

71ST ANNUAL



NEWPORT TO ENSENADA
INTERNATIONAL YACHT RACE

Presented by Los Angeles Times

APRIL 27-29, 2018

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A Welcome from the Mayor of the City of Newport Beach



Marshall "Duffy" Duffield
Mayor of Newport Beach

The City of Newport Beach considers the Newport to Ensenada International Yacht Race, or the N2E as we've come to affectionately refer to it, as one of the community's signature events and a key part of the city's nautical heritage.

We're honored to once again co-host the race with our friends in Ensenada, Mexico and to warmly welcome the professional racers, recreational sailors, sailing enthusiasts and spectators who come to Newport Beach to be a part of this seven-decades-old racing tradition. We hope you enjoy your stay and return to see us soon.

Race week is a special time in Newport Beach. Locals and visitors gather to enjoy the fun-filled days leading up to the race as the visiting boats arrive and special events get underway. The

festivities culminate on race day as thousands of spectators flock to the coastline to watch hundreds of boats take off on the 125-mile journey. It's quite a sight.

Race support, as well as the numbers of entries, continues to be strong thanks to the outstanding efforts of the Newport Ocean Sailing Association. We appreciate the efforts of everyone involved in this year's event and look forward to many more years of classic, ocean racing with the Newport to Ensenada International Yacht Race.

Sincerely,

Marshall "Duffy" Duffield
Mayor of Newport Beach

About the Cover Artist

Carole Boller, the artist who painted "Sailors Delight", said she hopes her art conveys the sensation of sailing; and viewers can feel the wind in their faces.



This is the third time NOSA officials have commissioned Boller to create the race's annual artwork. The organization believes it is important that a local artist be chosen since the race is embedded in the history and culture of Newport Beach.

Boller grew up in the Midwest, got her pilot's license and graduated from the Art Institute of Chicago with a Masters of Fine Art before moving to Newport Beach. So enamored by sailing, she bought an Islander 32 and became a part of the local sailing community.

A long-time N2E volunteer, Boller will be working this year at events like the VIP Skipper's Reception before the race. For more information about the artist, upcoming exhibits or classes, please visit BollerArt.com.



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A Message from Commodore Daniel Hodge Racing and Comradery; it's What N2E is All About

Daniel Hodge
NOSA Commodore

Thank you, sailors, for joining us as we take to the ocean and celebrate the 71th running of the Newport to Ensenada International Yacht Race.

After 70 years of racing, we have proudly developed traditions that run deep in the hearts and memories of tens of thousands of men and women who have sailed N2E and shared in the spirit of on-the-water competition and fellowship ashore.

While we are dedicated to upholding traditions, we are also tasked with keeping up with changing wants, needs and goals of Southern California's sailing community.

For N2E 71, we are proud to offer coastal sailors the opportunity to race the Border Run Course to San Diego and a new short course to Dana Point designed to attract new sailors and provide opportunities for those sailing smaller, modern rocket-like dingy and keelboats. I extend my sincere and deepest gratitude to our partners at Silver Gate Yacht Club and Dana Point Yacht Club for helping us establish these new courses.

As a result, we anticipate a great deal of excitement on the water April 27 as sailboats participating on all three courses converge for the 11 a.m. start off the Balboa Pier.

No matter where spectators are this year, there will be no excuse for missing the start as we'll be broadcasting on-the-water action via drone to the N2E Facebook Page. Following the start, race enthusiast around the world can watch each boat's progress thanks to YB Tracking, also new this year.

Be sure to track HL Enloe's *Mighty Merloe*. N2E's record for best elapsed time is the only major SoCal race the 60-foot ORMA, its crew and 82-year old owner have not broken. After a fun day taking juniors for rides, the towering trimaran will be Ensenada bound in hopes of besting the 5:17:26 record set by Tom Siebel's 70-foot ORMA, *Orion*, after a 2016 dual.

Steve Meheen is also looking to break a record – his own. On his first N2E in 2016, Meheen's 63-foot Richel Pugh, *Aszhou*, set a new monohull record with a time of 9:35:34. This year, he's stepping up his game bringing *Cabrón*, an 80-foot Botin, on its first official California race.

But before skippers and crew set sail, we sincerely hope that participants will join us at events designed to thank racers for their participation; like the epic kickoff party hosted Thursday night at the American Legion Yacht Club and the Skipper's VIP reception. Our fundraising efforts at the reception make a visible difference for an Ensenada school for autistic children.

After a hard-fought race The Hotel Coral and Marina will enable sailors to catch up on sleep in a beautiful room, recover with the help of a spa treatment or enjoy a fine great meal.

During your stay in our partner city, BajaRama offers complimentary shuttle bus service from the hotel into charming Ensenada and back. We hope you'll take some time to explore the shops, restaurants and activities this thriving and gracious city offers.

If you are staying longer or looking for an adventure, please join our winery tour on Monday.

Much of the fun and all of the swag NOSA provides our racers is thanks to our generous sponsors. I'd like to thank each one for their valuable contributions especially the LA Times, City of Newport Beach and the City of Ensenada that affords us the freedom to continue our mission of creating unforgettable sailing experiences for our valued sailors.

When it comes to expressing gratitude, the NOSA volunteers – the hardworking foundation of the organization; cannot be praised enough. I am very honored to have worked with all these dedicated individuals.

One of the most amazing aspects of every N2E is that there's something unique and special about each race. We look forward to hearing everyone's story and celebrating your individual milestones upon your arrival in Ensenada. See you there.

Sail safe.

Daniel Hodge
NOSA Commodore 2017



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our city and it's valleys await for you.*

Do you plan to visit our city soon? **Hotel Coral & Marina**, is the best option of lodging to live a unique experience. Each of it's rooms have a awesome view of the Pacific Ocean and landscapes of it's beautiful marina worthy of a postcard.

