

S E R I O U S

THE BOATING & LIFESTYLE MAGAZINE FROM LINSSSEN YACHTS

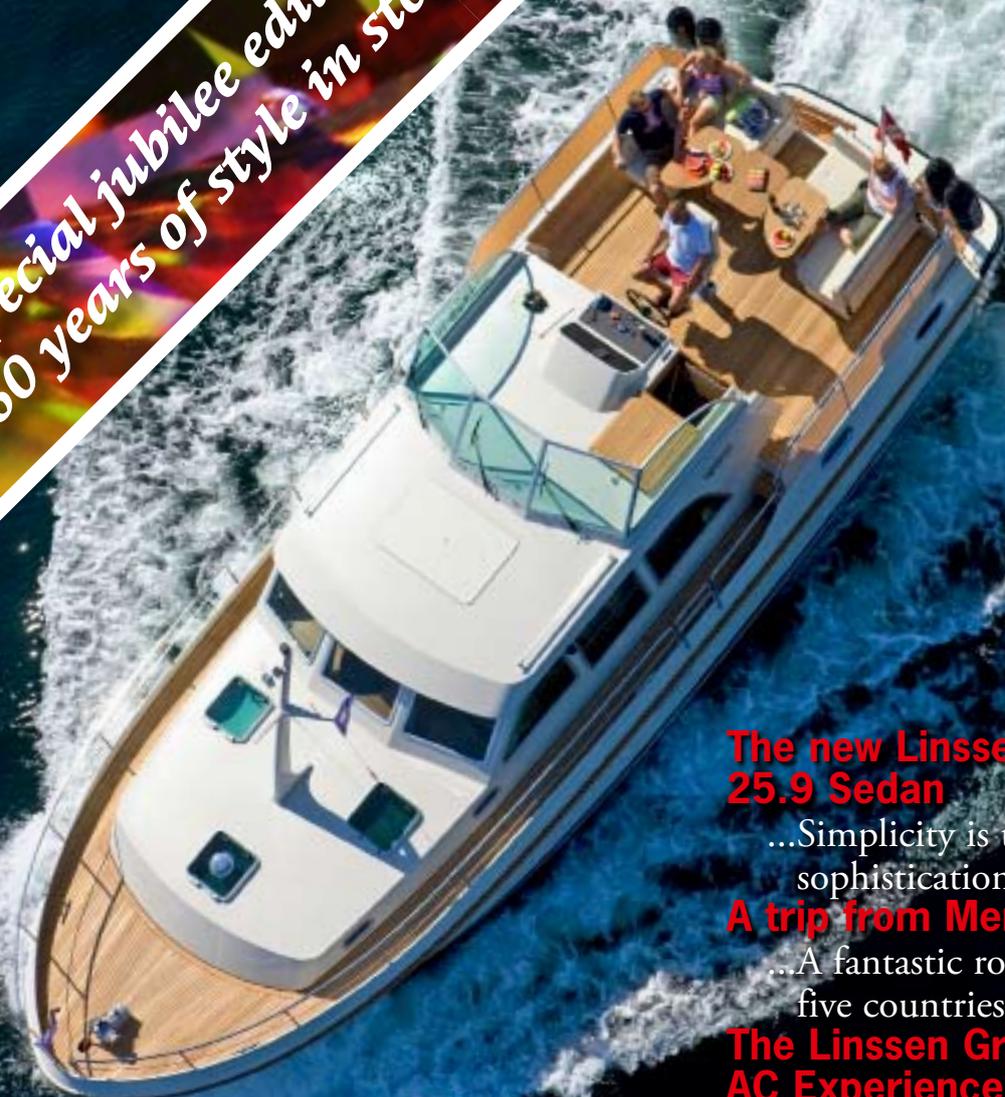
# Pleasure

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"...60 years of style in steel..."  
Special jubilee edition



## The new Linssen Grand Sturdy 25.9 Sedan

...Simplicity is the ultimate  
sophistication...

## A trip from Merzig to Paris

...A fantastic round trip through  
five countries...

## The Linssen Grand Sturdy 45.9 AC Experience

...45.9: Happy marriage of  
sturdiness and style...

**LINSSSEN**  
1949



**YACHTS**  
2009

*We take your pleasure seriously®*

1949 - 2009  
Linssen Yachts:  
60 years of style in steel

LINSSEN  
1949



YACHTS  
2009

*We take your pleasure seriously®*

# Linssen Yachts Boat Show 2009

27, 28, 29 and 30 November 2009

Showroom Maasbracht (NL)

**MUST SEE**

*Friday 27 November (noon - 6 PM)*

*Saturday 28 November (10 AM - 6 PM)*

*Sunday 29 November (10 AM - 6 PM)*

*Monday 30 November (10 AM - 3 PM)*

*location: Linssen Yachts B.V.*

*Brouwersstraat 17, NL-6050 AD Maasbracht*



*ATTENTION: You will only be admitted to the showroom  
if you are in possession of a FREE boarding pass.*

*Request your FREE BOARDING PASS:*

*[www.linssenyachtsboatshow.com](http://www.linssenyachtsboatshow.com)*

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Grand Sturdy 45.9 AC

# "Linssen. A brand with a solid reputation!"

A family company for 60 years. A firm foundation for the future

(Peter Linssen)

For any business that manages to reach this milestone, the 60th anniversary is a special event. Linssen Yachts is sixty years old in 2009, one of the most difficult years ever in terms of the world economy. In the yacht-building industry, a diamond jubilee is something really special because this sector has always been very cyclical and always will be.

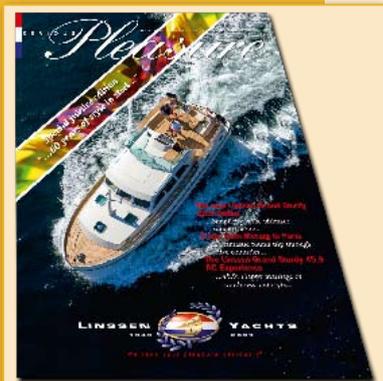
A wise, experienced businessman once told us his personal definition of "EXPERIENCE": "Experience is what we learn from making mistakes...". That's how we see our 60th anniversary: as a process of continuous learning and adjustment, being alert, listening, looking, being open to criticism and accepting that failing, winning, losing and emotion are all part of the process. It is with this attitude that we embark on the next 60 years.

From manufacturing ship's steering wheels in wood and building small work boats to becoming the European market leader in the production of steel motor yachts! The company's first few years were characterised by a pioneering spirit and a 'can do' attitude. But it consistently fostered its own identity from the very beginning with its own products – such as steering wheels with a patented boss construction – which gave the new business a special character.

Since the 1970s, the company's hard-won market knowledge has been applied more effectively. Strategic plans form the basis of continuing professionalisation. Since that time, all efforts have been geared towards building a solid market position with a clear focus on continuity. Continuity has always been what motivates Linssen Yachts. This mission has a higher priority for the company's long-term future than short-term gain.

The early 1980s were important years. The Linssen Sturdy Series came of age and became internationally recognised as a production concept. Highly appreciated at home and abroad, the Linssen SL Series, designed by Jos Linssen, conquered a substantial share of the market. By the time the Linssen SX Series, designed by Winfried H. Wilke, was added in 1985, the LINSSSEN brand was as solid as a rock.

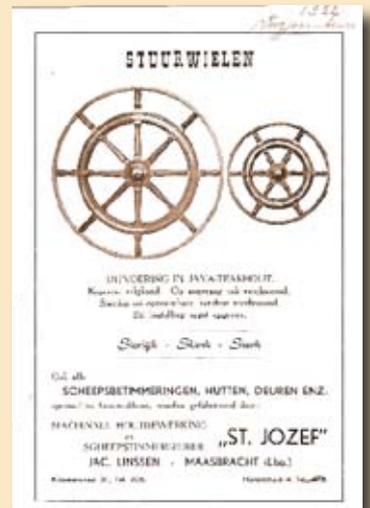
The Linssen Classic, Dutch and Grand Sturdy Series (designed by Jos Linssen, Dick Lefeber and Willem de Vries Lentsch/Anne Elsinga respectively) were built – for the steel yacht-building sector – in relatively large numbers in many variants and specifications. The company's market share in Europe grew steadily with the introduction of the Linssen Grand Sturdy



Title page:

*"...Your Linssen.  
Your private island.  
You determine the  
location..."*

*"...advertisement for the first production steel motor yachts in 1966..."*



*"...advertisement for steering wheels dating from 1952..."*

'Mark II' Series and the Linssen Grand Sturdy '9' Series.

Company founder Jac. Linssen's motto was: *"You should always try to supply your customers with a bit more than you sold them..."*. Even today, this is still a theme that runs through our business. If, for example, a configuration or detail in one of our models is modified or improved, it is immediately implemented in all of them. In this way, customers benefit from our continuous optimisation process. This is one of the main advantages of choosing a professional organisation as your partner.

Despite these economically turbulent and unpredictable times, the Linssen family looks to the future with confidence. In recent years, a substantial investment has been made in modern, efficient infrastructure – in particular, the unique Linssen Logicam™ production line – in high-tech machinery, in software, in training and in innovative product development. Much attention has been focused on geographical distribution by building an international dealer network.

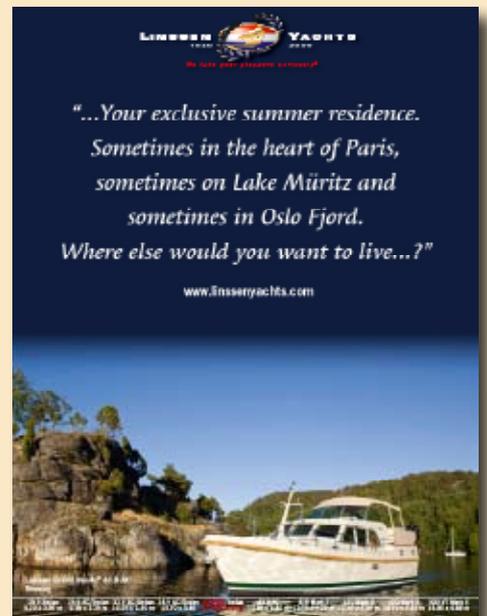
Over the next few years, we will be launching major new models in the 8 and 16 metre segments. In particular, Linssen will be playing its trump cards, the unique Grand Sturdy® design, the Variotop® and the Logicam™ production line technology, to emphatically confirm the beautiful designs, the qualities and the competitiveness of our products. In addition, completely new design concepts will be introduced. Hybrid technology will also making its first appearance at Linssen Yachts.

We're ready for the years to come. But as always with the necessary circumspection as regards continuity and the market. That's why Linssen continued to be a realistic and sound family business during the 'good times' and is therefore thoroughly sound. A striking recognition of this fact was Dun & Bradstreet's recent announcement of the 'Rating 1' Certification of Linssen Yachts (see 'Journal', page 58).

Like you, we hope that the economic climate will continue to improve. As far as that is concerned, we have unshakeable confidence in (and are grateful for) the alliance of reliable and powerful partners: our loyal employees are the cornerstone, our suppliers and service providers are the co-makers, our dealers are the solid foundations and – last but not least – our customers are the satisfied ambassadors of a brand with a sound reputation.

A brand named LINNSEN...

The Linssen Family



*"...advertisement for Linssen '9' Series dating from 2009..."*

*We take your pleasure seriously®*

Winter maritime ambience at Linssen Yachts. Linssen Yachts Boat Show: 1st Advent weekend each year. The annual Linssen Yachts Boat Show never fails to have exciting surprises in store. The forthcoming 11th edition of the Linssen show will certainly not disappoint visitors on that score.



## *Winter maritime ambience at Linssen Yachts*

### Linssen Yachts Boat Show: 1st Advent weekend each year

TEXT PETER LINNSEN; PHOTOGRAPHS ZEBRA FOTOSTUDIO'S

In the article *"The new Linssen Grand Sturdy 25.9 Sedan"* (page 26 - 29) we have included a "paper preview" for you to allow you to get to know for the first time Linssen's major new release in November: the new "baby" of the "9" Series, the Linssen Grand Sturdy 25.9 Sedan. The anniversary models, the Linssen Grand Sturdy 60.33 and 60.43 (see article *"Linssen Grand Sturdy® 60.33 and 60.43"* page 10 -15) will also be on show. This limited, one-off anniversary offer is valid for orders placed during the anniversary, up to and including 31 December 2009 (for delivery during the 2010 or 2011 season).



### **"... Linssen Yachts Boat Show 2008: The official ushering in of the diamond jubilee year of Linssen Yachts BV..."**

The Linssen Yachts Boat Show 2009 opens on Friday 27 November and continues until Monday 30 November 2009.

#### **Boarding pass**

Unlike previous years, the intention is for visitors to apply for a BOARDING PASS in advance. You – and, of course, your partner and family – will only be admitted to the showroom if you are in possession of the FREE boarding pass. (REQUEST A FREE BOARDING PASS FROM: [www.linssenyachtsboatshow.com](http://www.linssenyachtsboatshow.com) or by fax +31 (0)475 43 99 90). We have decided on this new admission system to keep the massive flow of visitors within manageable limits and to give you, as our guest, a better opportunity to take your time visiting the yachts on show, absorb their features and, if you so wish, have a relaxed conversation with your salesperson. Applying in advance may make all of this a little more laborious, but we are doing it for your comfort!

#### **Owners associations**

As usual, you will again be able to view almost all of the yard's new product range in the Linssen showroom during the four-day event. The showroom will be attractively decorated and there will be an especially pleasant ambience. Many Linssen owners, many members of the Dutch/Belgian, British or German owners' associations will be getting together again to catch up and exchange experiences. Delicious finger food and a drink will of course also be supplied again.

#### **European Charter Network**

The Linssen "9" Series European Charter Network partners will be setting up informative and welcoming stands to provide details of fantastic holidays and how to "try out" the Linssen of your dreams in various magnificent navigation areas of Europe.

Traditionally, all of this and more awaits you in Maasbracht during the first Advent weekend of the year. You will be made most welcome, but please don't forget! E-mail or fax your application!!

## ATTENTION:

Unlike previous years, the intention is for visitors to apply for a **BOARDING PASS** in advance. You – and, of course, your partner and family – will only be admitted to the showroom if you are in possession of the **FREE board-**

**ing pass.** We have decided on this new admission system to keep the massive flow of visitors within manageable limits and to give you, as our guest, a better opportunity to take your time visiting the yachts on show, absorb

their features and, if you so wish, have a relaxed conversation with your salesperson. Applying in advance may make all of this a little more laborious, but we are doing it for your comfort!

### **REQUEST FREE BOARDING PASS:**

internet: [www.linssenyachtsboatshow.com](http://www.linssenyachtsboatshow.com)

fax: +31 (0)475 - 43 99 90

### **OPENING HOURS:**

Friday 27 November 2009 (noon - 6 PM)  
Saturday 28 November 2009 (10 AM - 6 PM)  
Sunday 29 November 2009 (10 AM - 6 PM)  
Monday 30 November 2009 (10 AM - 3 PM)



**“...60 years of style in steel...”**





**“... Linssen Yachts Boat Show 2008. Happy**





***boating people at Linssen. Also in Winter..."***



To mark the occasion of Linssen Yachts BV's 60th anniversary, you can register to reserve a hull number for delivery in 2010 or 2011. Benefit from smart product development and modern production boat building. The anniversary offer is valid for orders placed during anniversary year 2009 up to and including 31 December 2009



## *Linssen Grand Sturdy® 60.33 @ 60.43*

### Spectacular Anniversary Offer

TEXT PETER LINSSSEN; PHOTOGRAPHS PAUL BEELEN

Linssen Yachts was established by Jac. Linssen Sr. in 1949. He had gained his experience in the professional shipping industry. Now, 60 years on, today's Linssen Yachts still prides itself on this professional origin: real shipbuilding and sound constructions. It's not fragile toys that leave the factory, just sturdy boats. Built using the latest technology.

The Linssen Family will be building two unique anniversary models for delivery in the 2010/2011 seasons:

- Linssen Grand Sturdy 60.33 'DIAMOND' Edition
- Linssen Grand Sturdy 60.43 'DIAMOND' Edition

The addition of "60" to the type description and logo to mark Linssen Yachts' 60th anniversary accentuates the special qualities of this unique, limited edition of the 33' and 43' versions in the Linssen "9" Series.

#### **60 years' experience**

In recent years, Linssen Yachts BV has invested a lot of energy and money in developing the Linssen "9" Series and the sophisticated construction method used to produce this successful range of models. Thanks to series production, mature products, efficient construction and good terms of purchase, you can now benefit from the result of 60 years' experience and craftsmanship.

Linssen's constant refrain is: quality is a result of the process! This process involves design, engineering, development, prototype construction, testing, configuring and optimising. And then series production in a specially designed production facility. With ingenious products and the Logicam™ production process, Linssen Yachts has raised the production of steel yachts to a historic new level. And Linssen does all of this in house!

#### **Better, less expensive and a sounder investment**

Another reason why the Grand Sturdy 40.9 from the successful Linssen "9" Series was crowned with the "European Powerboat of the Year Award 2009" (see article page 38 - 41).

There is no doubt that the Linssen "9" Series offer the best price-quality ratio in their segment of any powerboat currently to be found in the Netherlands.

Value for your money. Come to Maasbracht and see for yourself why a Linssen is so much better and less expensive – and a sounder investment. And find out from the most cutting-edge yacht builder in the Netherlands why buying a Linssen is not consumption but a safe investment...



