



S/Y ANYA
WORLD CRUISING PERFORMANCE SLOOP 80



ANYA

Naval architect Hans Groop, MXA consulting

Interior designer P & S

Builder Seafinn

Project Manager Juhani Lundén

Main dimensions

Length overall (including Pulpit) 24,450 m

Length waterline 22,250 m

Beam 5,675 m

Draft 2,900 m

Construction

Hand lay-up GRP

Propulsion

Main engine 2x Perkins Sabre 225 hp

Propeller Variable 3 blade

Electrical

Generators Perkins 25 kw
Westerbrake (Mastervolt) 10 kw

Watermaker

Sea Recovery 2300 l/day

Tankage

Fuel tanks 5930 l

Water tanks 1800 l

Grey water tanks 1000 l

Black water tanks 500 l

Rig

Rondal rigged sloop

Main mast 30,5 m

Standing rigging Riggarna rod-rigging

Sails

Total sail area 327 m²

Mainsail 100 m²

Genoa / reacher 150 m²

Genaker 380 m²

Strom ship 36 m²

Trysail 33 m²



Anya on her first test sailing in the Turku Archipelago.

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**S/Y ANYA WORLD CRUISING PILOTHOUSE PERFORMANCE
SLOOP 80**

Building and testing the sailboat

Anya was built for an experienced yachtsman who wanted a beautiful sailboat with a timeless design, achieved by combining modern and classic features. Most importantly, the boat had to facilitate safe and effective sailing in versatile waters all over the world.

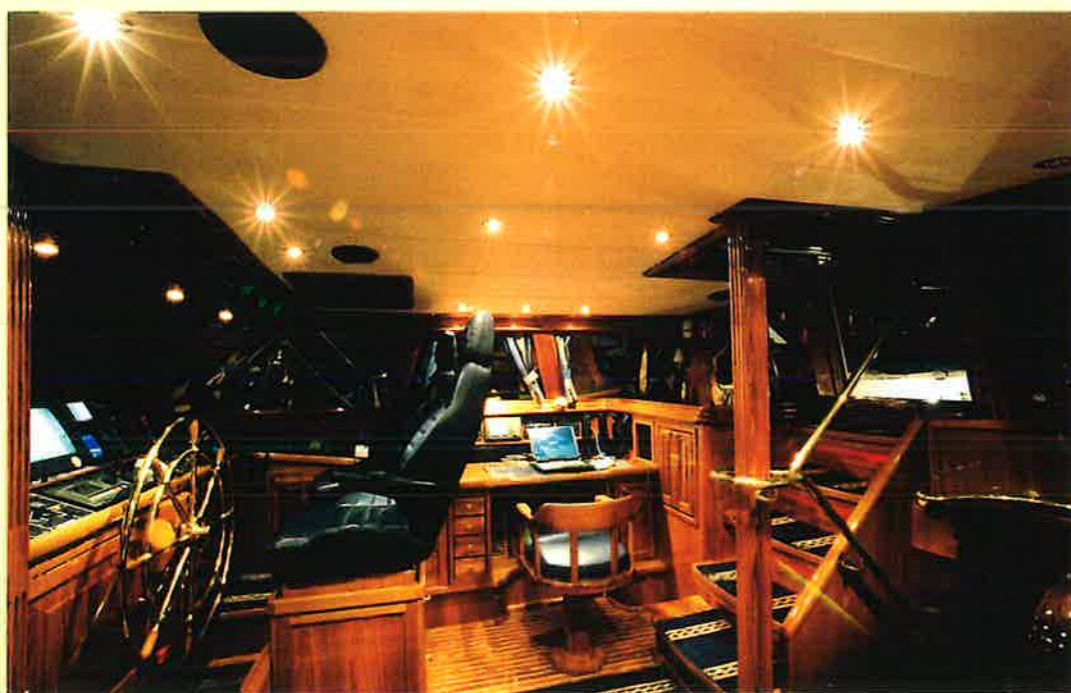
Lengthy ocean passages have proven that Anya fulfils all of the owner's demands – Anya has all the properties for realizing successful and challenging ocean sailing.

High-quality Finnish sailboats have become a concept all around the world. In Finland, skilful craftsmanship in boat building is represented by, for example, Nautor, that has built Swan-boats for decades, as well as Baltic, Nauticat and Seafinn, whose vessels sail worldwide. Boats built at the Seafinn boatyard are always custom made according to the wishes of the buyer. Every commission comprises project management, design, construction and required purchases. The boatyard also installs all equipment purchased by the customer.

The most challenging project taken on by the boatyard was building Seafinn 80, a yacht whose construction was completed in the summer of 1999. The client, an experienced yachtsman, had spent years developing ideas for a sailboat to match his needs. His plans aimed at creating a boat that would facilitate easy, comfortable and safe sailing in all waters around the world. Providing the vessel with properties suitable for cold-water sailing was also emphasized in the design process. The client's intention was to sail to the outskirts of the world – to such extreme destinations as the Arctic regions and Antarctica. As a further safety measure, the boat was constructed according to guidelines approved by the Lloyd's Register and the construction was monitored by officials. Consequently, s/y Anya has both Lloyd's classification and CE approval. In addition to the abovementioned excellent safety and sailing properties, the client expected the boat to have sufficient living space for corporate function guests. The objective was to facilitate a serving a proper dinner for up to ten persons, after which the guests could proceed to the upper lounge, where all seats offer a 360° view.

Anya's complete navigation systems are located in the upper pilot house

The pilothouse has a navigation desk with 2 navigation computers and navigation tools. It has also room for navigation books.



The pilothouse has a sofa for 10 persons with a 360-degree view



The lower salon table fits 10 persons



The vessel has 4 toilets



As the vessel was also meant for sailing in extremely cold conditions, the design included an indoor wheelhouse or pilothouse. The indoor wheelhouse has complete steering and navigation equipment. This enables the boat to be steered and navigated from the indoor, although managing the sails happens out of doors. One of the owner's wishes was that the vessel may easily be sailed without a professional crew – in other words, one person can carry out sailing and maneuvering.

The vessel's autonomy period was set at four months, which means that the boat can be at sea with a normal crew for four months without stopping for supplies and refueling. Consequently, Anya has two of every central piece of equipment, for example, two main engines, two propellers, two independent autopilots, two separate rudder steering pumps, two radars, two stationary GPS units, 3 depth sounders, 2 separate navigation computers controlling the autopilot, two anchors with around 170 meter chains, 3 separate indoor heating systems, 2 air conditioning systems, etc.

Anya was launched in the summer of 1998, and the required test sailing was completed during the summer. In the autumn of 1999 Anya sailed from Finland to England and on to the Canary Islands. While crossing the Atlantic Ocean, Anya took part in the ARC sailing contest along with 237 other vessels. Anya was the second boat to cross the finish line. The first competitor to finish was a Whitbread sailing boat with a professional crew. Having sailed the Caribbean, Anya headed south towards Venezuela and Rio Orinoco, a jungle river, along which Anya sailed as far as the sailing data allowed. Upon arrival at its destination, Anya found out that only three leisure yachts had ever sailed this far up the river. To conclude the trip, Anya headed back home to Finland via the Lesser Antilles, the Azores and Lisbon. The total mileage of the trip was around 18 000nM.

The objective of Anya's next journey was to sail as far north as any Finnish sailboat in the past. Her course ran along the West coast of Norway towards the Barents Sea, with an intended landing at Bear Island, an island situated in the middle of the Barents Sea. From here, she would proceed northward as long as possible, crossing the point of 80° n.lat. and continue to Magdalene Fjord in Spitzbergen. All of the abovementioned objectives were achieved and Anya returned to Finland after about two months of continuous round-the-clock sailing.



All of Anya's considerably lengthy and demanding (test) runs were very successful – all objectives were achieved without virtually any problems. Today, all the minor flaws noted during these trips have been corrected, and Anya is in better shape than any boat fresh out of the boatyard – in other words, Anya is ready for any kind of sailing anywhere in the world.

Anya at the Spitzbergen



DESIGNING ANYA

Anya is designed for sailing long passages. Its design displays world-renowned Finnish boat building skills combined with state of the art technology. The designing team consists of highly experienced experts who carried out their task in cooperation with the boatyard. Moreover, the buyer, a yachtsman with 30 years of experience in sailing, actively took part in designing the layout, the interior and the gear. During the designing process, safety issues were given highest priority. Questions of safety determined the dimensioning of the hull and the superstructure glass fibre as well as the arch structure. Safety concerns were also taken into account when planning the stability of the sailboat, dimensioning the glass parts of the pilothouse, and equipping the vessel with at least two of each crucial device.

According to the designing team, the most important design feature is not the sail area/ boat weight ratio, but rather the sail area/ displacement ratio. In Anya's design, attempts were not made to minimize the weight of the boat, which might compromise safety. Instead, the team collaborated with the sail designers to develop such underwater contours that would promote both optimal sailing properties and sufficient stability. Seafinn 80 is designed for experienced yachtsmen who are familiar with the sea and its challenges.



Anya's pantry is completely equipped with a four-plate stove, refrigerator, freezer, microwave, dishwasher and cooker hood.



THE INTERIOR DESIGN (ACCOMMODATION)

Where the interior design was concerned, the buyer knew exactly what he wanted – the living areas on the boat should be as cosy and comfortable as any home. In preparation for designing of the interior of Anya, the designing team had gotten acquainted with the interior solutions recently applied in designing similar super yachts. The interior was teak, lacked as shining as possible. This was a very stringent job since the shiny lack requires a completely flawless woodwork.

The primary objective in planning the interior was to fit four separate cabins with capacity for altogether eight persons onto the boat. The front cabins each have their own lavatory, in front of which a shared shower is located. The aft guest cabin is situated on the port side of the boat. A shower was fitted next to the aft lavatory. As corporate functions are also hosted aboard, special attention was paid to the sufficient size and elegance of the living area. Accordingly, the living space aboard allows hosting dinners for up to ten persons, who may proceed into the upper lounge to enjoy an evening of entertainment after the meal. The galley is conveniently located right next to the dining room, and the pantry is equipped with all modern kitchen appliances – all of which run on electricity, since gas is not used aboard. Next to the pantry there is a kitchenette with a washing machine and storage space for household supplies. Since the vessel was built in Finland for a Finnish client, a sauna was naturally included in the interior design. In addition to bathing, the sauna with its warmth and accentuated air conditioning can be used for drying sailing gear during longer passages. The autonomy period of the vessel is four months – in other words, the boat may be continuously sailed for this length of time. This decision required placing considerably sizeable freezing and refrigeration facilities aboard. These facilities are located under the pantry and lower lounge, with an entrance hatch on the floor of the central aisle in the lounge. The freezer and refrigeration storage rooms are separated by a corridor, from which both areas are accessible. Both cold storage rooms also have two entrances in order to make them more accessible during the passage. The refrigerator as well as freezer each have a volume of 400 liters, which makes up a total of 800 liters the pantry has furthermore a refrigerator and a table freezer. Anya's kitchen supplies are:

- Stove and oven, Miele
- Microwave, Miele
- Dishwasher, Husqvarna
- Refrigerator, Waeco 2001
- Table freezer 140 liters
- Laundry machine, Husqvarna

The pilothouse comprises all of the vessel's steering and navigation equipment. In the wheelhouse, there is also a separate navigation unit equipped with navigation gear, radios and a satellite telephone. The navigation space compromise also a space for sea maps, logbooks and marine literature

Furthermore, there is an area for storage and technical equipment in the stern of the boat. On long passages, this area comes in handy: it serves as a storage space for lines, the outboard motor, a smaller inflatable boat and food supplies. In addition, the second generator and a boiler fuelled by oil or electricity are located here.



SAFETY

Anya was designed to be a vessel; witch safely can be sailed on all the seas of the world. So that it would be possible to sail the vessel only with a small crew or even alone, extra cautions was taken when designing the safety features of Anya. In the final results one can see the safety preoccupations in the following:

- All the plans have been approved by Lloyd's Register
- The vessel was built under the supervision of Lloyd's Register. It has therefore the approval of Lloyd's Register as well as of CE
- Once the framework of the vessel was manufactured, it was ultra sounded by "Suomen valtion teknillinen tutkimuskeskus" together with Lloyd's Register.
- The next statutory check of the vessel is in the summer of 2007
- In the vessel one can find all the equipment needed for safe sailing and navigation. One can find at least two of the following equipment
 - 2 head machines (2 x Perkins 225hp?)
 - 2 generators (Perkins hv, Westerbeke 10hp)
 - 2 radars (Furuno, Raytheon)
 - 2 satellite phones (Inmarsat miniM, Iridium)
 - 2 totally separate autopilot systems, both with their own pump. The autopilot systems can be used crosswise
 - 2 different compass autopilots and map plotter combinations. The nautical charts of the whole world has been updated in one of the map plotter systems
 - Compasses
 - Furuno satellite compass
 - Raytheon gyrocompass
 - Both of the navigation machines has a spare one
 - In addition to the ones mentioned above, the ship also has a separate map plotter system, with an own gps- locator (Raytheon)
 - 2 anchor systems, in witch both of the anchors are a CQR 70kg with 170m of chain/cable. The cable is 13mm thick. The anchors are hydraulic.
 - 2 life rafts for 6 people, witch have been serviced and checked (certificate in April 2006)
 - 2 Ebirb, checked and serviced in April 2006
 - There is a waterproof computer witch has been cordlessly connected to the main navigation computer, in the outer steering?



The owner's cabin has a desk and an archiving space. The working space is also equipped with communication tools.

The Loyd's Register Certificate and the CE approval are attached.

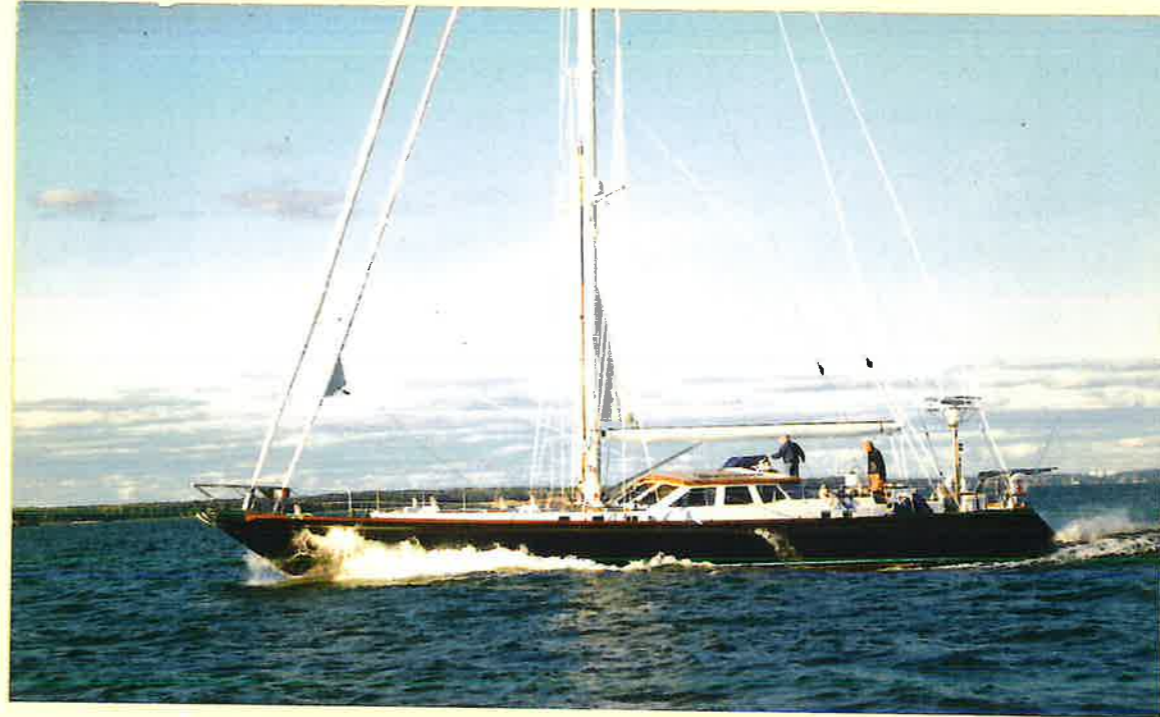
THE RIG

Anya is a cutter-rigged sloop, and one of the central themes in designing her sailing properties was that she could be sailed by a one-man crew. In practice, this aim has been fully realised, and the owner has sailed long passages alone. During these successful trips, the owner's only complaint has been that he misses his grandchildren immensely.

