



The big news is our mark kit now includes two (2) geo-positioning buoys. Now our starting lines are usually square and the 2nd one augments either the windward offset or leeward gate to make that primo too. Dan McDuff started it by purchasing the green one and then Mike Hansow purchased the orange one a few weeks later. The other benefit is the little flag on each is nice for checking wind direction on the course. Bob Wells photo.

2025 Gig Harbor MYC Regatta #3 – IOM Class (July 12th at Surprise Lake, Milton, WA)
Bob Wells Reporting and Mike Hansow Scoring:

We had sunny weather and a good wind prediction of 5-7 knots from the NW, but we also had many construction traffic warnings that included portions of I 405 being closed. My guess is that traffic concerns led to our lowest turnout in years. Fortunately, I-5 northbound was more crowded than usual, but it held a decent average speed, so the commute home wasn't bad. If I lived farther north, my guess is I would have been stuck on the freeway for much longer. It is still fun with only four boats for the record.

Our courses were better by using two (2) geo-positioning buoys for our 1st time - thank you McDuff and Hansow. The start line was square to the wind, and with a moveable windward mark our courses were close to the windward-leeward ideal promoted by the class. Sailing with only four boats that are similar in pointing ability and speed found us sailing as a pack a lot. But because this is Surprise Lake, the wind is never steady for long. On one part of the course, we are trucking along at hull speed and at another part the wind is non-existent or the dreaded spiraling on top of you. Wind irregularities and our occasional skipper errors led to the fleet separations that are usual here.

GHMYC 7/12/2025																					
Scoring: RRS Appendix A																					
Sail	Sailor	Design	Rank	Tot	R 1	R 2	R 3	R 4	R 5	R 6	R 7	R 8	R 9	R 10	R 11	R 12	R 13	R 14	R 15	R 16	R 17
07	Bob Wells	Fusion	1	26	3	4	3	1	2	1	1	4	4	2	1	3	2	1	4	1	1
68	David Jensen	Panacea 3	2	27	1	1	1	2	4	2	3	3	1	3	4	1	3	4	1	2	3
53	Mike Hansow	V10	3	34	4	2	4	3	1	4	2	2	3	1	2	4	1	2	3	4	4
67	Daryl Ruff	Panacea 4	4	35	2	3	2	4	3	3	4	1	2	4	3	2	4	3	2	3	2
Sail Scoring made easy: www.afleet.app																					

Scores were close as nobody dominated and nobody sucked big time. For our 1st time ever I think, everybody had a 1st place and everybody had multiple DFLs, so we shared the wealth and the

pain. In fact, all the throw-outs were DFLs, proving how close the racing was. My lasting memory is many long broad reaches at or near hull speed with David Jensen and his woody Panacea. David’s design has a slight edge on me in that condition, credit to designer and builder, David.

We all went to the Puerto Vallarta restaurant for lunch after sailing.



View looking south at Coulon Park, and the wind had lightened so Dan Shier took this photo.

2025 Seattle MYC Regatta #3 – IOM Class (July 19th at Coulon Park in Renton, WA)
Bob Wells Reporting and Mike Hansow Scoring:

Nice to have partially sunny weather with a good wind velocity prediction of 5-7 knots, but it was predicted to be from the dreaded east for much of the day. An easterly is from our backside, and is rare here. Fortunately, it didn’t happen today either. Instead, the morning wind and velocity stayed stable from the SW, and then early afternoon wind direction and velocity varied for the rest of our racing. Thanks to our new geo positioning buoys, Mikey made the mark adjustments easily from the dock to allow decent racing. Everybody got weeded many times in the morning, and then they mostly floated away after the wind changed direction.

After practicing in a southerly, we began racing to the SW. Eyesight limitations this direction keeps our weather mark not too far from the dock, so we get shortened 2-lap courses with a mark 70° or so from the dock. This is not ideal, but this was expected to be temporary until the wind settled. The start line was used as the leeward and offset marks, and we went with two shortish laps of mostly on starboard pointing and port tack returning. Wouldn’t you know it, this “temporary” wind held for about ten races. In hindsight, to lesson windward mark congestion we should have taken the time to add a windward offset using the buoy boat. Regardless of the offset, there are not many passing lanes sailing away and back to the dock. At least we were racing.