GRANDSTURDY  
diamond edition

**NEW**  
MODEL YEAR 2010



## Anniversary offer

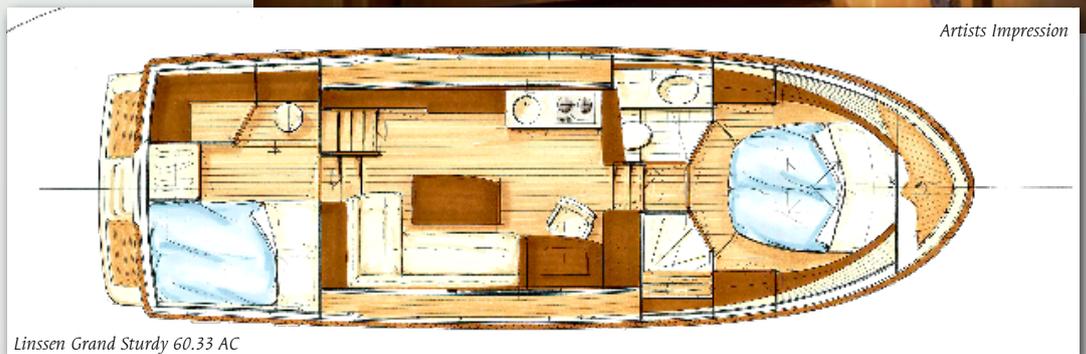
Valid for orders placed during anniversary year 2009, up to and including 31 December 2009.

GRANDSTURDY  
diamond edition





## Linssen Grand Sturdy® 60.33



Linssen Grand Sturdy 60.33 AC

Artists Impression

### Basic specifications:

Length x width x draft	10.35 x 3.40 x 1.00 m
Length over deck	9.87 m
Length waterline	8.83 m
Minimum air draft	2.48 m
Headroom FC/Saloon/AC	1.83/1.94/1.87 m
Weight	ca. 8,300 kg
CE Classification	C (Inshore)

### Grand Sturdy 60.33 'Diamond' package:

- Environmentally friendly anti-fouling paint below waterline, colour: black.
- Eberspächer D4LC hot-air heating system
- 12V bow thruster, model: Vetus 5512 (55 kgf).
- 240V/750 W heating element fitted in boiler
- Extra low-maintenance 90 Ah on-board battery including complete cabling system and fitting
- Linssen "9" Series Power Pack consisting of MASTERVOLT Mass Combi automatic battery charger/transformer 12/2000-100 (100 A/2000 W) with remote panel, including 2 extra low-maintenance 90 Ah on-board batteries.
- Professional 240V/16 A shore connection, including 3 x 240 V wall sockets in the boat and 240 V shore cable conforming to CE standard.

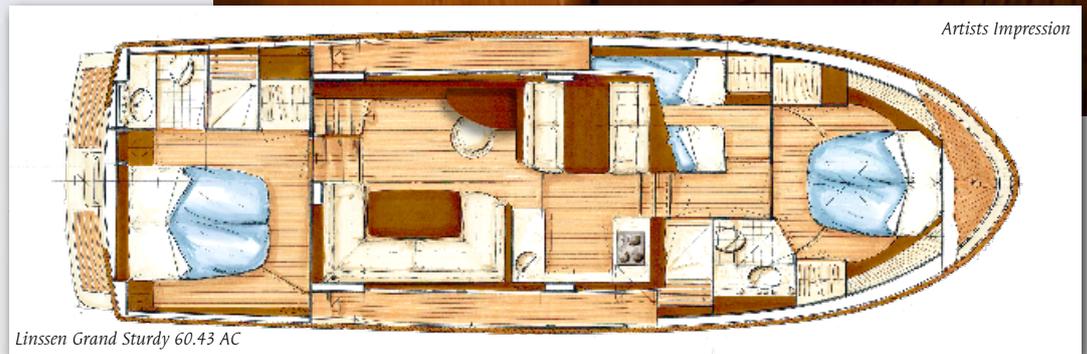
€ 206,500

INCLUDING 19% VAT  
(EX WORKS MAASBRACHT)

Package price:  
€ 11,780 including 19% VAT.



## Linssen Grand Sturdy® 60.43



Linssen Grand Sturdy 60.43 AC

### Basic specifications:

Length x width x draft	13,90 x 4,35 x 1,25 m
Length over deck	13,05 m
Length waterline	11,80 m
Minimum air draft	2,95 m
Headroom FC/Saloon/AC	1,97 / 2,01 / 1,99 m
Weight	ca. 18.000 kg.
CE Classification	B (Offshore)

€ 369,600

INCLUDING 19% VAT  
(EX WORKS MAASBRACHT)

### Grand Sturdy 60.43 'Diamond' package:

- Deck shower on swimming platform with hot and cold water mixer unit
  - Set of waterproof speakers in the helmsman's position
  - Environmentally friendly anti-fouling paint below waterline, suitable for both fresh and salt water, colour: black.
  - Electric bow thruster, 95 kgf (5.2 kW/7 HP) including 2 x extra low maintenance 90 Ah batteries
  - 240V/759 W heating element fitted in boiler
  - Additional battery charger for bow and stern thruster group
  - MASTERVOLT Mass Combi automatic battery charger/transformer 12/2000-100 (100 A/2000 W) with remote panel, including 2 extra low-maintenance 90 Ah on-board batteries
  - Stereo radio/CD player, including 2 speakers in saloon and boosted radio antenna
  - Original LINSSEN teak deck, on aft deck ONLY
  - 2 luxury wall lamps in aft cabin
- Package price:  
€ 28.700 including 19% VAT.

# Steer a safe course

You cannot enjoy the carefree use of your Linssen until you have insured it properly. Because we have more than 60 years of experience in insuring yachts, we are specialists in this field. We know the risks associated with your hobby, and ours by the way, better than anybody else. Would you like to receive a tailor-made quotation?

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*"...Your exclusive summer residence.  
 Sometimes in the heart of Paris,  
 sometimes on Lake Müritz and  
 sometimes in Oslo Fjord.  
 Where else would you want to live...?"*

[www.linssenyachts.com](http://www.linssenyachts.com)



Linssen Grand Sturdy® 40.9 AC  
 Norway

25.9 Sedan	29.9 AC/Sedan	33.9 AC/Sedan	34.9 AC/Sedan	40.9 AC/Sedan	45.9 AC	410 Mark II	430 Mark II	470 Mark II	500 VT Mark II
8.20 x 3.00 m	9.35 x 3.35 m	10.35 x 3.40 m	10.70 x 3.40 m	12.55 x 4.30 m	14.45 x 4.40 m	12.55 x 4.20 m	13.50 x 4.30 m	14.70 x 4.45 m	14.95 x 4.88 m

After my first long trip on a 'vintage' Linssen, the Dutch Sturdy 320 AC, I came into contact with Peter Schönberger of Yacht Charter Holiday Tours GmbH this year. He offered me a well-equipped, brand new Grand Sturdy 29.9 AC for my Merzig-Paris venture. If you're thinking of travelling from Merzig to Paris, the TGV would be the most obvious choice, or perhaps you would go by car because of the ease of travelling door to door. But how do you get there by boat? Is that even possible?



## *A trip from Merzig to Paris*

### A fantastic round trip through five countries

TEXT AND PHOTOGRAPHS BERND ORGASSA

It is possible, provided that you allow at least seven weeks for the 2,000 km journey and find a boat that not only has the necessary technology but also has all the conveniences and offers a degree of comfort. The boat will have to pass under bridges which have a clearance of only 3.5 m. Although not essential, a radio telephone is certainly very useful.

#### **They've thought of everything**

The journey began in Merzig, located on the River Saar. I received an extremely well maintained boat. They had thought of everything: warp anchor, long mooring ropes, short mooring ropes, mooring ropes of a very strong material for "lassoing" in case of high lock walls, power cables and adapters for every conceivable connector, water hose with different couplings, sturdy mooring pins and a heavy hammer, a powerful torch, a box full of super-thin toilet paper, etc. Together with the ten navigation charts we had brought with us, tourist information compiled into folders filled the bookshelf in the aft cabin. They all came in handy at one time or another.

Accompanied by two experienced motorboat-loving friends, I sailed down the peacefully flowing Saar and Moselle. The locks hardly held us up at all. But we were held up by a routine police check: they were looking for stolen equipment and boats. When the friendly policemen heard what our destination was, they wanted to swap places with us!

#### **Nature, hillside vineyards, Moselle villages, weather, the good life**

But after a hot day we were caught in a heavy thunderstorm before we reached Cochem. Despite the cloudburst and the resulting reduced visibility, navigation wasn't a problem because of the freighter in front of us. The hailstorm that then crashed down on to us did however cause us some concern under the sparyhood. Could the canvas withstand these hailstones, which were the size of golf balls? There was an ear-shattering clatter but the canvas held firm. And as we sailed into the harbour at Cochem, the sun was shining brightly again as if nothing had happened.

From Koblenz we sailed down the Rhine. At an engine

**"...Vive La France:... the good life..."**



speed of 2,100 rpm and assisted by the current, our journey proceeded apace at the rate of 14 km per hour. The 55 HP Volvo Penta was now consuming 4 litres per hour. That was kind on the wallet.

### No skill

No skill is involved in sailing on the Rhine. However, it's important to keep a close eye on the big ships. In addition, it's advisable to sail on the other side as soon as the harbour entrance or a mooring place comes into view. The current in narrow harbour entrances should not be underestimated; always turn into the current.

The Rhine flows to Duisburg through a varied landscape. We saw not only green riverbanks, grey mountains and cityscapes but also industrial and port areas.

The solid brick entrance to Rheinau harbour in Cologne is interesting. Despite the fact that it has had to sacrifice some space, the marina is still very large. It would need a face lift, though, to stop it looking out of place in the completely redeveloped harbour area with new housing and business premises. You can reach Cologne's old town, cathedral and bustling Südstadt on foot.

New guests came aboard in Duisburg's new inner harbour. They turned out to be self-caterers. Three times they drove up with a shopping trolley full of provisions and drink. I hoped that we would have eaten everything by the time we reached France as wine and other culinary delights would be awaiting us there.

The journey continued: first to Arnhem and then up the Meuse, sailing upstream for the first time. However, the current was a mere 2-3 km per hour. In Venlo we struck lucky. It was lunchtime in the busy town centre. The attraction: real fresh herrings.

You can just eat them with your hands or more politely with a knife and fork: it doesn't make any difference to the taste. And after you've eaten, you just go and wash your hands at the fishmonger's sink. Holland at its best.

We sailed on the Meuse for a few days more and also made a stop at Maasbracht harbour. From our berth we could see the imposing boatyard buildings of Linssen Yachts. There were yachts lying there, some of them waiting for new owners, often with interesting destinations. In the large showroom you can view the latest models in great detail. It was also very tempting to sniff around a nearby army surplus shop.

The cities of Maastricht and Liège followed. As we sailed into Belgium, we were confronted with a minor surprise attack by officialdom. The lock-keeper demanded – in a friendly but insistent manner – that we underwent customs

clearance. Bureaucracy rules, but never mind – it didn't cost us anything. The town of Huy is well worth a visit and we found an excellent restaurant there. A boon for the whole crew.

### Maas becomes Meuse

The river known as the Maas in the Dutch-speaking area now became La Meuse in the French-speaking area. We reached Namur. The surrounding area was changing, becoming more hilly. Impressive landscapes were passing by. The number of locks was also increasing. There had already been 10 locks by the time we reached Givet in France. Thirteen between Givet and Bogny and a further 13 locks the next day heading for Le Chesne. All the locks were operated automatically. The employees of the VNF (Voie Navigable de France) didn't show themselves but they are still drummed up occasionally when something gets stuck somewhere. And that's hardly surprising. After all, we sailed on a canal, part of which had been constructed as long ago as the 18th century. The locks had been manually operated for 200 years. This is now done by hydraulic systems. This



"...Canal lateral à l'Aisne..."

sometimes causes problems due to the old, crude mechanism and the often "happy-go-lucky" hobby sailors.

It was Thursday, 12 June. The day of the 28 locks. We were on the Canal des Ardennes. It was drizzling. What you can sometimes do with on board is a bit of exercise. Well, that day we didn't have anything to complain about. The locks were a real feat of sportsmanship. Ordinary seaman Horst-Dieter jogged from one lock to the next, tying up the mooring ropes. The helmsman practised passing through locks solo. By three o'clock in the afternoon we were soaked to the skin, but the job was done. It was not until then that we

## "...The Eiffel Tower comes into view..."



heard that lock 22 had been blocked two days before. A lock door had come out of its hinges. The repair took five days. In other words, we were spared this misfortune.

We moored in Attigny, where there were no restaurants. That day, however, we were no longer put off by the frozen Chinese rabbit tenderloins. The galley smoked. And so we toiled onwards, along the Ardennes Canal, the Aisne and the Oise until we reached the Seine. We made a slight detour to Rheims. There we took part in a celebration to honour Joan of Arc. The event was graced by a colourful procession of guards, veterans clubs, the dean and chapter, etc. Rheims is highly recommended.

### **The Eiffel Tower comes into view**

We drifted down the Seine with the greatest of ease. There was little traffic, just the occasional cargo ship or motor boat. A charming landscape slid by, alternating between densely built-up areas and industrial estates. There were quite a few shipwrecks along the riverbanks. In Paris, the first thing we saw was the skyline dominated by tower blocks and then we passed green slopes and finally we were sailing between typical Parisian buildings. The Eiffel Tower came into view. The bridges became closer together, varying in style and age.

Our destination was the Paris-Arsenal marina. It is situated between the Seine and the Place de la Bastille and is therefore very centrally located. However, before reaching this marina, we first had to navigate our way around dozens of sightseeing boats during our way through the Cité. We were assisted by a tug-pushed barge which stoically forced its way through. We just followed it. Around the islands, river traffic is controlled by traffic lights. It is advisable to keep a close eye on the Navicarte as well as the busy river traffic.

### **Paris-Arsenal**

Arsenal can only be reached by a series of locks. Two continuously overworked harbourmasters control the locks via a video screen and allocate moorings. However, this does not necessarily mean that they are actually free. You take another place instead. This is where the radio telephone comes into its own: you can save yourself a long trip to the capitainerie by requesting a new berth number.

Another nice touch: throughout the marina there are four sets of toilet and washing facilities. Each wash house also contains a washing machine and dryer. What does a sailor who has been travelling for a long time do in Paris? Correct. Washing day.

But Paris-Arsenal has even more to offer. You climb up the steps on the quay wall and you are in the middle of the Quartier Bastille, a vibrant district that offers everything that the visitor to Paris seeks: opera, cafés, restaurants, shops and sputtering scooters. You walk a few streets further and there are all the well-known sights of this international city. The metro station is literally on your doorstep.

We were travelling with other wanderers. In June, the water trotters head south. An older couple from Rotterdam had all summer to do this. A young family came from Finland with a beautiful wooden sailing boat. Their destination for 2008 was the Mediterranean. Just the year after, they wanted to travel to Helsinki by sea. And that's what makes long journeys so nice: talking to your neighbours, exchanging experiences and stories by boaters about boats. Often you maintain the same course for days. Sometimes, you bump into them again by chance in locks and harbours after weeks and there are more new stories to tell.

## Champagne-Ardenne

We left Paris and kept to port as we sailed up the Marne. The surrounding area soon became rural and hilly again. The number of locks increased. However, things remained peaceful on the water. In the narrow canals we encountered péniches, cargo boats which are 35 m long and fill the old locks down to the last centimetre. Not every péniche is still used as a cargo boat carrying coal, sand or grain; an increasing number of them now serve as chic houseboats. The imagination of their owners knows no bounds. One boat had even been designed as a real Provencal house.

We were now crossing Champagne-Ardenne. An unspoiled, almost rugged landscape containing woods, cornfields and rock faces passed us by. The champagne grape grows on the slopes of France's most northerly vineyards. Large silos are a reminder of how important the canals used to be for transporting wheat. Nowadays, wheat is transported by road.

## Le tunnel de Demange à Mauvages

After Epernay, the canalised Marne becomes the Canal latéral à la Marne. At Vitry-le-François we turned into the Marne-Rhine Canal, reaching the Rhine at Nancy La Moselle. Halfway along, there was another attraction: the tunnel de Demange à Mauvages. What is meant to happen is that an electric boat tows vessels through the 5 km long tunnel. But as the last lock-keeper told us laughingly: *"The tugboat has broken down, so you can continue under your own steam. If the traffic signal at the entrance is at red, just carry on. You'll be accompanied by a cyclist who will make sure that you*



"...le tunnel de Demange à Mauvages..."



"...The 'Pont Alexandre III' in Paris. Designed by Résal and Alby. Built between 1896 and 1900..."



*don't call too loudly, stop midway or play with the lights. Bon voyage.*" Now we were certain: we were in France.

The journey through the tunnel is wearisome. If you actually kept to the 5 km/h speed limit, it would take you an hour to get through. The tunnel is well lit. However, because the tunnel ceiling is reflected in the calm surface of the water, you don't see the water. It seems as if the boat is floating along an empty canal bed. It's a special experience.

Nancy is worth making a stop for. With a little bit of luck, you'll be there on one of the evenings when the houses on Place Stanislas are lit by a laser show. The Carrière takes you to the old town (11th century). There you'll find a large number of friendly restaurants and cafés. The Art Nouveau buildings in the new town are also worth a detour.

