

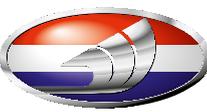


Come
TEST SAILING
with a Linssen yacht
Tijdens de Linssen In-Water Boat Show

NORWAY
An impressive
CRUISING AREA

Safe fun
FOR KIDS
on board





Since 1949

We take your pleasure seriously®

INVITATION LINSSEN IN-WATER BOAT SHOW

River trials on Linssen

Saturday 21 to Monday 23 May 2016 inclusive, Maasbracht



Linssen In-Water Boat Show
21, 22 and 23 May 2016

MAASBRACHT(NL)

Slow down... and start living!

WE TAKE YOUR PLEASURE SERIOUSLY

The latest addition to our family has been on the Logicam II production line since 25 February 2016.

I'm gaining a better understanding of why most of you come to visit us so frequently during the construction period. Because it feels a bit like a pregnancy. Waiting for the baby to arrive.

The guys on the shop floor start to laugh when I come yet again with iPhone in hand to take photos. I take pictures of every angle, hose, cable and component. I have now taken 139 photos – from the “lump of steel” to the present. The boat is currently at workstation 1, so it's going to be a thick album!

The name goes on... “Henri Mer” and now it's real. It's no longer hull number 3293. No, it's “Henri Mer”. And it's ours. I often ask you for “the story behind the name”. So now it's my turn to tell you that story. Long ago, the family had a small boat. That boat was called “Henri Mer”, a pun on the delicious wine from the “Henri Maire” domain. “Maire” became “Mer”, i.e. a combination of water (sport) and wine. Because they apparently go well together... I have many happy childhood memories of the boat and so our grand sturdy 410 AC also became “Henri Mer”.

Mathijs is looking forward to it already. This is because, before the yacht goes to Kinrool for chartering, we will be sailing it ourselves with the kids on board, followed by Ruben and his family for a further week. We'll let you know how things turn out. And where we have been. Just look out for “Henri Mer” this season. You'll see Ruben or me with the family on board sometime in July/August.

Then it will really come to you, Luc and Arlette. Its chartering life will begin from that point onwards. I hope all the guests on board will treat it with as much love as we have and will have a lot of pleasure on board.

Why are we chartering? It's very simple, we have too little time to sail ourselves but would still like to have our own boat. We reserve 2 to 4 weeks each year for ourselves and, for the rest of the time, we're happy for it to cruise around with other boating enthusiasts. This is an easier way for people to become familiar with sailing and check out whether it really is fun on the water.

Of course, you and I have long known that it's really great. But it would be good if we could persuade even more people to sail with us. Preferably on a Linssen. But I don't have to explain that to you either. The yachts do that themselves. And so we've come full circle. Charter first – find out what it's like and then join the Linssen Owners Group NL/B, Linssen Yachts Eigner Vereinigung, Linssen Owners UK Association, Linssen Club Schweiz, Linssen Owners Club Finland or “just” the large international Linssen family!

I wish you all an enjoyable sailing season!

PS. Unfortunately, I haven't yet had a reply from Legoland.



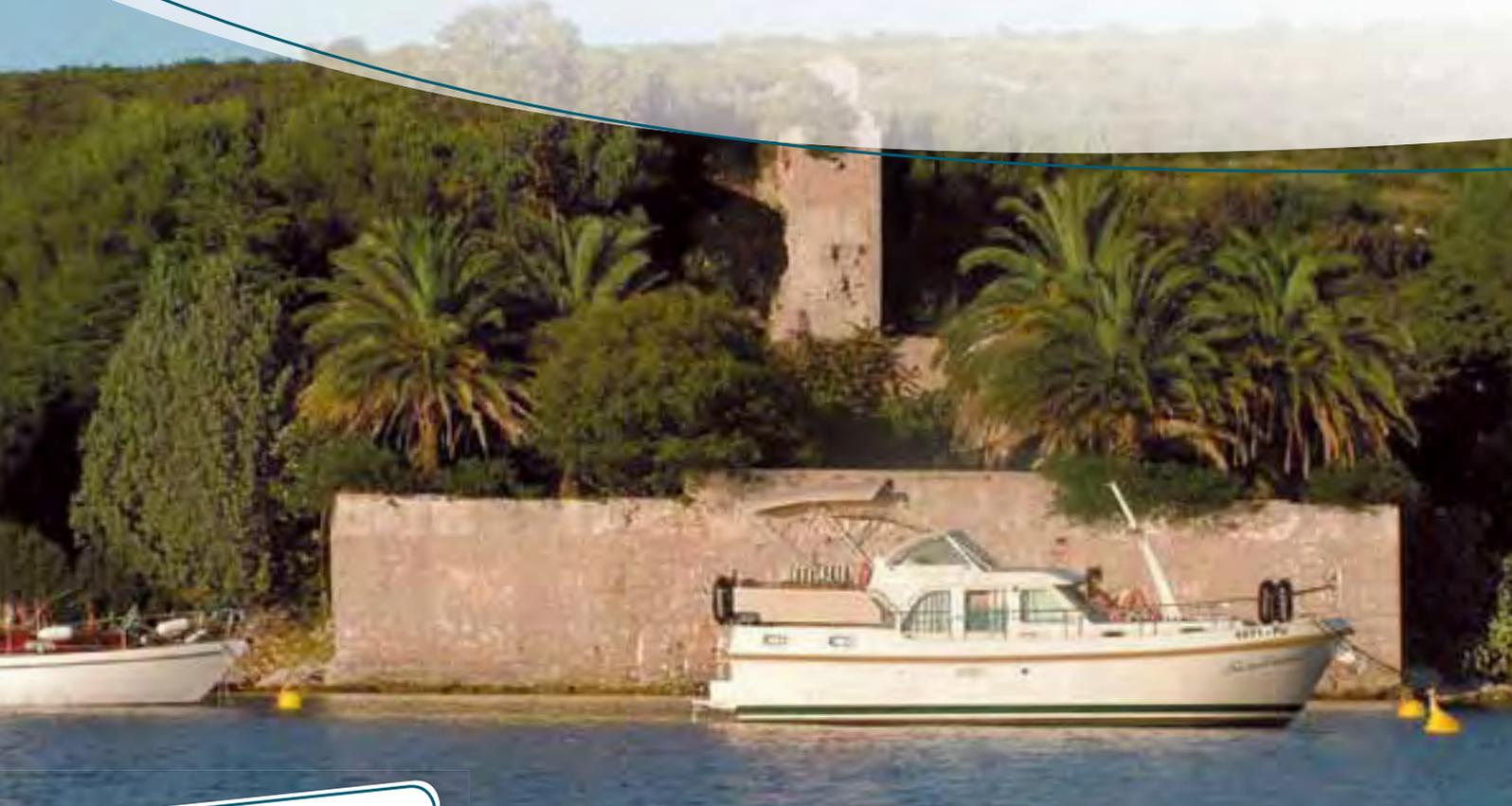
Yvonne Linssen



Slow down... and start living!

LINSSEN YACHTS CHARTER EUROPE

*Discover Europe's
most beautiful waterways
on board a Linssen*



New exciting
destinations!



LBH

Linssen
Boating Holidays®

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Come TEST SAILING with a Linssen yacht

Linssen In-Water Boat Show
21, 22 and 23 May 2016

Text and photographs: Linssen Yachts

Come to the Linssen In-Water Boat Show on Saturday 21, Sunday 22 and Monday 23 May and test sail various models from our range of new yachts. Experience Linssen yachts where they are in their element – in and on the water – and take a test sailing with the yacht of your choice under the supervision of an experienced skipper and experience for yourself its excellent cruising characteristics and low noise levels.

WORLD FIRSTS

During the Linssen In-Water Boat Show, three Linssen yachts with Variotop® in various lengths will be available for test sailing:

- the Grand Sturdy 410 AC Variotop® (12.85 x 4.30 m)
- the Grand Sturdy 470 AC Variotop® (14.30 x 4.35 m)
- the Grand Sturdy 590 AC Variotop® (17.80 x 5.13 m)

Both the 470 Variotop® and the 590 Variotop® are world firsts that you absolutely have to see. In addition to the three world firsts, we will have a number of yachts of different lengths in the water available for test sailing and you can admire a wide selection of new and pre-owned yachts in top condition in

the showroom and Collection showroom. Your dream yacht may well be among them!

Visit our website (www.linssen-yachts.com) for the latest information.

GRAND STURDY 410 AC VARIOTOP®

The aft cabin of the 410 has been completely redesigned and is even more spacious as a result, with features including a separate toilet and shower and a 2.10 m double bed. With three cabins (six sleeping berths) and the additional option of converting the saloon seating unit into a double bed with the Easy Sleep Convert System, this is the most spacious and most versatile yacht available anywhere.

GRAND STURDY 470 AC VARIOTOP®

The 470 is the 410's big sister and also has the new set of steps at the transom to provide easy, safe access to the swimming platform. What's more, the saloon and large aft cabin make this yacht a mini-mega yacht.

GRAND STURDY 590 AC VARIOTOP®

The 590 AC Variotop® is the sister ship of the 590 AC Wheelhouse launched at BOOT Düsseldorf. Almost 18 metres in length, this yacht is fitted with the unique Linssen-Variotop®. When the teak doors are open, a single huge living space is created between the wheelhouse and the aft deck. The aft deck has integrated deck boxes (including



Dates:
 Saturday 21 May 2016
 Sunday 22 May 2016
 Monday 23 May 2016

Opening hours:
 Daily from 10 am to 4 pm

River trials:

- Grand Sturdy 350 AC
- Grand Sturdy 410 AC Variotop®
- Grand Sturdy 470 AC Variotop®
- Grand Sturdy 590 AC Variotop®
- Grand Sturdy 470 Sedan Wheelhouse



faux leather cushions) and a large teak table. The wheelhouse contains the wet bar with fridge, sink with hot and cold water and the Linssen Yachts glass set.

Together with the galley and dinette, the spacious split-level saloon consists of one large open space. The 590 is of course provided with all the conveniences and comfort that you would expect from a yacht of this class.

GALLEY AND DINETTE

The galley is particularly roomy. Every available inch of space has been used extremely efficiently. Standard features include a large fridge with freezer compartment, an induction cooker with four induction

zones, stainless steel microwave/oven/grill, Corian worktop, Magic Corner cupboard, including racks and stainless steel sink. A built-in dishwasher also comes as standard.

In addition to a great deal of space, the fore and aft cabins have a free-standing double bed with storage space, as well as roomy wardrobes. The aft cabin features a large panorama hatch in the transom with tinted glass.

The central cabin has two single beds, which can easily be pushed together to create one large double bed. Opposite this are a separate shower and toilet, in which the standard combined washing machine and dryer has been installed.

All cabins have dimmable LED lighting and luxurious wall or reading lamps next to the beds. All steps on the extra wide interior stairways have atmospheric indirect lighting. The stylish toilets and showers are very spacious and include a Grohe shower system in both the fore and aft cabins.