The city of **Ensenada** is located between two of the most important wine valleys, Santo Tomas Valley and Guadalupe Valley, where more than 85% of Mexican wines are produced. Do you want to know them?

Undoubtedly the Mexican wine route, is prodigious land where the culinary art and the excellent wines of the region make the perfect combination.

As part of the facilities for it's guests, through it's exclusive transportation service **Coral Express** offer excellent tours to the wine houses of your choice. Also do not forget to visit the grand wine cellar of **BC Bistro & Cava**, the restaurant of **Hotel Coral & Marina**, which in addition to having a delicious culinary option, more than 150 wine labels are available.

Still not convinced? Because every adventure deserves a moment of relaxation, **Hotel Coral & Marina** also has an exclusive Spa, the ideal place to indulge yourself as you deserve with the best services, including indoor swimming pool, gym equipped with the best technology, sauna, steam, Jacuzzis and everything you need to spend an unforgettable day.

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Marco Novelo
Mayor of Ensenada

A Welcome from the Mayor of the City of Ensenada

Dear Yacht Racers:

The city of Ensenada is thrilled to host the 71st edition of the renowned Newport to Ensenada International Yacht Race to be held April 27-29, 2018.

As the Mayor of the City of Ensenada, I would like to extend my support and endorsement to NOSA and invite you to explore our beautiful city and tell you that our coastal town is home to an abundance of culture, recreation, gastronomic adventure and above it all, warm hospitality.

Ensenada also hosts several respected annual events that are internationally recognized such as your international yacht race. The SCORE International Baja 500 and 1000 off road races that start in Ensenada and are considered among the best in the world. For more than 38 years, thousands of cyclists have pedaled

along the coast during our biannual Rosarito-Ensenada Bike Race.

In this cultural and educational hub, you'll also find museums, historic buildings, world-class artist performances, respected universities and scientific research centers.

After exploring Ensenada, we think you will understand why all our residents both local and foreign are so passionate about their hometown. Our proximity to the border, lovely temperate climate, dynamic culinary scene, exciting events, and natural beauty make Ensenada and endless adventure.

Marco Antonio Novelo
Mayor of Ensenada



Ensenada
XXII Ayuntamiento

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NEWPORT TO ENSENADA INTERNATIONAL YACHT RACE Official Race Events

Saturday • April 21, 2018

Skipper packet pick-up – 2 p.m. to 6 p.m.
Official N2E 2018 apparel for sale.

Bahia Corinthian Yacht Club

1601 Bayside Dr, Corona Del Mar, CA
(949) 644-9530

Sunday • April 22, 2018

Skipper packet pick-up – 2 p.m. to 6 p.m.
Official N2E 2018 apparel for sale.

Bahia Corinthian Yacht Club

1601 Bayside Dr, Corona Del Mar, CA
(949) 644-9530

Monday • April 23, 2018

Skipper packet pick-up – 3 p.m. to 7 p.m.
Official N2E 2018 apparel for sale.

Bahia Corinthian Yacht Club

1601 Bayside Dr, Corona Del Mar, CA
(949) 644-9530

Tuesday • April 24, 2018

Skipper packet pick-up – 3 p.m. to 7 p.m.
Official N2E 2018 apparel for sale.

Bahia Corinthian Yacht Club

1601 Bayside Dr, Corona Del Mar, CA
(949) 644-9530

Wednesday • April 25, 2018

Skippers Luncheon at Bahia Corinthian Yacht Club – 11:30 a.m. MUST RSVP
Speaker, lunch, raffle and stories!
Speaker: Ullman Sails. Recognition of skippers having done the race for over 20 years. N2E 2018 apparel for sale.
Cost \$15 per person

Bahia Corinthian Yacht Club

1601 Bayside Drive • Corona Del Mar, CA
RSVP to Toni at 626-235-8129

Wednesday • April 25, 2018

Skipper packet pick-up – 3 p.m. to 7 p.m.
Official N2E 2018 apparel for sale.

Bahia Corinthian Yacht Club

1601 Bayside Dr, Corona Del Mar, CA
(949) 644-9530

Wednesday • April 25, 2018

VIP reception for boat owners, city officials, sponsors – 6 p.m. to 9 p.m.
MUST RSVP

Sterling BMW will again host a great party at their showroom. Recognition of skippers having done the race for over 20 years. N2E 2018 apparel for sale.

Sterling BMW

3000 West Coast Highway
Newport Beach, CA
626-235-8129

Thursday • April 26, 2018

Skipper packet pick-up – 3 p.m. to 5 p.m.
Official N2E 2018 apparel for sale.

Bahia Corinthian Yacht Club

1601 Bayside Dr, Corona Del Mar, CA
(949) 644-9530

Thursday • April 26, 2018

Pre-Race party for skippers and crew – 6 p.m. to 10 p.m.
American Legion Yacht Club will again host the Sail Away Party. Heineken and Tecate beer on tap, live music, taco bar, burgers, and more. Raffle prizes from N2E sponsors. Last chance to buy N2E 2018 apparel before Ensenada. Skipper packet pick up available at the American Legion, merchandise table from 6 p.m. to 9 p.m.

American Legion Yacht Club

215 15th Street • Newport Beach, CA

Friday • April 27, 2018

Race Start off the Balboa Pier from 11 a.m.

Saturday • April 28, 2018

Baja Playa Fiesta – 6 p.m. to 11 p.m.

Hotel Coral & Marina

A spectacular fiesta in honor of the 71st N2E race, sponsored by Hotel Coral. Lamb, pork and fish tacos with beans and rice. Firework show over the marina.

Sunday • April 29, 2018

Trophy Presentation at Hotel Coral & Marina – 2 p.m.

Sunday • April 29, 2018

For those going home by bus (same price as last year) Bus leaves at 5 p.m. Tickets will go on sale Sunday at 11 a.m. near Results at Hotel Coral. Cost \$50 per person.

