023



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Introduction

Dear High Pointers,

Göcek was the first High Point venue way back in 2008. We love it for its relaxed ambiance, secluded bays and fine cuisine as well as the friendliness all around and the natural tranquility you feel everywhere.



You can expect air temperatures to reach 30°C in the afternoon and drop to a perfect 20°C in the evenings and the sea will be a comfortable 25°C. Rain is 3mm for the whole of September so bring sun cream and leave umbrellas at home.

Our week starts with the Welcome party at the Joy Restaurant in D-Marin marina on Saturday evening. It will be very informal and is your chance to catch up with old friends and get to know the newcomers.

After a 9 am skippers' briefing on Sunday morning, we will sail south to Gemiler and anchor on the north side of the island. This is a beautiful spot for a swim and a walk up the island for some exercise and photos of the amazing scenery. It will be a relaxing evening and an opportunity for team bonding with any new crew members.

On Monday we will head to Zeytin, which is a fantastic restaurant in the west part of the bay. On Tuesday we visit Fethiye where you can stock up for Gourmet night and the rest of the week and do some sight-seeing. The fish market is always fun and interesting to visit but there are lots of other tourist attractions there and, of course, many great restaurants. Boynuz Bükü is ideal for Gourmet night so that is where we will go on Wednesday, hopefully on pontoons but it is sheltered enough for rafting up if we have to. The pontoon will be discounted by €20 for boats that have breakfast in the restaurant. Thursday night will be a relaxing one at Amigo Restaurant to recharge after Gourmet night so as to be full of energy for the last night of High Point week.

The week concludes with the prize-giving which will be held at Nen Restaurant and pool bar on the Göcek seafront, a short walk from our marinas.

Sasha and I love organising this unique event. I will be your Race Officer for the week, and look after all the sailing aspects. Sasha organises everything else, including sourcing the boats, organising the venues, sponsors, transfers and everything else. Our crew also provide extensive support throughout the week.

Bon voyage and stay safe and well,

John & Sasha



About High Point

Where it all started

Sasha and I had so enjoyed organising the 70 yacht regatta, Engineering Challenge Cup, in Göcek, Turkey in 2007 that we started our own regatta series the very next year in Göcek. 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 for monohulls.

High Point YachtFest has now been staged in Göcek (2008, 2014, 2018), Trogir (2009, 2013, 2017), Portisco (2010, 2011, 2016, 2022), Sicily (2012), Cagliari (2019), Athens (2015) and Biograd (2021). 2023 marks our 15th anniversary and our 15th event in the Med.

2019 was our first venture to the Caribbean and our first using catamarans. It was a great success and subsequent events built on that, despite the global pandemic causing the 2021 event to be postponed. The 2023 event was our fourth Caribbean event on catamarans. In March 2024, we will be sailing in the new area of the Caribbean, from/to Martinique, including St Lucia too.

We are always ready to welcome newcomers to these two events so if you know anyone who might be interested, please introduce them to us.

2023 Fleet and Results Table

For 2023, these are the participating teams and you can fill in the table below to follow the results as they emerge during the week.

The overall position ("Pos") is based on the sum of each team's daily positions ("Σ"), minus the worst result ("-") (if at least 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.

Team	Yacht		R1	R2	R3	R4	R5	R6	Σ	-	=	Pos
John Hall Hall	Bavaria 51c	Bamboo										
Steven Visser	Dufour 470	Happiness										
JJ Auffret	Sun Odyssey 49	Señorita										
Denis O'Brien	Bavaria 46c	4 Friends										
Lutz Weise	Bavaria 46c	White Cloud										
Matthew Slatter	Bavaria 46c	Palolem										
Dave Brewster	Bavaria 46c	Dorabella										
Claude Berteaud	Bavaria 46c	Adina										

These are the overall results from previous years.

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2021	2022	2023
Location	TUR	CRO	ITA	ITA	ITA	CRO	TUR	GRE	ITA	CRO	TUR	ITA	CRO	ITA	TUR
	Göcek	Trogir	Portisco	Portisco	Sicily	Trogir	Göcek	Athens	Portisco	Trogir	Göcek	Cagliari	Biograd	Portisco	Göcek
Participants	4	3	4	9	13	11	10	10	12	9	9	9	7	15	8
John Hall Hall	14	3	1	3	5	12	2	5	3	1	8	3	1	3	6
Martin Suter	7	1			8	7	9	4		5				14	
Duncan MacPhee	3	2			6	2									
Berthold Schultz	1	4													
Spyro Sorotos	2		2		5										
Evert Rouw	2		3			3									
Carolyn Krijnse Locker	11			1	1	3	5	8	1	3	5	1	2	1	
Colin Ford	9			2	4	1	8	3		11	2	6	6		
Ernesto/John/Zoran	4			4	9	11	10								
David Brewster	11				3	4	11	2	5	6	1	2	8	2	1
Philip Young	7				2	9		1	2	8	7	4			
Vilmos Thomazy	3				7	9				12					
Steven Visser	10					6	6	10	9	10	3	9	5	6	8
David Barlow	5					8	1	9	10	2					
Jacquie Milne	1					13									
Denis O'Brien	9						4	7	7	9	8	5	4	5	2
Gunnar Stein	1						7								
Keith Hale	4							6	6	7			9		
John (nhoJ) Yates	6								4		6	8	7	4	11
Nigel Bradley	1							7							
Jak James	6									4	4	7	3	7	15
Jaap van Dijk	1													9	
Emma Righton	1													13	
Steven de Geest	1													10	
Johan Wolthuis	1													7	
Alan & Bernie	1													12	
Lutz Weise	1													3	
Wout Touw	1													4	
Jean-Jacques Auffret	1													4	
Claude Berteaud	0														
Matthew Slatter	0														

Sailing Information

Safety

This is our precious holiday and we are here to enjoy every second of it. An accident or illness can spoil more than your whole day, week or year, so please put safety first at all times.

