
75th NEWPORT TO ENSENADA INTERNATIONAL YACHT RACE

APRIL 28-30, 2023

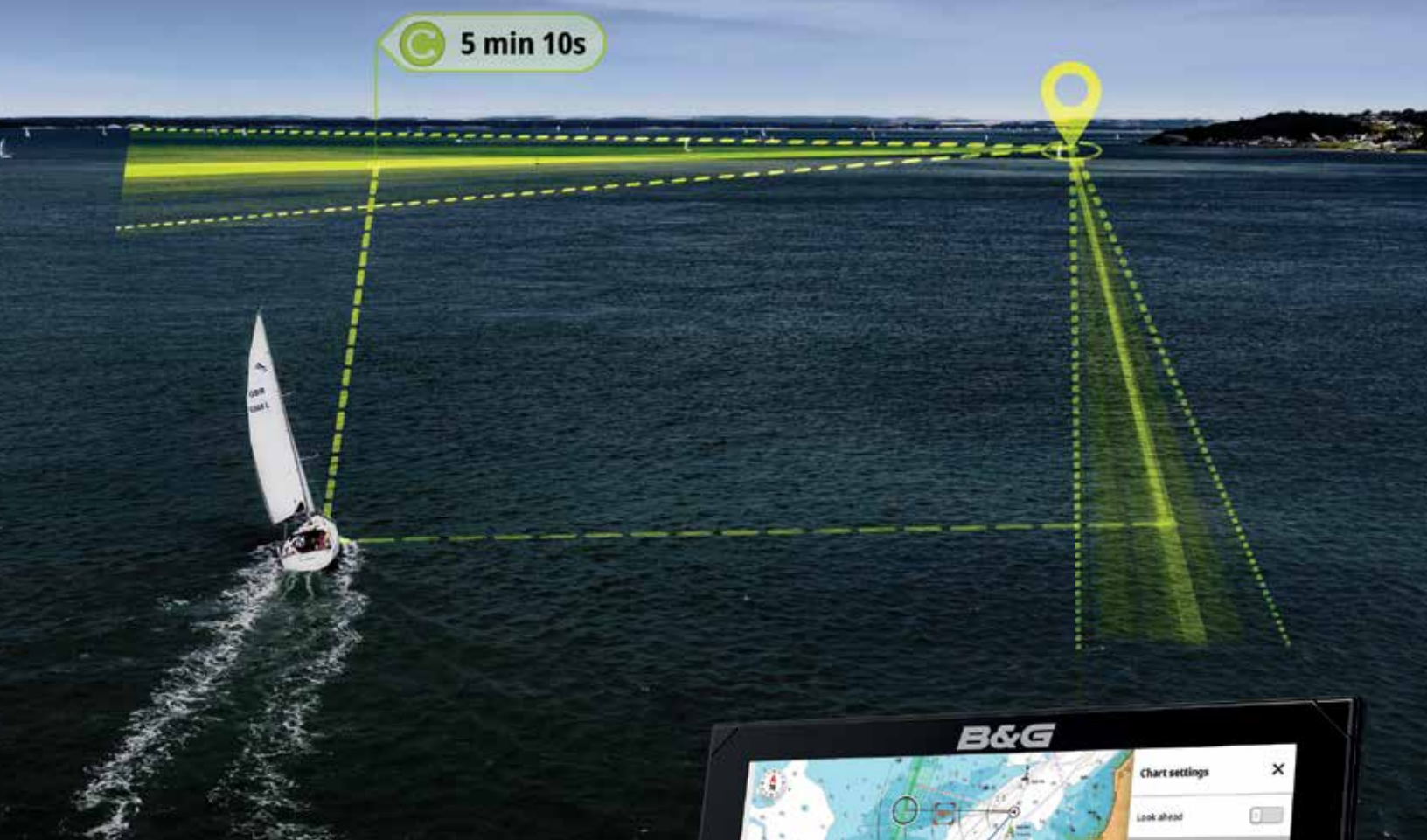


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Welcome From The Commodore Mary Bacon

WELCOME to the history-making 75th Newport to Ensenada International Yacht Race!

On behalf of the NOSA officers, directors, and volunteers we want to thank every skipper and crew member for participating in this classic and beloved California yacht race.

Since our 1947 founding, NOSA members, along with our vital partners in Ensenada, have endeavored to provide an adventurous, competitive, and inclusive regatta. Through the years, hundreds of sailboat makes and styles, large and small, from traditional rigs to those boasting the latest technology, helmed by professionals or beginners sailing on a wing and a prayer, have all crossed our epic start-line.

The classic yet ambitious, overnight, 125-mile course has produced multi-generational stories over the years – tales of good calls and bad, challenges and solutions, catching and losing wind have all crossed the finish line with tens of thousands of participants since 1948.

So many stories! Like last year which saw the windiest start in modern history. Winds gusting over 25 knots on 8 to 10-foot

seas launched the southbound fleet and made history in almost every class!! And congratulations again to Manouch Moshayedi, whose custom Bakewell White Rio 100 set the elapsed time record for a monohull with a time of 7 hours 02 minutes 17 seconds. The time was a staggering 2 hours 33 minutes and 17 seconds faster than 2016's previous record.

