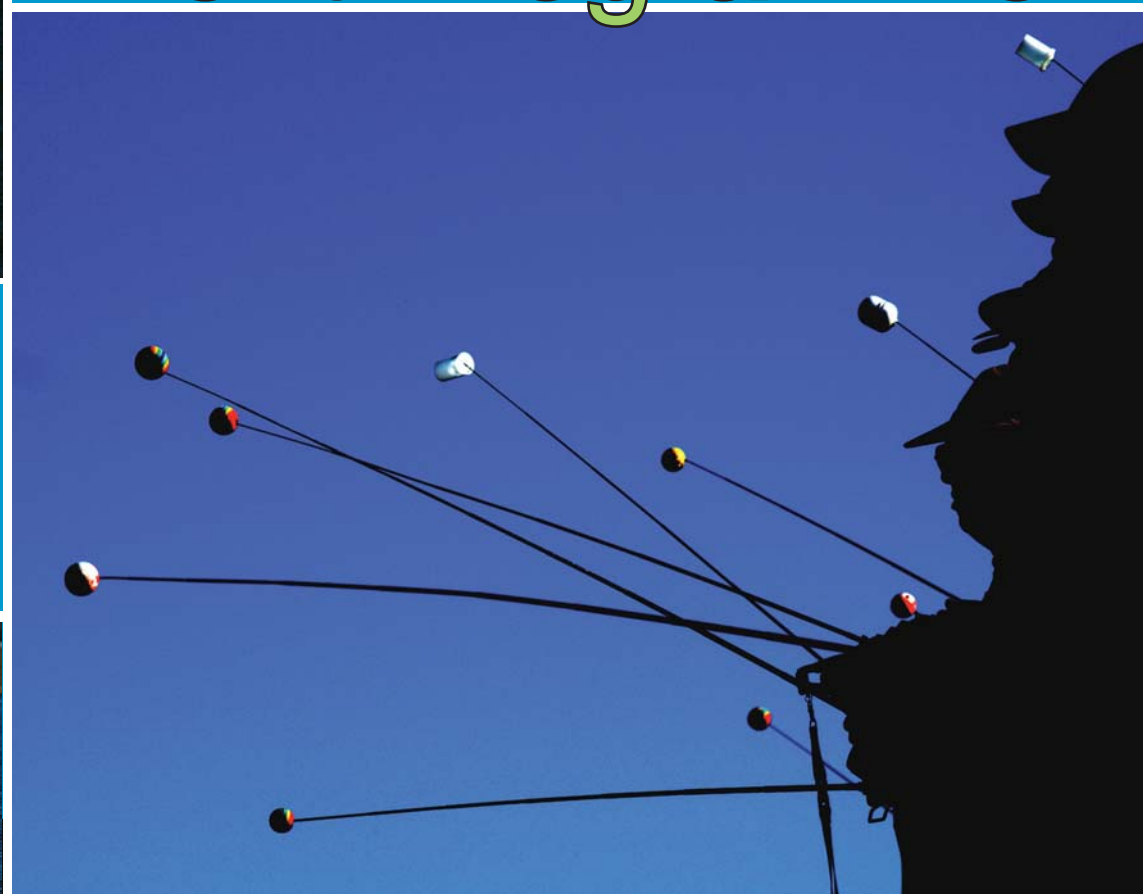




IOM 2005
World Championship
Mooloolaba, Australia



Event Programme



Grove Fruit Juice IOM 2005 WORLD CHAMPIONSHIP

15th - 24th September 2005

hosted in australia by

Mooloolaba Radio Yacht Club Inc.



Mooloolaba Radio Yacht Club

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MAYORS MESSAGE

Welcome sailors and visitors to the Sunshine Coast, and in particular the Maroochy Shire. We live in one of the most exciting and vibrant areas of Australia.

With a population of more than 140,000 people, Maroochy Shire combines dynamic growth and opportunity with an attractive quality of life, in a natural environment.

This is why we welcome the opportunity to showcase Maroochy Shire to everyone involved with the 2005 One Metre Radio Controlled Yacht World Championship.

During the championship, we invite you to share the fresh air, tropical rainforests, Queensland's finest surfing beaches, a picturesque rural hinterland and all the wonderful sights and flavours, which make Maroochy a perfect holiday destination.

I encourage you all to take the time to enjoy the Maroochy Shire and everything it has to offer. I know the experience will be one you'll wish to revisit, again and again.

Cr Joe Natoli
Mayor of Maroochy Council



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Host Club

The Mooloolaba Radio Yacht Club Inc

Management Committee

David Turton

Chairman Commodore MRYC with a life long involvement in sailing



Jeff Byerley

Experienced competitor and contributor to event management and competitor in numerous RSD World Championship events. Mirage Radio Yachts.



Greg Willis

ARYA President, competitor in numerous RSD World Championship events. Grove Fruit Juice.



Arthur Hodge

Recipient of 2005 Australian Yachting Federation's race administration award. Principal Race Officer of the 2004 Etchells World Championship at Mooloolaba. Founding member of MRYC. Rear Commodore MRYC. PRO Hamilton Island Race Week (largest Southern Hemisphere yacht regatta).



Greg Torpy

A past Australian Sailing Olympian and member of America's Cup campaigns. Vice Commodore of MRYC. Member of the Etchells World Champion Crew



David Jones

Life long involvement in sailing. Treasurer



PRO Craig Jones

International Jury Chairman Noel Allen

Umpire Coordinator John Whitfield

A message from our Patron

As patron of the Mooloolaba Radio Yacht Club I welcome all competitors to the International one metre world titles at Quad Park, Lake Kawana. The Mooloolaba fleet has been working toward this event for some time and looking forward to September 2005 to see it come to fruition.

Our area is known as the Sunshine Coast, there should be no complaints weatherwise, with ideal conditions for this event.

With little interference from surrounding trees, islands and buildings the location of the courses should make for very close racing.

I wish all competitors from overseas and Australia, as well as the volunteers, fair winds, good sailing, and a successful championship.

Hedley Calvert, Patron.



Welcome to the Grove Fruit Juice IOM World Championships 2005. As your hosts we wish you every success in the Championship and hope you enjoy our part of the world. We certainly do

An IOM World Championship is a biennial event and for many of us the opportunity to interact and meet fellow IOM enthusiasts is a rare treat. Take advantage of the opportunity and enjoy the hospitality and comradery of attending this regatta. You will find us a very social group.

There have been many thousands of hours put into organising the regatta by many people and throughout the event we will also see over 50 volunteers contribute in many ways. They are an integral part of the Championship and many of them RC enthusiast, make yourself known to them. Thankyou to the volunteers who have made this Championship happen.

Our sponsors have played a significant role in the Championship and I ask that you support and promote their participation. Many are IOM enthusiasts. Without their support it is impossible to make an event like this feasible. Thank you.

We have 84 competitors from 15 countries with the best of the worlds IOM sailors attending, all the past World Champions are here vying for another title. The racing has the opportunity to be first class and a spectacular visual experience for specatators and competitors. We are on display to the world and the growth of our sport can only be accelerated by being part of this Championship and exhibiting a quality of sportsmanship that we can all be proud of.

