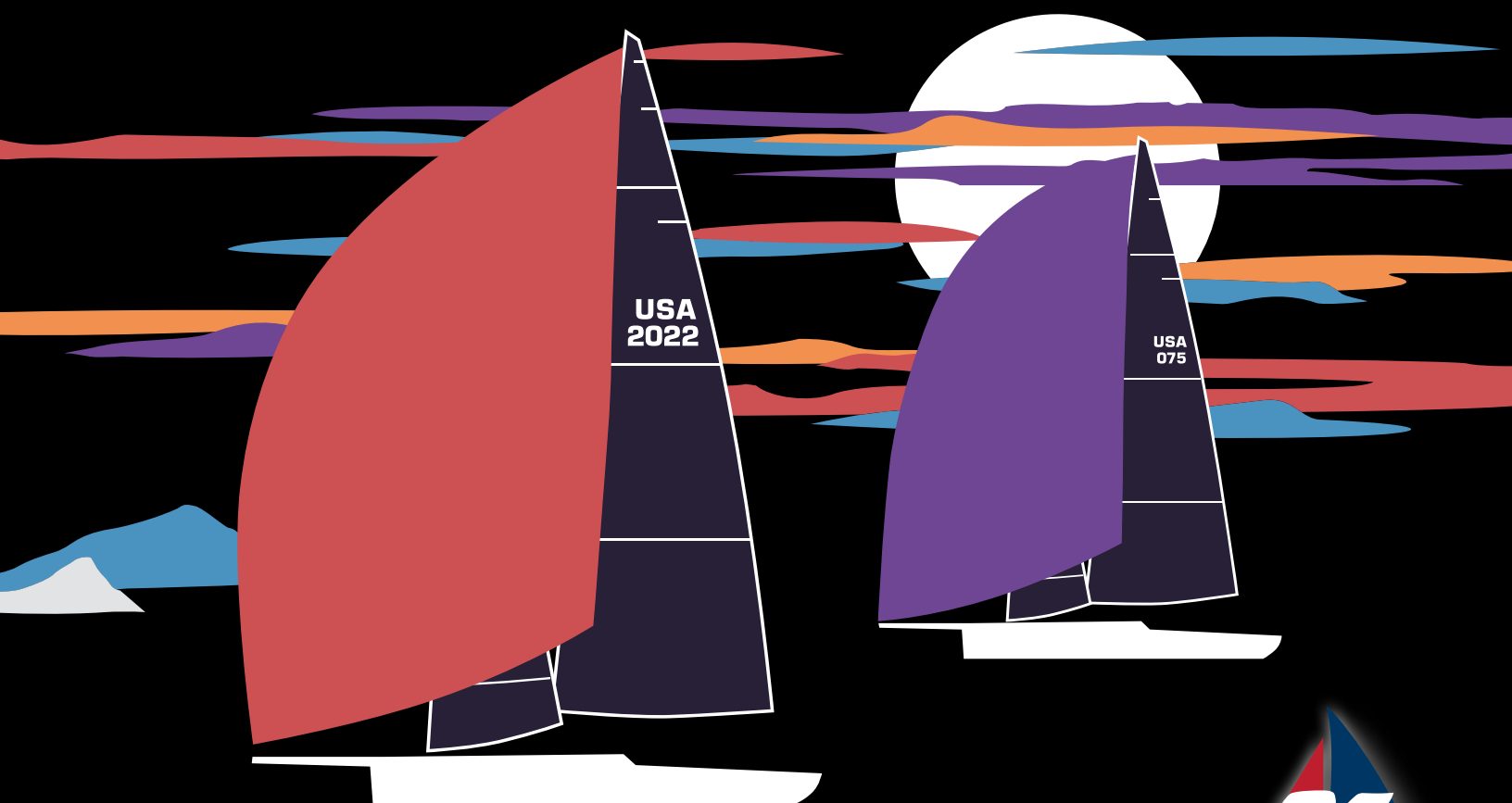


74th Annual

NEWPORT TO ENSENADA INTERNATIONAL YACHT RACE

APRIL 22 - 24, 2022



3 Races — 3 finishes
Dana Point - San Diego - Ensenada

nora.org - 949.644.1023



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Welcome From The Commodore Mary Bacon

On behalf of the NOSA officers, directors, and volunteers, WELCOME to the 74th Newport to Ensenada International Race. Since our founding in 1947, NOSA members, along with our team in Ensenada, have endeavored to provide an adventurous and competitive regatta that through the years has given way to generations of success stories regaled at the finish.

And oh, the stories that are part of our history!! Like last year, coming out of a pandemic when sailors changed a global narrative by taking to the ocean and joyously leading the Hotel Coral and Marina's reopening.

I participated in 4 races in the 1990s. Although I will live vicariously through your enthusiasm at the finish line this year, my memories of racing N2E are a big part of my ongoing passion for this timeless race. Those memories and gratitude for the sport brought me to the NOSA board; proudly serving this year as Commodore. I'm excited to be a part of ensuring that the traditions and story-making opportunities of this amazing race will continue for yet another generation of racers.

As you'll see from the entries, we have a variety of competitors. There are a few celebrated fast sleds looking to leave a mark, a variety of multi-hulls, our heartfelt cruiser fleet, and many first-timers in all classes tacking to the start line. Most are sailing the classic Ensenada course.