Just as amazing, it was also the first time a monohull crossed the Ensenada finish line before sundown!

Setting a different but equally impressive record was NOSA Staff Commodore Bill Gibbs who won all three best overall trophies - for a fifth time! Gibbs now has his name etched onto five N2E trophies 31 times. Wahoo, his Schionning GF 1400 Catamaran, set a personal best record time of 9:23:19 despite a spinnaker blowout off San Diego.

I wish all the competitors an equally exciting and fast race this year.

As you'll see from the entries, we have a variety of competitors again this year. A few new fast sleds are starting to hit their stride, while a variety of multi-hulls, and our heartfelt cruiser fleet, will make up more than 20 classes for the April 28th start on two courses. Although dropping the spirit course to Dana Point was a difficult decision, we are committed to using our resources to make the San Diego course better for those who do not want to venture south of the border.

For those not sailing; friends, family, and out-of-state enthusiasts, please be sure to follow the boats via the fabulous YB Tracker which makes for a virtual (and colorful) play-by-play that family can watch in real-time and competitors can review after finishing. Downloaded the App from nosa.org and follow both courses on your device of choice.

continued)

2023 RACE SPONSORS



Commodores Welcome (continued)

Race week begins with packet pick up at the amazing BCYC on April 22 and culminates there with a Racer VIP Buffet on Thursday, April 27, followed by race-day breakfast Friday morning.

Having participated in four races in the 1990s my memories of sailing N2E are a big part of my ongoing passion for this timeless race. The memories and gratitude for the sport led me to the NOSA board; for which I have proudly served for six years. And I am honored once again to serve as Commodore of NOSA and 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 – especially for this celebratory 75th race.

As always, many thanks go to the Hotel Coral and Marina, its owners, and its 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, 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 us for a pool party Saturday afternoon and for the evening's Taco Fiesta featuring live music and drink specials. Sunday morning, we invite everyone back to the amazingly fun 360 Photo Booth Party to celebrate their victory or shake off their losses.

Sunday's highlight will be the 3-part ceremonial trophy presentations in the Hotel Coral Courtyard. Award ceremonies will commence at 1:00 pm, 2:00 pm, and 3:00 pm. Flyers posted at Race HQ near the results boards will identify the timing for each class's schedule.

For our N2SD racers, Silver Gate Yacht Club will host a trophy presentation with dining services on Sunday, April 30 at 10 a.m. Complimentary Bloody Marys' and burritos will be served.

As always, please give a big round of applause and your gratitude to our 50+ volunteers who work tirelessly behind the scenes, year after year, to provide this impeccably run race that always aims to offer racers the best regatta experience of the year. I'd also like to thank our Newport Beach Yacht Clubs for their continual support; for generously providing start line boats, and for the use of club facilities.

Should there be any questions - about entering the race or the results - there's a plethora of information at nosa.

2023 N2E RACE - GOT MEXICO INSURANCE?

Some yacht insurers do not offer any coverage in Mexican waters, some include navigation limits as far south as Pt. Banda and some other insurers only allow short trips into Mexican waters. Check with your current insurance company to make sure your navigation limits extend as far south as Ensenada. Also, your required Mexican Vessel Liability insurance must be placed with an insurer registered in Mexico for any boat that is in Mexican waters. Vessel liability policies placed with U.S., Canadian, and European insurers do not comply with Article 176 of the Mexican Law on Navigation and Maritime Trades.

What to do BEFORE the starting gun goes off to stay insured and stay on the good side of the Mexican authorities.

1. Purchase your required Mexican Vessel Liability Coverage online via this link www.mexboat.com. The policy includes Liability Coverage while cruising in Mexican territorial waters and while participating in sailboat races (like N2E). Premiums start at \$70.60 USD for a one-month policy depending on vessel length and coverage limits. It only takes about 2 minutes to purchase the policy online with a credit card and your policy is emailed to you at the time of purchase. Policy terms of up to 1 year are available if you plan to take your boat to Mexico multiple times throughout the year. Most marinas in Mexico will ask to see a copy of the Mexican Vessel Liability policy when you check-in.

2. If you have a collision with another vessel in Mexican waters that causes damage or bodily injury, CALL THE CLAIM REPORTING NUMBER ON YOUR POLICY AS SOON AS POSSIBLE ONCE IN CELL PHONE RANGE. The adjuster will guide you on how to proceed with the claim. Or you can call Novamar's bi-lingual Puerto Vallarta office. From a Mexican cell phone, dial 322 297 6440, and from a USA cell phone dial 949-274-4111 to be connected to the Puerto Vallarta office. The Novamar Mexico staff is available to help untangle Mexico insurance claims even if you are not insured with Novamar.

Have a fast and safe sail south!

org. We invite you to navigate it often.