**Convince yourself:
 Visit the Linssen In-Water Boat Show on 21, 22 or 23 May!**

Grand Sturdy 410 AC Variotop®



12.85 x 4.30 m

Grand Sturdy 470 AC Variotop®



14.30 x 4.35 m

Grand Sturdy 590 AC Variotop®



17.80 x 5.13 m

THE LINSSSEN VARIOTOP®

The concept of the Linssen Variotop® is much more than just an 'easy-to-operate' folding roof. Greater comfort, improved ease of operation, increased safety and even more enjoyment of all your trips on board.

You can only fully appreciate the overall concept if you sail in the yacht and we will be offering you every opportunity to do so in May.

With the Linssen Variotop® you can merge the aft deck, wheelhouse and saloon into one large space. Opening the double doors will give you excellent contact with everyone in the lower saloon and any guests on the aft deck from the helmsman's position.

If the weather gods are less well disposed towards you, just close the Variotop®, and you will actually be connecting the helmsman's position to the saloon, creating an impressive internal space.



VARIOTOP[®]

ONE TOUCH CABRIO



Linssen Yachts awards the 'Best Performing Dealer Award 2015' to Hennings Yacht-Vertrieb.

DEALER MEETING

During the annual dealer meeting on Friday 20 November prior to the Linssen Yachts Boat Show, discussions were not restricted to product news, yacht specifications, etc. The results of the previous year were reviewed and the trends, expectations and developments for next year were also considered. Following the success of France Fluviale in winning the award last year, all dealers were of course curious to know who would gain the prize in 2015.

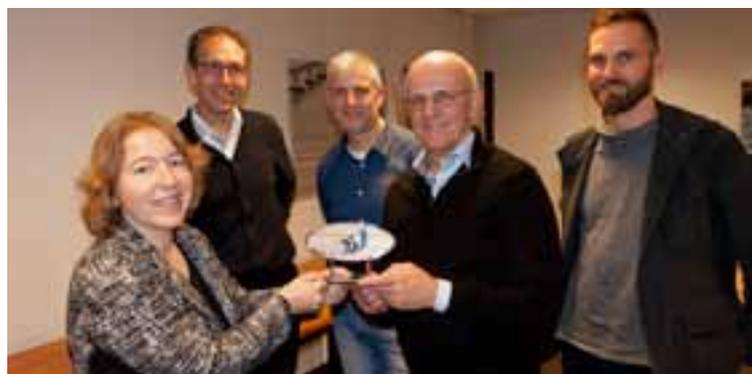
This year, Hennings Yacht-Vertrieb in Papenburg, North Germany, had the best results. Heinrich and Andree Hennings and Christhard Wendt were presented with the award by Yvonne Linssen and Ed Houben.

"We are extremely proud of this award. A splendid recognition of all the work in the past year. This success was possible only thanks to an innovative and first-class boatyard, which supplies an excellent product, and a highly-motivated team who are always on hand and who

exemplify the Linssen philosophy. And let's not forget our showroom in Papenburg with its unrivalled, covered in-water display area," said senior manager Heinrich Hennings

"In 2016 we are celebrating our 25th anniversary. This award is both a recognition and an incentive, because it goes without saying that we want to defend this title in our anniversary year," junior manager Andree Hennings added.

Open days & anniversary: 23 and 24 April 2016
Owner's Meeting Germany: 6 t/m 8 May 2016



LARGEST FLEET OF LINSSSEN YACHTS

Following last year's success with thirteen Linssen yachts, Linssen Yachts representative Jonkers Yachts will make another attempt this year to photograph the longest-ever fleet of Linssen yachts from a helicopter on the Eastern Scheldt.

17 AND 18 JUNE

It all starts on Friday evening 17 June in Zierikzee, with drinks on the jetty, followed by dinner.

At 11.00 am on Saturday 18 June, the boats will set off and sail between the Zeeland Bridge and the Neeltje Jans storm surge barrier. At this point, all the Linssen yachts, both individually and in group formation, will be photographed from a helicopter.

We are of course hoping that this year's fleet will vastly outnumber last year's thirteen yachts.

If you would like to take part with

your Linssen, you will be very welcome. For information and details of how to take part, please contact:

JONKERS YACHTS

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info@jonkers.org
www.jonkers.org



INTERNATIONAL BOAT SHOWS & LINSSEN EVENTS

Since the last edition of our magazine was published in October last year, one show seems to have flowed over into the next.

At the end of 2015, they were Hanseboot (Germany), Istanbul Boat Show (Turkey), Linszen Yachts Boat Show (Netherlands), Boot & Fun Berlin (Germany) and Salon Nautique, Paris (France).

And 2016 started straight away with BOOT Düsseldorf (Germany), BOOT Holland (Netherlands), Helsinki Boat Show (Finland), Belgian Boat Show (Belgium) and BOOT Tulln (Austria) before we rounded off March with our own Linszen Collection Weekend.

BOOT & FUN AND BOOT TULLN

For the first time in many years, we

attended Boot & Fun in Berlin once again. Having visited this show in 2014, we got the impression that it could strengthen our position in this extensive area with a lot of water sport in the states of Berlin/ Brandenburg and Mecklenburg-Western Pomerania.

Another new venture after a long absence was our participation in the Austrian Boat Show – Boot Tulln. It is Austria's main boat show and a step towards Central and Eastern European markets.

POSITIVE TREND

In general, we are particularly pleased with the turnout at the various shows. As usual, we once again welcomed many visitors to our stand. BOOT Düsseldorf was the

jewel in the crown with over 3,200 guests.

If you haven't had the opportunity to visit any of the shows to view the various yachts, you can simply contact us or your local representative and come to Maasbracht.

The boat show season for the second half of 2016 has now filled up as well, with our own in-house shows as major milestones, of course: the In-Water Boat Show, the sailing days in Blankenberge and Maasbracht, and finally once again our Linszen Yachts Boat Show in November.

So make a note in your digital or paper diary now.



BOOT DÜSSELDORF



HELSINKI BOAT SHOW



BOOT & FUN, BERLIN

Hennings Yacht-Vertrieb*

Papenburg (D) 23 + 24.04.2016

Kreusch Wassersport & Freizeit*

Schweich/Moesel (D) 23 + 24.04.2016

Owner's Meeting Germany

Papenburg (D) 06.05-08.05.2016

Kiev Boat Show

Kiev (UA) 19.05-21.05.2016

Linszen In-Water Boat Show

Maasbracht (NL) 21.05-23.05.2016

Müritz In Water

Rechlin (D) 03.06-05.06.2016

Jonkers/Linszen Fotoshoot

Westerschelde (NL) 18.06.2016

Maasplassen Nautique

Roermond (NL) 24.06-26.06.2016

Linszen Sea trials

Blankenberge (B) 25.06-27.06.2016

Hiswa te Water

Amsterdam (NL) 30.08-04.09.2016

Southampton Boat Show

Southampton (UK) 16.09-25.09.2016

Interboot

Friedrichshafen (D) 17.09-25.09.2016

Grand Pavois La Rochelle

La Rochelle (F) 28.09-03.10.2016

Linszen River trials

Maasbracht (NL) 08.10-10.10.2016

Hanseboot

Hamburg (D) 29.10-06.11.2016

Linszen Yachts Boat Show 2016

Maasbracht (NL) 19.11-21.11.2016

Salon Nautique de Paris

Paris (F) 02.12-11.12.2016

* Open days

new range of models -
IMPRESSIONS...



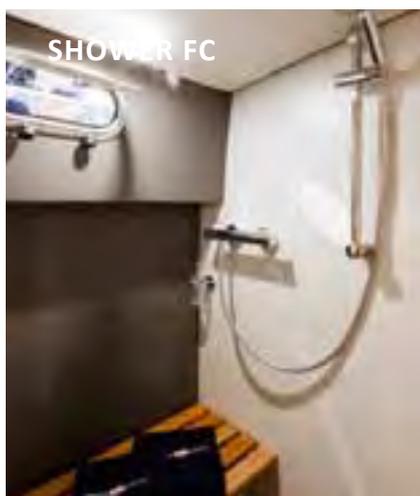
GRAND STURDY 290 SEDAN



SALOON



FORWARD CABIN



SHOWER FC



TOILET FC



GRAND STURDY 350 AC



SALON



TRANSOM



AFT CABIN



SHOWER FC



FORWARD CABIN



GRAND STURDY 410 AC VARIOTOP®



SALOON



WHEELHOUSE



FORWARD CABIN



AFT CABIN



GRAND STURDY 470 SEDAN WHEELHOUSE



WHEELHOUSE/SALOON



SALOON



FORWARD CABIN



GUEST TOILET



GUEST CABIN



GRAND STURDY 590 AC WHEELHOUSE



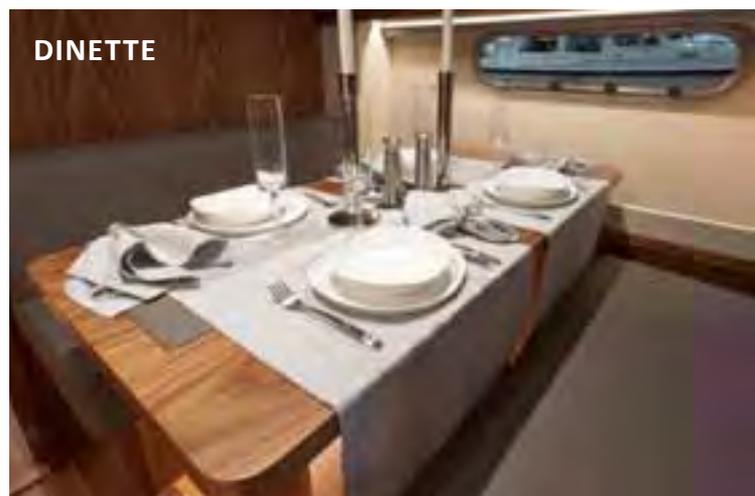
WHEELHOUSE/SALOON



SALOON



AFT CABIN



DINETTE

NORWAY

An impressive **CRUISING AREA**



Text and photographs by André Suntjens

Norway captures the imagination of many holidaymakers – regardless of whether they're travelling by motor home, car, motorbike or boat. Norway is a great country, whether you like walking, winter sports, fishing, culture or sailing. It's a unique opportunity and a great privilege to tour this impressive cruising area in a fantastic Linssen Grand Sturdy 500 AC Variotop.

On Whit Monday, 25 May 2015, the ЧЕРНЫЙ ПАУК II (Black Spider II), a Grand Sturdy 500 AC Variotop Mark II, pulled out of the Nautilus marina in Roermond. On board were Alexander (owner), Kris (his girlfriend), Michela (a member of Alexander's staff), André Suntjens (captain) and his partner Henriette Scheepers.

