

# Live Sail Die

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Youth Olympics  
**QUEST**

The Birth of a  
Sports Boat...

Huge Prize  
Giveaway

"How do I get into  
yacht racing?"

Mighty Man  
**Molloy** INTERVIEW



**Adrian Finglas** Takes it Back to Basics

# Live Sail Die



2006 Etchells Australian Winter Championships – Mooloolaba

Live Sail Die E-Magazine  
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## COVER STORIES AND FEATURES

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05 | xx

09 | xx

15 | ID

19 | xx

20 | xx

23 | xx

24 | xx

25 | Dxx

33 | xx

35 | Txx

37 | xx

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Raise your sail one foot, and you get ten feet of wind. CHINESE PROVERB

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# Youth Olympics QUEST



By Ryan Stoddart

## I applied... I waited... I was accepted...

The Youth Olympic Festival is organized by the Australian Olympic Committee (AOC) for athletes aged between 15 and 19. The event is held biennially and after three successful events in 2001, 2003 and 2005. The AOC committed to another event in 2007. The aim is to develop future Olympic stars and provide an avenue to be exposed to what an Olympic event entails.

To be an Olympian representing my county is something I aspire to. Falling into the 15-19 age group I decided to nominate with the view of utilising the experience as a stepping stone to achieve my ultimate goal.

Sailors from Canada, Great Britain, Ireland, New Zealand and Australia are invited to attend this prestige event. With Australia being the host nation, seven teams were eligible. After completing the nomination form and pouring my heart out on paper I submitted my registration in an effort to be selected for the Queensland Team.

As I wandered down to the local post box I imagined what it would be like to be selected for the team. It was almost too hard to fathom.

With the form posted I played the waiting game. The majority of Queensland's top sailors were all nominating for this opportunity. I was just one of them. Little ol



me from Castle Hill north of Brisbane applying to be part of one of the most significant youth events in the country.

I waited...

I waited some more...

Then I waited a little longer...

Did I mention I waited?

Then it came. Out of the blue when I least expected it. Whilst sitting on the couch waiting, watching TV and waiting some more the phone decided to come alive and the sound was music to my ears.

"Hello?"

"Ryan, its Yachting Queensland calling to advise you have been selected as one of six sailors over the state to compete in the Australian Youth Olympic Festival to be held in Farm Cove Sydney just off the Opera House."

"Nice work! Go me!!!"

I was stoked. Blown away. I felt like I was dreaming. Here I was about to head down to Sydney to compete in this awesome event. I seriously couldn't believe my luck. Finally all my hard work, committed efforts and endless training had paid off.

The thought of sailing on the water of Sydney Harbor amongst several teams of

other enthusiastic sailors and on water juries bewildered me. To be told we would be living in an Olympic Village type environment was just awesome. This event sounded just like the real deal.

I look at this opportunity as being an avenue to expand my horizons and further my sailing career. This will be an eye opener into how and what might happen in an Olympic event. It's also going to be a great chance to meet some amazing new people who share me same passion for sailing. But most importantly I simply can't wait to represent my country.

**2006 Australian Youth Olympic Festival**  
<http://www.olympics.com.au/games.cfm?GamesID=3011>

# "How do I get into yacht racing?"



Hamilton Island Race Week 2006

It's a question that many people ask themselves, especially if they do really want to break into the yachting fraternity and get on board a racing yacht for events such as Airlie Beach Race Week, Hamilton Island Race Week and Skandia Geelong Week. Three massive events on Australia's yachting calendar that everyone with a passion for the sport should try and achieve if only once in their lifetime.

There are many ways to achieve this goal. Obviously the easiest way to get on a yacht is through people you know, or experience you may have from previous events. But for those who are on their own and know no one aboard a yacht, many of the event websites have created online forums where potential crews can post their details advising the world of their experience and desire to race.

It can be daunting putting yourself out there, and if no one "selects" you, then it can feel like a kick in the guts, however never let that beat you. Keep registering because at the end of the day someone will notice your sincerity to be on board and you will be snapped up and the waiting game will be a thing of the past. Once you are in, you're in.

However it's vital that you post the correct details. Don't lead your potential skipper on as this will only end in embarrassment and forever tarnish your possibilities of getting on board another yacht. It's important to understand the sailing community is small, and everyone knows someone who knows someone else.

