



EM- JA SM-KILPAILUT, SEKÄ EUROOPAN ENSIMMÄISET MASTERSKISAT TUUSULANJÄRVELLÄ

MARTTI LÄHTEINEN & WALTERI KARHUSAARI

Uudet ratatyypit ja lähtöjen lukumäärän lisääminen tuovat uutta säpinää ratapurhdukseen. Tämä tuli osoitettua, kun Tuusulanjärvellä järjestettiin heinäkuun lopulla puolen-toista viikon mittainen regatta, jossa ratkottiin Lightningien sekä Euroopan että Suomen mestaruudet. Lisäksi kisa oli yksi Lightningien kuudesta ranking-osakilpailusta.

Kisat järjestettiin Suomessa juuri tänä vuonna juhlistamaan Suomen Lightningliiton 50-vuotis juhlayvotta. Lisäväriä tapahtumaan toi Euroopan ensimmäinen Masters-purjehtijoiden avoin EM-kisa (kippari vähintään 50v ja miehistön yhteisikä yli 120v). Tapahtuman kunniaksi Lightningliitto julkisti järjestämässään juhlagaalassa

Lightningpurhduksen noin 100 sivuisen 50-vuotis historiatyön, jota on saatavissa liiton toimihenkilöiltä 100mk:n hintaan. Tuusulanjärven rannalla järjestettiin myös Puuvenenäyttely, jossa oli mukana sekä iäkkäämpi upeasti kunnostettu Lightning että aivan uuden puuvenetuotannon edustaja.

Tuusulanjärvi osoitti kisoissa parhaat puolensa. Epävakainen sää takasi hyvät ja välillä varsin navakatkin tuulet: kaatumisiakin nähtiin tiukassa kisassa muutamia. Myös Tuusulanjärven Purjehtijoiden tukikohta Purjeranta, joka sijaitsee Vanhankyläniemen leirintäalueen "sisällä", toimi hyvin; erityisesti pitkässä regatassa on tärkeää, että

purjehtijat ja heidän perheensä ja muut tukijoukot viihtyvät myös varsinaisen kilpailun ulkopuolisena aikana. Kun Tuusulanjärven kaunilla ranta-alueella voidaan tarjota majoitusmahdollisuuksia asuntoautoille ja vaunuille, leirintäalueen mökkejä, telttamajoitusta, kanttiini- ja ravintolapalveluja ja lisäksi purjehtijoille ja rantajoukoille oli järjestetty monipuolista iltaohjelmaa, oli onnistuneen kilpailukokonaisuuden ainekset koossa. Kaikki tämä tapahtui hyvin saumattomasti sujuneessa yhteistyössä järjestävän seuran ja Suomen Lightningliiton kesken.

Kokenut sveitsiläinen Urs Wyler miehistöineen oli EM-kisassa pitelemätön. Purjehtiminen Sveitsin järvillä ei aivan oleellisesti poikkeakaan Tuusulanjärven olosuhteista. Tiukimmin pani vastaan kemiläinen Kari Huuskon kipparioima "Gamma"; nuoresta iästä huolimatta jo monista veneluokista kokemusta hankkimaan ehtinyt venekunta. Kolmanneksi sijoittunut valkeakoskelaisten Järvisen veljesten "Red Snapper" ahdisteli myös kärkeä monissa lähdöissä. USA:lainen Dick Hallagan pääsi charterveneellään regatan edetessä parempaan ja parempaan vauhtiin, mutta mitalisijaan kiri ei aivan riittänyt. Masterskisassa Hallagan sen sijaan oli pitelemätön, joskin voitto ratkesi vasta viimeisen lähdön viimeisellä lenssillä Sveitsin Jacques Perret'n hyy-

Photo: European Champions Urs Wyler and crew at the European Championships. Courtesy Walteri Karhusaari

tyessä liian rohkeaan leikkaamiseen. Kolmanneksi ja parhaaksi kotimaiseksi nousi varmallalla purjehduksellaan Leo Korhonen. Tuusulanjärven tuulet hyvin hallitseva Kaarlo Jaskari ahdisteli myös vahvasti mitallisijoja, mutta pari heikkoa sijoitusta kuudessa purjehditussa lähdössä vei mahdollisuudet taistella mestaruudesta.

EM-kilpailujen ohessa kilpailtiin myös Suomen mestaruuksista. Tiukassa taistelussa voiton vei Kari Huuskon venekunta Kemistä ja hopealle sijoittuivat Valkeakosken pojat, Pentti Järvisen kipparoimana. Pronssille sijoittui TP:n Olli Lähteinen. Lopuista pistesijoista (4-6) käytiin kovaa kamppailua. Aromaan veljekset Helsingistä, Kimmo kipparina, sijoittui lopulta neljänneksi ja muutaman vuoden tauon Litipurjehduksessa pitänyt Lauri Hemming viidenneksi. Toivottavasti Lauri sai hyvästä menestyksestä kipinän palata Lightningin pinnaan. Samppa J. Salminen Jyväskylästä nappasi viimeisen pistesijan sijoittuen kuudenneksi.

Kahden yläpöijun ja portin muodostavan kahden alapöijun "Nakki"-rata tuntui olevan Lightningpurjehtijoiden suosiossa, vaikka myös perinteisellä Olympia/Hellerup-radalla on omat vahvat tukijansa. Valtaosa lähdöistä ajettiin nakkiradalla, joka myös jonkin verran vähentänee protesteihin helposti johtavia tilanteita merkeillä. Nakkiradan lenssit eivät olleet "peräkkäin purjehdusta", vaan niillä tapahtui

paljon sijoitusten muutoksia. Oli toki myös niitä purjehtijoita, jotka jäivät kaipaamaan enemmän vauhdikkaita slöörejä. Lähtöjä ajettiin EM:ssä kolme ja Masterseissa kaksi päivässä, jotka reippaissa tuulissa menivät verrattain nopeasti. Kilpailujärjestelyistä sai TP sekä suomalaisilta että ulkolaisilta osallistujilta pelkkää kiitosta.