The afternoon was sailed generally closer to the dock with longer courses that we much prefer. The wind never really settled, so the geo-positioning buoys were a great help to speed mark changes. Now the challenge was to find the pressure and the lifts, and avoid the many holes. Now we had lots of passing lanes with our boats generally in close proximity.

SMYC 7/19/2025																						
Scoring: RRS Appendix A																						
Sail	Sailor	Design	Rank	Tot	R 1	R 2	R 3	R 4	R 5	R 6	R 7	R 8	R 9	R 10	R 11	R 12	R 13	R 14	R 15	R 16	R 17	R 18
11	Peter Conze	K2	1	38	4	3	4	1	1	4	3	2	1	1	4	1	2	3	4	4	7	5
07	Bob Wells	Fusion	2	42	3	1	2	5	2	2	4	3	2	5	2	6	5	1	6	2	3	6
05	Dan McDuff	V10	3	50	1	4	1	2	5	6	2	6	4	4	6	3	3	8	5	3	4	3
53	Mike Hansow	V11	4	52	6	6	3	4	3	1	1	5	3	3	5	5	4	6	3	5	1	7
67	Daryl Ruff	Panacea 4	5	63	2	5	6	3	4	3	6	4	5	6	3	4	6	2	7	7	6	4
17	Dan Shier	Britpop	6	65	5	2	5	6	6	5	5	1	6	7	7	7	7	5	2	6	2	2
26	Jerry Brower	Viss	7	66	8	8	8	8	8	8	8	8	8	2	1	2	1	4	1	1	5	1

Results were topsy-turvy for the first half of the day, then Jerry Brower showed up and dominated the fleet from there. He sails his new VISS now, and his performance has elevated compared to his older K2 with tired sails. My guess is part of the improvement is just new kit, and the other part is the VISS is designed for lighter air (like our area suffers from). Certainly, credit to Jerry for keeping his VISS in pressure in the drifting conditions, and that boat seemed to move well while many of us were stuck to the water with flopping sails. It’s a small sample, but the VISS also seemed fast in some pressure too. Otherwise, Peter Conze out dueled Bob Wells for the official 1st place, and Dan McDuff aced Mike Hansow for 3rd. Call it a difficult day to sail consistently, unless your initials were

JWB.

Another good thing about geo positioning buoys is they speed up setting and removing marks because of fewer permanent buoys to mess with. That and Mikey keeps improving the boat/trailer kit, so race management is getting more efficient. Not bad for a club with no formal dues or meetings.

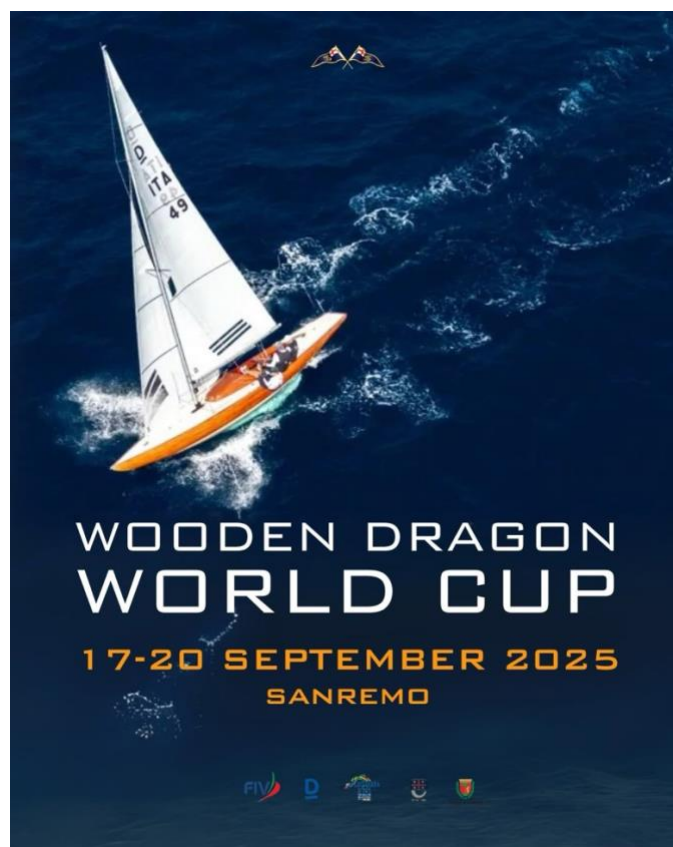
Not sure where the lunch gathering was, I had to leave early this time this time.