## SO WHERE ARE THESE WEBSITES?

### Hamilton Island Race Week

[www.hiyc.org.au/crewfinder.htm](http://www.hiyc.org.au/crewfinder.htm)

### Airlie Beach Race Week

[www.hogsbreathraceweek.com.au/crew\\_available\\_view.php](http://www.hogsbreathraceweek.com.au/crew_available_view.php)

**Skandia Geelong Week** – The crew register component of this site is in progress of being made public. Here is the site website [www.geelongweek.com.au/index1.asp](http://www.geelongweek.com.au/index1.asp)

You can also register as a crew on the majority of yacht club websites – just get on line, search for a club in your area then make contact with them either by their online registration forms or pick up the phone and call them!

Being on board any yacht at an event like these is extremely rewarding and can lead to bigger and better things. It will enhance your sailing resume and next time you may be chosen a lot quicker, or better yet, you could easily score a permanent berth on the yacht you ended up on just by registering your details on line.

**Get out there!!!** Don't wait until an opportunity comes to you because you will be 90 before you know it and the chance may slip through your fingers. If you truly want to be on board, then forecast your own racing future.

By Suellen Hurling

# The Infinite Shadow

By Master Beam

Kids... Love them... Hate them... Doesn't matter what you think, they're going to be there anyway... In your face, under your feet, hanging onto your neck or even your hand.

Kids in boats... No difference... Just wetter!

If you wonder why the boat no longer points to windward have a look around, because you will no doubt find some wide-eyed, shiny-faced youngster holding the end of the backstay tensioner.

"What are you doing?!" you ask, trying desperately to maintain some sense of composure. Innocent eyes replies, "I don't know!"

"So why did you touch it!" you growl. Tears begin to form in the corners of the puppy eyes. "Don't know... (sniff sniff)".

At this point you are beginning to feel like you are the bogey-man your mother told stories about in your childhood.

"It's ok" you croon. "Just try not to touch things you don't know anything about, alright? Ask me about them and I can show you."

At this point you realise the other kids are either trying to hang each other with mainsheet bitter end, or are launching themselves over the side with their heads in the water trying to see the jellyfish!!!

But you know what? I wouldn't give up teaching kids to sail for anything in the world.

So what's it really like, you may ask? Yes the above scenario is fairly typical and of course it all depends upon the age of the children you're instructing. But it's a fantastic adventure regardless. The 7 year olds

are all wide-eyed innocence and probably still believing in Santa Claus and the Tooth Fairy. (Which, by the way, are two of the many subjects of conversation you try to avoid as a sailing instructor!!) And then of course it depends upon the gender of the children as well. It's true, at 6 and 7 years of age girls ARE made of sugar and spice and everything nice and boys ARE made of slugs and snails and puppy-dogs tails!!

Then, somehow, life comes along, the wheel of fortune creaks around one more sector, and children's attitudes change, and not, in most cases, for the better. They have passed the Age of Reason... Not that anyone would notice.

Boys become ten foot tall and bullet-proof (a state of being which never passes until they reach their majority), and the girls, well they go through an

undulating cycle of having it all together, and then, it all falls apart in front of them resulting in a fountain of tears!

Needless to say, as a sailing instructor of young people, you need to understand all of these cycles and in the words of Kenny Rogers (and I'm sure I'm showing my age now) "You gotta know when to hold 'em, and

know when to fold 'em, know when to walk away, and know when to run!!" Be that as it may, the kids do learn, and often much faster than their adult counterparts. They don't always have to know the reason why because they can accept and trust faster than an adult, provided the instructor is honest, open and self disciplined. (Let's face it... they've



believed in Santa Claus all this time!) But woe befalls the instructor who tries to "put one over" on a junior sailor. Kids will always know when you are unsure of something, or you are lying to them, and believe me, you'll never ever regain their trust.

Be honest with your kids, and they'll just as likely be honest with you. You can dress up as a Pirate and take them on a treasure hunt or suchlike. The littlies will think of it as a fabulous adventure while the older (usually boy) kids will try to prove you are actually an instructor dressed up. That's just what they do so don't fight it. Just tell them they're right but not to spoil it for the little ones.