Kilpailutoiminta Euroopaan tasolla jatkuu ensi kesänä Sveitsin järjestämällä EM-kisoilla, joihin näyttää olevan runsaasti osallistumisintoa ainakin Suomesta; kymmenkunta suomalaisvenettä ilmoitti suunnittelevansa osallistumista ensi vuoden kilpailuun. Myös hyvin onnistuneet Mastersit saanevat jatkoa jo Sveitsissä. Vuonna 2001 MM-kisat ovat todennäköisesti Ateenassa, minne pitkistä matkasta huolimatta osallistutaan laajalla rintamalla myös Suomesta. Matkaa voi lyhentää Via Baltica, joka todennäköisesti on jo tuolloin hyvin kilpailukykyinen reittivaihtoehto. Toivottavasti Ateenaan voidaan myös loppumatka "ajaa suoraan" kiertämättä Italian kautta. Vuoden 2000 EM-kisojen järjestysvuoro on Italiassa. Harras toive meillä Pohjoisen purjehtijoilla on, että italialaiset järjestäisivät kisat kauniin mutta pitkän maansa pohjoisen osan rannoilla, mikä takaisi osallistujia runsaammin sekä Suomesta että myös Sveitsistä.

Photo: Runner-Up Karu Huusko and crew on Gamma leading the pack at the European Championship. Courtesy Walteri Karhusaari

THE 1998 EUROPEANS, FINLAND DISTRICTS AND THE FIRST-EVER EUROPEAN MASTERS ON LAKE TUUSULA



The 50th Anniversary of Lightnings in Finland was celebrated on July 17-26, with the 1998 European Championships, the Finland District Championships and the first-ever European Masters Championships. The regatta was sailed on Lake Tuusula and hosted by Tuusulanjärven Purjehtijat sailing club. A chronicle on the 50 year history of Lightnings in Finland was made public at the 50th Anniversary Gala that was held after the prize-giving ceremonies of the Europeans and the Districts. For those of you who want to improve your skills in Finnish, copies of the 100-page chronicle can be obtained by contacting the Finland District board members :-)

The racing format for the Europeans and the Districts was something new for most Lightning sailors: new courses and a lot of them! 10 races were held (out of the planned 12) mostly on windward-leeward courses with gates at both ends. More "traditional" Hellerup-courses were used in only a couple of races. The new course-type and the race format - many

starts, close to the shore - received a lot of positive feedback from the sailors. The race committee also did an excellent job by setting up good, square courses and by following the set schedule closely.

Lake Tuusula showed its best sides during the regatta: enough wind (at times even a little too much wind), plenty of sun (i.e. not too much rain) and the ability to follow the races from the club. The racing itself was quite tight, with several crews competing for the sought-after yellow race-winner T-shirts.

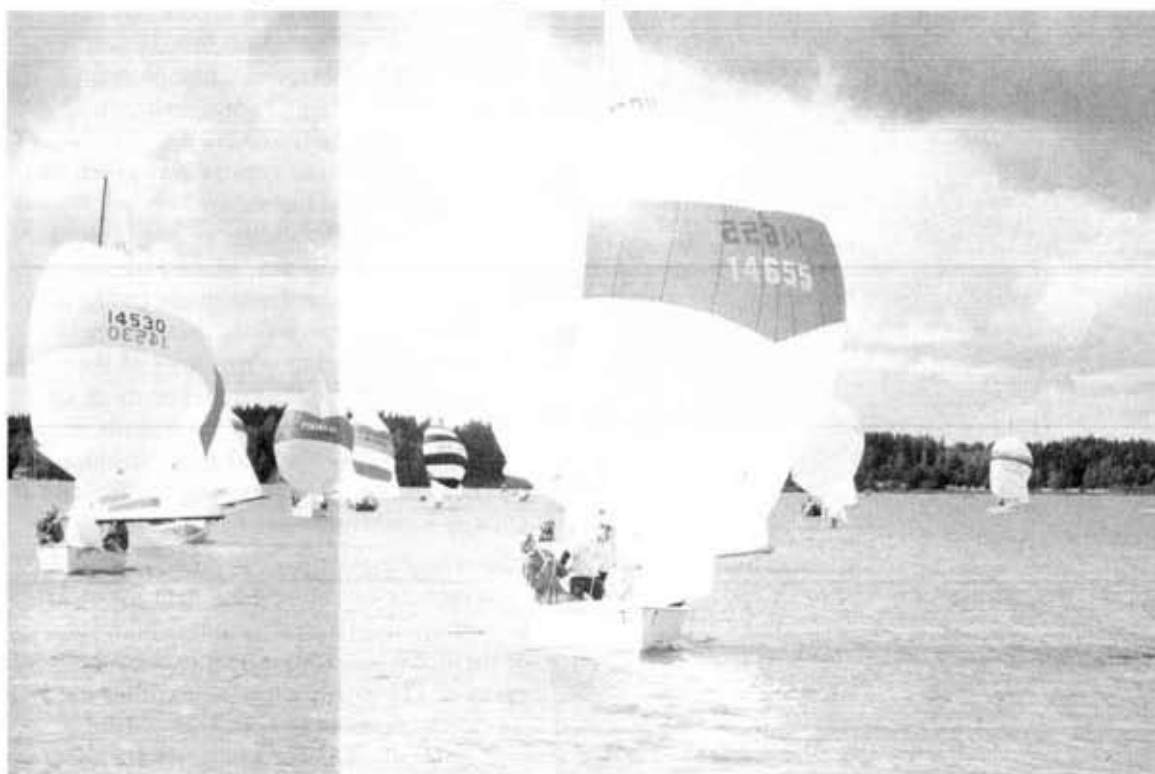
Switzerland's Urs Wyler, with crew Gilbert and Walther Dürr, took home the race-winner shirts by winning the last race, bringing their total to 6 wins out of the 10 races. Needless to say that Urs also took home the Europeans title, but despite what the results may show, the title came after a tough battle with Finland's Kari Huusko, Pentti Järvinen and USA's Richard Hallagan. The Open European Masters was started after a picnic trip to Suomenlinna Fortress in Helsinki on the lay-day, with 13 boats on the starting line. Richard Hallagan had gathered



more and more speed as the Europeans progressed and continued his good form in the Masters. Switzerland's Jacques Perret and Finland's Leo Korhonen and Kaarlo Jaskari challenged hard for the title, but in the end Richard, with crew Craig Thayer and Lori Foster, took home the Open European Masters title and the yellow race-winner T-shirts by winning the last race.