Once they arrived in Oslo, only André and Henriette would be remaining on board until the return journey to the Netherlands, sometime in August/September...

PREPARATIONS

We would be undertaking a trip with an unplanned route so as to be able to anticipate weather conditions. Later, during the trip, we found that long-term forecasts (for one week ahead) were not always reliable, especially in terms of wind

force. Our preparations included navigation charts, safety equipment, spare parts, provisions and clothing because it is even hard to predict the temperature and likelihood of rain in this northerly part of Europe.

ALTERNATIVE ROUTE

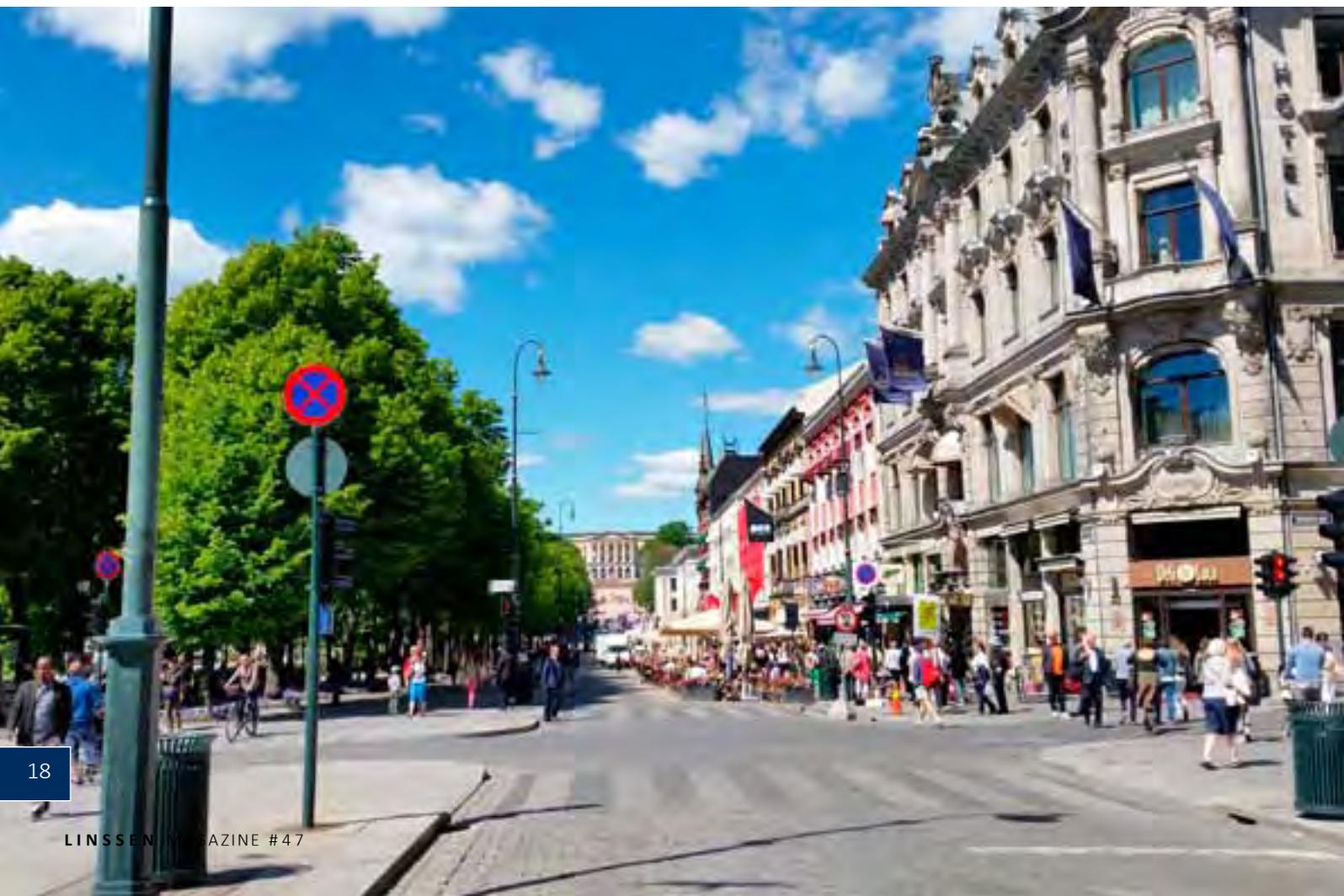
Having listened to the weather forecasts and studied them carefully, we decided not to take the much faster route via Heligoland and the west coast of Denmark, but an alternative route via Groningen to Delfzijl and then set course, via the river Ems, for Cuxhaven on the Ems in the hope that the north-westerly wind would drop in the German Bight. However, this didn't happen, so we sailed into Emden to take the Ems-Jade Canal to Wilhelmshaven, a very rural and narrow canal with a lot of bridges and country smells. We spent the night in Cuxhaven before sailing into the Kiel canal via Brunsbüttel

lock; at the waiting place there we called up "Kiel Canal I" and waited for the continuous white light! The canal is almost 100 km long with the Kiel-Holtenau lock at the end: there we called "Kiel Canal IV" and again waited for the continuous white light to indicate that we could enter.

LABOE

For us, Laboe was the starting point of our actual adventure through the unknown cruising areas of Denmark and Norway. About the same size as the Netherlands, Denmark consists of the large Jutland peninsula with a few hundred small islands around it, so it has a long coastline with many beaches. On the eastern side, where we were sailing, were a few fjords, flatter and more wooded than their counterparts in Norway. We decided to sail round Lolland and the first Danish port we entered was Kragenaes, a small marina/harbour

Oslo



in an area with hardly any infrastructure. These southern islands are also known as “the South of the North” because of their mild climate. And, indeed, the weather was glorious and sunny. We then sailed north of the islands of Fejø and Femø, which was a circuitous route but there was no alternative due to the shallow water. This route through the Masnedsund and the Ulvsund was very narrow in places and only partially buoyed. The old saying “to sail here you need strong belief and wide feet” definitely applies to this cruising area, which is full of hazardous shallows. Good navigation charts are by no means an unnecessary luxury. It therefore became an exciting, but also interesting, day trip to our next stop, Fakse Ladeplads. This was another small harbour in a charming rural setting. Just as in a number of the harbours that followed, it had precisely one mooring that was big enough.

COPENHAGEN

It is of course worth spending a few days in Copenhagen. Having sailed past the Little Mermaid, the statue based on Hans Christian Andersen’s fairy tale (which, incidentally, was smaller than we had imagined), we found a mooring at the Nyhavn quay. Copenhagen is linked to Sweden by the Øresund Bridge, which is almost 8 km in length. We stayed in the city for three days, wandering through the shopping district and enjoying the sunny weather on the convivial and bustling terraces in front of the colourful restaurants.

The next leg we had planned was to Anholt, a small island in the middle of the Kattegat. The wind forecast was 4-5 Beaufort westerly, but the sea quickly became rough, with steep, short and high waves. As a result of different currents meeting there, the water in the Kattegat and Skagerrak often becomes very

turbulent. The power and violence of the water is awesome and if you are not properly secured, you will literally be thrown back and forth. Although the stabilisers do ease the conditions, our guiding principle is that all members of the crew should sail in comfort. In order to avoid the still considerable swell, we turned 90 degrees to starboard and headed for Mölle (Sweden). It was the right decision and we sailed into the small and very welcoming harbour with a great sigh of relief.

You have to be flexible when sailing. Sweden was not originally on the programme, but you have to be flexible when sailing... Despite the wind, we had a pleasant trip to Anholt with the waves diagonally on the bow. Anholt is one of the “never-visit-in-season” ports, with boats moored up to eight rows deep. It’s a fishing port and, like many Scandinavian ports, has a barbecue area which anyone can use. It’s a charming small island with only 160 inhabitants and an unspoiled beach but, unfortunately, it also rains quite often. Onwards to Skagen, the last stop before Norway, or at least that’s what we thought. But after leaving the fishing port of Skagen, where dozens of sea-going vessels lay at anchor, we sailed north along the peninsula and quickly decided to alter course to Stavern, to the Swedish coast. After all, we were not in a hurry and this way we would be sailing the last stretch well sheltered between the hundreds of small islands.

THOUSANDS OF SMALL ISLANDS

The Norwegian and Swedish coast consists of thousands of small islands, known as the skerries. Many are uninhabited and some are connected to the mainland or a larger island by a bridge. You often see only one or two houses at the water’s edge and a boat is therefore an essential requirement for making

contact with the rest of the world. This multitude of islands and the tideless sea makes it a relatively sheltered cruising area.

But it is often a maze and, without good, up-to-date navigation equipment, you will become hopelessly lost or fix a wrong position. Sailing here requires concentration, but this is also necessary on open, rough seas. During the last few miles to Strömstad, again in Sweden, we were even escorted by the Swedish water police, who were coming to check our documents and the boat in the harbour. It was probably the Russian name on our yacht that caught their attention. Of course, everything was OK. Strömstad is very popular with Norwegian alcohol tourists who come here by the shipload (including with ColourLine/StenaLine) to really stock up. Norway is not a member of the EU and the importation of alcohol and cigarettes to Norway is limited to a certain amount per person. The price of alcoholic drinks is kept artificially high by the government in order to minimise consumption, but the result is that people sometimes take refuge in home-made drinks...

OSLOFJORD

The next day, while we were on our way to Oslo, we were subjected to another check in the Oslofjord, this time by Norwegian customs, who came aboard to check very thoroughly for alcohol, cigarettes and drugs. However, it was a very friendly occasion and, with hindsight, we could have used a few hidden rooms...

As we approached Oslo, the fjord became narrower and the surroundings even more impressive.

On the advice of the Norwegian customs officers, we called at the Aker Brygge marina, near the centre, and this was indeed a good suggestion. It was situated in a great location near the waterfront but it was particu-



Harbour entrance, Strömstad

larly busy. We later found out that a regatta with 200 participating sailing yachts would be starting the next day. Despite this, we were allocated a fantastic mooring. All of us spent two more days on board until we (Henriette and André) “had to” stay behind on our own. Every day we explored Oslo and the surrounding area on foot or by bicycle and did a lot of sightseeing.

We gradually learned more about the Norwegians and the city itself: Norwegians (as we got to know them) are friendly, somewhat reserved initially and helpful; they speak perfect English (second language); they generally have a fairly high standard of living and usually have a holiday home or polyester yacht somewhere in Norway. They are rightly really proud of their own country (which they show by flying the Norwegian flag). They are very positive about Dutch people and all have some kind of connection with our country.

Oslo is home to 10% of the 6 million Norwegians. It’s a lively, exciting city with many cultural attractions within walking distance. It has fantastic, busy shopping streets such as Karl Johans Gate, with street theatre, musicians, artists and stalls. The city is also a popular destination for many large cruise liners. What is noticeable, in the negative sense, are the many beggars who sit at every street corner, almost all of them from the Eastern Bloc countries, to the annoyance of the Norwegians. This has now become a priority issue for the government.