### The Moselle

We were now in Lorraine, sailing on the Moselle. The Romans also sailed here on boats of a similar size. However, they were made of wood and were pulled by tow men. Downstream, they rowed the boat or allowed it to drift along with the current. Two hundred years ago, some vessels were already 24 m long and were sometimes drawn upstream by as many as six horses. It was not until 1964 that the Moselle between Thionville and Koblenz was tamed by the construction of weirs and locks, which made the river navigable for large ships all year round. Tug-pushed barges of 172 m in length can pass through the locks. If there is no professional shipping coming, you can pass through the lock for some small change. A 10 m yacht on its own can do so as well if it doesn't fit into the lock for pleasure craft.

Along all the canals on which we travelled, we could still see

the old towpaths, which also continued under the bridges. A large number of them are still maintained as they are used for purposes such as cycle paths for tourists.

We enjoyed our final days on the Moselle. It was tranquil and the countryside was beautiful. The towns that we passed have had an eventful and not always peaceful history.

Before we sailed up the Saar, there was another must: to refuel in the Schwepsange in Luxembourg. Even without the cheap diesel, this marina would have been worth a visit. A skipper can find everything he needs in the large modern filling station. We made our penultimate stop in Saarburg. Is this a wine capital? We were extremely happy with the small restaurant where we moored and which was away from the tourist bustle. The waterfall, Saarburg castle, carefully restored timber-framed houses, remains of the old town walls – this what attracts so many tourists to this town.

Just a little bit further to Merzig. The circle will then be completed. The yacht was handed over undamaged. We had a wonderful journey behind us. France: we're certainly coming back, most definitely with a Linssen.

### Want information about chartering on the Saar? Yacht Charter Holiday Tours GmbH

Hauptstrasse 24  
D-66740 Saarlouis, Germany  
Tel. +49 (0)6831 - 69379  
Fax +49 (0)6831 - 69381  
info@saarmoselyachtcharter.de  
www.saarmoselyachtcharter.de



The author Bernd Orgassa  
“... from Merzig to Paris. 2,000 kilometres in 7 weeks. An experience!...”

### Summary

- 46 days on the water
- Navigation solely by means of the French Navicartes and Fenzl's "Mosel und Rhein"
- 2,000 kilometres travelled
- 293 locks
- Refuelled 8 times, with a total of 756 litres of diesel
- Period: June/July
- Mooring fee: from free to €30, with an average of €12 per night
- Lock times: varied considerably. Ranging from 9.00 am - 6 pm to 24 hours per day



**Do you want to contribute to "The Linssen mailboat"?**

Then send photos, postcards or anecdotes to Serious Pleasure,  
P.O. Box 7172, NL-6050 AD Maasbracht or to  
[paul.beelen@linssenyachts.com](mailto:paul.beelen@linssenyachts.com).

(Inclusion is at the editors' discretion)



Linssen Sturdy mailboat (launched 1977)

## The Linssen mailboat

### Mail from Serious Pleasure readers



*"La piú bella Barca del Mondo!"  
(The most beautiful boat in the world)*

Antonio Lonto (I)  
Grand Sturdy 500 Variotop® Mark II

*"St. Jozefvlet 950 (built in 1981) is the setting for a DVD  
recording of the Congolese singer Kelly Enjoy in L'Isle-Adam on  
the Oise."*

René and Trees Cappendijk (NL)  
St. Jozefvlet 950 "Mossel"



*"Time and again we were approached by other skippers because of  
our beautiful BLUE SKY, usually sail boat enthusiasts, who said,  
'If I were to stop sailing, I'd buy a Linssen too'."*

Arnold Stamm (CH)  
Grand Sturdy 29.9 Sedan "Blue Sky"



*"My grandma and grandad Jos and Hiebo Holtkamp have a  
Linssen motor yacht. On Friday 10 July, my mum and dad got  
married"*

Luuk Holtkamp (NL)  
Linssen 47 SL "Blue Lady"



# Linssen '9' series European Charter Network



The Linssen Charter Network is a consortium of European charter companies with a joint objective: to have a Linssen Yachts Grand Sturdy Series "9" ready and waiting for you on the most beautiful European waterways.

Charter a Linssen on the Baltic Sea, the Müritz lake, in Berlin, in Holland, on the IJsselmeer, Markermeer and Randmeren lakes or the Frisian waterways, on the Saar or Moselle rivers, the French canals or in Croatia. Experience a high-quality and familiar yacht, enjoy the best service and benefit from favourable discounts and advantages available within the Linssen Charter Network. This means that once you have chartered a yacht from a Network partner, you will benefit from the regular-customer discount at all partners.

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Moselle-Saar, Canal du Midi, Canal du Nivernais, Adriatic Sea**

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Müritz, Flensburg, Rügen, Zehdenick and Berlin

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Canal du Midi



The Linssen Yachts Summer Festival 2009 lasted four days – from 11 to 14 June. We recorded around 1,000 visitors from 15 countries. The guests were received in the just completed 2,000 m<sup>2</sup> production facility which had been specially decorated for the occasion.



## *A little bit of St Tropez in Maasbracht*

### Linssen Yachts Summer Festival 2009

TEXT PETER LINSSEN PHOTOGRAPHS ZEBRA FOTOSTUDIO'S AND PAUL BEELEN

Our European representatives invited a large number of guests to take part in the yachting event. All the current models in the Linssen Yachts range were gleaming, moored in the harbour to familiarise visitors with the pleasures of sailing on the Meuse in Limburg. It was a beautiful sight, seeing the yachts arriving and departing. There was great enthusiasm, which was confirmed by the fact that – despite the difficult economic times – Linssen was able to take orders for five new motor yachts with a value of approx.

€1.8 million. Two Linssen yachts were sold to Switzerland. The Netherlands also accounted for two buyers and one new Linssen was ordered by a German customer.

#### **Linssen Owners Group**

On the third day of the event, a get-together had been organised for Linssen owners on the boatyard quay. The Dutch Linssen Owners Group (“LOG”) had a surprise in store for the Linssen family. The president and group members con-



gratulated them on the 60th anniversary of Linssen Yachts. A vintage Linssen (a “Limburgia 730” dating from 1971) sailed into the boatyard to loud applause, flying the first version of the official Linssen Owners Group burgee. Aad

ensure that current and future owners will raise the Linssen flag high with the same pride as now. After this emotional interlude, the celebrations continued into the early hours.



**"...A vintage Linssen sailed into the harbour flying the LOG burgee..."**

Huijs, LOG president, presented the burgee to the junior Linssens and appealed to the third generation to continue the business in the spirit of their granddad and parents to



*"... The LOG committee (l. to r.): treasurer Jan Brummel, president Aad Huijs and secretary Peter Janssen..."*





**“... Linssen Summer Festival 2009...”**



"It may sound strange, but you could certainly characterise our new Linssen Grand Sturdy 25.9 Sedan as our latest 'flagship!'" That's how the enthusiastic story starts that Yvonne Linssen (MSc) tells about the new "baby". This is an anti-cyclical development – so typical of Linssen Yachts.



## The new Linssen Grand Sturdy 25.9 Sedan

Simplicity is the ultimate sophistication... (Leonardo da Vinci)

TEXT PETER LINSSEN; PHOTOGRAPHS PAUL BEELEN

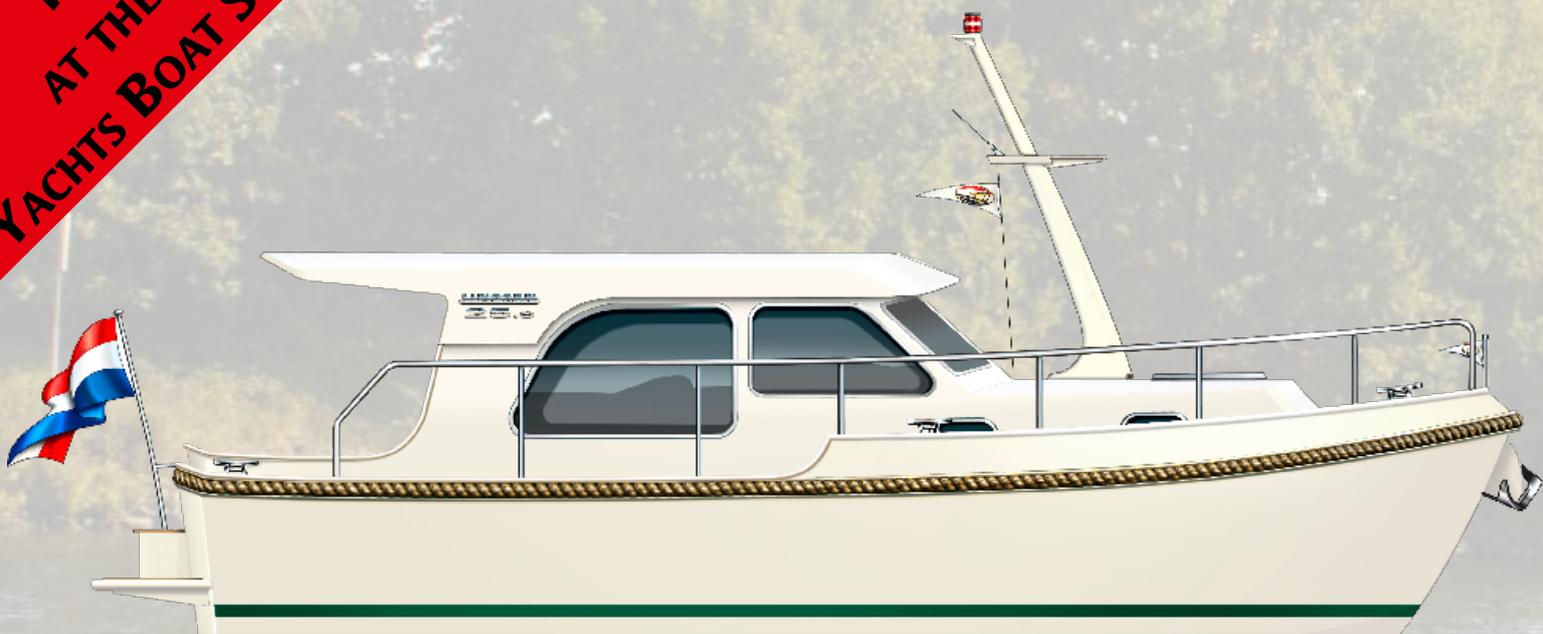
*"The 'small boat project' – as we originally called it – certainly turned out to be a mammoth project. Why? Against all the market trends, we had to show that it was actually possible to create an innovative Linssen which is also worthy of the name in the 8 m steel yacht segment. A segment that has been abandoned by almost all the Dutch yacht builders. On the shop floor our workers quickly christened the prototype – in Limburg dialect – 't Sjatje' ('sweet darling'). That had to be a good omen and gave us even more confidence in the project. In order to achieve our objectives in terms of specification and price level, we had to delve deeply into design and detail development. Each component, no matter how insignificant it appeared,*

*was closely examined, assessed and finally specified. We drew our inspiration from Leonardo Da Vinci's historic words: 'Simplicity is the ultimate sophistication'. And by simplicity we don't mean 'simple' but much more functional as a result of practical ergonomics and smart solutions. The design, structures and choice of materials have simply minimised maintenance and the costs involved. Come aboard and enjoy yourself without a care! That's our motto."*

In recent years Linssen Yachts has invested heavily in modern buildings, machinery and software. The boatyard is therefore in a position to offer very well developed and finished products at remarkably competitive rates.

**PREMIERE  
AT THE LINSSEN  
YACHTS BOAT SHOW 2009**

**"...Linssen Grand Sturdy 25.9 Sedan"**



Artists impressions

Consequently, Linssen's share of the steel yacht market has increased substantially.

*"It did – of course – have to become a 'real Linssen'", Yvonne continues, "... with the unmistakable appearance of the '9' Series. Elegant and well proportioned. Spacious and comfortable. Stable and easy to handle. Made to last and solid. Strong and safe. Economical and clean. Vibration-free and quiet. Complete and a sound investment. And above all: Eminently affordable!"*

### **Captain and partner enjoy the trip together**

The new 25.9 Sedan measures 8.20 x 3.00 m and is distinguished by its sturdy, "full" hull. This creates a vast amount of space which the designers have put to good use. The separate fore cabin contains a generously proportioned "French-style" double bed and there are separate (!) toilet/shower compartments as well as ample cupboard and storage space. The helmsman's position and cockpit are on one level, creating a "saloon" of about 8.5 m<sup>2</sup> which gives a pleasant feeling of space. It can be completely opened in fine weather and well protected when the weather is not so good (on one side when windy, if desired) using the handy open cockpit covers all around. Helmsman's position with bench seat and "co-pilot" seat have been located centrally so that captain and partner can together enjoy a panoramic view while under way. The galley unit behind the cockpit bench (including the

refrigerator) on the starboard side is positioned practically opposite the large, real leather U-bench with great book-reading position! – and dinette table. The interior is finished in luxury American cherrywood throughout, which creates an atmosphere of warmth and luxury when combined with the curtains and the attractive floor.

### **Know-how and experience**

And on a serious note: *"The know-how and experience accumulated over many years by my father Jos, my uncles and the development team have blended into a harmonious whole. We've built countless mock-ups, tried them out, broken*



**"...Ronny Mathys (Nasta Marine - CH), Anne Elsinga (designer) and the Linssen Yachts development team: Jos Linssen, Leon Geraedts, Yvonne Linssen at the first launch...."**

**rdy 25.9 Sedan..."**



*them up again and improved them. Until we reached an uncompromising consensus. What is special about the concept is that it is extremely suitable for both the older and the younger target group. The stern gate is convenient and safe for seniors to use but is also the most pleasant way for young people to get to the swimming platform and dive into the water. The standard sun deck (optional upgrade to the original Linssen '9' Series Variodeck) can also be used by young and old. The 'easy sleep convert' bed system (optional) provides sufficient additional sleeping berths for the whole family. Is there a more exciting adventure for the kids than spending the night in the cockpit? The side decks are wide and there are sturdy stainless steel fittings to hold on to everywhere. The cleats are easily accessible and the freeboard is low. The toilet and shower in the fore cabin are on the same level as the sleeping accommodation."*

Although its ease of operation and compact dimensions make it extremely suitable for short (weekend) trips, Linssen definitely did not develop the Grand Sturdy 25.9 as a typical day cruiser. On the contrary, it is a complete motor yacht which is well suited to longer stays, particularly because of the storage space available (e.g. under the cockpit floor). From this point of view in particular, the Linssen 25.9 is a very competitive product.

Yvonne Linssen: *"Of course, sailing at speed has a certain charm. But it is not compatible with reading a book or enjoying the scenery, let alone making a nice mug of coffee. And we've already talked about the fuel bill..."* Entirely convinced: *"Be honest: How many 'fast' operating hours are shown on the meter in a speedboat or day cruiser? Practical experience teaches us that there is remarkably little opportunity to go fast (when permitted!). Result? The engine(s) run far below their power most of the time, with all the attendant technical disadvantages. No, no, we believe that an economical, quiet, peaceful displacement yacht is much more in keeping with today's zeitgeist. Moreover, steel yachts in this class hardly depreciate, if at all. This type of vessel can often even be sold for more than its original purchase price after several years. Just try that with a fashionable mass-produced item! In this context, buying a Linssen 25.9 is more like 'investing' than consuming... The new Linssen Grand Sturdy 25.9 is an ideal yacht for young and old alike and a perfect introduction to the multi-faceted range of the Linssen '9' series!"*



**"...Linssen Grand Sturdy 25.9.  
Surprisingly affordable!..."**



**WORLD PREMIERE:**

The Linssen Grand Sturdy 25.9 will be presented as a world first at the 11th Linssen Yachts Boat Show in 2009 (27 - 30 November 2009. Venue: Linssen Yachts Showroom in Maasbracht.)

**REQUEST FREE BOARDING PASS:**

internet: [www.linssenyachtsboatshow.com](http://www.linssenyachtsboatshow.com)  
 fax: +31 (0)475 - 43 99 90

**Linssen Grand Sturdy 25.9 Sedan**

Length overall	8.20 m
Length over deck	7.60 m
Length waterline	6.85 m
Beam	3.00 m
Draft	0.95 m
Minimum air draft	2.37 m
CE Classification	C (shore)
Headroom front cabin	1.80 m
Headroom saloon	1.90 m
Fuel tank:	100 l.
Water tank:	100 l.
Holding tank:	100 l.
Engine: 4 cyl. Vetus diesel M4.15	
24,3 kW (33 HP)	

I have been a practicing Francophile for over 30 years now. If only to persuade you to read on, let me reassure you that, as a Francophile, I am passionate about France and “things French” - be reassured that I have no abnormal feelings about ex Spanish dictators. I am also a canalaholic. These two admissions explain why my wife, Lesley, and I arrived in Calais on our barge, in October 1988, having left our “comfortable lives” in the City and our mooring on the Grand Union canal at Tring. For at least ten years prior to our arrival in France we had holidayed in France and on the canals.



## *A wonderful cruise down the 'platane' lined Canal du Midi*

Unesco World Heritage site. Built by Pierre-Paul Riquet in the 17th century

TEXT AND PHOTOGRAPHS MIKE GARDNER ROBERTS

### **The vacation has become a vocation**

So when we went through the sea-lock and on to the inland waterways it was the start of the realisation of our dream; our dream to take our own boat, our floating home, all the way through French canal network from Calais to the Med. Initially, this dream was to be a sabbatical lasting a year. But the dream has become our lives and the vacation has become a vocation. We have been living on the French waterways since October 1988 and we spent four years working on hotel barges. Out of holiday season we were living on the Midi, at Capestang.

We loved the Midi. Steeped in history, bathed in sunshine and with the Mediterranean beaches a stones-throw away, it is a wonderful place to live. The entire Canal du Midi is a UNESCO world heritage site. Built during the reign of Louis XIV, in the 17th Century, by Pierre-Paul Riquet, it was built to link the navigable River Garonne at Toulouse with the Mediterranean.