**Good luck, good sailing and have a great time.
David Turton
Commodore MRYC**



List of all Champions to date

Year Contested	Location	Winning Skipper	Country Represented
1994	France	Graham Bantock	Great Britain
1997	New Zealand	Craig Smith	Australia
1999	Malta	Graham Bantock	Great Britain
2001	Croatia	Martin Roberts	Great Britain
2003	Canada	Trevor Binks	Great Britain



List of Competitors

#	Surname	First Name	Country	Boat Design	Sail Number	Allocated Frequency
1	Loubser	Barry	South Africa	TS2	RSA 88	26.995
2	Harris	Chris	Great Britain	Gadget	GBR 21	27.035
3	Okada	Yoshiaki	Japan	Snappy	JPN 23	27.045
4	Stollery	Peter	Great Britain	Isotonic	GBR 39	27.145
5	Mckerchar	John Stewart	South Africa	Gadget	RSA 273	27.195
6	Lark	Chris	Australia	Bag	AUS 87	29.725
7	Datsun	Geoffrey	Australia	TS2	AUS 176	29.745
8	Jarvis	Owen	Australia	Triple Crown	AUS 82	29.885
9	Browne	Michael	Australia	Disco	AUS 79	36.010
10	Obrien	Rob	Australia	TS2	AUS 28	36.030
11	Sands	Andrew	Australia	TS2 Clone	AUS 143	36.050
12	Ritchie	Ian	Australia	Cockatoo	AUS 25	36.070
13	Flynn	Neil	Australia	Extreme	AUS 34	36.110
14	Berry	Scott	Australia	Blowfly	AUS 91	36.130
15	Gibson	Peter	Australia	Cockatoo	AUS 77	36.150
16	Torpy	Joshua	Australia	Cockatoo	AUS 114	36.170
17	Richards	Rebecca	Australia	Disco	AUS 182	36.190
18	Smith	Craig	Australia	Obsession	AUS 147	36.210
19	Bennett	Jamie	Australia	Disco	AUS 33	36.230
20	Torpy	Greg	Australia	Cockatoo	AUS 113	36.250
21	Priestley	Derek	Great Britain	Disco	GBR 67	36.290
22	Callander	Lachlan	Australia	Disco	AUS 00	36.310
23	Willis	Greg	Australia	Disco	AUS 41	36.330
24	Kennedy	Mark	Australia	Rage	AUS 04	36.350
25	Gibson	Brad	Australia	Disco	AUS 42	36.370
26	Jones	Rod	Australia	Xtreme	AUS 116	36.390
27	Cole-Cook	John	Australia	Disco	AUS 112	36.410
28	Milne	Andrew	Australia	Bandit	AUS 124	36.430
29	Hunter	Matthew	Australia	Disco	AUS 44	36.450
30	York	Keagan	Australia	Disco	AUS 24	36.470
31	Mcloughlin	Denis	Australia	Cockatoo	AUS 36	36.490
32	Midgley	Cassie	Australia	TS2	AUS 15	36.510
33	Kampe	Peter	Australia	Outlaw	AUS 90	36.530
34	Dobbie	Ken	Australia	Disco	AUS 54	36.550
35	Taylor	Roger	Australia	Bag	AUS 123	36.590
36	Turton	David	Australia	Cockatoo	AUS 09	40.500
37	Smale	Geoffrey	New Zealand	Evolution	NZL 61	40.510
38	Fabre	Robert	France	NGG 2	FRA 109	40.520
39	Grieve	Michael	Australia	Disco	AUS 06	40.530
40	Walker	Allan	Australia	Cockatoo	AUS 68	40.590
41	Cross	Graham	New Zealand	Crossbreed	NZ 64	40.550
42	Gray	Phillip	Australia	TS2	AUS 269	40.570
43	Butler	Tom	Australia	Vickers V.S.	AUS 69	40.610
44	Talaic	Leon	New Zealand	Talaic tm2	NZL 10	40.630



List of Competitors

#	Surname	First Name	Country	Boat Design	Sail Number	Allocated Frequency
45	Cotterell	W Gary	Australia	TS2	AUS 169	40.665
46	Playle	Phillip	Great Britain	Topiko	GBR 187	40.675
47	Clancy	Bill	Australia	Cockatoo	AUS 57	40.685
48	Clifton	Mike	Great Britain	Cockatoo	AUS 14	40.695
49	Johnston	Brad	Australia	Cockatoo	AUS 73	40.705
50	Garden	Michael	New Zealand	V5	NZL 142	40.715
51	Taylor	William	South Africa	Stealth	RSA 219	40.725
52	Klem	Torvald	Norway	Cockatoo	NOR 47	40.735
53	Kovacevic	Ante	Croatia	Saplun	CRO 30	40.745
54	Pearson	Roy	Great Britain	Italiko	GBR 07	40.755
55	Dennis	Mark	Great Britain	Italko	GBR 19	40.765
56	Scharmer	Michael	Germany	Scharming Mk11	GER 209	40.775
57	Fairbank	Des	South Africa	Ikon	RSA 56	40.785
58	Jones	Paul	Australia	Cockatoo	AUS 119	40.795
59	Criado	Rodolfo	Spain	Sertdriko	ESP 188	40.805
60	Potter	David	Great Britain	TBD	GBR 20	40.815
61	Petricovic	Ivo	Croatia	Mikon	CRO 13	40.825
62	Weizman	Daniel	Australia	Disco	AUS 17	40.835
63	Bantock	Graham	Great Britain	Topico	GBR 95	40.845
64	Ukas	Mirko	Croatia	Saplun	CRO 180	40.855
65	Chisholm	Scott	New Zealand	Gadget	NZL 177	40.865
66	Binks	Trevor	Great Britain	Isis	GBR 72	40.875
67	Kay	Jeff	Ireland	Disco	IRL 43	40.885
68	Jelacic	Zvonko	Croatia	Saplun	CRO 80	40.895
69	Jones	David	Australia	Cockatoo	AUS 171	40.905
70	Andresen	Soren	Denmark	Orion Mk 10	DEN 93	41.915
71	Marchand	Pierre	France	PS2	FRA 173	40.925
72	Pozzobon	Gino	South Africa	Icon	RSA 195	40.935
73	Eychenne	Gerard	France	Arrow	FRA 16	40.945
74	Roberts	Martin	Great Britain	Gadget	GBR 22	40.955
75	Posmik	Carsten	Germany	Scharming Mk12	GER 309	40.965
76	Clarke	Simon	South Africa	Ikon	RSA 94	40.975
77	Binks	Ken	Great Britain	Isis	GBR 83	40.985
78	Cleave	John	Great Britain	Cockatoo	GBR 144	40.995
79	Landeau	Steve	USA	Xtreme	USA 12	75.410
80	Elmalah	Jon	USA	Own	USA 257	75.450
81	Langrord	Roy	USA	Disco	USA 70	75.590
82	Mackey	Craig	USA	Patriot	USA 29	75.770
83	Guyatt	Rob	Australia	Disco	AUS 96	2.4GHz
84	Wallin	Anders	Finland	Cockatoo	FIN 136	2.4GHz



IOMICA: From Vancouver to Mooloolaba and Beyond

We have come a long way in the two years since our inaugural meeting in Vancouver and recognition of IOMICA by IOMICA NCA ISAF-RSD in October 2003. We now have 19 Member NCAs from all over the world with a few more nations expected to join shortly.