Monday • April 30, 2018

For those staying over a few more days, there is a free Guadalupe Valley Wine Tasting Tour. Meet at 10:30 a.m. in front of Hotel Coral. Anyone wanting to stay longer than Sunday will have the NOSA rate at the Hotel & Marina for the balance of the week.

Monday • April 30, 2018

Extra bus service back to Newport Beach has been added for Monday. Bus leaves at 5 p.m. Tickets will go on sale Sunday at 11 a.m. near Results at Hotel Coral. Cost \$50 per person.





N2E introduces YB Tracking

Adding more safety and excitement to the 2018 race!

Raising the safety bar for the 71st annual Newport to Ensenada International Yacht Race while setting a new standard for the involvement of friends and family is what its new relationship with YB Tracking is all about, said Newport Ocean Sailing Association officials.

Racers on all three courses; the iconic 125-mile course to Ensenada, the new short course to Dana Point, and the Border Run course to San Diego will carry the trackers.

"We're all about safety first, but it's also an amazing opportunity for the sailing community and non-sailors see what this classic and storied race is all about," said NOSA Commodore Daniel Hodge. "It's a very exciting opportunity for N2E that also provided the race true international exposure. I'm really excited that NOSA has stepped up; not only to create more opportunities for racers but also for up-and-coming racers all the while garnering worldwide exposure for our sponsors."

For the high school and collegiate racers on the short course, YB Tracking will serve as a valuable learning tool. Racers can review the race data and analyze how to do better from a different perspective.

The move means N2E joins the like of other major sailing regattas like Transpac, San Diego to Puerto Vallarta Race, the Islands Race and even the Rolex Sydney to Hobart Race use YB Tracking.



"As a racer, I am very excited YB Tracking will be implemented for the 2018 Ensenada Race so that friends and family can follow the race as the boats head to Mexico. It will allow spectators to keep track of their favorite boats and gain insight into tactical decisions and overnight lead changes that usually go unnoticed," said Shaun Prestridge, a new NOSA board member. "Like many racers, I will be sharing a link to tracking page on my social media handles."

Race mapping can be accessed free of charge via a link posted on www.nosa.org before the race. As the start of N2E 2018 nears, a link will populate in the list of upcoming races at www.ybtracking.com. You can also download YB Tracking from the app store and follow the race on your mobile device.



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Just Fine, Mighty Merloe's Day Off

For the past few years, *Mighty Merloe*, championed by owner HL Enloe and his remarkable crew have been systematically checking off best elapsed time records in almost every long-distance California yacht race like they're running down a shopping list.

- SD to Puerto Vallarta ✓
- NYHC to Cabo ✓
- SoCal 300 ✓
- Islands Race ✓
- TransPac ✓

So, what's next for the *Mighty Merloe*? According to *Mighty's* longtime Sailing and Technical Team Member, Will Suto, the ORMA 60 is Newport Beach bound, for a playdate.

In what is becoming a mighty good tradition, the boat and crew will sail north from its San Diego home to spend much of April 26 inspiring children from Newport Harbor Yacht Club's junior program. It will be the third time that *Mighty Merloe* has spent the day entertaining and educating young sailors about the sport of big boat racing. About 20 of the NYHC's kids will have the chance to get out on the water and see what it takes to sail a record-breaking boat.

It's rare for the juniors to sail on large boats, much less a big fast trimaran like *Mighty Merloe*, said Suto. As long as the weather cooperates and there are no malfunctions or boat issues that need to be remedied before N2E's start on Friday, the plan is to take six of the young sailors out at a time.

Although the boat is large, the kids do not all go at once as the boat is quite sensitive to weight and weight distribution. And everyone wants a turn. Last year, the kids were all smiles;



Photos: Will Suto



driving the boat, grinding winches, and riding on the bow, said Suto. For safety purposes, the boat won't be run full out, but will certainly go fast enough to be fun.

Suto said that usually when sailing, the crew is focused on boat handling, performance, boat speed and racing. It's a nice chance for the hardworking team to have fun. "We love sailing our boat, so it is always special to share the experience, particularly with the younger generation," he said. Not only do the kids look forward to the sailing event, so do the crew and Mr. Enloe. At 82 years young, Enloe is considered a pioneer of multihull sailing in Southern California. "It seems especially poetic that he's making the effort to share the experience with the next generation," Suto said.

Suto hopes that the experience will inspire the novice sailors, some of whom might be sailing boats that are even bigger and faster in the future. With some exposure to the sport, you never know where the kids will take it.

But come Friday, the crew's back to business. Enloe structures his crew with a mix of seasoned veterans, ambitious young professionals, and adventurous Corinthians, all of who are onboard to break one of the only records *Mighty Merloe* has yet to claim. N2E. *Orion*, Tom Siebel's 70-foot ORMA set the 5:17:26 record in 2016 after a 125-mile dual with *Mighty Merloe*. After a year off, *Orion* and crew will be back to defend their record. But with their sparring partner back on the water, look for Enloe, Suto and crew to be rested after a day of play yet more driven to check that last box off their shopping list in Ensenada.



Asociación de Vela de Baja California Looking Forward to Tomorrow's Champions



Newport Ocean Sailing Association and Sempra International are proud to support the Junior Sailing Program, Asociación de Vela de Baja California – Where tomorrow's champions get their start.

Competitive and recreational sailing builds character, organizational skills, responsibility, seamanship and self-confidence. The Asociación de Vela de Baja California clearly understands this and has been giving young sailors their start since 2001. Located in the Hotel Coral Marina and within sight of the finish to the Newport to Ensenada Race, the program is an inspiration to all who sail in the Race.

Young sailors, ages 5 to 15 years old learn and train in a fleet of Optimist and Lasers maintained by the Asociación. Working with the Institute of Sport and Physical Education of Baja California the Asociación participates in monthly and annual regattas, including the WesMex Optimist National Circuit and the National Olympics.