AKER BRYGGE

Aker Brygge marina is situated on the bustling waterfront in a shopping and entertainment district. The name is taken from a shipyard which went bankrupt in 1980, after which the whole district was the subject of an ambitious conversion. The marina was renovated some years ago and is now a place in which to be seen.

It’s actually typical of all Norwegian marinas, which are accessible to everyone. They don’t have fences around them. Harbour dues are to standard level, except in the bigger cities (Aker Brygge is very expensive but you can negotiate the price if you’re staying for longer). Water is included, which means you are allowed to use drinking water to wash the salt off your boat. Passing boaters can often moor free of charge during the day to go shopping, fill up with water and recharge the batteries (EU connector). The bigger marinas are well equipped and there is almost always a place available. Many harbours don’t have a harbour master and we had to pay by debit or credit card at the pay station.

As soon as we arrived in Oslo we were surprised by the very short nights (it only gets dark for two hours). In order to avoid problems getting to sleep, we taped over the portholes in our cabin with black



Marina Aker Brygge, Oslo



Bergen

plastic during our stay in Norway. It's lucky we brought rubbish sacks with us...

ONWARDS TO BERGEN!

We thought it would be a particularly nice trip to sail via the south coast to Bergen, as it's a city that everyone should see. As far as Kristiansand, we sailed through a magnificent area with a lot of islands and a lot of sunshine, some days with the Variotop open in the very clean air under a massive blue sky. It was a fascinating landscape with an enchanting sea surrounding countless smooth islands that turned red with the setting sun. Sometimes we sailed over wide stretches of water and then through narrow passages with clear water and breathing in the very clean air. You don't get bored for an instant and it's really fantastic to sail through these island formations instead of following the coastline on the open sea. These skerry coasts form an impressive natural landscape and are a Valhalla for boating enthusiasts. They often have terraces, barbecue areas and walking routes which can be easily reached by dinghy. You have to remain alert when sailing between the islands and along the skerry coasts even if you have detailed navigation charts and recent plotter charts. In shallow places, there is a black pole on the rock below to indicate shallows. Above water there is often a sort of

signpost to indicate which side of the pole you have to pass on – keep your distance and go slowly! Things can therefore get quite tense when sailing through narrow passages. Also worthy of note are the small harbours and anchorages and the many wooden houses, mostly painted brown, yellow, red and green.

THE OLDEST TOWN IN NORWAY

We visited Tønsberg, which – according to its residents – is the oldest town in Norway. It has the only lift bridge we saw in Norway. In Stavern, there was a pleasant harbour with a fantastic female harbourmaster who was particularly helpful. It was there that we attended the celebrations for the longest day, when a large bonfire is set alight when the sun reaches its lowest point – a tradition in Norway. In the harbour, we encountered a Linssen Grand Sturdy 40.9 AC, the Odegard.

In the white town of Risør we had a bar opposite us with a magnificent Scottish-themed interior. There, a rock whitewashed by the Dutch in the 17th century was used as a navigation sign for the seafarers of that time.

Arendal has a pleasant town harbour, with the old town of Tyholmen and the customs island of Merdø. This island has no roads, but it is particularly authentic, with a living open-air museum. In summer, it's the hotspot for the local population.

Kristiansand, Norway's fifth-largest city, is a popular holiday destination for the Norwegians themselves and has a large fish market (fiskebrygga). By now we had almost reached the most southerly point of Norway and would therefore be going north to Bergen along the west coast. However, there are few marinas on this stretch until Stavanger and the usual northerly or westerly wind can play tricks on you. We therefore remain alert to the wind forecasts. We sailed to Flekkefjord, a trip that took almost twelve hours via a glorious navigation route through the fjord. There was a tiny harbour in an otherwise abandoned village. No restaurants were open, even on a Saturday! A salmon farm caused some confusion as it was not shown on the chart, but there were hundreds more to follow.

The following morning, after an hour of sailing, we sailed into a thick fog, which accompanied us for the rest of the day. We now had to rely on radar, and AIS in particular. We had previously found that AIS is a fantastic navigation aid for avoiding dangerous situations.

We reached Stavanger. It's a pleasant town, but unfortunately we were there just too early for the Gladmat (a massive food festival).

LYSEFJORDEN

Although Bergen was in sight, we

decided to take a detour via the Lysefjord with its world-famous Preikestolen (Pulpit Rock), Kjerag (suspended boulder) and Flørli stairway. This stairway is 1,470 metres long and has a gradient of 740 metres. It has 4,444 steps and is one of the longest in the world. Henriette went up 100 of these steps (due to lack of time of course...).

After spending the night in Lysebotn deep inside the fjord, we went to Skartveit on the island of Halsnøya. We visited it because of a publication that we had seen. It was primitive in the nicest sense of the word and authentic, with great people. We spent two days there.

Population of 110 and one car Haugesund has a harbour seafront but the town centre is very run-down. We had a VIP place at the quay during the "Iron Man", a triathlon in a European competition which was being held at the time. We took a boat trip to the island of Røvaer which has a population of 110 and, apart from one car, is completely car-free. We went via Leirvik and Uskedalen to Norheimsund in the Hardangerfjord, which has pleasant harbour. Osøyro was our last stop before Bergen.

UNESCO WORLD HERITAGE SITE

In Bergen, we had a mooring at the quay in Bryggen, the striking view of the town that appears on the UNESCO World Heritage List. With a relatively small centre, this colourful town has a rich heritage dating from

the times of the Hanseatic League and the status of European city of culture. There's a lively but expensive fish market. We eventually stayed there for six days without a spot of rain, despite the fact that Bergen is known for its rainy weather...

The city is situated between seven hills, two of which we climbed, one of them up 900 steps made of boulders and we thought that was an achievement. A visit to this city is really worthwhile. Norway's biggest fjord, the Sognefjord, begins just to the north of the city.

BACK TO OSLO

We decided to sail back to Oslo along the coast at a relaxed pace and we also called in at a few places we had already visited. New stops for us were Fitjar, Egersund and Mandal. Fitjar is situated near perhaps the most beautiful area of skerries in Norway, which has attractive, idyllic anchorages. Norway has many skerries, but not as many as Sweden. Egersund is a large fishing port with a long entrance and Mandal is a pleasant town, where we spent three days.

Henriette flew home once we were back in Oslo as she was about to become a grandma for the second time and naturally wanted to be with her daughter. This meant I had to spend three weeks alone on board in Oslo until Alexander and Chris flew over for the return journey. However, it is certainly no trial to remain behind alone in this location. The Grand Sturdy 500 with Variotop

appeared to be a real object of curiosity. I received many compliments and had to explain 287 times why the boat had a Russian name, combined with a Dutch flag.

Because the wind forecasts were initially very favourable to take the shortest return route along the west coast of Denmark via Harlingen or Den Helder, Henk, a friend, flew in so as to be able to sail back with three skippers (two on and one off). However, on the day before our departure, storm warnings were issued for Heligoland, so we changed the plan and returned via the east coast again. After all, you have to be flexible when sailing. We sailed thirty hours non-stop from Oslo to Grenaa via Skagen and then in day trips to Juelsminde, Sønderborg, Holtenau (the Kiel lock was out of service!), Cuxhaven, Norderney (the north German Wadden Sea), Groningen, Burgum, Volendam and Amsterdam, where Alexander was attending a conference.

In early October, we sailed into our temporary home port at Nautilus Roermond, happy but a little homesick.

Stavanger



Haugesund



Norway on a Grand Sturdy 500 Variotop® Mark III

BERGEN NORHEIMSUND

STAVANGER

KRISTIANSAND

LANGSUND

OSLO

STRÖMSTAD

SKAGEN

ANHOLT

KOPENHAGEN

LABOE

GRONINGEN

KAMPEN

MAASBRACHT

A few of the many interesting places to see:

Copenhagen:
The Little Mermaid

Sweden:
Anholt island (www.visitanholt.dk)

Norway:
Oslo (www.visitoslo.com)
Aker Brygge (www.akerbrygge.no/marina)
Tønsberg (www.visittonsberg.com)
Risør (www.risor.kommune.no)
Kristiansand (www.kristiansand.no)
Lysefjord (en.wikipedia.org/wiki/Lysefjord)
Bergen (www.visitbergen.com)



This May edition always contains a review of the Linssen Yachts Boat Show. The 2015 edition was another very successful event that attracted many visitors from home and abroad. As we won the Limburg Export Award (LEA) in 2014, we hosted the 2015 LEA just before the Boat Show. As a result, the third week in November was the busiest week of the year.



Linssen Yachts

BOAT SHOW

Linssen Yachts Boat Show:
19 - 20 - 21 November 2016





LIMBURG EXPORT AWARD

Linssen Yachts was already exporting boats in the early 1980s. The first foreign dealer was Nasta Marine in Switzerland. So it was not really surprising when we won the 2014 Limburg Export Award.

The Limburg Export Award is an initiative of the Export Sociëteit Limburg and is supported across the province by the Limburg Employers' Association (LWV), Limburg Association of SMEs and Zuyd University.

On Wednesday 18 November, two days before the LYBS, we hosted the presentation of the 2015 award. The LEA organisation had moved the event to late November, just before

our own show, so that we could combine the two shows.

This year, the LEA celebrated its 10th anniversary and it therefore had an extra festive character with both an afternoon and evening programme. The evening concluded with a live TV broadcast by local channel L1 from our own hull workshop. The three finalists were introduced, after which Lilianne Ploumen, Dutch Minister for Foreign Trade and Cooperation, presented the 2015 award to Igor La Vos, CEO of Bruynzeel Storage Systems.

Many congratulations.



Photographs for LEA 2015 taken in the hull plant at Linssen Yachts.



Lilianne Ploumen (l), Minister of Foreign Trade and Development Cooperation, hands over the LEA 2015 to Igor La Vos, CEO of Bruynzeel Storage Systems.



25TH ANNIVERSARY OF THE GERMAN SOCIETY FOR DOLPHIN CONSERVATION

Twenty-five years ago, the three-times round-the-world sailor, adventurer and documentary film maker Rollo Gebhard founded the German Society for Dolphin Conservation [Gesellschaft zur Rettung der Delphine e.V.] (GRD) after returning from his third circumnavigation of the world in 1991.

It was not enough that Rollo Gebhard, who died at the age of 92 at the end of 2013, and Angelika had the rigours of a six-year voyage (120,000 km), across all the oceans, to all the continents as far as Alaska, under their belt. Rollo Gebhard had found a new mission on this voyage. The organisation and leadership of the GRD therefore became another exciting adventure.