In practice, successfully sailing this rigged sloop alone has proven to be easy, provided that managing the sails (raising, lowering and reefing) are hydraulically powered. Aboard Anya, all the winches are operated hydraulically with an electrical hydraulic motor fuelled by batteries. The main sail is an "in mast", and the Furless of the mainsail are manufactured by Rondal. The other winches are made by HARKEN, see paragraph "Furlers and Winches".



Anya at Spitzbergen, Longjörby



Speed
Motoring 11,5 kn max
Cruising 9,5 kn
Sailing 12kn

FURLERS AND WINCHES

- Rondal mast (main sail in mast-system) paint finish AWL-grip snow white
- Rondal Hydrofurl 200 for genoa
- Rondal Hydrofurl 100 for jib

- HARKEN hydraulic genager sheet winches, B64.2STHA, 2 pieces
- HARKEN hydraulic main sheet winch, B64.2STHA, 1 piece
- HARKEN hydraulic bardoona / spinaaker sheet winches, B64.2STHA, 2 pieces
- HARKEN hydraulic genoa sheet winch, B980.2STHA, 2 pieces
- HARKEN hydraulic ship sheet winch, B56.2STHA, 1 piece
- HARKEN shelf tailing secondary and halyard, 6 pieces
- Hydraulic power back
- Rod rigging
- Navtec boomvang 60
- Navtec high performance cylinder, 2 pieces
- Multifunction panel system 50
- Rondal mast jack
- Spinnaker boole and heel hoist system (carpon)



SAILS

The S/Y Anya has the following sails:

- Total sail area 327 m²
- Main sail 100 m²
- Genoa / Reacher 150 m²
- Self tailing Jib 77 m²
- Storm Jib 36 m²
- Genaker 380 m²
- Trysail 33 m²

There are two main sails and genoas. All sails are manufactured by NORTH SAIL LTD.



Anya in the storms of the Atlantic

THE LIGHTING

1. Outer lightning

- The rail lights of the pilothouse
- The rail lights around the vessel
- 4 Spreader lights
- 3x2 Built-in halogen lights in the boom
- Rear deck lights
- Passage lights
- Spear lights for the passage lights
- Steerable light in the lower spreader, 6 000 000 cd.

2. Inside lightning

The interior lighting on the boat is executed using mainly Cantaloupe halogen lights. Most of the 180-halogen lights aboard can be dimmed.

The cupboards are lit from the inside, and lights go on in the closets when the doors are opened.

At night, the corridor staircases are illuminated by red lights to make moving around easier.



The vessel's brink lists and the upper part of the pilothouse are equipped with a light ribbon

NORMAL AIR CONDITION

Air is blown inside the vessels from behind the seating trunk, if needed the air can be heated.

The air is removed through the bilges, so that the bilges will stay dry and odour free. Furthermore the air is removed in the toilet and the sauna.

The ten stainless steel DORADE-ventilators on the deck of the vessel are also connected with the air conditioning.

AIR CONDITIONING**CLD marine- Air Condition**

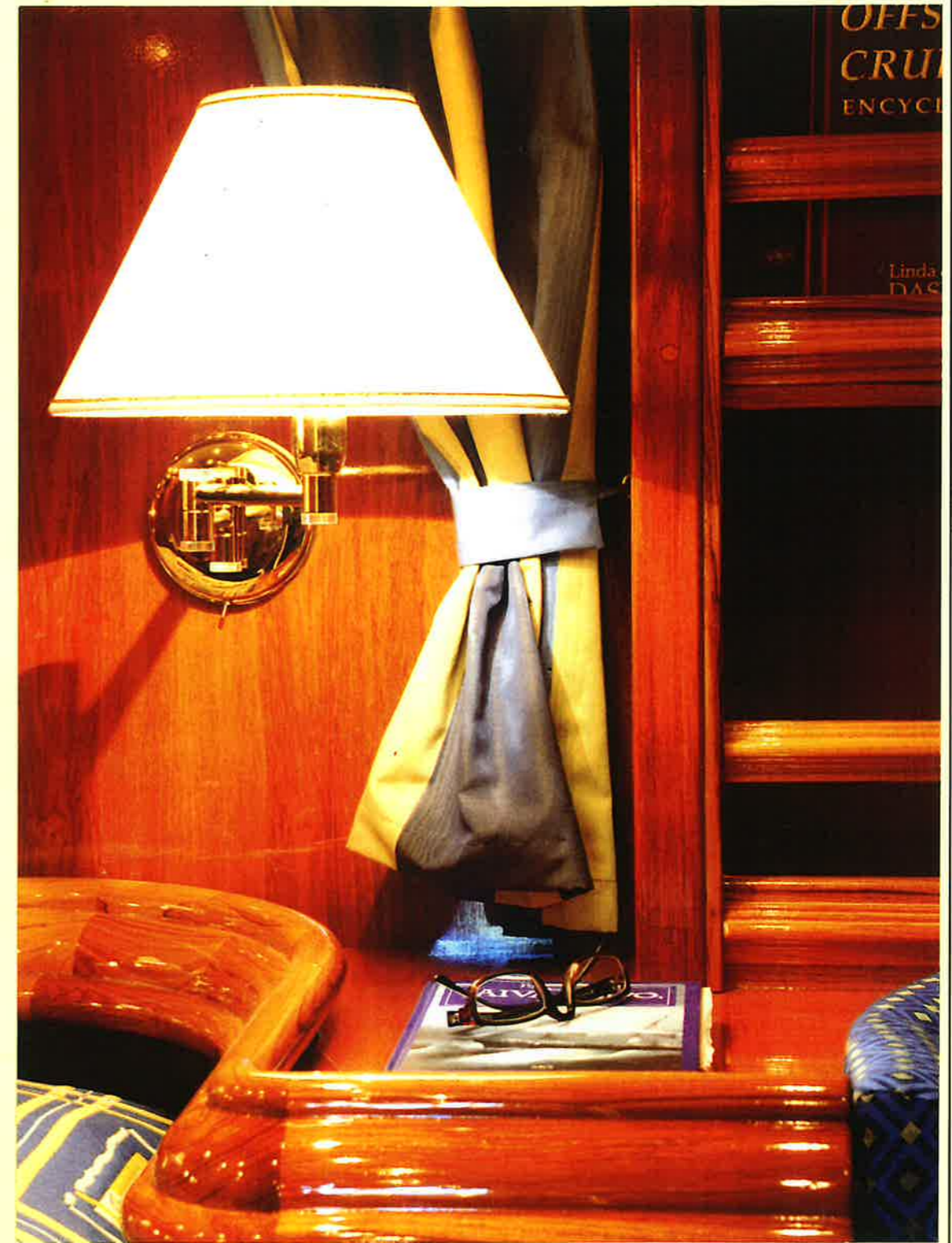
- Owner capig 9000 BTU + 900 BTU
- Rear guest cabin 4000 BTU
- Top saloon 16000 BTU + 16000 BTU
- Pentry 12000 BTU
- Lower saloon 12000 BTU
- Front cabin BB 4000 BTU
- Front cabin SB 4000 BTU

All of the cabins as well as the dining room, pantry and pilothouse have air conditioning. The air conditioning compressor is situated in the engine room. In addition to the cooling air conditioning system, the vessel also has an adjustable warm air blower, which keeps the interior more dry. An air conditioner situated in the rear pushes air into the boat, after which the air is discharged through the two air conditioners in the bilge pump area. This warm air ventilation helps keep the bilge pumps dry and odorless. All in all, the air aboard Anya has stayed very fresh and dry during passages.

THE HEATING SYSTEMS

Due to safety and commodity reasons, multiple mutually supportive heating systems have been installed on the boat. The installed systems are listed in the following:

- Water central heating with radiators in all areas of the boat. The water central heating system is powered either by a 17 kW oil burner into which the fuel oil is fed directly from the vessel's main tank, or a 9 kW electric resistor situated in the boiler. In normal conditions, the electric resistor is always sufficient for heating the boat.
- Lavatory and shower facilities have floor heating powered by the water central heating.
- The air conditioning system can also be used as a so-called heat pump, which means that ventilation throughout the vessel can be transformed into a heating system.
- The central heating system aboard may also be powered through the heat exchanger by the starboard main engine. In other words, when the boat is engine driven, this system is sufficient for providing heating for the entire vessel, and no oil or electricity needs to be utilized in heating the boat.
- The air blown into the boat is heated with a ventilation machine integrated within the central heating system. The ventilation system has a power capacity of around 8 kW.
- The boat has a hot water tank with a volume of 300 liters. The tank is heated either by electricity – while the vessel has shore connection – or by the sailboat's generator.
- While the boat has been in winter storage in Finland, the abovementioned heating systems have been sufficient for storing the boat – even when the outside temperature has dropped far below zero degrees centigrade. The constant inside temperature of the boat has been set by the owner at 23 C°. With a marginal variation of only 1 degree, the inside temperature has remained the same, keeping her suitable for living for the entire duration of the winter season.



Details from the owner's cabin



Anya moves carefully in the Magdalene fjord, Spitzbergen

THE HULL AND COLD WATER SAILING

As the client also intended to venture into arctic regions with Anya, designing and building the boat was carried out with special emphasis on hull insulation and the heating system aboard. The thorough planning and execution of these properties is also an advantage in tropical areas, where the cooling air conditioning system is used.

The hull of the boat was insulated completely with water resistant polyurethane in a 30 mm layer above the water surface. The insulation value of the hull is equal to that of the outer wall structure of houses built in the Northern Hemisphere. Correspondingly, the entire deck area and the pilothouse have similar insulation. With one exception, special 'heat glass' has been used in the windows of the pilothouse – more specifically, the structure of the window (starting on the outer surface) is as follows:

- Two hardened (11 mm) glasses laminated to each other
- A gas layer of 10 mm
- A 4 mm inner glass

The thickness of the glass structure is determined by the requirements given by Lloyd's offshore category. One of the advantages of this glass structure is that water does not condensate onto the glass in cold and moist conditions. However, the window in front of the wheelhouse tiller was constructed without the so-called heat layer. This was done because the windows may freeze from the outside when sailing in cold climates, and the special heat glass cannot be defrosted from the inside. Instead, a warm air defroster similar to those used in cars was installed on the inside of this window. This way the skipper has a clear view out of the front window in all weather conditions.

LLOYD'S CLASSIFICATION

Since the beginning of the designing process, the owner required that the boat be built according to guidelines approved by an international classification society and that the construction itself be supervised by the society. Lloyd's Register was chosen due to its highly skilled personnel, extensive experience and renowned name. After all, Lloyd's Register is famous for its sense of responsibility regarding boat and seafarer safety. Accordingly, the society was provided with complete blueprints for Anya preceding the process of approval. Altogether, the plans comprised 280 documents drawn up by MXA Consulting Ltd, a company specialising in planning and monitoring boat construction. The designing team (comprising three design agencies) was engaged in both the planning and the construction phases of the building process. Once the blueprints for Anya had been completed, they were delivered at Lloyd's Register for inspection. The design team then corrected any flaws detected by Lloyd's in the document, and the plans were revised until they met with Lloyd's requirements. Upon the satisfactory completion of the plans, they were forwarded to the boatyard. During the construction phase, Lloyd's Register closely monitored the process and the building conditions. Once the boat's glass fibre hull was completely laminated, Lloyd's Register called in the VTT (an impartial expert organisation that carries out technical and techno economic research and development work in Finland) to do an ultrasonic thickness measurement on the hull and to confirm that there were no air pockets left in the fibreglass. The Lloyd's Register certificates are presented in this brochure.



Yacht-Services

Building Confirmation Certificate

This certificate is issued to the **SY "ANYA"**
 Certificate Number : **HYS 0045001**
 Date of build : **1998**
 Built at : **Seafinn Yachts / Juani Lunden**

to confirm that having been surveyed by Lloyd's Register's Yacht Services Surveyors during construction and on completion, as specified on page 2 of this certificate, and reported by them to be in compliance with the LR-Special Service Craft Rules as far as applicable, the requirements for Module G, Unit Verification of the Recreational Craft Directive 94/25/EC and the relevant building specification.

Yacht Type : **Seafinn 722**
 Hull Length (o.n.) : **23,02 m**
 Manufacturer's max. Recommended Load : **2000 kg (without tank capacities)**
 Max. No. of Persons : **12**
 Main Propulsion (kW) : **2 x 154**
 Type of Main Engine : **Perkins M225 Ti**
 Serial No. of M.E. : **Y03019006H3005B / Y03019006B5706B**

This is not a certificate of class, nor does it imply any guarantee by Lloyd's Register Yacht Services against latent defects, which may subsequently be discovered. It is issued subject to the Society's Terms and Conditions of overleaf, which form part of this certificate.

Issued at : **Hamburg**
 Date of issue : **20. August 2000**

Lunden
 Surveyor to Lloyd's Register of Shipping
 Yacht Services

Any dispute concerning the provision of Lloyd's Register Yacht Services and / or the contract under which such services are provided is subject to the exclusive jurisdiction of the English courts and will be governed by English law. See overleaf.

Ref:Buildingcert./certifi.doc



EC Unit Verification Certificate

This is to certify that Lloyd's Register Quality Assurance GmbH, a Notified Body under the terms of the Recreational Craft Directive 94/25/EC did undertake an EC-Unit Verification on the stated Yacht for the compliance with the essential safety requirements and Module G of the Directive.

The product identified below, was shown to comply with the Directive.

This Certification is issued to:

Applicant	:	Juhani Lunden Voimakatu 5 20520 Turku Finland
Boat Type	:	Seafinn 722
Boat Design Category	:	A (Offshore)
Hull Length	:	23,02 m
Manufacturer's maximum Recommended Load	:	2000 kg (excluded tank capacities)
Maximum Number of Persons	:	12
Manufactured by	:	Seafinn Yacht / Juhani Lunden Pansiontie 50 20240 Turku Finland
Specifies Standards	:	EN ISO 10087, ISO/WD 14945, ISO/WD 15085, ISO/DIS 11591, DIN EN ISO 10240, DIN EN ISO 12217-1, IMS, ISO/DIS 12216, ISO/CD 11812, ISO 15083, EN 28849, ISO 14946, ISO 15084, EN ISO 7840, EN 28846, ISO 10088, ISO 10133, ISO 13297, LR-SSC
Certificate No.	:	HYS 0030000
Date of issue	:	04. July 2000
LRQA GmbH EC Distinguishing Number: 0525	:	Name: <u>W. Schell</u> Lloyd's Register Quality Assurance GmbH



Any disputes concerning the provision of LRQA GmbH-Services and / or the contract under which such services are provided is subject to the exclusive jurisdiction of the Hamburg Courts and will be governed by German Law. Lloyd's Register Quality Assurance GmbH is a subsidiary of the international Classification Society Lloyd's Register of Shipping, registered office: 71 Fenchurch Street, London EC3M 4BS

THE TENDER AND THE DAVITS

In order to economize the precious indoor space aboard, the main tender was situated in the stern of the boat in the davits. The davits are especially designed for Anya: instead of installing standard davits, the boatyard planned and executed its own hydraulic davits. The operating principle is that the main tender (a Bostonwhaler II Super Sport, 20 hp Mercury) can be lowered hydraulically with the protruding davits without it touching the stern of the boat (Anya has a so-called slanted transom/stern). The main objective in designing the davits was that the tender could be lowered in five minutes and lifted by one person in ten minutes. These objectives have been realised with the help of the hydraulic system. In addition to the main tender, Anya carries a hard-bottomed inflatable 10-foot rubber boat that is suitable to the above-mentioned hydraulic davits.



Crossing the finish line in Tall Ships Race 2003



Details from the rear guest cabin



THE WINCHES

All of the main winches are operated hydraulically. A hydraulic motor located in the engine room and fuelled by batteries powers them. In addition, a large hydraulic motor for operating the fore propellers and the anchors has been attached to the main generator.

BOWTHRUSTER

The rear propeller of S/Y Anya functions with the help of a generator run hydraulic motor. The rear propeller has a power of 15 kW.