Each participant should make sure their skipper is aware of any relevant medical issues, such as diabetes, epilepsy or heart condition. Prescription medicines are not easily available during the week so check everyone has what they need for the whole week.

From a sailing perspective, 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 briefing your crew about gas safety, MOB procedures, 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, all without prompts from other crew members. Each crew member should also know where to find their charter company contact details (without the skipper's help).

Skippers' Briefings

There will be a skippers' briefing each morning at 9am at a nearby cafe or on the rabbit boat, Bamboo. The skipper and one other from each yacht is welcome. The purpose is to explain the course for the day, publish the previous day's results and explain the berthing arrangements at the end of the day. Everyone is welcome to raise other topics, particularly concerns or suggestions as this is our main forum for feedback.

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 the courses and it is the skippers' responsibility to avoid hazards by navigation. Beware of rocks near islands, headlands or anything else along the route.

Courses are defined in the Daily Schedules below. The words describe the course and waypoints are placed near marks to be rounded but are not themselves course marks.

[This link](#) will open a Google Map and enable you to look at the courses more closely. You may be able to export from Google Maps directly into your sailing app but be aware that the course details will change to suit the weather forecast on the day.

Anchors & Spinnakers

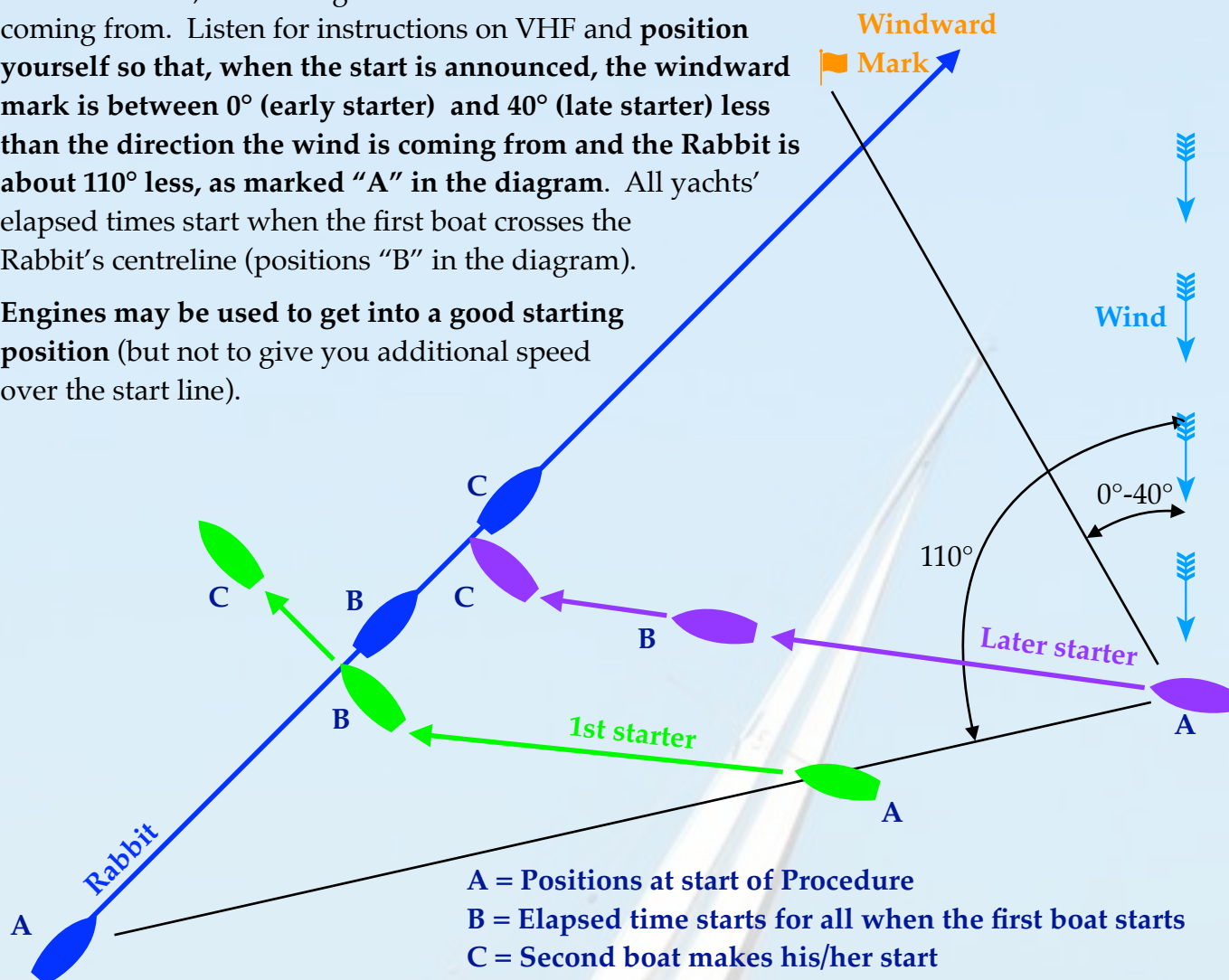
Anchors should be kept at the bows, ready for mooring. Spinnakers, cruising chutes, jib poles and boat-hooks are not to be used for racing. We race using "white" sails only.