About half the kids in the program sail competitively, while the other half enjoy recreational sailing, but either way, the skills and life experiences these young sailors gain through this junior sailing programs is outstanding. Good equipment is important for safety and performance, so this year, with the help of Sempra International, we are happy to be providing the program with Optimist training and racing sails by Ullman Sails; we will continue to assess areas of future support to help the program continue to grow.

While visiting the Hotel Coral and Marina, take a walk down the dock and say hello to Coach Cristina Sanchez. The Asociación de Vela de Baja California is doing great things for junior sailing in Ensenada.

Keep up the good work!





N2E is not just another race... It's Sailing History and the History of Sailing All in One

In 1947, founding members of the Newport Ocean Sailing Association (NOSA) set out to promote the sport of ocean racing, seamanship and the development of sailing activities in Southern California by hosting races for all those interested, and help fund junior programs and sponsor accomplished amateurs to support that mission.

NOSA members called the first race the Governor's Cup. An invitation to Gov. Earl Warren, asking him to present the Ensenada, Mexico, was sent via telegraph.

These were the years just after the war. Couples who launched the baby boom generation were moving into the state and looking for homes, at an average cost of \$7,700. The bikini was gaining popularity, as was television. A gallon of gas was 16 cents. The fastest and most modern sailboats had wooden hulls and flew natural-fiber sails.

One hundred and seventeen boats paid \$22.50 to register for that just-for-fun race April 23, 1948. Newport Harbor Yacht Club kindly hosted. Thanks to winds estimated to have blown at a swift 25-35 knots, only 65 boats finished the 125-nautical mile contest.

It was a grand kick-off to a race that is not historically known for its blustery winds. In the years that followed, the renamed Newport to Ensenada International Yacht Race became an event with a full and rich history documented by names etched onto the sides of four dozen trophies. More significantly, it's the story of an ever-changing experience that exceeded goals set by its founding members; an ongoing narrative of mankind's quest to pit sailboat against nature in the quest of conquering competitors and breaking records, and it's an ongoing record of innovations and the rise of technology in sailing.

Every name on those trophies is significant. Some of the most recognizable names in the sailing world are etched onto highly coveted trophies; those for best elapsed time, best corrected time and many others for those scoring the fastest times in more than 45 classes and categories. However, it is the just-for-fun sailors who repeatedly show up in search of adventure or a challenge with their spirit of competition who will always be the heart and soul of N2E.

Arguably, the winningest and most famous sailor of the race is America's Cup skipper, Dennis Conner. Conner and crew claimed top honors seven times from 1989 through 1996 on the 60-foot America's Cup catamaran *Stars and Stripes*. Two years later, adventurer Steve Fossett captained *Stars and Stripes* to Ensenada in a time so fast it took 18 years to best. In 2016, businessman Tom Siebel's *Orion*, an ORMA70, with a crew of eight, broke the record with a time of 5:17:26.



1954 Newport to Ensenada Trophy Presentation. Image from the private family album of Municipal President of Ensenada, David Ojeda.

Then there is everyman Bill Gibbs, a multiple-race winner who swept wins from 2002 through 2004 and again in 2011 aboard *Afterburner*, a 52-foot catamaran. Gibbs collected three trophies in 2016, Best Corrected Time, All Boats; Best Corrected, Orca and Best Corrected, Catamaran, adding to his collection of at least seven that he's won since 2002. However, Gibbs sailed *Wahoo*, a 47-foot Schionning GF 1400 in its inaugural N2E race and claimed it was really a lightweight cruising boat.

To say that multi-hull yachts have done well in N2E would be an understatement. To date, they've claimed more than 70 percent of first-to-finish honors.

The multi-hull revolution started in 1955. Real estate development had replaced oil and agriculture as the state's leading industry. Disneyland opened, polyester sails debuted and Warren Seaman raced a new kind of ride. *Tokerau* was neither a catamaran nor a trimaran; but a Hawaiian outrigger canoe-inspired proa. Seaman and Rudy Choy were partners of CSK; both were pioneering multi-hull designers. Choy is credited with creating many winning catamaran designs and scored N2E wins aboard *Imua* in 1963 and 1964. On *Aikane X5*, Choy earned trophies in 1985, 1987 and 1988.

The 60-foot trimaran that starred in the movie "Waterworld," renamed *Loe Real* and helmed by *Loe Enloe*, won elapsed time honors in 2009 and 2010. For the last three years, Enloe's 60-MOD *Mighty Merloe* dueled with *Orion* in an attempt to break the old record. The pair of technological marvels bring some of sailing's latest and greatest advancements to N2E's course.

Ironically, despite *Orion* being only the second boat to finish before dark in 2014, best corrected honors went to yacht designer Pete Melvin who sailed a 30-foot trimaran he built in New Zealand. Coincidentally, Melvin was part of the design team that helped Fossett set records in high profile trans-ocean races.



James Arness, of the TV show "Gunsmoke," has his name on the Alice Purcell trophy. In 1968, his 58-foot catamaran *Sea Smoke* was fastest in the west. Through the years, some of Hollywood's finest have raced for the same thrill as racers whose new affordable fiberglass boats began filling marinas opening in Marina del Rey, Long Beach and Dana Point.

Actors Humphrey Bogart and Buddy Ebsen, news anchor Walter Cronkite and comedienne Vicki Lawrence were just some of the celebrities who have participated. Movie producer Milton Bren and Pulitzer Prize-winning cartoonist Paul Conrad also raced alongside a growing fleet of PHRF racers and against competitive would-be legends like Bill Ficker and Dave Ullman. Radio personality, Dr. Laura has entered at least two boats over the years.