For those not sailing; friends, family, and out-of-state enthusiasts, please be sure to follow the boats on YB Tracker which

can be downloaded from nosa.org and followed on your device of choice.

Race week begins with packet pick up at the amazing BCYC and culminates there with a Racer VIP Buffet on Thursday, April 21, followed by breakfast Friday morning.

As always, many thanks go to the Hotel Coral and Marina, its owners, and staff for their infamous red-carpet treatment and the hospitality and activities that await you. From welcoming tacos and cervezas, a Saturday night Fiesta with Mariachis, a craft beer tour, discounted shopping at Ensenada stores, relaxation in the spa, or just hanging around the pool and bar, you'll be glad you came. We also hope that racers will join Saturday's highlight, the celebration of NOSA's 75th birthday.

For those sprinting to Dana Point, trophy presentations are scheduled at DPYC on April 22. For our N2SD racers, SGYC will host a trophy presentation with dining services on Sunday, April 24.

Sunday's highlight will be the trophy presentation in the Hotel Coral Courtyard. We enjoyed the success and your positive feedback on the 3-ceremony format offered last year. So, we're going to do it again! The first trophy presentation will commence at 1:00 pm, then at 2:00 pm, and at 3:00 pm. Flyers posted at Race HQ near the results boards will identify the timing for each class's trophy presentation.

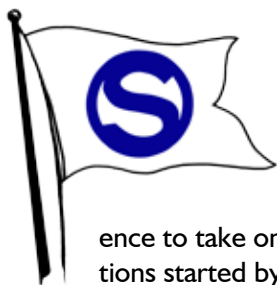
A round of applause goes to our 90+ volunteers who work tirelessly behind the scenes to ensure this race runs smoothly and to provide racers with the best experience. Thanks also to our Newport Beach Yacht Clubs for their support; for generously providing start line boats, and for the use of club facilities.

Should there be any questions - about the start of the race or the results - there's a plethora of information at nosa.org. We invite you to navigate it often.

My hope for all of our racers - no matter which of the 3 courses you compete on - is that you have a safe race, the wind you want. I'll be with you in spirit in Dana Point and San Diego, but will see the Ensenada racers at the finish line!!

2022 RACE SPONSORS





75 Years of NOSA . . .

By Laurie Morrison

A huge part of NOSA's 75 years of success has been the vision and leadership of the board of directors, the flag officers, and particularly those who have committed their time and experience to take on the challenges of serving as Commodore. These men (and two women) have continued the traditions started by Cliff Chapman, the founding Commodore, who rallied an enthusiastic group of fellow leaders and sailing enthusiasts to establish NOSA and give life to its objectives.

Due to the guidance of each Commodore who followed, the organization has stayed true to its mission statement and has continued to offer competitive and inclusive yacht racing in Southern California. Their dedication and efforts through the years have made the Newport to Ensenada International Yacht Race an iconic event known and loved, locally and around the world.

On our 75th anniversary year, we thank and honor those who have made a difference to our organization, to each race, and to the sailing community.

1948 - 50	Cliff Chapman	BYC/LIYC	1988	Jim Kerrigan	BCYC
1951	Harry G. McKinny, Jr	LAYC	1989	Doug Wall	BYC
1952	Harry L. Blodgett	BYC	1990	Loren Weiss	BCYC
1953 - 54	Robert L. Boyd	BYC	1991	Jerry Moulton	SSYC/BCYC
1955	Salvatore Monaco, M.D.	NHYC	1992	John Long	BYC
1956 - 57	Paul Hiller	VYC	1993	Rod Woods	BCYC
1958 - 59	Carl Long	BYC	1994	Jim Drury	SSYC/BCYC
1960	Porter Sinclair	LAYC	1995	Ernie Bain	BYC (R)
1961 - 62	Bud Desenberg	BYC	1996	Mike McMahon	ABYC
1963 - 64	A.L. Zerbe	BYC	1997	Bill Marting	BYC
1965 - 66	Converse Wurdermann	BYC	1998	Don Cole	BCYC
1967 - 68	E.H. Riesen	BYC	1999	Wallace Cook	BYC
1969	Converse Wurdermann	BYC	2000	Jim Mahaffy	BYC
1970 -71	Ed Carpenter	BYC	2001	Jerry Shandera	BCYC
1972	George Yule	NHYC	2002	Ron Masterson	ALYC
1973	John Payne	BYC	2003	Fred Slocum	BYC (R)
1974	Richard Jenness	BYC	2004	Tim Johnson	BYC
1975	James Nugent	BYC	2005	Paul Decapua	BCYC
1976	Preston Zillgitt	BYC	2006	Jane Benson	BCYC
1977	John Robinson	BYC	2007	David Garcia	BCYC
1978	John Holcomb	BYC	2008	Gator Cook	BYC
1979	Howard Martyn	BYC	2009	Jerry Montgomery	ABYC
1980	Jerry Brame	CORYC	2010	Doug Jones	DPYC
1981	Don Moss	BYC	2011	Jim Jackman	BYC
1982	Alan Oleson	CPBYC/BYC	2012 -14	Chuck Iverson	BYC
1983	John Ballew	BYC/SSYC	2015 -16	David Shockley	LIYC
1984	Robert Carolan	SSYC/BYC	2017	Tom Kennedy	SMWYC
1985	Robert Wheeler	BYC	2018 -19	Daniel Hodge	DPYC
1986	Robert Bordwell	CPBYC	2020 -21	William Gibbs	PLYC
1987	Mike Kane	SSYC/BCYC	2022	Mary Bacon	BCYC



Mayor

Kevin Muldoon

Mayor Pro Tem

Noah Blom

Council Members

Brad Avery

Joy Brenner

Diane Brooks Dixon

Marshall "Duffy" Duffield

Will O'Neill



The Newport to Ensenada International Yacht Race (N2E) is one of our community's signature events and a key part of Newport Beach's nautical heritage. We are honored to be part of the 74th race and to co-host the race once again with our friends in Ensenada, Mexico.

