

Sunday, June 20, 2010

## **A new sailboat!**

Last week Liz came to visit. We met on Lanzarote on Sunday, because from Monday to Wednesday I had arranged to look at a boat there - Gudrun V. Because Gudrun V is a big boat (39ft), and I expect to sail her for many years, I wanted Liz's input before deciding on a purchase. Female intuition and all. Marti's. On Monday morning we took the ferry to La Graciosa where we were met by Marti's, the current owner of Gudrun V, at the port. He and his wife Yaiza had send me many emails over the last weeks with pictures and all the information I had wanted, and I felt that I had a good idea of what to expect. In turn I had send them my checklist for the pre-purchase survey, and we knew it would be two busy days. The side So we started right away. First with a look at the bilge, which is usually the worst part of a steel or aluminum boat. Then we worked our way upwards through the lockers and along the hoses and cables. Normally it is very hard to get access to the hull, if it is possible at all. On Vespina I have an axe and crowbar close at hand if I have to do it in an emergency. But on Gudrun V all panels can be taken away without turning a single screw. Same goes for access to the engine and propeller shaft from all sides. The only area that is hard to get to is the space behind the galley (kitchen). Wonderful setup, especially since it makes checking (and later maintaining) the boat very easy. Sprayhood and tentHugging, a very important sea trial. We worked our way through the checklist until 9pm, and then had dinner in town before crawling into the fore peak to sleep. After a quick breakfast on Tuesday morning we took Gudrun V out of the harbor. First we sailed a few tacks upwind and then downwind before throwing the anchor in a little bay. I put on my diving goggles and grabbed my camera to inspect the keel, propeller and rudder while Liz went snorkeling a bit. Then we motored back to the marina with the autopilot, which concluded the sea-trails. Wednesday morning we cleaned up and then escorted Marti to the airport. We had clicked very well in those few days and it felt already like saying good-bye to an old friend. Well, not for long. Gudrun V is such an awesome boat, that I've decided to buy her. The contracts are already signed, and only little paperwork left. We want to meet in a week to hand over the boat, papers, etc. Chicken on the volcano grill - yummy! Playa de las Canteras, Las Palmas The rest of Wednesday and Thursday Liz and I spent on Lanzarote, where I showed her my favorite places. Thursday evening we flew to Las Palmas de Gran Canaria for a visit to Vespina, the beach, and sightseeing in the city. Now Liz is on her way back and it will be August until we meet again. But more about Gudrun V: The stern. She was built in 1981 by Astilleros Gudrun of Cartagena. She is the fifth boat in a series of aluminum racing boats that the shipyard has built for trans-atlantic races. The primary work of the shipyard is for the Navy, and the racing boats are a sideline. More a hobby of the owner of the shipyard really. When you built battleships for a living some of the philosophy is going to end up in all your designs, and consequently Gudrun is a strong, practical ship that is built to last. The last 30 years hardly left a sign at the material. The cabin Marti's and Yaiza bought Gudrun 10 years ago. They have sailed Gudrun V to Turkey and back, and lived on her throughout the winters when their sailing school near Barcelona is closed. During that time they have rebuild the interior for living comfortably with their two children, while taking care not to overload the boat and distribute the weight perfectly. The result is a real home in the harbor and at anchor, and a secure, fast, stable and very well-balanced ship at sea. Now they are expecting their third child, and the boat is getting too small. The sail plan Of course there are also drawbacks. The biggest one is probably the draft of 2,50m. What is great for sailing is going to be a pain when entering harbors and especially near reefs. Will be interesting in the Caribbean. The other drawback is really a two-sided sword: no windows. Very safe in heavy weather, and very private in the marina. But unlike in Vespina (with her 360° vision) I cannot look out to see what is going on around me and will always have to climb into the cockpit. So what's the plan now? I will bring Gudrun V here to Las Palmas because I want to have the mast checked by professionals and change the standing and running rigging. She also needs new Batteries, new Antifouling, a coat of paint for the deck and mast, and new sails. Then I want to move some of the electronic equipment from Vespina to Gudrun, like the Satellite phone, Navtex, AIS and maybe Radar. And of course all my other gear. Then a test-sail around the Islands or to Madeira and back. Liz and I stayed for two full days and nights on Gudrun V, which is more than I could have hoped for before a purchase. But I expect that I have missed some things, and as usual many other little things will come up. With the trip to Germany in August it will probably be late September by the time I can leave the Canary Islands and sail to the Cap Verde Islands. And Vespina? Yep, tough question. I really like her and she is a good and reliable boat. It turned out she is not made for long passages, but she is very safe and really wonderful for day-sails around islands etc., especially because you don't have to worry so much what is happening underneath the water surface. I guess I'll put her on the dry somewhere here or find a cheap berth (e.g. La Graciosa) and place an add online. But I won't be too unhappy if she doesn't sell very quickly, and instead my friends come and sail or live a little on her now and then.

Posted by Axel Busch in Vespina at 06:56

Axel

CONGRATULATIONS! A fine looking vessel.

Grus an Liz.

Matt

Anonymous on Jun 20 2010, 08:00

HÄbsch. Sieht aus wie so ein Speed-Boot. Ein weißer Ferrari im Wasser...

Aber müßt du den Namen behalten? Kannst das nicht umtaufen? Gudrun... ich wärd mein Boot nicht so nennen!

Anonymous on Jun 22 2010, 03:47

jetzt hackt halt nicht so auf dem Namen der armen Gudrun rum

Ich muss zwar auch immer an eine stark gebaute Dame höheren Alters mit gusseisener Bratpfanne in der Hand denken, aber man ändert halt den Namen eines Schiffes nicht. Ist voll unseemannlich und bringt ausserdem Unglück

Anonymous on Jun 22 2010, 16:16