It was 1975 before *Ragtime*, one of the most storied wooden mono hulls, finished first to break a string of multi hull wins. The 1963 New Zealand-built *Ragtime* took the sailing world by storm, even upsetting the 1973 Transpacific Yacht Race with a record-breaking finish. *Ragtime* won N2E again in 1977. That same year, the 67-foot *Merlin*, one of an emerging class of ultra-light displacement boats, or ULBDs, set a Transpac record that would stand for 20 years. But it would be another four years before *Merlin*, or any other mono hull, beat the multis again.

It was not celebrities or the chance to race in the company of sailing elite that drove participation. The more people took

part, the more participants experienced the camaraderie sailing is famous for. With an average of 400 to 500 boats competing every year in the early '80s, new racers got to discover an experience that took strangers and made them best friends and turned yacht club members into families.

In 1983, a record 675 boats entered the race; establishing the contest as the World's Largest International Yacht Race. High entries and a northern front in 1984 created maybe the most spectacular finish of any race when 180 boats crossed the finish line within 10 minutes.

Sail lofts were producing laminated sails that were lighter, stronger and more stretch-resistant than single layer Dacron. Motorola introduced the first mobile phone. As different styles of boats emerged, NOSA established new classes to accommodate and encourage further growth of the sport. Although new ultralights and maxi-yachts were clearly the next big thing, NOSA equally welcomed cruising classes, offered divisions of non-spinnaker classes and even a class for ancient mariners; you know, the types of boats that sailed in the first race.

And for every new class, there's a trophy. With the thanks and support of sponsors and local manufacturers, brand-specific classes were added and trophies offered. Women started taking the helm so they got a class and a trophy, too. In 2017, a new trophy will be offered for an all woman crew who best

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the cruising class. Through the years, NOSA had amassed a magnificent trophy collection with a priceless evaluation.

Through the '90s, the maxi class exploded with bigger, faster and lighter boats. Radar, weather faxes and GPS technology was growing by leaps and bounds. By the late '90s, Roy Disney's 68-foot Andrews, **Pyewacket**, the fastest in 1999, 2001 (and on newer **Pyewacket** in 2006) dominated racing in Southern California and beyond. Although Disney broke a lot of records on **Pyewacket**, it was **Aszhou**, a 63-foot Australian-built Reichel Pugh that in 2016 made it to Ensenada in less than 10 hours – a record almost unthinkable by the sailors of the first race, and by many who struggled over the years to cross the finish by the mid-Sunday deadline.

Sailed by skipper Steve Maheen, **Aszhou** set an amazing new mono hull record time of 9:35:34 on its first N2E. It beat Doug Baker's **Magnitude 80**, which set the previous record for mono hulls in 2009 while capping three-race streak. And although **Aszhou** destroyed the previous record by more than 90 minutes, three other Maxis in the 2016 race, **Medicine Man**, **Pyewacket** and **Zephyrus** also beat the old record.

Embracing the relationship with the Transpac Race, board members added a longer course around the San Clemente Island in 2015 to serve as an offshore qualifier. Since it is not exclusive for potential or existing Transpac participants, NOSA members hope that race veterans will want to challenge their yachts and their crews by taking the less scenic, yet more challenging route. On the flipside, also in 2016, a well-received short-course became available for racers based in San Diego.

Certainly, times are different and much has changed since that first race. But directives by the organization's founders have served NOSA well by embracing change and making the race more inclusive; the sport of ocean racing has evolved with a host of friends and relationships established along the way.

Yet even today, NOSA members tasked with continuing the traditions still stop to ask every sailor they meet: "Won't you race with us? How can we make it fun and competitive for you?"

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We saved a life in last year's Ensenada race!



Explore Newport Beach During Newport to Ensenada!

Newport Beach is proud to host the start of the 71st Newport to Ensenada International Yacht Race and warmly welcomes participants, crews and families to our pristine coastal retreat. We invite you to arrive a few days early to enjoy a lovely getaway before the race begins.

With rich nautical roots and charming seaside neighborhoods to explore, the laid back luxury of this coastal destination offers sightseeing (on land and water), outdoor activities, fabulous alfresco dining, world-class shopping and entertainment.

Stunning Accommodations

You have myriad choices when you stay in Newport Beach: World-class resorts and hotels, chic boutiques and small inns, vacation rentals, beach cottages and yachts are among the accommodations available. Captains and crews can choose a suite on Newport Harbor, a beach bungalow rental with all the amenities of home or opt for a villa on a hill.

On the Water Exploration

Newport Beach offers a rare coastal combination for the visitor: an eco-friendly estuary teeming with life, a world-renowned luxury yacht harbor with miles of classic California beaches on either side.

Back Bay: Just inland from bustling Newport Harbor is what locals call the Back Bay. Officially known as Upper Newport Bay Nature Preserve and Ecological Reserve, it is 1,000 acres of preserved and pristine wetlands that draws naturalists, scientists and nature lovers to the environmental sanctuary.

White sand beaches: No destination has the quintessential coastline that Newport Beach enjoys with picturesque seascapes and beaches. From the secluded enclave of Crystal



Cove State Park to the family-friendly beaches of Corona del Mar and Balboa Peninsula. Newport's beaches offer boaters an opportunity for surf, sand, swim and sun.

Newport Harbor: Be sure to leave plenty of time to explore the heart of Newport Beach that is Newport Harbor. With estates and vessels of all sizes lining the shores, boaters will be enchanted by Newport Harbor's beautiful scenery. Just over three miles long, Newport Harbor is one of the largest small-craft harbors in the U.S. with seven residential islands and almost 9,000 privately owned yachts and sailboats.

Dock & dine: Boats cruising Newport Harbor can pull up dockside to over a dozen distinctive restaurant locations and enjoy a variety of cuisine, from fresh seafood and sizzling steaks, to authentic Italian and innovative Mexican fare. Simply dock your vessel and dine inside or call ahead for "to go" orders and dine on board.

John Wayne's "Wild Goose" Yacht: A former World War II minesweeper and privately owned yacht of the legendary John Wayne is now owned and operated by Hornblower Cruises & Events. Charter the Wild Goose yacht for a private function or book a dinner cruise and take in the beauty of the harbor, passing by where "The Duke" once lived as well.