On the technical front, much advice has been given, numerous interpretations have been made, and some rule changes introduced, most of them now seeking consolidation through Owner ballot at the 2005 World Council meeting.

The prospect of water free event measurement, sailmakers 'self' certification of sails and separate certificates for hull and rig are all challenges for the future.

The Events Sub-Committee has completed the core set of IOMICA event regulations and guidelines (Class Championship Regulations, Notice of Race, Sailing Instructions, Umpiring for IOM Fleet Racing, Event Management Manual, International Events Requirements), much of it following experience of the first IOMICA international event, the Europeans 2004 at Arcos.

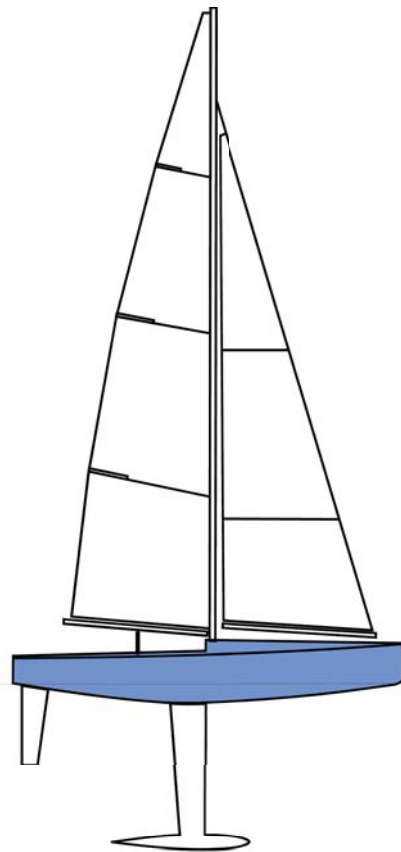
The website (www.iomclass.org) has been re-organized and given a new look, and our online forum has been developed to be the central medium for communication among owners, the world council, and the IOMICA committees.

IOMICA now has a very strong infrastructure. The challenge for the future is making this work for the IOM sailor and securing the engagement and involvement of IOM representatives around the world. The new Executive Committee 2005-7 to be elected at this championship will guide IOMICA beyond Mooloolaba.

IOMICA wishes Competitors, Organizers, Judges, and Volunteers the best of championships !

On behalf of the IOMICA 2003-5 Executive Committee,

Lester Gilbert and Anders Wallin



CM Yachts

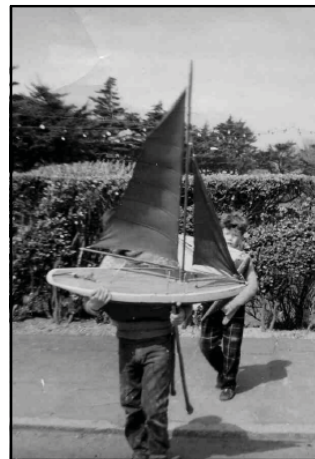


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Binks brothers 2004 style

The **Binks** brothers started sailing pond yachts back in 1960 when the current IOM World Champion was just 6 years old. Full size dingy sailing followed but soon Ken started building his own early single channel valve r/c gear and flying model aircraft. 40 years elapsed during which **Ken** became UK F3A National Champion no less than 9 times and the highest placed UK pilot at World and European Championships for 16 years. During this time Ken flew very large scale aircraft for the film and TV industry



Binks brothers 1960's style

including Warner brothers and Steven Spielberg's film 'Empire of the Sun'. Meanwhile, **Trevor** took up racing 250 and 350cc Yamaha motorcycles, such was his success that he was to become fully sponsored, when an unfortunate accident and a spell in hospital terminated Trevor's racing aspirations. The brothers came back together in sporting terms when, during 1995 and Ken looking for a new challenge followed Joe their Father to sailing days at a local lake. The IOM racing yachts had just the right mix of challenges to get one built and compete. Very soon it became clear the competitive buzz was there and Trevor followed just 18 months later. **K Bits.. The company** developed very quickly in response to requests by skippers for info on the equipment being used by Ken in a transfer of technology from aircraft to yachts. Nine years on, **DIGITAL** technology is being used in all areas of yachting. The **DIGITAL** arm winch servo approach used by Trevor to win the World Championship in 2003 was developed by **K Bits..** Now two years on, its regarded by the skippers using the **DIGITAL** servo for sail control as the ultimate in precision and speed.



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Rigs & Sails:

Ken and Trevor's yachts are fully prepared by **K Bits..** from **Sailsetc** Rig kits and sails.



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PROFILES

IOM WORLDS OFFICIAL SCORER GIL WALKER

Gil joined the Royal Navy from school in 1952 and served for a total of 30 years before migrating to Australia with his family in 1982. In Australia he served in the RAN, and then in the Commonwealth Lighthouse Service, which later became part of the Australian Maritime Safety Authority.

Gil started sailing model yachts whilst still at school and was a member of the Danson MYC in SE London. His main claim to fame at that time was the number of miles pedalled around London with his Marblehead on a side-car! His 'big boat' experience started in the National Firefly Class, and he captained the Royal Navy dinghy team on a number of occasions in the early sixties. He then moved on to ocean racing and completed a total of 13 seasons racing with the Royal Ocean Racing Club in the UK, including eight Fastnet Races. In Australia, whilst based in Perth, Gil and Jackie owned and raced a Farr 9.2 Cruiser/Racer from the Fremantle Sailing Club, where he was the club handicapper.

The family moved to Brisbane in 1994, and Gil retired in 2001. He returned to the model yachting scene when he retired and is a member of the Wynnum Manly Radio Model Yacht Club and the Brisbane Radio Yacht Club. He owns two IOM's (AUS257 and AUS757), both of which were designed by Jeff Byerley.

Gil is interested in race management, and has developed the computer-based scoring system being used in the Championships. The program is a substantial extension of an earlier Microsoft Excel program written by Mike Kemp and John Walter in 1997, and updated in 2002 by Henry Farley. Gil is also working on a Visual Basic version of the program, and has a number of ideas for development of the Heat Management System which he hopes to be able to discuss with competitors during the Championships."

IOM WORLDS WEBMASTER EDDIE COWELL

During his school days Eddie was always very sports minded and represented the Thames Valley Province of New Zealand in both Cricket and Rugby during 1984-1987. He had always been interested in sailing in general although had never been on a full size boat of any class apart from a prawn trawler in 1987 the season before his accident.

His interest in sailing actually began with the America's Cup Regatta in 1983 when twelve years old. Eddie remembers waking up in the early hours to watch Australia II on TV and then the 1995 NZ campaigns when he joined the Team NZ Supporters Club.