THE ANCHORS

The vessel had two separate anchor winches. The anchors are operated hydraulically or electronically. Anya has two CQR 140 anchors (that weigh around 65 kilograms each). The power comes directly from the usage side of the batteries of the generator which is run by the hydraulic or the electrical motor.

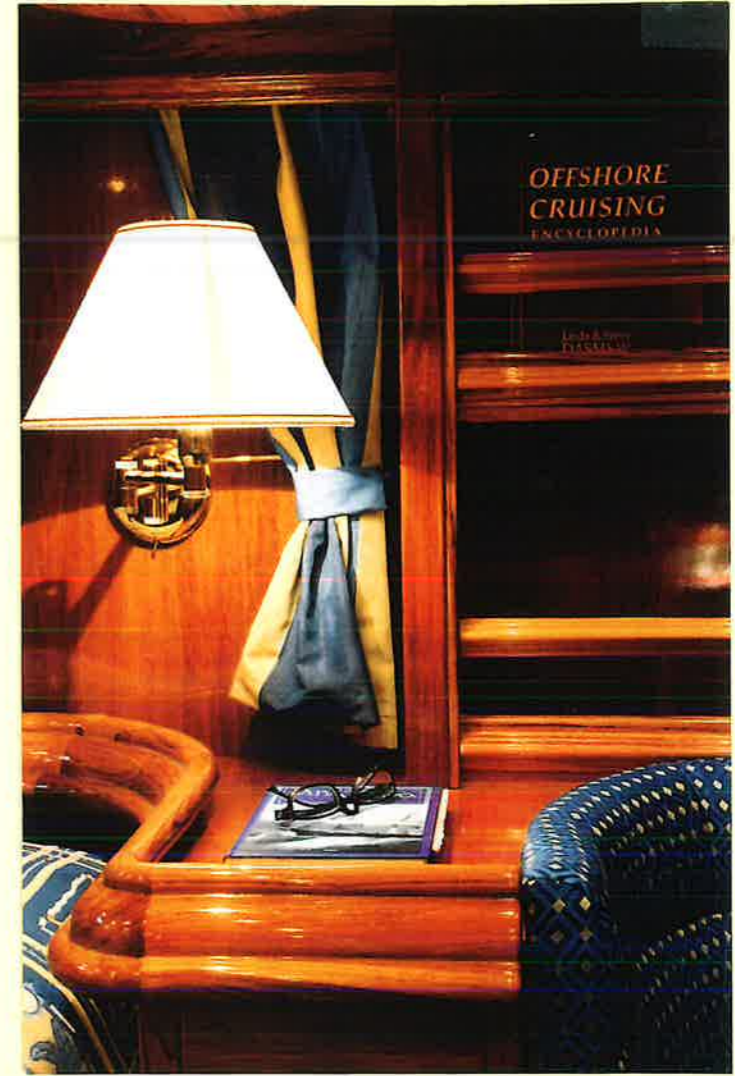
Both anchors have welded, 13 mm thick and 170 m long chains. The dimensions of the anchors and anchor chains meet with Lloyd's standards.

SEALING OFF THE ENGINE ROOM AREA

The exhaust fumes and raw-water system can be completely sealed off from the engine room. On longer passages, when the boat has sailed for extensive periods of time with one tack, there have been incidents where water has flowed into the diesel motors through the exhaust pipes. This can be caused, for example, by the fact that in large swells, the diesel engine is actually several meters below the water surface. Although the exhaust pipes are especially equipped in order to prevent the inflow of water, it has flowed into the engine area in certain conditions. Therefore there has to be a possibility to seal off the exhaust pipes.



Sailing in the north Polar Sea



Owner's cabin



THE SPRAY HOOD

Initially, Anya had a canvas spray hood supported by a metal frame. However, water seeped through the spray hood through the lower corner and the pilot house ceiling in rough seas. Thus, following the Atlantic crossing, a fibreglass spray hood with arched, laminated glass in the front was installed. Between the bimini and the ceiling of the cockpit there is a removable plastic spray hood.

BIMINI

S/Y Anya is designed so that one can use two different biminis on the sitting box. The biminis are the following:

- A fixed bimini as shown on the attached photo. The bimini has a see-through part that allows the checking of the sails. The bimini has a fixed, from the inside maneuvered lightning. The fixed bimini can be removed from the vessel in approximately half an hour.
- A turning bimini, more light than the former. This can be switched on and down in an instant. The upper side of this bimini can be turned behind the sitting box.

The difference in the usage is the following:

The fixed bimini is more suitable when the vessel sails for a longer time, e.g. in tropical latitudes or on the Mediterranean Sea during the summer, and does not take part in any sailing competitions. When the vessel takes part of sailing competitions, the light bimini is easier to lift during harbor stays. It is also easy to press down, and therefore makes the observing of the sails easier.



The owner's cabin is also equipped with a library, which is necessary on longer journeys



A vessel built in Finland has naturally a sauna.

THRU-HULLS

All underwater thru-hulls are located close to one another in the engine room. In cases of unanticipated water leakages, all of the thru-hulls can immediately be closed from one place. There are altogether six underwater thru-hulls. The main water intake can be shut down electrically from the wheelhouse.

THE ENGINE ROOM

The layout of the engine room is designed to facilitate easy equipment maintenance. The engine room has standing height.

THE WATERTIGHT BULKHEAD AND WALLS

The bulkhead divides Anya into four watertight compartments: the living area, the engine room, the aft storage area and the fore compartment. Moreover, the area below the living quarters is divided into three compartments by watertight walls. Each compartment has two bilge pumps – one 24 v and one 220 v pump. All in all, Anya has 12 bilge pumps.

THE TOILET SYSTEMS

The vessel has four different toilet systems. The public rear-end toilet functions with either salt or sweet water. All toilet water is lead to the septic tank. The toilets are of an under pressure type, they are manufactured by SEALAND.

COVERING OF THE ANYA

S/y Anya can be covered up from water level upwards when it lies up for winter. Every winch and dorado-valve also has an own cover. Every table has covers, which are usually used when the vessel is not in representative use.



The outside table can be enlarged to a dinner table for 8. The outer space is equipped with a bimini (2 different options).

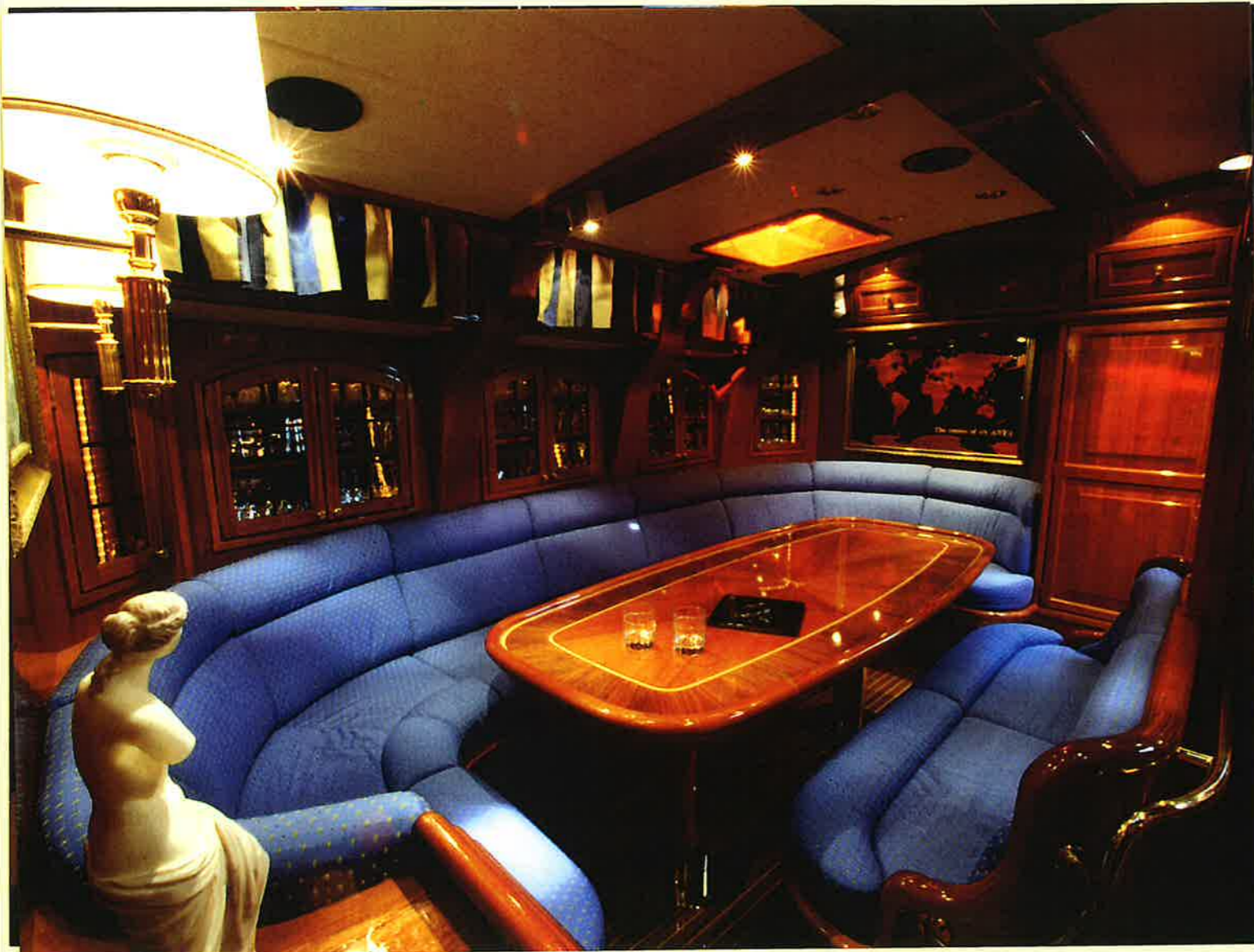




The vessel is equipped with a complete cover



Magdalene fjord



THE USAGE AND SERVICE OF THE VESSEL

Seafinn Yachts Oy has made the vessel. But the owner himself has acquired the most important components, e.g. the rig, the motor, the generators, and the navigation systems. Seafinn Yachts Oy has installed these.

Professionals have serviced the vessel, and a precise logbook about the service has been kept.

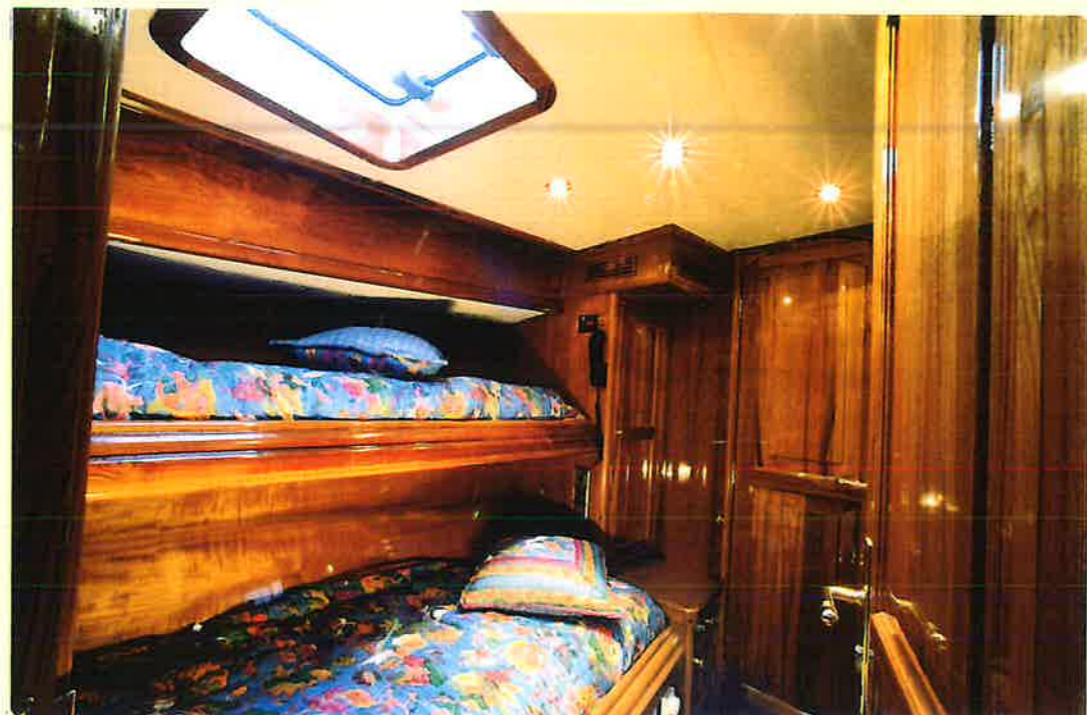
The vessel has been in the possession the owner the whole time, and it has not been used as a charter boat.

The vessel has a precise and detailed user manual. The detailed drawings of he following are still to be find:

- Design drawings
- Construction pictures
- Electricity pictures
- System pictures

There are several hundreds of these drawings, and they are all accurately documented.

There is a very accurate Owner's manual of Anya. Here one can find a settlement of all the technological systems, maintenance and usage of the navigation systems ad navigation computers.

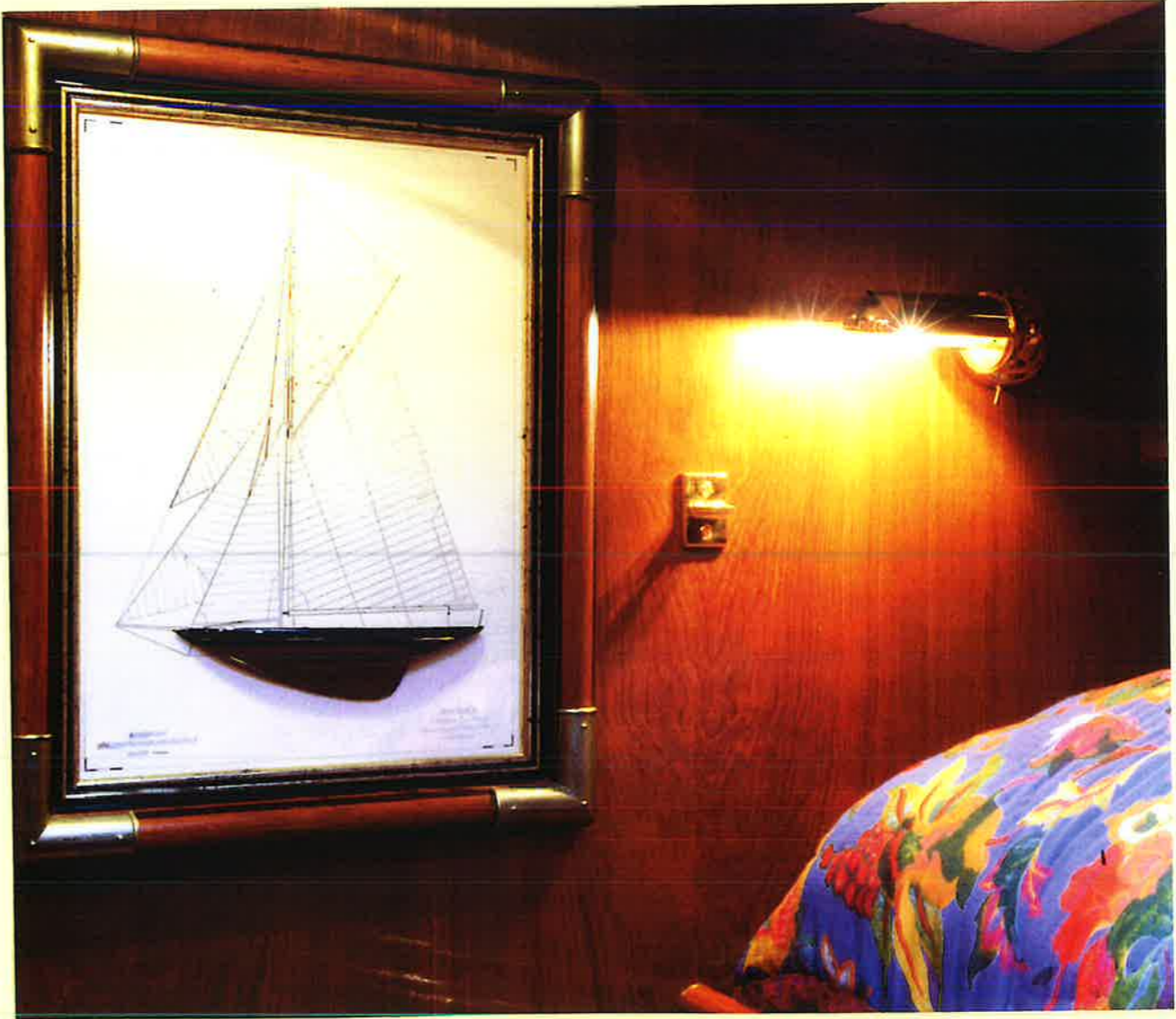


Rear cabin





All stainless steel parts on the deck are top Finnish handcraft



S/Y ANYA'S MOST IMPORTANT SAILING TRIPS

- **Atlantic crossing ARC 99**
- **Venezuela, Rio Orinoco 2000, she logged miles 15.000 miles**
- **North Polar Sea 2001. Her next voyage she took to 80°02 off northeast off Greenland and she logged over 8.000 miles**
- **Historical Ships 2002**
- **Tall Ships Race 2003**
- **Sailing and sailing competition in the Baltic Sea**
- **ARC 2006**
- **Sailing from Finland to USA and Cuba 2006, 2007**
- **Sailing to the Mediterranean and Africa**

S/Y ANYA CRUISING

Anya's first Atlantic crossing

After Anya was completed and test sailed in home waters, Anya left for the seas of the world. She first sailed via England and Portugal to the Canary Islands, from where her first real challenge began, the ARC 99 sailing competition over the Atlantic. 237 vessels from over 20 countries took part of this competition.