Seaside Paradise

Newport Beach is also a luxurious and cosmopolitan destination, yet one of the many unique aspects of the seaside city is the charm of its vintage villages, historic districts, tide pools, trails and quaint island neighborhoods – all beckoning to be explored on foot!

Balboa Island: Linked to the mainland of Newport Beach by a short bridge on one side and Balboa Ferry on the other, the best way to experience the charm of Balboa Island's





small-town ambiance is to wander around it on foot. A broad walkway circles the islands (there are two) offering amazing views of Newport Harbor and the boats sailing by. The Marine Avenue shopping district is a tree-lined street of shops, restaurants and galleries.

Balboa Village: “Home of the Fun Zone” – with easy access to both the beach and the harbor, Balboa Village is home to historic landmarks like The Balboa Pavilion and Balboa Pier (both built in 1906), and the Fun Zone, which offers a quaint carnival atmosphere, complete with a Ferris wheel, arcades and other family-friendly rides and games, right on the waterfront. The boats docked along the wharf offer harbor cruises, whale-watching excursions and trips to Catalina Island. The areas nautical affinity can be experienced at Explore Ocean, a fun and educational place to learn about the sea, with interactive marine exhibits and activities. The walkable neighborhood offers shops, both quaint and fashionable, along with restaurants, galleries and some hip and historic bars.

Crystal Cove State Park: A unique place that offers restored vintage cottages, pristine beaches and a restaurant on the sand, Crystal Cove State Park is among the most beautiful and charming spots along the California coast. The Crystal Cove Historic District is a collection of 1920s-to-1940s-era beach cottages that have been restored and are available for visitors to rent. The picturesque beach setting (the film “Beaches” was shot here) is part of a 3,200-acre California State Park that offers camping sites, hiking and biking trails and access to a wild Orange County preserved as open space.

Dining & nightlife: Newport Beach offers elegant, sophisticated dining, ethnic eateries of all fares, trendy hot spots, casual seafood choices, innovative gastropubs, and homespun coffee houses. Newport Beach boasts wonderfully creative dining options and racers will have a myriad of choices from

luxurious to casual. From cool cantinas and sports pubs to chic craft cocktail and wine finds in upscale lounges, come eat and drink the night away!

Shopping: When it comes to shopping, everyone has their own style sense. Whether yours is beach chic, bohemian or trending designer styles, Newport Beach offers an appealing mix of luxury labels and emerging fashion brands. The crown jewel of our shopping scene is Fashion Island, an open-air shopping destination that fuses European style with cool California luxury. Crystal Cove Shopping Center is located on Pacific Coast Highway and offers high-end boutiques and restaurants that overlook the ocean. Balboa Island is a favorite for artisan gifts and art, while Corona del Mar offers the perfect venue for strolling and window-shopping.

Bon Voyage

Whether you are visiting for the first time or have been here before, welcome to Newport Beach! As each boat begins to set sail for Ensenada and the starter announces the beginning of the race, we will be high atop the Balboa Pier waving our flags to celebrate the official send off. Best of luck to all the teams as they head south!

To plan your visit to Newport Beach, go to www.visitnewportbeach.com!

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Party on, Sailors!

ALYC heads chief N2E tradition: FUN!

Deep in NOSA's archives at UCI are documents attesting that founders not only wanted to create enduring sailing events but that "a coordinated effort should be made to revive the pre-war enthusiasm for race-cruises emphasizing good fellowship and fun for both."

Also in the archives was a 1949 poster promoting the "Skippers Instruction Dinner", an event that would become the first pre-race party. Organized by Balboa Yacht Club the dinner was held at the Rendezvous Ballroom at Murphy's Bamboo Room. Instructions on the poster tell participants of the second race to use the special entrance at Main and Central in Balboa. Bringing crew, wives or girlfriends was encouraged at the cost of \$5.75 per plate. Photos show attendees wearing suits and ties and dresses.

Today, crews and their family show up in colorful, monogrammed or embroidered matching shirts and caps that extend a sense of fellowship, pride, camaraderie and competition.

As the race grew in scope and import, NOSA has stayed true to the objective of providing opportunities for sailors to socialize; to share stories, over food and beer; to show off the latest and greatest in sails, hulls and upcoming technology; discuss weather forecasts, and to brag about crew and boat accomplishments. For many of the racers, it was the only time to catch up with friends and competitors who came from other harbors, states or countries.

"The party always seemed an appropriate and festive way to kick off this exciting race," said Jon Reynolds, chairman of the American Legion Yacht Club's N2E party committee. 2017 will be the third year ALYC has graciously and successfully hosted this time-honored celebration.

Unlike in the glory days, the event is no longer open to the public. Rather, it's a private party geared to attract the



serious and casual racers, skippers, crews, their guests, and of course, Legion members.

ALYC is committed to providing tasty, affordable, convenient as well as excellent food and bar service, featuring race sponsors' products, of course. They'll even design traffic flow so attendees get to see and find everything easily. In the ballroom, a big-screen display of previous N2E race photos will play in hopes of stirring up memories, insights and inspiration. If you've enjoyed the race once, or a few dozen times, it is only prudent to stop at the friendly sponsor tables and if nothing else, thank them for keeping your entry fee low and the event booming.

ALYC's party committee says the live band will (at least initially) not play so loud that guests can't carry on conversations. And it ends at a time conducive to ensuring participants hit the start line with their competitive edge intact.

That was not always the case. In the era when entries topped 500 boats, the just-for-fun racers outnumbered the serious racers by far. And fun it was. Inside the long-time pre-race party venue Bahia Corinthian Yacht Club were at least two buffets, entertainment with plentiful dancers. Bars could be found inside and outside on both levels. Generous sponsors handed out goodies from inside booths. In the pre-cellphone era, if you could not find or were separated from your crew, locating them was nearly impossible. You had to make new friends, find your way back to your boat, or go home.