The European Championships will be sailed next year in Switzerland with several Finnish crews already making

plans to take part in the regatta. The Masters will also be continued next year in Switzerland, so it would seem that a new tradition has been started in European Lightning sailing. A tradition which will hopefully attract Lightning sailors not only from Europe, but also from the Americas, to meet old Lightning friends, share memories, and - not to forget - enjoy competitive racing on the water in the future.



Photos this page courtesy Craig Thayer

1998

July 17-22 EUROPEAN CHAMPIONSHIP REGATTA

Tuusulanjärven Purjehtijat, Finland

20 Boats, 10 Races, 2 Throwouts

| | | | | | | | | | | | | | | |
|----|-------|-----|---|----|-----|-----|-----|-----|----|-----|-----|----|-----|-----|
| 1 | 13970 | SUI | Urs Wyler, Walter Dürr, Gilbert Dürr | 1 | 2 | 1 | 1 | 1 | 2 | 3 | 1 | 3 | 1 | 10 |
| 2 | 14638 | FIN | Kari Huusko, Mika Viide, Tommi Ahonen | 3 | 1 | 2 | 3 | 4 | 1 | 1 | 5 | 2 | 2 | 15 |
| 3 | 14761 | FIN | Pentti Järvinen, Lassi Järvinen, Mikko Hellman | 2 | 3 | 10 | 2 | 2 | 4 | 4 | 2 | 7 | 4 | 23 |
| 4 | 14655 | USA | Richard Hallagan, Lori Foster, Craig Thayer | 7 | 4 | 4 | ocs | 3 | 3 | 2 | 6 | 1 | 3 | 26 |
| 5 | 14331 | FIN | Olli Lähteinen, Martti Lähteinen, Erkki Punttila | 5 | 6 | 5 | 4 | 9 | 6 | 8 | 9 | 5 | 10 | 48 |
| 6 | 14534 | FIN | Kimmo Aromaa, Mika Aromaa, Jari Aromaa | 6 | 13 | 11 | 11 | 5 | 7 | 12 | 4 | 12 | 7 | 63 |
| 7 | 14530 | SUI | Jacques Perret, Nikolas Rudy, Yvonne Perret | 12 | 12 | 7 | 7 | 6 | 8 | 14 | 7 | 8 | 11 | 66 |
| 8 | 14559 | FIN | Lauri Hemming, Matti Jaskari, Sakari Pesola | 8 | 16 | 14 | 10 | 11 | 14 | 5 | 3 | 9 | 8 | 68 |
| 9 | 14364 | FIN | Sampaa Salminen, Tero Kotimäki, Ilkka Virtanen | 4 | 8 | 13 | 13 | 12 | 5 | 7 | 8 | 13 | 15 | 70 |
| 10 | 14496 | FIN | Matti Bruun, Markku Kallio, Jussi Riku Helander | 18 | 11 | 12 | 9 | 7 | 13 | 6 | 11 | 4 | 14 | 73 |
| 11 | 14179 | FIN | Olli Muroke, Sampsa Hyysalo, Tuomas Pihkala | 11 | 17 | 9 | 6 | 10 | 12 | 9 | 15 | 6 | 18 | 78 |
| 12 | 14377 | GRE | Nickos Vazakas, Marios Paraskevas, George Vardaxoglou | 13 | 10 | 8 | ocs | 8 | 18 | 10 | 13 | 10 | 6 | 78 |
| 13 | 14406 | FIN | Pertti Pyy, Walteri Karhusaari, Maija Karhusaari | 10 | 9 | 3 | 8 | 14 | 16 | 11 | 12 | 16 | 13 | 80 |
| 14 | 14494 | FIN | Juha Hämäläinen, Asko Hämäläinen, Heikki Hämäläinen | 19 | 5 | 16 | 5 | dnf | 17 | dnf | 10 | 11 | 5 | 88 |
| 15 | 14018 | FIN | Niko Lappalainen, Pasi Hannila, Kari Kanerva | 9 | 7 | 17 | 12 | 16 | 11 | dnf | dns | 19 | 12 | 103 |
| 16 | 14274 | FIN | Leo Korhonen, Mika Lamminen, Anne-Maria Salenius | 14 | dnf | dns | 15 | 13 | 10 | 16 | 16 | 14 | 9 | 107 |
| 17 | 14352 | FIN | Kaarlo Jaskari, Juha Siilin, Riitta Kangas | 17 | 15 | 6 | 17 | 15 | 9 | 15 | 18 | 15 | 17 | 109 |
| 18 | 14269 | FIN | Markku Paloma, Laura Siir, Marja-Kaarina Paloma | 15 | 14 | 15 | 18 | 18 | 19 | dns | dns | 17 | 16 | 132 |
| 19 | 13438 | FIN | Matti Leppänen, Anssi Kariola, Kimmo Kalliola | 20 | 18 | 19 | 16 | 17 | 20 | 13 | 17 | 18 | dnf | 138 |
| 20 | 14535 | FIN | Antero Punttila, Jukka Jaskari, Miimu Matilainen | 16 | ocs | 18 | 14 | dnf | 15 | dsq | 14 | 20 | ocs | 140 |

