

Monday, December 13. 2010

|: sail, work :|

Bad weather = good pictures Bad weather = concerned looks Unfortunately I had to cancel the trip to Fuerteventura because of the weather - first the wind was stronger than I would have liked without getting the "ok" from the rigger first, and next day the weather changed and I was afraid to be stuck in Fuerte for a while, and there is still so much work to do. So after a few hours beating against the wind and getting soaked I returned to port. Looking back it seems like it was better this way, even though it was very sad not to be able to meet up with Klaus. Since then I've been sailing in front of Las Palmas almost every day, some days twice, and on the other days I rearranged stuff on the deck, replaced gear or installed new stuff. Now everything works great, and I can handle it well enough alone. I have a few more ideas for improvements but these are nice-to-have. The only thing the rig needs 'officially' before I can say "done" is, as far as I can tell, the approval of the rigger, another toggle for the second Spinnaker halyard, and sealing the mast where it goes through the deck. I hope to go sailing with Domingo tomorrow and finish that bit. Then I can start tuning the Wind-vane. In the meantime I am servicing the engine. The exhaust smoke is white, which can mean water in the fuel or faulty injectors. I bled of old Diesel from the bottom of the tank (dirty dirty!) and replaced the fuel filters, hope that helps. If not I'm afraid the injectors need servicing. I also exchanged the oil and oil-filter and at the moment I am working on the water cooling, because I think there should be more water being ejected through the exhaust. I've already cleaned the filters, valves, hoses and replaced the impeller, but still. My guess is that it sucks air somehow, maybe through the water filter. The plan is to bypass the water filter for a test and see if that improves the situation. And then see how it goes. The engine doesn't trouble me too much which is why I left it to the end. It will get me out of port here and into port in St. Martin, and there are not many lee-shores on the way across the Atlantic. The ParasailorThe "regular" sails.Regarding the sailing I'm happy to say that it's absolutely fantastic. Gudrun sails wonderful, with very little movement, and everybody I take out with me is impressed by her performance on all courses and wind speeds (though 30kn was the maximum so far). 90° and downwind I usually only set the Parasailor as the only sail, and upwind the mainsail and genoa that Octavio made for me are absolutely fantastic (and pretty too). I can sail nicely up to 30° apparent wind, with the best speed at 35°. Impressive. I really like the deep draft (2.5m). PeterHarald, Gerhard, ClaudiameRegarding sailing single-handedly ... well. Very different from Vespina, where I could do everything at the same time: Tiller between the knees, main-sheet in one hand and genoa-sheet in the other. Gudrun is different. Very. Because of the runners, the cockpit size and it's compartmentalization by the mainsheet-track a crew of three would be ideal: One at the tiller and main-sheet, one for the runners, one for the genoa. Alone it's a little more difficult because I can't reach from the tiller to the winches for the runners or the genoa. And because of the size of the sails holding anything just in the hands is impossible. So the operation for e.g. tacking is like this: • turn on the autopilot • go close to the wind • harden the mainsail and the genoa • change the runner • set the autopilot to tack • switch the genoa tack • ease out the runner • ease out the sheets • change to new course Kind a lengthy. And gibing in strong winds is to be avoided. But it's absolutely possible to sail her alone, and the reward for all the trouble is a feeling like being "king of the hill" as she speeds through the waters. Then I leave the cockpit and sit on the windward side, feet dangling centimeters above the water and my arms hanging lazily over the rail, nose in the wind. Great feeling, absolutely exhilarating. Anybody wondering why I love sailing?

Posted by Axel Busch in Gudrun V at 05:23

Yes, very sad you couldn't make it! I'm back in Stuttgart now - unfortunately. It is freezing cold...

I hope we'll be able to meet somewhere else soon...

Take care,
Klaus

Anonymous on Dec 14 2010, 07:12