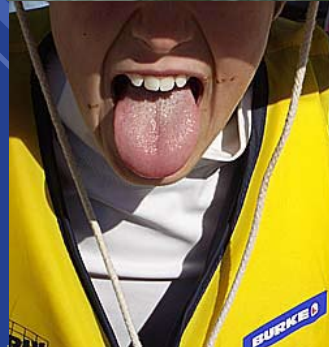
When their natural fears begin to dissipate and they begin to get the hang of things, there is nothing more fulfilling than seeing the pride on their faces when the instructor steps out of the boat and they go solo for the first time.

Sailing gives kids a real sense of adventure, not some vicarious thrill from a computer game. Sailing teaches kids discipline, self and otherwise. Sailing encourages social interaction and tolerance from an early age which will carry them through the rest of their lives. Sailing can introduce them to a competitive sport in which they may still be participating throughout their "senior" years. ("What's 'senior'?" asks Miss Innocent Eyes. "It's when someone becomes really really old, sweetie", says I.)

But you already know all this, don't you.

What is really so good about teaching kids to sail?

The knowledge, not just the hope, that you are in fact making a difference.



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**Live Sail Die**

# Live Sail Die

Just another day on a bay for the 1968 Sydney to Hobart winner and past Admiral's Cup competitor 'Koomooloo



# Mighty Man Molloy

INTERVIEW

Sabots - 420's - Volvo 70 - America's Cup

A simple progression through the classes for Luke Molloy

By OG

He begged and pleaded with his mother to let him go sailing.

"But Mum I really want to go sailing! Can I please go, please can I can I can I Mum pleeeeeeease?"

Eventually his whinging and whining wore her down and a bright eyed Luke was taken to his local sailing club to join the "learn to sail" program.

"That sucked Mum. Sailing is stupid. I never want to go sailing again. Mum, can I play rugby Mum, please Mum can I can I can I pleeeeeeease?"

"Listen young man. You wanted to go sailing, now I have paid for the course so get your crying butt back out there and learn the ropes!"

Luke Molloy never did play rugby but went on to become one of this countries most respected yachtsman. It's true! Mothers do know best!

However Michele never expected her golden son to end up looking like this...



On his way to looking like this...



Being interviewed in the middle of an ocean in his underwear... Enough to make any mother proud!

Luke Molloy was selected in the youth ABN AMRO team to compete in the Volvo Ocean Race for 2005-2006. The quiet achiever from Queensland was selected for his talent as a sail maker and with his all round good guy persona they knew he would appeal to the masses.

Lukey, as he is commonly known amongst his tight circle of friends, was recently in Brisbane for a brief stop over to finalise his residency in Spain and to catch up with the people who followed his progress around the world for the entirety of the race.

After the endless gala gatherings in his honour, Lukey and I met for a quiet coffee and to chat about his experiences...

**OG** Is it good to be home?

**Lukey** Yes! Great! Of course. There is nothing better than coming home



**OG** What did you miss the most?  
Friends the most, and family

**OG** After drinking that much water and sports drinks was it good to have a beer?  
**Lukey** Always good to have a few beers! Heinekens were the first things handed to us when we got in. If they weren't then we probably would have gone and got a beer ourselves instead of doing the interviews!

**OG** You sailed into many ports during the race, which port was the best and why?  
**Lukey** Cape Town. It's pretty, diverse in the way people live and the scenery is awesome. We were there for Christmas and New Years so it was like a (much needed) holiday

**OG** The selection process was more like "Sailing Idol", what made you sign on to it and how did you actually hear about it?  
**Lukey** Ha ha, I just thought I would give it a go and to try and make it as a professional yachtie. I was sure that I wouldn't make it. I heard about it through a guy I worked with. He couldn't believe they were going to do a youth boat. He didn't apply in protest, but me; well I just thought I would give it a go! Looks like that paid off! GO ME!

**OG** How did you get to the selection meets? Did you have to pay your own way or did ABN AMRO assist with the travel and accommodation costs?  
**Lukey** ABN AMRO supplied it all!!! Flights, accommodation and they even paid for your time. If you didn't get in you actually made money from the experience because you were not out of pocket at all.

**OG** Out of 3,000 odd people who "auditioned", did you honestly think you had a shot of being selected?  
**Lukey** I thought that I might come close,

but I never actually believed that I would make the team.