1998

July 24-26 EUROPEAN CHAMPIONSHIP REGATTA

Tuusulanjärven Purjehtijat, Finland

13 Boats, 6 Races, 1 Throwout

| | | | | | | | | | | |
|----|-------|-----|--|----|-----|----|-----|----|-----|----|
| 1 | 14655 | USA | Richard Hallagan, Lori Foster, Craig Thayer | 2 | 3 | 2 | 1 | 6 | 1 | 9 |
| 2 | 14530 | SUI | Jacques Perret, Tuomas Ollila, Yvonne Perret | 3 | 1 | 3 | 3 | 12 | 3 | 13 |
| 3 | 14274 | FIN | Leo Korhonen, Jari Aromaa, Kari Kanerva | 1 | 5 | 6 | 5 | 3 | 2 | 16 |
| 4 | 14352 | FIN | Kaarlo Jaskari, Juha Siilin, Riitta Kangas | 11 | 10 | 1 | 2 | 1 | 6 | 20 |
| 5 | 14018 | FIN | Rauli Willman, Niko Lappalainen, Olavi Uusi-Autti | 5 | 4 | 10 | 6 | 2 | 4 | 21 |
| 6 | 14331 | FIN | Martti Lähteinen, Antero Nummela, Ilkka Kaitila | 4 | 6 | 9 | 9 | 5 | 11 | 33 |
| 7 | 14534 | FIN | Terho Aromaa, Mika Aromaa, Mikko Aromaa | 12 | 2 | 7 | 4 | 10 | dnf | 35 |
| 8 | 14269 | FIN | Markku Paloma, Ilmo Hassinen, Marja-Kaarina Paloma | 9 | 7 | 5 | 10 | 7 | 9 | 37 |
| 9 | 12995 | FIN | Aulis Näykki, Heikki Ulen, Erkki Puuperä | 7 | 8 | 8 | 7 | 13 | 8 | 38 |
| 10 | 14364 | FIN | Ilkka Lilja, Kari Elivuo, Anssi Lilja | 13 | 11 | 11 | 11 | 4 | 7 | 44 |
| 11 | 14406 | FIN | Pertti Pyy, Lauri Heikkilä, Ritva Pyy | 8 | 12 | 13 | 8 | 11 | 5 | 44 |
| 12 | 14535 | FIN | Antero Punttila, Jaakko Usva, Sakari Pesola | 6 | 9 | 12 | ocs | 8 | 10 | 45 |
| 13 | 14430 | FIN | Vesa Tapola, Ilkka Tapola, Pertti Nyman | 10 | dnf | 4 | 12 | 9 | dnf | 49 |

European Masters Championship

—DICK HALLAGAN

Tuusula, Finland, July 24-26

This idea was born in Montreal, 1997. Early warning and invitation began to appear in Flashes around January. Lori Foster, Craig Thayer and I decided to answer the call. The greatest thrill in sailboat racing is to go abroad, meet many new people, cope with the language, tune up a borrowed boat, and try to do well on the race course; and have some fun in a new land. This time in Finland.

The organizers had hoped for entries from North America and South

America. They were grateful that the three of us journeyed to Finland. We were met at the Helsinki airport by Antero Punttila and Martti Lahtinen and took the 25km drive north to Lake Tuusula and the small city of Jarvenpaa. As long as we had traveled this distance, we were planning to sail in the Europeans as our warm-up series; a short-track race course with lots of starts. With one night's rest and one day of preparation this series began. There were 20 entries in the Europeans and our early finishes were not really keepers, but it got better. There were ILCA followers (Raimo Aromaa, Pentti Laitinen, Ilkka Tuominen, Hartti Nisonen) who wanted to sail in the Masters, but health restrictions prevented this. The Finnish District published (thanks to Juri Aromaa) their own Yearbook: FIN - LIGHTNING, 1948-1998 detailing the 50 years of the Lightnings in Finland. The first Lightning arrived in Finland in an envelope from the USA in 1948. What a story. World War II was just over. By the end of 1949, forty-seven Lightnings had been built by hand at various homes and barns and issued LCA numbers. Many pictures show the great following the ILCA has had in Finland over 50 years. Their Yearbook lists all the Finn entries to every World Championship, to every European Championship, and to every Finn District Championship. The names are not forgotten because of great record keeping.

We might have seen older Finn District Commodores such as Haila, Laurila, Halva, Lindstrom, but I am not sure of their whereabouts. Six of the more recent Commodores were at the Masters Regatta: Lahtinen, Hemming, Punttila,



Laitinen, Nisonen, Aromaa. The Masters event had 13 entries: 1 USA, 1 SUI, 11 FIN. This was a three-day event, two back-to-back races each day with starts at 11:00am. Markku Tenhunen, the Race Committee, was always on time and wasted little time between races, and most boats were hauled out by 3:30pm.

On the first day, my boat was in the lead at the last mark in both races, only to be covering the wrong contestant in the tricky, shifty winds; Korhonen and Perret were race winners. On the second day, Kaarlo Jaskari showed his Windmill racing skills with

a 1-2 finish. My boat likewise had a good day with a 2-1 finish, and now we are two points on Jacques. Moving to the third day, the fifth race saw Hallagan sailing to a sure win, only to see a monster 80 degree shift give Kaarlo another win. As it turned out Hallagan and Perret sailed their drop race, so the score stayed the same between these two. The sixth race started as a drifter and Perret and Aromaa moved to the front, while Hallagan got at least one shift behind. If Perret won, Hallagan had to finish 2nd. The Baltic thermal does come inland to Lake Tuusula, and during the last run the winds jumped from 10mph to almost 20mph. A jibe was needed. Perret could not get jibed over and sailed way off course. Aromaa disappeared in a tipover. Hallagan was now cruising; Thayer and Foster managed the jibe and USA-14655 flew to the gate all alone. Thank you very much. Up wind nothing broke, so the overall victory went to Thayer, Foster and "what's-his-face."

The regatta did attract 13 entries and besides our two hosts, I would like to thank the following skippers: Tapola, Pyy, Lilja, Naykki, Paloma, Willman. I think everyone had a great time sailing the Lightning. The Finns organized great evening events: old t-shirt contest, sauna party, Jarvenpaa House, party underground (1638 cellar barn dance). We were able to squeeze in trips to Tallinn, Estonia and Stockholm, Sweden. It was real tough to say good-bye to our hosts: Antero, Mariokku, Martti and Marja. Happy memories.