My hope for all of our racers - no matter on which course you compete - is that you sail safe, safe fast, and find the wind you need to sail your best. I'll be with you in spirit in San Diego, but look forward to seeing the Ensenada racers at the finish line!!

Salud and Buen Viaje!



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Noah Blom

Mayor Pro Tem

Will O'Neill

Council Members

Brad Avery

Robyn Grant

Lauren Kleiman

Joe Stapleton

Erik Kenneth Weigand

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 75th 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 to 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,

Noah Blom
Mayor



FUN FACTS . . .

By Laurie Morrison

There's been a lot of fun and a lot of action and a lot of teamwork, and a wee bit of trouble over the last 74 years of racing.

Here are a few fun facts that participants may or may not have known. So read along to honor the N2E's history and revel in knowing that you are now a part of it.

50 people turned up at NOSA's first general meeting on October 10, 1947, to plan a race for the following spring. The inaugural race to Ensenada was supposed to be on the closest weekend to Armistice Day.

Sailors of the first race pulled into the small village of Ensenada which boasted a population of 27,000 people.

Initially, the pending coastal race was to be called the Governor's Cup Race and the first two trophies were dedicated to Governor Earl Warren and Baja California Governor Alfonsa Garcia Gonzalez and awarded to the "arbitrary handicap class" winner.

Initial classes were based on the Measurement Rule for Long Distance Racing of the North American Yacht Racing Union.

One of the first race sponsors was Wilmington Boat Works. The builders of the 19-meter Serenade, and the legendary 67'5" Chubasco, built in 1939, paid for the publication of a booklet given to racers about rules and handicaps.

When Chubasco last sold, the Sellers found a long-lost N2E trophy while cleaning out the classic yacht for the new owners. The heavy silver in the artifact had been missing for 25 years.

The Slowest race ever is said to be 1954 when Sirius, NHYC, Howard Ahmanson's was first to finish with an elapsed time of 31:09:15.

However, Sirius also claimed best-corrected honors and became a rarity to win both top honors. However, it was in 1954 that Nelly Bly, a 37-foot Blue Nose Staysail schooner clocked a time of 57:02:40 and was one of the likely reasons that NOSA started to set a cut-off time.

Starting when: For many years the race started on a Thursday, and at some time later over the Cinco De Mayo weekend. In 1962 the start was held on a Sunday. From 1963 to 1966 were Saturday starts. Thursday starts resumed in 1967. Does anyone know when Fridays went into full effect?

The First Midget Award was given in 1958. Scott Burke, CBYC sailed a 22-foot sloop, Toroa, for a corrected time of 17:39:12. It was not until 1963 that the Midget Ocean Racing Fleet was

admitted as a separate class.

Also, in 1958 – the first reverse start race.

In 1959, Roy Disney sailed his first N2E aboard Windborne. Disney sailed every year after in more than 7 boats including three Pyewackets.

1961 and 1971 saw the fleet blowing across the start in 30-35 knots with boats in the later race finishing in torrential rain squalls.

1977's start is said to be the raciest in history. That's when an unidentified schooner with a full deck of topless women, some swinging from the rigging, sailed into the mix of racers.

Although there has been and always will be a serious competitive component to N2E with Dennis Conner, Steve Fossett, Pete Melvin and Gino Morrelli, Peter Isler, or Tom Siebel (and many, many more) competing the playful side has drawn many cruisers and first timers to the race.

Through the years, of every race, participants have dressed in costumes, be they simply matching shirts or statement-making outfits. All male crews have been seen dressed in drag (or maybe just the skipper of otherwise all-female crewed boats) and all-female crews as men. The most storied costumes came from the San Francisco yacht "The Prospectors" who usually raced in tuxedos. Others have been the Coneheads from Saturday Night Live, were all OJ Simpsons, or have otherwise been masked. Sails have also dressed for the occasion like Bon Vivant's gigantic champagne glass and last year, the famous Goldfish – from the crackers – blew across the start. Boats were also known for having bands onboard, showing movies on their sails and one was seen ditching a piano just hours before a start.

75th Competitors, bring your spirit of fun and adventure, do not forget that Some Tuesday's owner Steve Dunlap has issued a costume contest challenge. The winner will get a \$500 gift card for Meghan Fabulous clothing.

NOSA held a celebratory of the 50th Anniversary Ball on the Saturday before the race and a historical reception at the Newport Harbor Nautical Museum, holders for many years of NOSA's archives.



TIPS FOR THE STARTING LINE . . .

By Laurie Morrison

Make it a perfect start! or Getting off to a perfect start!

While N2E is well-known for its epic multi-line starts, most racers rarely get the chance to start a race with more than 120 boats on the course. The reverse start is one of the most talked about moments of every N2E, but having so many boats warming up at once makes for some unique challenges. Especially for first-timers.

We asked Susan Heinz – NOSAs start line chairman for the last 13 years to offer some tips (and some specific dos and don'ts) for best practice preparations before safely crossing the start line.

1. Bring your Corinthian spirit and patience! Understand that you be within a wide range of racing knowledge and practical experience. Do not assume that every skipper knows what they are doing. There are likely both first-timer sailors and near-pros in every class.