The biggest newspaper in Anya's hometown (Turku), Turun Sanomat, wrote on the 29.3.2000 the following of Anya's Atlantic crossing:

SAILING OVER THE ATLANTIC

A couple of men from Turku made their dreams come true when they sailed over the Atlantic with a Turku made vessel. S/y Anya crossed the finish line second in the ARC-sailing competition, in which 237 vessels took part. Because of the fact that the competition consisted of many different classes with in advance calculated handicaps, Anya's final placing was poorer. The winner of the competition crossed the finish line over four days after the vessel from Turku.

In the wake of Columbus

The ARC (The Atlantic Rally for Cruisers) completion follows the first sailing route of Columbus. Therefore the start was in Gran Canary Island and the finish in St. Lucia, in the Caribbean.

-The goal was to cross the Atlantic as soon as possible, with sails, motors or both, Juhani Lundén, member of the Anya crew tells.

The ARC allowed the usage of motors, but it was punished with the coefficient 1,75. The knowledge of this fact did not slow down the Anya.

The crossing of the Atlantic went without greater misfortunes. The first night the spinnaker did break tough, and because of this Anya was forced to use the motors more than planned. The trade wind did also blow very slowly.

-The wind blew from almost all directions at the same time, and except for the end of the race, they also blew very lightly, Lundén tells.

The crossing's biggest suffering was the high temperature. The trip went from the Canary Islands west and southwest, and the further south the vessel sailed, the warmer the weather got. The afternoon temperatures were about +43 C.

-Nobody used any shoes much for 15 days, Lundén remembers.

Too much fish

The deep water fishing that was done during the trip had to be ended because there was too many fish, and this slowed down the trip.

-The biggest Dorado-fish was 135cm long and weighed about 25 kg, Lundén tells.

The emptiness of the Atlantic amazed the crew of Anya. After the start the other vessels taking part of the competition disappeared. And the crew of Anya did not see any competitors during the whole race.

-The first sign that we were close to land was a frigate bird that came to which we welcome to St. Lucia, Lundén tells.

In finish Anya got a warm welcoming, the crew got a rum and fruit basket. To their disappointment they now heard that the vessel Tokio had crossed the finish line first.

The Tokio was not a vain vessel. In the last Whitbread-competition it won all legs, except of the last one, where it broke its mast and lost the game.

The Norwegian captain in distress

Things happened also in the ARC-competition. The captain of a Norwegian vessel fell into the sea stricken by a bar, without the crew noticing at first.

After about 18 hours the captain was found, to everybody's amazement, alive and taking into account the circumstances in good condition.

-The price awarding in St. Lucia became a recollection and thanking ceremony of his event, Lundén tells.

The two-week long journey of the seven men went well without any quarrels and with the use of humor and old engineering student songs. There were a couple of very hard arguments, but they did not go as far as becoming disputes.

Everybody was moved when, the by now very dear, Anya was left in the Caribbean heat.

Five of the participants crossed the Atlantic for the first time. Now the dream of all sailors had come true.

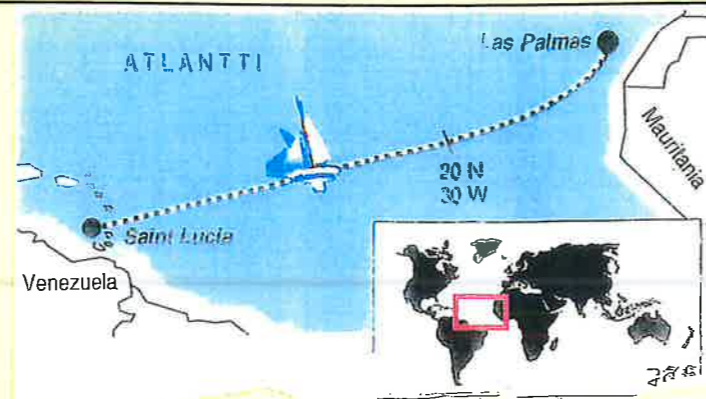
-Somebody has said that everybody that crosses the Atlantic by sailboat is a winner. I think that is very wisely said, Lundén adds.



ARC99 Provisional Overall Results

Start date and time : 1999/11/21 13:00:00
 Start/finish time zone difference is 4 hour(s)
 Number of starters 235

Boat No.	Boat Name	Boat Type	LOA	Nat.	Div	TCF	Cl.	FinishDate	Finish Time
26	Tokio	Whitbread 60	19.48	GBR	2	1.354	A	5/12/99	18:07
12	Anya	Seafinn 76	24.05	FIN	1	1.240	A	6/12/99	07:06
16	Canica	Baltic 73	22.30	NOR	1	1.336	A	6/12/99	08:12
30	Royal Leopard	Oyster 60	18.42	GBR	1	1.194	A	7/12/99	01:29
40	Anouk	Swan 57 RS	17.54	TUR	1	1.126	B	7/12/99	10:36
29	Silent Wings	Oyster 61	18.57	GBR	1	1.196	A	7/12/99	11:17
43	Zuleika	Oyster 56	17.05	GBR	1	1.134	B	7/12/99	13:20
17	Lady in Red	Swan 68	21.92	POR	2	1.242	A	7/12/99	16:20
14	Flyer	Huisman 76	23.10	NED	1	1.282	A	7/12/99	22:11
15	Cattleya	Jongert 20	22.50	GBR	1	1.160	A	8/12/99	01:50
57	Bonaventure V	C & C 52	16.02	USA	2	1.129	A	8/12/99	03:00
41	Second Life	Swan 56	17.19	GER	1	1.170	A	8/12/99	04:53
39	Lilybelle	Mystic 57	17.54	GBR	1	1.162	A	8/12/99	11:32
94	Ruby	X-482	14.50	NED	2	1.135	A	8/12/99	22:25
72	Blue Spirit of Falmouth	Beneteau 50	15.48	GBR	1	1.125	B	8/12/99	22:39
101	Blue	Jeanneau 47	14.45	BEL	1	1.113	B	8/12/99	23:17
70	Meltemi II	Beneteau 50	15.48	GER	1	1.125	B	9/12/99	00:17
42	Bugia Bianca	Swan 56	17.19	ITA	2	1.170	A	9/12/99	00:52
54	Arabella	Oyster 53	16.13	GBR	1	1.125	B	9/12/99	02:27
36	Rita	Swan 55	18.01	GER	1	1.130	B	9/12/99	03:20
197	Maya	Catana 39	11.76	GER	3	1.073	A	9/12/99	04:17
31	Hansa	X-612	18.29	GER	1	1.178	A	9/12/99	04:46
252	FarrahDiba	Farr IMS 31	9.40	NOR	2	0.983	B	9/12/99	09:23
52	Skorpious	Swan 53	16.15	GER	2	1.127	A	9/12/99	09:58
38	Mustang	Nicholson 58	17.60	GBR	1	1.144	A	9/12/99	10:05
65	Tara	Beneteau First 51	15.63	FRA	2	1.149	B	9/12/99	11:07
21	Compaq	Challenge Class	20.40	GBR	2	1.209	A	9/12/99	11:17
138	Niinamari	Baltic 43	13.09	FIN	2	1.031	B	9/12/99	13:41
22	Challenge	Challenge Class	20.40	GBR	2	1.209	A	9/12/99	17:42
63	Finn Vision	Scandi 52	15.90	FIN	1	1.100	B	9/12/99	20:17
56	Furyo	Swan 53	16.06	FRA	2	1.150	A	9/12/99	21:26
88	Bellerophon III	Oyster 485	14.78	GBR	1	1.120	B	9/12/99	23:13
206	Reet Petite	Prima 38	11.57	GBR	2	1.047	B	9/12/99	23:14
83	Bella Brett II	Trintella 49	15.00	GBR	1	1.092	C	9/12/99	23:14



**S/y Anya's route in the Atlantic crossing.
Published in Turun Sanomat 29.3.2000.**



S/y Anya in Margot Bay, the Caribbean (St.Lucia), after a successful crossing of the Atlantic

S/y Anya participated in the ARC-99 competition, which is so far the biggest Ocean competitions. There were 237 competitors from 20 different countries.

S/y Anya crossed the finish line second.



The start of a sailing competition

RIO ORINOCO 2000

After the Caribbean sailings Anya headed to Venezuela and to Rio Orinoco. The newspaper in Anya's hometown wrote the following of the sailing:

SAILING TO THE FALLS

Also the fountains of the seas are interesting to the sailors from Turku.

A year ago, in March 2000, seven men from Turku sailed with Juhani Lundén as captain, the s/y Anya from Tobago to Rio Orinoco and to the inner parts of Venezuela all the way to the town of Ciudad Guayana in the middle of the jungle. There is about 400km from the city to the coast.

The vessel's final destination was the Angel Falls, where the water falls free higher than in any other waterfall in world. The free fall is a little less than one kilometer, 980 meters. Even though this was a sailing trip, the final part had to be made by plane; the falls are so deep inside the jungle.

The in Turku built vessel, s/y Anya, was put to sea in July 1998. After test sailings it sailed to the Canary Islands, from where it took part in a competition crossing the Atlantic. Its goal was the Caribbean Island south of Martinique, St. Lucia. After the competition Anya sailed in the Caribbean until it was time for the sailing to Rio Orinoco, which had taken months to prepare.

According to Juhani Lundén Tobago was chosen as the departure point because there are good flight connections there from Europe. In addition to the captain the crew consisted of Artzi Hiltunen, Aimo Järvinen, Jussi Laine, Hannu Lundén, Fred Nordling and Simo Merimaa. All of which had a wide range of experience and which of many had Atlantic crossings behind them.

According to the travel accounts written by Juhani Lundén it was decided from the beginning that they would sail up the Rio Orinoco as far as there where sailing information available. The problem consisted of the fact that all the sailing guidebooks only told about the

Venezuelan north coast, not about sailing the river itself. The crew decided to do the sailing by look for by feel if nothing else helped.

The most surprising fact about the journey, Lundén wrote, was that the sailors did not see any leisure vessels after Tobago. Before Anya there had been only two leisure vessels in Ciudad Guaynas. Lundén thinks that a possible reason for this is the Venezuelan authorities unwillingness to have sailors in the area that consists of untouched nature.

There was also a lot of nature around s/y Anya. In the middle of the jungle one could see a couple of Indian pole cottages at the most. In the 400km long jungle journey there was only two villages marked on the map. The nightly bonfires also told about the life along the rivers. The lighters of these fires left however before the men from Turku got to the shores.

There was an own world.

Purjehtien putouksille

Merten lähteetkin kiinnostavat turkulaisia purjehtijoita.

Seitsemän turkulaismiestä purjehti kokolailla tasan vuosittain, maaliskuussa 2000, **Juhani Lundénin** kipparoimalla s/s Anyalla Tobagosta Rio Orinocolle ja edelleen Venezuelan sisäosiin aina viidakoiden keskellä olevaan Ciudad Guayanán kaupunkiin saakka. Kaupungista on rannikolle matkaa noin 400 kilometriä.

Venekunnan lopullisena päämääränä olivat Angelin putoukset, joissa vesi putoaa vapaasti korkeammalta kuin millään toisella vesiputouksella koko maailmassa. Vapaan pudotuksen korkeus on vähän vaille kilometri eli 980 metriä. Vaikka oltiinkin venematalla, lopputaival putouksille oli tehtävä lentäen, niin syvällä viidakossa putoukset ovat.

Turussa rakennettu s/s Anya laskettiin vesille heinäkuussa 1998 ja koepurjehduksen jälkeen se purjehti Kanarian saarille, josta lähdettiin Atlantin ylityksisaan. Sen päätepiirteenä oli Karibialla Martiniquen eteläpuolella oleva St Lucian saari. Kilpailun jälkeen s/s Anya purjehti Karibialla, kunnes tuli kuukausien valmisteluja vaatineen Orinocopurjehduksen aika.

Lähtöpaikaksi valittiin Juhani Lundénin mukaan Tobago sen vuoksi, että sinne olivat Euroopasta hyvät lentoyhteydet. Kapteenin rinnalla miehistöön kuuluivat **Artzi Hiltunen, Aimo Järvinen, Jussi Laine, Hannu Lundén, Fred Nordling** sekä **Simo Merimaa**. Kaikki kokenutta väkeä ja osalla joukosta oli takanaan useitakin Atlantin ylityksiä.

Kapteeni Juhani Lundénin kirjoittaman matkakertomuksen mukaan heti aluksi päätettiin, että Rio Orinocoa purjehditaan niin ylös kuin purjehdustiedot on saatavissa. Ongelmaksi tuli kuitenkin se, että purjehdusoppaat kertoivat vain Venezuelan pohjoisrannikosta, mutta missään ei kerrottu itse joella purjehtimisesta. Purjehdus päätettiin kuitenkin tehdä vaikka käsikopelolla.

Matkan yllättäviin kokemuksiin Juhani Lundén on kirjannut senkin, että purjehtijat eivät Tobagon jälkeen nähneet koko aikana yhtään huvivenettä ja Ciudad Guaynassakin oli ennen turkulaisia käynyt vain kaksi huvialusta. Mahdolliseksi syyksi Lundén arvioi, että Venezuelan viranomaiset eivät halua veneilijöitä alueelle, joka on täysin koskematon luontoa.

Luontoa myös riitti s/s Anyan ympärillä. Viidakon keskellä oli korkeintaan siellä täällä intiaanien paalumajoja, joskin koko noin 400 kilometrin viidakkotaipaleella oli vain kaksi karttaan merkittyä kylää. Elämästä joen varrella kertoivat yölliset nuotiotkin rannalla. Niiden syyttäjät kuitenkin poistuivat turkulaisten mennessä rannalle.

Siellä oli oma maailmansa.

SEPPÖ LEHTINEN





After anchoring the Indians came close to the vessel. They were given chocolates and biscuits.



If one was given biscuits the others waited until they also got some.



Anya at her destination Ciudad Guyana and the desert shore of Rio Orinoco.