**OG** In your opinion, what made you stand out from the rest?  
**Lukey** Hard worker and all round good guy! I'm a bit of a quiet achiever

**OG** Was it comforting to have another Aussie in the crew?  
**Lukey** Yes, but I was by far the coolest Aussie on board!

**OG** Did you ever think you were living the dream? Is this something you have always wanted to do or was it a last minute option?  
**Lukey** Always thought it was crazy to actually do it. The last thing I thought I would be doing was racing around the world, but there I was actually doing it.

**OG** It's just been your Mum and yourself for a very long time. How proud do you think she is and is she the main person to thank for your success?  
**Lukey** She is a very proud Mummy. She's just glad that I didn't turn into a loser drop out! Mum is the main reason for my success after all she made me go sailing as a kid after I bitched and carried on about wanting to quit!

**OG** On the leg from Melbourne to Wellington "Johnny" (Gerd Jan Poortman) had a pretty nasty accident with cutting his eye open and breaking his tail bone. When this happened did you realise that anything was possible when the boat was slammed into a massive wave?  
**Lukey** We then realised the dangers. We were worried about him when it happened to because he lost a lot of blood and messed up our tidy cockpit!

**OG** Where you ever scared?  
**Lukey** A few times... Twice in the Southern

Ocean and once in a storm. I was scared of how fast and out of control we were at times but I never feared for my life because I had faith in my crew.

**OG** We have all heard about the tragedy that struck ABN AMRO 2 from New York to Portsmouth. When it was realised that your crew member couldn't be saved do you remember how this made you feel?  
**Lukey** I felt really sad for his family... I didn't believe it was actually happening...

**OG** Do you think having this experience has changed you?  
**Lukey** No. The experience hasn't changed me however now I am more aware of the dangers. To have something like this happen makes you understand that what you are doing is real. It's not a game.

**OG** Once you had Hans on board what was the feeling like amongst the crew?  
**Lukey** Shock, disbelief, we were all totally quiet. We each dealt with it in our own way but I couldn't sleep. I had a million and one things going through my head.

**OG** It's something I'm sure you will never forget, but then you were hit with the rescue mission of 'movistar'. You had lost one life but were about to save ten. What was going through your mind when it was realised that ABN AMRO TWO with a crew member's body on board would have to rescue the entire crew of 'movistar'?  
**Lukey** We had no option. We had a duty to look after each other and they would have done exactly the same for us. We all new it had to be done. The crew off 'movistar' were just grateful that we were there as the whole thing could have turned into a massive tragedy if one of us were not close by. We were in the middle of an ocean with not too many passer byers! It was great to have them on board as we had others



to talk to about the emotions we were experiencing with Hans' death and they were able to vent their feelings to us.

**OG** Do you or did you ever feel like a hero?  
**Lukey** Not at all!

**OG** ABN AMRO TWO arrived in Portsmouth to a silent clapping crowd. Did it hit home then to what you had actually experienced on that leg of the race?

**Lukey** Yeah... There were so many people there to greet us... This is when the emotions kicked in...

**OG** Ok, enough about that... Were there every any conflicts between crew members? After all, 70+ may seem long, but after 20 odd days at sea surely there were some conflicts amongst the crew?

**Lukey** There were a few!!! But everyone was professional enough to move on. Normally we just got tired and cranky and because of this it would just make you snap.

**OG** You're a world record holder after achieving an average of 23.7 knots in 24 hours. How proud does this make you feel? After all, you were the youngest crew in race; no one thought you would achieve anything!!!

**Lukey** AWESOME! It's the biggest prize in

the whole trophy cabinet. We set out to do our best, and it would seem that our best was the best in the world!

**OG** There are so many people involved in with a race like the one. There are 10 crew members on each boat. How many people were behind the scenes with the ABN AMRO crew?

**Lukey** We had a fleet!!! The "Wet Team" including shore crew consisted of about 60 people and there were another 60 worldwide associated with the marketing. I knew faces by didn't know names! But regardless, we were all part of the same team so it didn't matter. We were one big happy (yet slightly dysfunctional) family!

**OG** Do you consider yourself to be a professional yachtsman or are you still a sail maker from the North Sails Brisbane loft?

