

S E R I O U S

THE BOATING & LIFESTYLE MAGAZINE FROM LINSSSEN YACHTS

Pleasure

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“It's a Linssen”

The new Linssen Range Cruiser 430 Sedan Variotop®

...World premiere demonstrates
Linssen's innovative capabilities....

Linssen Yachts Boat Show 2010

...The spectacular Linssen winter
show is larger than ever!...

Grëezi Holland!

...Love at first sight...

LINSSSEN



YACHTS

Since 1949

We take your pleasure seriously®

An up-to-date selection from the Linssen Yachts pre-owned yachts

The "Linssen Collection"

The Linssen Collection is a small, unique selection of recent, pre-owned Linssen boats. All boats with the Linssen Collection label are fully revised following a detailed technical and optical inspection and are offered with a one-year boatyard guarantee.

Boats from the Linssen Collection can be recognised by the special Collection seal!

Linssen 32 SL Select



Ref.nr. 60.1498.01

1987

9.70 x 3.20 x 1.05 m

1x Vetus 45 kW (62 HP)

€ 79,500.--

Grand Sturdy 430 Mark II



Ref.nr. 60.2252.01

2000

13.20 x 4.30 x 1.03 m

2x Volvo Penta 107 kW (145 HP)

€ 372,000.--

Linssen 442 SX



Ref.nr. 60.1827.01

1992

13.50 x 4.25 x 1.35 m

2x Volvo Penta 225 kW (306 HP)

€ 348,000.--

Linssen 'Collection' Label • One-year boatyard guarantee

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Linssen Yachts B.V.

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*Linssen Range Cruiser;
for connoisseurs*



We take your pleasure seriously®

S E R I O U S

*You cannot cross the sea merely by standing
and staring at the water...*

(Rabindranath Tagore, 1861-1941)

There are times at which life suddenly takes on a new meaning or assumes a new dimension. Times that are determined by a coincidental meeting of circumstances or a decision.

And it often requires nerve to seize an opportunity with both hands, to take that decision and say "Yes I will DO it", even if all consequences are difficult to predict at the time. And yet, how often do you hear people say "If I had only..."

After all, merely staring at the water is not enough to achieve the final objective.

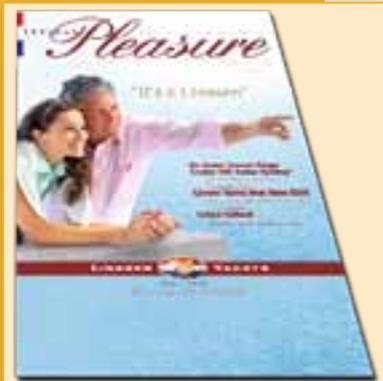
Pleasant memories come about only if we are prepared to opt first for a certain course of action. Is sailing and heading for the horizon what you dream about? Would you love to do nothing more than discover the water, towns and landscapes? Then what are you waiting for! Go for your dreams and ensure you have those wonderful memories for later on.

Read in this edition of Serious Pleasure Magazine about how you can realise your boating dreams together with Linssen. And it does not matter whether you opt for the new delightful Linssen Grand Sturdy 25.9 Sport, the spacious 43.9 AC or Sedan, or the magnificence of the brand new LINSSEN RANGE CRUISER, which we will be introducing to our guests for the first time at the Linssen Yachts Boat Show 2010.

In this context, we would like to quote one of the most experienced professional journalists in Europe. In number 8 of the 2010 edition of the German magazine Boote, Erich Bogadtke writes "Success is in a name, or rather an abbreviation: point nine (originally written as .9). Behind the two key strokes required to write it lurks a philosophy. And that philosophy involves three words: vintage, comfort and quality. The lines and the steel are vintage, the design and fittings are comfortable, and the construction materials and their processing are top quality. This showcase company in Maasbracht sets standards as regards steelwork and corrosion prevention. In addition, computer-guided machines are used to manufacture the furniture, which results in added fitting accuracy and functionality."