The Midi starts it's journey towards the sea at “Ponts Jumeaux” in the heart of Toulouse. “Ponts Jumeaux” is also a large basin where canal and Garonne river barges used to tie-up. Not surprisingly, “Ponts Jumeaux” got it's name



from the two bridges; one crossing the Midi and the other crossing the short Canal de Brienne that descended on to the Garonne. However, since the opening of the Canal Lateral à la Garonne in the mid-19th Century, “Ponts Jumeaux” should perhaps have been renamed “Ponts Triplés”. Leaving the basin, the canal takes you right through the heart of Toulouse. Known as the “Pink City” due to the colour of many of the buildings.

Twenty years after first arriving in France we were leaving Toulouse, on BÉATRIX our Grand Sturdy 29.9 AC. We were met with all the sights that are synonymous with the Canal du Midi: the elliptical locks, the almost semi-circular arched bridges of stone, and the magnificent plane trees lining the canal on both sides.

### 300 days sunshine per year

The plane trees serve several purposes. Firstly, their root network binds the banks together thereby preventing erosion. Along the Midi, the bank protection afforded by the trees would appear to have proven itself very efficient over the years.

Secondly, the impressive root network also provides many very secure temporary mooring possibilities!

Another reason they were planted is the shade afforded by these trees. We did receive many enviable glances as we cruised gently along with our aft deck beautifully shaded by the bimini on BÉATRIX. Much of the tourist literature of this region proudly boasts 300 days sunshine per year. That is no exaggeration. Obviously the canal was built for transport by horse-drawn barge. It was also foreseen to use the canal to transport troops and their equipment. It was therefore important to endeavour to keep both the horses and their cargo, especially the human cargo, protected from the sun.

From Toulouse the canal climbs towards the summit, passing the old “bastide” town of Villefranche Lauragais and on to a unique site on the French canal network. The Canal du Midi, built in the 17th Century, has its own motorway service station! We moored-up and “just for a laugh” had a look. Actually, this service station is worth stopping at. There are plenty of moorings but, particularly, there is a permanent, interesting exhibition on the history of the Canal du Midi. Port Lauragais (as the motorway services is known) is on the summit level. So we soon passed the feeder canal from Naurouze, and started our descent towards the sea.

We soon reached Castelnaudary, arguably the home of cassoulet and definitely the home of the French Foreign Legion (we didn’t argue with them!). Cassoulet is probably the regional dish. Toulouse and Carcassonne will also claim to

have “found” it and have their own variation on the recipe. They do however, all agree that cassoulet contains white beans and garlic and needs to be cooked very slowly in an oven for a long time. The variations tend to be on the choice and combination of duck, goose, pork and sausage. It is delicious and should be your choice from the menu on at least one occasion.

### Carcasse Sonne

Our next port of call: Carcassonne. This is one of the finest preserved medieval fortified cities in the world and has to be visited. Not surprisingly it does attract hordes of visitors, so visit mid-week in the morning. The Port de Plaisance at Carcassonne is well equipped, very welcoming and with excellent access to the “newer” town. To get to the old Cité, we caught the shuttle bus.

Carcassonne is one of the Cathar sites. Today the Cathars would probably be viewed as a religious sect. Meaning “purified” or “cleansed”, the Cathars (from where we get



**“...almost semi-circular arched bridges of stone...”**

cathartic) broke away from what they considered to be a corrupt Catholic church and established a substantial following in the south of France. There followed a vicious and bloody suppression of the Cathars resulting in the slaughter of thousands. As many of the Cathars sought refuge in heavily fortified châteaux, Simon de Montfort, who led the army ordered to wipe them out, resorted to laying siege in an attempt to starve them into submission. One such siege took place at Carcassonne. Legend has it that as the town was on the point of yielding, the besieged catapulted animals out from Carcassonne onto de Montfort’s army. Believing

therefore that the town had such a plentiful supply of food that they could throw it away (some considerable distance at that), the morale of de Montfort's army was broken and they moved on. At the raising of the siege, all the bells of the Cathar churches rang-out - "Carcasse sonne" was the cry: Carcasse was ringing its bells.

Leaving Carcassonne, we started following the river Aude and, having crossed a small aqueduct, designed by the brilliant French military architect Vauban, soon arrived in the bustling canal village of Trèbes. The following morning after a very pleasant evening yarning with fellow boat-owners, we dropped down the three-lock flight into the vineyard. We had been told that from here stretching, virtually all the way, to Béziers was the greatest concentration of vineyards in the world. Apparently, not that very long ago, this region of France was renowned for the quantity of its wine production but not the quality. However, several overseas producers have since installed themselves and planted some of the grape varieties that were, until then, unknown in the region. Today, "Minervois", "Corbières" and "St Chinian" are all well-known labels from this vast expanse of vineyards.

### **We could have stopped every kilometre or so**

From Trèbes, the Midi twisted and turned as dictated by the course of the Aude. The locks were often staircases: two or three chambers where the bottom gate of one lock chamber is the top gate of the next. We passed La Redorte and moved on to Homps. Yet another charming canal village, Homps provides a very good, well-equipped port and an excellent selection of quay-side restaurants. We liked Homps. BÉATRIX was receiving many admiring looks from holiday makers on fibreglass charter boats. Later, at dinner, sat at the next table were two couples that had been particularly complimentary. They thought BÉATRIX was ours. Their second question was "where can you charter such a beautiful boat?" After dinner we invited them back for a "digestif". They had soon decided on BÉATRIX as their choice of boat for next years holiday!

There were several "caves" to be visited in and around Homps, including the vast "Cave de vieillissement" at Jouarres. But we had been recommended a particular canal-side domaine: "Bassanel". We tasted and bought some delicious red wine, including a velvety "Hauts du Bassanel", to be consumed in moderation, of course! We could have



**"...fenders are very handy on the Canal du Midi..."**

stopped at a different “domaine” every kilometre or so. My good pal, Stan, was all in favour. However, despite our desperate attempts to persuade the ladies that BÉATRIX might benefit from such extra ballast, our wives were not wavering. They responded with irrefutable feminine logic: “You always told me, darling, that Linssens were so stable; the amount of “ballast” you might need would be far too much to get in the car, anyway”. “We could drink the ballast” was met with a withering look and a reminder that “you promised to take me to that cemetery”. As I said, “we could have stopped”, but we didn’t. Apart from the odd plaintiff whimper and tremble of the lower lip from Stan each time “we didn’t”, we happily cruised on. Past Argens Minervois; an almost Italianate village, through the lock at Argens and on to the “Grand Bief” – the long pound. In fact the longest lock-free canal pound in France. From Argens, the next lock is at Béziers – 54 kilometres away. Riquet had found a contour that he could follow all the way to Béziers therefore avoiding the expense of constructing any locks over this distance.

The canal twists and turns, meandering through the vineyards and past a succession of delightful villages: Roubia, Paraza “B-b-but Château de Paraza” came the whimper from behind me. “Be brave, Stanley.” Immediately after Paraza, the meander becomes a veritable hairpin bend as the canal crosses the river Répudre by a canal bridge, a small aqueduct. This canal bridge was completed in 1676 and is the oldest ever built in France and, reputedly, the second oldest in the world. On arriving at Ventenac, we came across what appeared to be a grand church right beside the canal. We moored up. The “church” turned out to be the Château de Ventenac. “I’ve just had a religious experience”, said Stan as we sampled a fine selection of white, red and rosé wines. There was less whimpering as we cast off for the last few kilometres to Le Somail. This hamlet is probably the most photographed canal village in France. It is certainly very attractive with a couple of canal-side restaurants and a floating “Open All Hours”. One enterprising shopkeeper, seeing that the hamlet of Le Somail attracted so many boats, and yet did not even provide a “boulangerie”, brought a traditional barge into the port and very sympathetically converted it so as to provide the basic provisions required by the tourists.

### Capestang

The next morning was our last complete day and we set off early. Our final destination was Cape tang, “Béatrix’s” home port, but we wanted to go just beyond to one of Riquets incredible feats and “that cemetery”. We sailed on, past the “new” Canal de la Robine, a 19th Century arm down through Narbonne and on to the Med, past the “La

Clape” vineyards (Stan wasn’t so keen on a tasting, for some reason). This stretch of canal around Cape tang is one of the most meandering. The small town of Cape tang has a



“...Capestang...”

huge church. It is already huge but, like the Cathedral in Narbonne, which is even more huger (that means VERY big) it was never completed. The construction of these two Catholic churches followed on from the suppression of the Cathars and were designed on a scale to “strike fear”. So, the Huge Church at Cape tang can be seen from a long way off, and certainly from the canal. At this point, the canal meanders wildly along the same contour that it “picked up” at Argens; the Huge Church wanders around all points off the bow and even the stern. We motored through Cape tang, past the Domaine de Guéry (worthy of a whimper), through the delightful village of Poilhes and on to Malpas.

### Malpas

Malpas itself merits a story: Colbert, Louis XIV’s finance minister, was concerned at the amount of money that was being spent on Riquet’s project and had one of his men keeping an eye on things. When the construction workers got to Malpas they met a rock outcrop that rose sharply out of plain below the canal level. The rise was so sharp that there was not the required space to continue following the contour. Convinced that this was an insurmountable barrier, and that consequently Riquet had failed, Colbert’s man set off for Paris to inform Colbert and Louis. By the time he returned from Paris with the news that Louis had turned off the supply of money, a tunnel had been blown through the rock - the construction of this tunnel and this waterway was one of the first recorded industrial uses of gunpowder. ↵

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THE COURSE, WE WILL CHOOSE  
THE FASTEST ROUTE**

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**ON COURSE... AND SURF!**

However, the supply of money was not turned back on and Riquet funded the rest of the canal construction out of his own pocket. We moored just before the mouth of the tunnel and walked to the top of this rocky outcrop. There we found “the cemetery”. At the top of the hill through which Riquet blew his tunnel, is the “Oppidum d’Ensérune”. An Oppidum was a defensible hilltop settlement. The recent excavations at Ensérune have revealed some magnificent finds: hundreds of huge amphora buried in the ground – early refrigerators; numerous “citernes” – large stone containers, like baths, for storing rain water along with a system of gutters for directing the water into the “baths”; and a vast burial site. All dating back to the time of Christ and the Roman occupation. Today this is a magnificent site well worthy of a visit. On the way back down to BÉATRIX and on the opposite side of the hill is another very unusual site: a vast round field that resembles an enormous dart-board. This is the Étang de Montady and the lines dividing the segments of the dart-board are the drainage ditches that transformed the marshy “étang” into very fertile farmland. These drainage ditches all join and then flow through another, much smaller, tunnel dug through Malpas. There is even a third tunnel: the main Béziers to Narbonne railway now also cuts through this outcrop. And to cap it all, the Via Domitia, the Roman road, runs over the top of all three tunnels. Felling dutifully cultured and steeped in history, we decided that for our

final nights meal, we would head back to Poilhes. We had a fabulous meal at a small restaurant called “Les Platanes”, on the terrace in the shade of, of course, a majestic old plane tree - a fitting celebratory end to our wonderful cruise down the “platane” lined Canal du Midi.

Tomorrow morning we were to return BÉATRIX, she had become our own BÉATRIX, our own Linssen for a short while. We were to return her to Capestang and to France Afloat, her “other” owners. She had looked after us wonderfully for this marvellous trip and we had been proud to look after her. Next year we would take one of her relatives for a trip in Burgundy.

The whimpering had already started.

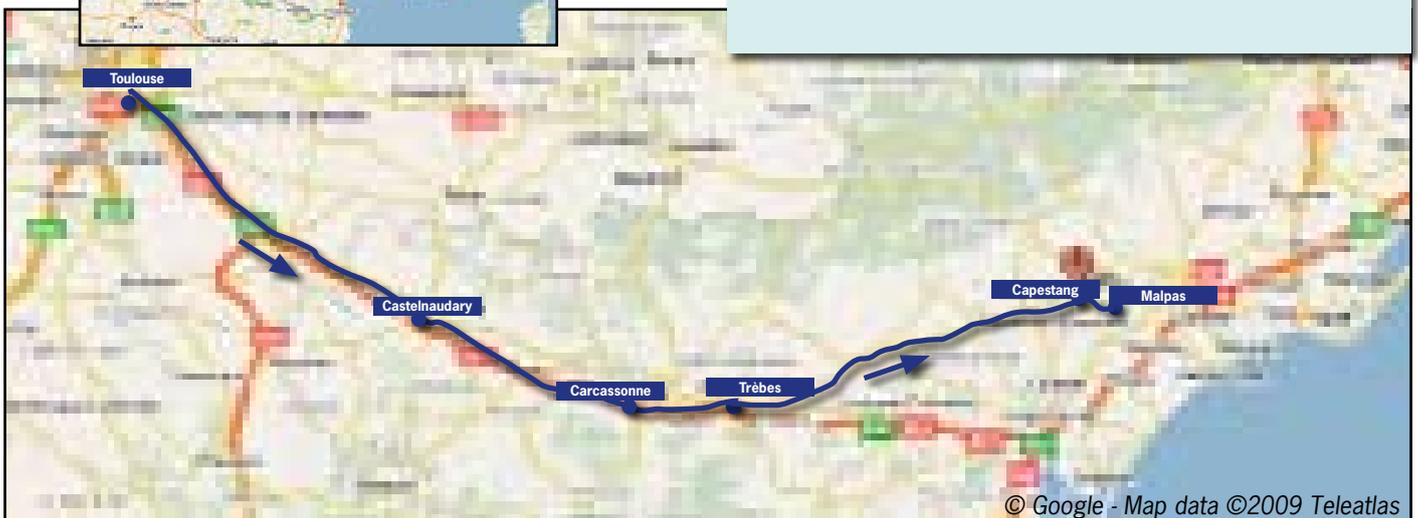


*The author Mike Gardner-Roberts*

“BÉATRIX” is a Linssen Grand Sturdy 29.9 AC available for charter on the Canal du Midi through France Afloat. For details contact Mike or Steve on +33 386 81 67 87.

**France Fluvial**

Steve Adams / Mike Gardner-Roberts  
 La Maison Cantonnière  
 Quai Elie Amouroux  
 F-34310 Capestang, France  
 Tel. +33 (0)3 86 81 54 55  
 Fax. +33 (0)3 86 81 67 87  
 boats@franceafloat.com  
 www.franceafloat.com



Estavayer-le-Lac – Lac de Neuchâtel. A loyal Linssen Yachts partner for over 25 years, Nasta Marine opened its new showroom complex on Friday 3 July 2009, followed by an open house weekend. All of those invited were given the opportunity to get to know the new Nasta Marine team and the magnificent showroom and offices.



## *Nasta Marine opens new showroom*

### Representative sales centre for Linssen in Switzerland

TEXT YVONNE LINSSEN; PHOTOGRAPHS RUDI HILBER (MARINACH)

From the reception area with its attractively designed waiting room, sliding doors open to reveal the showroom, where Nasta Marine has a large selection from the Linssen range on permanent display. Everything from the Grand Sturdy 29.9 Sedan, which has been very successful in Switzerland, up to and including the 40.9 Sedan and Grand Sturdy 380 AC are included. Stairs lead from the waiting room to the offices, the raised jetty and the lounge. From this lounge, customers have a fantastic view of the yachts on display.

All the guests were welcomed personally by managing director Ronny Mathys and his team on arrival. The guests brought original gifts to make the showroom even more beautiful. For example, the gift from the Grogg family (Linssen Grand Sturdy 40.9 AC, under construction) was a very old, restored stock anchor. The Linssen family, representing everyone employed at the boatyard, brought a gift

that symbolises the many years of cooperation in a special way: A steel cut-out of the company's flagship, the Grand Sturdy 500 Variotop® Mark II mounted on a leather-covered panel inside a beautiful cherrywood frame. Each of these materials is used in the construction of Linssen yachts. The slogan "*Die Kraft der Zusammenarbeit*" (the power of cooperation) was symbolised by a reef knot. This refers to the characteristic of a reef knot to become stronger and tighter the more it is pulled apart. The gift was accepted by an emotional Ronny Mathys from Yvonne, Ruben and Jac Linssen, the youngsters from both companies, another telling piece of symbolism.

#### **New Nasta Marine**

Ronny Mathys addressed his guests. He proudly told them how he and his father Hugo acquired Nasta Marine and what their plans for the future were. The new team was





**"...“Die Kraft der Zusammenarbeit”..."  
(the power of cooperation)**

introduced to the guests. This was followed by official congratulations from the municipality of Estavayer-le-Lac. The town council is – rightly – proud of such a wonderful business.

The official proceedings were concluded and Ronny Mathys started the festivities. A live band provided pleasing music and the inner man was not neglected...

The Linsen family and their staff wish the Nasta Marine team much success in their new showroom!

**"...Hugo and Ronny Mathys..."**



**Nasta Marine SA**  
 Ronny Mathys  
 Route du Port 21  
 CH-1470 Estavayer-le-Lac, Switzerland  
 Tel +41 (0)26 663 26 26  
 Fax +41 (0) 26 663 43 00  
 info@nasta-marine.ch  
 www.nasta-marine.ch

The opening day of BOOT Düsseldorf, the water sports show, is actually "New Year's Day" for the international yacht-building industry, for which it is the key indicator. That's when the new year really gets under way in boat land! This phenomenon has only become more apparent since publisher Delius-Klasing organised the "Industry Get-Together" on the same day.