Race week is always a special time in Newport Beach, and we look forward to welcoming the professional racers, recreational sailors, sailing enthusiasts and spectators that the N2E draws to town. Locals and visitors alike enjoy the fun-filled days leading up to the race as the visiting boats arrive and special events get underway. On race day thousands of onlookers gather near our city's coastline to watch the start of the race. It is a beautiful sight to see.

Race support, as well as the number of entries, continues to be strong thanks to the hard work and dedication of the Newport Ocean Sailing Association (NOSA) and its many volunteers. We appreciate the efforts of everyone involved in this year's event and look forward too many more years of classic, ocean racing with the Newport to Ensenada International Yacht Race. Good luck and good sailing to all the competitors.

Sincerely,

Kevin Muldoon
Mayor



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Understanding Down Wind Sailing

By Bruce Cooper

Spinnaker sailing down to Ensenada is what we sign up for, after all that is what the brochure shows and talks about! To get the maximum speed and trim from your boat and crew when racing with the spinnaker consider using a buoy racing downwind approach to get to Ensenada faster!

The wind has shifted and set in, it's time for the spinnaker or in the buoy race scenario you've rounded the windward mark. The race is on!

As you work your way to the leeward mark sailing as deep as you can while keeping your spinnaker full you notice a puff coming down the course and a boat that was sailing higher now is sailing your angle at more pace. When the puff goes away the boat gained or even passed you. Why did he have more speed when the puff hit? How did they gain so much? The real answer is not how the boat sailed during the puff but how they sailed before the puff. They were sailing higher in the light air and kept their speed up so that when they had more wind the boat was already accelerated and they just sailed a lower angle. Boats already sailing low had to use the energy to accelerate the boat rather than making the way down the course. Keeping the speed up when the puff passed kept the apparent wind forward for a while and allowed the boat to sail lower for a while.

I have spent many years coaching people around the race course and continually looking for a scenario to help explain sailing angles down wind. Everyone knows you have to sail higher in light air and lower in heavy air but why does this work? I would often get people questioning the reaching in light air theory. I even had an engineer stay up all night and come to me with diagrams on how a spinnaker should be made to sail directly down wind. Then I asked him if an ice boat that is capable of sailing at 3 times the wind strength would get to the leeward mark faster by going directly down wind at the same speed as the wind? He quickly did some calculations and realized a flaw in his theory for his design. So how do you compare sailing down wind to something that almost everyone has done in their life? How do you simplify the theory so that people understand?

One evening I was heading home here in San Diego, driving up the hill from the loft, 2 kids were riding their single speed beach cruisers up the hill in front of me. They were crisscrossing the street back and forth to get up the hill without having to get off their bikes and push them since beach cruisers only have one gear. I was reminiscing about when I was a kid in the same scenario. We would ride back and forth up the hills having to ride a lot further but being able to still pedal up the hill. The more you went

sideways to the hill the faster you could go but travel more distance. You would build up more speed before making your turn to the other side so you did not stop in the middle of the turn. Watching these kids made it clear that sailing down wind is exactly the same. These kids had VMG (Velocity Made Good) figured out and they had probably never even heard the term. Sailing a boat down wind in light air is just like riding a bike up a steep hill. Sailing a boat down wind in heavy air is like riding a bike on a flat hill. Looking for more wind is like finding the flattest hill to ride up. Jibing back and forth is the same as crisscrossing the street. The more wind (flatter hill) you can take a more direct route. If the wind is light (steeper hill) you have to sail more perpendicular to the wind (street) until you find an angle that still gets you to your destination but also keeps your speed up and sails full. The higher speed potential of your boat (higher geared bike) the more you have to reach (crisscross at steeper angles) to get the best VMG. If you have a slower boat (or a bike with a low gear) you can go straight to your destination at a slow steady pace.

Figuring out your optimum angle can be a little tricky but is one of the most important resources you can have to gain peak performance on the race course. It is always faster to have a target boat speed on the run even if it is not 100% correct than allowing the boat to slow down and have to get back up to speed again. There are many target boat speeds available on the internet and from your local sailmaker or naval architect. It is best to find polar charts that match your boat or a similar boat and take notes on what works and what does not. In a short time you will have the optimum numbers for sailing down wind and your performance will improve.

Ensenada Spinnaker Tips:

1. Practice sailing with the spinnaker in light and heavy wind conditions
2. Usually faster to tight reach-beam reach in light wind with spinnaker vs. genoa
3. Have target boat speed for each wind speed and wind direction
4. Steering and trimming up and down in lulls and puffs is key for best VMG
5. When in doubt, ease out (golden rule).

Sail fast and safe from the Ullman Sails Team

Chuck Skewes 619-871-2171 chuck@ullmansails.com

and Bruce Cooper 949-633-0536 bcooper@ullmansails.com





2022 - ABC's of the N2E

Thinking about entering the Newport to Ensenada race,
and wondering what you should do next?