Examine the broad Linssen range and opt for solution that suits you, your family, the area you wish to sail in, and your lifestyle.

The twelfth Linssen Yachts Boat Show is almost upon us. The introduction of the LINSSEN RANGE CRUISER represents a new product line that has no equal in steel yacht building. It is unique in all respects, whether it's design and lines, interior and comfort or finishing and perfection. And unique, of course, thanks to the one and only Linssen Variotop®, the electro-hydraulic cabriolet hood which, at the press of a button, allows you to enjoy the sun's rays or the pleasant warmth of an enclosed wheelhouse. The new Linssen Range Cruiser 430 Sedan Variotop® will be a strong competitor in the highest regions of luxury yacht building. Come and convince yourself!



Title page:

*"...Is it your new
Linssen?..."*

asure

Once the Linssen Boat Show is over and your friends tell you how fantastic it was and you think *"If I had only..."*, it's still not too late. After all, you are always welcome in Linssen's showroom! Nevertheless, we advise you not to miss the Linssen Yachts Boat Show 2010. There are plenty of new things to see and you can be sure that the atmosphere will be as pleasant as always!

You can, of course, always try out a Linssen by becoming a temporary skipper on board one of the splendid Linssen yachts on some of the most beautiful waterways in Europe at one of the Linssen Boating Holidays partners. All LBH network partners will be present at the Linssen show and will be pleased to help you prepare for wonderful new memories.

On the subject of wonderful memories, Helge Johnsen from Norway will be sharing unforgettable moments he experienced on board his 40.9 AC together with his 13-year-old son Julius. Josef Walker from Switzerland will be telling our readers about his long experience on European waterways on board his 430 Mark II. Anette Leistenschneider and Ralf Deimel from Germany will be taking us on board a 29.9 AC for the Quiche-Lorraine tour through Alsace-Lorraine and beautiful Saarland.

During the Interboot 2010 in Friedrichshafen, the Linssen Grand Sturdy 25.9 SCF® HYBRID had its official premiere. This new version of the 25.9, the hybrid version, was presented to the press and public in its element, ON Lake Constance. This allowed our guests to sail the charming 8.20 m boat themselves and to experience the only sound that could be heard: the sound of the water.

We have included all this and far more in this edition so that you can occasionally remind yourself this winter of how splendid life is on the water. And as Helge Johnsen has convincingly demonstrated, not only in the summer!

At last the most eagerly anticipated news! On 8 October 2010, Yvonne Linssen and Paul Smits tied the knot! The Linssen family celebrated with a fantastic wedding party attended by lots of friends. The editorial team at Serious Pleasure wishes Yvonne and Paul all the luck in the world and a safe voyage through life!

We would, of course, like to wish you a happy holiday in person during your visit to the Linssen Yachts Boat Show 2010. However, should you not be able to travel to Maasbracht, allow us to wish you now a pleasant winter, a Happy Christmas and a healthy and prosperous 2011. And our heartfelt advice for the new year: don't just stare at the water... get on board and sail away.

The Linssen Family



We take your pleasure seriously®

The annual Linssen Yachts Boat Show is a permanent fixture in the diaries of all Linssen staff, all international representatives, the Linssen Boating Holidays Partners, the Linssen Owners Clubs, countless boating press journalists, suppliers, service providers and, last but not least, the many loyal owners and guests.



Linssen Yachts Boat Show 2010

The spectacular Linssen winter show is larger than ever!

Text Peter Linssen; Photos Zebra Fotostudio's

The Linssen Yachts Boat Show 2010 will focus on one of the most interesting PREMIERES ever. In the *Preview: Linssen Range Cruiser 430 Sedan Variotop®* article on pages 10 to 13, we give you an introduction to this brand new Linssen. Do you wish to inspect this elegant creation personally? Then note the date below in your diary and you will be one of the first to admire it.

Twelfth show

But there is, of course, much more to see. This twelfth show will be so big that we will be converting a substantial part of the new Logicam III facility into an attractive extension

of the Linssen showroom for the duration of the show. The main reception, cloakroom and catering will also be incorporated into this facility.