*Photo Craig Thayer, Dick Hallagan, Lori Foster.
Courtesy Craig Thayer.*

Crossing the Finnish Line

—CRAIG THAYER

Preface

I guess this story really begins a couple of years ago when the Lightning Worlds were to be held in Montreal and a couple of Finnish sailors came to Newport Y.C.'s invitation-al for a tune up. It was here that my friend and oft times skipper Dick Hallagan had arranged for me to crew with Antero Punttila and his son Erkki on Dick's old boat 14255. It turned out to be a most enjoyable day with my two new friends, so when Dick mentioned that he was entertaining thoughts of going to the European Masters Championship to be held just outside Helsinki, I said to count me in. Our third, Lori Foster, did a lot of the "leg-work" regarding air travel and places to see, with two of us keeping Antero busy with e-mails. Time remaining to the start of the regatta was growing shorter, and we still weren't sure we had a boat, but as with most any project, eventually the pieces start to fall into place and the deadline which seemed nearly unattainable is met. In this case, Antero was gracious enough to loan us his boat "Snow White", as he was able to borrow another boat at his club for the regatta (heck, we already had one of the seven dwarfs - sorry Lori). In addition, due to the availability of e-mail, we were able to both ask and answer questions with a speed and ease that would have been impossible a few years earlier.

Thursday, 7/16 - D DAY (Departure Day)

Well, it's 0 dark thirty and I'm up, packed, and headed to "the mines" to put out a few last minute fires before Dick, Lori, and her friend Dave arrive to pick up moi for our flight to Helsinki. We have chosen to drive the 5 hours to New York City as decent flights from here are scarce. Our departure is from the old Pan Am terminal. This brought back some memories, as the last time I was here was over twenty years ago when my mom and I met my dad's 707 at the gate on his last flight as a Pan Am captain.

We Arrive

A smooth flight and voila!, at approx. 9AM Helsinki time we are shaking hands with Antero and Martti Lahtinen, Finland's District Commodore. All our gear, the trunk with spare parts and Dick's rock collection (ask Dick), sails, and six of us all fit into Martti's van, which in about 15 minutes takes us to the southeastern shore of Lake Tuusula. A quick stop at a map of the lake, then on to the Jr. Sailing location, then through the city of Jarvenpaa (pop. 35,000) at the northeastern tip. A few minutes later we arrive at the sailing club which has a big banner strung over the driveway which reads "Tervetuloa" (welcome). The club is located in a park like area where there are several rustic cabins, an



open area occupied by campers spending their holiday, and some rustic buildings where food and beverages are available (I had to sample a donut - it was good). We are introduced to "Snow White", and receive permission to do some "Hallaganization" after we return from our scheduled nap.

Martti takes us to his house in Jarvenpaa, where Dick and I unload our "stuff" and meet Marja his wife, Olli his son (and skipper), and dog Kasper. Dick and I are to overnight with



Martti and his family, while Lori and Dave go with Antero to the town of Kerava. After an all too short nap Dick gives Martti a hand in changing the numbers on his "new" set of sails we brought over, then we head to the lake to meet Lori who will assist us in our efforts (which will continue into the next day). We promise Antero that we will put his boat back the way we found it before we leave (we didn't cut or drill any holes). The group finally calls it quits for the day and invades a local pizza place for dinner. They had some exotic combinations, several of which were quite good. It was here that we learned you could order beer in different strengths, sort of high test and regular, or manly versus wimp. We also learned that the average beer in Finland went for about \$4.00 US.



The Games Begin

By the time of the practice race Saturday afternoon we had completed most of the modifications, except I think the adjustments to our internal body clocks would take a few days longer. We had now moved our base of operations to the Hotel Rivoli in Jarvenpaa, and we even had our own transportation thanks to the Lahtenens' allowing us to use one of their cars. The weather cooperated for the opening ceremony, and a very nice outdoor cocktail party was our first apres race activity.



The Europeans began in earnest the next morning. The series featured plenty of wind (sometimes a little too much), and real tight racing where a lead was never secure until you crossed the finish. We seemed a little sluggish at first, but seemed to get better as the days rolled on, but too late to matter, ending with a fourth place overall. The top two boats, and particularly the Swiss boat of Urs Wyler and crew Walter and Gilbert Durr sailed consistently smart and fast to capture the series convincingly.

Second went to Kari Huusko, third to Pentti Jarvinen, both of Finland. On the water, Markku Tenhunen did a superb job as RC chair.



Onshore activities were well run as well. Fleet Captain Waltteri Karhusaari kept us entertained as emcee of a vintage Lightning T-shirt contest, and during each day provided us with many enjoyable hours of music-which happened to be largely of US origin - Sinatra, Tony Bennett, Dean Martin, Chuck Berry, etc., etc., and threw in some Finnish rockers, the Hurricames, for flavor. And speaking of flavor, many of the wives worked hard every day to prepare excellent hot lunches (including some great deserts) for the sailors. Their culinary talents even included an evening barbecue accompanied with a barn dance just down the lake a few miles.



Lay Day - Tallin

Thursday was a scheduled day off between the two regattas, and after some previous research, we opted for a day trip to the now sovereign country of Estonia, located about two



and a half hours by boat from Helsinki. While we were sailing, Lori's friend Dave had been busy making reservations (when he wasn't fly fishing) with the Eckero Line for a round trip to the port city of Tallin. An early morning train from Jarvenpaa to Helsinki, followed by a taxi ride to the docks put us on the deck of the ferry with about a half hour to spare. Let me state right here that this was not exactly the type of ferry that I had expected for a day run type of trip. This baby was about the size of a cruise



ship, with cabins, fast food, and even live music in the "Finlandia Dancing Bar". And don't let me forget the beer stands. They opened for business about the time the ship left the docks, with no shortage of patrons, even at 8:30 in the morning! (Anne- Dick and I waited until 11 when we sampled a couple in the "Dancing Bar"). It was a very nice trip, sunny but cool, due to the not so warm waters of the Gulf of Finland.