2. As with all aspects of N2E, success starts with preparation before leaving Newport Harbor. Skippers – read the Sailing Instructions! Find the check-in boats' GPS location and study class flag designations. Know which class comes before yours and after for best start strategies, and in case something goes there is a mix up.

The Committee boat is not the Check-In Boat!

3. After checking in, quickly sail the start zone area. Find the line boats and get a feel for wind, sea conditions, and currents.

Start developing ideas about the start-line approach as early as possible. Make sure you know which line your class start is on and go upwind as far as you need to practice.

Don't practice in or around the start area before it is your time

Don't interfere with those whose class sequence starts earlier and don't get in the way.

4. You will have to actively avoid other boats. Designate a watch-person. Yes, polish your right-of-way knowledge. But having the right away does not mean you should stay the course just let someone else take the blame for being wrong. Activate collision avoidance. It's not just technology for new cars!

5. Have a system of hand-code signals between the skipper and crew so no one has to yell, specifically in when sequence - when you'll be yelling over everyone else.

Experienced racers will identify hand signals to get information from the bow to the foredeck to the skipper and let the driver know the estimated boat length to the start, class timings, and other warnings before you get out there.

6. With the reverse start, the fast boats go last, and cruisers go first. Not a traditional rolling start – there will be 10 minutes between classes, not the usual 5. Attach your class flag on your

backstay early and look for others when the class flag is raised at the beginning of the sequence.

7. With so many boats and so many classes, it will be harder to go up and down the line for timing practice unless you are really early. Be early.

8. Don't be late or OCS. Will the current push your boat and how far? If it pushes you over early, you'll have to circle back behind your class and ahead of the next class. And it is the skipper's responsibility to know if the boat is OCS – not the race committees.

You do not want to get to Ensenada to see that you have been penalized.

9. No barging! N2E is not a match race – it's a 125-mile sprint. Yes, good starts are important, but not worth the potential of getting protested, damaging your boat, or putting yourself or competitors at risk.

10. Racers can use their engine until the start sequence begins. Use it to avoid other boats on a windy course to avoid an accident or for a better start position in minimal winds.

Flags are the signals, not the horn or the gun.

Remember - the class sequences will all be announced live on the radio – Channel 6

Quick Review - Start Sequence

Class Flag Up

P flag up 1 minute later,

3 min – P Flag down = 1 minute to start

Class flag down is the start signal!



Governor of Baja Trophy



2023 - ABC's of the N2E

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

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.

Helpful links:

[PHRF Southern California](#)

[PHRF San Diego](#)

[ORCA Contact \(Bill@gibbsvineyards.com\)](#)

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.

Helpful links:

[SCYA Sail Number Application](#)

PICK A COURSE

N2E is the classic race to Ensenada.

N2SD a race to San Diego, around north Coronado Island.

Both start in Newport Beach on 4/28/23

Read the Notices of Race (NORs) for each, for details.

ENTER

Online registration is provided via Regatta Network. View the Registration Form in advance to be sure you have all of the requested information available when you enter.

[Register on Regatta Network](#)

ENTRY FEE

Fees are detailed in the Notice of Race. Both courses include a Yellow Brick 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).

Helpful links:

[US Sailing Equipment Requirements](#)

SEMINARS

A number of race and safety seminars are available:

Helpful Links:

[NOSA Pre-Race Seminars](#)

[US Sailing Coastal Safety at Sea Seminar](#)

[US Sailing Coastal Safety at Sea online class](#)

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.

CORAL MARINA ADVANCE CHECK IN

To avoid delays at marina boat check-in, send the following documents via email to marina@hotelcoral.com (by April 20)

- Passports for skipper and crew
- Certificate of Documentation (or state registration) – current
- Evidence of insurance
- Name of boat
- Crew list – incoming and outgoing. If any names change on either list, notify the marina.
- IMPORTANT: If a boat comes to the fuel dock only it is considered touching land and must pay the Tourist Card fee.

Helpful links:

[Hotel Coral](#)

[Hotel Coral Marina](#)

[Cruiseport Village Marina](#)

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.

Required documentation to visit Mexico by land:

Use the link to review the Entry, Exit, and Visa Requirements

<https://travel.state.gov/content/travel/en/international-travel/International-Travel-Country-Information-Pages/Mexico.html>

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 \$39 USD per person (it varies with the exchange rate). The local officials strongly suggest bringing cash and handling this in Ensenada.

Boats can avoid the tourist card by not entering a Mexican harbor and by not touching land. Stopping at a fuel dock is considered touching land.

NOSA continues to lobby for the elimination of the tourist card being applied to N2E racers, and there is always hope one year we will be successful.

Fishing License

Mexican law also requires all passengers on a boat with fishing gear to have a Mexican fishing license.

ABC's of the N2E (continued)

COVID Health Inspection

(As of 3/30/2023)

(1) 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.