Start Procedure

The start procedure requires each yacht in turn to cross on starboard close behind the Rabbit, Bamboo, sailing close-hauled on a steady port tack.

Before the start, make a regular note of the direction the wind is coming from. Listen for instructions on VHF and **position yourself so that, when the start is announced, the windward mark is between 0° (early starter) and 40° (late starter) less than the direction the wind is coming from and the Rabbit is about 110° less, as marked "A" in the diagram.** All yachts' elapsed times start when the first boat crosses the Rabbit's centreline (positions "B" in the diagram).

Engines may be used to get into a good starting position (but not to give you additional speed over the start line).



The fleet should approach the Rabbit on a beam or close reach spread out along a line, so that the **rabbit bears $\sim 110^\circ$ less than the wind direction for all boats**. After starting, each yacht will round the upwind mark, normally 1 or 2 NM upwind of the general starting area.

To keep the starts clean, allowing each yacht plenty of space to get a good start and to be able to put in an early tack if they wish, it is important that the fleet approaches with **at least several boat lengths between each boat**. All boats must start before the Rabbit has to tack to avoid over-standing 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 with a 360° turn and, if necessary, a time penalty as well, to be certain no advantage was gained by starting late.

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 your 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 boats crossing the line in front of and behind you.** Please relay this information by WhatsApp or VHF and hand your written declaration to one of us on the Rabbit as soon as convenient ashore. Normally results will be based on declarations by WhatsApp or VHF but I may need to use the written papers to check as there are occasionally inconsistencies, so please note anything that could help with that.

The time limit for each leg will be 18:00, except on Gourmet and Prize-giving nights when it will be 16:00 to allow time to get ready for the evening and for refuelling and checkout.

Time Correction Factors

Time correction factors (TCFs) will be established based on performance using white sails only and will be published no later than during the first skippers' briefing.

Penalties and Protests

The normal penalty for breaking a rule will be a 360° turn 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. 360° penalties must be taken before the finish and without making other yachts alter course. A yacht may protest another yacht by voice or by VHF. If the protested yacht accepts the protest he may exonerate himself by making a 360° turn. If he does not accept the protest, we can discuss it after the race and he will be disqualified if found to be in the wrong.

Position Coordinates and Units

Position coordinates are given in the format **N dd° mm'.mmm' W dd° mm.mmm'** and, like Navionics, use WGS 84 datum. Hard copy charts on the boats may use a different datum, so it is worth checking if you will use those for accurate positioning.

Distances are given in nautical miles (NM). For daily courses, the first distance is the total distance between that day's stopovers and the second figure is the approximate course length.

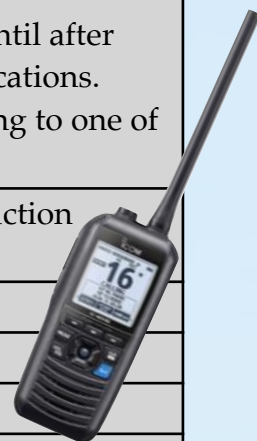
Waypoint Descriptions

Navigation marks are abbreviated; IDM = Isolated Danger Mark, NCM, WCM, ECM and SCM are the four cardinal marks, PHM = Port Hand Mark and SHM = Starboard Hand Mark.

VHF Radio

These are the channels that you will need during the week:

Channel	Purpose
CH16	Distress, safety and emergency calling. Inform HPYF on CH77 before calling the coastguard or asap after if it is an emergency. When calling CH16, always switch to a working channel after initial contact.
CH77 (or 06 if 77 is busy)	HPYF Fleet Instruction Channel. This channel is to be monitored by all HPYF yachts from 08:30 until after mooring up for the night. It will be used for all HPYF communications. Also use this channel to call another HPYF yacht, before switching to one of the HPYF working channels.
CH08 or 72	HPYF working channels. To be used after contact on Fleet instruction channel.
CH73	D-Marin Göcek marina.
CH69	Marintürk Göcek Village Port marina.
CH73	Fethiye Marina
CH67	Weather broadcasts



On Sunday morning we will have our first and only planned VHF radio check shortly after the first skippers' briefing. 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 be ignored as I am not good at multi-tasking!

If possible, we strongly recommend bringing at least one hand-held VHF radio per boat. Your charter company may also provide one, if asked. Make sure it is set to "INT" rather than "USA" channels.

HPYF Flags

Each yacht will fly the HPYF flag (as high as reasonably possible) on the starboard backstay, with yellow at the bottom, like the Ukrainian flag.

Daily Schedule

Saturday, 23rd September - Göcek

The nearest airport is Dalaman which is a half hour drive from Göcek. Upon arrival, see your charter company and try to agree a suitable check-in time, early enough to be on time at the Welcome party. There are several supermarkets near the marina where you can do your initial yacht provisioning. On Tuesday we will be sailing to Fethiye which has well stocked supermarkets too, so in Göcek you only need to stock up for a few days.