When we arrived at Tallin, it was obvious by the lack of any real customs process that this country was not trying to make anybody mad about coming here to spend their money. After a short walk through a somewhat decayed dock area, we arrived at the old medieval city of Tallin. Entrance was gained through a



large portal (like you might find on a castle) in a fairly formidable looking stone wall. The streets were cobblestone, the buildings stucco, with nice wrought iron work and tile roofs. After not too long a period it became evident that reconstruction was taking place everywhere within the walls. Sidewalks, roads, and crumbling tiles and mortar were being repaired or replaced. This very old city was already beginning to have the appearance of a still picturesque, but very new city. As a photographer, I found my shots of old weathered wood, wavy glass window panes, and the semi- decrepit structures that I like to shoot, vanishing before my eyes. It was apparent that since gaining their freedom from the Russians, the Estonians had fine tuned their tourism business, so that now it was bringing in tons of cash daily by the ferry load.

The streets were clean, the shops filled with interesting and relatively inexpensive items, the restaurants and cafes offered very tempting fare to the passer by. Proprietors were multilingual and friendly. Rubles and other memorabilia from the days of Russian occupation could be seen and purchased in several shops along the city's winding streets. Without a doubt, the most impressive statement of this era was found in the beautiful Russian Orthodox Church located on the square opposite what appeared to be the main government office building.

The afternoon was now almost gone, signaling it was time for us to retrace our steps back to the boat, and ultimately to our hotel in Jarvenpaa, as we would be starting the Masters Championships the next morning. At the train station in Helsinki we ran into the young men from Greece whom we had



sailed against in the Europeans. They would be staying in Jarvenpaa for the next few days, but due to their ages, would not be in the masters. We had a good conversation with them for the remainder of the trip. While it had been a long day, it was a truly memorable one, that would not be soon forgotten.



The Masters

Whereas there were twenty boats in the Europeans, the number of older competitors decreased to a still respectable thirteen entries. Here again the racing was close, with the outcome not determined until the sixth and final race. Here we pulled out a bullet to clinch the victory over Jacques Perret (Switzerland), second, and Leo Korhonen from Finland whose team finished third. Markku

again did an outstanding job as Race Committee. I'd like to thank Antero again for use of his boat, Martti for trusting us with his car, and want to also thank Bill and Randy Shore and the production people at the Newport loft for making a beautiful set of sails for these events.

Our week in Finland was now over and sadly we would be saying good bye to our gracious hosts. We (Martti, Marja, Antero, Marjukka, and the four of us) decided to all go back to the same pizza restaurant for "the last supper" where after an enjoyable meal, final farewells and picture taking, we walked back to our rooms to finish packing for the next leg of our trip. Early tomorrow we would once again catch the train to Helsinki, where we would be able to spend several hours sightseeing before boarding our ferry, the Silja Line's "Symphony" for the overnight journey to Stockholm, Sweden.



harbor's edge for some liquid refueling, and eventually stumbled upon the boat we would be taking later in the day. THIS WAS NO BOAT!! This "ferry" was also the size of a cruise ship, only bigger and more modern than the one to Tallin, with about a dozen decks. A little further in our travels we discovered Jacques and Yvonne's car and Lightning, so of course had to leave them with a note regarding their parking ability. We meandered through a very pretty park, and some rather quiet side streets (some with electric trolleys) as we made a loop back to the train station. Our comrades appeared, and after a brief cab ride, we're on board the Silja Symphony, bound for Stockholm.



Helsinki

After storing our luggage at the train station, and agreeing upon a time to reconnect for the cab ride to the boat, we set out to explore downtown Helsinki. Dick and I set out together, as did Lori and Dave. We wandered into a couple of large department stores which sold everything from pots and pans to reindeer skins. You could have spent an entire day at one of these stores - however, we discovered that they weren't shy about their prices, at least by comparison with stores back in the US. Eventually we found our way down to the harbor (I guess it comes naturally) and stopped for a bite at a little café where we sat outside and watched the world go by. Just down the street was a very large government building that was being renovated. From a distance the facade looked completed, but when the wind blew, the front of the "building" would flutter, as it was actually merely a picture of what it was going to look like. We both thought this was pretty cool due to its huge size. We watched jugglers in the park, stopped at another café at the

The Ship

This was as impressive a ship inside as she was looking at her a few hours earlier from the dock. The promenade contained a variety of stores and restaurants and was open above us for several decks. We met up with our Swiss friends prior to departure, and then joined them in the bar near the bow of the ship where you could see the myriad of small islands in the archipelago silently slipping by. After a very nice dinner in the French restaurant on the promenade, I went up forward again where there were huge glass windows overlooking the bow of the boat. At this height above the water I got the feeling that I was floating through space on a starship, feeling the ship move slightly as it cut through the swells - this was an awesome sensation that alone made the trip. However, there was more to come as a live dance band cranked up in the center of the bar, and whose break was filled with a can-can type revue where as Z Z Top said: "She's Got Legs!" If that wasn't to your liking, there was a small casino area at the aft end of the bar,

or a disco on the top deck at the stern. It was hard to turn in, but we would be arriving in less than eight hours.

It's now morning and we've only got about an hour to eat. Dick and I give up on the lines outside several of the promenade level restaurants, and go for the buffet down below. The spread was similar to our Finnish breakfast at the hotel - lots of breads, cereal, eggs, ham, cheeses, juice, yogurt, and lots more. We shared a table with a nice looking woman from Moscow who spoke English, and sounded exactly like Natasha on the Rocky and Bullwinkle cartoon show - PERFECT! She was there with a group that was going to go back up through Lapland on their return, and she told me she was traveling alone - (If you don't think this is true - ask Dick). Anyway, we're having a nice conversation when they announce the ship is docking, and that's the end of that - a quick good bye (no time for my usual "Do you live around here often?" etc. lines) and everyone heads for their cabins- Major Bummer !

