

Sunday, July 4, 2010

In Las Palmas with Gudrun V

Back to front: Henk, Sepp and Christa. Sepp and Christa sailed to New Zealand, where their boat burned down. Now they go again. That's the spirit! Las Palmas has the best facilities for yacht repairs in the Canaries. Since Gudrun V needs a pretty complete overhaul of the rigging (old), the sails (very old) and the deck hardware (blocked with sand), this is where I had to take her. I expected that the trip would reveal other problems that I had missed on the survey and test-sail. I had estimated that I would need approximately 24 hours for the 120nm, give or take 2 hours. Because the harbor office in Las Palmas is open from 9am to 2pm on Saturdays, I wanted to leave La Graciosa around 11am on Friday. Well, with all the last-minute-preparations and saying farewells it was 1pm when Sepp, Christa, Henk, Patrick and his girlfriend waved me good-bye. For the first hour I only used the engine, to check that this is going well. When I was confident that the engine would bring me back in case of trouble I turned into the NNE wind and set the sails. Left to right: Patrick, Henk, Christa, Sepp. The mainsail is with 40sqm almost twice as big as on Vespina, and I had to use the winch for the last few meters. Theoretically I can set it from within the cockpit. But Gudrun V also has a winch next to the mast and I'm so used to working on the mast from Vespina that I set it from there. The genoa also unfurled smoothly from the freshly fixed Profurl furler. And then the furler came apart. Damn, looks like our repairs on the gear were not as good as Marti and I had hoped. I gave it a little twist and it looked like I could furl it back in anyway. Contrary to Vespina on Gudrun V the genoa is a lot smaller than the main-sail. Uups. Broken furler. I estimated that I would only have to drop the main-sail to sail downwind with the genoa completely unfurled up to wind force 6 easily, probably more. So I very likely wouldn't need the furler until I arrived in Las Palmas. And there I could always drop the genoa the old-fashioned way without using the furler. So no worries. I went back on course to Las Palmas and sat down in the cockpit, eager to see how Gudrun V would handle. I sailed on a broad reach, with a gusty wind of force 3 to 4. Contrary to Vespina a gust showed itself mainly in more speed, and very little heel. Sail away! The pressure on the rudder was very light and constant. Just wonderful. At first I made between 6 and 8 knots, but when I started trimming a little the speed increased to beyond 9 knots. For an hour I sailed like that. A huge smile split my face in half and I could hardly believe that I found such a wonderful boat. This was almost too easy. I know there will be times in the future where I'll curse the deep draft of 2,50m. But right then it made me the happiest sailor in the world. Fantastic. A look inside. View from the navigation table. An hour later the wind increased to a force 5. Gudrun started to heel more as she was approaching 10 knots, and the force on the tiller increased. Time to reef the main-sail. Or drop it, because at the rate I was going I would arrive in Las Palmas in the early morning hours. So I dropped the main-sail and just sailed on with the 35sqm genoa at about 5 knots on average. I wondered briefly whether sleeping alone on a boat at night during the first trip is a proper "seamanlike" thing to do. I came to the decision that it was probably not. But Gudrun sailed so smoothly and quietly that I had not a single doubt about her capabilities and my safety. In that she is very similar to Vespina. So seamanlike or not - I made myself comfortable in the cockpit and started to sleep in my usual 30 minute intervals. By now I'm so used to it that I don't need to set the alarm anymore. I still do it, but I always wake up two or three minutes before it goes off. Then I take a look around, check everything that I feel needs checking, reset the alarm and go back to sleep. After a few hours I switched to sleeping in the cabin as it got colder during the night. "Optimist" sailing school in the harbor of Las Palmas. The entrance into the harbor in Las Palmas was without complications. The furler worked despite being broken, and coming alongside the pontoon is a well-practiced maneuver. The paperwork was a different matter, and I was a little apprehensive as I entered the office. The German flag-certificate hadn't been issued yet, and I knew trying to check-in without one would not work. But after talking with Yaiza to the harbor master in La Graciosa we had agreed that I would sail under the Spanish flag and act as if the boat still belonged to her and Marti. She wrote a note for me saying that I am allowed to move the boat in her name. So I showed the Gudrun's Spanish documents, the note and my passport, and everything seemed to go well. Until the harbor master pointed out that the insurance document was outdated. Marti or Yaiza would have to fax a current copy before I could check in. But fortunately I had already applied for insurance for Gudrun myself and had received and printed the documents. I showed them and that was good enough for the dear harbor master and he finished checking me in. The fee for Gudrun V is 280 EUR per month, water and electricity included. That is 80 EUR more than I pay for Vespina. 40% more, but still affordable. Over 12m length is where it really gets expensive, and Gudrun is 11,98. Now Gudrun V is tied up only four boats away from Vespina on the same pontoon, and moving stuff back and forth between the two boats is easy. Sure, right alongside would have been even better, but on a marina with more than 1000 berths being on the same pontoon is more than I could have hoped for. For tomorrow morning I have an appointment with Octavio from the Alisios Sailing Center, the company that will make the new rigging and probably also the sails for Gudrun V. Very exciting!

Posted by Axel Busch in Gudrun V at 07:50

happy moving, axel!

Blog Export: S/V Gudrun V, <http://www.gudrunv.com/>

if you can, save a piece of gudrun v's old sail for me! you know how i love being crafty with recycled materials

enjoy preparing, learning about and sailing gudrun v...i know you are smiling like a kid and doing your little axel excited hops as you clap your hands and giggle evilly

Anonymous on Jul 5 2010, 05:56