LINSSEN AMBASSADOR

Not long after the GRD was founded, he swapped the seas of the world

and his sailing yacht for a Linssen Sturdy 360 OC motor yacht on which he explored Europe's inland waterways with his wife Angelika and with which they made two major journeys. They made two particularly impressive journeys with their second Linssen, the somewhat larger Classic Sturdy 400 AC. The journey in 1998/99 was from Maasbracht via the Danube as far as the Black Sea and in 2001/02 it was the "Solveigh Odyssey", which took them from Papenburg all the way through Russia across the Volga, the Caspian Sea, the Black Sea and the Mediterranean. Rollo Gebhard's films and books are still being published and sold.

"Rollo Gebhard made a very positive contribution to the protection of dolphins and the seas. He changed the world. It's a great pity that he was not allowed the opportunity to

celebrate our 25th anniversary with his dolphin protection crew. He will remain forever our shining example, our hero", says Ulrich Karlowski, biologist and GRD press spokesperson.

When Linssen Yachts was asked to join in the GRD's 25th anniversary celebrations, the affirmative reply came almost as a matter of course. The Gebhard and Linssen families have been so very close for all these years that we do not hesitate to give this initiative our unqualified support.



"Delfinschutz ist Meeresschutz"

Rollo Gebhard (1921 – 2013) Deutscher Weltumsegler und Dokumentarfilmer, der 1991 die Gesellschaft zur Rettung der Delphine/GRD gründete.

Delfine brauchen Ihre Hilfe!

Bitte helfen Sie mit einer Spende. Sie tragen damit direkt zum Schutz bedrohter Delfine und ihrer Lebensräume bei.

"The conservation of dolphins means the conservation of our oceans."

Rollo Gebhard (1921 – 2013) German world circumnavigator and documentary filmmaker who founded the Society for Dolphin Conservation/GRD in 1991.

Dolphins need your help!

Please support our efforts to protect wild dolphins and their habitats!

25th anniversary
1991-2016

Dolphin Conservation Projects around the World



Gesellschaft zur Rettung der Delphine e.V.

www.delphinschutz.org

THE DIGITAL WATERWAY

Everything is becoming increasingly digital. People's work and private lives are increasingly merging into each other because e-mail, apps and other business functions are also received on their smart phone or tablet.

Everything is also becoming more digital on your yacht. Facilities ranging from handy touch screens for the on-board operating system, network cabling or Wi-Fi to complex BUS systems for fully integrated operation are becoming increasingly commonplace.

WEBSITE

The website is the medium par excellence for providing as much information as we and you want about our yachts, USPs, sales outlets, chartering, etc. The quantity of data is, in principle, unlimited and is often only limited by your computer or Wi-Fi connection and that is often hardly a problem anymore nowadays.

For example, you will find:

- Examples and ideas of what you can do with your Linssen based on dozens of travel stories from previous Linssen Magazines
- The timeline for the history of Linssen Yachts in words and pictures

- How your Linssen is made. "Walk" with us through the production process
- Virtual panoramic tours on various yachts. You can use your smart phone or tablet to "look all around you" by simply turning your device round... Do you have VR glasses? If so, you can "walk" through our yachts in combination with your smart phone.



FACEBOOK

Everything in the way we communicate is also becoming increasingly digital. The magazine remains intact but is increasingly being supplemented with messages which are liked and shared by our community many times via the social networks. Many photographs of the production process, the movements of the yachts, sneak previews of new yachts and much more besides are shared with you through this medium.

Judging by the 4,200 followers that we now have, this is very much appreciated.

Aren't you following us yet? If this is the case, go to www.facebook.com/linssenyachts or scan the QR code below.



YOUTUBE

Have you ever looked us up on our YouTube channel? There you can see our corporate video and many films featuring our yachts. But you will also find the Variotop animation there and a large number of films that show part of the production process.

It is certainly worthwhile signing up. Go to www.youtube.com/user/linssenyachts or scan the QR code below.



THE LINSSEN APP

There's no escaping it! We had been talking about it for some years and finally, at the end of 2015, we took the decision to start work on the Linssen app. You will shortly be able to download the app both from the Google Play Store and from the Apple Store. It contains details of all models, all pre-owned yachts, our sales outlets, Linssen Boating Holidays® and much more besides.

We will keep you up to speed via our newsletters.

Safe fun FOR KIDS

on board



Text: Aad Huijs assisted by Peter Van Roy, with photographs by both.

For many Linssen owners, being joined on board by their children or grandchildren, adds another dimension to their boating pleasure. What could be better than inspiring love for being on the water in children, and – when they get older – sailing itself? However, having children on board also requires added attention and care, not least to ensure their own safety.



Children or grandchildren in each age group have a unique charm. Each age group provides a special experience, although the adults will have to be able and willing to adapt.

BABY ON BOARD

Something different has to be considered for each age group, even the baby age group. A route involving a lot of locks can really throw the necessary baby naps into disarray. The forward or aft cabin might seem to be an ideal place for baby to nap but is less ideal if the route involves passing through locks, when the bow and/or stern thruster has to be used. In this case, the side cabin would be a better solution. The sound of the bow or stern thruster is seldom used as a lullaby.

COLOURED PENCILS, PUZZLES AND GAMES

Children aged from 2 to about 7 mainly want to be kept occupied when underway. Whereas adults enjoy the passing countryside, this is not automatically the case for children in this age group. All too quickly, we hear “Are we there yet?” It is therefore essential to have games, modelling clay and coloured pencils on board.

What’s learned in the cradle lasts till the tomb. Bram learns how to check the seaweed filter and oil level

When children in this age group are a little older, it’s a good idea to encourage games that involve their surroundings, such as “I spy...” or “Whoever is first to see...”. But this also comes to an end fairly quickly. Long cruises are therefore less suitable for this age group in particular. Two or three hours in succession is long enough. For example, cruising with children of this age from the Netherlands to Berlin (or vice versa) is not such a good idea. Even a cruise from Limburg to Zeeland would be better split into short stretches, as three or four hours’ sailing is more than enough for 4 and 5-year-olds.

GIVE THEM THEIR OWN JOBS

From the age of about 7, you will be able to get children more involved in the actual sailing. For example, they can learn to tie simple knots or get involved in routine maintenance. At only 5 years of age, Bram, for example, learned from his granddad that the seaweed filter always has to be checked, as well as the oil level in the diesel engine, before departure. But don’t think that granddad was ever allowed to set off without performing this basic check after that – a check which, incidentally, Bram was able to perform all on his own as he grew older.

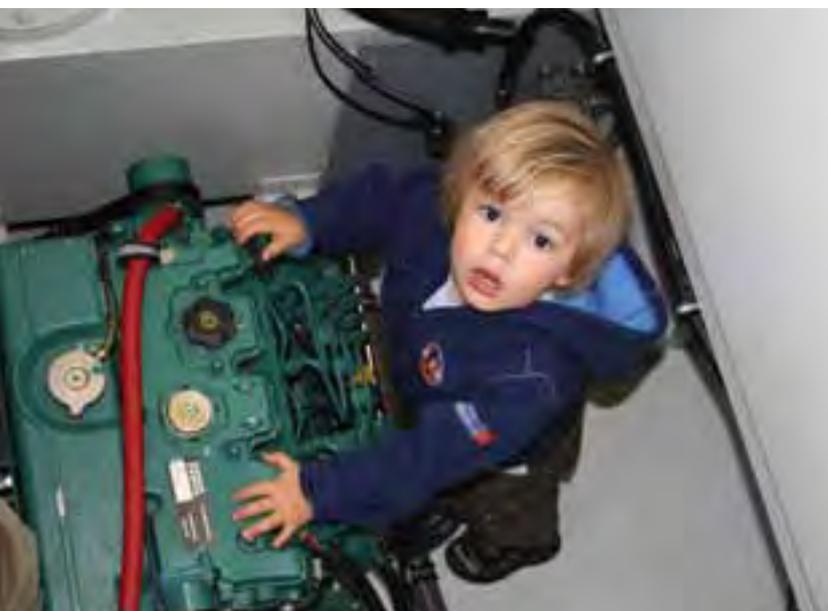
It may not be officially permitted, but now that Bram is 9, he sometimes takes the wheel – with the skipper by his side, of course – and is already developing a natural feel for steering. His little sister Elise, who is two years younger than him, is very quickly learning to tie knots and helps grandma with the mooring.

KEEPING THEMSELVES AMUSED

Teenagers can cope with longer cruises. Active involvement in sailing (performing tasks, helping to navigate) prevents them from getting bored. There is so much to experience during the cruise that their curiosity is aroused. These experiences will certainly be the subject of stories told at school or among friends at a later date. Yet you often have to have more up your sleeve to make boating a pleasure for both them and the adults on board.

The Linssen alone is no longer enough. A dinghy can work wonders. Initially, it may only have oars but soon enough the child will ask for an outboard motor. If children like sailing, an “optimistje” sailing boat is of course an ideal diversion. The moment when a child rows or sails

A lot of space for playing and even lunch in the cockpit of the sedan



away unaided for the first time gives both the parents or grandparents and the child a real kick. This does of course have to happen in properly supervised conditions with the necessary joint instruction given beforehand.

And, of course, there will come a time when they really don't want to come sailing any more. Don't despair. If children have basically experienced sailing not as an obligation but as the ultimate form of relaxation, they will come back sooner or later. They may begin by asking to borrow your boat...

RULES ON BOARD

This may detract from the motivation to go sailing, but even the young sailors on board will have to adhere to the basic rules on board to ensure their own safety and the safety of the other crew members. They may initially regard these rules as an unpleasant restriction. But a clear and repeated explanation of why the rules are in place will really help even the youngest children to accept them. Children often fail to see any dangers for themselves.

One good basic rule is that from the time that they can walk until they are good swimmers, children must wear a lifejacket at all times, both on board and on the jetty. As far as we are concerned, there can be no discussion about this, only explanation! A child who can't swim and falls into the water will disappear under water immediately – you don't even want to think about it.

There are certainly times – e.g. in bad weather and/or in wide expanses of open water – when a lifejacket alone is not enough and it is recommended that children (and sometimes even adults as well) have safety lines attached. Another good basic rule for the youngest children is not to go on to the foredeck without being accompanied by an adult, and to teach children always to hold on to the rail with one hand.

Children will also have to learn and accept that there are occasions when it is simply not possible to give them time and attention, e.g. in a lock. With younger age groups, it is certainly the preferred option to keep them inside on these occasions. This is often the rule with skip-

pers of commercial vessels as well. Otherwise children could easily get in the way.

This is not always feasible, but there should actually always be a third adult on board to supervise the youngest children. After all, two adults are generally needed to take action, e.g. when passing through a lock and mooring. If this is not possible, it's a good idea in any case to agree which of the adults will keep an eye on the children at a particular time, especially when the yacht requires a lot of attention (mooring, lock, busy traffic).

MAKE SPACE

It is even more essential to have a tidy deck when children are on board. It's easy to trip over loose lines, so the motto is: stow them away and/or hang them up in coils (also without children on board, of course!). Toys left lying around can also cause nasty tripping injuries. Teaching children to clear away their toys or keep them in a specific place – especially when the boat is approaching a lock or mooring – will help everyone on board. It may also prevent toy cars from spontaneously

That's right, Elias – always keep one hand on the rail

As long as you can make sandcastles and swim at the final destination





A net spread along the guard rail provides additional safety when the youngest kids are on board.