"The whole thing started as a fun race; grew into an adventure, and then became a competitive adventure," said Steve Askew, who ran an escort boat for about eight years. The BCYC member recalled the decade or so, about in the late '80s and into the '90s, when his club's epic pre-race parties almost upstaged the race. "It was wall-to-wall people; it was the place where everyone met everyone else, especially those racers from Northern California and those they do not get to race with or against at any other time of the year," he said. "It sure was a good time when it happened."

A 1990 Santana article addressed the festivities as "a monumental fiesta, a must-attend party." It told of old carpet being laid over new carpet in the bar to protect against spills.





It was those spills that were part the catalyst of change. The race's seemingly mid-life crisis and hard partying years – as have many other aspects of the race – evolved.

Feedback from racers regarding the first two years ALYC's has hosted the party has been extremely favorable. Attendees especially enjoyed the large, open venue, the quality of the entertainment, food and service, and most importantly, the camaraderie with fellow sailors/racers. ALYC has created an excellent overall party environment, NOSA chiefs reported.

"From the standpoint of ALYC and American Legion Post 291, hosting the event is an important contribution to the sailing community that's such a key element of Newport

Beach activities and, of course, a central part of the yacht club's purpose and role," Reynolds said.

To make attendance easy for sailors who arrived by boat, ALYC members will even operate water transportation to and from moorings and from the east end of Newport Harbor.

Although many aspects of N2E over the past 70 years have changed or adapted to meet the fluctuating needs of racers to create this iconic, safe but truly competitive event, NOSA has still managed to stay true to the organizations' initial goal to encouraging ocean sailing out of Newport Harbor without compromising the fellowship aspect. Apparently, it's a winning combination.



Bajarama: Race down, breeze around and back!

The success of the annual Newport to Ensenada International Yacht Race these past 70 years can be attributed to the efforts of numerous people in two countries most sailors will never meet.

But if you are one of the thousands of racers who have taken the shuttle to downtown Ensenada to celebrate or rode the bus safely home Sunday, you'll agree that it is time to tip your N2E cap to the service that Cesar Jauregui and his company Bajarama have provided for 25 years.

Jauregui started BajaRama in 1979 when the cruise ships began sailing into the harbor. Today, he provides bus services to Carnival and Holland American Cruise Lines, takes school children on field trips to Disneyland, Magic Mountain, Six Flags and returns home participants of an off-road car race originating in the US that also ends in Ensenada.

N2E champion Carlos Avila introduced Jauregui to NOSA members in of his ongoing efforts to assure after-race events ran smoothly and that sailors had a reliable way home.

We are all proud to be a part of the NOSA legacy, Jauregui said. Forty employees operate and manage 15 buses.

"Newport to Ensenada Yacht Race is a good event for the city," he said. "All participants, friends and crew are more than welcome in Ensenada. We wish them all fair winds and smooth sailing for a great event; a completely successful event."

Complimentary shuttle buses are available from the Hotel Coral and Marina Friday night through Sunday afternoon. Shuttles will make one downtown stop every half-hour.

Tickets to go home in Newport Beach can be purchased in the courtyard of the Hotel Coral starting Sunday from 10 a.m. to 5 p.m. The cost is \$50.

**New
Monday
departure
added!**



Buses depart from the hotel after the awards ceremonies on Sunday. New this year, bus services has been added for Monday too, departing from the hotel at 5:00 p.m. Generally, it takes less time going back to the US in the bus than driving your own car because of the special line for buses at the border. Riders depart with their bags and follow a line to have their passport scanned and stamped and provide declarations. It's about 100-foot walk, Jauregui said. It's certainly much shorter than sailing back, he joked. In 25 years, there have been no breakdowns, complications or delays.

Bajarama also provides one bus to Ensenada that departs Dana Point on Friday afternoon and returns on Monday. Also on Monday, Bajarama will host racers and guests on a wine-tasting tour through the Guadalupe Valley.

"We think well of this great event, the sport of sailing, bringing two great, now sister cities together," said Jauregui. "With an event like this that has gone on for so many years; we have an obligation to help organizers and make sure that it continues."



Monte Xanic:

A pioneer in the Mexican wine revolution

Monte Xanic winery is located in the heart of Valle de Guadalupe, in Ensenada, Baja California. The company is a pioneer in the country's winemaking revolution.

For 30 years, Monte Xanic (pronounced MON-tay shah-NEEK) has consistently produced high-quality wines that reflect the character of Mexico and the land in which the grapes are grown.

In 1987, Hans, Ricardo, Eric, Manuel and Tomás, five friends who shared a common dream, founded a company together to produce great-tasting and quality national wines. All true wine lovers, they embarked on this adventure to create a wine that could be "served and shared."

With great care and hard work, they consolidated a brand that is now a renowned reference of the Mexican wine industry. Their dream exceeded all of their expectations, as they built Monte Xanic into a pioneering winery, at the forefront of the premium wine industry in Mexico.

The first wines, Chenin Colombard and Cabernet Sauvignon, were produced in 1988. The first Monte Xanic vintage entered the market in 1989 with 6,200 cases of Chenin Colombard.

Monte Xanic has lived through major milestones over the past three decades, including the signing of the North American Free Trade Agreement in 1992, toasted with their chardonnay 1989, or a dinner in honor of Pope John Paul II, served with their Gran Ricardo.

Monte Xanic currently produces 60,000 cases a year under four labels: Gran Ricardo, Ediciones Limitadas, Monte Xanic and Monte Xanic Calixa. This year, introducing the 375 ml bottles, a new Monte Xanic Grenache, Monte Xanic Syrah and two great surprises for blends in Monte Xanic and Monte Xanic Calixa brands.

Evidence of Monte Xanic's quality can be seen in the more than 260 awards the wines have won in international competitions judged by the most exacting juries in the world.