ALL COURSES

GET A RATING

To get a rating for your boat, you need to be a member of the Performance Handicap Racing Fleet (PHRF), or the Ocean Catamaran Racing Association (ORCA). This applies to all racers, (except for One-Design and Unlimited classes). PHRF issues the Rating for all of the PHRF boats that participate in the Race. ORCA provides NOSA with an Official Ratings List for ORCA multihulls.

GET A SAIL NUMBER

You need to have a sail number for your boat. If your boat doesn't have a sail number, contact Southern California Yachting Association (SCYA) to get one. If you are from out-of-state or out-of-country, you can obtain your sail number from your local or national authority.

PICK A COURSE

N2E is the classic race to Ensenada.

N2SD is the new longer race to San Diego, which now sails around the North Coronado Island.

N2DP is the race to Dana Point. Be sure to read the Notice of Race (NORs) for each, for details.

ENTER

On-line registration is provided on the NOSA website. View the Registration Form in advance to be sure you have all of the requested information available when you enter. www.nosa.org

ENTRY FEE

Fees are detailed in the Notice of Race. N2E & N2SD include a YB tracker for each boat.

EQUIPMENT

Make sure your boat and crew are equipped for the race by following the

Notice of Race, the Sailing Instructions, and US Sailing Safety Equipment Requirements (US SER).

N2E COURSE

HOTEL & MARINA

Don't wait to make your hotel and marina arrangements. Make sure you mention that you are racing in the N2E. Hotel Coral is Race HQ and the site for Awards. There are many hotels in Ensenada, as well as other marinas, such as Cruiseport Village Marina. Downtown is only a few miles away. Hotel Coral runs a shuttle service downtown. Uber is easy and inexpensive in Ensenada.

MEXICO CUSTOMS

Required documentation to visit Mexico by sea:

- Certificate of Documentation or current vessel registration
- Current vessel insurance
- Current passports for owner and crew
- Current vessel Temporary Import Permit (TIP)
- Current Tourist Card
- COVID Health Inspection
- Copy of vaccination card, if you have been vaccinated.

A boat entering Mexico for the first time goes thru the official check-in process with both Mexican Customs and Immigration. By participating in the N2E race, these are expedited for you and handled at Race Headquarters at the Hotel Coral or possibly at the marina you are staying. Similarly, the boat exiting Mexico check-out procedure is handled by N2E Race management for you. You will not need to do the typical visiting of multiple downtown Ensenada offices when arriving and departing. One of the fees involved in sailing into Ensenada is a per

boat fee to the Harbor Master. This is included in your entry fee and handled by N2E Race Management for you.

TOURIST CARD — tourist card fee (Forma Migratoria Múltiple (FMM)) for each person going ashore. This tourist card fee can be paid in Ensenada when checking in at Hotel Coral. The current amount is about \$32 USD per person (it varies with exchange rate). The local officials strongly suggest bringing cash and handling this in Ensenada. Mexican law also requires all passengers on a boat with fishing gear to have a Mexican fishing license.

COVID Health Inspection

Skippers and crew to remain aboard their boat until a Health Official arrives to take temperatures and ask each person questions regarding their health. Health Officials will monitor the arrival of each vessel via YB Tracker to provide expedited processing.

- (1) The Skipper will complete a short questionnaire and deliver it to the Health Official when the Official boards your boat.
- (2) The Skipper will complete the crew information on the International Health Inspection Report and deliver it to the Health Official when the Official boards your boat.

(see Ensenada-Health Procedures for forms)

In addition, upon arrival, NOSA personnel will provide each boat with the requisite number of clean masks.

US PASSPORT & CUSTOMS

You and your crew will need a Passport to re-enter the United States from Mexico.

The ROAM app is the US CBP preferred method of reporting your crew for entering the US. Also, you will need to obtain

Peter Isler's Tips for N2E Racers

By Laurie Morrison

According to two-time America's Cup winner Peter Isler, increased weather knowledge will make you a faster, smarter, and safer sailor. At the March 31 sailing Seminar, he offered some sage advice that applies before racers get to the start line: Prepare, prepare, prepare and practice, practice, practice.

Part of that is to know your boat – what it's potential is and what it takes to reach max potential, the strengths of the crew, and having a game plan understood by all.

For N2E Racers, he offered these general tips:

1) The race generally features one of two basic tactical options - go offshore or stay inshore. With preparation and weather study you should have that strategy figured out by race start.

Winds for the start of N2E tend to

be light. Although offshore winds tend to be stronger, and it could be risky to head in that direction should the winds die down. Depending on the forecast in the hours after the start, it may be better stay near the rhumb line. The weather forecast will also help determine sail choices for your boat. Simply knowing what sails to bring and which to leave at the dock to save room could be advantageous.

2) Spend any extra distance wisely and beware of unneeded extra miles. Have a plan to get out of dodge and look to VMG sailing to maximize downwind sailing.

3) Sail on the closest tack/gybe to your waypoint - pay attention to the shifts in True Wind Direction.

4) Communicate changes. To the crew from the start about the plan, upon any shift changes or any shifts in wind. Improved communication will lead to improved performance. Practicing in advance helps ensure the whole crew, particularly the afterguard, are speaking the same language. And especially if there are new or extra crewmates for this race.