As for radio sailing, it wasn't until after his accident in January 1988, left him in a wheelchair that he actually seriously considered R/C sailing. After visiting a Model Boat display at Springwood Shopping centre Eddie was introduced to Ron Ingham from Toowoomba and shortly later purchased his first IOM yacht which was registered in 1994

Eddie was a foundation member of the Wynnum Manly Radio Model Yacht Club Inc where he remains Newsletter Editor and Webmaster and one of the Clubs top IOM skippers being club champion on several occasions. He has also designed and will be maintaining web sites for the 2005 IOM Worlds, the ARYA Nationals for a number of years as well as the official ARYA Web site www.radiosailing.org.au and his personal web site www.rcyachts.net He is also Publicity Officer for the Queensland Radio Yachting Association.



EDDIE COWELL (cont.)

Now all this would not be possible without the support given him by his long time friend Bruce Mathers who as Eddie says "helps with my boat maintenance, cleaning after sailing, setting it up and actually taking me there. Without this help I would not be able to participate in the sport I love." Bruce also writes regular sailing reports, takes photo's, prints, folds and distributes the Club newsletters and organises the Club trophies.

ARTHUR HODGE – DEPUTY P.R.O.

Arthur is a retired Professional Engineer (Communications) with an extensive sailing background both as a competitor and administrator

Arthur was involved in dinghy sailing (Cherub and Javelin) for the period 1966 to 1975 before becoming interested in keel boat racing about 1975 sailing in ten Sydney- Hobarts, one Melbourne- Hobart, four Brisbane- Gladstones, four Sydney- Mooloolabas, and numerous races across Bass Strait from Melbourne to the Tasmanian north coast, in Port Phillip Bay and Sydney Harbour. In most long distance races, he was navigator and watch captain.

Following his retirement, Arthur and Val cruised the East coast of Australia including Tasmania, for five years, after which they settled down at Mooloolaba. Arthur currently owns and sails a 30 foot Defiance Class yacht located at Mooloolaba and is a qualified Yachtmaster and AYF Instructor (Off-shore)

As an administrator Arthur was the National Secretary for the Cherub Class Owners Association, and has had extensive experience in race management including O.O.D. for the annual Hamilton Island Race Week, and from 1988 being responsible for all the on

water activities at this internationally recognised regatta with 203 entries in 2005. This job has involved working with an international jury at each event, and this has been highly instructive from a race management point of view.

He was also involved with two other regattas for their respective lives, and these were the Clipper Cup at Port Douglas (PRO. from 1994 to 1999) and the Hayman Island Big Boat Regatta (Starter for its whole life 1995 to 2000)

Since living in Mooloolaba, Arthur has been involved in race management of several major regattas, including the Etchells World Championship (2004) as PRO, Etchells National Titles (2003) as PRO, the last six Etchells Winter Series (last four as PRO.), the state Titles for Etchells in 2001 as PRO, and a number of recent Sunshine Coast Ocean Racing regattas.

Recently Arthur received a "Yachting Australia Award" for services to yachting

Arthur was part of the group who with Hedley Calvert formed the Mooloolaba Radio Yacht Club in 2000. He first purchased a second-hand "Mirage" and had to relearn sailing realizing that the breeze he was feeling was not what the yacht was receiving. Two years ago he purchased a brand new TS2 and enjoys the performance of this design having competed in State and National Titles. To quote Arthur "I manage to win a few local races, and enjoy midweek racing with the older members of the Club."



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THE IOM CLASS - An Early History

Origins

The International One Metre was first adopted by the IMYRU in 1958 after application by France and Italy. The class rules limited the length to 1000 mm and sail area to 0.4 m². There appears to have been much freedom over the choice of rig design. No significant international competition appears to have taken place and it is assumed the class effectively died out some time in the 1960's

In the 1980's there appeared a number of 'one metre' classes in US, Japan, France and Germany (Naviga E class rule). The original reasons for interest in this new format are now unclear but it was almost certainly enhanced by the escalating cost of maintaining a Marblehead. This concept clearly appealed to model yachtsmen outside those countries and one metre long yachts to various designs and 'rules' appeared elsewhere.

As these various classes had only the hull length in common, it was clear that a One Metre boat with tightly restricted rigs and equipment could produce an inexpensive class and close competition for experts and beginners alike. This class would complement the Marblehead class in nature and the lower cost might enable the popularity of the sport to be maintained or improved by providing a class which would permit mass manufacturers to produce a competitive boat.

IRYU One Metre – 1988 Class Rules

During the development of the 1988 class rules a clear principle was established under the guidance of the Chairman of the IMYRD Technical Committee, that is the boats permitted by the rule would be capable of being built by non-expert builders either from a kit or from scratch, or inexpensively by a commercial builder, without being at a disadvantage in terms of performance when compared to yachts built using a limited amount of time and other resources.

Early Designs

As soon as the class was adopted by the IMYRU several builders in the UK started production of kits. They were sold in good numbers and a national championship was scheduled for autumn 1990 to satisfy demand! It was won by Phillip Playle sailing a plywood hard chine yacht called RHYTHM designed in 1987. It had timber fin and rudder and had been designed to fit the E-class rule. It was later adapted to the International One Metre class and had been produced in kit form in modest numbers by a local model yacht builder. He had noted that many customers preferred a moulded hull so a sister design JAZZ was offered. JAZZ had a round bilge hull with the same basic shape as RHYTHM but with all other components common. The prototype JAZZ with carbon foils placed second giving some comfort to those who thought carbon foils should have been prohibited too.

Extracts from documents prepared by Laurent Chapelot and based on earlier work by Graham Bantock and Jan Dejmo and an article by Graham Bantock





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SmartWinch

High performance intelligent sailwinch servos

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FLASH Digital Voltage Display

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RMG SAILWINCH

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RMG Sailwinch is pleased to be associated with the 2005 IOM World Championships.
Michele and Rob wish all competitors the best of luck.

RMG SAILWINCH

25 years of sailwinch design and manufacture.

It's 25 years since Rob Guyatt made his first sailwinch for a radio controlled yacht. During the first few years, several winches were made for his own and other SA Radio Yacht Club members boats. Each unit was unique and made from whatever motors and gear trains could be found. Control was usually by servo operated micro switches or rather crude electronic controllers. In 1984 when a standardised design was developed which could be reproduced using in house manufactured and off the shelf components, 'mass' production began. Well, if you can call a dozen or so units in the first year 'mass' production that is. This design used a 380 size motor and was mechanically controlled using a servo and micro switches giving a form of proportional control. This was rather crude with only about 15 increments and no travel adjustment but it was quite an improvement on the old "bang bang" switching method. But what it lacked in finesse, it made up for in sheer grunt and speed.

In 1989 RMG developed a completely new design. This unit no longer required a servo to operate it. It was a servo in its own right based on a simple servo amplifier IC and had travel adjustment. This "Dumb Winch" as it would later be dubbed was based on the smaller 280 motor. At only half the weight of the previous model, several times higher resolution and accuracy but still powerful enough for the A class this model saw production increase significantly. However the servo IC on which this controller was based became obsolete and a decision had to be made. Find another servo IC or take a completely different tack.