**Lukey** Haa haa haa! I'm a professional yachtsman who works with sails!

**OG** Apart from the 24 hour record, for you personally what was your greatest achievement in the race?

**Lukey** It would have to be sailing around Cape Horn in the Southern Ocean. I felt like I had achieved something because I had heard people talking about it and I couldn't believe that I was actually doing it!

**OG** Having people from all over the world wanting to talk to you and hear your story, does it make you feel like a sailing celebrity?

**Lukey** [the trademark **Lukey** grin and chuckle followed this question] Little bit! I didn't realise that people actually watched the race and followed us around the world via the TV and internet!

**OG** Were you ever seasick? Does this happen to everyone at some point?

**Lukey** It doesn't happen to everyone. But I got seasick a couple of times... It was bloody embarrassing!!!

**OG** Did you take a good luck charm or something personal with you on each leg?

**Lukey** Nah but we were all given zulu beads! George (Peet) wore his but the rest of us kept ours in the nav station. George said "I've got enough shit on my plate right now to start fucking with something I don't understand!"

**OG** What was the most amazing thing you saw whilst on a leg?

**Lukey** Whales and albatross!!! SAVE THE ALBATROSS!!! HA HA HA

**OG** Do you think you learnt everything

about ocean racing or is there still room for more knowledge?

**Lukey** I am always learning. If you think you know it all you may as well just hang yourself from the mast otherwise someone else will!

**OG** How did you celebrate your 26th birthday whilst on board? Did the boys smuggle some rum on board for you?

**Lukey** Yeah I wish! Junior (Andrew Lewis) reached into the Day 10 bag and gave me a Crunchy chocolate and said I could have it as long as I shared it with him! The boys all sung happy birthday for me. We were 4 days out of Wellington in the Southern Ocean. It was the worst birthday ever!!!

**OG** You aged a year in biological times, how much do you think you really aged or matured since the start of the race? I mean... You did have more hair before the race started!!!

**Lukey** I aged 10 years!!! I think the sun has killed me...!

**OG** Would you do it again?

**Lukey** Of course! Drop of a hat! But it would have to be with the right people and the right team.



**OG** You used to sail sabots, 420's, 505's and Etchells. Would you ever go back to a 505 or an Etchells or are they just way to slow now?

**Lukey** Of course I would go back! It doesn't matter what boat you are on as long as you're sailing!

**OG** So what's next for Luke Molloy?

**Lukey** Why the America's Cup of course! I'm on the Victory Challenge team

**OG** America's Cup! How did this opportunity come your way?

**Lukey** I was lucky enough to sail with a guy who picked the crew! I told him to keep in touch and he did! He rang whilst I was in Brazil and flew me to the team for a trial. The rest is history!

Luke Molloy is indeed now a part of yachting history after completing his stint with the highly professional and successful Team ABN AMRO. Based in Spain for at least the next twelve months, Luke's next venture takes him into the America's Cup circuit where his wealth of knowledge will again be challenged as he continues his career as a professional yachtsman aboard "Victory Challenge".

I am proud to report that **Lukey** hasn't changed one bit since leaving Brisbane in early 2005 to begin his adventures around the world. He is still the same character who gains respect from each and every person who is lucky enough to meet him.

**OG** Hey Lukey? Want a beer now?

**Lukey** Hell yeah! I thought you'd never ask!

All photos courtesy of <http://www.abnamro.com/team>  
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# OG Random RANT

**Who's better? You, me or the salt from the sea?**

Football has four principle codes; soccer, AFL, league and rugby. I bet if you ask any player across any code they would say their choose ball is by far the superlative.

Sailing has thousands of classes, but again each and every sailor would choose his or her preferred class as the favourable option.

But why are we so narrow minded? Why is it that I constantly hear the bickering sounds of distant arguments over which class is superior and why? As sailors, are we trying to express our desire and passion for the type of boat we sail, or are we simply endeavouring to justify our chosen class to the masses? Who is to say the class we chose is the better selection? When will we just learn to appreciate the differing opinions and bang the favoured side of the course and get on with the race?

The question is often asked amongst the junior sailors of Australia. Why sail an Optimist when you can sail a Sabot, yet why sail a Sabot when you can race a Manly Junior? All three classes are for the juniors of the sport and all offer their own unique developmental stage of racing.