5) Nighttime land breezes can be fickle and rarely extend more than half a mile from the beach. Understand the coastal terrain - the land breezes funnel through the low spots and how it can determine or change your approach to the finish. That may also shift depending on the with the time-of-day Hussong's comes within sight .

Increasing your weather knowledge will make you a faster, smarter and safer sailor. MWU features dozens of classes and courses in a curriculum designed and taught by world-class marine meteorologist, Chris Bedford.

Two-time America's Cup winner, Peter Isler supports Chris in the classroom and teaches courses on racing navigation and Expedition Navigation and Sailing Software. Classes are online and available 24/7 at marineweatheru.com.



ABC's of the N2E (continued)

a customs decal for your boat if its LOA is 30 feet or more.

N2SD COURSE

US Customs does not require a visit after rounding the Coronado Islands, as no landfall has been made and the last port is Newport Beach in the US.

Regarding sailing thru Mexican waters: The UN Convention on the Law of the

Sea (UNCLOS), Section 3 addresses "innocent passage". Innocent passage is essentially a vessel's right to continuous and expeditious transit through a coastal state's territorial sea for the purpose of traversing the seas (without entering a state's internal waters, such as a port) (UNCLOS – Art. 18). Passage is considered innocent so long as it is not prejudicial to the peace, good order or security of the coastal nation (UNCLOS Article 19). A coastal state is not permitted to require prior notification nor authorization in order for a vessel to exercise innocent passage. (Operational Law Handbook

– US Army JAG School)

There are 12 activities that are deemed not to be innocent. Relevant here would be pollution, fishing, research or survey activities, or any other activity not having a direct bearing on passage. Do not pollute, no disorder, and no fishing! https://www.un.org/Depts/los/convention_agreements/texts/unclos/closcont.htm

Cortez Racing Association races around the north Coronado Island every year in their Dennis Conner Around Coronados race.

San Diego Harbor has posted Covid 19 regulations

Entry List for the 74rd Newport to Ensenada Race (as of 4/12/22)

Boat Name	Sail #	Skipper	Club	Mfg/Model	Pf	Owc	Start Class
N2E Course							
Adventure	38112	Steve Strunk	VAYC	CAT36	1.24	151	PHRF Race D
Akaw!	18980	Michael T Ewens	AYC	Ols40	2.59	48	PHRF Race A
Amante	77077	Richley Family	LIYC	DENCHO	0.00	36	PHRF Race A
Amazing Grace	18949	Jim Puckett	CYC	Cust/Mod Farr 57	2.42	14	PHRF Race A
Amore e Sole	7138	James D Norton	BYC	HUN420CC	1.79	126	PHRF Cruz Spin B
Artemis	61305	Ray Paul	SFYC	Custom Botin 65	4.96	-123	PHRF UL Maxi
B'Quest	53513	Keith Ericson	CRA	Tripp40	0.00	54	PHRF Race B
Black Marlin	US35045	Herwig Baumgartner	WSA	ID35	4.00	42	PHRF UL C
Blind Squirrel	87268	Mike Schrager	CRA	SAN30GP	2.00	120	PHRF Race C
Blue Goose	56168	Bruce L Davis	SYCLB	CAT34MKI	1.40	150	PHRF Cruz N/S A
Blue Norther	7880	Jotham Schwartz	PSSA	COL43M	1.06	105	PHRF Cruz Spin A
Bolt	97363-o	Craig L. Reynolds	BYC	NM70 by Choate	4.68	-78	PHRF UL A
Buttercup	97012	Roderick Messinger	CRA	SCH35	2.02	72	PHRF Race B
Calary	56429	Larry Bjork	BCYC	CAL33-3	1.32	150	PHRF Cruz N/S A
Chronic	USA 400M	Lonnie Jarvis	CHIYC	Farr 400M	5.20	-18	PHRF UL B
Dark Star	80808	Steve Brown	BCYC	FARR40OD	3.42	-6	PHRF UL B
Day Dreams	7399	Stan Gibbs	ABYC	Xp 44	2.54	0	PHRF Race A
Day Tripper II	7301	Andy Horning	SLBYC	HUN40	1.58	102	PHRF Race C
Desparado	56919	Richard Swensson	DPYC	BEN411	1.59	122	PHRF Cruz N/S A
Double Down	7914	Brian Kerr	SMWYC	J92	2.92	90	PHRF UL D
Dunamis	7352	Shaw Len/Guajardo Robert	PLYC	Ben46	1.65	69	PHRF Race B
ECHO	7777	John Hamilton/Craig Knight	CYC	TARTAN101	2.80	63	PHRF Race B
El Guapo	MEX 098	Roberto Anda	CNB	CAT38	0.00	114	PHRF Race C
Elusive	7005	M. Thaidigsman/ R. Rogers	NYCSD	BEN33.7F	1.53	117	PHRF Race C
Encore	USA 37	John McEntire	CYC	SCZ37	3.31	27	PHRF UL C
Esprit de Leau	56929	Richard Holbrook	CRA	BENOC41	1.79	102	PHRF Race C
Fast Exit II	51007	John Rayment	BYC	Ker 51	6.26	-96	PHRF UL Maxi
Fast Reorrg	56054	Ron Orr	SMWYC	Hunt50	2.24	72	PHRF Race B
Fifty-One Fifty	67730	J. Michael Warns	VSC	SCZ50	2.88	-3	PHRF UL B
Flashheart	60161	David Cattle	CRA	J100M	2.88	64	PHRF UL D
Flyingfiche II	18081	Robert Zellmer	LBVC	SCZ50M	3.19	-3	PHRF UL B
Foil	50060	Gordon Leon	CBYC	FARR40OD	3.42	-6	PHRF UL B
Forgiveness	56192	Scott Torrance	CYC	J124	2.48	42	PHRF Race A
Freedom	60814	David Normandin	SDYC	BEN55OC	2.01	66	PHRF Cruz Spin A
Freestyle	27088	Jerry wetzler	DWYC	Catamaran crowther	0.00	73	ORCA A
Fuzzy Logic	56912	Jeffrey Shew/Will Durant	LBVC	J109OD	2.37	69	PHRF Race B
Galatea	56959	Joe Negron	SLBYC	Hunter Legend 40.5	1.50	111	PHRF Cruz Spin B
Gato Negro	USA-1	Gabriel Aguilera	OTHER	TP52	0.00	5	PHRF UL B
Glissade	61701	David Ross	DRYC	Irwin54	1.21	99	PHRF Race C
GoodEnergy	USA 60010	G. Hershman/M. Comings	CBYC	R/P63	6.70	0	PHRF UL Maxi
Groundhog Day	50030	Rich Festa	CYC	Rogers46	4.84	-43	PHRF UL A
Hassle	77649	Larry Malmberg	SGYC	CAT38M	1.33	111	PHRF Race C
Heron	61312	Sean Brown	OYC	Pilot35	1.16	189	PHRF Race D
Imagine Too	56636	Larry Goshorn	SYCLB	Tar3500	1.73	120	PHRF Cruz N/S A
Insoumise	56986	Michael J Marion	HAWYC	Dufour525GL	1.53	48	PHRF Race A
It's OK	7249	A. Rose/T. Purcell	BYC	AND50	4.41	-51	PHRF UL A
Izablue	56587	Mar Doliva/Lisa Doliva	DPYC	CAT42	1.55	108	PHRF Cruz Spin A
Javelin	93204	Daniel Murphy	CYC	J125	4.29	-9	PHRF UL B