## *European Powerboat of the Year 2009*

### The Linssen Grand Sturdy 40.9 wins the "boat industry Oscar"!

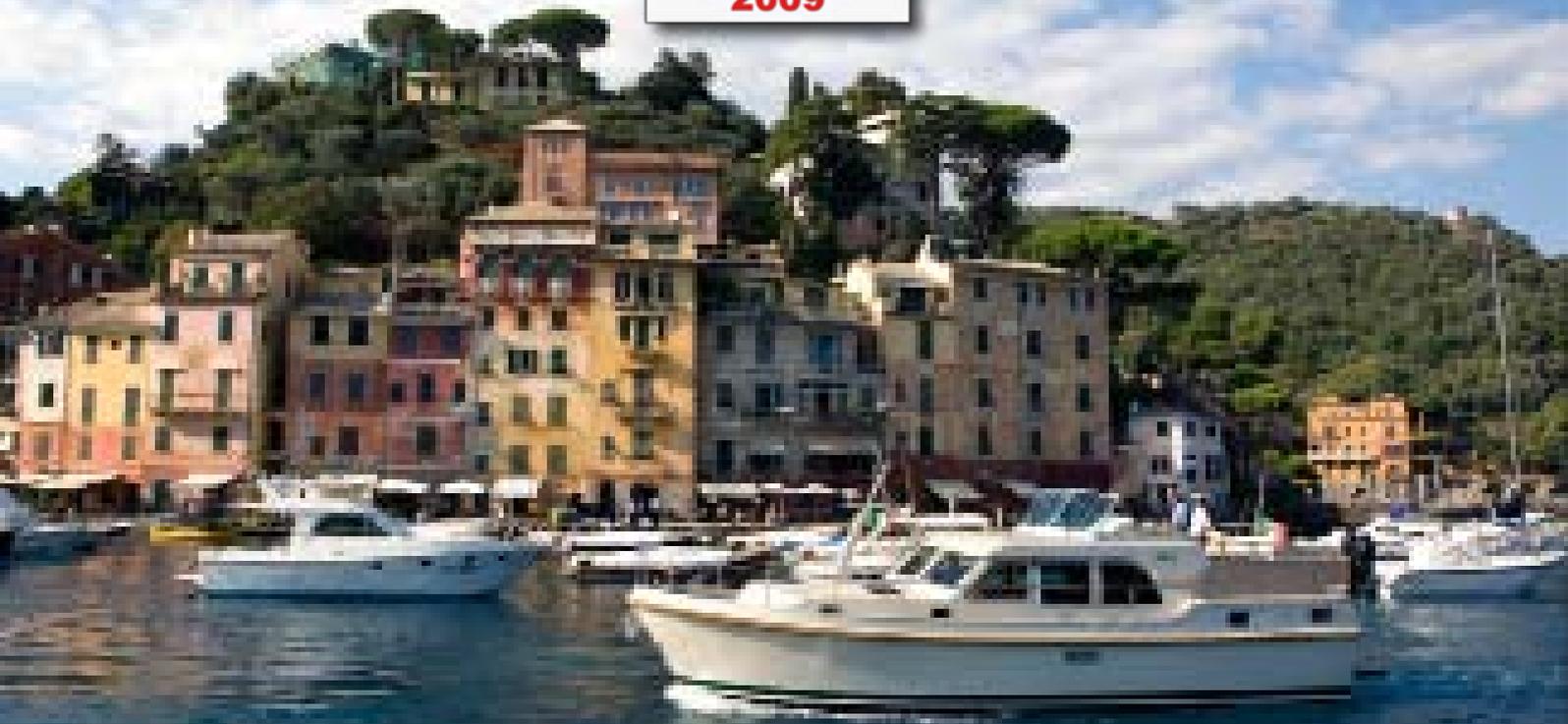
TEXT PETER LINNSEN; PHOTOGRAPHS BERTEL KOLTHOF (ANWB), ZEBRA FOTOSTUDIO'S

The publisher of the well known German boating magazine "BOOTE" welcomed 500 guests from the international boat business at the traditional time – 7.00 pm on Saturday evening, the first day of the show. And although the guests listened attentively to the welcome speeches from host Konrad Delius on behalf of the publishers and Goetz-Ulf

Jungmichel, the new "boss" responsible for BOOT at Messe Düsseldorf, their real interest was on the award of the "Boat Oscars".

These coveted awards are made in the following categories:

1. Sports boats up to 30'



"...Linssen Grand Sturdy 40.9 in Portofino (I).  
European Powerboat of the Year 2009..."

2. Fast motor boats up to 40'
3. Fast motor yachts up to 50' (there was a bit of a "sensation" in this category – the jury were unable to make a unanimous decision on the absolute winner. So, there were TWO winners. Windy 44 Chinook and Ferretti 470 shared the podium and both builders were happy...)
4. Fast motor yachts over 50'
5. Displacement yachts without a specific length criterion (the category in which Linssen was nominated) and
6. the "Innovation Award" for technical innovations in general.

**The only real winner**

A jury of experts made up of general and test editors from leading European motorboat magazines choose the only real winner from a select group of yachts nominated in advance. The one boatyard with the one product that can henceforth describe itself as "POWERBOAT OF THE YEAR". The expert journalists from Barche a Motore (Italy), Batliv (Norway), Boote (Germany), Marina CH (Switzerland), Neptune (France), Vene (Finland), Waterkampioen (Netherlands) and Yachtrevue (Austria) unanimously agreed who should be awarded the honours in the "Displacement Yachts" category. This category was introduced for the first time last year because people used to find it "a little difficult", for example, to lump together a Pershing with a Linssen in the same class even though both products are "motorboats"...

Quotation (BOOTE): *"In the new "displacement yachts" class the Dutch top brand Linssen has set the standard very high for its competitors. The result is that the LINSSSEN 40.9 in both the AC version (aft cabin) and the Sedan version (open cockpit) is the yardstick in this category. The Linssen 40.9*

*took a clear lead in points over its German, Polish, Dutch and Scandinavian competitors."*

Since their introduction in 2004, the other yachts in the Linssen "9" Series have also been regularly nominated and have carried off prizes.



**"...Powerboat of Year Award: Recognition of design, features, price-quality ratio and production process..."**

For example, the Grand Sturdy 29.9 was nominated for the Hiswa Motorboat of the Year in 2008 and won the IPC Motorboat of the Year award in 2007. The Grand Sturdy 33.9 was nominated for Croatian Boat of the Year in 2007. If all of this is not enough to persuade you to buy a yacht from the Linssen "9" Series, we have another nine reasons for buying a "9".

**"...Boote editor Torsten Moench and WDR presenter Brigitte Pavetic congratulate Ed Houben on the award for the 40.9..."**

**"...Top people from the boat industry beam with pride. 'Is there a better way to start a show?'"**



# *9 reasons to buy a 9*

1. Indisputably the most spacious and best laid out motor yachts in their class at very competitive price
2. Perfect engineering, trouble-free technology and access to all generators
3. Advanced steel construction by high-tech machinery and patented technologies
4. Stylish, timeless interior design, consisting of the best materials to be found on the market
5. High-quality furniture production using the latest CNC cutting and gluing technologies
6. Linssen "Exterior Coating System", based on 60 years of developing technology and infrastructure in house
7. Wide range of variants and optional items for the individual specification of your dream yacht
8. Comfortable, reliable, safe and versatile enough to be used in many navigation areas, where you can benefit from Linssen's European dealer network
9. Construction supervised by your Linssen sales partner, comprehensive personal instruction on delivery, 3-year Linssen Yachts Warranty Plan, reliable after-sales service.





**“...Linssen Grand Sturdy  
40.9 AC...”**

Europe's waterways are famous, if not "world" renowned. In particular, Friesland, the French canals and the Mecklenburg Lake Plateau are regarded as a Mecca for motorboat enthusiasts. By contrast, Switzerland's "Three Jura Lakes" mostly situated in the Fribourg Region are relatively unknown. This despite the fact that it can be considered among the most beautiful of navigation areas.



## Sailing in Switzerland

### "Three Lakes Area"

TEXT AND PHOTOGRAPHS YVONNE LINSSEN

This area is made up of three lakes, Lake Biemme, Lake Murten and Lake Neuchâtel, which are linked to each other by two canals. An experience for anyone who loves nature, azure-blue water and great food.



### "...Imposing town wall, beautiful buildings and fantastic views: Murten..."

The Lake of Neuchâtel is the largest lake that lies entirely within Switzerland. It is 38.3 km long and 8.2 km wide at its widest point. On its northern shore is the town of Neuchâtel and on its western edge Yverdon-les-Bains. To the south is the Medieval town of Estavayer-le-Lac, where Linssen Yachts importer Nasta Marine is based. It is connected to Lake Murten by the Broye Canal. With a surface area of 22.8 km<sup>2</sup>, it is the smallest of the three lakes. It is 8.2 km long and a maximum of 2.8 km wide. On its southern shore is the town of Murten. On the northern side is the wine-

growing area of Le Vully. The Lake of Biemme is reached via Lake Neuchâtel and the Zihl Canal. The lake is 39.3 km long. The town of Biel/Bienne is situated at its north eastern point. Close to Biemme, it's possible to sail up the Nidau Büren Canal and into the town centre of Solothurn via the river Aare. To the south, "St Peter's Island" – actually a peninsula – is reached via the small town of Erlach.

### Cheyres

On 18 July we set off for Switzerland with a couple of friends. After about 6 hours' drive from Maasbracht we arrived in Cheyres in the French-speaking part of Switzerland. The small, idyllic village lies next to Estavayer-le-Lac on Lake Neuchâtel. There, the Linssen Grand Sturdy 29.9 Sedan was patiently awaiting our arrival for a week's sailing. The weather forecast was favourable – it was supposed to be about 24°C for the whole week. On our arrival, just after midnight, we just enjoyed the peace and quiet as well as the view from the cockpit.

On the Sunday morning, we first went for a stroll round the marina. This marina was built a few years ago and is therefore very modern. It's possible to refuel there and the toilet facilities are clean and tidy. This marina was full of Linssens, both large and small. One thing was noticeable: There were two (!) Grand Sturdy 500 Variotop®s which, by Swiss standards, are "mega-yachts". We had breakfast outdoors in the cockpit. Monique and Roger had done some shopping at home and provided us with delicious (Dutch) rolls.

### Murten

After breakfast, we left port and set course for Lake Murten on our way to the town of the same name. After two and a half hours' sailing, we reached the Broye Canal and a short hour later we were sailing on Lake Murten. In Murten, you

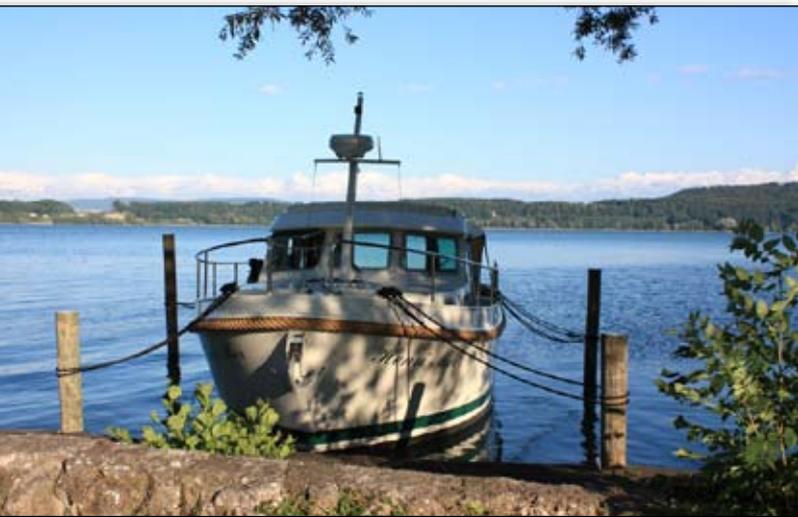
**"...Mooring near the terrace  
of Hotel Bad Muntelier..."**



can moor at the “Beach House”, a friendly “beach club” on the water’s edge, which belongs to a waterside hotel, Hotel Bad Muntelier. We had lunch on the hotel’s terrace, with the boat in sight! The local speciality “Eglifilets” (Filets de perche) is highly recommended: fish freshly caught in one of the Jura lakes. After lunch we headed for the canal and anchor right in front of the mouth.

**Morning sun**

The morning sun shone in through the escape hatch, straight into my eyes. It was still early and the lake was as smooth as glass. In the saloon, our friends were also awake. Monique said that she had enjoyed stargazing through the open



**"...A great feeling:  
view of our Grand Sturdy 29.9..."**

Variodeck. It was just like sleeping outdoors! We sailed back to Murten and had breakfast in the courtyard at Hotel Bad Muntelier. Afterwards, we walked into the village. We visited the town wall, a small church and a beautiful viewpoint.

Murten is really worth a visit. We did a bit of shopping and returned to the hotel for lunch at the Beach House.

After lunch, we sailed back up the canal towards Lake Neuchâtel and then the Zihl Canal towards Lake Bienne. The wind was now blowing but our faithful 29.9 behaved well in the waves.

We moored off St Peter’s Island, a wonderful peninsula. We had a meal in the old monastery – now a hotel-restaurant – and drank a local wine from the Island.

The next morning we had a delicious breakfast “on the Island” on the terrace. After a hearty breakfast we went for a walk round the island. We decided to go a bit further and strolled towards the “mainland”. It was a good hour’s walk to Erlach. Once in Erlach, we sauntered through the town looking for a pavement café. We decided on the spot to stay at our mooring off the Island another night and went in search of a butcher to buy a barbecue and meat. The gentlemen went to the supermarket for the “hardware” and the sauces while the ladies went to the butcher for some nice meat. Success assured!

Because walking back with this “full load” was not an option, we decided to take the sightseeing boat. It was a strange but comical experience to take the boat to get back to our own boat! And so we enjoyed a great day out, this time without being at the tiller ourselves.

**Barbecue**

Once back on the boat, everything was prepared for the barbecue and tasty sauces were brought out. There’s nothing nicer than sitting at the barbecue with a view of your boat. With a drop of wine as well, what more could we want? Now and again people would wander past. But the best thing was

**St Peter’s Island – the jewel in Lake Bienne**

The peninsula was formed during the last Ice Age, when the Rhone glacier extended as far as Jura. Around 1127, a Cluniac monastery was founded on the island. It was subsequently used as an inn. Jean-Jacques Rousseau stayed there for two months in 1765 as an émigré.

This lovely spot was later visited by Goethe, Coke the

historian, Empress Josephine Bonaparte and the kings of Prussia, Sweden and Bavaria. Today, after several water-level adjustments, the Heidenweg road forms a natural bridge linking St Peter’s Island to Jolimont near Erlach. Surrounded by reeds and shrubs, it provides a habitat for many kinds of birds. Just as the woods on the Island,

the Heidenweg is also covered by a nature protection order. An excursion to the sleepy island with views of the Alps and the Jura mountains is well worth the trouble. There you can enjoy the mild climate in which vines and sweet chestnut trees can flourish.

Source: [www.st-petersinsel.ch](http://www.st-petersinsel.ch)



the people who asked if this was “our Linssen” as they had dreamed of having one for years. It was a great feeling.

The next morning we headed back to Cheyres. But we first had to look for a nice spot at which to anchor. When we exited the canal we saw a few yachts lying at anchor on our starboard side. We decided to go for a swim and laze around and we let the anchor winch roll. Because the water was only 30 cm deep under the keel we could all remain standing – a perfect opportunity to give the hull a good wash. With the anchor glistening through the crystal-clear water in the sun.

Later that day the wind started to blow even harder but we decided to continue anyway. We rang Ronny Mathys, managing director of Nasta Marine. Ronny invited us to come for a meal at his home. An invitation that we certainly don't regret accepting even today! We arranged for Ronny to collect us from the marina at Estavayer.

We sailed at a leisurely pace to Estavayer and waited for Ronny who, of course, was at work. It was busy in Estavayer. Because of the strong wind, everyone was rushing into the marina. We found a spot next to another Linssen. We were just relaxing in the cockpit when along came Ronny to collect us. We had a delicious aperitif on his terrace. The smell of good food now reached the terrace.

Ronny prepared “tenderloin from the oven” for us. Fantastic. With a pasta pesto and a salad. We ate on his terrace overlooking the lake and the marina. It's a pity we couldn't see our 29.9 this time.

After the meal, we returned to Cheyres to get a bit of sleep. Normally, there's no problem sailing back in the evening but unfortunately the marina at Cheyres isn't lit. Fortunately,

we knew exactly where it was and managed to find the right entrance.



**"...maintaining your Linssen is pure pleasure..."**

#### **Last day, early morning**

We walked into the village, had breakfast on the terrace of the baker's shop and pondered a while on the holiday. We then said goodbye to our friends. We left the marina again and moved close to Cheyres harbour to lay anchor. We were surprised by a glorious sunset on a mirror-smooth lake. We ate on board and sat pleasantly in the cockpit.

The next morning we gave the boat a thorough clean, filled the tank with diesel and sailed it back into the box. It was time to take our leave of our faithful 29.9 Sedan. Perhaps until next year??