NOSA-Health-Inspection-Form

NOSA-Health-Inspection-Form-Sample

(2) Upon arrival, the Skipper shall proceed to Health Inspection Office (open 24/7) and deliver the following

- skipper and crew original passports
- completed health form referred to above in (1)

ONLY THE SKIPPER NEEDS TO STAND IN LINE.

Skipper will then proceed to Immigration Office to pay the tourist card fee and to the Marina office to check in (refer to Coral Marina Check-In). If these offices are not open, return later.

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

Helpful links:

[Passport or Passport Card](#)

[Customs Decal](#)

[ROAM app](#)

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.

CALIFORNIA BOATER CARD REQUIREMENTS

The California Boater Card program is phased-in by age for operators of motorized boats on state waterways (see phase-in schedule below). As of January 1, 2023, the card is required for operators 50 years of age or younger.

Refer to: <https://californiaboatercard.com/about-the-card/>

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c o c i n a d e l a b a j a

LOCATED AT SANO'S STEAK HOUSE

Entry List for the 75th Newport to Ensenada Race (as of 4/15/23)

BOAT NAME	SAIL #	SKIPPER	CLUB	MFG/MODEL	OWC	PF	START CLASS
N2E Course							
I5	USA 15	Rodion Luka	KRYC	L30 OD	PNDG	3.86	UL-C
A LITTLE ENDEAVOR	56921	David Donohue	LSFYC	BEN450C	84	1.95	CRUZ-SPIN-A
ALOBAR	57112	Ray Huff	SBYRC	ISLP350	208	1.24	CRUZ-SPIN-B
AMADEUS	US 38	Robert Walker	DPYC	IMX40	36	2.37	RACE-A
AMORE E SOLE	7138	James Norton	BYC	HUN420CC	126	1.79	CRUZ-SPIN-B
ARTEMIS	61305	Raymond Paul	SFYC	Botin 65	-123	5.35	UL-MAXI
BADPAK	88856	Thomas Holthus	SDYC	Botin56	-122	6.82	UL-MAXI
BELETMOI	7342	Peter Kiesecker	BBYC	BEN410C	102	1.79	CRUZ-SPIN-A
BELLE	56952	Jacques Naviaux	SWYC	JNNU349	133	1.63	CRUZ-SPIN-B
BLACK MARLIN	US35045	Herwig Baumgartner	WSA	ID35	48	3.57	UL-C
BLACKWING	USA 352	Barry Clark	DWYC	GRD SOL44	24	3.08	UL-C
BLIND SQUIRREL	87268	Mike Schrager	CRA	SAN30GP	120	1.99	RACE-C
BLOND FURY	27007	Heather Furey	CYC	SCZ52	-9	2.76	UL-B
BLUE NORTHER	7880	Jotham Schwartz	SCCYC	COL43M	105	1.06	CRUZ-SPIN-A
BOLT	97363	Craig Reynolds	BYC	NM68	-78	4.68	UL-MAXI
BRIBON	75553	Mark Surber	SWYC	TP52	-84	5.96	UL-MAXI
BUENA VISTA	97620	Dwight Rowe	VYC	OLS40	48	2.59	RACE-A
BUTTERCUP	97012	Roderick Messinger	CRA	SCH35	72	2.02	RACE-B
CALARY	56429	Larry Bjork	BCYC	CAL33-3	150	1.32	CRUZ-SPIN-B
CALIFORNIA STARS	3929	Brad Hunter	NYCLB	S&S44	117	1.28	CRUZ-SPIN-B
CHEEKY	61658	Mark Stratton	DRYC	J122	18	2.66	RACE-A
CREATIVE	103	Ed Sanford III	SDYC	J111	27	3.26	UL-C
DAY TRIPPER II	7301	Andy Horning	SIBYC	HUN40	102	1.58	RACE-C
DOUBLE DOWN	7914	Brian Kerr	SMWYC	J92	90	2.92	UL-D
DREAMLINE	43963	David Newland	AYC	J/92	90	2.92	UL-D
ENCORE	USA 37M	John McEntire	DRYC	SCZ37	27	3.31	UL-C
EXPRESSION SESSION	56221A	Mark Keller	KHYC PSSA	EXP38TM	53	2.45	RACE-B
FAST REORRG	56054	Ron Orr	SMWYC	HUNT50	72	2.24	RACE-B
FINESSE	87380	Evan Wanamaker	CorsYC	RonHolland52	81	1.53	CRUZ-SPIN-A
FLASHHEART	60161	David Cattle	CRA	J100	60	2.89	RACE-B
FLYINGFICHE II	18081	Robert Zellmer	LBYC KHYC	SCZ50M	-3	3.38	UL-B
FORGIVENESS	56192	Scott Torrance	CYC	J124	42	2.48	RACE-A
FREEDOM	USA 206	John Taylor	DPYC	Melges 32	6	6.43	UL-B
FREESTYLE	27088	Jerry George Wetzler	DWYC	Catamaran	47		ORCA-A
G U R L I	USA 066	Derek Heeb	CYC StFYC	J111	27	3.23	UL-C
GALATEA	56959	Joe Negron	SIBYC	HUN40.5L	108	1.50	CRUZ-SPIN-A
GATOR	53005	Daniel Moore	BYC	FrersSeries700	78	1.62	RACE-B
GLISSADE	61701	David Ross	DRYC	IRW54	112	1.21	CRUZ-SPIN-B
GOLDEN BOY	TBD	David Coles	Sailtime	BEN40.10	PNDG	1.99	CRUZ-N/SPIN-A
GOODENERGY	USA 60010	George Hershman	SDYC	R/P63	-142	6.96	UL-MAXI