Who is the helmsman? Elise, Lenthe or Bram? Before you know it, they'll be asking to borrow your Linssen!

driving into the water when the aft deck (of the AC) leans slightly to port or starboard.

In any case, having room for people to move about on board is also important to provide children with a positive sailing experience. Sometimes even the standard Linssen furniture will have to give way. For example, the saloon table from the *Cómplice* (Grand Sturdy 40.9 sedan) is now in the attic at home to provide more space in the saloon.

It will be different for everyone, and each advantage has its drawbacks. And the occasional cruise with children or grandchildren on board may not be the deciding factor. But, on balance, it has in any case been our experience that the single level sedan version is more suitable for children and infants than the AC version with different levels and steps. The aft deck of the sedan also makes for a spacious and reasonably safe play area for the youngest children in particular. That is, provided that they are taught not to stand on the bench leaning over the cockpit!

In the case of the AC, the tendency may be to put a safety net around

the guard rail. It may not look so pretty, but it is effective in ensuring the safety of the smallest children. With the AC, you could also consider closing off the space between the aft bench seats giving access to the bathing platform! A simple wooden plank cut to size and tied to the guard rail would suffice.

WE'RE THERE!

Ask Linssen crews what they like so much about sailing and nine out of ten will reply that it's the sailing that counts rather than the destination. For adults, the pleasure they get from sailing is the sailing itself but for children the destination is more important. That's when the pleasure begins for them. This includes catching crabs with other children, going fishing, sailing in the dinghy, foraging along the water line, swimming and building sandcastles. And, as they get older, it may also include visiting an educational and/or interactive museum.

With children on board, the choice of destination therefore takes on even greater importance. A beach, playground and swimming pool will work wonders. In the Netherlands, Zeeland in particular has many suitable marinas with "something for all ages", e.g. Sint Annaland, Bruinisse and Roompot Marina (with a visit to Neeltje Jans). But (the youngest) kids could also have fun on some of the islands on the Grevelingen (e.g. Archipel). For example, along the Meuse, Leukermeer provides a lot of opportunities for kids to let off steam. And those who think the seaside is ideal for children could moor in Katwijk or on one of the Wadden Islands (Terschelling, Vlieland).

These are enough opportunities for "serious pleasure" for sailors of any age!

MANY THANKS.

This article was written with the assistance of Aad Huijs and Peter Van Roy. Both of them regularly go sailing with small children on board, with ages ranging from 1 to 9.



Aad and Tonny Huijs in the cockpit of their Grand Sturdy 40.9 Sedan *Cómplice*.



Peter and Faby Van Roy in the saloon of their Grand Sturdy 40.9 AC *Ruppasaari*.



BASIC RULES

- A tidy deck, as children can also trip over loose lines and toys left lying around
- Children should not go on to the foredeck unaccompanied until they can swim
- Teach children to hold on to the guard rail with one hand at all times
- Get children used to the idea that there is sometimes no time to give them attention
- No running along the gangway
- Agree who is to keep an eye on the kids, especially when sailing requires a lot of attention (passing through locks, mooring)

LIFEJACKETS FOR CHILDREN

For small children, wearing a life-jacket on board and on the jetty is not an unnecessary luxury. It should be a child's lifejacket with good buoyancy at the neck. From the age of 4, it's possible to use the range of automatically inflatable lifejackets for children, which can be worn over many years. For children, 150N life-jackets provide sufficient buoyancy to turn a child who has fallen into the water on to his or her back even if wearing foul weather clothing (in this case, adults require a 255N life-jacket). In the event of bad weather, a lifeline can be clipped on to the lifejacket as a preventive measure.

CLOTHING

Children cool down quickly but only notice this at a late stage. For this reason, good wind and water-proof clothing is an essential requirement for children. This clothing must not have ties or belled pockets as they can get caught. Good anti-slip shoes are another important requirement.

Captain



Sturdy

In order to inspire enthusiasm in our youngest readers for boating and our Linssen yachts, we have added a few colouring pictures to keep them occupied while on board.

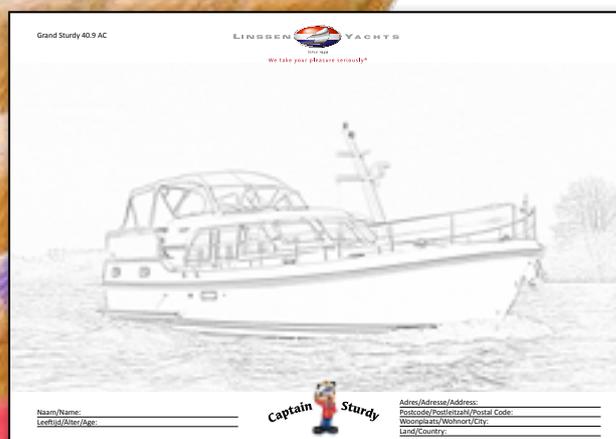
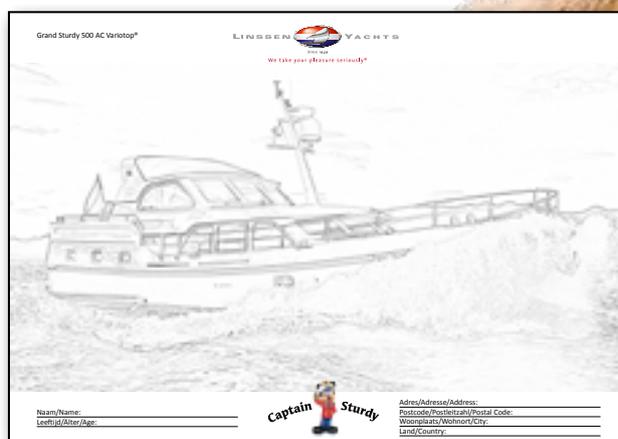
COLOURING COMPETITION

Colour in one (or all) of the colouring pictures as nicely as possible and send them to us. You can keep the actual picture yourself. Get one of your parents to photograph or scan the picture(s) and simply e-mail them to us.

Our expert jury will choose the best picture from all the entries. The winner will receive a fine set of colour pencils

and marker pens so they can make even more colour pictures.

Make sure that after colouring in the picture, all the required details have been completed fully and clearly so that we can reach you.



The new Linssen OWNERS CARD



The new Linssen Owners Card is your passport to the Linssen family. Bring your card with you when you visit Maasbracht and enjoy the following privileges:

- Registration is no longer necessary*. Take your Linssen Owners Card with you to gain priority access to international boat shows and the showroom in Maasbracht
- Money off or a special package at regional hotels
- Money off insurance from Kuiper Verzekeringen (special Linssen policy under the terms and conditions of Kuiper Verzekeringen)
- Money off purchases from Boat Equipment (10% off all shop purchases. Does not apply to projects, engines or labour).

** The Linssen Owners Card provides you with rapid access to our stands at all boat shows. It is not an admission ticket to the show complex itself.*

HOW CAN YOU GET HOLD OF A NEW LINSSEN OWNERS CARD?

The easiest way is to come to the Linssen In-Water Boat Show in May and simply exchange your old card for a new one.

If you can't make it to the show, we will be sending you the new card at the end of May anyway.



The importance of maintaining our WATERWAYS



In many places around the world, there are magnificent historic canals where once horses walking on a tow path pulled barges along the bank. Some canals lost their function completely or, worse still, disappeared from the map altogether, whereas other canals have been perfectly restored by people with vision and are now lively holiday destinations. Fortunately, many governments, public bodies and volunteers have endeavoured to give the cultural and historical resources of waterways, tow paths and the associated industrial heritage a new purpose and to preserve them for future generations. The canals are popular destinations for boating enthusiasts, while the tow paths are particularly appreciated by touring cyclists.

For this reason, Linssen Yachts and Linssen Boating Holidays® have joined Inland Waterways International (IWI). Peter Linssen was appointed as a board member at the World Canals Conference 2015 in Ghent. As IWI's background is mainly in the English-speaking world, we are positive about his background in the nautical sector in the European and German-speaking area. Peter Linssen's main "task" is to strengthen IWI's position in this part of the world.

IWI is dedicated to the maintenance and management of inland waterways all over the world. It supports plans by governments and other public bodies to restore neglected or disused canals for shipping or, if necessary, to construct new waterways for commercial vessels and pleasure craft. Its aim is to provide information on the value of the waterways and to promote cooperation and the exchange of knowledge on inland waterways between countries. The annual World Canals Conference is held under the auspices of IWI.

WORLD CANALS CONFERENCE

IWI organises the World Canals Conference once a year. Lasting several days, this conference is held in a different city with waterways and a history of shipping each time. Last year it was held in Ghent, Belgium. This year it will be in Inverness, Scotland, from 19 to 22 September. In 2017 it will be the turn of the city of Syracuse on the Erie Canal in New York State from 24 to 28 September. In Inverness, many interesting speakers will be providing a varied programme in different fields of expertise in the Eden Court Theatre on the banks of the River Ness. There will also be pre- and post-conference activities,

Delegations from the six Unesco World Heritage Site canal systems from around the world on board the Linssen 43.9 AC in Ghent.



including fascinating excursions to Urquhart Castle and a cruise on the famous Loch Ness, excursions to Glasgow and Edinburgh, to Fort Augustus on the Caledonian Canal or to the Culloden battlefield, the Falkirk Wheel or the Kelpies.

HISTORIC MEETING

Historic meeting of representatives of UNESCO World Heritage Canals in Ghent

A “historic” occasion took place at the World Canals Conference in Ghent, where the first meeting of representatives of all six canal systems awarded the status of UNESCO World Heritage site had been organised. The idea arose from contact made with the city of Yangzhou during the IWI’s participation in nominating the Grand Canal in China as a world heritage site. Everyone quickly agreed that IWI was ideally suited to host the meeting. This first meeting was attended by representatives of the Canal du Midi (France), the Canal du Centre (Belgium), the Rideau Canal (Canada), the Pontcysyllte Aqueduct and Canal (Wales), the 17th century Amsterdam Canal

Ring (Netherlands) and the Grand Canal (China). IWI felt that the best time for the invited representatives to meet would be during the World Canals Conference in Ghent. The conference was also an ideal venue as many canal organisations and representatives from Continental Europe, the United Kingdom and North America were present.



Participants of WCC 2015 in Ghent are presented the book “Afloat on the Dutch Waterways” (Shirley Faure, ISBN 978-0-9557486-0-8).

Arzaville inclined plane. (picture David Oare, DBA The Barge Association)



BECOME A MEMBER

You can also join IWI as a private individual. By joining, you will be supporting inland waterways and recreational sailing around the world. To register, please go to:
www.inlandwaterwaysinternational.org



WANT TO ATTEND?