Most would say the Optimist is the way to go as it is the only junior class supported by ISAF, however then the Sabots ark up and pronounce that Australia is a Sabot nation and provides one of the largest fleets for

the youngsters, then come the Manly Junior supporters who acknowledge the Optimist and Sabot sailors however the youngsters whom sail an MJ learns spinnaker techniques at a early age and therefore develops their skills of three sail tactics at an enhanced rate.

Who is to say one is far superior than the other?

Who decides which class offers the better options for the sailors?

When it comes to football the players all run around the same field, even though the shape may be different and the lines segregated at various intervals, they are basically playing on a strip of grass with their ultimate goal the same; to win.

Sailors all race on water and again, even though the courses may be different across the array of classes, the end result is what we strive to achieve; to win.

It's time all this interclass arguing was put on hold and we respect each other and the decisions we make as sailors. At the end of the day we have a desire to race and are fortunate to reside in one of the worlds leading racing nations.

So if you ever find yourself in the depths of a conversation regarding which is better, **always choose sailing**, because let's face it, regardless of what boat you race, it's always going to be far superior than running back and forth with a football and massive blokes charging towards you at full pace.

I would much prefer the salt of the sea any day of the week.

"An arsey tactic"  
The Manly Hotel St Helena Cup 2006



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**WIN!**



# Adrian Finglas Takes it Back to Basics

**Many people in sailing today get too wrapped up in the technical side of the sport and completely forget about the basics.**

Last year I had the chance to work with Russell Coutts at the Melges 24 Worlds in Florida where we had a three boat program and I was running the coaching side of things for "Team Pegasus".

After the first training day the group of twenty plus team member gathered for a video debrief I had prepared from the day on the water.

As I looked around the room I saw Olympic Medallists, World Champions a guy who had won three America's Cups. I had to make sure I knew what I was talking about and did not get all the medals tangled in a knot.

I kept the debrief very simple and to the point and on completion asked Coutts if he would like to add anything as it was his first day at "Team Pegasus".

The room went deadly silent as the master of sailing went to speak. We were all expecting some kind of huge technical speech. All eyes were fixed on the man!!!

"Gee I didn't think Aussies new that much about Yachting!" Coutts said as the room broke up in laughter. He then went on to explain that we should forget about

all this technical talk about rig tensions, mainsail designs etc. and just sail the boat flat and at a constant angle of heel and hold the tiller straight.

Wow... The world's best sailor was telling us all to just hold the tiller straight and keep the boat flat? Interesting...

As I travel, coach and teach in boat parks around the world I hear to many Mums and Dads talk about what they need to buy for Little Johnny to enable him to win a Club Championships. They spend all their time and money on getting the hottest gear however when Little Johnny hits the water he can't keep his boat flat or tiller straight, all because the basics of sailing have been forgotten.

Other sports such as swimming, football, athletics, etc all spend 95% of there training time perfecting the basic skills needed to play the game. As sailors we spend 95 % of our time thinking about the new piece of equipment that can cost in excess of \$200 that will make the boat go faster.

If you do not perfect the basic skills you can never play the chess game.

You can only play the chess game if you have perfected the basic skills, hence there only being a small group of elite sailors in the world – too many focus on what they spend rather then on what is going to win boat races.

Break sailing down into these categories;



boat, rig, sails, crew skills, fitness. The last two, crew skills and fitness are what you need to perfect to be a champion.

How many times does the local champ finish one minute ahead on the race track?

If you look at his skills he may tack and gybe just two seconds faster! So if you tack twenty times in a race and gybe ten times, all of a sudden just with excellent boat handling skills you are ahead by one minute. This is how you win boat races.

How many hours does the local club Golf Pro practice his swing?

How good would Ian Thorpe be if he turned up to the pool on a Saturday afternoon for two races and did no practice during the week?

Forget about the new gear that's available – just get out there and practice the basics and before long the front of the fleet will be you.

# Tokyo Trash Baby

## THE BIRTH OF A SPORTS BOAT

By Andrew Clauson

**The Tokyo Trash Baby (TTB) is a 5.5 metre plywood sports boat based off an American design known as the i550. I came across her on the internet after a night of rum induced dreaming, scheming and a little bit of slurring with my father about a small high performance trailerable.**

I showed dad, he looked at me.....