Big Lake Washington looks even bigger with a wide-angle lens, and that is the Boeing plant in front of Renton Municipal Airport in the background. The inner start line is the fixed green ball (L), and the outer start mark is a geo positioning buoy, that Mikey moved as needed to square the line with the wind. Dan Shier photo.

Next up: Gig Harbor – DF95 Regatta

(July 26th at Coulon Park; Renton – 10:00 AM start)



IOM Class **Woodie** Regattas

By Bob Wells

Woodie IOM Regattas have been a thing in some areas of the globe. I'm sure the MYA Scottish District's IOM Wooden Hull Championship is easily the first to hold regular annual events. After a little Internet research, I found records of annual Scottish Championships with over 10 entries going back to 2011. I'm confident they were holding them before then too. Here's the link to their 2025 event report: <https://www.yachtsandyachting.com/news/285554/Scottish-Wooden-Hulled-IOM-Championship#:~:text=Steve%20Taylor%20was%20declared%20the,Summers%20followed%20by%20Ian%20Dundas.>

On the other side of the world, Tasmania racing includes the IOM class, and Risdon Brook Radio Yacht Club has had woody IOM races on their schedule for years.

Across our border our Canadian friends in BC have been active woody IOM designers and builders for at least the last decade. The 2023 CAN IOM Nats in Saltspring also scored a separate woody division championship, which included 5 of the 38 boats sailing. In 2024 Saltspring Island Sailing Club held their inaugural Woody Only IOM Invitational, and this grew to 17 boats. They are doing it again in Saltspring in September 2025 with a Woody CAN Championship scored as a separate

segment. The woodies are the pretty ones, and they are not slow.

David Jensen is the woody IOM designer/builder in my Seattle Model Yacht Club. He is now down to one woody Panacea, and his other personal Panacea is owned/sailed by Darly Ruff, and I sail against them all the time. The 3rd Panacea woody that sails with us was built by Dan McDuff. Hopefully I'll get my Merlo woody commissioned this year for another one. More to come I am sure, and then we can offer an IOM Woody Invitational too.

You might be wondering why a wooden Dragon poster for a wooden IOM article? It is just a really nice poster with a sweet wooden boat pounding through waves, and this article needs a graphic. Sanremo is a smallish Italian seaside village on the Med that is near the French border. Monaco is not far to the west.



IOM skipper Ian Dundas on the right at his favorite seafood restaurant in Aberdeen, Scotland. Bob Wells photo.

My visit with IOM **Woodie** Skipper Ian Dundas

By Bob Wells

After 15 years of occasional email conversations with Ian Dundas about IOMs, I found myself in Aberdeen, Scotland where he lives. Jackie and I were at the end of a small ship cruise, so I looked him up. Fortunately, Ian Dundas, wasn't sailing and he could make himself available. We have occasionally exchanged emails on IOMs since 2010, and I looked forward to our conversations. Most often we discussed his IOM woodies and the Scottish District's annual IOM Wooden Hull Championship. In the morning, we toured Aberdeen with the ship tour, and then we met Ian, and walked to the Moonfish Café for lunch. He described it as his favorite fish place, and then as we walked to the door, they had many Michelins awards on the storefront. The food was that good, and it was quiet and not crowded. Perfect for conversation and meeting Ian face to face for the first time. Jackie enjoyed the conversation too, until it focused on boats. She didn't feign interest and suffered quietly.