Would you like to attend the World Canals Conference? If so, go to the website and register. As an IWI member, you will also receive a discount on the admission fee:
www.wccscotland.com

The contribution made by the Linssen Boating Holidays® stand in Hall 13 at BOOT Düsseldorf was more dynamic than ever. LBH had as many as three world firsts to announce. And to celebrate!



GRAND STURDY 410 AC – ITALY

First of all, there was the official christening of ELVIRA, the new Linssen Grand Sturdy 410 which, from this season onwards, can be chartered with or without a skipper in the magnificent Venice Lagoon from Francesco Calzolaio of LAGUNALONGA.

You will depart with "your" Linssen from the Sant'Elena Marina, the only Marina a walking distance away from St Mark's Square. A genuinely unique proposition in the world of chartering!
www.lagunalonga.it





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in many European countries...

GRAND STURDY 36.9 AC – SCOTLAND

Wendy Linssen had the pleasure of welcoming our new LBH partner in Scotland! Starting in the 2016 season, Loch Lomond Boating Holidays will be chartering a Linssen Grand Sturdy 36.9 AC on glorious Loch Lomond. On arrival in the Cameron House Marina, you will enjoy the magnificent panorama, the rich history, the delicious cuisine, the fantastic golf courses, the most wonderful whiskies and much more besides. And all that only one hour's drive from Glasgow.

www.lochlomondboatingholidays.com



For more information:
Linssen Boating Holidays®
www.linssenboatingholidays.com



GRAND STURDY 290 AC TRAVELLER

GRAND STURDY 290 AC TRAVELLER – BELGIUM

The Grand Sturdy 290 AC Traveller was christened by mayor Jo Brouns of Kinrooi in Belgium, a world first at this show: the new Linssen 290 Traveller, complete with the Linssen Variobox, a practical storage space for four bicycles for instance. The combination of sailing and cycling offers unique opportunities for exploring the waterways and the surrounding areas. You can try out this latest addition to the Grand Sturdy family straightaway: from the 2016 season you can charter “Fleur”, including four e-bikes, from Aqua Libra, departing from the splendid De Spaanjerd Marina in Kinrooi on the Meuse in Limburg.

www.aqua-libra.be





In the high North

CRUISING THE BALTIC

with Linszen yachts

Text and photographs by Martin Stratmann

Lübeck businessman and lighting designer Martin Stratmann is living his dreams, along with his wife Dagmar and many friends and guests. This is also a portrait of a wonderful landscape, a journey along the west coast of the Baltic and the neighbouring inland cruising areas.





SPECIAL LBH REPORT NORTHERN GERMANY





We had always had the Linssen bug and the urge to get on to the water without getting wet.

We already had our first small motor boat before we found our house right on the river Trave at the edge of Lübeck's old town, which had taken three years to renovate and we finally bought in May 1994. Even before we moved into the house, we had acquired a labour-intensive powered sailplane (oak on oak) as well, as we had had enough of water. When I celebrated my fiftieth birthday in January 2005 and some friends congratulated me on my forty-fifth, I knew that it wasn't too late.

Shortly before, Linssen had presented a new, smaller yacht, a Grand Sturdy 29.9. In September 2005, my wife and I drove to the IJmuiden Boat Show. We were mightily impressed and we knew there and then that that was the boat for us. Without having seen an AC version, we ordered our first Linssen at the Hanseboot Boat Show in Hamburg in November. We then had to wait until April 2007 for hull number 2716, so there was enough time to prepare for project "Baltic Charter" and also find a suitable name for this jewel of a boat.

SENTO

Sento (Italian for „I feel“) is a very successful light for Stratmann, a luminaire head, now in LED, which has been a much covered product for over 10 years. What could be more obvious than to name a yacht with the same attributes after a designer luminaire?

After a few meetings with a highly creative friend, the future business division was named "mobiliar club + charter". This linked the name of the Stratmanns' lighting business "mobiliar licht + raum" to the new project and "SENTO" to a genuine movable property.

Known as Lübeck's most beautiful daughter, Travemünde is where the Baltic Sea begins, giving free access to Scandinavia and the Baltic countries. In early summer, this is where we enjoy the long hours of sunlight and the "white nights". It takes two hours to reach Travemünde by boat from Lübeck.

Departing from Travemünde, the tours follow the Schleswig-Holstein or Mecklenburg Baltic coastline. The "Around Holstein" tour is very popular. For this tour, it's advisable to schedule two weeks. In the first week you can relax and enjoy sailing the 70 nautical miles on the Baltic as far as Kielerförde.

THE DANISH SOUTH SEA

The Danish South Sea can only be reached directly from Travemünde by making a long day trip of it. You won't find the "Danish South Sea" marked on any navigation chart. The description refers to the islands south of Fünen island and east of Langeland island. It takes five hours sailing to reach the Schleswig-Holstein island of Fehmarn between Travemünde and Denmark. Depending on weather conditions, the tour passes to the east of Fehmarn, almost following the bird migration route to the islands of Lolland and Falster.

After this section of the trip lasting about three or four hours, you can continue travelling north through the very sheltered Gulborgsund. South of the main Danish island of Seeland, the skipper then has the option of sailing either east to the island of Møn and into the Øresund or westwards to Langeland, Fünen and into the popular Danish South Sea.

POLAND

Sailing the SENTO to Poland from Lübeck via Hanover, Bremen, the North Sea, Hamburg and Kiel. Our smallest yacht, the SENTO has had Neuhof Marina as its port of

departure since summer 2013. After an extraordinary journey across northern Germany, the SENTO found its new home port there, opposite the island of Rügen in the Strelasund at the gates of the magnificent Hanseatic city of Stralsund. The SENTO had by then acquired two big sisters, the "Tante Stördi" and the "Missis Stördi" and it sometimes got a bit cramped in our boathouse with three yachts. We also wanted to cover our very large cruising area from other ports as well as Lübeck. The farewell tour to the east was made with alternating crews, initially to the south and further west as far as the Weser and back to Lübeck via the Elbe and Hamburg. Other crews followed and sailed the SENTO along the Schleswig-Holstein Baltic coast up as far as the Schlei. The trip continued via the Kiel Canal (the world's busiest artificial waterway), crossing the country towards

the Elbe and Hamburg, from where it took only two or three days more to reach Lübeck.

During this season, the yacht was in continuous use and it was back on the Baltic straightaway, heading to the Elbe as far as Cuxhaven and out into the North Sea. The SENTO returned to Lübeck undamaged and once again took the "Around Holstein" tour.

It was not until early August that the SENTO moored at our landing for the last time. A crew from Frankfurt had chartered the yacht for the whole of August and sailed along the Mecklenburg Baltic coast into the Oder lagoon. After rounding the island of Usedom and sailing on the Peene, the lagoon and the coastal waters, the SENTO finally reached its new home port "Neuhof Marina".

SWEDEN

A summer in Sweden, cruising with the "Tante Stördi".

"As far north as you like, but please don't leave the Baltic". The agreement with my charter guest from Alberta (Canada) was that specific. The family, who had emigrated to Canada, wanted to sail along the Swedish Baltic coast to visit places where they had previously spent many summers cruising on their own sailing yacht.

The destination was Oxelösund, about 120 km south west of Stockholm. Our "Tante Stördi" arrived in the marina at Oxelösund in mid-June, after a three-week trip and about 400 nautical miles. It took us only 11 hours by car to get there and after spending a night all together on board, we drove our previous crew to the airport and then stayed a week on board ourselves.





The destination of this summer trip was the legendary Göta Canal, Sweden's blue ribbon. The previous autumn a "crew chain" had been formed for a total of four canal trips, plus a crew each for the outward and return tour.

Until the first canal crew arrived, we made a week-long round trip to explore the Stockholm skerries, the urban area and, further up, the gigantic Lake Mälaren.

By the end of June, the first canal crew was crossing the Baltic to Lake Vänern. The yacht sailed through the canal a total of four times.

The summers in Sweden are busy but the season ends as early as the second half of August. As from 20 August, free travel on the canal is over. Without the many seasonal workers, you can only travel in convoy out of season, having called in advance.

On 21 August, we left the canal and sailed south along the Baltic coast as we had to see the first jetties were being dismantled and prepared for

winter. We did not want to return via Gothenburg that summer as the Baltic is calmer and much milder.

From lagoons and inlets to Poland Nowhere is the German Baltic coast more sheltered and varied than in the region around Stralsund. The cruising areas of the Fischland-Darss peninsula situated to the west, south and east of Rügen and the islands of Hiddensee and Usedom have one thing in common: endless white sandy beaches on the open sea side and sheltered harbours on the landward side.

You can easily walk or cycle across these islands, which are very narrow in places, to enjoy the pure sea air on the other side of the island. Everywhere, we were spoilt with local dishes of freshly grilled or smoked sea fish. The sea buckthorn is a particular speciality of the coastal region. The fruits of this plant which grows on dunes and in coastal areas have a particularly high Vitamin C content and are harvested

for all kinds of delicacies.

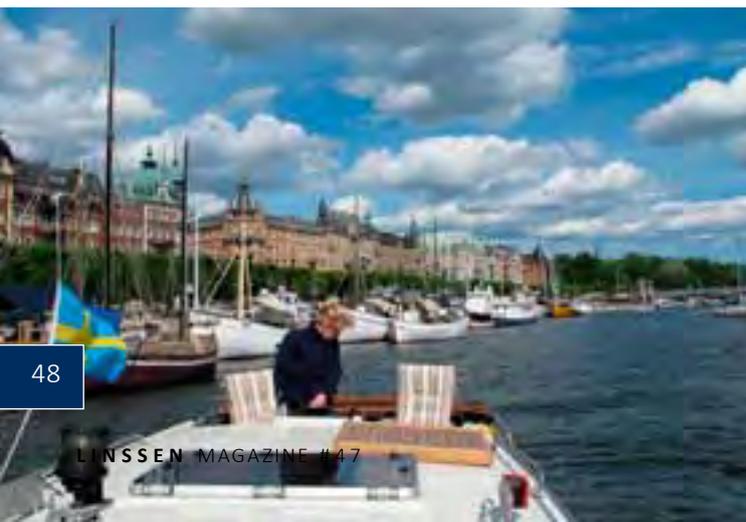
The sheltered backwaters of this Baltic Sea region are known as lagoons, coastal inlets or sounds.

These smooth waters make it easy to forget that they are part of an inland sea, the Baltic.

The Western Pomerania Lagoon Area National Park is the main wintering area for waterfowl from all over the Baltic Sea region. The Darss-Zingster-Bodden chain and the lagoons west of Rügen are part of this interconnected region.

The National Park is especially well known for its flocks of cranes. The highlight of the year is autumn: From September to November, some 60,000 cranes pass through, remaining for several weeks.

The presence of the cranes and the Baltic water, which is still warm in autumn, extends the charter season until well into October, providing guests with a wealth of experiences.