Moreover, this will also be the location for the PREMIERE of the new Linssen Grand Sturdy 25.9 SPORT SCF®, an entirely new version of this attractive smaller vessel in the Linssen Grand Sturdy '9' series. The Linssen Grand Sturdy 43.9 Sedan (premiere), the 43.9 AC and the 45.9 AC will also be on display here.

A connecting walkway, where you can admire a splendid photo exhibition, will bring you to the convivial Linssen



Linssen Grand Sturdy 25.9
Sport SCF®
Official unveiling
2 pm on Saturday, 27.11.2010



showroom where the new Linssen Range Cruiser and almost the entire remaining Linssen '9' series range from small to large will be waiting for you.

Take time to get to know your preferences from the 15 new Linssen yachts on display. All the international representatives and the Linssen sales team will be ready to answer your

questions. Ask for the Linssen specialist in your region at one of the information desks.

The catering will be excellent in the traditional Limburg style. Enjoy a drink and a bite and do not hesitate to go on board once more. After all, we are not in a hurry, because Linssen's motto is: Slow down... And start Living!



Slow down... And enjoy the party

All Linssen Boating Holidays Network partners will be present at the charter stands to inform you of the latest developments regarding the fleet and the boating areas.

We look forward to welcoming you to the most interesting year-end nautical event in the Netherlands: the Linssen Yachts Boat Show 2010!



You are warmly invited to visit the Linssen Yachts Boat Show 2010

WWW.LINSSENYACHTSBOATSHOW.COM

Linssen Yachts Boat Show

27.11.2010 - 29.11.2010

New Linssen yachts and premières

OPENING TIMES:

Saturday 27 November 2010 (from 10 a.m. - 4 p.m.)

Sunday 28 November 2010 (from 10 a.m. - 4 p.m.)

Monday 29 November 2010 (from 10 a.m. - 4 p.m.)

Official Linssen Yachts Owners Privilege Card

"When you buy a Linssen, a lot more comes with the deal!"



There is an extra reason for Linssen owners to visit the LYBS 2010. Come and collect your own exclu-

sive Linssen Owners Privilege Card. The Linssen Card is exclusively for Linssen owners and offers attractive advantages, such as a discount on your winter storage and maintenance in Maasbracht, your purchases at Wim Houben Yacht Equipment BV, your boat insurance at Kuiper Verzekeringen, a meal at the 'Friends of Linssen Owners' affiliated restaurants, your boat transport at Van de Wetering Yachttransport and your

sailing holiday at the Linssen Boating Holidays Network affiliated partners. Linssen Yachts BV is negotiating with many partners to extend the package of advantages and privileges for holders of the Linssen Owners Privilege Card. Are you unable to come to Maasbracht? No problem, send an e-mail to info@linssenyachts.com and we will send you your personal card AFTER the Linssen Yachts Boat Show.



LINSSEN YACHTS SERVICES



Do you wish to place your valuable boat in winter storage, have it maintained, refurbished, painted or provided with new accessories?

Is there anyone who could do this better than the people who developed and built your boat with such care? And is there a better location than the extremely professional infrastructure in Maasbracht?

Ask for a quotation free of obligation from the people who built your boat. They will maintain your asset and give it added value if possible.

aftersales@linssenyachts.com

The Linssen Family

LINSSEN  YACHTS

Since 1949

We take your pleasure seriously®

The Linssen Yachts slogan was not thought up by clever advertising executives, it was the result of a consistent philosophy and a logical process over a period of 60 years. And more than that...

The LINSSEN SERVICES maintenance and refit department is always delighted to welcome you back with your Linssen.

Our expert dedicated staff use the most modern technology to make the boats even more beautiful, seaworthy and technically up to date.

"The Linssen staff are unbeatable!"

Linssen Yachts B.V.