#### **For further information, contact:**

Nasta Marine SA (Estavayer-le-Lac)

Ronny Mathys

Route du Port 21

CH-1470 Estavayer-le-Lac, Switzerland

Tel. +41 (0)26 - 663 26 26

Fax +41 (0)26 - 663 43 00

[info@nastamarine.ch](mailto:info@nastamarine.ch)

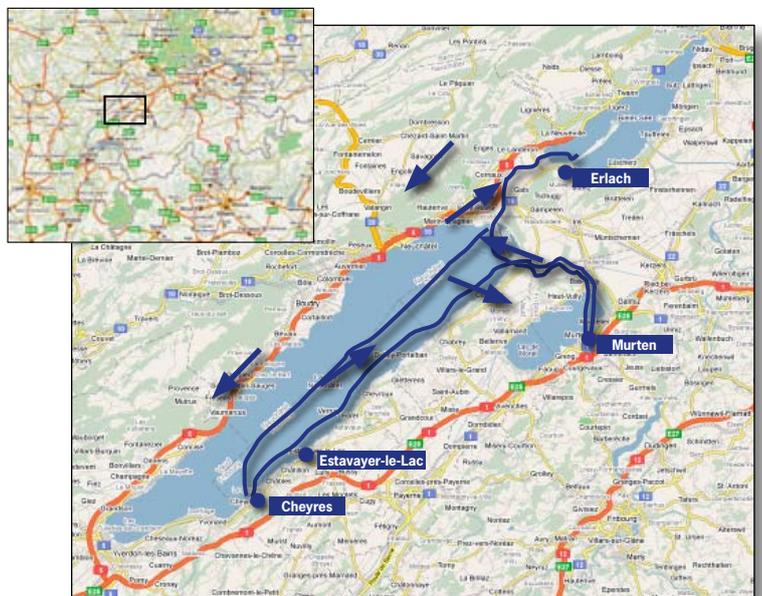
[www.nastamarine.ch](http://www.nastamarine.ch)

Cheyres marina: [www.portdecheyres.ch](http://www.portdecheyres.ch)

Murten: Hotel Bad Muntelier and Beach House

[www.hotel-bad-muntelier.ch](http://www.hotel-bad-muntelier.ch)

St. Petersinsel (Bielersee): [www.st-petersinsel.ch](http://www.st-petersinsel.ch)



Last year, Linssen Yachts started an advertising campaign in the well-known European second-home magazine "Bellevue". Each month Bellevue publishes a full-page advertisement with a (sometimes playful) reference to the fact that one of the great advantages of a motor yacht is that it is NOT immovable property.... And that the "residents" of their floating summer residence decide for themselves where their second pied-à-terre will be and for how long. (See page 15 in this edition of Serious Pleasure).



## *The Linssen Grand Sturdy 45.9 AC Experience*

### 45.9: Happy marriage of sturdiness and style

TEXT PETER LINNSEN; PHOTOGRAPHS ZEBRA FOTOSTUDIO'S

When I read one of the slogans "...Your exclusive summer residence. Sometimes in the heart of Paris, sometimes on Lake Müritz and sometimes in Oslo Fjord. Where else would you want to live...?" I immediately start thinking about our new Linssen Grand Sturdy 45.9 AC. The world premiere during the Linssen Yachts Boat Show 2008 and the European premiere during the BOOT 2009 show in Düsseldorf confirmed people's interest in this specially spacious and comfortable yacht.

Buyers of a 45.9 (measuring 14.45 x 4.40 m) are people who enjoy life. They allow themselves a long stay on board and take the time to explore thoroughly a town or a region that

they like. The 45.9 therefore lacks nothing that is important for a long, pleasant stay on board. They are also usually people who really look forward to visiting their children or grandchildren or their friends with whom they enjoy the next stage of their journey around Europe's waterways.

The roomy layout of the Linssen 45.9 AC guarantees privacy, storage space, space for provisions (including a wine "cellar"), seats, berths, a complete office for your e-mails, correspondence, route planning and logbook. Three separate cabins (of course) for the owners and four (to six) guests with separate showers and toilets.

**"...A complete penthouse on the water..."**



"...the Grand Sturdy  
45.9 experience..."



## *Preferred Linssen Yachts Spare Parts Supplier*

*Paint & preservation • Engines • Electronics •  
Boats • Accessories • Equipment • Trailer rental*



Wim Houben Watersport is a specialist in boating equipment, with a large stock of top brands. Feel free to have a look and let our expert staff help you.

### **Wim Houben Watersport BV**

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NL-6051 JB Maasbracht  
Tel: +31 (0)475 - 43 99 43  
Fax: +31 (0)475 - 43 99 44  
[www.boatequipment.nl](http://www.boatequipment.nl)  
[info@boatequipment.nl](mailto:info@boatequipment.nl)

#### Opening hours:

Monday until Friday: from 09.00 until 12.00 h. and from 13.00 until 18.00 h.  
Saturday: from 09.00 until 15.00 h.



It may not sound really “nautical” when we say: a complete penthouse on the water. But that’s what it is! And all of that “packed” into the Linssen “9” Series hull: unequalled stability, seaworthiness and manoeuvrability. A friendly boat. Provided with every convenience, you will enjoy both long and short trips from your own base. You will stay in Europe’s most beautiful cities. For as long as you wish. Because even in the heart of Paris, mooring fees are still modest.

So may we suggest to make an appointment with the Linssen dealer in your region or come to Maasbracht. LIVE the new Linssen Grand Sturdy 45.9 AC Experience and find out for yourself why also this Linssen creation is called GRAND STURDY...



### **Linssen Grand Sturdy 45.9**

Length overall	14.45 m
Length over deck	13.65 m
Length waterline	12.40 m
Beam	4.40 m
Draft single	1.27 m
Draft twin	1.22 m
Minimum air draft	3.00 m
CE Classification	A (Ocean)
Headroom front cabin	1.97 m
Headroom saloon	2.06 m
Headroom aft cabine	1.99 m
Engine:	
Single:	1 x 5 cyl. Volvo Penta Diesel
	Type D3-150, 112 kW (150 HP), 3000 rpm.
	Gearbox: ZF 45-RH / 3,031:1
	Alternator 1 x 140 A
Twin:	2 x 5 cyl. Volvo Penta Diesel
	Type D3-110, 81 kW (110 HP), 3000 rpm.
	Gearbox: ZF 45-RH / 3,031:1
	Alternator 2 x 140 A



After a good twenty years sailing on Lake Constance, we now want to get to know Europe via its numerous waterways. After a test sailing on the inland waterways in and around Berlin and a visit to the Maasbracht boatyard, which impressed us with its modern production technologies, in 2003 we decided to place an order for the construction of a new Linssen Dutch Sturdy 320 AC. This yacht is suitable for the conditions on Lake Constance and for more extended sailing trips throughout Europe.



## *Lake Constance — Vienna — Paris (Part 1)*

We know Europe from the motorway. Now we're exploring it from the water.

TEXT AND PHOTOGRAPHS SABINE AND WOLFGANG RÖSEL

Its dimensions allow us to find a mooring in most marinas. Its draft allows us to sail on most canals and its shortened mast, which provides a clearance of 3.45 m, allows us to pass under almost all French canal bridges, a few exceptions aside. And what's more, it's a very beautiful boat! For two summers we tested out our Linssen (which we named ZINFANDEL) on Lake Constance. We arranged for the expert and experienced Linssen boatyard owned by Monika and Fredy Blust (with whom we've since become good friends) in the town of Romanshorn in Switzerland to make a few technical adjustments to make the yacht properly fit for inland waterways. The rest of the time we spent engrossed

### **Grand Canal d'Alsace/Imperial Cathedrals**

In 2006, the Wednesday after Easter, our ZINFANDEL was transported to Basel on the Rhine by low loader. Crane weight 12 tonnes. It took us three days to prepare for the trip, stock up on provisions, etc.

From km 170 on the Rhine, we sailed via the Grand Canal d'Alsace first to Breisach and then via the Colmar Canal to Colmar, the capital of the département of Haut-Rhin and after that via the Grand Canal d'Alsace and from Rhinau via the Canal du Rhône au Rhin Nord to Strasbourg. We sailed back to Germany from km 352 on the Upper Rhine.

Speyer, Worms and Mainz, the three cities with German Imperial Cathedrals (Kaiserdome) on the Upper Rhine. The history of Worms is marked by a heavy bombing raid in February 1945, a few weeks before the end of the Second World War. This bombing raid devastated almost the whole city. After Worms, the journey continued through the green river landscape. We then passed through the busy industrial area of Mannheim and Ludwigshafen until we again reached the quiet reed beds of the old branches of the Rhine, where we found pleasant moorings. We moored for a few days in Rüdeshaim harbour at km 525 on the Rhine. We then continued upstream at a speed of approximately 8 km per hour. Our boat, a displacement yacht, has an engine speed of about 2,200 rpm and travels at a speed of 13.5 km per hour against the current. However, we had reached a speed of 20 km per hour when travelling downstream.



**"...Picturesque view: Sulzfeld am Main..."**

in the Rhine Atlas, innumerable travel guides and navigation charts.

### **High water/Götz von Berlichingen**

We continued towards the river Neckar. We made a stopover in the Lampertheimer Altrhein nature reserve and then went on to the Neckar. In Heidelberg we were greeted by castle illuminations and fireworks. The impressive castle

with its castle garden was once an important meeting place for Europe's rulers. However, the castle and its gardens were destroyed by General Mélac in 1689 on the orders of Louis XIV. Now all that remains is a few romantic ruins.

We continued upstream to Zwingenberg. Rain, wind, cold. We were driven along by the fast rising water. The high water was getting ever closer. The water level on the Neckar exceeded the 2.6 m limit. Out of sheer necessity, we sought a mooring just above the Rockenau lock. All shipping on the Neckar was stopped because of the high water. A few Rhine barges were moored beside us. When the ban on shipping was lifted, we were sailing against a maximum 7 km current (very rare, it's normally only 1 km/hr) upstream to Hassmersheim, the historic "bargees' village" on the Neckar. The shipping museum contains a lot of information on the history of shipping on the Neckar. We paid a visit to the town of Homburg mentioned in Goethe's historical play *Götz von Berlichingen*.

On to Heilbronn, once one of the most important trading ports along the Neckar from Mannheim. The old town was completely destroyed by allied bombing during the last months of the war in 1944. Marbach, the birthplace of Friedrich Schiller, contains the new museum of modern art. At Plochingen, km 201.5, we reached the end of the

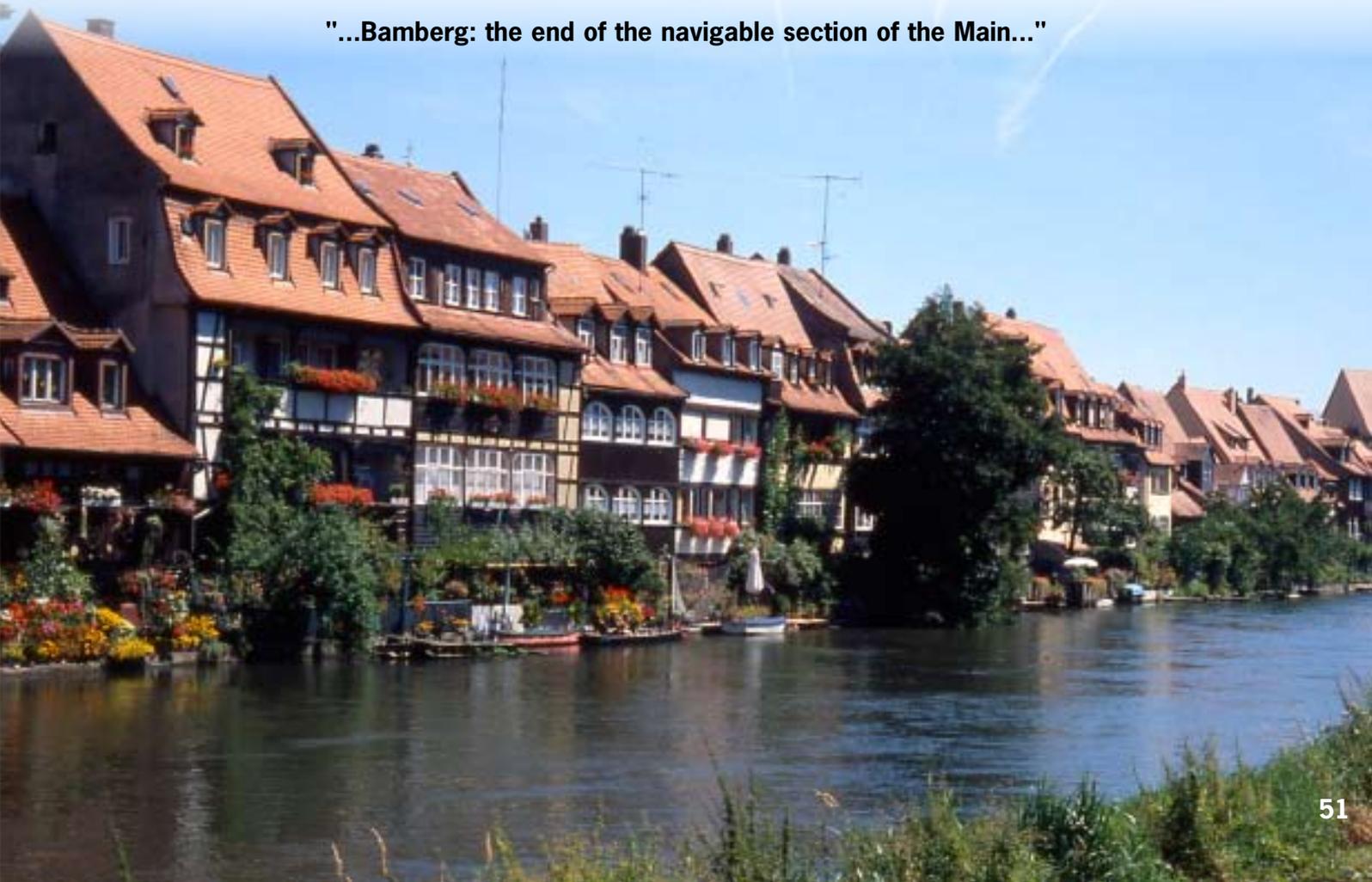
navigable part of the Neckar. We reached this point on 10 June 2006. We gave a salute: the cork of a bottle of Sekt from Geldermann in Breisach, which until that moment had spent the journey cooling down below, popped and shot into the air.

The journey then continued downstream to Mannheim and then upstream again on the Rhine and, opposite Mainz at the Mainspitz, we entered the River Main. We headed for the marina of the Miltenberg Yacht Club, where we had reserved a mooring. The yacht club has a brand new club house, which has protection against flooding. In addition, the technical service was excellent and the marina provided a fantastic view of the old town and castle. We stayed there for four weeks. During our stay there was a tremendous storm one July evening. The fall winds that blew from Odenwald into the Main valley were so strong that it created white-crested waves against the current.

After Lohr and Würzburg, we reached the end of the navigable section of the Main at Bamberg.

All the towns in the Main valley that we visited for longer or shorter periods provided a rich diversity of valuable culture. Mediaeval town walls with imposing towers, Baroque churches, Gothic chapels, impressive town halls, magnificent country estates, extensive parks and Mediaeval

**"...Bamberg: the end of the navigable section of the Main..."**



half-timbered houses. Innumerable other monuments and museums showed that this region has a troubled but, at the same time, prosperous past. Many places had beautiful art collections to be admired.

**Main-Danube Canal/Ludwig-Danube-Main Canal/Fossa Carolina**

The above canals are three hydraulic engineering structures built to create a navigable connection between the Rhine and the Danube. We sailed on to the Main-Danube Canal at Bamberg. This is suitable for vessels up to 2,500 tonnes. Until this canal was constructed, the Ludwig-Danube-Main Canal linked the two European rivers from 1846 until 1950, but it was only suitable for vessels up to 127 tonnes. In some places, the remains of this canal can still be seen. A masterpiece of hydraulic engineering from the Middle Ages is the Fossa Carolina (also known as Karlsgraben) near Weissenburg. This is where, in 970, Charlemagne attempted to build a ship canal between the two rivers by linking Altmühl and Rezat, something which was ultimately never achieved.

In Forchheim and Nuremberg we stayed a little longer to

"...Römertor Carnuntum..."



get a picture of the way these two towns developed. Since 1846, the two towns have had a shipping link and as a result have undergone substantial industrial development. After Nuremberg, the present Main-Danube Canal leaves the route of its predecessor and only resumes it again from Berching, where it flows into the picturesque valley of the river Altmühl at Dietfurt and from there onwards to Kelheim. We made a stop in Berching and in Beilngries and cycled through the fields in the beautiful sunshine. Of course, we paused for regular gastronomic breaks, as after all we were in Bavaria – beer country.

In Kehlheim, where the Danube and Altmühl meet, we celebrated the end of the first year of our Euro-tour in Bavaria’s oldest Weissbier (a type of wheat beer) brewery. The ZINFANDEL spent the winter in the winter lay-up facilities at the Saal marina on the Danube.

<b>2006 Tour</b>	
<i>Towns and cities: Basel, Breisach, Colmar, Strasbourg, Heidelberg, Esslingen, Rüdelsheim, Wiesbaden-Schierstein, Miltenberg, Würzburg, Bamberg, Saal</i>	
<i>Number of days on board:</i>	<i>148</i>
<i>Number of km travelled:</i>	<i>1,843</i>
<i>Number of hours travelled:</i>	<i>266</i>
<i>Number of locks:</i>	<i>148</i>
<i>Number of marinas/moorings:</i>	<i>50</i>
<i>Quantity of diesel:</i>	<i>1,162 litres</i>

**2007: Castra Regina/Castra Batava/Vindobona**

Between Regensburg (“Castra Regina”) and Deggendorf there is not a single marina for a stretch of about 90 km. We therefore spent the night at the waiting place for pleasure boats above the Straubling lock. Our journey took us past Deggendorf and Passau (“Castra Batava”), where we spent some time making excursions on shore. We then sailed on to Schlögen in Upper Austria, where the Danube winds its way through the countryside. We followed our route to Grein in the Strudengau region against a strong headwind and persistent rain. Grein castle contains a shipping museum. Because the Danube is currently controlled by weirs, the once dreaded narrow passages with the treacherous whirlpools and rocks in this bend in the Danube, have lost their danger.