LÜBECK, STRALSUND AND UECKERMÜNDE

Linsen yachts are provided for the open sea from the three ports of departure, Lübeck, Stralsund and Ueckermünde. The construction and equipment of these yachts make it possible to sail beyond the coastal three-mile zone.

The island of Bornholm and the south coast of Sweden are within easy reach of Ueckermünde or Stralsund.

With the smaller yachts you can of course sail around the German and Polish islands in the Baltic and also tour the neighbouring inland cruising areas. The Baltic yachts have frequently made the big round trip via the Oder and Elbe through the inland areas and back to the Baltic. Chartered sea-going yachts can also sail on inland waterways but inland yachts are not allowed on the sea. No matter where they go, the host country flags of Denmark, Poland and Sweden are on board.

QUESTIONS ABOUT THE CRUISING AREA:

ARE THE YACHTS ALLOWED ON TO THE BALTIC?

Yes, of course. There are two categories, charter yachts for coastal sailing (3 nautical miles) and for the open sea (30 nautical miles).

SO WHERE CAN I SAIL TO?

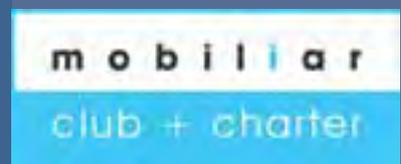
Round trips are available from all the ports of departure, some of them involving the inland cruising areas.

WHAT QUALIFICATIONS DO I NEED?

Sea-going yachts must be fitted with a radio, otherwise it is sufficient to hold a SEE sport boat licence.

WHEN IS THE BEST TIME FOR SAILING?

The best time is high summer with the short nights. The warm water of the Baltic makes for relatively mild days in autumn (60,000 cranes can't be wrong).

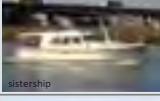


INFORMATION AND CONTACT

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www.club-und-charter.de

Stockholm

AN UP-TO-DATE LISTING FROM THE LINSSEN PRE-OWNED SECTION

Ref.No.	Type Dimensions	Year of construction	Engine	Price
 2774	Grand Sturdy 33.9 Sedan 10.35 x 3.40 x 1.00 m	2009	1x Volvo Penta D2-75 55 kW / 75 PK	€ 207,500.-
 3126	Classic Sturdy 36 AC 11.10 x 3.45 x 1.00 m	2013	1x Volvo Penta D2-75 55 kW / 75 PK	€ 285,000.-
  2401	Grand Sturdy 380 AC 11.60 x 3.85 x 1.15 m	2003	1x Volvo Penta TAMD 31S 74 kW / 100 PK	€ 235,000.-
  2829	Grand Sturdy 40.9 Sedan 12.85 x 4.30 x 1.20 m	2009	1x Volvo Penta D3-110 81 kW / 110 PK	€ 358,400.-
 2809	Grand Sturdy 40.9 Sedan 12.85 x 4.30 x 1.20 m	2008	1x Volvo Penta D3-110 81 kW / 110 PK	€ 340,000.-
 2431	Grand Sturdy 410 AC 12.55 x 4.20 x 1.34 m	2004	1x Volvo Penta TAMD 41 H 107 kW / 145 PK	€ 257,000.-
 2313	Linssen 41 SL 12.55 x 4.20 x 1.34 m	2003	1x Volvo Penta TAMD 41 H 107 kW / 145 PK	€ 293,000.-
 2385	Grand Sturdy 430 AC Twin 13.20 x 4.30 x 1.23 m	2003	2x Volvo Penta TAMD 31 M 81 kW / 110 PK	€ 325,000.-
 2532	Grand Sturdy 430 AC MKII 13.50 x 4.30 x 1.35 m	2007	1x Vetus Deutz DT66 125 kW / 170 PK	€ 425,000.-
 2989	Grand Sturdy 45.9 AC Twin 14,30 x 4,30 x 1,26 m	2013	2x Volvo Penta D3-110 81 kW / 110 PK	€ 539,000.-
  2286	Grand Sturdy 470 AC Twin 14,30 x 4,45 x 1,36 m	2001	2x Volvo Penta TAMD 41 H 107 kW / 145 PK	€ 364,000.-
  2365	Linssen 47 SL Twin 14,30 x 4,45 x 1,36 m	2002	2x Volvo Penta TAMD 41 H 107 kW / 145 PK	€ 385,200.-
 2529	Grand Sturdy 500 AC Variotop Twin 15,75 x 4,88 x 1,35 m	2008	2x Vetus Deutz DT66 125 kW / 170 PK	€ 686,000.- (excl. VAT)

The special Linssen Collection privileges include:

- Linssen Yachts Owners Card
 - Linssen Yachts Guarantee Plan (1-year guarantee*)
 - Boats in an excellent state of repair
 - Complete overhaul carried out
 - Delivery ex boatyard
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 - Complete inspection upon delivery
 - Detailed transfer-of-ownership and technical instructions
 - Extra support by Linssen Yachts' after-sales service
- (* see the Linssen Yachts Guarantee Plan for pre owned boats conditions)



Advanced SKIPPER TRAINING



GET TO KNOW YOUR LINSSEN (EVEN) BETTER.

The comprehensive range of services offered by Linssen Yachts also includes Advanced Skipper Training. During this training, we teach you the finer points of safe and peaceful sailing on your own Linssen.

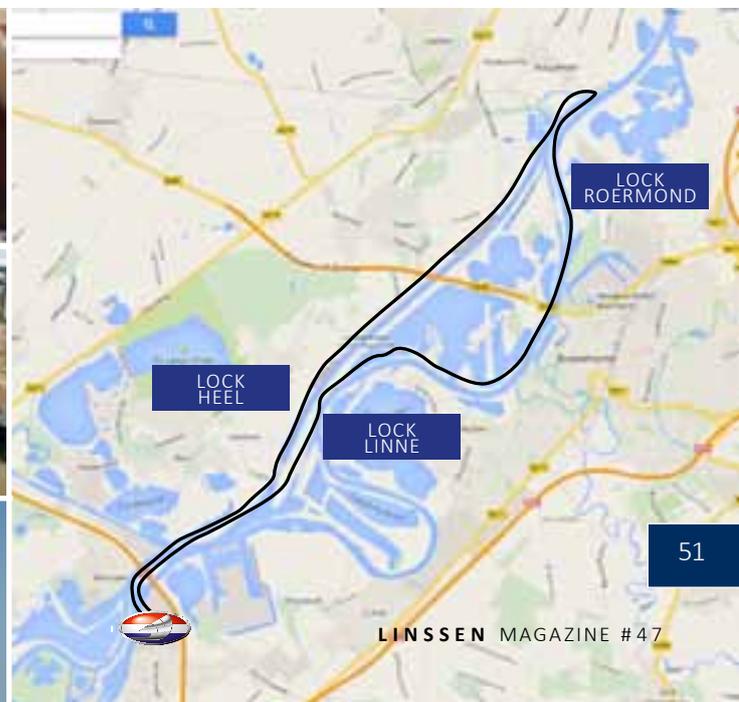
You will depart from the Linssen harbour under the supervision of an experienced skipper for an approx. four-hour trip through the locks to Roermond. Different aspects of sailing can be dealt with as you pass through the beautiful Limburg countryside:

- locks
- basic information on operating a VHF set (if your Linssen yacht is equipped with a VHF set and you have a VHF radio certificate)
- manoeuvring in ports
- performing different manoeuvres
- basic knowledge of tying knots

We can respond to your personal questions, according to your experience and knowledge.

Make an appointment yourself within three months after taking delivery of your new or pre-owned yacht. In this case, this Advanced Skipper Training will be offered by Linssen Yachts free of charge. Jan Linssen provides this training. Call +31 475 -439999.

Have you been using your Linssen yacht for a while and would you like to learn the finer points, or do you want more advanced training? If so, you will be charged a fixed hourly rate of EUR 45.



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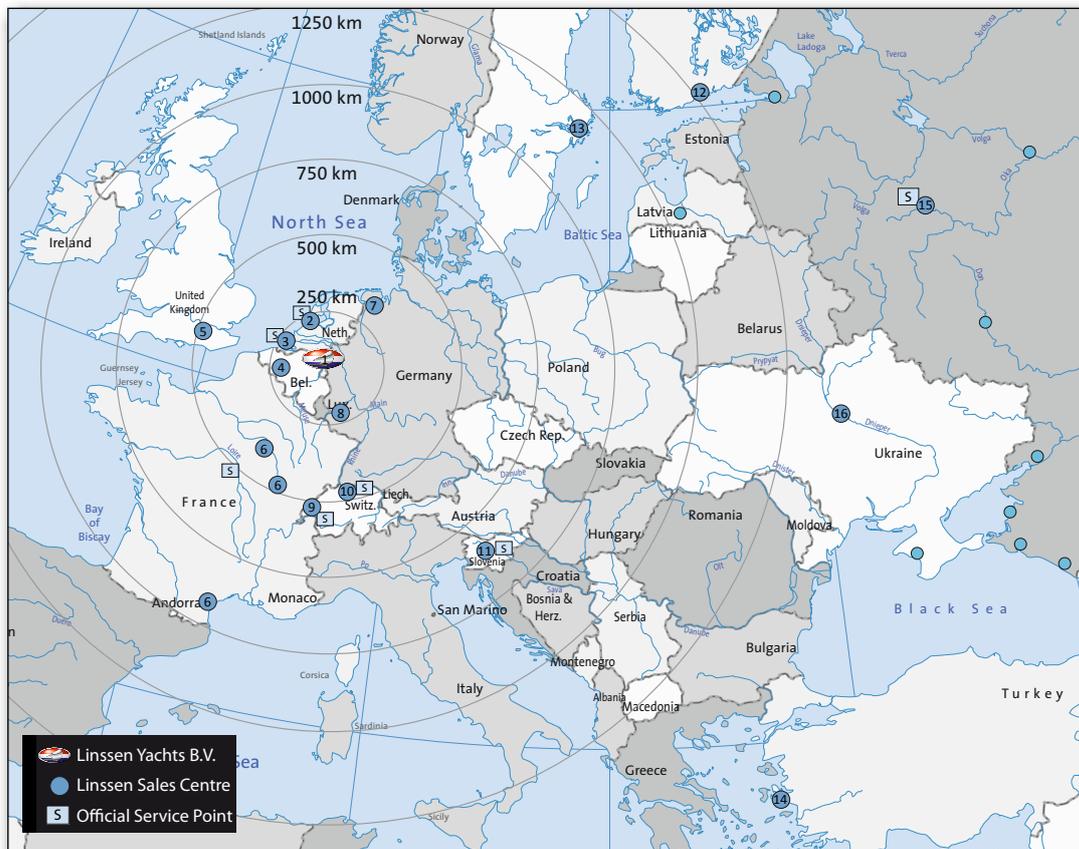
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