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www.linssenyachts.com • aftersales@linssenyachts.com

At the Linssen Yachts Boat Show 2010 (model year 2011), we will be presenting an important premiere: the new Linssen Range Cruiser 430 Sedan Variotop®. This is an exceptional development that can only be brought about by enthusiastic and dedicated yacht builders... and only by Linssen. There's no end to Linssen's innovative capabilities. This article introduces you to the Linssen Range Cruiser®.



Preview: Linssen Range Cruiser 430 Sedan Variotop®

World premiere demonstrates Linssen's innovative capabilities

Text Peter Linssen; Photos Zebra Fotostudio's; Illustrations Linssen Yachts

Synergy

Unlike other boat builders, Linssen is aware that a synergy between traditional workmanship and the latest technology will be vital in guaranteeing solid positioning within the yacht-building sector in the years to come. That is why the Linssen family has made substantial resources available for investments in functional production facilities, a modern machine park, powerful software, and training for its staff. With the young, dynamic, third generation at the helm, this family firm is ready for the future.

The Linssen factor

The Linssen Range Cruiser is a new concept. A timeless, traditional appearance with modern comfort that makes an even more refined impression than what you have been

used to from Linssen. The style of designer Anne Elsinga and the Linssen factor, which characterise the sophisticated consistency of all Linssen yachts, are also clearly evident in the new Linssen Range Cruiser Series. That aspect alone forms the basis for the renowned value-retaining capacity of a Linssen. The Linssen trademarks and patents, such as the FIS® (Floor Integrated System), the FPS® (Floating Panel System), the Linssen Variotop® and the HPH® (Hard Chine Prestressed Hull*), symbolise the enthusiasm and professionalism of Linssen Yachts. Nothing better exemplifies the phrase *"That boat could only have been built in Maasbracht..."* than the Linssen Range Cruiser Sedan Variotop®, fitted with the now almost legendary Linssen cabriolet hood.



p.12



"It's a new Linssen"

NEW
Model year 2011

Linssen Range Cruiser 430 Sedan Variotop®

13.90 x 4.35 x 1.20 m



Linssen Range Cruiser 430 Sedan Variotop® layout

The Linssen Range Cruiser 430 is a remarkably spacious boat with a full and broad forward superstructure. The large compartment in this part of the boat includes a free-standing French-style double bed with sufficient room on both sides. Ample ventilation facilities ensure a great deal of light and air. Moreover, this compartment contains large hanging and shelf cupboards and a useful drawer under the bed. The toilet area has its own access from the forward cabin. A second toilet door provides access to the central entrance area of the forward cabin and therefore also to the central cabin and the entirely independent shower area. As a result of this layout, the toilet area is well-positioned as a daytime toilet for those on board, but also as a night toilet for those in the forward superstructure.

The central cabin, which contains two single beds, has remarkably spacious dimensions and many useful cupboards and storage spaces.

The forward cabin leads to the central entrance area, which is at the same level as the cosy dinette and the spacious galley

practically positioned opposite to the dinette.

Further to the rear, a few steps lead us to the luxurious Variotop® wheelhouse/saloon. The luxurious saloon bench on the port side is located next to the helmsman's position, which allows optimal contact and shared experience during sailing between the helmsman and the crew.

The impressive, conveniently arranged helmsman's position reassures the skipper that everything is under control, while he enjoys a wonderful feeling of freedom. In sunny weather, the wheelhouse and open cockpit – with the cockpit doors open – are together the heart of the boat. Sitting comfortably in the cockpit and wheelhouse, your family and guests can enjoy the passing scenery. This is where you can enjoy a delicious breakfast together and where at the end of the day you can share your experiences. You can serve drinks and make friends with your neighbours on the jetty. In other words, this is the centre of life on board. And if it's too cold in the evenings, you can continue the evening pleasantly behind the closed cockpit doors. ☺



Linssen Range Cruiser; for connoisseurs

The Linssen Range Cruiser has been developed for connoisseurs. Experienced motor boaters who know what's important when it comes to selecting a suitable motor yacht for discovering the almost inexhaustible pleasures of sailing in a safe and comfortable manner and in the best possible style. Moreover, we have deliberately targeted the seasoned sailor who, after many years on the water, wishes to have even more comfort when exploring his favourite haunts, but who also wishes to discover new waterways that have been inaccessible up to now with a sailing yacht. The extremely stable single-chine hull and the excellent manoeuvrability of the Linssen Range Cruiser will convince many an experienced sailor of the splendid sailing characteristics of this design. The unprecedented low noise level underlines the feeling of comfort and luxury.