BOAT NAME	SAIL #	SKIPPER	CLUB	MFG/MODEL	OWC	PF	START CLASS
GOOD TROUBLE	87868	Marie Rogers	LAYC CYC	AND56	-9	3.06	UL-B
GROUNDHOG DAY	USA 50030	Rich Festa	CYC	Rogers46	-43	4.84	UL-A
GUACAMORE	7153	Kent Lowell	KHYC	CAT34-II	150	1.37	CRUZ-SPIN-B
HAPPY HOUR	77131	Linda Dunn	SYC-LB	BEN41.1IOC	121	1.96	CRUZ-N/SPIN-A
HEN O' THE C	57006	Toralf Strand	CRA	JNNU349	132	1.63	CRUZ-SPIN-B
IMAGINE TOO	7156	Larry Goshorn	SYC-LB	CAT445	92	1.55	CRUZ-SPIN-A
IMPASSE	51887	George Johnson	PMYC	BEN47.7	15	1.91	RACE-A
IT'S OK	7249	Thomas Purcell	BYC	AND50	-51	4.41	UL-A
JAVELIN	61013	Toby Gandy	SYC-LB	BEN10R	69	2.09	RACE-B
JAVELIN	93204	Daniel Murphy	CYC	J125	-9	4.29	UL-B
JUNO	USA33819	Dan Merino	SWYC	EXP37	72	1.90	RACE-B
KASTOR POLLUX	57248	Jerzy Poprawski	AnYC	Mooring 4300	156		ORCA-B
KITE35	35007	David Nelson	RLWYC	ID35	39	3.74	UL-C
KRAKEN	46604	Robert Littleton	HYC CCYC	J120	36	2.59	RACE-A
KRAKEN	7367	Thomas Shepherd	OYC	BEN36.7F	84	1.85	RACE-B
LA MER	61679	James Lee	KHYC	BEN EX11	251		ORCA-B
LU LU	7626	David Booker	SIBYC	SCH34PC	117	1.60	CRUZ-SPIN-B
MALILIA	63001	Nick Green	LAYC	Hylas 63	43	3.08	UL-C
MALULANI	57016	Curtis Wolfslau	SBYC	CAT34-II	150	1.40	RACE-C
MARBLEHEAD	7335	Steven Shryock	DPYC	CAT385	128	1.42	RACE-C
MARE'ZIA	93580	Robert Schramm	KHYC	CENT40S	78	1.52	CRUZ-SPIN-A
MARISOL	56206	Stephen Ronk	CRA	HUN410	114	1.40	CRUZ-SPIN-B
MAS ALEGRE	46608	Frank Maddocks	PMYC	CAT380	138	1.34	CRUZ-N/SPIN-A
MASTIHA	7213	Philip Herzfeld	DPYC	BEN48OC	92	1.45	CRUZ-SPIN-A
MERLIN	74	Stephen McMillan	SBSC	J99	57	2.50	RACE-B
MINOTAUR	4892	Andrew Constantine	SDYC	SCZ37	27	3.51	UL-C
MURIEL'S SUN	USA 61696	Daniel Winterhalter	BBC	BEN51.1IOC	PNDG	2.01	RACE-A
MYDTIME	7639	Mike Schneider	SGYC CCC	BEN48OC	92	1.61	CRUZ-SPIN-A
NEREID	7065	Standish Fleming	CRA	J125	-9	4.58	UL-B
NIGHT'S WATCH	50252	Dean Stanec	SLBYC	J130	15	2.41	RACE-A
OBSIDIAN	11105	John Staff	CYC	J111	27	3.16	UL-C
OHANA	34	Joe Markee	SDYC	Swede55	65	2.34	RACE-B
OSPREY	22725	Nat Suwarnasarn	ASA	CAT36 MKII	162	1.33	CRUZ-N/SPIN-A
PACIFICO	56894	Fred Lundgren	NYCSD	BEN44.7F	21	2.40	RACE-A
PARADISE FOUND	18460	Jim Albert	VYC	C&C37	108	1.31	CRUZ-SPIN-A
PEARL	7419	Tom Noto	SSYC	TAR3700	116	1.53	CRUZ-SPIN-B
PELIGROSO	55555	Doug Baker	LBYC	CHOATE68	-115	6.53	UL-MAXI
PERRYAYE	US 51115	Mark Reece	CRA	Dubois50	-7	3.05	UL-B
PROBLEM CHILD	50665s	Dan Rossen	BCYC SHYC	B32	61	3.85	UL-D
RASCAL	56653	Kathy St. Amant	SCCYC	HUN37.5L	120	1.51	RACE-C
REVE d'O	61709	Chris Jester	NHYC	LAGOON450F	148		ORCA-B
REVO	132	Brack Duke	CYC	J111	27	3.28	UL-C