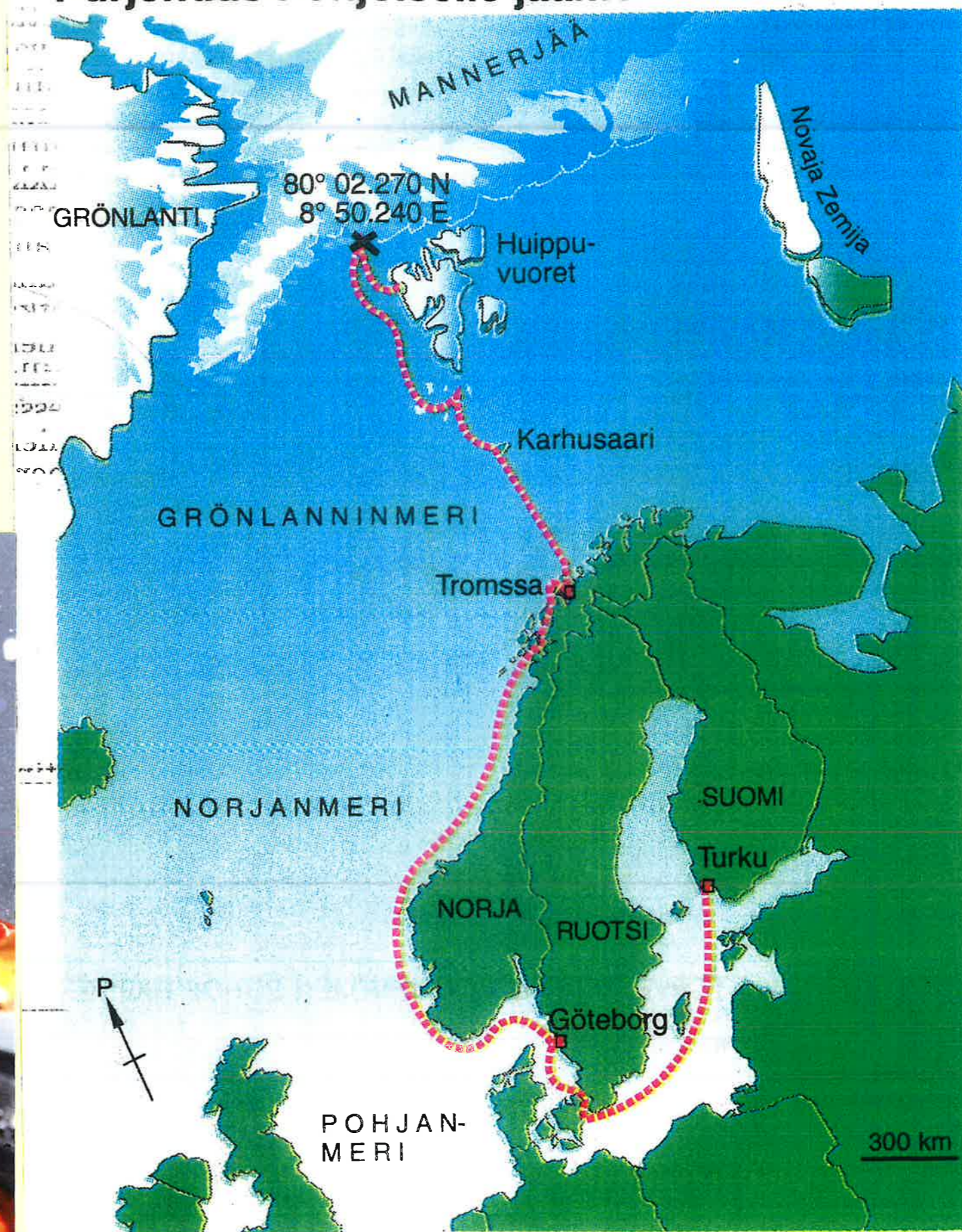
S/y Anya and Rio Orinoco in Venezuela.

THE NORTH POLAR SEA 2001

The next important sailing tour headed north. The goal was to sail as north as possible, further north than any other Finnish leisure vessel ever had been. The other objective was to cross the 80st latitude. The sailing started in the beginning of June from Finland to the North and Norwegian Sea, and from there to Tromsö. From there the journey continued via the Bear Islands to Långyearsby of Spitzbergen, where official arrival notifications were made. The sailing was continued to the north Greenland Sea, so that the most northern place that Anya went to was 80° 05' north on the Barents Sea. In the north Anya was caught in a windy and rough sea. The crew argued if the waves had been 6 or 8 m high. Everything went smoothly after all and there weren't any danger situations. All objectives were met (the most northern leisure sailing of a Finnish vessel and the crossing of 80th latitude). There is book, which will come out till Christmas 2007, on the making about this journey.



Purjehdus Pohjoiselle jäämerelle



On the way to the North polar sea

TS/Ante Johansson



Destination, Magdalene fjord, Spitzbergen, reached

Ajassa

02-269 3311, fax. 02-269 3297, sähköposti ts.ajassa@ts-group.fi

Purjehdus Pohjoiselle jäämerelle



TSA/Arto Johansson



Juhani Lundén

Historiallinen 80:nneen leveysasteen ylitys tapahtui myrskyisässä säässä.

Article in Turun Sanomat 24.7.2001,
"Touching the Everlasting Ice"

Turkulaisvene teki historiaa ylittäen 80:nneen leveysasteen

Ikuista jäätä hipoen

-TS

MIKKO ERVASTI

Kun venettä vasta rakennettiin, haaveena oli kolme kovaa haastetta: Atlantin ylitys, Venezuelan purjehdus ja maagisen 80:nneen leveysasteen ylittäminen Pohjoisella jäämerellä, kertoo S/Y Anyan kapteeni Juhani Lundén.

19. kesäkuuta tämä 76-jalkainen kutteririkattu sluuppi eteni tieltä pohjoisemmaksi kuin mikään suomalainen huvialus sitä ennen. Lukemat 80° 02.270N 8°50.240E jäävät historiaan. Kolme kovaa tavoitetta on nyt takanapäin, nenän edessä Saaristomeren kuaa ja viidessä kimmeltävä Aurajoki.

Kyllä tämä oli henkisesti kaikista raskain reissu. Nyt veneen narut pysyvät tiukasti kiinni. On aika keskittyä golfiin, sanoo Lundén.

Alla vuosien valmistelu

Matka Turusta Göteborgin ja Tromssan kautta ensin le-



Karhusaaren karu "vierasvenesatama".

gondariselle Karhusaarelle, sieltä Huippuvuorille ja purjehdusmyrskyssä yli 80:nneen leveysasteen alkoi virallisesti 1. kesäkuuta. Takana oli kuitenkin jo vuosien suunnittelu ja valmistautuminen. Viimeiset kaksi kuukautta ennen lähtöä olivat ankaraa paperisotaa lupien kanssa.

Vaikka huviveneet ovatkin alueelle tervetulleita sillitroolareiden ja matkustaja-

laivojen sekaan, myös takuita vaaditaan. Ennen lupien myöntämistä joutuivat turkulaisetkin maksamaan 125 000 Norjan kruunun pelastamistakuun, sillä monen purjehtijan matka on päättynyt ajojoihin.

Ajojäätt ympäriöivät myös S/Y Anyan Huippuvuoria lähestyttäessä. Silloin kapteeni Lundén harjitti jo palaamis-

sai kuitenkin kipparin päällä kääntymään, kun kauempana puksutellut troolari antoi viitteitä avovedestä. Matkaa vauhditti navakka koillistuuli, joka puuskissa ylsi yli 20 metrin sekunnissa.

Pahimmillaan salkko oli lähes kahdeksanmetristä, muistelee matkaa miehistön jäsen Topi Teriö.

Merimatkan aikana purjehtijat näkivät useamman kerran valaita, delfiinejä ja mitä erilaisempia lintuja. Jääkarhu jäi tällä kertaa näkemättä. Ehkäpä siksi, että S/Y Anya oli varustettu paikallisten viranomaisten vaatimusten mukaisesti kahdella järeällä kiväärillä. Jääkarhu pitää ihmistä, ei niinkään vihollisena, vaan normaalina ravintonaan.

Ikijäästä irtoilevien lohkausten ja ajojään taidia sekä kovasta merenkäynnistä johtuen rantautumisen ei ollut helppoa. Esimerkiksi Karhusaarelle pyrittäessä mainin-

gä Alistair McLeanin kuuluisassa Karhusaari-romaanissa norjalaiset mainitsevat saaren maailman kolkoimmaksi paikaksi. Alistairin mielestä norjalaiset ovat aliarvioineet saaren, sillä Karhusaari on vielä tätäkin kolkompi, kertoo Lundén.

Terveisiä täältä, maapallon päältä

Suuri elämys oli kuulemma myös Huippuvuorten Magdalena-vuonossa lipuminen. Maisemat ympärillä olivat silmiä hivelevän aavemaiset. Historiallisen valaustaseman rauniot pilkottivat purjehtijoille lumen seasta, ja uteliaat hylkeet ponnahtelivat pinnalle kuin aarteita merenpohjasta etsivät sukeltajat.

Matkaa S/Y Anyalla tehtiin lähes yötäpäivää rytmillä: neljä tuntia vahtia ja kahdeksan tuntia lepoa. Yötöntä yötä rytmitti vain laivakellon kilke, muutoin vuorokaudenajat sulautuivat toisiinsa. Pohjoisen jäämeren ava-



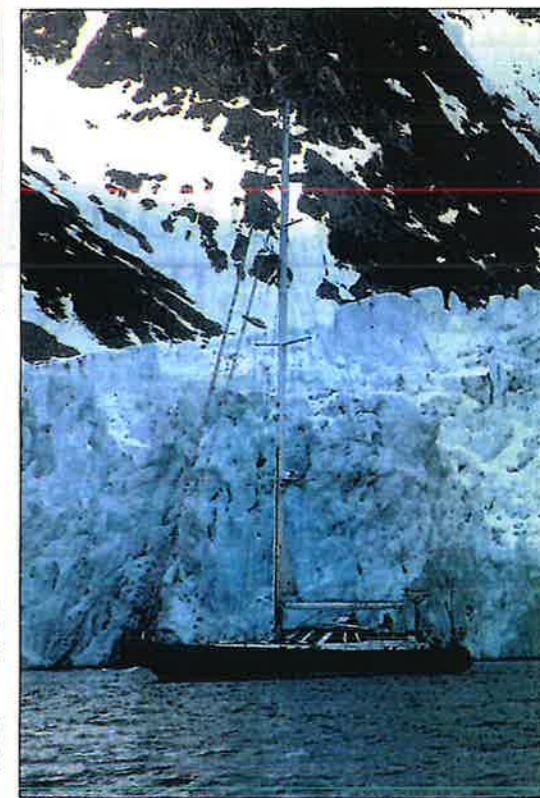
Myrskylientu oli purjehtijoiden alituinen seuralainen. Monet pikkulinnut ja lokit pysähtyivät myös lepäämään purjelavalle.

ruudessa ajantaju katoaa ja mittasuhteet häviävät. Tuntee varmasti huimalta olla kaikkien muiden viestintälaitteiden paitsi vakolusallitien tavoittamattomissa aivan Pohjoisnavan vieressä. Teriö kirjoitti osuvat terveiset: terveisiä täältä, maapallon päältä.

Kun tavoite eli 80:nneen leveysasteen ylitys oli saavutettu, stressi laukesi välittömästi. Sen päälle oli hyvä nauttia viskiä ikijääkuutiolla!

Kun ohitimme Karhusaaren takaisin tullessa ja reissun tasainen paluuvaihe alkoi, pystyi vasta kunnolla rentoutumaan. Nukuinkin yhtä soittoa vuorokauden ympäri, kertoo Lundén.

Matkan aikana kapteenina toimivat Juhani Lundén ja Janne Lundén sekä miehistön jäseninä Ari Bragge, Las-



S/Y Anya huippupaikassa Huippuvuorilla.

se Granfors, Arto Hiltunen, Aimo Järvinen, Mikko Kouvuniemi, Matti Levänen, Hannu Lundén, Seppo Merimaa, Simo Merimaa, Timo Miettinen, Olli Nieminen, Fred Nordling, Frank Schau-

The vessel from Turku made history when she crossed the 80th latitude

Touching the everlasting ice

-Already when the vessel was being built I had in my mind three big challenges; crossing the Atlantic, sailing to Venezuela and crossing the magical 80th latitude in the north Polar Sea, s/y Anya's captain Juhani Lundén tells.

On June 19th this 76-foot cutter sloop went further north than knowingly any other Finnish leisure vessel has gone before. The reading 80° 02.270N 8°50.240E were written into history. Three big challenges are now behind, before him he has a Turku archipelago sea pikeperch and beside him the glimmering Aura-river.

-This was the hardest trip mentally. Now the vessel's cords will stay firmly knotted. It is time to concentrate on golf, says Lundén.

Years of preparation

The trip in stormy weather from Turku via Gothenburg and Tromsø to the legendary Bear Islands and from there to the Spitzbergen, officially started on June 1st. Before that there had been years of preparation and getting ready. The last two months before the trip there was an intense paper war.

Even though leisure vessels are welcome among the herring trawlers and passenger ships a security is needed. Before getting all the permissions the men from Turku had to pay 125 000 Norwegian kroner as a rescuing fee. The fee is collected because so many vessels have ended their journey on drift ice.

The drift ice also surrounded s/y Anya as she got closer to the Spitzbergen. At this point captain Lundén considered going back to harbor. The crew changed his mind when a trawler further away gave them signs of open water. The trip was fastened by a strong northeastern wind and in the gusts of wind it blew more than 20 meter per second.

- As its worst the swell of the sea was almost 8 meter tall, a member of the crew Topi Teriö remembers.

During the trip the sailors saw whales, dolphins and different kinds of birds many times. This time they did not see an ice bear. Maybe because s/y Anya was, according to local authority demands equipped with two heavy rifles. The ice bear thinks of the human being as its normal nutrition not as its enemy.

Because of the blocks of ice coming loose from the eternal ice, the draft-ice and the hard weather the going ashore was not easy. For example when trying to go ashore at the Bear Islands the heavy swell sucked the airboat to shore. Getting back was a harder thing to do.

-In the famous Bear Island novels by Alistair McLean the Norwegians mention that the Bear Island is the gloomiest island in the world. According to Alistair the Norwegians have underestimated the island; it is even gloomier, Lundén tells.

Greetings from here, from the top of the world

It was also a big experience to glide in the Magdalena fjord in the Spitzbergen. The view around was ghostlike. The historical ruins of the old whale hunting station could be seen partially through the snow. The curious seals popped up to the surface like divers looking for treasures in the sea.

The trip was made around the clock at the rhythm of four hours watch and eight hours of rest. The night less night was broken only by the tinkling of the ship's bell, otherwise the parts of the day and night melted together.

In the vastness of the north Polar sea one loses track of the clock and the dimensions disappear. It must be amazing to be close to the North Pole and out of reach of all communication other than spy satellites. Teriö wrote a catching greeting; Greetings from here, from the top of the world.

When the goal of crossing the 80th latitude was reached the stress went away immediately. On that it was good to have a whiskey with eternal ice cubes in it!

-When we passed Bear Island on our way back and the smooth return stage began I could finally relax. I slept for more than 48 hours. Lundén tells.

Juhani Lundén and Janne Lundén served as captains during the trip. The crew consisted of Ari Bragge, Lasse Granfors, Arto Hiltunen, Aimo Järvinen, Mikko Koivuniemi, Matti Levänen, Hannu Lundén, Seppo Merimaa, Timo Miettinen, Olli Nieminen, Fred Nordling, Frank Schauman and Topi Teriö.



Anya sailed silently and cautiously towards the Magdalena fjords.

2002

Big vessels sailing competition from Stockholm to Turku via Marienhamn.

2003

Tall Ships Race from Gdynia (Poland) to Turku (Finland). Anya was voted the most beautiful vessel in a public voting. The article from Turun Sanomat of 23.7.2003 is enclosed.

2004-2005

Sailing and sailing competitions on the Baltic Sea.

2006

S/Y Anya did a non-stop sailing from Finland, via the Kiel channel, to south Spain. From there the vessel continued to the Canary Islands and will be in the Caribbean the winter of 2007. The vessel will return to Finland spring 2007.

2008

The vessel is planned to sail along the Norwegian coast to north Nordcap, where the objectives are to sail to Kara Sea. Kara Sea is situated east of Novaja Semlja, on the north side of Siberia. In order to be able to do this sailing tour one must get a sailing permit from the Russian officials. The application concerning this has already been presented to the Russian officials and there has been a negotiation about the carrying out of this sailing.



The captain at the helm accordingly equipped.



In 2003 s/y Anya took part of the Tall Ships Race competition. She then sailed from Gynia, Poland to Turku, Finland. Many big square sail ships were among the participants. From over 100 vessels, Anya crossed the finish line 20th.