The propulsion configuration of your Linssen Range Cruiser

Only the best is good enough for your Linssen Range Cruiser. Linssen Yachts earned its stripes in the market thanks to its consistent outlook regarding the propulsion configuration. And the same applies to the Range Cruiser Series. After a series of tests, the developers deliberately opted for the very best manufacturer in the world of boat engines: the Austrian 'Motoren-Manufaktur' Steyr. As a result of the high torque provided at lower engine revs, Steyr engines are perfectly suited to the Linssen Range Cruiser Series. They meet the strictest emission requirements, such as the Bodensee Stufe II standard. Their engines are quiet, economical and clean. The operational characteristics are exemplary and guarantee extremely low noise and vibration levels.

Variotop®: the unique Linssen one-touch cabriolet

With a single press of the Variotop® switch on the dashboard, the closed wheelhouse changes in a few seconds into a pleasant open helmsman's position. The ingenious technology of the patented Linssen Variotop® folds the cabriolet hood into the elegant Variotop frame within the wink of an eye.

Enjoy the sun's rays protected behind the generous windscreen. Or feel the refreshing wind. And if the weather turns nasty? Nothing to be worried about. The hood closes in a

few seconds and you are indoors, dry and warm. Or is it too hot in the sun? Then close the hood entirely or leave it slightly open for a cooling breeze. Are you opting for the luxury of the Range Cruiser air-conditioning system*, then adjust the temperature to suit yourself.

Elegant fusion of the stainless steel sea rail, dual bulwarks and dodger

All versions of the Range Cruiser are fitted out with splendid dual bulwarks around side decks and the cockpit in combination with the stainless steel sea rail incorporating the 'floating' dodger. This extremely elegant fusion of the bulwark as a solid basis in the hull, the shining stainless steel sea railing profiles and the



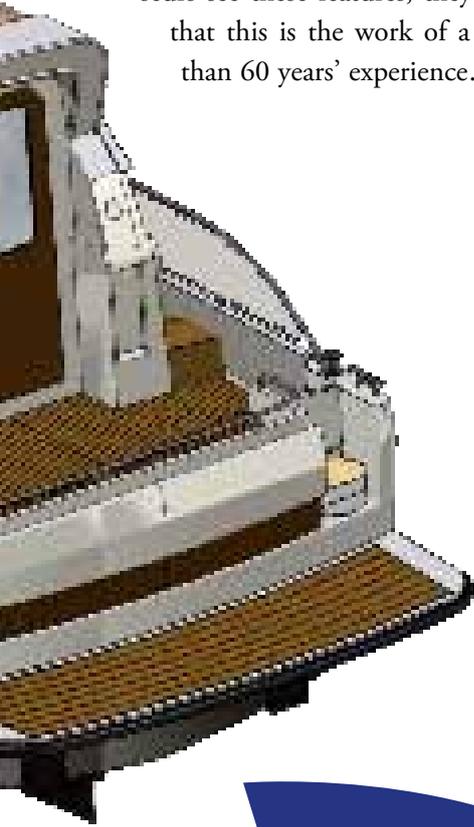
Artists impression

'floating' aluminium dodger with high-quality powder coating is a 'cast-iron' style element of the Range Cruiser. This design and its technical implementation can compete with the very best when it comes to finish in the luxury yacht-building sector, and more than 60 years of experience in this sector is reflected in your Linssen Range Cruiser.