BOAT NAME	SAIL #	SKIPPER	CLUB	MFG/MODEL	OWC	PF	START CLASS
RHUMB RUNNER	32217	Chuck Bowers	CRA	J/29	111	2.01	RACE-C
ROCK N ROLL	USA-88	John Sangmeister`	LBYC NYYC	And68Dencho	PNDG	PNDG	UL-MAXI
ROSSA	7190	Jared Gargano	BYC	DK46	-9	3.11	UL-B
SAGA	61357	Richard Cowper	DPYC	BEN40F	36	1.90	RACE-A
SAGA	61469	John Brynjolfsson	SDYC	TP52	-84	5.44	UL-MAXI
SAM	60449	Jerome Sammarcelli	CYC	COL32C	48	4.30	UL-C
SAPPHIRE KNIGHT	SLO8888	Phil Friedman	DRYC	CUSTOM85	-42	3.39	UL-A
SEAMORE PACIFIC	7729	Brian Bohan	CRA	FREE36KTCH	TBD	TBD	CRUZ-N/SPIN-A
SECOND WIND	57219	Bret Bollinger	BBYC	BEN450C	102	2.01	RACE-C
SERENITY	46600	Steve Lewis	SYC LB	BEN36S7	120	1.72	CRUZ-SPIN-B
SHADOWFAX	7187	Steven George	ABYC TPYC	JNNU43SD	117	1.51	RACE-C
SOME TUESDAY	27120	Steve Dunlap	LSFYC	Lagoon450S	128		ORCA-B
SOPHIA	152	Robert Kraak	CBYC	J105OD	84	2.75	UL-D
SPIN DOCTOR	7447	Paul Farrell	PLYC CRA	And40	PNDG	PNDG	UL-B
STAGHOUND	69152	Alec Oberschmidt	SWYC	RP50	-45	4.59	UL-A
STANLEY'S CUP	56979	Stanley Tutton	ALYC	JENNU349	151	1.68	CRUZ-N/SPIN-A
SYNERGY	7362	Robert Endresen	NYCLB	CAT380	152	1.32	CRUZ-N/SPIN-A
TANIWHA	100	Jerry Fiat	ABYC	Farrier32	-108		ORCA-A
TIBURON	38402	Craig Steele	CYC	SCZ37	27	3.20	UL-C
TOMOL	56896	Sue Griesbach	DPYC DWYC	CAT385	135	1.30	RACE-C
TOPAZ	53234	Loren Brindze	PSSA	HOB33	81	3.62	UL-D
TRAVELER	7315	Michael Lawler	LIYC CorsYC	NRTHWN47	145	1.10	CRUZ-N/SPIN-A
TRIFECTA	22	Terry Argast	SBYRC	CORS880ST	42		ORCA-A
TRIUMPH	USA51520	Steve Sellinger	NHYC	SC52	-27	3.51	UL-A
TROUBLE	77890C	Tom Camp	LBYC	SCZ50	-12	3.14	UL-B
TUI	56884	Brian Boyle	SSYC	ERC32-3	150	1.44	RACE-C
UHAMBO	56134M	David Chase	VYC	Fast42M	41	2.54	RACE-A
UNCLE BOB	87694	Larry Leveille	SBYC	Schock 35	72	2.04	RACE-B
VELA	USA 51000	Steve Davis	KHYC	SCZ52	-14	2.89	UL-B
VIGILANTE	US47003	Raymond Godwin	LBYC	CONCDA47M	-24	3.66	UL-A
VOLPE	55544	Les Linkogle	OYC	KERNAN44M	-39	4.11	UL-A
WAHOO	27070	Bill Gibbs	PBYC	Schionning	-41		ORCA-A
WANDERLUST	56938	James Laughlin	AMYC	BEN38.1OC	TBD	TBD	CRUZ-SPIN-B
WESTERLY	USA 28520	Dave Moore	CBYC NYYC	SCZ52M	-36	3.70	UL-A
WHITE CLOUD	84550	Paul Grossman	SDYC StFYC	Cookson12M	18	3.24	UL-C
WIND ROSE	56862	Walter Simmons	SIBYC	CABRICO40	162	1.27	CRUZ-SPIN-B
XLR8	25652	Gabriel Nistor	BCYC	BEN36.7F	84	1.58	RACE-B
ZEPHYR	61549	Thomas Thompson	CRA	BEN55.1OC	60	2.06	RACE-B
ZOA	56517	Kris Rittenhouse	BWCC	ERC381	117	1.53	CRUZ-SPIN-B
ZOOM	USA 91	Brian Ganz	SDYC	J111	27	3.26	UL-C