Stockholm

It's another beautiful day in paradise! I guess somebody has to be working somewhere? We grab a cab to our hotel, located in the heart of the city, close to the train and bus station, shopping, and Gamla Stan (the old town). All are within walking distance, so after we ditch our stuff in our rooms, we head out to do some exploring. With a few pointers from the girl at the desk, and a couple of maps, we head for the money exchange across the street, then on to



the old town. After reading a few signs it begins to dawn on me that Swedish, unlike Finnish, is sometimes understandable. Whereas after a week I had mastered probably five words in Finnish, like pepper, milk, thank you, and of course BEER, I still didn't know how to ask where a bathroom was, or anything else for that matter. I learned that in Sweden, approximately one in five people own a boat. Therefore, it seemed only natural that the Swedish word for thank you is TACK. Case #2: Their word for bar is: you guessed it, BAR. Continuing, sailor is SEGLAR (pretty close), and there are others I could mention if I hadn't forgotten them. Unfortunately, I soon discover that the going rate for beer here is about \$4.50 for a draft. So much for linguistics - back to the story.....

This is one of the warmest days we've had since our trip to Tallin, maybe 25C, and it's a treat to wear shorts and no rubber suit. As we stroll through Gamla Stan, we come to



the royal palace (a tiny place of only 608 rooms, completed in 1754 and now used for business affairs only) and just beyond . . . imagine, we've found a portion of the harbor (since Stockholm is composed of a number of islands and canals I'm not sure if there is one main harbor) and there sits a boat where one may purchase beverages, etc.. After we've washed the dust out of our mouths, I talk Dick into going on a tour of the city by boat, as there is this beautiful varnished craft sitting right in front of us, and it is a nice sunny day. This turns out to be a really informative ride, and made especially nice in this old open boat- the last one left of all the tour boats.



This Year's Events

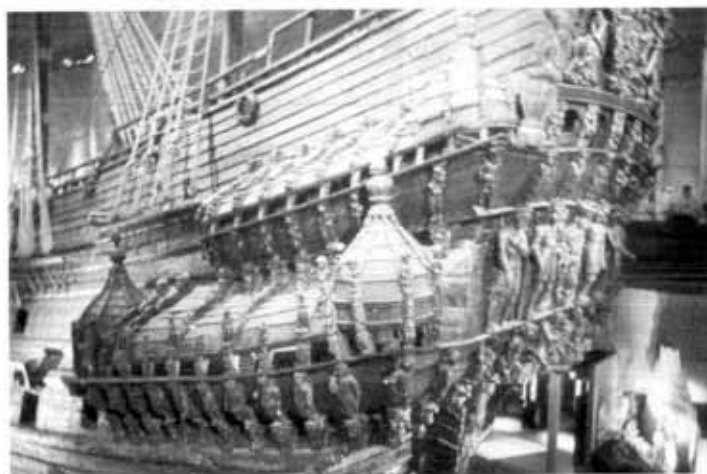
The Vasa

Off we go to visit the Vasa Museum, which we've just passed on our boat tour, and it's not too far away for a walk on a beautiful day like this. Beneath a weird looking barn red structure with masts protruding from the roof, is housed the Vasa, a 17th Century Swedish warship which sank in Stockholm Harbor in 1628 on its maiden voyage. There were no storms or high winds at the time, it was a case in which the ship had been redesigned from a one to two gundeck vessel just prior to its construction, and when completed, was top heavy and extremely tender. She simply rolled over in a puff, took water in through the gun ports, and sank to the bottom. She was to lie there for over 300 years until she was raised approximately 95% intact in 1961. She was patched, pumped out, and floated on her own when raised! While the gilding and paint is long gone, the details of the ornate carvings (97% were recovered) are still in incredible condition. As the world's oldest identified and complete ship it has been saturated with wood preservatives and is enclosed in this very dimly lit structure to minimize future deterioration. Well worth the visit!

Our visit to the Vasa now over, we begin to retrace our steps. Just across the bridge over the canal we noticed a



number of mini 12's tied up adjacent to a bar situated right on the canal, and we decide to check it out. Appropriately enough it is called the "Seglar Bar". It is pretty much an outdoors type place, and it is packed. Miraculously a table opens up and we settle in for some people watching (and of course we were getting thirsty from that preservative laden air over at the Vasa). As in Finland, the ambiance is routinely interrupted with the ringing of a cell phone. It appears that EVERYONE in both countries owns one (no wonder Nokia stock has done so well). On the way to dinner at yet another pleasant outdoor café in Gamla Stan, we get to witness the changing of the guard at the palace. A little more window shopping and we pack it in for the night.



Malaren. Like the palace in the old city, it's an impressive structure. We take the tour and emerge to check out the gardens where at about this time the occasional drizzle changes to a steady rain. The gardens behind the palace are truly impressive (no flowers though), but I opt for shelter after a while. The gift shop there has some very attractive Swedish made items, which I will add to my collection of goodies that I bought in Finland. A rather cramped but dry ride back aboard the old launch brings us up close to the dinner hour, so after a little more gift shopping in the Gamla Stan, Dick and I take a chance on a somewhat subterranean restaurant that was entered by going down one flight of stairs from the street level. It was one large room with an arched ceiling and a pleasant, dimly lit ambiance, which suggested that it could have originally been an old wine cellar.



Drottningholm

Much cooler temperatures and overcast skies are on the menu for our final day, so we decide to take about a seven mile boat trip on an early 1900's launch style vessel to visit the royal family's residence. Drottningholm, dubbed the Versailles of Sweden, is located on an island in Lake

It's Over

Well, dinner is over, another pleasurable experience ended, and we spend our last few hours in the old city shopping. Tomorrow morning we depart for home. Odd as it may seem, it was cheaper to fly back from Stockholm with one stop at Helsinki, than to leave direct from Helsinki. We say good bye to Dave and Lori at the bus station as they will be staying to attend a wedding in Denmark. Our flight departs and arrives at Helsinki on time (with a great view of Lake Tuusula out the left side), but then we are faced with a delay of several hours. I'm not sure of the exact length, but it was long enough to get a free lunch from Finnair. By the time we're back at JFK we're 4-5 hours late, then we face one of those wonderful New York traffic delays trying to get off of Long Island (one more hour down the tubes), so by the time we get to our hotel in eastern Pennsylvania it's



not too long before midnight. We have been up for over 20 hours and are beat. A short drive of a little over three hours tomorrow and I am home and back to reality again.