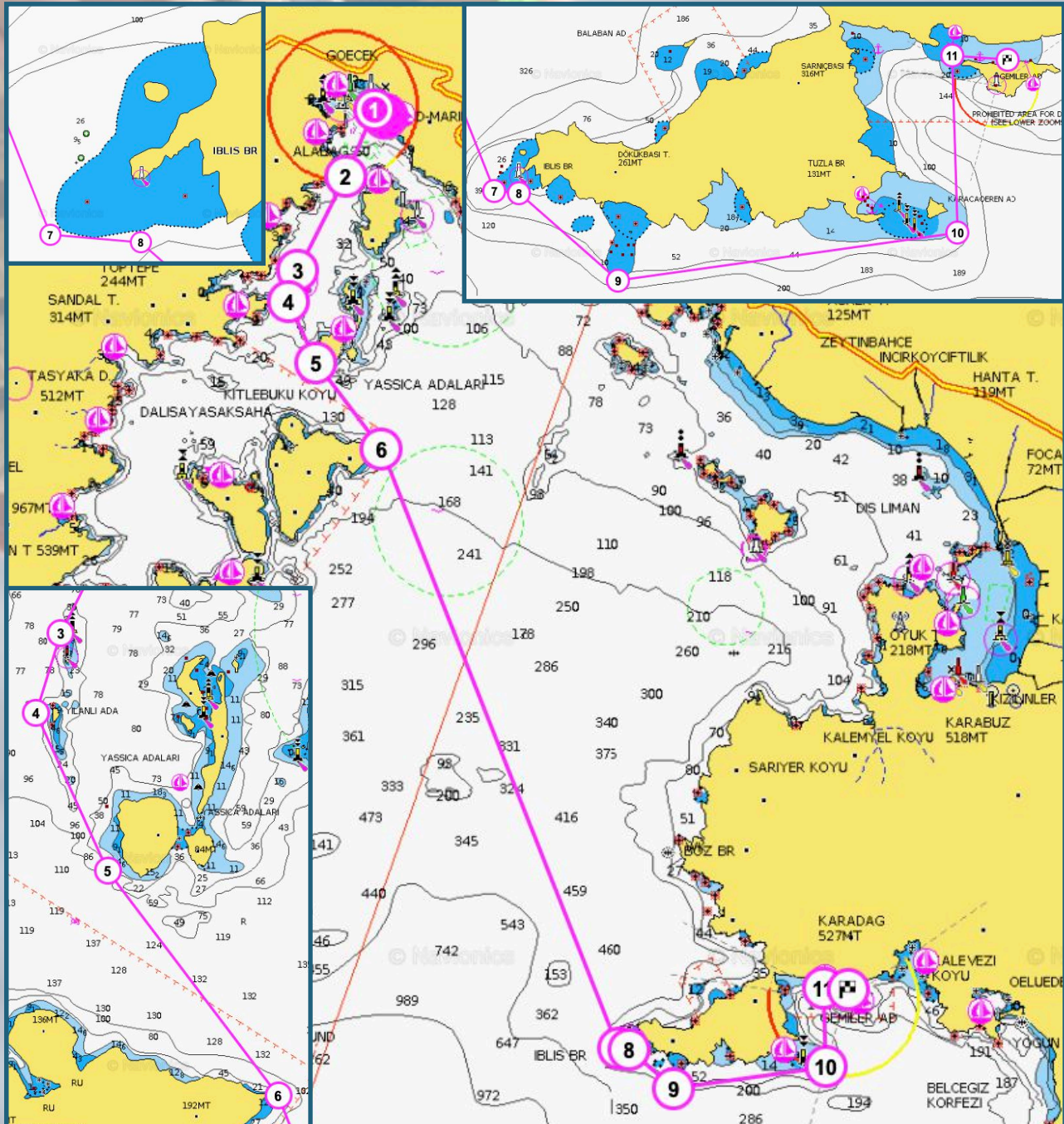
The welcome party will be in Joy Restaurant in D-Marin Marina. Full details will be provided in the final edition of this Log Book.



Sunday, 24th September - Göcek to Gemiler (18.2, 11.5 NM)

One of the many navigation marks or islands near and east of WP3, WP4 and WP5 will be used as our upwind mark, being rounded to port or starboard depending on the wind direction. The finish will be near WP8, when the beacon north of WP8 bears 0. WP7 is not a course mark.