The decision was to take a different tack. In

1993 what is believed to be the worlds first digital servo was developed by RMG. This new controller was based on a micro controller unit rather than a servo IC. This technology allowed the inclusion of several "intelligent" features. This was the birth of the SmartWinch. Using the same mechanics of the Dumb Winch, it had the same speed and power but with much improved electronics, the SmartWinch became a significant product in the rc yachting market.

In 1997 the SmartWinch 380 was introduced followed in 2000 by a revised SmartWinch 280. With the SmartWinch 380 still available for larger classes, the new 280 was given a faster gear ratio to speed up its performance for the smaller classes. The next major development by RMG was in 2001 with the redesign of the feedback mechanism for the 'C' models to improve accuracy. That was then followed in 2003 by the introduction of a new controller circuit for the 'D' models producing a four fold increase in resolution. With the now 1000 increment resolution the SmartWinch had come a very long way from that 15 increment servo operated mechanical winch of the 1980's.

Currently there are 4 SmartWinch models covering classes from the IOM up to the giant AC10's and scale J's. Production is approaching 1000 units p/a of which about 75% is exported to all continents. As well as the prime purpose of rc yacht sail control, the SmartWinch is used in several different U.A.V. and robotics applications around the world.

RMG Sailwinch would like to thank all their customers for their support over the past 25 years. RMG Sailwinch is committed to continuous improvement of their products and giving the best possible support and backup.



**INTERNATIONAL ONE METRE
INTERNATIONAL CLASS
ASSOCIATION**

2005 WORLD CHAMPIONSHIP
SEPTEMBER 15th – 24th

SAILING INSTRUCTIONS

1. Rules

- 1.1. The event will be governed by the 'rules' as defined in the Racing Rules of Sailing 2005-2008 (RRS), including the IOMICA Class Championship Rules, the Notice of Race (NoR), these Sailing Instructions (SI), the International One Metre Class Rules and the Equipment Rules of Sailing for 2005-2008.
- 1.2. No prescriptions to the RRS made by Yachting Australia shall apply.
- 1.3. The English language version of these documents shall prevail.
- 1.4. RRS Rule 31.2 is changed by adding: "When a boat is wrongfully compelled by another boat to break Rule 31.1, she shall be exonerated
 - (a) if the other boat acknowledges breaking a Rule of Part 2 by taking a penalty or retiring immediately, or
 - (b) under RRS Rule 64.1(b), after successfully protesting another boat involved in the same incident."
- 1.5. The Sailing Instructions shall prevail in case of conflict with the Notice of Race. This changes RRS 63.7.
- 1.6. RRS E3.1 is replaced with the Umpiring System as stipulated by IOMICA appendix Q rev 1.4 and set out in ANNEX A.
- 1.7. Rule E4.2 is changed to read as follows:

E4.2 Outside Help

Rule 41 is changed to

 - (a) A competitor shall not give tactical or strategic advice to a competitor who is racing.
 - (b) A competitor who is racing shall not receive outside help except
 - (1) A boat that has gone ashore or aground outside the launching area, or become entangled with another boat or a mark, may be freed and re-launched only with outside help from a rescue boat crew;
 - (2) Competitors who are not racing and others may give outside help in the launching area as permitted by rule E4.5;
 - (3) Help as provided for in RRS Rule 1;
 - (4) Help in the form of information freely available to all boats.



SAILING INSTRUCTIONS (CON'T)

- 1.8. Rule E4.4 is changed to read as follows: "Throughout Rule 44, instead of 'Two-Turns Penalty' read 'One-Turn Penalty', which shall include one tack and one gybe."
- 1.9. For all starts the second sentence of RRS E4.5(a) shall not apply.
- 1.10. RRS E5.2 is changed by adding: "or words to that effect which shall include the word 'protest' or its declensions and conjugations".
- 1.11. In RRS E 5.3 replace "five minutes" with "four minutes"
- 1.12. Boats with symmetrical numbers (01, 08, 10, 18, 80, 81) shall carry a prefix or other identification, as directed by the Race Committee. This modifies RRS Rule E6(b).
- 1.13. RRS G3 is made applicable. A boat chartered or loaned may carry national letters or a sail number in contravention of the International One Metre Class Rules. Where there is any conflict in sail numbers, the Race Committee shall prescribe that sail numbers be amended until the conflict is resolved.

2. Notices to Competitors

- 2.1. The Official Notice Board and the Fleet Board will be situated at the discretion of the Race Committee. Their location shall be communicated to the competitors.
- 2.2. Notices to competitors will be posted on the Official Notice Board.
- 2.3. The course board will be located next to or in the control area as per RRS E3.2

3. Race Management and Scoring system

- 3.1. The Heat Management System (HMS) as approved by the ISAF-RSD in April 2002, and as amended by ANNEX B to these Instructions, shall apply.
- 3.2. A copy of the HMS and the amendments thereto will be posted on the Official Notice Board. Competitors may obtain further copies from the Race Office.
- 3.3. Heat selection for Race 1 shall be carried out as follows.
 - (a) The boats will be ranked according to their finishing positions, if any, in the previous IOM World Championships.
 - (b) Boats without a finishing position in the previous IOM World Championships shall be ranked according to their finishing positions, if any, in the previous corresponding IOM Continental Championships, after boats already ranked.
 - (c) Remaining boats shall be ranked after boats already ranked according to the alphabetical order of the competitor's surname.
 - (d) From this list of ranked boats, the first five boats will be placed in sequence in Heats A to E respectively: the next five boats will be placed in sequence in Heats E to A respectively, and so on.



SAILING INSTRUCTIONS (CON'T)

4. Changes in the Sailing Instructions

- 4.1. Changes in the Sailing Instructions shall be approved by the International Jury and the IOMICA Event Delegate.
- 4.2. Any change of the Sailing Instructions will be posted on the Official Notice Board and shall be implemented only between races. Two sound signals followed by verbal announcements shall be made to call attention to the change.

5. Course

- 5.1. The sailing area shall be located in Quad Park, Kawana Waters, Queensland, Australia.
- 5.2. The course will be displayed on the course board as required by RRS E3.2, together with the single alternative shortened course option.
- 5.3. A description of each mark, including the starting and finishing marks, stating the order and side on which each is to be left shall be posted on the course board.

6. Changes to the course

- 6.1. The course may be changed only between heats or races. Any change to the course will be posted on the courseboard and the next heat will be preceded by a sound signal and a verbal warning.
- 6.2. During a heat, shortening of the course to the prearranged option shown on the Course Board will be signalled by two sound signals followed by verbal confirmation on the leg before the leading boat starts the leg in which she will finish because of shortening.

7. Control and Launching Areas

- 7.1. The Control and Launching Areas will be located and marked as shown on the diagram posted on the Official Notice Board, and any changes shall be implemented only between heats. Two sound signals followed by verbal announcements shall be made to call attention to the change(s).