Linssen Range Cruiser high-tech transom

The Linssen Range Cruiser transom configuration is a small technical wonder. On both port and starboard sides, practical stern gates – on both sides of the luxurious cockpit bench, in a particularly well-integrated recess – provide access to the swimming platform, so that when berthed in a reverse position, you can in most cases step on to the quayside at almost the same level. This is a safe and ideal arrangement for bringing stores on board, for example. And when anchored, you can of course enjoy your own huge 'private' swimming facility.

The transom is constructed in such a way that it is entirely suitable for fitting an hydraulic gangway* unit, which from the starboard side brings the gangway, which can be freely adjusted, ingeniously into the correct position from the specially integrated parking recess. Furthermore, the swimming platform has been constructed in such a way that a hydraulic tender lift* can be fitted at all times to hoist the tender on board easily and safely. This extremely solid structure is at the same time both refined and elegant. When connoisseurs see these features, they will immediately realise that this is the work of a boat builder with more than 60 years' experience...



* Air conditioning, hydraulic gangway and tender lift are optional items

Linssen Yachts enjoys confidence in the market. This is the result of the consistent policy followed by this sound family company over a period of 60 years. You can read below why the first three buyers of a Linssen Range Cruiser placed their confidence in the boat yard and purchased a new vessel right from the drawing board.



Monic en Martin Jedlitschka (CH):
"As owners of a Linssen yacht, we greatly appreciate Linssen's quality. We were immediately intrigued by the Range Cruiser project and as buyers of the prototype, we were able to contribute many ideas and wishes. The cooperation with the boat yard is very important to us."



Ria en Bert Den Herder (NL):
"Thanks to the enthusiastic story told by Alexander Jonkers about a new design at Linssen, we found the boat that met our requirements: Easy to open and close, suitable for long trips, spacious and adaptable. Linssen staff also made a big impression on us with their professionalism. As I have a seafaring background and currently have a new sea-going vessel under construction, it is particularly interesting for my wife Ria and me to be able to witness the process of building a new yacht as well from close at hand..."



Theo Koop (NL):
"After years of enjoyment on board our Grand Sturdy 430 Mark II, we were looking – partly because of our age – for a boat with an open cockpit and few steps. When we were introduced to the Range Cruiser, we were immediately enthusiastic; a beautiful and low vessel."

Visit the Linssen Yachts Boat Show 2010 and see for yourself the unique class of the new Linssen Range Cruiser 430 Sedan Variotop®

On a clear day, you can see forever. In the outer Oslo fiord, the air is never as clear as on a bright, chilly winter day. Not a boat in sight and the only ones on board are my 13-year-old son Julius and I. The winter archipelago surrounding our beloved island Tjøme rests in perfect tranquillity and the Volvo Penta D3, discreetly humming below the Grand Sturdy's thoroughly insulated steel plates, does not disturb it much. For that, I'm particularly grateful.



Winter Wonder Land

Norwegian conversion from a Colin Archer to a Linssen

Text Helge Johnsen; Photos John P.Marthinsen & Gunnar Rougnö

For the past few days, the more than 500 small islands scattered around the approximately 40 square kilometres island Tjøme, have been generously covered with snow, almost down to the rim of the calm blue sea. The blue, glittering sea and the blue sky form a beautiful contrast to the all white islands shining brightly in the sun. Julius and I take it in, beholding it silently. No need for words. I have seen it so many times, but it still leaves me humble and grateful. On days like this, I always think of my ancestors living on one of these small islands. Fishermen, sailors and strong women, continuously working. Materially poor, but not really lacking anything. To them, the boat was half their life, sometimes the whole, and sometimes the end. My great grandfather, captain of tall ship BUD, went down with his ship somewhere along the journey from Scotland to a town

near Tjøme in November 1905. His widow and her seven children received compensation from the ship owner equivalent to 7 to 8 euros.

