

## **Up n Go – S80 sailing guide**

### **Introduction**

Up 'n Go (formally "Kasara") was built in 1989 by Cavalier Yachts in Sydney before the factory and mould were burnt. She is a "Lead Keel" version of which only a few were made. As far as the S80 Class Association is concerned, lead keel and cast iron keel boats are treated the same for all class endorsed racing.

Up 'n Go weighs well above minimum weight due to the lead keel. The perceived advantage of a lead keel is upwind in stronger breezes but the extra weight is a disadvantage downwind. Gary purchased the boat 6 years ago and keeps it on a swing mooring at Blairgowrie from October to May. Over winter the boat is stored in the yard at Blairgowrie Yacht Squadron. Down below the internal fit out is standard with 2 quarter berths and 2 saloon berths, galley, and freezer box. Only essential equipment is kept onboard during racing to minimise weight. The boat is set up for Cat 5N racing.

### **Hull**

On purchase Gary stripped the antifouling back to the gelcoat and then coated the hull with "Interprotect" epoxy to minimise the risk of osmosis.

Gary uses International's Micron 66 antifouling which is a self polishing type. Whilst expensive the antifouling only requires a sponge down a couple of times per season. The antifouling is rubbed back almost to the epoxy layer and replaced every winter.

### **Boat Set Up & Equipment**

All sail controls are lead back to the cockpit with the Vang and Spinnaker Downhaul adjustable from both sides of the cabin top. The backstay is adjustable from both sides of the cockpit. The Genoa cars are adjustable. Jib cars are mounted on the cabin top adjacent to the shrouds.

The boat has a compass mounted on the mast and a Raymarine ST60 unit for speed, log, and countdown timer.

### **Sail Wardrobe**

Up 'n Go has a sail wardrobe from Quantum consisting of a mainsail, genoa, Jib, and spinnaker. During racing the spinnaker is stowed in and launched from a mesh bag suspended in the companionway.

Gary has a set of sails reserved for championships and other important regattas. A second set of sails is used for general club racing to preserve the life of the championship sails. Gary purchases one new sail per year to keep the sail wardrobe up to date.

### **Crew Positions & Roles**

Up 'n Go's crew is based on a pool of people most of whom have their own boats or crew on other peoples yachts. Many of these people have sailed with Gary since the start and bring valuable experience sailing other classes.

Typically the crew roles are as follows:

#### **Helmsperson/Skipper**

Helms the boat, adjusts the backstay as required; and controls the mainsheet at the top mark while the mainsheet hand controls the brace.

He works closely with the Mainsheet Hand and Trimmers upwind to maintain speed, balance,

and height.

Gary receives tactical input from the primary tactician and other members of the crew.

Gary pays particular attention to the mast set up and rig tension for the prevailing wind conditions to optimise performance. Rig tension is adjusted between every race if required.

## **Mainsheet Hand/Tactician**

The mainsheet hand controls the mainsheet traveller, vang upwind, and back stay if required. He works closely with the Helmsman on race strategy and tactics.

## **Primary Trimmer**

The Primary Trimmer trims headsails upwind and spinnaker downwind. He/she adjusts the headsail cars as required and works closely with Gary on boat speed and height.

## **Secondary Trimmer**

The Secondary Trimmer controls all halyards, topping lift, downhaul, tweakers, cunningham, vang and outhaul. He/she assists with the retrieval and stowage of the spinnaker and runs the tapes on the spinnaker upwind.

Unless it is light the Secondary Trimmer lets off the old headsail sheet during tacks and moves to the windward gunwale and hikes hard while the Primary Trimmer brings on the new sheet.

## **Bowperson**

The Bowperson sets the topping lift approaching the top mark, jumps the spinnaker halyard at the mast, gybes the spinnaker pole, jumps the genoa halyard, stows the spinnaker pole (windward drops), initiates retrieval of the spinnaker during the drop and moves to the windward rail and hikes hard.

The Bowperson calls the distance from the line at starts and looks out for traffic during prestart manoeuvres.

Thanks to Gary MacKinven & crew for these hints.