We passed through the Nibelungengau and moored in the marina at Luberegg/Emmersdorf. From there we cycled to ☞

“...Cochem on the Moselle...”



Stift Melk, the famous Benedictine monastery which is situated on the other side on the steep banks of the Danube. Before us was Wachau, which reminded us of the Middle Rhine Valley. This region has been granted 'UNESCO' world heritage status. On the way to Krems, Sabine noted that the journey between km 2035 and 2005 on the Danube had taken us precisely 88 minutes, despite the strong headwind. The ZINFANDEL operates at between 7.2 and 7.6 knots at 2,200 rpm, in sometimes very strong wave action in narrow and winding passages. But the Sturdy and its crew were not thrown off-balance.

After Krems and a short stay in Tulln, which was built on the site where the Roman castle "Comagenis" once stood, we found a berth in the Kuchelau marina near Vienna. We found ourselves in the foothills of the Austrian Limestone Alps, at the foot of the Leopoldberg mountain.

### **Vienna – Bratislava – Vienna/Carnuntum**

Having soaked up the culture of Vienna ("Vindobona" in Celtic), capital of the former Austro-Hungarian Empire on the Danube, we proceeded to Bratislava, the historic city where Danube monarchs were crowned and the current capital of Slovakia.



### **"...Forchheim on the Main-Danube Canal..."**

Bratislava's old town, at least the part of it that wasn't destroyed by various wars or the construction of infrastructure and housing blocks during the communist period, is a tourist attraction that draws in visitors from all over the world. We found a mooring in basin 4 at "Milan", the marina operator which is famous throughout Europe. We enjoyed "Nabucco" in the historic opera house and "Orfeo ed Euridice" in the old Philharmonia. Because of the strong current (9.13 km per hour), our return to Vienna took two

days and our diesel consumption doubled. Despite this, we were happy with the pace as the ZINFANDEL travelled steadily upstream with the Volvo engine purring quietly, occasionally overtaken by the hydrofoils that ply between Vienna and Bratislava. There was little cargo traffic and only a few sightseeing boats. We made a stopover near Orth in the flood plains of the Danube, where the wheel of a reconstructed historic Danube ship mill was turning.

We continued against the current to Vienna, where we moored in Vienna's new marina, not far from the Prater. We took the S-Bahn (suburban railway) to Carnuntum, a Roman castle near Petronell – once the largest and most important Roman army camp on the Danube. From there we sailed on up the Danube towards Krems. There, on a rise against the steep banks of the Danube, was the Benedictine monastery of Göttweg. This monastery is interesting because of the role it had during the Middle Ages.

Our 30 km trip upstream through Wachau to Melk took 5 hours. The same stretch only took us an hour and a half downstream. Speed: 6.03 km per hour. Passing via Grein and Au, we reached Linz, where we enjoyed not only the culture but also the famous Linzer Torte. It was high water, which made us decide to wait in the marina until the highest point was past. Using the current water levels on the Internet, it is easy to predict when the peak discharge will develop. While under way we saw a large tree, complete with roots, in the brown river water. Attached to the trunk by a chain was a half-submerged flatboat. It's this kind of floating debris that makes high water dangerous.

### **Muskatzen/One-metre bratwurst/Constantine the Great**

We arrived back in the Main via the Main-Danube Canal (this time heading north).

The Wipfeld marina served as our base for a cycle trip to the "Maria in Vineyard" church and to Volkach. From Mainstockheim we cycled to Dettelbach, where the famous "Muskatzen" biscuits are baked. We also stopped off in the Mediaeval wine village of Sulzfeld as we didn't want to miss out on the famed "one-metre bratwurst". From Ochsenfurt we made a detour to the historic burial site in Mainbernheim. Culture days in Würzburg. Shipping museum in Würth. Back to the Rhine.

After a stop in Rüdeshheim, the journey continued across the Rhine: through the "Binger Loch" whirlpool, along the Loreley to St Goar and from there into the Lahn valley at Lahnstein. First to Bad Ems, where the Roman limes crossed the Lahn. There, on the border between the Taunus region and the Westerwald, the coolness of autumn was already perceptible. The thermal water of the former "Imperial and

Princely Spa” warmed us up again. We then continued on the Rhine to Ehrenbreitstein. There, at the foot of the imposing fortress, was the very interesting Rhine Museum, which provided a lot of information on the history of shipping on the Rhine. In Koblenz (the Romans called it “Confluentes”) we visited the Middle Rhine Museum.

We sailed round the “German Corner” (Deutsches Eck) and up the Moselle. After Brodenbach, Senheim, Traben-Trarbach and Bernkastel-Kues we reached Neumagen, which has been considered the oldest wine town in Germany since the discovery of the famous Roman gravestone showing a wine ship. Finally, we sailed into Schweich marina close to Trier. It was there that we brought the ZINFANDEL ashore to spend the winter with Linssen representative Kreuzsch. But not until we paid a visit to the German city of culture, Trier, which was built on the Roman foundations of “Augusta Treverorum”. The fantastic exhibition on “Constantine the Great” was the worthy conclusion of our second Euro-tour year. And again it was a day to be grateful.

*(To be continued)*

**2007 Tour**

*Towns and cities: Saal, Passau, Vienna, Bratislava, Vienna, Deggendorf, Nuremberg, Frankfurt, St Goar, Koblenz, Bad Ems, Trier*

<i>Number of days on board:</i>	168
<i>Number of km travelled:</i>	2,052
<i>Number of hours travelled:</i>	257
<i>Number of locks:</i>	111
<i>Number of marinas/moorings:</i>	57
<i>Quantity of diesel:</i>	1,603 litres



Sabine and Wolfgang Rösel. Both architects, 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.

Details of the rest of the route are to follow.



# Linssen Yachts' P '9' s

Grand Sturdy  
25.9 Sedan



8.20 x 3.00 x 0.95 m  
Volvo Penta  
1 x M4.15  
4 cyl. 24.3 kW (33 HP)

Grand Sturdy  
29.9 AC/Sedan



option



9.35 x 3.35 x 1.00 m  
Volvo Penta  
1 x D2-55  
4 cyl. 41 kW (55 HP)

Grand Sturdy  
33.9 AC/Sedan



option



10.35 x 3.40 x 1.00 m  
Volvo Penta Diesel  
1 x D2-75  
4 cyl. 55 kW (75 HP)

Grand Sturdy  
34.9 AC/Sedan



option



10.70 x 3.40 x 1.00 m  
Volvo Penta Diesel  
1 x D2-75  
4 cyl. 55 kW (75 HP)

## Anniversary models

Grand Sturdy  
60.33



10.35 x 3.40 x 1.00 m  
Volvo Penta Diesel  
1 x D2-75  
4 cyl. 55 kW (75 HP)

Grand Sturdy  
60.43



13.90 x 4.35 x 1.25 m  
Volvo Penta Diesel  
1 x D3-150  
5 cyl. 112 kW (150 HP)

# Programme 2010 series

Grand Sturdy  
40.9 AC/Sedan



Grand Sturdy  
43.9 AC



Grand Sturdy  
45.9 AC



13.90 x 4.35 x 1.25 m  
Volvo Penta Diesel  
1 x D3-150  
5 cyl. 112 kW (150 HP)

14.45 x 4.40 x 1.27 m  
Volvo Penta Diesel  
1 x D3-150  
5 cyl. 112 kW (150 HP)



12.85 x 4.30 x 1.20 m  
Volvo Penta Diesel  
1 x D3-110  
5 cyl. 81 kW (110 HP)

14.45 x 4.40 x 1.22 m  
Volvo Penta Diesel  
2 x D3-110  
5 cyl. 81 kW (110 HP)

## 'Mark II' series

Grand Sturdy  
410 Mark II



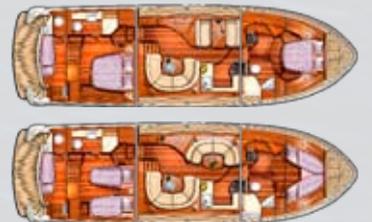
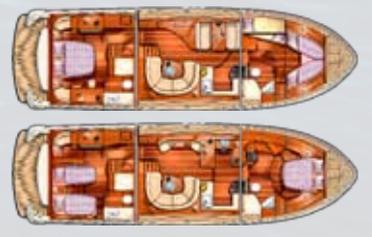
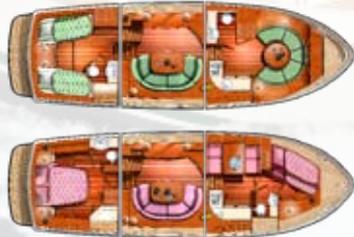
Grand Sturdy  
430 Mark II



Grand Sturdy  
470 Mark II



Grand Sturdy  
500 Variotop® Mark II



12.55 x 4.20 x 1.34 m  
Vetus-Deutz Diesel  
single: 1 x DTA44  
4 cyl. 104 kW (140 HP)  
12.55 x 4.20 x 1.24 m  
Twin Vetus-Deutz Diesel  
Twin: 2 x DT44  
4 cyl. 84 kW (114 HP)

13.50 x 4.30 x 1.35 m  
Vetus-Deutz Diesel  
single: 1 x DT66  
6 cyl. 125 kW (170 HP)  
13.50 x 4.30 x 1.20 m  
Vetus-Deutz Diesel  
Twin: 2 x DT44  
4 cyl. 84 kW (114 HP)

14.70 x 4.45 x 1.41 m  
Vetus-Deutz Diesel  
single: 1 x DT66  
6 cyl. 125 kW (170 HP)  
14.70 x 4.45 x 1.36 m  
Vetus-Deutz Diesel  
Twin: 2 x DTA44  
4 cyl. 104 kW (140 HP)

14.98 x 4.88 x 1.40 m  
Vetus-Deutz Diesel  
single: 1 x DTA66  
6 cyl. 154 kW (210 HP)  
14.98 x 4.88 x 1.35 m  
Vetus-Deutz Diesel  
Twin: 2 x DT66  
6 cyl. 125 kW (170 HP)

...What's new??...

**Linssen among most reliable companies**

*Maasbracht, August 2009*

Linssen Yachts awarded Dun & Bradstreet "Rating 1" certificate

Linssen Yachts BV has received the "Rating 1" qualification from rating agency Dun & Bradstreet. This is the highest reliability rating for companies and implies an almost zero risk of insolvency according to the D&B standard. What's more, Linssen has also been designated "Best of Class" within "Rating 1". This is the highest qualification the agency has. Founded in 1841, Dun & Bradstreet is regarded as the world's number one commercial and credit information specialist. *"It is important that our clients and suppliers know that they are dealing with a solid and reliable partner"*, was the response of Mariëlle Timmermans, controller at Linssen. *"That is evident from this rating and gives our partners extra certainty. What's more, Linssen has had a constant "Rating 1" for the past two years!"*, she adds with a certain amount of pride

The D&B rating is a dynamic score that is continually updated and reflects the most recent situation at a company.



*"...Mariëlle Timmermans and Harry Linssen are proud..."*

**Staff association symbolises 60 years of Linssen**

*Maasbracht, July 2009*

During the traditional barbecue held to conclude the year and herald in the summer holidays with all the staff, the Linssen family was surprised by the president of the staff association, Rennie Hénuy, who presented them with a special 60th anniversary gift. On behalf of all his



colleagues, he expressed his complete trust in the management, especially in the current economic climate: *"... after all, we've been sailing a straight course for 60 years!..."* Rennie continued, his words making a great impression on all those present: *"... The gift that I am about to present to the management on behalf of the staff to mark this anniversary contains all the facets of our product: Steel, preservation and wood. Technology will follow, as it still has to be displayed in the spotlights. But the underlying symbolism is perhaps even more important, as with the craftsmanship of the staff and the leadership of the management, we have together been proudly carrying forward our company, Linssen Yachts BV. For 60 years!..."*

**“Boot” Düsseldorf 2009**

**Maasbracht - Düsseldorf, January 2009**

A new initiative by Linssen Yachts is to participate in the BOOT show in Düsseldorf by taking a stand in the charter hall (Hall 13). Linssen put the new Linssen Grand Sturdy 34.9 AC on display there as a world first. This is a newly developed boat which is particularly popular as a charter

yacht due to its specific characteristics. In the 2010 season, new “34.9s” will be added to charter fleets in France and Germany. To celebrate this world first, Linssen invited a number of VIPs to a reception on the stand to give them the opportunity to inspect the new asset at leisure - after the hectic activity of a day spent at the show. More over, it was good fun!



“...34.9 Premiere in the charter hall...”



“...toasting the new 34.9...”

**German owners club**

**Maasbracht - Berlin, December 2008**

The German Linssen Yachts Owners Club has been in existence since 6 December 2008. Since it was established, its membership has more than trebled.

The idea for the club came from Wieardus Reichl, managing director of Berlin-based Spree Marine GmbH and long-time Linssen dealer: *“Our owners definitely have one thing in common – the love of their Linssen Yacht”,* says Reichl. *“The club makes for a great network. Members can exchange experiences and help each other.”* But there’s one thing Reichl is especially looking forward to: *“We’re also planning club events and tours. Since it was established last October, its membership has increased to 25, i.e. 25 yachts. We can therefore look forward to organising club tours!”*

Contact:

Spree Marine GmbH  
Grünauer Straße 3  
D-12557 Berlin  
Tel. +49 (0)30-6566083  
[info@spreamarine.de](mailto:info@spreamarine.de)

**80-tonne MARINE TRAVELIFT at  
Wassersport- & Freizeitzentrum Kreuzsch  
Maasbracht - Schweich b. Trier, April 2009**

From this year, our dealership for south-west Germany and Luxembourg can now also move boats weighing up to 80 tonnes by crane. This provides Wassersport- & Freizeitzentrum Kreuzsch in Schweich on the Moselle with excellent infrastructure with which to lift large and heavy boats in and out of the water. The machinery is complete with a 47-tonne hydraulic slip wagon and a special lift truck to help lift boats out of the water.

Wassersport- & Freizeitzentrum Kreuzsch  
Am Yachthafen  
D-54338 Schweich  
Tel. +49-6502-91300  
Fax +49-6502-913050  
[www.kreusch.de](http://www.kreusch.de)  
[boote@kreusch.de](mailto:boote@kreusch.de)



...What's new??...

**Association dinner at the Linssen Yachts Boat Show**

**Maasbracht - Roosteren, December 2008**

*“Our Annual Dinner at the Roosterhoeve during the Linssen Show was probably the best yet. Over fifty members attended, plus about twenty invited members of the new Dutch/Belgian Linssen Owners Group, as well as representatives from Linssen. A Reception in the Wine Cellar set the evening off in fine spirit. During the delicious three-course dinner we were entertained by the acclaimed Animo, the men’s choral group of which Harry Linssen is a member. They earned a well-deserved standing ovation at the end of the evening.”*  
Edward Creswick, Association Secretary

**“Boot” show in Düsseldorf**

**Maasbracht - Düsseldorf, January 2009**

One hundred years in total. This number was too important to miss. That’s what the brand-new “boss” at BOOT, Goetz-Ulf Jungmichel, must have been thinking. In 2009, the world-famous Düsseldorf BOOT show was due to celebrate its 40th anniversary. The year in which, as we know, is also Linssen’s anniversary. During BOOT 2009 Mr Jungmichel and his assistant Florian Müller surprised Linssen’s stand team with an especially kind gesture when they suddenly appeared on the stand with a gigantic cake with the BOOT crew’s congratulations on the sixtieth anniversary of Linssen Yachts B.V. A nice gesture that says a lot about the way the Linssen family and Messe Düsseldorf staff are getting along after almost forty years.



**New Logicam III production facility/ Refit section**

**Maasbracht, June 2009**

In recent years Linssen Yachts has completed an extensive investment programme.

For many years Linssen’s “repair yard” has been an important department. However, the focus on series production and the resulting need for space made it necessary to outsource most of these activities to subcontractors and of course to the authorised regional dealers in the countries in which Linssen operates. Despite this, the specialist refit section for traded-in or bought-in Linssen boats has remained in active operation and is now expanded with a new, multi functional 50 x 20 metre unit.

This is good news for proud Linssen owners who wish to have their boats renovated and/or fitted with the latest technical equipment. For a no-obligation offer, please contact the Linssen Yachts BV service department, Monique Thissen ([aftersales@linssenyachts.com](mailto:aftersales@linssenyachts.com)).



**A motor yacht for Mercure Hotel Berlin Mitte  
Maasbracht - Berlin, August 2009**

Unique: guests can combine a sailing holiday with a city break!

Although motor yachts can often only be hired for a week at a time, rooms in a commercial hotel can be reserved by the day. So if the manager of a hotel is a boating enthusiast, the idea *“that a hotel owns a yacht that guests can hire”* is quite an obvious one. Thorsten Hecht, the manager of Mercure Hotel Berlin Mitte, has therefore ordered a charter yacht – a Linssen Grand Sturdy 40.9 AC – which from mid-April 2010 will be moored at Pohlesee in Berlin, about 20 minutes’ drive from the hotel. From that date, hotel guests will be able to book the yacht via the hotel for a sailing holiday, a test sailing or, for example, a meeting during a conference.