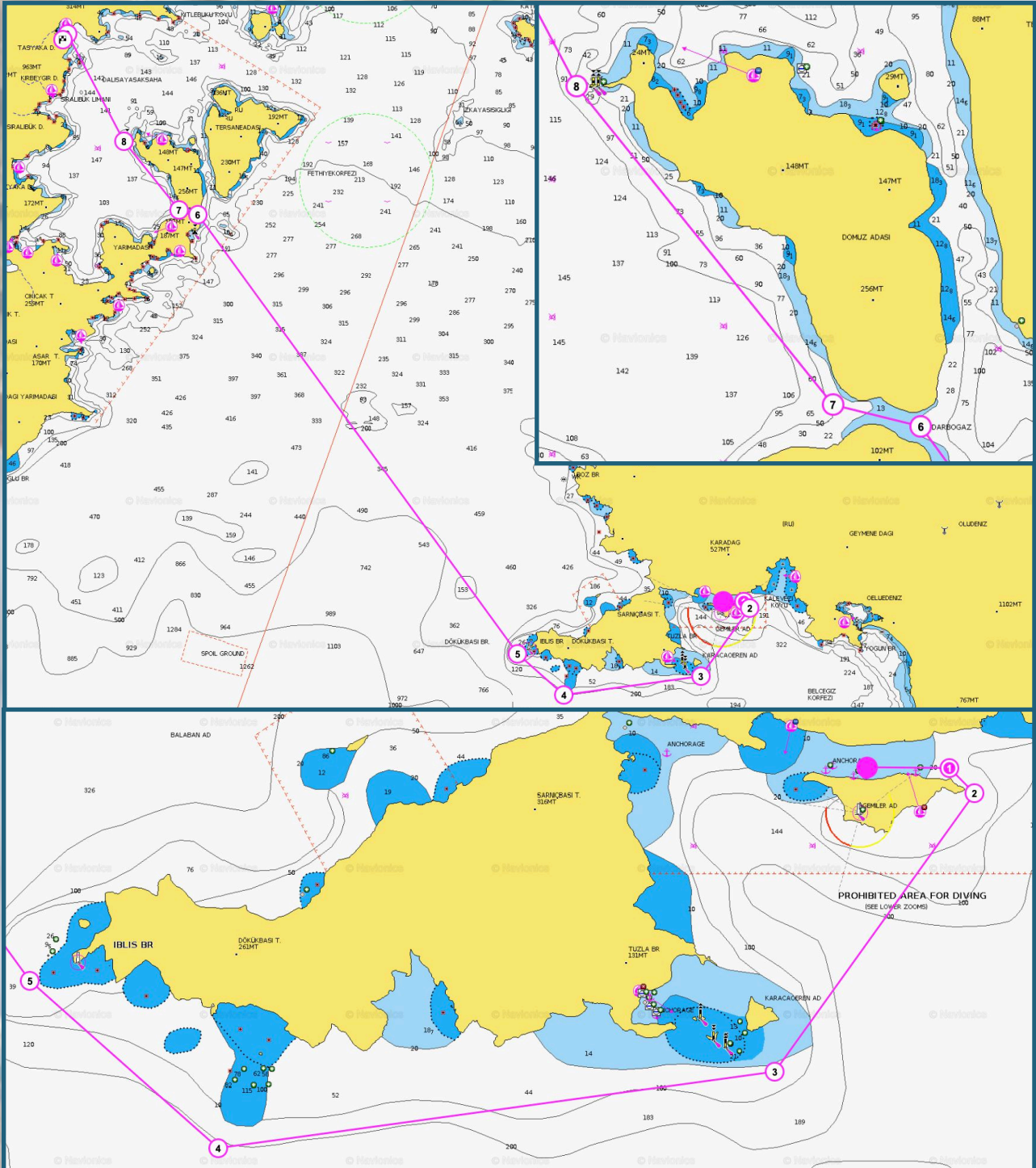
We will moor up on the north side of Gemiler using bow anchors and stern lines ashore.



Monday, 25th September - Gemiler to Zeytin (16.1, 10.5 NM)

The start for Monday's course will be downwind of WP4 or WP5 and, after leaving Domuz Adasi to starboard the finish will be when the WCM near WP8 bears 90°.

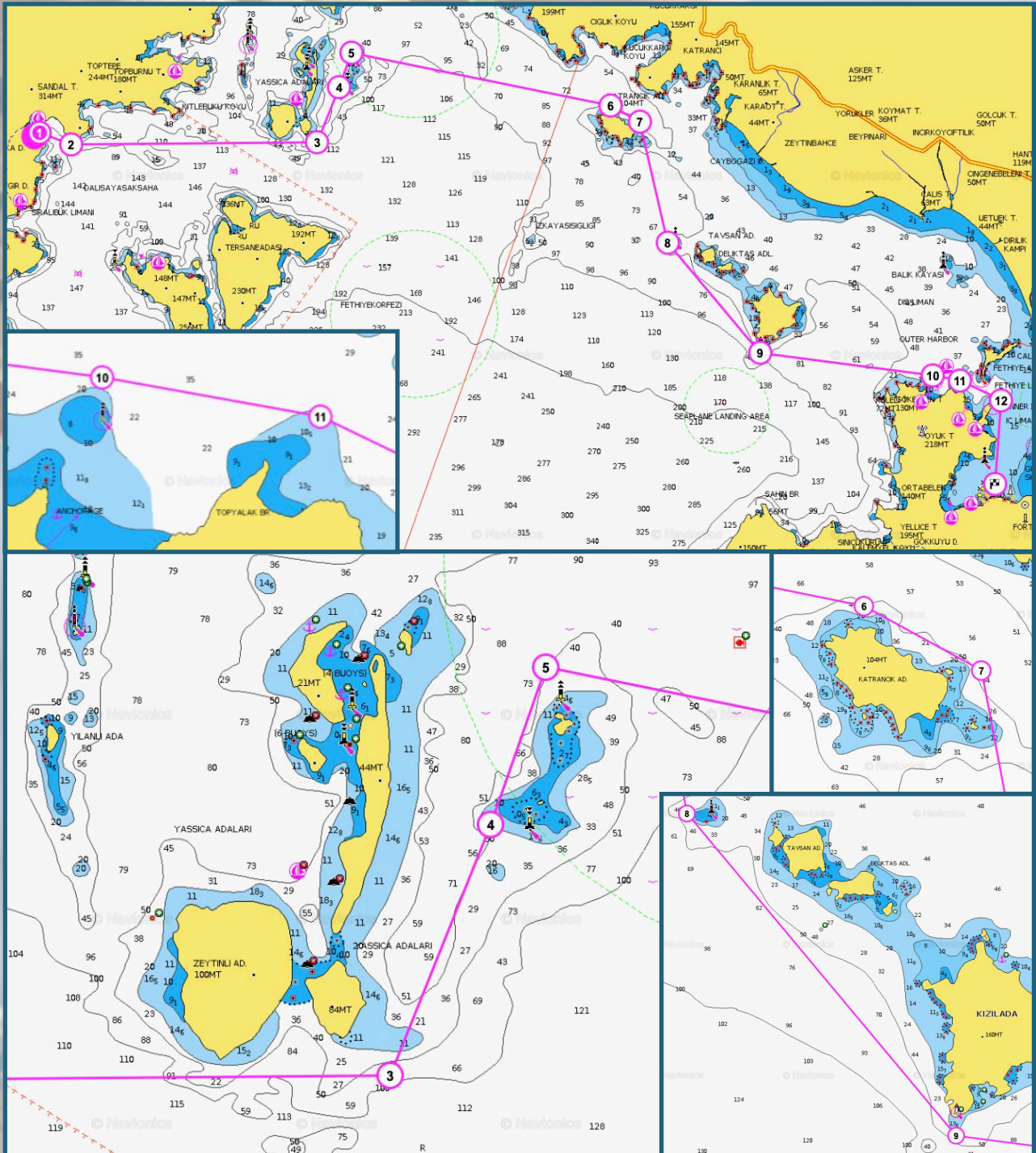
We will moor up at the Zeytin restaurant at **N 36° 41.601', E 28° 51.964'**, either on pontoons or at anchor nearby.