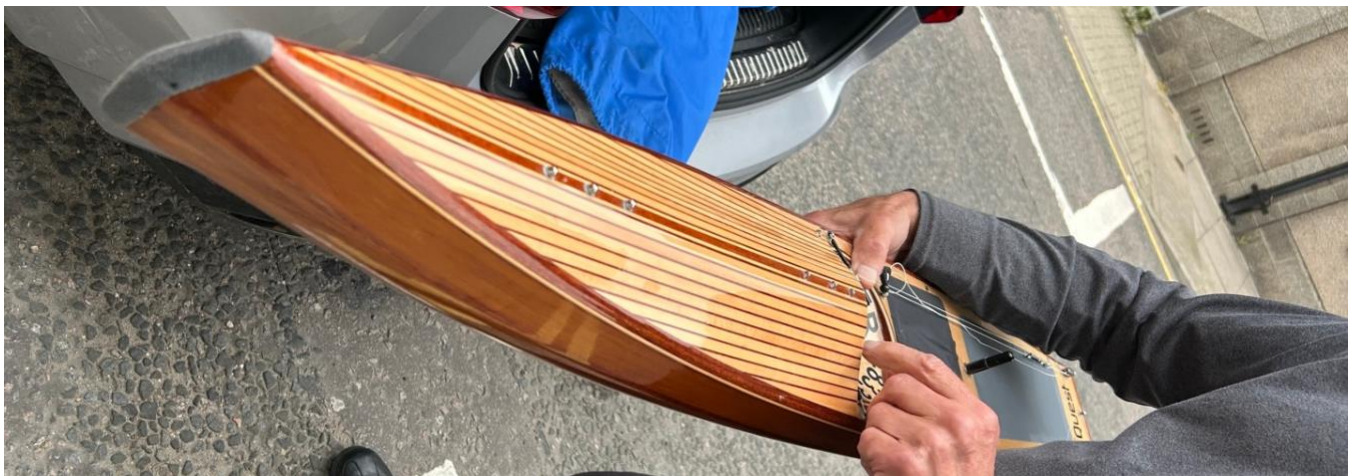
Unfortunately, after years of active sailing on their local radio sailing pond, it is off-limits. It was the drinking water reservoir, and after another reservoir had an issue, all recreational use of reservoirs is banned. Ian, Steve Taylor, and one other are the only regular IOM sailors left in Aberdeen, and they ride together to their two other club options, which is not too far away.

After lunch Ian showed us some of the sites in Aberdeen, including the waterfront and port. Then he took us to our hotel, but before he left, he pulled a couple of IOM woodies to admire. Thanks, Ian.

If you want to read more about Ian, I interviewed him and Jeff Byerley on their IOM collaborations on the attached in 2011: <https://www.ibextrax.com/Update/201111.pdf>. I learned that now Soren Andresen of Denmark is also collaborating with them on new designs. Soren finished 31st in the 2024 IOM WC – Gladstone, sailing a Byerley *Genesis* design.



Ian Dundas' old *Corbie 6* recently received a sweet new deck to freshen it up after 5-6 years (I think) of knicks from racing. This is not the same style deck I recall from his earlier photos, and Ian acknowledged the deck wood pattern was influenced by Martin Herbert's work. Ian used lime (or basswood in US) for the lighter strips and mahogany for the dark accents. Deck patch is an aesthetically clean solution for hatches. Bob Wells photo.



This is a new unnamed Ian design with a leaner forward hull that he is experimenting with. I think this hull, foredeck, and trim aesthetic is as good as it gets to my eye. Hope she's fast...



Ian's new design again, with a sapwood cedar hull, but this time with mahogany used at the chine and hull-deck joint to increase durability. In my few days in Scotland the wind blows all the time, so collisions there could have some force. Much more force than my light wind Seattle area.



When I grow up, I want to be like Canadian Peter Grimm, and commute to distant IOM regattas in my float plane with the color coordinated dinghy. And like Peter, I'll take my sailing buddies with me to the regatta. No, I'm not jealous...

5/7/2025 Revised

2025 PacNW IOM & DF95 Regatta Schedule

Gig Harbor Model Yacht Club • Seattle Model Yacht Club
(Other selected regattas listed for reference)