N2SD COURSE

BUENOS AIRES	52316	Mark A Williams	DWYC	First 36.7	81	1.67	RACE-A
CHRONIC	USA 400	Lonnie Jarvis	AnYC	Farr 400M	TBD	TBD	UL-A
CIPANGO	46056	Shawn Bennett	SFYC StFYC	And56	-18	3.29	UL-A

BOAT NAME	SAIL #	SKIPPER	CLUB	MFG/MODEL	OWC	PF	START CLASS
DARRT	29	Charles Ullman	BYC	L30	45	3.93	UL-B
DUNAMIS	7352	Len Shaw	PLYC	BEN46OC	75	1.65	CRUZ-SPIN-A
EDERSAIL	USA 7319	Max Moegling	CRA	JNNU349SO	127	1.56	CRUZ-SPIN-A
MARILU'	7442	Albert Wichmann	CRA	BEN41OC	102	1.80	RACE-B
MIRAMAR	7100	Paul Scripps	SDYC	78'Ketch	22	1.38	RACE-A
MISS LORELEI	7303	Michael Niggli	SDYC	BEN361	154	1.52	CRUZ-SPIN-A
REBECCA	61671	Dave Koller	SWYC	Swan43SS	110	1.40	RACE-B
RENEGADE	USA 1009	Denny Browne	KHYC	BEN10R	75	2.09	RACE-A
RESTLESS	87887	Mark Clements	CRA SGYC	SCH35	72	1.97	RACE-A
ROLLING IN THE DEEP	87369	Paul Liszewski	AYC	HOB 33	81	3.61	UL-B
STARCKWEATHER	97938	Graham Forsyth	DPYC	BEN35s5	129	1.58	RACE-B
TINY BUBBLES	568	Peter Hunt	NYCSD	CAT320	150	1.33	RACE-B
WINGMAN 5	51584	Jim Diepenbrock	CorinYC	Swan 48	27	1.64	RACE-A

— Part of History —



Thirty-Seven Foot Black Nelly Bly, Last To Finish in 1954, Campaigned By The Ed Warmington Family In 1957 and Clocked The World's Corrected Time PHRF Record.

Get Down The Coast Faster

by Ullman Sails.

When starting the Newport to Ensenada Race, it is often a subject of many conversations, are we going outside or inside? This refers to the Coronado Islands off the north part of Mexico just south of San Diego.

One overlooked part of the race is getting out of Newport Beach. With light winds generally at the start and plenty of boats to pick your way through, the decision on when to put up your spinnaker or when to reach higher often gets overlooked as part of your game plan.

In a typical (if you could really use that term) year you will start with a genoa, reach up to about 2 miles offshore and go into a reaching spinnaker or code 0, then before too long into your running spinnakers.

A few things to consider before the start:

1. If wind is predicted to start westerly and work towards north westerly, generally there is more wind offshore and you get to the northwesterly shift earlier by reaching off of the bluffs just south of the start line.

2. If it is hot, the wind often doesn't make it all the way to the beach and will be very fickle until it fills, boats often tack off the beach to get out to the wind, long before the

boats inside have any breeze against the bluffs off Laguna

3. If the weather pattern is frontal, colder and possibility having rain, often you can head straight down the coast on rhumb-line right off the start line.

Any of these scenarios can play out making your research on the weather and paying attention to the changes and trends the morning of the race very important.

Using a site like Windy.com and checking the predictions in at least 5 places down the course and paying attention to the time of day of each condition will make these decisions easier. Remember, the big fast boats can cover more area in search of wind so do not go outside just because some of the big boats are heading that way.

Usually it pays to get into your spinnaker earlier, reaching up from the start to the breeze, establishing your lane, and then putting the spinnaker up at the beginning of the shift to the right is usually the best move. But remember anything can happen in this race.



— Part of History —

NEWPORT OCEAN SAILING ASSOCIATION
RACE COMMITTEE INSTRUCTIONS — 1951 ENSENADA RACE

1. STARTING TIME WILL BE:

WHITE SHAPE	Warning	11:50 A. M., Pacific Daylight Saving Time
BLUE SHAPE	Preparatory	11:55 A. M., Pacific Daylight Saving Time
RED SHAPE	Start	12:00 Noon Pacific Daylight Saving Time

2. Due to the large number of entrants, the Ocean Racing Class will start between two flags forming a line off shore from the committee boat. The Arbitrary Handicap Class will start on a line between a flag and the bell buoy inshore of the committee boat as shown on the diagram below.

ARBITRARY CLASS

OCEAN RACING CLASS

3. 1950 NAYRU rules will prevail from the warning gun until two hours after the start. Vessels are cautioned to avoid crowding at the ends of the line to prevent injury or damage for which barging Yachts may be liable under the NAYRU rules. The line will be set in such a fashion that any point on the line will be equally favorable. Two hours after the start NAYRU rules will be suspended insofar as the right of way of all vessels is concerned. The right of way will then be determined under the International Rules of the Road.

4. Any vessel that crosses the line ahead of the starting gun or does not cross the proper line will be assessed a two hour time penalty.



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