Boat Name	Sail #	Skipper	Club	Mfg/Model	Pf	Owc	Start Class
Jazz	51483	Mark Itnyre	SLBYC	FARR40OD	3.42	-6	PHRF UL B
Juno	USA 33819	Dan Merino	SWYC	EXP37	1.90	72	PHRF Race B
Kastor Pollux	57248	Jerzy Poprawski	ANYC	Mooring 4300	0.00	0	ORCA A
Kite 35	35007	David Nelson	RLWYC	ID35	3.48	39	PHRF UL C
Kookaburra	97458	Mark Mallaby	OYC	sch35m	2.45	60	PHRF Race B
Kraken	7367	Thomas Matheson Shepherd	OYC	BEN36.7	1.85	84	PHRF Race B
La Sirena	7259	Tony Sandrolini	TPYC	BEN47.7SMod	1.38	39	PHRF Race A
Le Refuge	25683	Mark Jensen	BCYC	Ben49	1.71	72	PHRF Cruz Spin A
Lu Lu	7626	Dave Booker	SLBYC	SCH34PC	1.60	117	PHRF Cruz Spin B
Macono	52304A	Mike Sudo	DRYC	BEN47.7F	1.83	39	PHRF Race A
Malulani	57016	Curtis Wolfslau	SLBYC	Cat34-II	1.40	150	PHRF Cruz Spin B
Mare 'Zia	93580	James Lee	KHYC	CENT40S	1.52	78	PHRF Cruz Spin A
Marisol	56206	Stephen Ronk	CRA	HUN410	1.40	108	PHRF Cruz Spin A
Mas Alegre	46608	Frank Maddocks	PMYC	CAT380	1.34	139	PHRF Cruz N/S A
Mastiha	7213	Philip Herzfeld	DPYC	Ben48OC	1.45	101	PHRF Cruz Spin A
Merlin	74	Stephen McMillan	SBSC	J99	2.50	57	PHRF Race B
Minotaur	4892	G. Roland/ A. Constantine	SDYC	SCZ37 Mh	2.98	27	PHRF UL C
Miss Lorelei	7303	Michael Niggli	SDYC	BEN36I	1.52	135	PHRF Cruz N/S A
Mister J	46822	Frederic Hayem	NSBYC	J Boats	1.85	45	PHRF Race A
Moxie	56643	Jeff Landers/John Nahas	LBYC	OLS34S	1.56	117	PHRF Race C
MyDtime	7639	Mike Schneider	CCC	Ben48OC	1.61	86	PHRF Cruz Spin A
Nereid	7065	Standish M Fleming	CRA	J125	4.58	-9	PHRF UL B
Night's Watch	50252	Dean Stanec	SLBYC	J130	1.99	15	PHRF Race A