Date	Time	Club - Event Name	Location	Contact	Phone
2/21-23	See NoR	IOM – R8 Midwinters – 1.1x Ranking	San Diego, CA	See NoR	
3/1	10AM – 2PM	DF95 – Saturday Regatta	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
3/15	10AM – 2PM	IOM - GHMYC – Saturday Regatta #1	Surprise Lake, Milton	Daryl Ruff	(253) 205-9965
3/21-23	See NoR	IOM - R7 Championship – 1.1x Ranking	Venice, FL	See NoR	
3/29	10AM – 2PM	IOM - SMYC – Saturday Regatta #1	Coulon Park, Renton	Bob Wells	(206) 232-9036
4/5	10AM – 2PM	DF95 – Saturday Spring Regatta	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
4/12	10AM – 2PM	IOM - GHMYC – Saturday Regatta #2	Surprise Lake, Milton	Daryl Ruff	(253) 205-9965
4/13	TBD	DF95 – VLSC Travelers Trophy	Vancouver Lake, WA	See NoR	
4/19	10AM – 2PM	IOM - SMYC – Saturday Regatta #2	Coulon Park, Renton	Bob Wells	(206) 232-9036
4/27	10AM – 2PM	DF95 – OMS Travelers Trophy	TBD	Dan Shier	(360) 789-6906
5/3	10AM – 2PM	DF95 – Saturday Spring Regatta	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
5/10	10AM – 2PM	IOM - GHMYC – Saturday Regatta #3	Surprise Lake, Milton	Daryl Ruff	(253) 205-9965
5/24	10AM – 2PM	IOM - SMYC – Saturday Regatta #3	Coulon Park, Renton	Bob Wells	(206) 232-9036
5/30-6/1	See NoR	DF95 - Region 6 Championship	Coulon Park, Renton	See NoR	
6/7	10AM – 2PM	DF95 – Saturday Regatta	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
6/14	10AM – 2PM	IOM - GHMYC – Saturday Regatta #4	Surprise Lake, Milton	Daryl Ruff	(253) 205-9965
6/21	10AM – 2PM	IOM - SMYC – Saturday Regatta #4	Coulon Park, Renton	Bob Wells	(206) 232-9036
6/28	10AM – 2PM	DF95 – Saturday Regatta	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
7/12	10AM – 2PM	IOM - GHMYC – Saturday Regatta #5	Surprise Lake, Milton	Daryl Ruff	(253) 205-9965
7/19	10AM – 2PM	IOM - SMYC – Saturday Regatta #5	Coulon Park, Renton	Bob Wells	(206) 232-9036
7/26	10AM – 2PM	DF95 – Saturday Regatta	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
8/2	10AM – 2PM	IOM - GHMYC – Saturday Regatta #6	Surprise Lake, Milton	Daryl Ruff	(253) 205-9965
8/9	10AM – 2PM	IOM - SMYC – Regatta #6	Coulon Park, Renton	Bob Wells	(206) 232-9036
8/23	9:30AM – 2:30PM	DF95 – GHMYC Travelers Trophy (5 hr race)	Coulon Park, Renton	See NoR	(253) 205-9965
8/30	10AM – 2PM	DF95 – Saturday Regatta	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
9/6	10AM – 2PM	IOM - SMYC – Saturday Regatta #7	Coulon Park, Renton	Bob Wells	(253) 205-9965
9/12-14	See NoR	IOM – CAN Nationals	Saltspring Island, BC	See NoR	
9/20	10AM – 2PM	IOM - GHMYC – Saturday Regatta #7	Surprise Lake, Milton	Daryl Ruff	(206) 232-9036
9/26-27	See NoR	IOM – R6 Championship – 1.1x Ranking	Coulon Park, Renton	See NoR	
10/4	10AM – 2PM	IOM - GHMYC – Saturday Regatta #8	Surprise Lake, Milton	See NoR	(253) 205-9965
10/11	10AM – 2PM	IOM - SMYC – Saturday Regatta #8	Coulon Park, Renton	Bob Wells	(206) 232-9036
10/16-19	See NoR	DF95 – Nationals	Newport, RI	See NoR	
10/25	10AM – 2PM	DF95 – Fall Series #1	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
11/8	10AM – 2PM	DF95 – Fall Series #2	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
11/15	10AM – 2PM	DF95 – Fall Series #3	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
11/29	10AM – 2PM	DF95 – Fall Series #4	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
12/6	10AM – 2PM	DF95 – Fall Series #5	Coulon Park, Renton	Daryl Ruff	(253) 205-9965

(Green) Multi-day national events (IOM, DF95) – See NoR
(Blue) Gig Harbor DF95 Regattas
(White) SMYC & Gig Harbor IOM Regattas
(Red) = Revisions

Local Regatta Venues:
Seattle MYC @ Gene Coulon Memorial Beach Park: 1201 Lake Washington Blvd., Renton, WA
Gig Harbor MYC @ Surprise Lake: Surprise Lake Village, 2800 Queens Way, Milton, WA.
Anacortes RC Sailors @ Seafarers Memorial Park: 600 Seafarers Way, Anacortes, WA

End