8. Start

- 8.1. The list of boats scheduled to sail in each heat will be posted on the Fleet Board. Competitors will be advised verbally by a hail of the upcoming heat and race number. It is the competitor's responsibility to hear this call and to start in their assigned heat. Individual boat numbers may also be called. Failure to comply with this Sailing Instruction will not be grounds for redress.
- 8.2. RRS 30.1 (Round-an-End Rule) shall be applied to any re-start following a general recall.



SAILING INSTRUCTIONS (CON'T)

9.Racing Times and Schedule

9.1. Schedule:

Day & Date	Activity	First Warning Signal not before:	No Warning Signal after:
Saturday 17 th September	Racing Day 1	1000 hrs	1700 hrs
Sunday 18 th September	Racing Day 2	0930 hrs	1700 hrs
Monday 19 th September	Racing Day 3	0930 hrs	1700 hrs
Tuesday 20 th September	Racing day 4	0930 hrs	1700 hrs
Wednesday 21 st September	Lay day	See 9.2 below	See 9.2 below
Thursday 22 nd September	Racing Day 5	0930 hrs	1700 hrs
Friday 23 rd September	Racing Day 6	0930 hrs	1700 hrs
Saturday 24 th September	Racing Day 7	0930 hrs	See 9.3 below

- 9.2. The lay day may be used for racing if thirteen (13) completed races have not been achieved at the end of racing on Day 4. If used, the time of the first warning signal will not be before 0930 hrs, and no warning signal will be made after 1700 hrs.
- 9.3. On the final day no warning signal for the first heat in a race shall be given after 1415 hrs. If no boat in the final heat of the intended last race has sailed the course in accordance with RRS 28.1 and finished by 1615 hrs then the last race shall be abandoned and the previous race will be taken as the final race in the event.

10 Protests

- 10.1. Protest forms will be available at the Race Office.
- 10.2. Parties to a protest will be called orally by hailing that the protest hearing is opening. It is the responsibility of the parties to come to the hearing without delay accompanied by any witness. No other notice of the hearing will be given. Hearings will be held in the jury office. This changes Rule 63.2.
- 10.3. Decisions of the jury will be final as provided in Rule 70.4.
- 10.4. For the purpose of Rule 64.3(b) the 'authority responsible' is the Chairman of the IOMICA Technical Sub-Committee or his delegate at the event.

11. Use of Transmitters and Practice Sailing

- 11.1. Unless the Race Committee prohibits their use, either generally or for specific frequencies, competitors not racing may use their transmitters at any time for the purpose of tuning or practice sailing.
- 11.2. Competitors may launch and practice sail their boats at any time only in the area or areas specified on the Official Notice Board. At no time shall a non-racing competitorsail within 16 metres (50 feet) of either a racing competitor or any mark of the racing course.



SAILING INSTRUCTIONS (CON'T)

- 11.3. The Race Committee may announce changes to the permitted practice areas. Any changes will be posted on the Official Notice Board and shall be implemented only between heats. Two sound signals followed by verbal announcements shall be made to call attention to the change(s).
- 11.4. When a protest committee finds that a competitor has contravened any part of Section 11 of the Sailing Instructions they shall either issue a warning, or award a penalty, as considered appropriate.

12. Measurement checks

- 12.1. The Race Committee may at any time request the Event Senior Equipment Inspector to confirm that a boat complies with the Class Rules. They shall so inform the competitor concerned, who shall present their boat to the Senior Equipment Inspector in a timely manner.

ANNEXES:

- A. IOMICA Appendix Q for "Radio Sailing Umpire Fleet Racing Rules" Rev 1.4
- B. Amendments to the Heat Management System

HOST CLUB



ANNEX A

UMPIRING SYSTEM

2005 IOM WORLD CHAMPIONSHIP

APPENDIX Q FOR RADIO SAILING

UMPIRED FLEET RACING RULES

Q1. CHANGES TO THE RACING RULES

Q1.1 Changes to the Definitions

- (a) The definition Finish is changed to "A boat finishes when any part of her hull or equipment in normal position, crosses the finishing line in the direction of the course from the last mark, either for the first time or after completing any penalties or, under RRS Rule 28.1, after correcting an error made at the finishing line."
- (b) Add to the definition Proper Course: "A boat taking a penalty or manoeuvring to take a penalty is not sailing a proper course."

Q1.2. Changes to Rules

- (c) The last sentence of RRS Rule 31.2 is replaced by the following: "However, if she gained a significant advantage in the race or series by her breach, her penalty may be hailed by an umpire, or if no penalty is hailed, her penalty shall be to retire".
- (d) The last sentence of RRS Rule 44.1 is replaced by the following: "However, if she caused injury or damage or gained a significant advantage in the race or series by her breach, her penalty may be hailed by an umpire or, if no penalty is hailed, her penalty shall be to retire".
- (e) In RRS Rule 60.3(a)(1) "serious" is deleted.
- (f) Add to the first sentence of RRS Rule 63.1, "and the rules for umpired fleet racing as specified in the Sailing Instructions."
- (g) RRS Rule 64.1(b) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting rule of this appendix.
- (h) A boat which is unable to immediately take a penalty but intends to do so at the first opportunity shall hail "Acknowledge" or "OK" or word(s) to that effect.

Q2. PROTESTS BY BOATS

When a boat protests under a RRS rule of Part 2 or under RRS Rule 31.1 or 42,

Q2.1. A boat may promptly acknowledge breaking a rule by taking a penalty under RRS Rule 44 as modified by RRS E4.4 and the Sailing Instructions.

Q2.2. If no boat takes a penalty, an umpire may hail a decision as provided in rule Q3

Q2.3. She is entitled to a hearing only if

- (a) an umpire hails the decision Q(d), or
- (b) no umpire decision is hailed.

Q3. HAILS BY UMPIRES

Q3.1. A decision shall be hailed as follows:

- (a) "Protest refused".
- (b) "No penalty".
- (c) "Penalty to (boat sail number)". If an umpire is unable to distinguish a boat's sail number, s/he may identify the boat by description, and then as soon as possible, by sail number.
- (d) "Incident not observed".

Q3.2. A boat penalized under Rule Q3.1(c) shall promptly take a Two-Turn Penalty.



Q4. PENALTIES INITIATED BY UMPIRES

Q4.1. Imposing a penalty; informing the protest committee

- (a) (a) For a breach of a rule listed in Q2., Q4.2, Q4.3, and Q4.4, an umpire may penalize a boat without a protest by another boat by hailing "Penalty to (boat sail number)" as per Q3.1(c) and describing the penalty, or may report the incident to the protest committee for action under RRS Rule 60.3 and notify this intention to the competitor. A boat disqualified by an umpire shall promptly leave the course area.
- (b) (b) If an umpire decides that a boat may have broken a rule other than those listed in Rules Q2, Q4.2, Q4.3, and Q4.4, the umpire shall so inform the protest committee for its action under Rule 60.3 and notify this intention to the competitor. Q4.2. Contact or illegal propulsion and no boat takes action

When a boat

- (a) has contact with another boat and one or both of them do not promptly take a penalty or hail a valid protest,
- (b) breaks RRS Rule 31.1 and does not promptly take a penalty or hail a valid protest, or
- (c) breaks RRS Rule 42 and does not take a penalty,
an umpire may impose a penalty, which shall be two or more turns, each including one tack and one gybe, or a disqualification.