In Turku a voting about the most beautiful vessel of Tall Ships Race was organized. S/y Anya won the competition with 203 votes of the total 620 given votes.

The Turun Sanomat article is below:

Anya, the most beautiful vessel in the Turun Sanomat voting

The 1998 made sloop Anya from Turku won the title of the most beautiful ship of Tall Ship's Race in the public voting in Turun Sanomat's Internet magazine.

The second place went to the 1981 made bark Cuauhtemoc of the Mexican Navy.

The two most beautiful stood clearly out in the voting. 620 votes were given in all, of these the Anya grasped almost a third, 203 votes. The Cuauhtemoc got 163 votes.

The sloop Jotunheim of the Turku Sea Scout association, Puhturin pojat, reached third place with 42 votes.

The Dutch full rigged stad Amsterdam came in forth with 34 votes. The Russian bark Sedov only lost by one vote to stad Amsterdam and came in fifth.

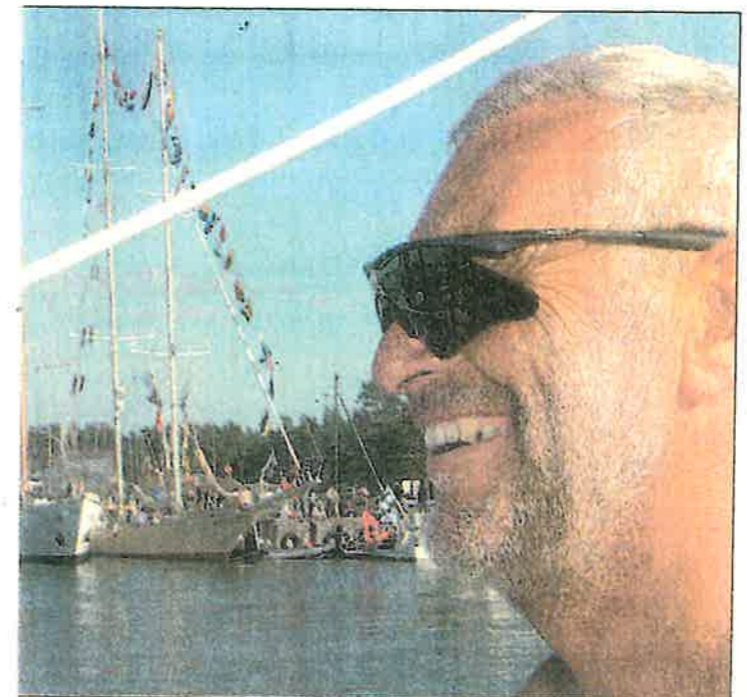
The votes of the beauty competition didn't spread among a very big group of vessels. Outside the top ten vessels no one got more than ten votes.

Three suitcases were allotted among the participants of the voting. The lucky ones were: Ari Karjala, Jenni Pasanen and Kirsi Tölkä.

The results of the beauty competition of the Tall Ships Race

1. Anya, Finland, 203 votes
2. Cuauhtemoc, Mexico, 163 votes
3. Jotunheim, Finland, 42 votes
4. Stad Amsterdam, Holland, 34 votes
5. Sedov, Russia, 33 votes
6. Aleksander von Humboldt, Germany, 17 votes
- Windrose, Holland, 17 votes
8. Helena, Finland, 11 votes
9. Dar Mlodziezy, Poland, 10 votes
- Mir, Russia, 10 votes

ella



ce- (vas.) ja Feelings- ketsien miehistöt viilensivät toisiaan vesi-



TSR-tapahtumassa päiväsaikaan käynyt kulutti keskimäärin 25 euroa.

Anya kaunein alus TS:n äänestyksessä

Turun Sanomat
MARKUS KUOKKANEN

Turkulainen vuonna 1998 valmistunut sluuppi Anya voitti Turun Sanomien verkkolehden yleisöäänestyksessä Tall Ships' Racen kauneimman aluksen tittelin. Toiseksi äänestyksessä tuli Meksikon laivaston vuonna 1981 valmistunut parkki Cuauhtemoc. Kaksi kauneinta erottuivat äänestyksessä selvästi. Kaikkiaan ääniä annettiin 620, ja niistä Anya kahmaksi lähes kolmanneksen - 203 ääntä. Cuauhtemoc keräsi 163 ääntä.

kuunta Puhurin Pojat ry:n Jotunheim-sluuppi ylsi 42 äänellä kolmanneksi. Neljänneksi sijoittui 34 ääntä saanut hollantilainen täystakiloitu Stad Amsterdam, ja sille hävisi yhdellä äänellä viidenneksi tullut venäläinen Sedov-parkki. Kauneuskilpailun äänet eivät jakautuneet kovin suuren alusjoukon kesken. Kärkikymmenikön ulkopuolella ei ollut yhtään laivaa, jolle olisi herunut yli kymmentä ääntä. Äänestykseen osallistuneiden kesken arvottiin kolme matkalaukkua. Onni suosi Ari Kajalaa, Jenni Pasasta ja Kirsi Tölkköä.



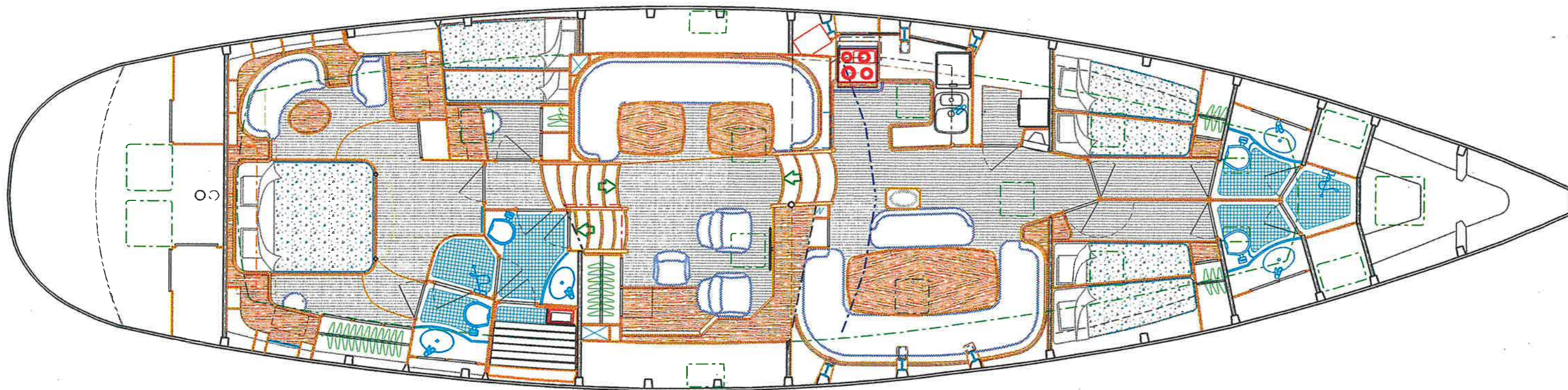
Tall Ships' Races -alusten kauneuskilpailun tulokset



1. Anya, Suomi, 203 ääntä
2. Cuauhtemoc, Meksiko, 163 ääntä
3. Jotunheim, Suomi, 42 ääntä
4. Stad Amsterdam, Hollanti, 34 ääntä
5. Sedov, Venäjä, 33 ääntä
6. Aleksander von Humboldt, Saksa, 17 ääntä
- Windrose, Hollanti, 17 ääntä
8. Helena, Suomi, 11 ääntä
10. Dar Mlodziezy, Puola, 10 ääntä
- Mir, Venäjä, 10 ääntä



Sailing in home waters



ARKKITEHTUURITOIMISTO P & S KY
 SATAKUNNANTIE 144 20320 TURKU
 Puh 2546 445 FAX 2546982

s/y ANYA

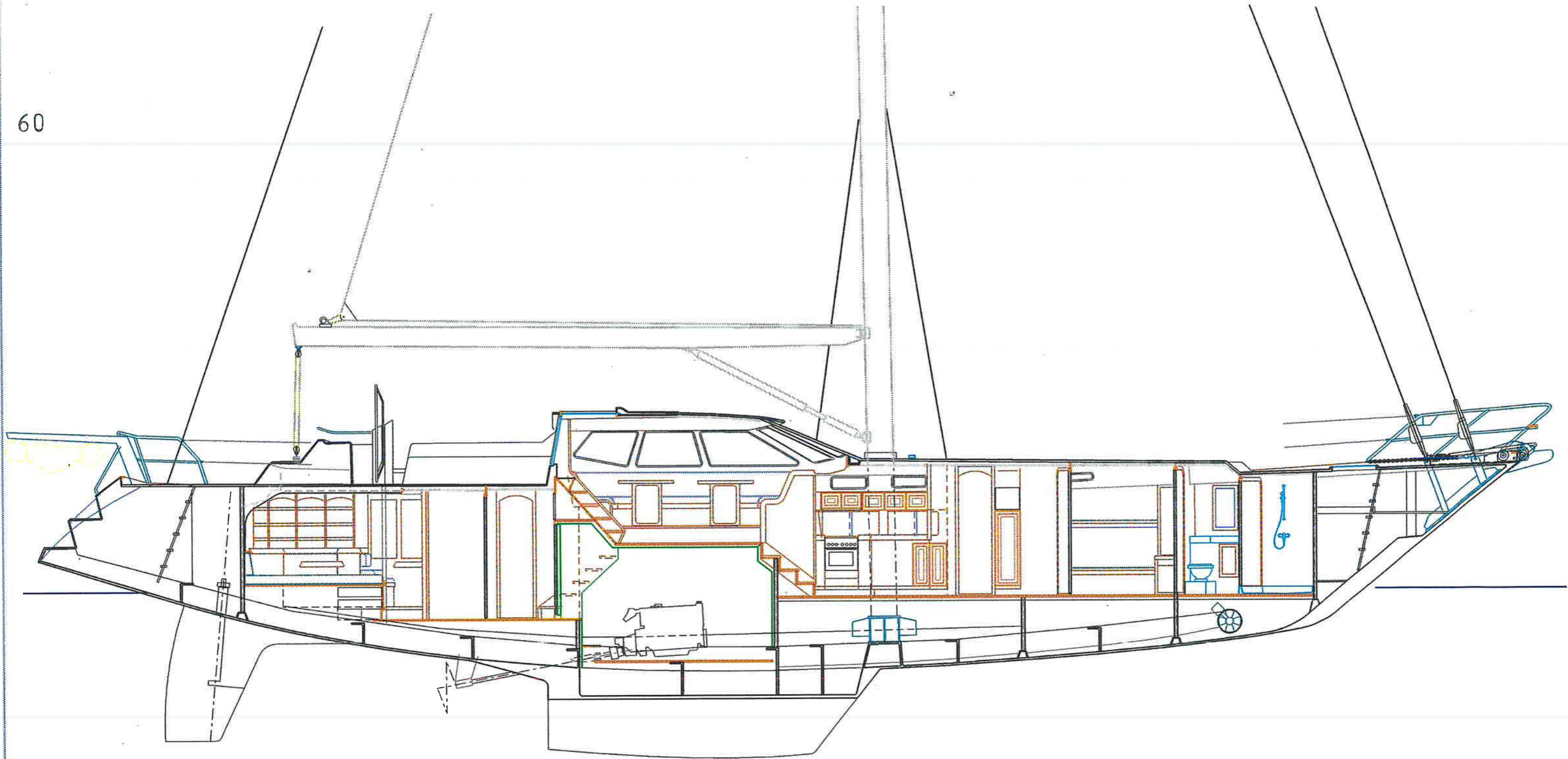
SISUSTUS

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Ilkka Paasonen
 18.12.1997

157-04

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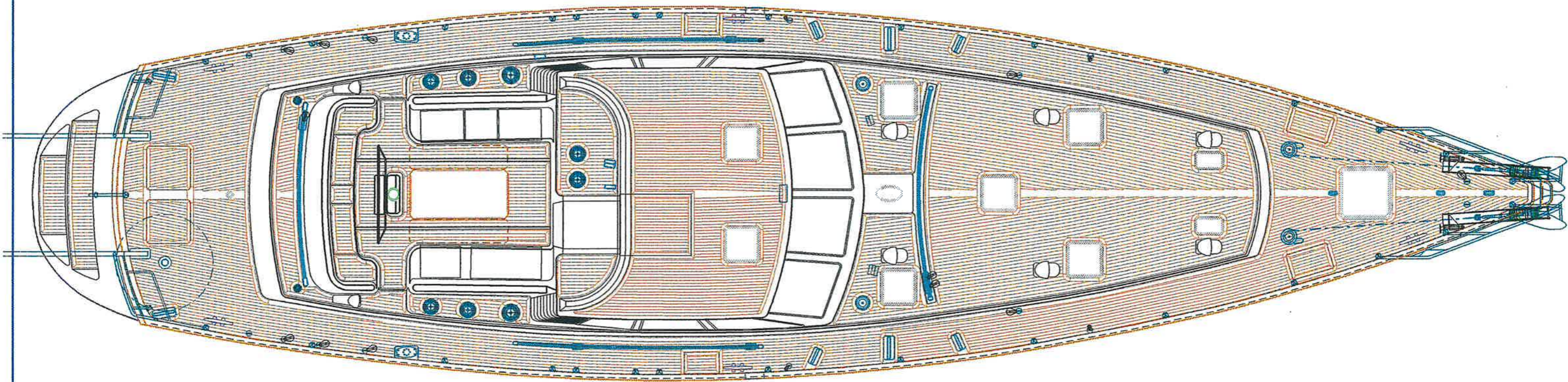


PS

ARKKITEHTUURITOIMISTO P & S KY
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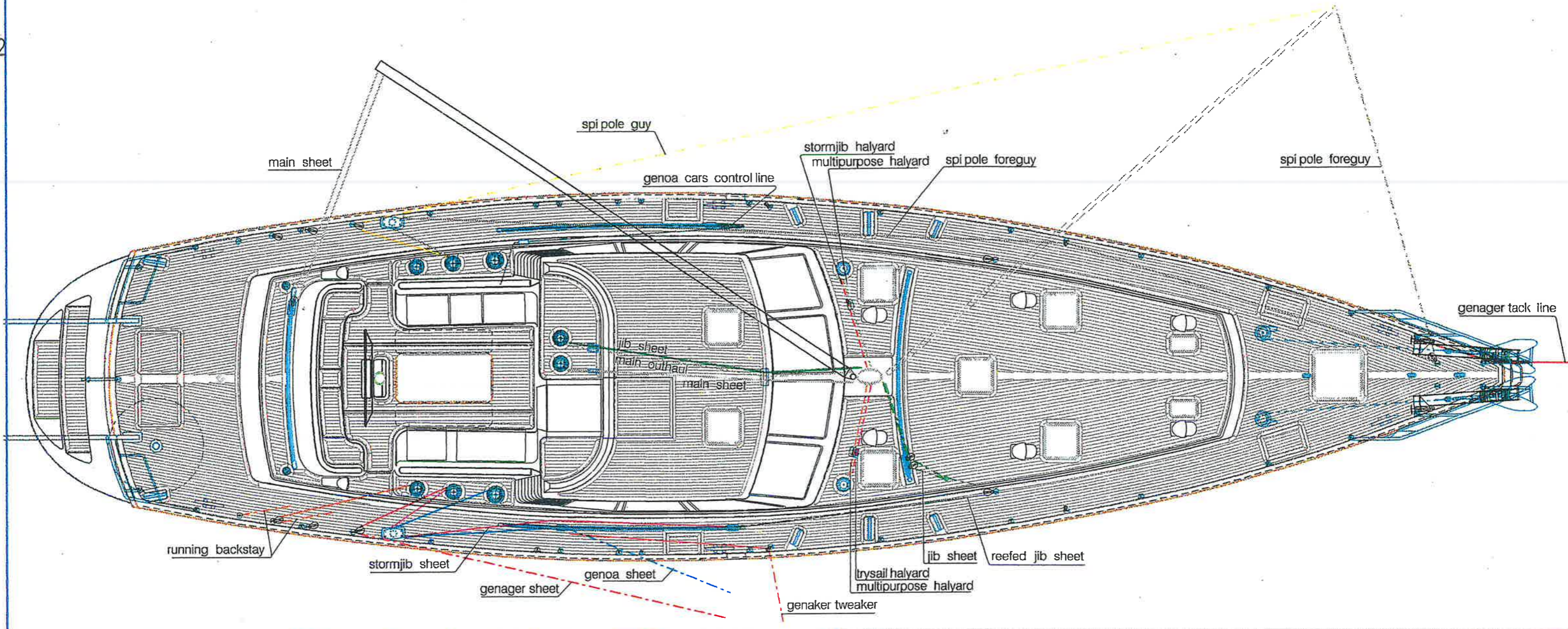
shy ANYA