Tuesday, 26th September - Zeytin to Fethiye (15.1, 9.2 NM)

The upwind mark will be the SCM near WP4 which, together with the NCM near WP5 are to be left to starboard. Leave Katrancik Adasi near WP6 and WP7 to starboard and keep clear of rocks S of WP7. Leave IDM near WP8 and Kizilada Adasi near WP9 to port and finish when NCM near WP10 bears 200°. Alternative early finishes may be when the IDM near WP8 bears 70° or when the beacon near WP9 bears 0°.

We will stay in Fethiye Marina overnight giving you the chance to explore this lovely city, do some shopping for Christmas and find the ingredients missing for your Gourmet dinner recipe.

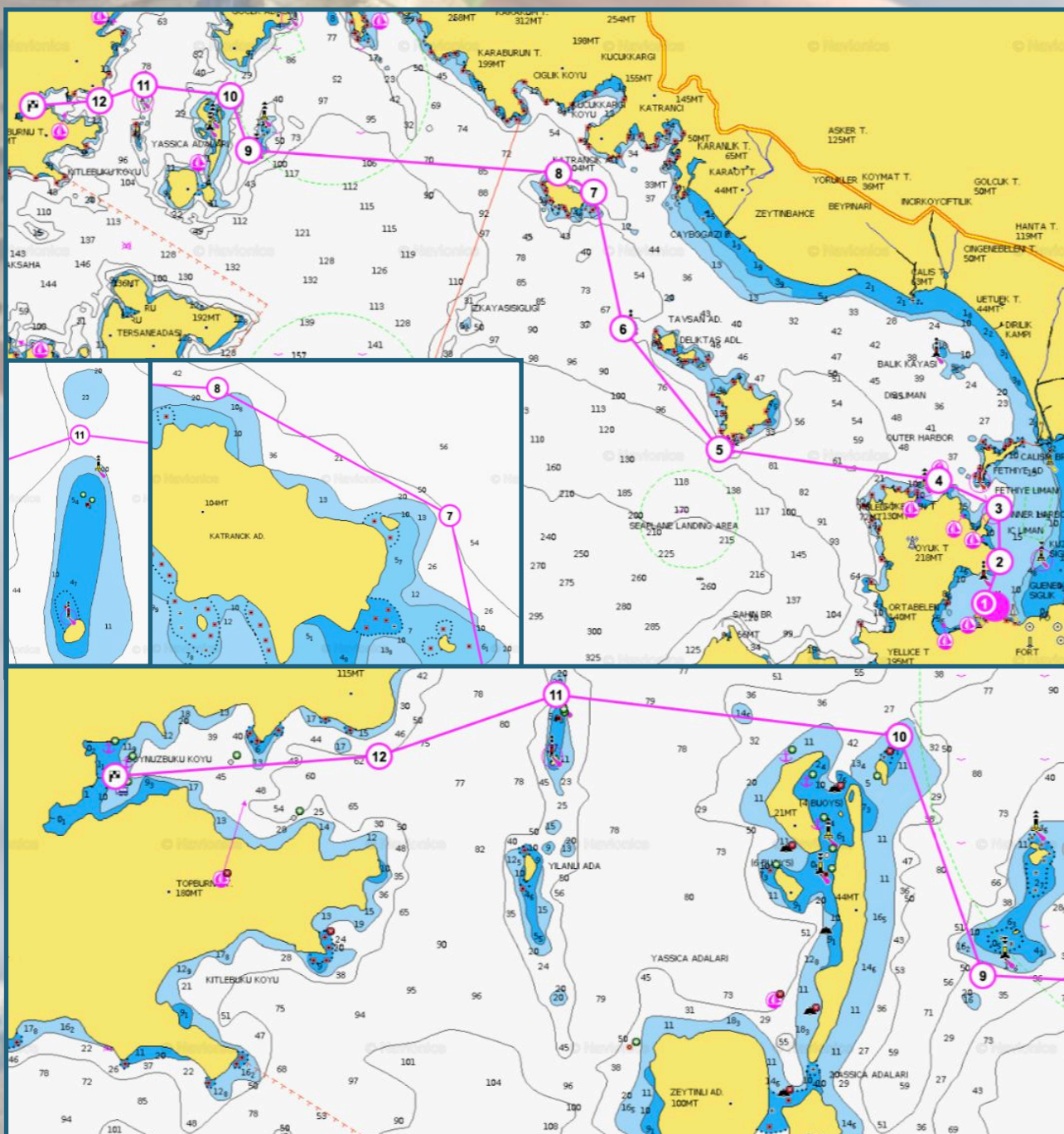


Wednesday, 27th September - Fethiye to Boynuz Bükü (13.5, 8.2 NM)

The course will take us past our upwind mark near WP5, Kizilada Adasi (S). After that it is IDM near WP6 (S) and Katrancik Adasi near WP7 and WP8 (P), **taking particular care to avoid