Information:

**Mercure Hotel Berlin Mitte**

Luckenwalder Str. 11

D-10963 Berlin

Tel.: +49 (0) 30 516 513 0

[www.mercure.com/de](http://www.mercure.com/de)



**HRH Princess Margriet sails on a LINSSEN  
40.9 Sedan**

*Maasbracht - Roermond, June 2009*

Last June, Her Royal Highness Princess Margriet of the Netherlands was – in her capacity of patron – the guest of honour at the celebrations to mark the 100th anniversary of the Maas en Roer Rowing and Sailing Club in Roermond.

Maas en Roer is the oldest water sports club in Limburg and one of the largest in the southern Netherlands. The club organises internationally-recognised regattas, with participants from home and abroad.

Princess Margriet enjoyed a short cruise on the Limburg Meuse lakes from the cockpit of a Linssen Grand Sturdy 40.9 Sedan. On board, she congratulated the proud owners on having *“such a wonderfully finished yacht”*.



In 2009 and 2010 new Linssen "9" Series motor yachts will be supplied to yacht charter companies, which without exception aim for the highest quality standard, in no less than eight locations in the Netherlands, Germany, France and Croatia. All of these companies are partners of the Linssen "9" Series European Charter Network, who work closely together.



## *New Linssen "9" Series charter yachts on Europe's waterways*

### *Alliance created by Linssen "9" Series European Charter Network*

TEXT PETER LINSSSEN; PHOTOGRAPHS PAUL BEELEN

The – now six – members of this alliance produce a uniform presentation in the form of a general flyer and work together on Linssen Yachts stands at international water sport fairs, the Linssen Charter stand at the annual BOOT show in Düsseldorf, the Linssen Summer Festival in summer and the Linssen Yachts Boat Show in winter. The charter guests (usually loyal return bookers) enjoy advantages when they book a trip with one of the partners.

one of the events. Quality is their top priority and properly maintained yachts await the next guests to offer them an unforgettable sailing holiday. In addition, genuine value is attached to ensuring that charter guests really learn to sail so that they can be completely relaxed and enjoy the experience to the full.

At km 44.2 on the left bank of the Saar is the Merzig marina with over 200 berths. It's a modern, well cared-for marina whose amenities include toilet facilities, provisioning and waste disposal facilities, leisure centre with adventure pool, indoor children's park, plus two pubs and a restaurant on the site. Merzig Marina on the Saar will be the home port of the new Grand Sturdy 40.9 AC. In this pleasant marina, guests can plunge into holiday mood as soon as they arrive. And it's good to know that you can park your car free of charge in a monitored car park.



**"...a new 40.9 AC for the Schönberger family. Cheers!..."**

#### **Secret tip**

One of the new yachts is an especially beautifully specified Linssen Grand Sturdy 40.9 AC with a home port that can be safely described as a "secret tip". The 40.9 is an addition to the small, but beautifully formed, fleet of "Yacht Charter Holiday Tours" by Heidi and Peter Schönberger. The enthusiasm and dedication of a family business is what strikes you immediately when you meet them personally at

#### **Heart of Europe**

Merzig Marina is actually at the heart of Europe, at the point where three countries – Germany, France and Luxembourg – meet and where there is a unique scenic, cultural, historical and, last but not least, culinary diversity. The large region that can be covered from Merzig is characterised by the diverse features of the routes. Fantastic natural landscapes such as the Saar Loop (*Saarschleife*), the wine-growing regions of the Moselle, the large reservoirs in which it's great to swim, the cities including Strasbourg, Nancy, Metz, Saarbrücken, Trier (the oldest city in Germany), Neumagen-Dhron (oldest wine town in Germany), Koblenz (Deutsches Eck; Moselle-Rhine), Mainz, Speyer, Bingen, Wiesbaden and Kehl form a variety that continues to fascinate. The various waterways in the form of canals and rivers with weak (Saar and Moselle) and stronger (Rhine) currents and the special structures such as the 41 m high boat lift at Arzviller, the locks and the tunnels make up a navigation area which is unique in Europe. Possible destinations are



therefore almost unlimited. The famous “Sauerkraut tour” is of course the best known route. The Schönberger family’s core area extends over at least 1100 kilometres.

### Long trips

The new asset, the 40.9 AC, will be even better able to meet the increasing demand for longer trips. An example would be a wonderful (minimum) three-week 880 kilometre tour via the Saar, the Saar Canal, the Rhine-Marne Canal, the Rhine (downstream via Strasbourg to Koblenz), Moselle (upstream from Koblenz to Konz) and back to the Saar.

However, a destination far outside the Schönberger’s “own” navigation area is also a realistic undertaking. Read all about it in Bernd Orgassa’s exciting traveller’s tale: “A trip from Merzig to Paris” on pages 16 - 20.

### Yacht Charter Holiday Tours GmbH

Peter Schönberger  
 Hauptstraße 24  
 D-66740 Saarlouis, Germany  
 Tel. +49 (0)6831 - 69379  
 Fax +49 (0)6831 - 69381  
[info@saarmoselyachtcharter.de](mailto:info@saarmoselyachtcharter.de)  
[www.saarmoselyachtcharter.de](http://www.saarmoselyachtcharter.de)  
[www.rentalinnsen.com](http://www.rentalinnsen.com)  
[www.tourismus.saarland.de](http://www.tourismus.saarland.de)

### Saarfürst Brewery at the marina

The Saarfürst Brewery at the marina in Merzig is something quite special. In this brewery, beer drinking becomes an adventure. Designed with a love of detail, the brewery has developed into a genuine tourist attraction. Day-trippers from near and far appreciate the light and dark beers, as well as the wheat beer (Weizen) that’s brewed in front of them in shining copper vessels under the expert and watchful eye of Master Brewer Peter Pagel. The longest route that the brew takes here is the route from the tank to the glass. Merziger Brauhaus has seating for 500 customers who can enjoy delicious, hearty dishes, vegetarian specialities and fine desserts. *(Opening times: daily from 11:00 am; Sunday and public holidays from 10:00 am)*



Saarfürst Merziger Brauhaus am Yachthafen GmbH  
 Saarwiesenring 6  
 D-66663 Merzig, Germany  
 Tel. +49 (0)6861 791635  
 Fax +49 (0)6861 791656  
[www.saarfuerst.de](http://www.saarfuerst.de)

Linssen Yachts has now been working with Kempers Watersport for five years as the dealer for North West Netherlands. Who else but the Kempers family can judge what is important when it comes to luxury steel motor yachts and their quality? Kempers have been building steel motor yachts for about 55 years in a similar segment to Linssen Yachts. They are therefore an ideal partner for sales and service activities for Linssen yachts.



## *Amphitrite, Joke and Jos Kempers' boat that's "TOO COOL"*

*Historic christening party for a Grand Sturdy 500 Variotop®*

TEXT JOOST KEMPERS; PHOTOGRAPHS PAUL BEELEN

Kempers was already active in the boat-building sector at the end of the last century. The Kempers and Linssen seniors were doing business together as long ago as the 1960s. At that time, Linssen was manufacturing large ranges of ship's wheels for the then flourishing industry of building new boats for the inland waterways. Kempers was already a sort of "representative" of the Limburg-based family business...

in the heart of the conurbation. Since then, even the most discerning water sports enthusiast would be happy to use the two fantastic marina locations in Kudelstaart and Leimuiden. And now, after all these years, the younger generations of the two families are once more successfully working together. And even now trust, reliability and the ongoing pursuit of quality in terms of product and service are the keys to success and satisfied customers.



**"...team work. Job (with safety glasses) 'does' the bottle..."**

### **History repeats itself**

Kempers made strategic choices and because of the massive developments in the Amsterdam-The Hague-Utrecht-Rotterdam conurbation was able to expand its activities and zeroed in on the increasing need for a "full-service marina concept". A formula that turned out to be a great success

### **An accolade for the work of Linssen Yachts...**

In 2008, the Linssen family was accorded a major distinction and a great honour. Joke and Jos Kempers decided to order a Linssen Grand Sturdy 500 Variotop® Mark II, the Linssen Yachts flagship, and say goodbye to their trusted *Kompierkoter*. Anyone who is familiar with the history of the Dutch steel yacht-building industry will understand that this was no ordinary event. It was therefore decided to celebrate the christening of the new "500", *AMPHITRITE*, with a suitable ceremony and party involving all the members of the Kempers and Linssen families. The event took place on 16 July. Job Kempers, Joost's 4-year-old son, named the yacht and smashed the champagne bottle against *AMPHITRITE*'s anchor with a professional flourish. With that, the christening of Grandma and Granddad Kempers' "TOO COOL" yacht was complete! We hope that Joke and Jos Kempers will enjoy sailing this splendid Grand Sturdy 500 Variotop® for many years to come.

### **Kudelstaart and Leimuiden**

There are always several Linssen boats – new and used – available for viewing in the Kudelstaart and Leimuiden marinas. Joost or Bart Kempers will be happy to accompany their customers to Linssen's modern boatyard complex in

Maasbracht where all the variants can be inspected both as finished products in the showroom and at every conceivable stage of construction. For custom-specified orders, Linssen aims for as short a delivery time as possible to ensure that customers can see their dream come true within a reasonable period. The Kempers brothers always have some build numbers of various models from the range on pre-order so that they can serve the customers properly with short delivery times. In this way, two sound family businesses are combining forces to provide their customers with an even better service wherever possible.

### Used boat?

For potential buyers who still own a sail or motor yacht, Kempers can usually also provide a solution. This is because a major part of the company consists of a yacht brokerage with certified and sworn yacht brokers and has built up an excellent domestic and international sales territory for pre-owned boats over the years.

To obtain detailed information or to arrange a viewing or test sailing, you can contact one of Kempers' marina complexes seven days a week.



### For further information, contact:

#### **Kempers Watersport**

Kudelstaartseweg 226

NL-1433 GR, Kudelstaart

Tel +31 (0)297-38 53 85

[kudelstaart@kemperswatersport.nl](mailto:kudelstaart@kemperswatersport.nl)

#### **Kempers Princessepaviljoen**

Herenweg 100

NL-2451 VS Leimuiden

Tel +31 (0)172 - 50 30 00

[leimuiden@kemperswatersport.nl](mailto:leimuiden@kemperswatersport.nl)

[www.kemperswatersport.nl](http://www.kemperswatersport.nl)

"...Almost all members of the Kempers and Linssen families..."



# Boat Shows / Events October 2009 - June 2010

(in association with Linssen Yachts partners)

## Hanseboot 2009

Hamburg (D) 24.10-01.11.2009

## Linssen Yachts Boat Show 2009

Maasbracht (NL) 27.11-30.11.2009

Please note: a boarding pass will be required. Request your free BOARDING PASS at:  
www.linssenyachtsboatshow.com

## 49e Salon Nautique de Paris

Paris (F) 04.12-13.12.2009

## Boot 2010 - Düsseldorf

Düsseldorf (D) 23.01-31.01.2010

## Boot Holland

Leeuwarden (NL) 12.02-17.02.2010

## Helsinki Boat Show

Helsinki (FIN) 12.02-21.02.2010

## Zagreb Boat Show

Zagreb (HR) 24.02-28.02.2010

## Alt för Sjön

Stockholm (S) 05.03-14.03.2010

## Hiswa RAI

Amsterdam (NL) 02.03-07.03.2010

## Sjoen for alle

Oslo (N) 12.03-21.03.2010

## Kiev International Boat Show

Kiev (UA) 24.03-27.03.2010

## International Croatia Boat Show

Split (HR) 10.04-18.04.2010

## Moscow Boat Show

Moscow (RUS) 15.04-18.04.2010

## Hausmesse Hennings Yachtvertrieb

Papenburg (D) 24.04-25.04.2010

## Hausmesse Spree Marine

Berlin (D) 24.04-25.04.2010

## Hausmesse Boote Kreusch

Schweich/Moselle (D) 24.04-25.04.2010

## Internautica

Portorož (SI) 11.05-16.05.2010

## Beale Park Thames Boat Show

Beale Park (UK) 04.06-06.06.2010

## Linssen Summer Festival

Maasbracht (NL) 11.06-14.06.2010

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Linssen Yachts b.v.  
Brouwersstraat 17  
Postbus 7172  
6050 AD Maasbracht  
Tel. +31(0)475 - 43 99 99  
Fax. +31(0)475 - 43 99 90  
info@linssenyachts.com  
www.linssenyachts.com

**Serious Pleasure.** The boating and lifestyle magazine of Linssen Yachts BV

Serious Pleasure is a very varied magazine. Readers are invited on board to travel to fascinating cities and stunning landscapes along Europe's waterways. Interesting accounts of voyages by Linssen owners allow readers to share unique experiences. Seeing the world from the water gives you an entirely new and special perspective. Mooring your own boat in the middle of Paris is just one of the many dreams that can come true. Motor cruising is a

way of life.

Serious Pleasure is the in-house magazine of Linssen Yachts BV, and focuses on the products, development, production and sales infrastructure of this Limburg boatyard. Serious Pleasure also deals with current topics in the areas of design, architecture, books, gastronomy, clothes, cosmetics, tourism, and culture.

Linssen Yachts BV wants Serious Pleasure to be a way for its business contacts, employees, and potential customers to keep in touch with one another. The magazine promotes communication between Linssen owners and boosts the "Linssen family" feeling.

Slow down... and start living... Reading Serious Pleasure can help. Serious Pleasure is published by Linssen Yachts BV

### **Subscription:**

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# "...reliable Linssen Yachts sales & service partners throughout Europe..."

**Linssen Yachts B.V.**  
Brouwersstraat 17  
NL-6051 AA Maasbracht  
Tel.: +31 (0)475-43 99 99  
info@linssenyachts.com  
www.linssenyachts.com

**Kempers Watersport**  
Linssen Yachts in the Randstad  
Kudelstaartseweg 226  
NL-1433 GR Kudelstaart  
Tel. +31 (0)297 - 385 385  
kudelstaart@kemperswatersport.nl  
www.kemperswatersport.nl

**Jonkers Yachts**  
Linssen Yachts in Zeeland  
Haven Kloosternol 1  
NL-4322 AK Scharendijke  
Tel. +31 (0)111 - 67 33 30  
info@jonkers.org  
www.jonkers.org

**Hemrik Marine**  
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Junokade 2  
NL-8938 AC Leeuwarden  
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info@hemrikmarine.nl  
www.hemrikmarine.nl

**Neyens Yachting b.v.b.a.**  
Linssen Yachts in Belgium  
Hoge-Valweg 2 bus 5  
B-3520 Zonhoven  
Tel. +32 (0) 11-81 62 43  
info@neyensyachting.be  
www.neyensyachting.be

**Berthon New Yacht Sales Limited**  
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Hampshire (UK)  
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linssen@berthon.co.uk  
www.linssenyachts.co.uk

**H2O S.A.R.L.**  
Linssen Yachts in Burgundy  
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F-21170 Saint-Jean-de-Losne  
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F-34310 Capestang  
Tel. +33 (0)3 86 81 54 55  
boats@francefloat.com  
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**Hennings Yacht-vertrieb GmbH**  
Linssen Yachts North West Germany  
An der Alten Werft  
Postfach 1333  
D-26853 Papenburg / Ems  
Tel. +49 (0)4961 - 91 920  
info@hennings-yachtvertrieb.de  
www.hennings-yachtvertrieb.de

**Spree Marine GmbH**  
Linssen Yachts North East Germany  
Grunauerstrasse 3  
D-12557 Berlin  
Tel. +49 (0)30 - 65 66 08 3  
info@spreamarine.de  
www.spreamarine.de

**Wassersport & Freizeitzentrum Kreuzsch**  
Linssen Yachts South West Germany and Luxembourg  
Am Yachthafen  
D-54338 Schweich b. Trier  
Tel. +49 (0)6502 - 91 30 0  
boote@kreusch.de  
www.kreusch.de

**Nasta Marine SA**  
Linssen Yachts in Switzerland  
Route du Port 21  
CH-1470 Estavayer-le-Lac  
Tel. +41 (0)26 - 663 26 26  
info@nastamarine.ch  
www.nastamarine.ch

**Fredy Blust GmbH Yachten**  
Linssen Yachts for Lake Constance, CH, A and D  
Friedrichshafenstrasse,  
Postfach 311  
CH-8590 Romanshorn  
Tel. +41 (0)71 - 463 55 22  
info@blust.ch  
www.blust.ch

**Linssen Yachts Italia**  
Linssen Yachts in Italy  
13 Corso Italia  
I-58015 Orbetello  
Tel. + 39 0564 860235  
info@linssenyachtsitalia.it  
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**Cantal Marine d.o.o.**  
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SI-1000 Ljubljana  
Tel. +386 - 1 510 63 90  
info@cantal-marine.si  
www.cantal-marine.si

**Argolis**  
Linssen Yachts in Greece  
334 Sygrou Avenue  
GR-17673, Athens  
Tel. (+30) 2109851327  
linssen@argolis-yacht.com  
www.argolis-yacht.com

**Proficon Marine**  
Agent for Finland  
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FIN-02150 Espoo  
Tel. +358 (0)9-25 10 87 00  
info@proficon.fi  
www.proficonmarine.fi

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Distributor for Norway  
Skjerkøyveien 54  
N-3960 Stathelle  
Tel. +47 35 96 87 50  
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www.trn.no

**Linssen Yachts Sverige AB**  
Distributor for Sweden  
Sunnanstigen 3  
S-16731 Bromma  
Tel. +46 81 83 962  
hakan@linssen.se  
www.linssen.se

**Argolis Yacht Lines**  
Linssen Yachts in Turkey  
Dogus Marina No 14  
TR-48960 Turgutreis,  
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linssen@argolis-yacht.com  
www.argolis-yacht.com

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Distributor for Russia  
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www.boattradestudio.com

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