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Boat Name	Sail #	Skipper	Club	Mfg/Model	Pf	Owc	Start Class
Obsidian	11105	John Staff	CYC	J111	3.16	27	PHRF UL C
Ohana	34	Joe Markee	SDYC	Swede54M	1.11	65	PHRF Race B
Pacifico	56894	Fred Lundgren	NYCSD	Ben44.7F	2.23	21	PHRF Race A
Paradise found	18460	Jim Albert	VNTYC	C&C37	1.32	108	PHRF Race C
ParadiSeAi	0078MEX	Bob Linden	CNB	IP40	1.22	156	PHRF Cruz N/S A
Patriot	97684	Paul Stemler	NHYC	J44	2.02	39	PHRF Race A
Patty Jean	46465	Gator Cook	BYC	CAT42	1.49	111	PHRF Race C
Peligroso	55555	Doug Baker	LBYC	Choate	6.53	-115	PHRF UL Maxi
Pendragon IV	77000	Steve Torres	SDYC	Dav52M	4.73	-66	PHRF UL A
Problem Child	50665	Dan Rossen/Richard Whitley	BCYC	B32	3.85	61	PHRF UL D
Quantum	US 86281	Scott Smith	PCYC	Ben405F	1.38	108	PHRF Race C
Rascal	56653	Kathy St. Amant	SCCYC	Hunter 37.5	1.00	120	PHRF Race C
Rhumb Runner	32217	Chuck Bowers	CRA	J29MHOB	2.03	111	PHRF Race C
Rio100	USA 2121	Manouch Moshayed	STFYC	Sloop100	9.60	-213	PHRF UL Maxi
Runaway	7574	Thomas Lehtonen	SCCYC	CAL36	1.73	153	PHRF Race D
Runaway	61056	Potiker, Lowell/Peter Frost	SDYC	Hylas70	1.25	30	PHRF Race A
Saga	USA 61469	John Brynjolfsson	SDYC	TP52	5.44	-84	PHRF UL Maxi
Sam	60449	Jerome Sammarcelli	SCCYC	Col32C	4.30	48	PHRF UL C
Sapphire Knight	8888	Phillip Friedman	DRYC	Custom	3.39	-42	PHRF UL A
Serenity	46600	Steve Lewis	SYCLB	BEN36S7	1.72	120	PHRF Cruz Spin B
ShadowFax	7187	Steven George	ABYC	JNNU43SD	1.51	117	PHRF Race C
Slightly Mighty	87150	John Purl	STKSC	OLS30	2.77	96	PHRF UL D
Some Tuesday	27120	Steve Dunlap	LSFYC	Lagoon	0.00	0	ORCA A
Sophia	152	Robert Kraak	CBYC	J105OD	2.75	84	PHRF UL D
Spin Doctor	7447	Paul B Farrell	PLYC	AND40Mod	3.98	7	PHRF UL B
Spirit of Constellation	56396	Tom Hammons	SWYC	Cat36T	1.41	135	PHRF Cruz N/S A
Staghound	69152	Alec Obershmied	SWYC	R/P50	3.92	-45	PHRF UL A
Stanley's Cup	56979	Stanley William Tutton	ALYC	Jenn349	1.68	132	PHRF Cruz N/S A
Sycamore	7830	Thomas W Hale, Skipper	BYC	Lagoon 45F	0.00	0	ORCA A
Tambourine	56710	Steve Zambroski	SGYC	SABRE402	1.56	74	PHRF Cruz Spin A
Tazzy	28443	Lawrence Golkin	VSC	TaShing Taswell 43	1.47	133	PHRF Cruz Spin B
Tenacious	7531	Alec Charters	CRA	BEN44.7	2.02	35	PHRF Race A
Tiburon	38042	Douglas Steele	CYC	SCZ37	3.20	27	PHRF UL C
Timeshaver	7730USA	Viggo Torbensen	DPYC	IMX40M	2.52	35	PHRF Race A
Triumph	51520	Steve Sellinger	NHYC	SCZ52M	2.74	-17	PHRF UL B
Trofina 2	46717	Anna Scharer	DPYC	CAT320	1.37	150	PHRF Race D
Tropic Thunder	7175	John A Miller	OYC	Ben46	1.50	74	PHRF Cruz Spin A
Tui	56884	Brian Patrick Boyle	SSYC	ERC32-3	1.44	150	PHRF Race D
Uhambo	56134M	David Chase/Carlos Brea	VNTYC	Fast42M	2.33	41	PHRF Race A
Uncle Bob	87694	Larry Leveille	SBYC	SCH35	2.04	72	PHRF Race B
Vela	USA 51000	Steve Davis	KHYC	SCZ52	2.89	-14	PHRF UL B
Vesper	57007	Jeffrey Ivask	BYC	CAT42	1.49	111	PHRF Cruz Spin B
Vigilante	47003	Raymond Godwin	LBYC	CONCDA47M	3.66	-24	PHRF UL B
Volpe	55544	Les Linkogle	DPYC	Kernan44M	4.11	-39	PHRF UL A
Wahoo	27070	William Gibbs	PBYC	Schionning	0.00	-38	ORCA A
Wai'Lani	67323	Jane Thomas	CHIYC	TARI0SD	2.01	126	PHRF Race C
Whiplash	87995	John Rossbach	LBYC	SCH35	2.02	72	PHRF Race B
White Cloud	84550	Paul David Grossman	SDYC	Cookson 12M	3.24	18	PHRF UL C
Wind Rose	56862	Walter Simmons	SLBYC	CABRCO40	1.27	163	PHRF Cruz Spin B
XLR8	25652	B. Thornley/G. Nistor	BCYC	Ben36.7F	1.58	84	PHRF Race B
Zeohyr	61549	Thomas Thompson	CRA	Ben55.1OC	2.06	60	PHRF Cruz Spin A