the rocks near WP7**. Next pass the SCM by WP9 (S), small island near WP10 (P) and finish when NCM south of WP11 bears 180°. Race time limit will be 16:00.

We will berth on the restaurant pontoons at Boynuz Bükü at **N 36° 42.696', E 28° 53.711'**.

As we are not dining there, we will be charged €50 per boat or €30 if we have breakfast there. This is our venue for Gourmet night, where each boat makes their favourite dish for dinner and share it with all participants. One boat will win the Gourmet prize for best dish or combination of dishes. This is also your chance to make music and dance and ensure Gourmet night is the high point of High Point week.

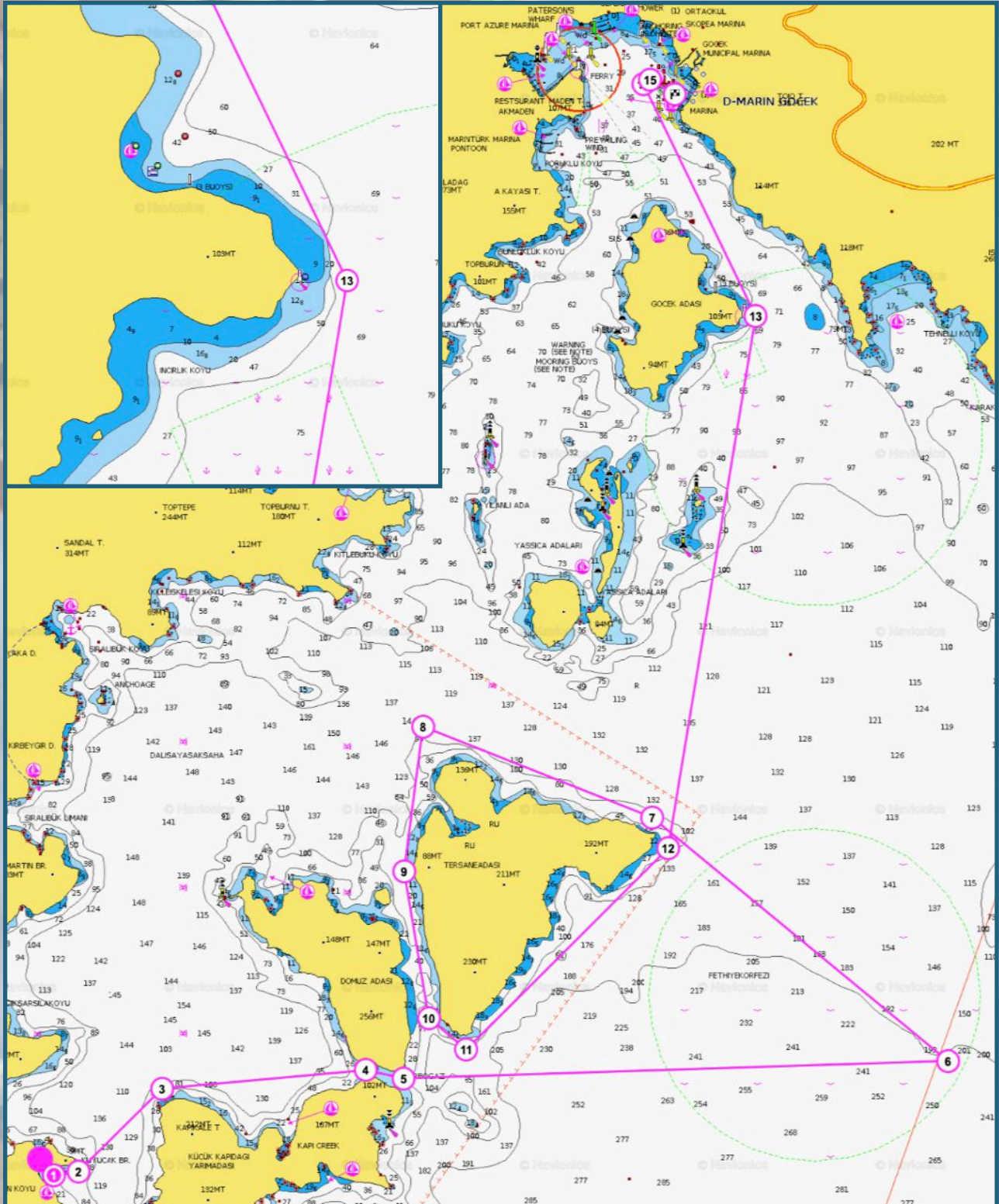


WP3 will be the start area after which all the islands and navigational marks within the loop made by WP's 4-10 are to be left to starboard and the finish will be when the WCM near WP11 bears 120°. If there are two WCMs, use the first.