Leikkaus 1:60
Ilkka Paasonen 157-05
25.11.1997



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ARKKITEHTUURITOIMISTO P & S KY
SATAKUMMINTIE 144 20320 TURKU
PUH 2546 445 FAX 2546882

s/y **ANYA**
DECK 1:60
Ilkka Paasonen
15.07.1998 157-03



ARKKITEHTUURITOIMISTO P & S KY
 SATAKUNNANTIE 144 20320 TURKU
 PUH 2546 445 FAX 2546062

s/y ANYA

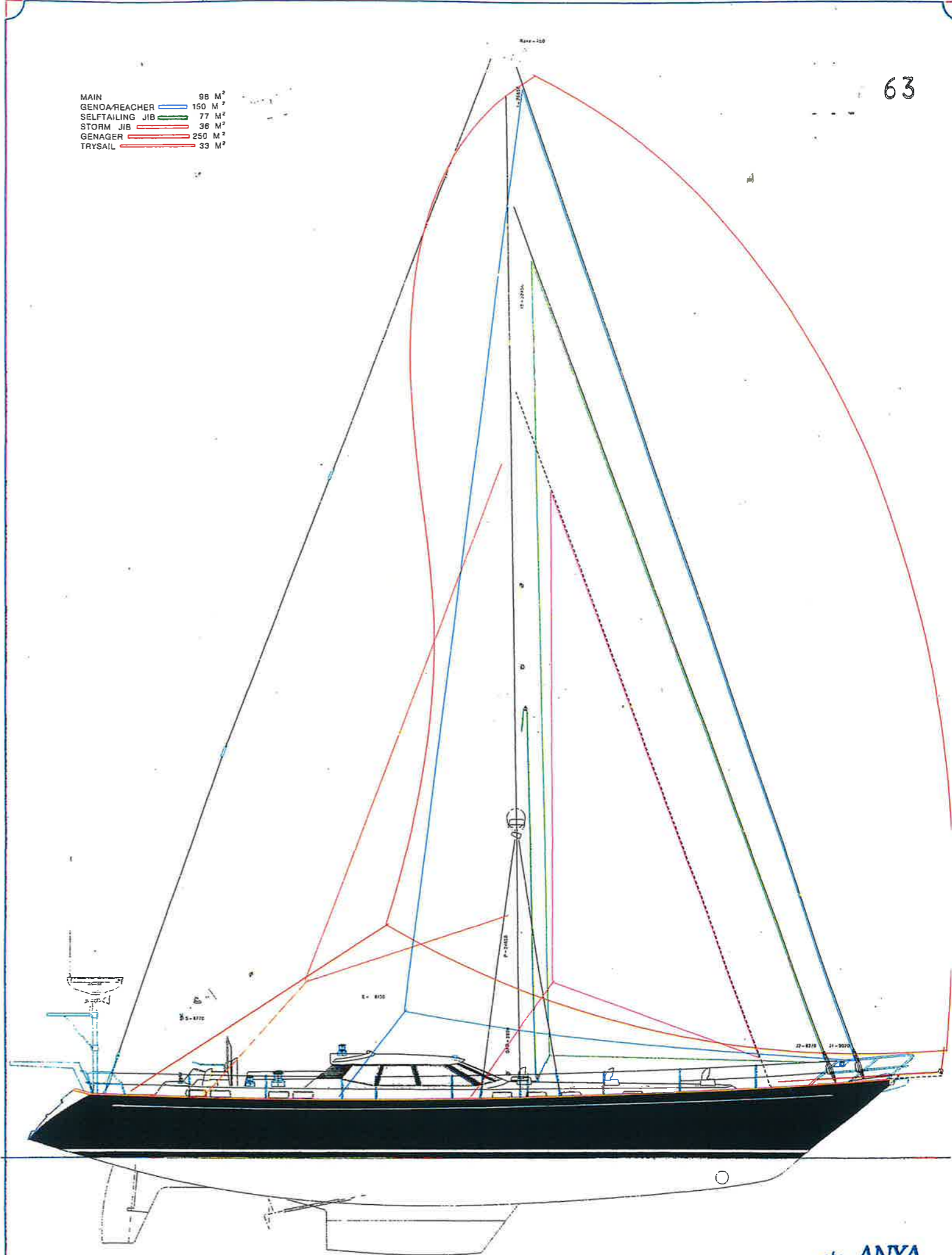
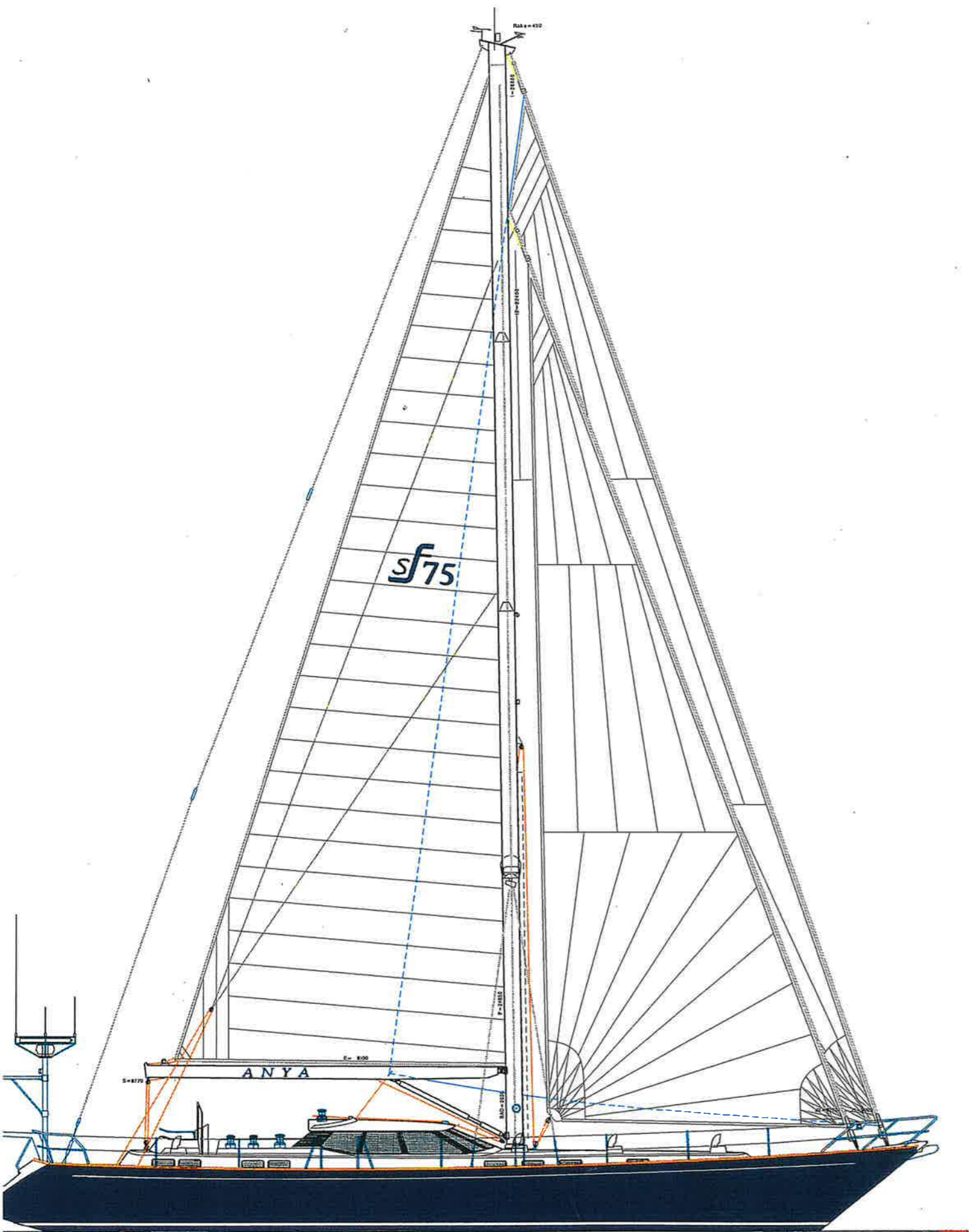
DECK

Ilkka Paasonen
 15.07.1998

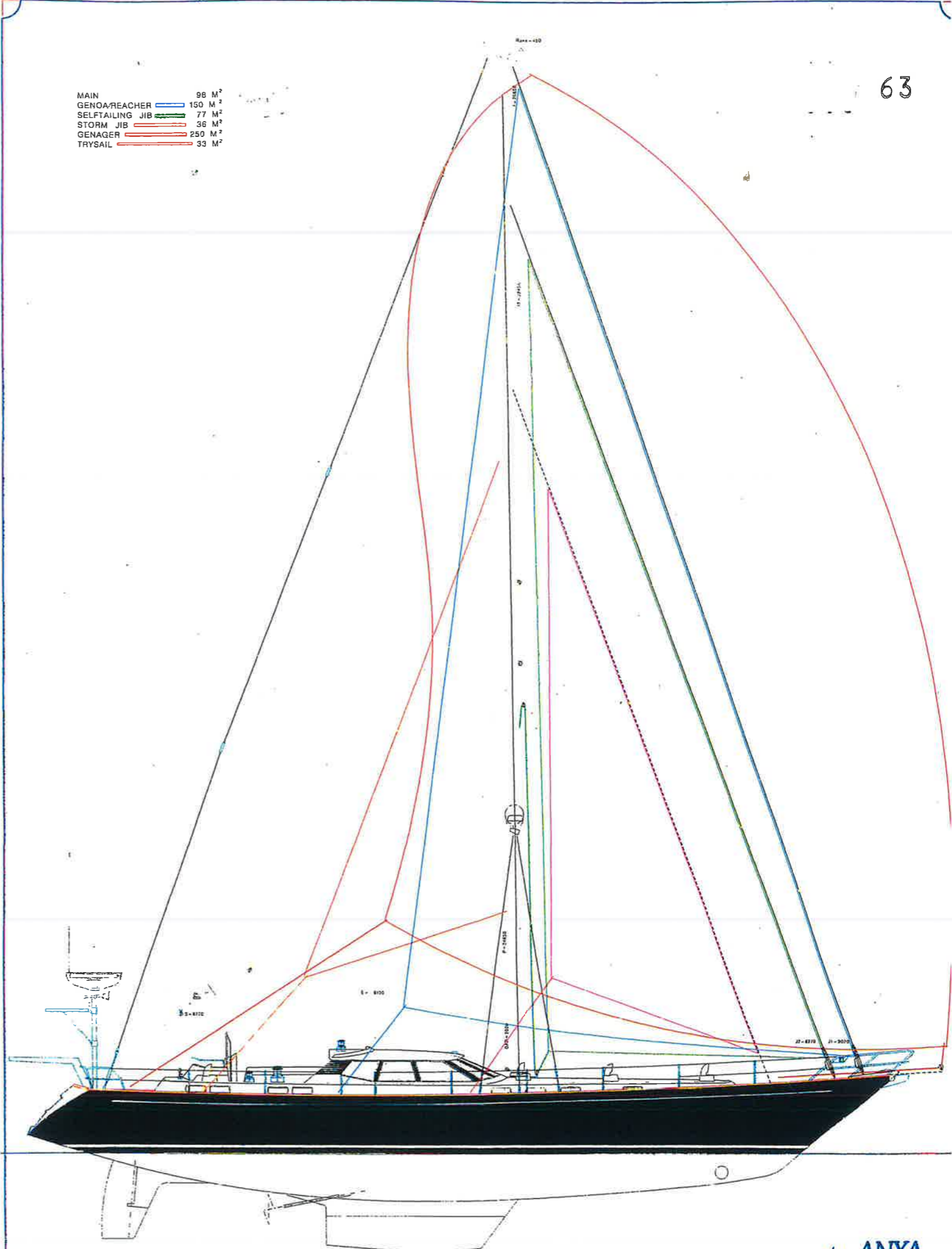
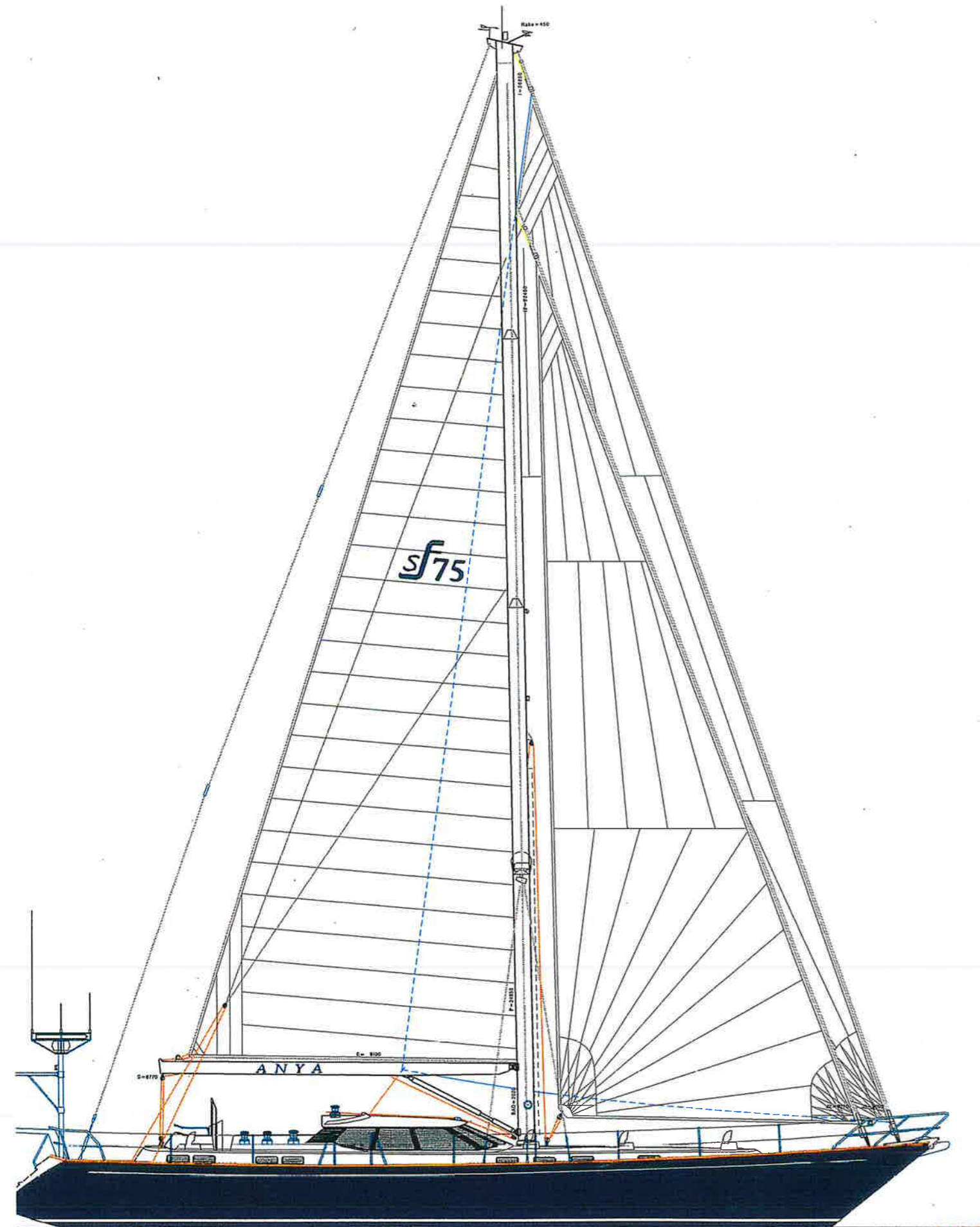
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157-03

