

In the last edition of *Serious Pleasure*, you will have read about the first two stages of our journey on ZINFANDEL, our Linssen Dutch Sturdy 320. In 2006, we took her from Basel to Saal, a trip of over 1,800 kilometres. The second stage in 2007 went to Bratislava on the Danube and back again, after which we left Zinfandel safely in her winter accommodation at Linssen representative Kreuzsch on the Moselle in Schweich near Trier. Trier was the starting point for our last stage in 2008.



Lake Constance — Vienna — Paris (Part 2)

The trip from Trier to Paris

TEXT AND PHOTOGRAPHS SABINE AND WOLFGANG RÖSEL

Moselle / Canal des Vosges / Saône

Until then we knew the German Moselle valley between Koblenz and Trier solely as a well trodden path full of bends between Hunsrück and Eifel and surrounded by forests and vines on steep slopes. The valley we were sailing through was now becoming wider. As far as the French border, we



"...Canal des Vosges..."

sailed past extensive vineyards on the sunny side of the tiered slopes. We made our first stop in Schwebsange. The price of diesel was very low there, so we filled our tank to the brim. We then sailed past Schengen at the point where Germany, France and Luxembourg meet. In Metz we found a fantastic mooring, right in the town centre. At this point, shipping uses the canalised Moselle which runs alongside the old, non-navigable river bed. We sailed past enormous dredgers which were being used for large-scale gravel extraction. We stayed around for a bit longer in Nancy, the former capital of Lorraine. The historic city made a great impression on us. In particular, the famous Stanislas square is very impressive. The old town of Toul, which was reinforced with ramparts and bulwarks by master builder Vauban in the 17th century, was our last stop on the Moselle before we reached Neuves-Maisons, the end of the navigable section of the river (392.8 kilometres from Koblenz). On our travels through the industrial area of Lorraine, we could see on all sides the signs of a steel industry which had fallen into disrepair.





"...Place Stanislas in Nancy..."

Canal des Vosges

We found our first mooring near the village of Richardménil on the Canal des Vosges. The trip rose to 360.57 metres above Normal Amsterdam Level. Countless former forges lay alongside the canal which was only completed between 1874 and 1882 and which took us through a forest landscape. We moored in the beautiful marina at Epinal, the town that used to be famous for its wallpaper and engravings. The Musée de l'Image has a collection of 23,000 engravings and woodcuts. These were referred to as the "predecessors of the comic book" and were printed there from 1796. The last stop along the Canal des Vosges was the newly built marina in Corre, where the Canal des Vosges meets the Saône.

Saône

The Saône, which starts off not much wider than a canal, becomes steadily wider and turns into a river which flows slowly through a wide open landscape which is interrupted

in places by dense riparian forests. We sailed into St. Jean de Losne where the Canal de Bourgogne begins. This is the largest "Port de Plaisance" on France's inland waterways. St. Jean de Losne is also an important selling place for used boats and péniches up to 38 m in length. The majority of the owners come from Switzerland, the UK, the US, New Zealand or Canada. We also met many sailing boats that were on their way to the Mediterranean with their masts lowered.

Canal de Bourgogne / Grand Crus

We stayed moored for some time at the quayside of the old harbour at Dijon and took time out to explore the museums and the old town thoroughly. We visited the mother house of the Cistercian Order in Citeaux and the Grand Cru vineyards around Nuits-Saint-George on the Côte d'Or. The numerous churches, convents, fortresses and castles – some of them very well maintained – which we passed

"...fascinating city centre of Auxerre..."





“...One of the 189 locks on the Canal de Bourgogne...”

gave us a good impression of the lifestyle full of pomp and ceremony that the clergy and nobility enjoyed in the late Middle Ages.

Built between 1783 and 1833, the 242 km Canal de Bourgogne took us through a sometimes densely wooded mountain landscape to the watershed at a height of 378 m above Normal Amsterdam Level, after which sailed through the 3,333 metre long tunnel and moored in Pouilly-en-Auxois. The “Cap Canal” information centre provides a lot of information on the construction of the canal, now over 200 years ago. We had now “conquered” the three highest canals in Europe: as well as the Canal de Bourgogne the Canal des Vosges (360 metres above Normal Amsterdam Level) and the Main-Danube Canal (406 metres above Normal Amsterdam Level). Because of the 189 locks and the infrastructure which – unfortunately – is generally in poor condition, few boaters use the Canal de Bourgogne. And that’s a pity, particularly in view of the beautiful landscapes that we sailed through. On some days we didn’t encounter a single boat and sometimes three on one day. Our cooling water system became blocked due to the large quantity of water plants and rubbish floating around. Although we managed to clear the blockage ourselves, we also heard stories from other boaters who had much more serious faults.



Yonne / Canal du Nivernais / Train de bois

In Laroche-Migennes we reached the Yonne, on which we sailed upstream as far as Auxerre. We lingered here too

because of the tranquillity exuded by the Mediaeval old town, St. Étienne cathedral and the monastery of Saint Germain. We left Auxerre and sailed up the Canal du Nivernais on which we could only sail as far as Clamecy because it was so shallow. Situated at the edge of the dense forests of Morvan, Clamecy was once a flourishing town thanks to its trade in firewood with Paris. In those days, Parisians burned one million cubic metres of wood per annum. This wood was transported downstream from Clamecy on floats (known as train de bois) on the Yonne. After 1850, the advent of coal and the railways put an end to this boom period.

Our journey continued downstream on the Yonne via Joigny to Sens. Sens is the birthplace of the famous architect William of Sens, who taught the monks in Canterbury, England, to build stable gothic arches.

Ile de France

We left Burgundy and reached the region of Île-de-France. Safely moored at the jetty under an equestrian statue of Napoleon in Monteau, we experienced an unusually violent storm and high waves with foaming crests during a pitch black night. We continued our journey along the Seine to Paris. Having sailed through an extensive industrial area and some suburbs, we reached the city centre. After passing through the locks that took us from the Seine to the same level as the marina, we finally reached the Port de l’Arsenal at Place de la Bastille on ZINFANDEL.

We were in Paris!





Both architects Sabine and Wolfgang Rösel, have lived on the water during the summer since 2006. With their Linssen Dutch Sturdy 320 AC "ZINFANDEL", they are making a Euro-tour to investigate evidence of cultural, social and technical developments on the rivers and canals of Europe.

Wolfgang Rösel is writing a book about the tour and the knowledge they acquired. Over three years on the Lake Constance – Vienna – Paris route, they spent 417 days on board and covered 5,000 km. The engine ran for 766 hours and consumed 3,330 litres of diesel. They made for 150 marinas or moorings and passed through 692 locks.

Tour 2008

- Towns and cities: Trier, Metz, Nancy, Corre, St. Jean de Losne, Dijon, Tonnere, Auxerre, Clamecy, Sens, Paris
- Number of days on board: 100
- Number of km travelled: 1,105
- Number of hours travelled: 243
- Number of locks: 433
- Number of marinas/moorings: 61
- Quantity of diesel: 565 litres



"...Destination: Port de l'Arsenal in Paris..."