Boat Name	Sail #	Skipper	Club	Mfg/Model	Pf	Owc	Start Class
Zephyrus	69011	Damon Guizot	LAYC	R/P77	6.57	-129	PHRF UL Maxi
N2SD Course							
Amadeus	US 38	Robert Walker	DPYC	IMX40M	2.37	35	PHRF Race A
Anais	61019	Matt Solhjem	PCYC	Hanse 505	1.58	69	PHRF Cruz Spin A
Anarchy 6	77870	Scot J Tempesta	SDYC	HOB33M	3.59	66	PHRF UL B
Andiamo2	69148	Robert Pace	CRA	J145	3.44	-21	PHRF UL A
Blue Flash	88088	Mike McCarthy	SLBYC	J88	2.99	75	PHRF UL B
Buenos Aires	52316	Mark Williams	DWYC	BEN36.7F	1.67	84	PHRF Race A
Chaos Theory	77429	Doug Hosford	DPYC	Olson 30	2.90	96	PHRF UL B
Destroyer	35029	Jim Bailey	NHYC	ID35	3.48	39	PHRF UL B
Dreamline	43963	David Newland	AYC	J92	2.39	96	PHRF Race B
Fair Havens	46828	Dave Griffin	DPYC	NPT28	1.41	198	PHRF Race B
Flying Monkeys	87857	Kevin Mullen	DPYC	Moore30M	4.94	33	PHRF UL A
Freedom	USA 206	John H Taylor	DPYC	Melges 32OD	6.43	12	PHRF UL A
Happy Ours	61410	Larry VanderPloeg	CRA	ERC30+	1.41	162	PHRF Cruz Spin A
Hen o' the C	57006	Toralf Strand	CRA	JNNU349	1.63	126	PHRF Cruz Spin A
La Chasse	3773	Lloyd Chase	DWYC	Cat30	1.16	192	PHRF Cruz Spin A
Late Apex	56497	John Rickard	SDYC	BEN36.7	1.66	81	PHRF Race A
Marblehead	7735	Steven Shryock	DPYC	CAT385M	1.42	131	PHRF Race B
Mariah	52109	Joaquin Cobelo	OYC	J109OD	2.38	69	PHRF Race A
Miss Betty	93400	Bill Quealy	SDYC	BEN44.7 M-5	2.14	27	PHRF Race A
NextGen	100	Jerry Fiat	ABYC	GC32	0.00	0	PHRF UL A
Palaemon	93145	Rudolph Hasl	SDYC	J145	3.42	-21	PHRF UL A
Perryaye	US 51115	Mark Reece	CRA	Dubois50	3.05	-10	PHRF UL A
Pyxis	USA 7631	Andrew/Daniel Jessup	NHYC	Catalina 425	0.00	108	PHRF Race B
Renegade	USA 1009	Denny Browne/Jack Faucett	KHYC	Beneteau First 10R	2.09	75	PHRF Race A
Restless	87887	Mark Clements	CRA	SCH35	1.97	72	PHRF Race A
Solmate	97904	Cindy Wynne/John Hogan	DPYC	BEN35S5	1.58	129	PHRF Race B
Tomol	56896	Susan Griesbach	DPYC	CAT385	1.30	136	PHRF Race B
Wingman 5	51584	Jim Diepenbrock	CYC	Swan48M	1.64	30	PHRF Race A
Zimmer	60409	Michael Gebb	ABYC	Pacer 42	2.63	33	PHRF Race A

N2DP Course

4U	334	Christian Buhl	OTHER	RS Venture Adaptive	0.00	0	Portsmouth
Altheris	47576	Ray Booth	BYC	C&C35	1.49	120	PHRF SPIN B
Buena Vista II	119	Berkeley Green	ALYC	RS21	3.92	0	PHRF SPIN B
Blitz	46973 (J1)	Bryan Nickel	NHYC	Capri23.5M	5.04	90	PHRF SPINA
Dani Girl	46638	Matt Campbell	BYC	J120	2.55	36	PHRF SPIN A
Delightful!	57010	Terry Schneider	BCYC	Hun33	1.34	162	PHRF SPIN B
Geronimo's Cadillac	691	Dennis Swift	AYC	FARR30	0.00	36	PHRF SPIN A
Getting Off	97948	Walter D Folsom	DPYC	G&S36	2.22	90	PHRF SPIN A
Horsefeathers	7425	John Fuller	NHYC	ERC35-2	1.29	147	PHRF SPIN B
L30 #29	29	Charles Ullman	BYC	L30	3.93	0	PHRF SPIN A
Lickity Split	67715	Andrew Whittingham	WSA-OC	CAT38	1.34	114	PHRF SPIN B
Mr Pongs	56606	CK Hwang	BYC	COL30	4.22	50	PHRF SPIN A
Night Fury	28476	Tim Culkin	TPYC	Kiwi 35	0.00	39	PHRF SPIN A
Oasis V	56720	Charlie Polce	OSC	CAT34-II	1.34	155	PHRF SPIN B
Oasis VI	56609	Chris Hill	OSC	CAT34-II	1.34	155	PHRF SPIN B
Sendero	67788	Leonardo Hernandez	CBYC	CHOATE40	1.79	81	PHRF SPIN A
Tekella	7718	Jock McGraw	DWYC	J22	2.62	186	PHRF SPIN B



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3. Cervecería Doble C
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