Q4.3. Additional penalties

When a boat

- (a) gains an advantage despite taking a penalty,
- (b) breaks RRS Rule 2,
- (c) breaks a rule deliberately,
- (d) breaks a rule and causes injury or damage,
- (e) fails to take a penalty when required by an umpire, or
- (f) fails to take a penalty in accordance with RRS Rule 44.2,
an umpire may impose an additional penalty, which shall be one or more turns, each including one tack and one gybe, or a disqualification.

- Q4.4. When a boat breaks Rule Q1.2(f), an umpire may either warn her or impose a penalty, which shall be one or more turns, each including one tack and one gybe.

Q5. REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

- Q5.1. There shall be no request for redress or an appeal from a decision made by an umpire under the rules of this appendix.

- Q5.2. No proceedings of any kind may be taken in relation to any action or non-action by the umpires.

- Q5.3. If the protest committee decides that a breach of a *rule* has had no significant effect on the outcome of a race, it may impose a penalty or make any other arrangement it decides is fair for all boats affected, which may be to impose no penalty.

- Q5.4. Neither the race committee nor the protest committee shall protest a boat for breaking a *rule* listed in rule Q2. except RRS Rule 14 when there is damage or injury.



ANNEX B

AMENDMENTS TO THE HEAT MANAGEMENT SYSTEM

The following amendments shall be made to the Heat Management System as approved by the ISAF-RSD in April 2002:

1. To extend the coverage from 80 to 84 boats

Amend HMS 2.1(a) to read:

Except where specifically shown in the Race 2 Schedule, the number of boats scheduled to sail in a heat shall not exceed twenty (20).

Add the following data to the Race 2 Schedule:

No of Boats	5 Heats				
	A	B	C	D	E
81	15	15	15	15	21
82	15	15	15	15	22
83	15	15	15	15	23
84	15	15	15	15	24

Add the following data to the Race 3 and Following Races Schedule:

No of Boats	5 Heats				
	A	B	C	D	E
81	16	16	15	15	19
82	16	16	16	15	19
83	16	16	16	16	19
84	16	16	16	16	20

2. To add the procedure for breaking a finishing place tie

Replace Clause 2.10 with:

2.10 The Breaking of Ties

- Series Ties shall be broken using the method given in RRS A8 using the results of all completed races up to the point where the tie occurs, except Race 1. If the tie still remains the Race 1 score shall then be used. Ties that still remain shall be resolved in favour of the boat which first obtains a better score than the other boat.
- Where two or more boats have the same finishing place, for example as in the case of a dead heat and it is necessary to break the tie for the purpose of promotion / relegation then they shall be placed in series score order. Where such boats also have the same series score the tie shall be broken in accordance with clause 2.10(a). Points shall be awarded in accordance with the actual finishing position.

3. To confirm that the Race Committee has discretion when to re-size the fleet as boats are withdrawn from, or return to, the list of those scheduled to sail

Replace Clause 2.1(c) with:

When the number of boats scheduled to sail changes due to boats withdrawing from, or returning to the Event, the Race Committee may alter the size of any heat, or the number of heats in a race for the next race, or may defer such alteration, at their discretion. Where such a change is made it shall be:

- in accordance with the appropriate Schedule.
- announced, confirmed in writing and posted on the Official Notice Board before the start of the next race.



4. To simplify the procedure for scoring withdrawn boats

Replace Clause 2.6 with:

2.6 Withdrawn Boats

- (a) Withdrawn boats shall be removed from the list of those scheduled to sail in the next and following races following advice of withdrawal and recorded as DNC.
- (b) A boat shall be:
 - (i) Removed from the list of those scheduled to sail after recording a DNC in the lowest heat if she does not compete in the next race, and recorded as a Withdrawal,
 - (ii) Added to the list of those scheduled to sail in the lowest heat in the next race after requesting to return.

Replace Clause 4.4 with:

4.4 Scoring of Race 2 and Following Races (from the Order of Finishing Positions)

Scoring shall be as RRS A4 Low Points Scoring System except that RRS A4.2 shall be replaced by:

Boats recorded as DNF, RAF, OCS, DNS or DNC shall score one more point than the last boat in their heat would have scored if all boats scheduled to sail in the heat had finished correctly.

DNC boats removed from those scheduled to sail and boats recorded as BFD, DSQ, DGM or DNE shall score one more point than the last boat in the lowest heat would have scored if all boats entered in the event had finished correctly.

Boats placed in lower heats shall be scored as if boats recorded as DNF, RAF, OCS, DNS, DNC, BFD, DSQ, DGM and DNE in higher heats had finished correctly.

5. Other Amendments

Add "DGM" after "DSQ" in Clause 4.2 and Clause 4.3 (two places) to reflect the addition of this scoring abbreviation in the 2005/08 RRS.

HOW IOMICA UMPIRING WORKS

*(What the Umpires do and what you need to know)
(Advice to Competitors – NOT part of the Sailing Instructions)*

There are a few basics of the umpiring system

1. When an umpire is being "reactive" to a competitors protest hail, s/he will impose a penalty only if the incident is beyond reasonable doubt
2. Due to the nature of R/C Yachting (distance from boats etc), umpires will accept that "time for making a protest" may require a short discussion between skippers to confirm infringements.
3. All "umpire observed" boat/mark mark contacts will result in an Umpire initiated 2 turn

penalty or DSQ, unless action is promptly taken by the competitors involved.

4. When an umpire is being "proactive" to an observed boat/mark contact or propulsion breach, s/he will impose the penalty only if the incident is certain and indisputable.

Eg. a) The mark bobs up and down, perhaps quite vigorously, and does not turn, or only turns very slowly and/or momentarily. The umpire will not hail a penalty, or will hail "No penalty" if a boat protests. The evidence here is that, on balance of probability, the boat probably touched the mark, but that is not strong enough to normally result in a penalty.



HOW IOMICA UMPIRING WORKS (*con't*)

(b) The mark clearly turns for some seconds. The umpire will not hail a penalty if there is no protest, and will only hail "Penalty" if a boat protests. The evidence here is that it is beyond reasonable doubt that the boat touched the mark. This is strong enough to respond to a protest, but is not strong enough to normally result in an umpire-initiated penalty.

(c) The mark spins vigorously, *or* the umpire actually sees the point of contact between the boat and the mark. The umpire will normally hail a penalty. The evidence here is that it is certain and indisputable that the boat touched the mark.

5. Competitors may protest the actions of another boat at any time while racing by hailing as follows:

"{sail # A} protests (or words to that effect SI 1.10)
{sail # B}, {sail # A} protests (or words to that effect)
) {sail # B}."