- MAIN 98 M²
- GENOA-REACHER 150 M²
- SELFTAILING JIB 77 M²
- STORM JIB 36 M²
- GENAKER 250 M²
- TRYSAIL 33 M²



- MAIN 98 M²
- GENOA/REACHER 150 M²
- SELFTAILING JIB 77 M²
- STORM JIB 36 M²
- GENAKER 250 M²
- TRYSAIL 33 M²



DIMENSION AND DESIGN DATA NOTES**DIMENSIONS (approximate)**

Length overall (including Pulpit)	24,45 m
Length waterline	22,250 m
Beam	5,675 m
Draft	2,900 m
Standard rig & spar type	Masthead cutter
Ballast keel type	High Performance Bulb (HPB)
Displacement	82,260 kg
Engines	2 x Perkins Sabre á 225 hp
Tanks fuel	5930 l
Water	1800 l
Gray water	1000 l
Black water	500 l
Sail area:	
Main	100 m ²
Genoa / reacher	150 m ²
Self tailing Jib	77 m ²
Genager	380 m ²
Air draft	30,5 m

CONSTRUCTIONS

Hand lay-up GRP hull Lloyds' approved facility
 Outer hull laminate in Isophthalic resin, power-bound mat
 Hull cove line & double boo top
 Antifoul-3 coats
 HPB (High Performance Bulb) external lead keel
 Fully protected skeg-hung rudder

DECK LAYOUT and EQUIPMENT

Custom Steering pedestal
 Self-draining teak-laid cockpit
 Self-draining lockers
 Reverse stern with bathing platform
 SS transom ladder, upward turning ladders in the rear
 Cockpit table
 Spray hood hand lay-up GRP
 Cored deck and coach roof laid with teak
 Teak capping rail, laked shiny
 Gateway midship stanchions & spring cleats
 SS grab rails atop coach roof and deck saloon
 SS mast guards
 Rondal hatches & deck gear

Hydraulic anchor windlass 2 p.
 - Diport
 - Lewmar
 Anchor chain 2 x 170 m
 "Eyebrow" feature on deck saloon roof, laid teak atop

RIG and SAIL HANDLING

Rondal custom spars, keel-stepped, cutter-rigged, with paint finish
 Rondal hydraulic genoa sheet winches
 Rondal hydraulic mainsheet winch
 Rondal hydraulic main halyard winch
 Rondal Commander 6-8 function hydraulic power pack
 Riggarna SAS discontinuous rod rigging
 Headsail furling systems for cutter rig-hydraulic
 Mainsail, #1 Yankee & #1 Staysail North Sails
 Hydraulic vang Navtec
 Hydraulic backstay tensioners 2 off Navtec

INTERIOR

Teak interior joinery
 Teak & holly style cabin sole
 Lee screens on sea berths
 Quality upholstery on all berths

ENGINE and GENERATOR

Diesel auxiliary engine Perkins/Sabre 2x225 hp
 Maxprop, 3-bladed feathering propeller
 Aqua drive engine coupling system & mounts
 Electric engine room fan
 Generators
 - Perkins 25 kW
 - Westerbrake 10 kW
 Watermaker: searecovery 2280 l/day

TANKS

Fuel tanks 5930 l
 Water tanks 1800 l
 Grey water tanks 1000 l
 Black water tanks 500 l
 Manual bilge pump
 Water maker, Sea recovery 95 l/h
 Pillage pumps 220 v + 24 v 12 p.

24VDC ELECTRICS

24 Volt DC electrics – deep cycle batteries
Stereo CD/FM radio, 2 saloon & cockpit speakers

1800 Amp hours

220V.AC ELECTRICS

Battery charger – Master volt MASS 24V/50 Amp
220 Volt ring main with dockside power cable
220/380 Volt/Heat exchanger dual water heating

NAVIGATION ELECTRONICS

Autopilots

- Furuno + autopilot pump
- Raytheon + autopilot pump

Sailing instruments (inside and outside) Raytheon S60

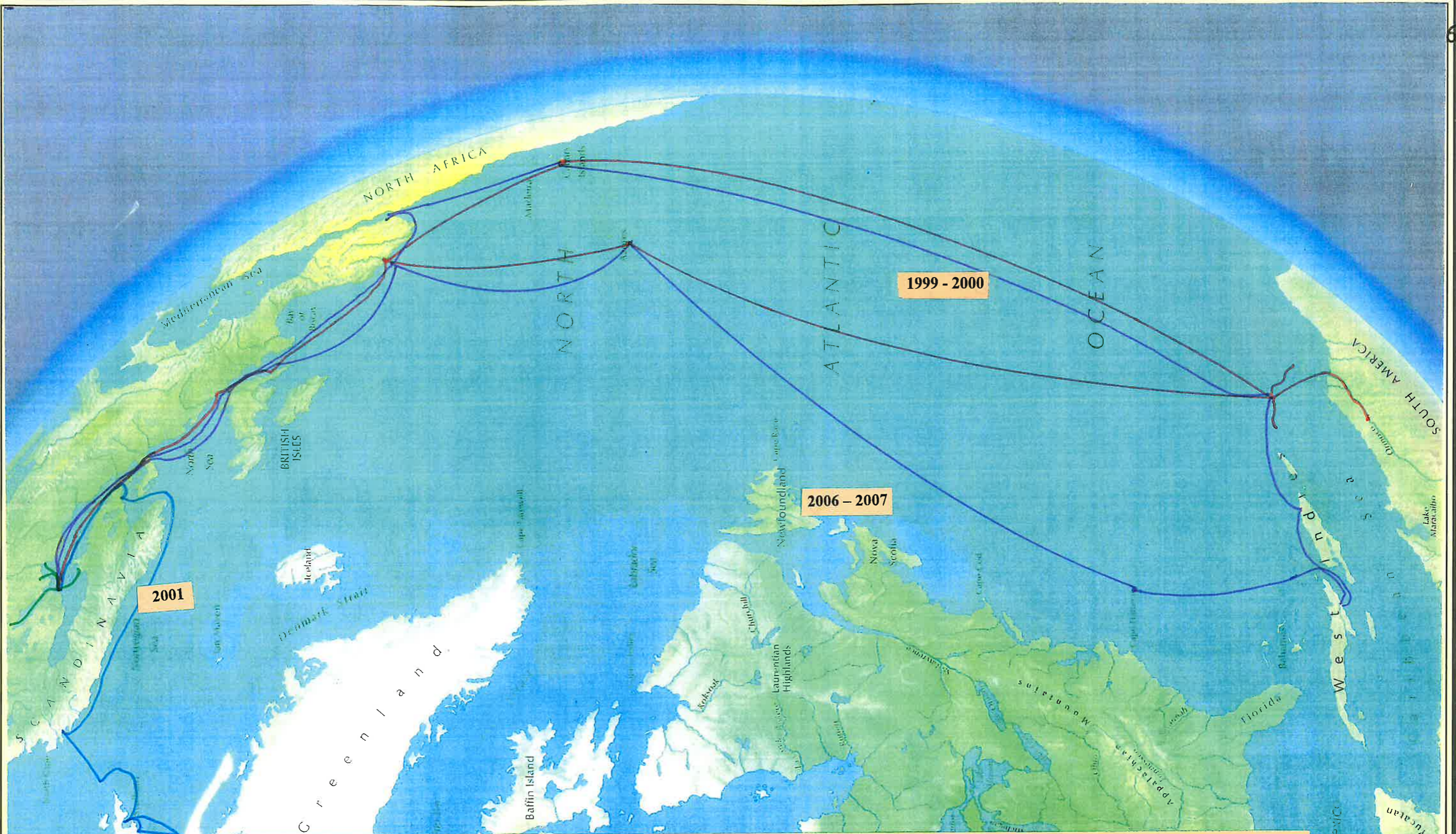
VHF –telephones

- Furuno
- Sailor
- Raytheon

GPS –Furuno + Raytheon

Map plotter

- Tsunamis / Navisailor
- C-map



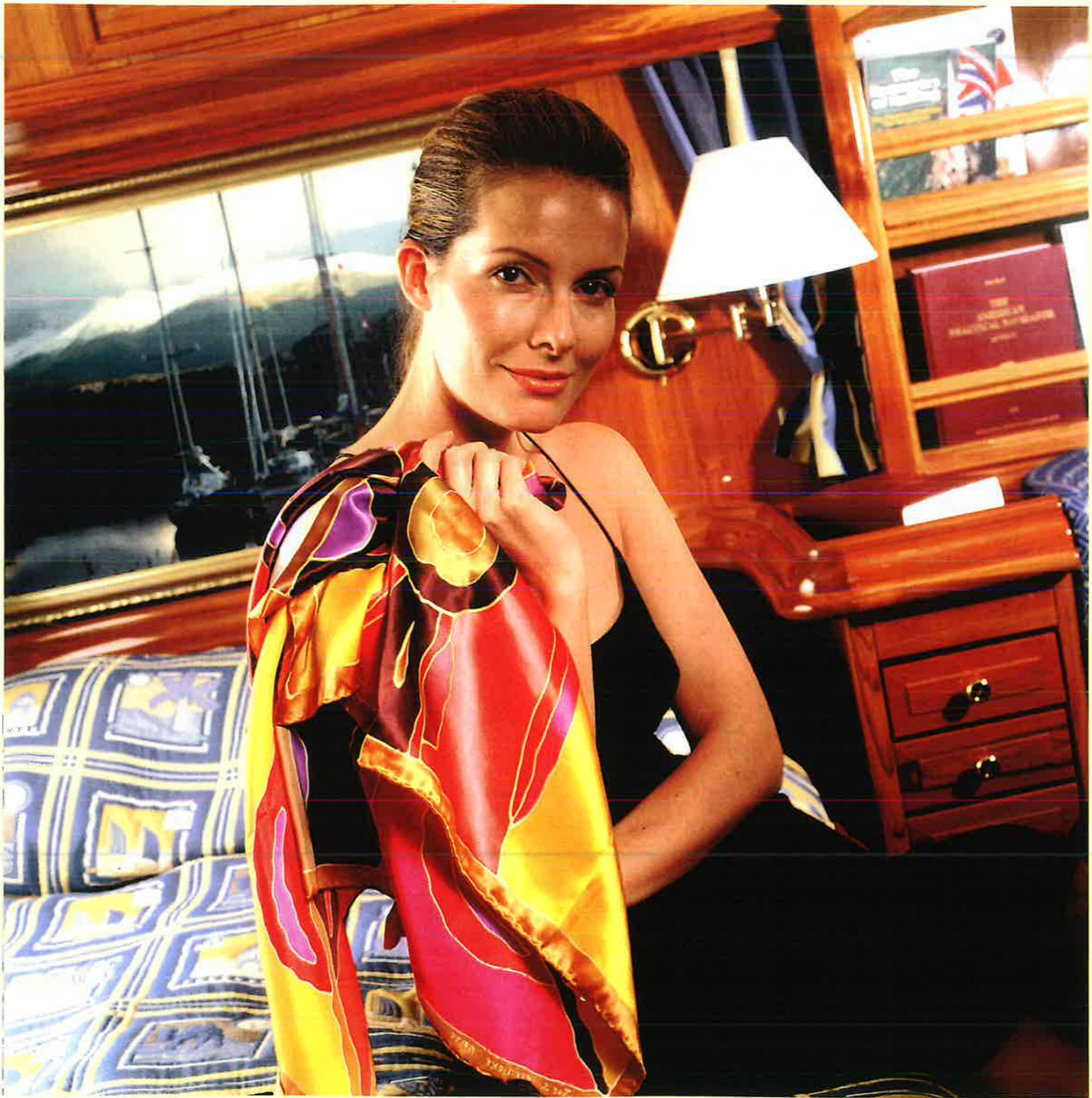
S/Y ANYA PORTS – OF – CALL

Anquilla (U.K.)	Cuba	Estonia	Lithuania	Norway	St. Lucia	United Kingdom
Antigua and Barbuda	Denmark	France	Martinique (Fr.)	Portugal	St. Vincent and the Grenadines	USA
Barbados	Deutschland	Grenada	Montserrat (U.K.)	Russia	The Bahamas	Venezuela
Belgium	Dominica	Guadeloupe (Fr.)	Morocco	Saint Martin (Fr.)	Trinidad and Tobago	Virgin Islands (U.K.)
Bermuda (U.K.)	Dominican Republic	Latvia	Netherlands	Spain	Turks & Caicos Islands (U.K.)	Virgin Islands (U.S.A.)

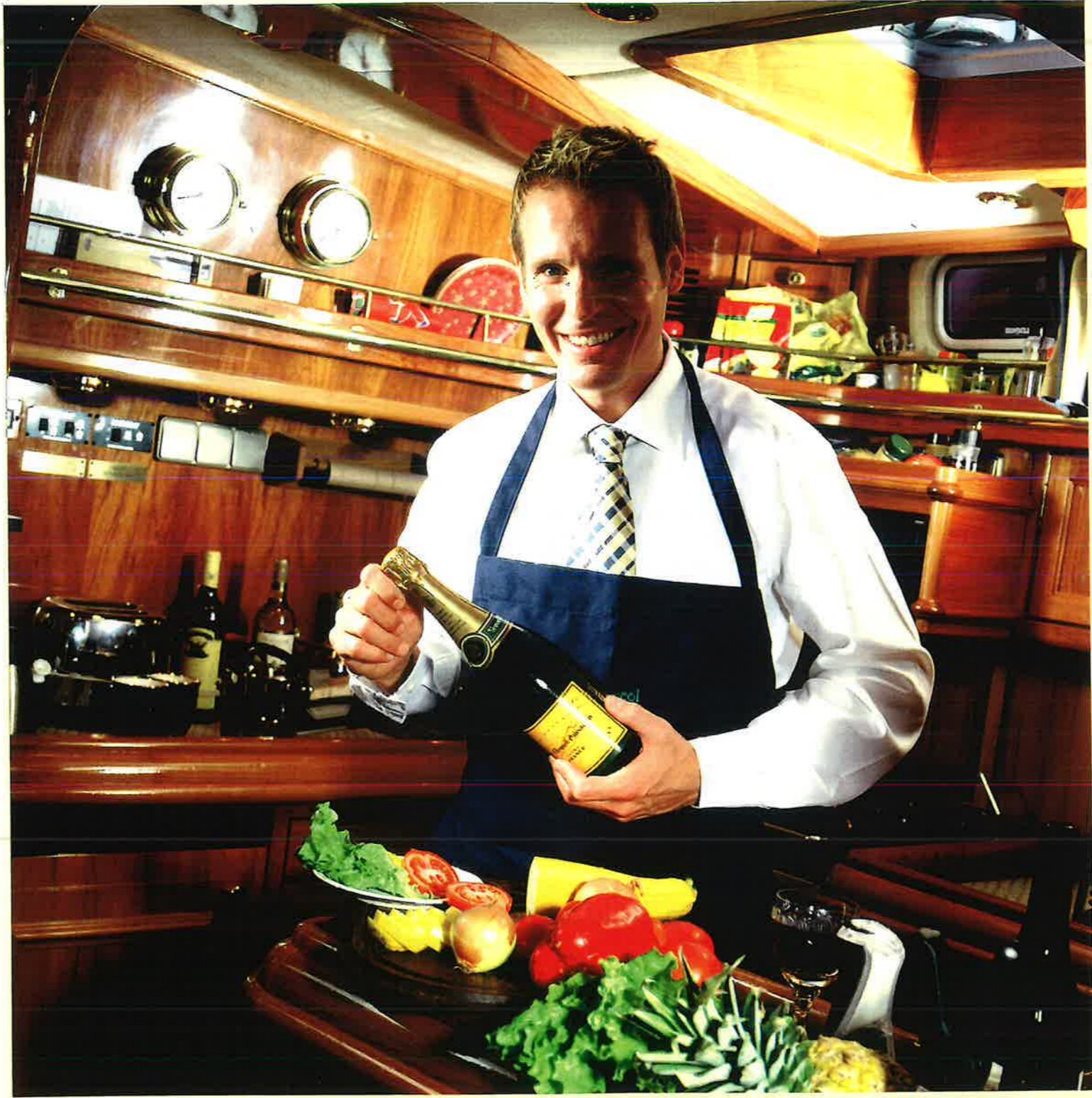


6/30/2005











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S/y Anya in her home harbor in December, Iniö 2006