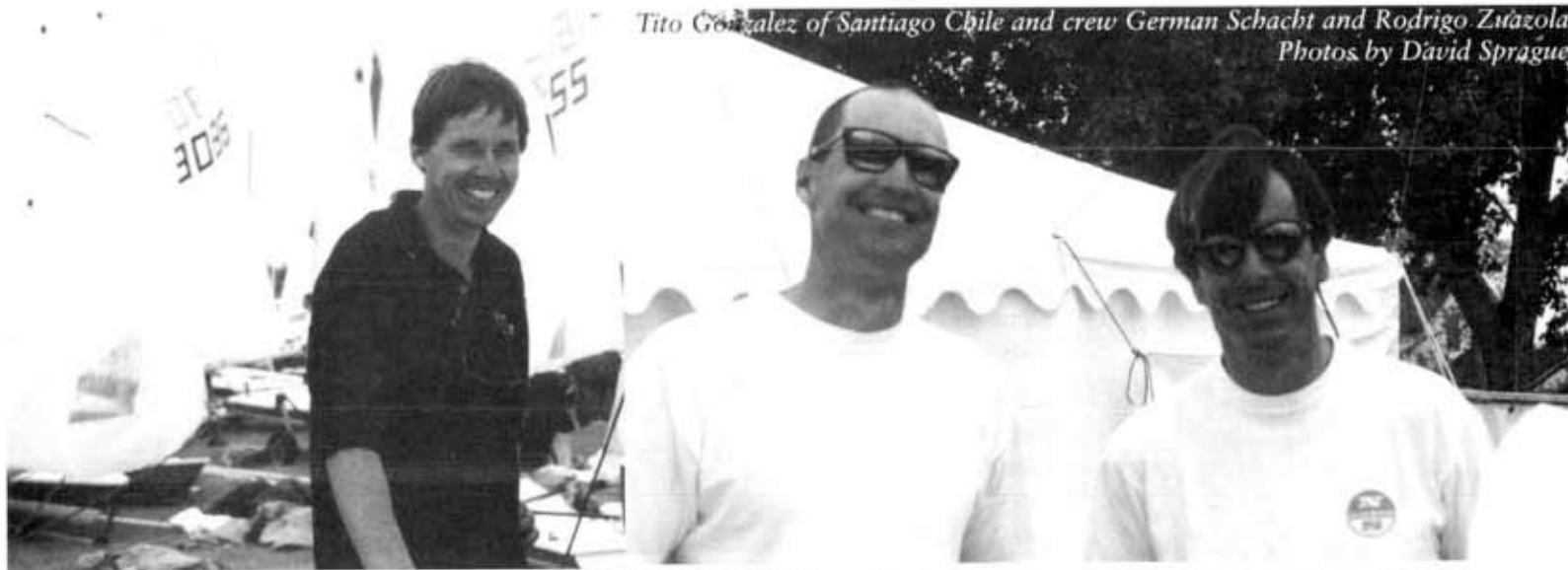
Some Closing Thoughts

So there it is. I'm sure I didn't include some people, events, or other details that I'll wished I had at a later date, so I'll ask for everyone's forgiveness at this time.

Then again, I said I would write an article, not a novel. With the yearly occurrence of Lightning regattas in various waters outside of the USA, here is an opportunity for many of us to sail on a new pond, learn something about another part of our world, and most importantly, meet a lot of nice people. The hospitality of our Finnish hosts was in a word, outstanding. We were not left to fend for ourselves after the sailing for the day was done, but were invited to participate in a number of well planned activities, not to mention being put up at people's homes, and even loaned a car. Let me add that traveling in a land where different customs and language can sometimes make the simplest things difficult, is made far simpler when you are accompanied by friends on their own turf. I am hoping to attend the next Europeans to be held in Switzerland this summer, so that I may renew acquaintances, and add new friends to my e-mail address book. Maybe some of you who may have enjoyed reading of our exploits will realize how much belonging to the Lightning Class means, and will want to experience the fun and camaraderie on a similar trip.



All photos courtesy Craig Thayer



1998 Canadian Open Championship

PRE PAN-AM GAMES REGATTA
GIMLI, MANITOBA, AUGUST 1-3
14 BOATS, 7 RACES, 1 THROWOUT

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|----|-------|----------------------|----|----|-----|-----|-----|----|----|----|
| 1 | 11011 | Tito Gonzalez | 3 | 1 | ocs | 2 | 4 | 3 | 3 | 16 |
| 2 | 14834 | Larry MacDonald, Jr. | 6 | 2 | 2 | 7 | 1 | 2 | 6 | 19 |
| 3 | 14507 | Jim Cameron | 1 | 4 | 3 | 5 | 5 | 5 | 2 | 20 |
| 4 | 14768 | Peter Hall | 5 | 6 | 4 | 1 | 2 | 4 | 10 | 22 |
| 5 | 13927 | J-F Simard | 4 | 7 | 1 | ocs | 6 | 6 | 1 | 25 |
| 6 | 14591 | Alain Boucher | 7 | 5 | 5 | 10 | 3 | 1 | 5 | 26 |
| 7 | 14612 | Ross Bailey | 8 | 3 | 6 | 3 | dsq | 7 | 4 | 31 |
| 8 | 14174 | David Sprague | 2 | 9 | 7 | 8 | 7 | 8 | 8 | 40 |
| 9 | 13115 | Bob Maki | 10 | 13 | 9 | 6 | 9 | 9 | 7 | 50 |
| 10 | 13591 | Bob Walsh | 14 | 10 | 8 | 4 | 10 | 11 | 9 | 52 |
| 11 | 14516 | Steve Wells | 11 | 8 | 10 | 9 | 8 | 10 | 12 | 56 |
| 12 | 14451 | Brent Bottomley | 9 | 14 | 11 | 11 | 11 | 13 | 14 | 69 |
| 13 | 11711 | Gus Campbell | 13 | 11 | 12 | 12 | 12 | 12 | 11 | 70 |
| 14 | 10917 | Jim Richardson | 12 | 12 | ocs | 13 | 13 | 14 | 13 | 77 |