Friday, 29th September - Amigo to Göcek (18.1, 10.7 NM)

The course will involve a start downwind of WP7, round Tersane Adasi to port then finish when the beacon on the eastern-most tip of Göcek Adasi near WP13 bears 270°.

Race time limit will be 16:00 to give everyone time to get glammed up for the prize-giving, details of which will be provided in the final edition of this Log Book.



Crew Presentations

Each yacht is asked to kindly provide a single page A4 sized PDF file to introduce the crew. The presentations will be included in this section of the Log Book

Ideally each presentation will show the boat name, skipper and, for each crew member, their name, a photo and maybe even a brief profile.

Let your creative juices flow.....





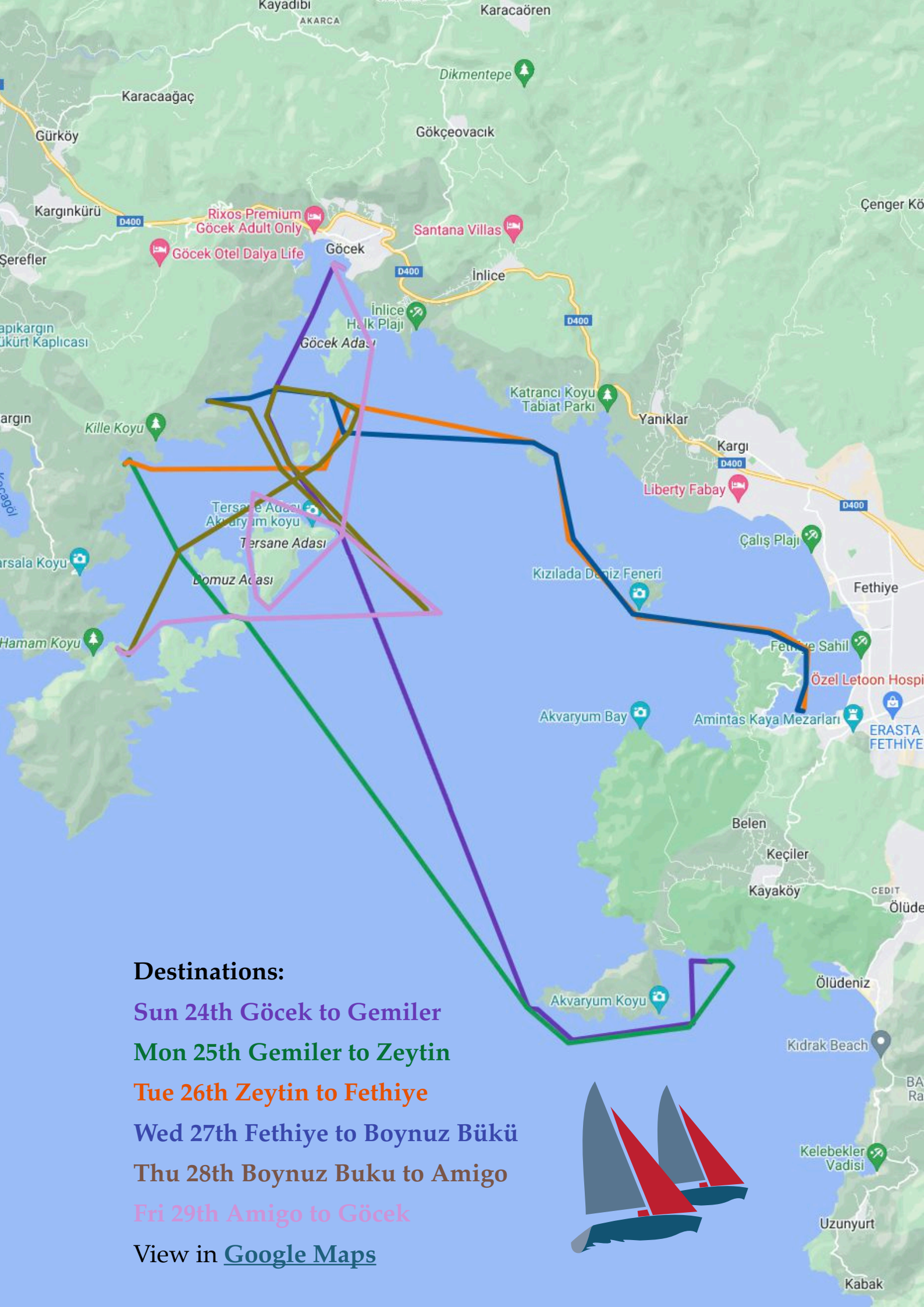






Notes

[illegible]



Destinations:

Sun 24th Göcek to Gemiler

Mon 25th Gemiler to Zeytin

Tue 26th Zeytin to Fethiye

Wed 27th Fethiye to Boynuz Bükü

Thu 28th Boynuz Bükü to Amigo

Fri 29th Amigo to Göcek

View in [Google Maps](#)