In August 2014, Monte Xanic opened the doors to its new winery, marking the start of a new age of experiences and innovation. The Monte Xanic vineyard is the perfect combination of respecting tradition and using cutting-edge technology. It offers a new and exclusive experience in the world of winemaking.



Year Founded: 1987

Team: Hans Backhoff Guerrero, CEO
Dr. Hans P. Backhoff Escudero Winemaker

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Baja California Norte, México

Website: www.montexanic.com.mx/en

U.S. Importer: La Mision Associates
San Diego, California
www.LMAWINES.com

Monte Xanic stands out as a company that believes its future lies in innovation and quality. After all these years, what is most important is still friendship and good wine. It has been a marvelous journey and we are just getting started.

Valle de Guadalupe

Guadalupe Valley is located a little more than 18 miles northeast of Ensenada and 59 miles south of Tijuana, which borders the United States. As such, it is home to the northernmost vineyards in Mexico, located 13 miles from the sea. Crops grow at altitudes ranging from 1,000 to 1,300 miles above sea level. Proximity to the Pacific Ocean sends moist wind currents, creating a microclimate in the valley.

Guadalupe Valley is currently the most prestigious wine region in Mexico, responsible for 85 percent of national wine production.

The nature of these lands defines the style of the wines. As such, aiming to transmit this unique terroir in all of the lines, Monte Xanic has a total of five ranches, three located in Guadalupe Valley (Monte Xanic, 7 Leguas and Olé), and another two in the Ojos Negros Valley (Viña Alta and Ojos Negros). The main varieties they grow include cabernet sauvignon, merlot, cabernet franc, petit verdot, malbec, sauvignon blanc, chenin blanc, syrah and chardonnay, to express the elegance and distinction of the region.

The most modern technology is used to create ideal conditions for pressing, fermentation, aging and bottling, to allow the grapes to express their attributes.



The volume of grapes grown allows strict control over their most important characteristics. This means that the harvest date can be precisely determined, so only those bunches of grapes that meet our quality standards are handpicked.

Dr. Hans Paul Backhoff Escudero is the technical director, enologist and founding partner of Monte Xanic.

The first vintage made by Dr. Backhoff appeared in 1988, as 6,200 cases of Chenin Colombard and 1,200 of cabernet sauvignon. Since then, he has been in charge of developing the viticulture and enology of the vineyard. As a result, Monte Xanic has earned multiple international recognitions and become Mexico's leading winery.

In 2014, he was one of the five enologists of the year by the Wine Masters Challenge 2014 in Estoril, Portugal.

Monte Xanic expresses its genuine passion for wine through technology, innovation and commitment to the wine quality.

In January 2017, the company received ISO 9001: 2015 in the processes of grape production, wine production, logistics and tasting, confirming Monte Xanic high quality and customer unique experience.

"At Monte Xanic, we believe in constant innovation as the path to stay on the cutting edge of the wine industry," said Hans Backhoff, the company's CEO.

"We live and breathe innovation every day in our processes and products to offer our consumers a delightful experience and the best quality when they drink our wines," he said.

"Monte Xanic is an Estate Winery, a place that preserves high quality and where 100 percent of the wine must be produced with grapes grown on winery-owned land, or land overseen by the winery. It also denotes a commitment to completing the production process (pressing, fermentation and bottling) in the same place," Backhoff said.

"At Monte Xanic, we strive every day to offer the best premium wine in the country, with respect for winemaking tradition, quality and experience," he concluded.



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Reflections on Winning Newport to Ensenada Race As Reported by SoCal Sailing News, May, 2017

Reports by sailors of the 70th annual Newport to Ensenada International Yacht Race where consistent: winds were notoriously inconsistent. The lesson; this is N2E, not the Baja Ha-Ha. This was a sailboat race and sailors in every class were challenged by choices, potential remedies and the ability to adapt to changing conditions.

Pyewacket - "It was tricky, very tricky," said Ben Mitchell while signing for the big three trophies won by Roy P. Disney's Andrews 70 and the rest of the Pyewacket crew. Although not caught in the great lull off San Diego, he said the race challenged them with unusual conditions. It was not as windy as forecasted, he said. Mitchell praised all Pyewacket's competitors including Holua, Catapult and Grand Illusion with whom they exchanged the lead along the way.

Timeshaver - Viggo Torbensen picked up the Governor of California Trophy. Not only did he take home some hardware for the Best Corrected Time PHRF A win for Timeshaver, a J/125, he placed second in the new category of Best Elapsed Time, PHRF A. The last six hours were difficult, Torbensen said. "The ocean was like a washboard. We finished upwind in 23 knots; we've never tried that before."



Photo: Tom Walker Photography

Yippee Kai Yay - Collecting the City of Newport Beach Trophy for Best Corrected Time, PHRF B, he rightfully described his win as a comeback story. While many boats hit lulls and were stuck in holes, huge winds filled in the gaps and Yippee Kai Yay took advantage. "The conditions were perfect for a major portion of the race," he said. "And the crew worked really well together."

Kite 35 - "I had an awesome crew," said David Nelson of the Royal Lake of the Woods Yacht Club. Adding another element to the truly international event, the crew of Kite 35 consisted of two honorary Canadians and four real ones. "We made a lot of right calls per conditions and did a good job of adapting," Nelson said. At one

point, the boat hit 19 knots, 2 more than he thought possible after last year's speedy trip.

It's OK - Andy Rose of It's OK, an Andrews 50, described this year's race as the most fascinating N2E they've done. Lots of choices; it becomes tactical, he said. "This is the reason we do this, for races like this." At one point they hit 20 knots, but also reported dropping to zero. The familiarity of a regular crew helped, but they were joined this year by 15-year-old Jeffrey Peterson. "I have shirts older than you," said one of the crew while waiting to pick up the Secretary of State USA Trophy.

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