This is the hail required to initiate a protest, no other hail will do. Here are examples of some hails that WON'T WORK: "Protest (sail # B), protest (sail # B)" or "Come-on Umpires, (sail # B)" or "Penalty (sail # B)".

Further, in the case of the last example above you may be protested under rule 2 Fair Sailing. The hail: "Penalty (sail # B)" is absolutely reserved for Umpires only.

What happens after I have hailed my protest?

Either a boat will promptly (see 2 above) acknowledge breaking a rule and take a one turn penalty.

Or an umpire may hail either 1,2,3 or 4 as detailed below, which could result in a 2 turn penalty.

Nb. The umpire is being "reactive" to a competitor's protest hail, s/he will impose a penalty only if the incident is beyond reasonable doubt.

1. "Protest refused"

You didn't hail properly and the incident is closed.

Any other boat can make her own protest hail, but she must make it at the very first opportunity and before the call of the Umpire. The incident is normally closed after the Umpire's call since the Umpire will generally not make a call until after the time for making a protest has passed. This means there can be no legitimate protest hail made after the Umpire's call on the incident.

2. "No Penalty"

The Umpire has ruled 'no infraction' and the incident is closed.

3. "Penalty to (sail number)" or an identified boat if the umpire cannot distinguish the boat's sail number

The Umpire has penalised one or more boats and they must perform a 2 turn penalty. They must then either take the penalty as soon as possible or acknowledge that they will take the penalty at the first opportunity.

4. "Incident not observed"

The Umpires have not seen the incident and you may follow through with a 'paper' protest after the heat is over.

What happens if an umpire observes a boat / mark contact

1. If the competitor/s involved do not promptly resolve the breach with a 1 turn penalty the umpire will impose a penalty which shall be two or more turns.

Nb The umpire is being "proactive" and will only impose the penalty if the incident is certain and indisputable.

What happens if the umpire observes a boat:

- Gaining an advantage despite taking a penalty
- Breaking rule 2
- Breaking a rule deliberately
- Breaking a rule and causes damage
- Fails to take a umpire hailed penalty
- Fails to complete a penalty in accordance with RRS 44.2



HOW IOMICA UMPIRING WORKS (con't)

The umpire may impose a one or more turn penalty or DSQ but only if the observation is certain, indisputable and beyond reasonable doubt

What else do I need to know? Basic Q and A's for the Umpiring System

1. Q. If an Umpire calls a penalty on me that I don't agree with what should I do?

A. Promptly do the required penalty turns (same as if you agreed with the penalty – also see 3 below)

2. Q. What if the penalised boat gains an advantage by breaking a rule in spite of the penalty?

A. The Umpire may call additional penalties Q1.2 (b). If no penalty hailed, her penalty shall be to retire. If the umpire does nothing and the competitor does not retire a competitor may lodge a written protest or request redress

Nb. If the umpire has not taken action it will be because s/he has not observed the breach or has deemed there no advantage

3. Q. What if the penalised boat does not perform the penalty as soon as possible?

A. The Umpire may call additional penalties as he/she sees fit. or a competitor may protest under RRS 60.1 for breach of RRS 44.2 as modified by E 4.4.

4. Q. What if the boat that was penalised has caused damage?

A. The Umpire may call additional penalties Q1.2 (b). If no penalty hailed, her penalty shall be to retire. The competitor and/or the Umpire may enter a report to the Protest Committee who MAY protest the boat involved.

5. Q. Can I protest another boat with a paper protest?

A. Yes, but not if the umpires have already ruled on the incident.

6. Q. What can I do if the penalised boat that fouled me cause me to miss getting promoted?

A. You can request Redress and the Protest Committee MAY grant you some kind of redress (subject to RRS 62 as amended by RRS E5.5) in the form of an improved POINT score for the heat in question. {HMS April 2002 (2.8)} Also, IF the incident occurred on the LAST leg of the course, the Protest Committee MAY ALSO grant you an improved PLACING for the heat in question. (This improved PLACING will then be used when determining promotion in that particular heat. Note that an improved POINT score BY ITSELF will not change your promotion prospects).

7. Q. Can I enter a protest if the Umpires make an improper ruling on my protest hail?

A. No. There can be no protest or request for Redress based on the actions of the Umpires, but you will be able to ask why an umpire ruled as they did at the umpire debrief. The senior Umpire is a big guy so you will not be able to argue.

8. Q. What options do I have when I contact another boat / mark.

A. Either acknowledge an infringement or protest.

9. Q. What if I do nothing

A. If observed by the umpire he will make a ruling and call a TWO TURN PENALTY

10. Q. What if I think there may have been a contact.

A. You are in the same position as the umpire and should make your decisions based on the same standards. Unless the contact is certain and indisputable then the umpire will leave any protest hail up to you. Remember a contact is not necessarily the trigger for your protest but it is for an umpire observed incident.



Knots of Fun

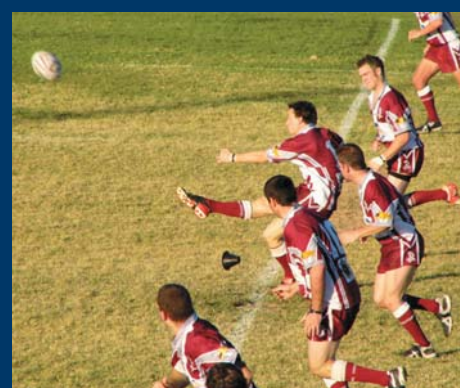
Quad Park is the Sunshine Coast's premier facility for sports, leisure and entertainment and is proud to support the World IOM Championships at Lake Kawana.



The Kawana Aquatic Centre is where you can have fun, get fit or compete.



Whether you're on Eastbank or in the water, Lake Kawana is a place of numerous uses.



The fields of Quad Park host many of the local and national sports year round.



Quad Park is proudly hosting the World Model Boat Championships at Lake Kawana.

The excitement of racing at the lake is complemented by Quad Park's world-class facilities where many major national and international events take place. Not just on the lake, but also in the Kawana Aquatic Centre, the Playing Fields and the soon-to-be-built Outdoor Stadium.

For further enquiries feel free to contact us.

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Quad Park
KAWANA WATERS • SUNSHINE COAST

For more information visit www.quadpark.com.au



The Mooloolaba Radio Yacht Club, in association with Mooloolaba Yacht Club, and all of the supporters, wish to thank you for your participation in this years
Grove Fruit Juice IOM 2005
World Championship.

We hope that you have enjoyed your stay and the friendly atmosphere of this competition. We trust that you will take away some memories to spread the word about the One Metre Class of yachting.

Have a safe trip back to your homes, and we look forward to seeing you in future competition.

Sailing:

- Social/Masters/Golden Oldies Sailing Every Tuesday 1300hrs
- IOM Scratch racing 2nd Saturday every month 1230 hrs
- Handicap Racing 4th Saturday every Month 1230hrs
- Tune up/Practice Racing every Wednesday 1500Hrs
- <http://www.geocities.com/mrycincau/index.htm>



Mooloolaba Radio Yacht Club





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