"You know what? That thing looks mad and I reckon you and I could build that," he said.

That night an email frenzy occurred between two continents and thus the TTB was born.

I struck a deal with the designer of iBoatworks. The plans would be supplied for free in exchange for photos over the entire construction process. How could I possible turn that offer down!? Finding out it would be the first one built in Australia and in a "turbo'd" mode was also a cool feeling.

I sent away my contact details and waited in anticipation... and waited... and waited... and finally!

Two weeks later the Tokyo Trash Baby arrived on paper.

I studied the plans endlessly looking over them and changing it to suit its new high performance orientation. I always liked the little sports boats such as the mighty "Orphan" and "Shorty/Liquid Tactics" for their practicalities and most of all the awesome downwind rides I would often

watch them achieve, along with the grins on the three blokes faces who ride those boats hard.

Building began one Christmas holiday Saturday morning. I really had no idea what I was getting into but all I knew was that I wanted a boat, and I was going to start this and finish it. The building technique used for the TTB is a well-known method known as 'stitch and glue'. This is where the hull panels are literally "stitched"/pulled together at the chines and frames with either copper wire or more commonly now the good old garden zip-tie. When pulled together epoxy filler is pushed into the newly formed joins and coved along with fibreglass tape applied over the newly formed join to add strength. The boat slowly started off as just a bunch of frames on a jig, and slowly over the course of two years turned



from a skeleton to a hull, to a hull with a deck, the finally to something that resembled a boat. Along the way we learnt many tricks and traps from friends and from our own doings, such as, mixing a big batch of resin for a job that will take an hour goes off in five minutes and gets very hot, don't work with a hangover because you achieve nothing, and still feel like shit.

I spent a lot of time emailing the designer with my thoughts on the mods I wanted to do, and he was very keen to see them and know how they went once the boat hit the water. The most obvious performance mods were decided upon first. The keel was lightened down from the original 85kgs fin to a 71kgs bulbed fin to get the weight down low where it was needed. The addition of honeycomb composite panels were used in the floors and deck to help reduce weight and lightening holes cut in frames to do the same thing. Asymmetric masthead spinnakers were included as well as a rotating bowsprit to run deeper angles down wind. A simple skiff style rig with twin spreaders will be employed to power her, along with sails that I have been given, or bought off similar boats, as only being young I don't have the serious cash needed for a new sail wardrobe.

The "Trash Baby" as it is starting to be affectionately known has been a journey and learning curve to say the least! Though I must say that I am glad I have chosen to do this and develop a new, untested design, as this is how many new innovations like canting keels have come about. She looks wild, and of course she has her doubting group of people, but it was always mainly a project to see if we could build a boat, and learn a few things on the way. Somehow I think we have achieved that and now there is another addition to the "6m and under division" to mix it up with the Liquid Tactics and the Rip It Up's of that division!

Now we just have to finish her off and go sailing! Oh how simple it all sounds!

BY ANDREW CLAUSON



### November

10-12	Etchells Australian Championships	PERTH
14-25	Audi Etchells World Championships	PERTH
15-19	Bavaria International Youth Match Racing Championships	PORT JACKSON
23-26	Harken International Youth Match Racing Championships	SYDNEY

### December - January

1-3	Go For Gold	MELBOURNE
9-12	Sail Brisbane	BRISBANE
16-19	Sydney International Regatta	SYDNEY
26-31	Rolex Sydney to Hobart Yacht Race	SYDNEY-HOBART
26-4th	Australian Laser Championships	HOBART
27-1st	Australian 29er Championships	BELMONT
27-4th	Australian International Cadet Championships	HOBART
27-5th	Hobie Australian Championships	ADELAIDE
27-5th	Australian Tasar Championships	PERTH
29-5th	Australian Corsair Championships	BRISBANE
29-4th	Australian Impulse Championships	BRISBANE
29-5th	Australian Flying Dutchman Championships	BRISBANE
30-5th	Australian Nacra Championships	BRISBANE

Get your regatta listed on our Calendar – email [sailing@askhuey.com.au](mailto:sailing@askhuey.com.au)



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