Granite Islands

There is no English word for these small granite islands, probably because there is nothing like them anywhere in the world. Nothing grows except for some scarce, tiny, but beautiful coastal flowers. The granite is polished to perfection and everything is carefully rounded and free of sharp edges. Naturally shaped sun beds are found everywhere and during summer nights, the warmth collected from the sun keeps the granite and your body warm until the sun rises again in the east. But then of course, in midsummer, the sun merely takes a short brake and the nights are never



dark. More than 10,000 years ago, a good 1,000 meter thick inland ice covered Scandinavia. The rare combination of ice this thick and extremely hard stone, such as granite and cyanite, shaped these gentle forms. The ice itself was not the actual artist though, but a layer of melting water containing sand and pebbles, wearing away at the ice with incredible power, carving and polishing the stone into these gentle shapes. Most of the birds residing here in the summer took to the wings a few months ago and flew south. Some to Africa, some all the way to Antarctica and some lazy specimens simply go for the French and English coastlines. I am looking forward to taking the Grand Sturdy out in early spring when all these lovely birds reappear, and manoeuvre her carefully and quietly through the narrow and sometimes shallow necks and sounds. Again, the Grand Sturdy's quietness will come into its own.

Norway's second highest lighthouse

Sailing a little further, the two lighthouses Svenner and Færder come into sight, the latter built in 1857, still being Norway's second highest lighthouse. The light shining from its 43 metre top is clearly visible 19 nautical miles away. My family and I have spent several fantastic days and nights there, and we very much look forward to taking the Grand Sturdy there. On fine summer days, there may be a handful of visitors in daytime, but by night we are usually the only ones left and can enjoy the next day's breathtaking sunrise all by ourselves. In Norway, we define nights when the temperature does not fall below 20 degrees as 'tropical nights'. Such nights occur almost every year and the small

island of "Tristein" ("three stones") on which the lighthouse is situated is the location in Norway where most tropical nights occur. The record – 18 tropical nights – was set in 1997, which is pretty amazing considering the location is 59°01'36" North, 10°31'28" East. A fair, warm, summer night, the sun sinking below the horizon only for a short while and with the day extending to almost 19 hours, is a night you will never forget. During winter storms, however, you would not like to be out there, even though you would probably not forget that either.

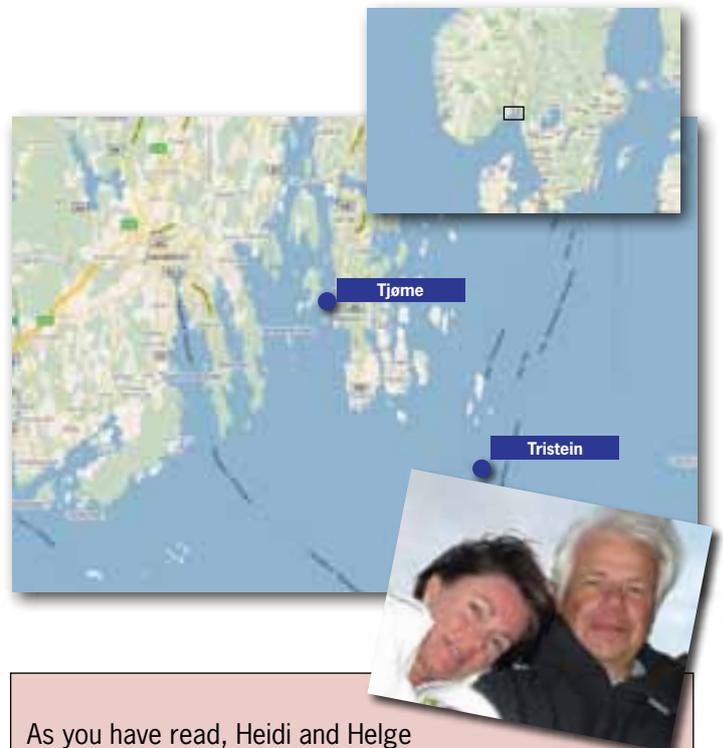
Colin Archer

This year, the storms have been fairly reasonable. Last autumn, I exchanged a Colin Archer, an extremely seaworthy long keel, wooden double ender with a two meter draft, for a Linssen Grand Sturdy 40.9 AC. A fairly radical thing to do. As I use the boat all year, I appreciate solid seaworthiness. However, I no longer seek stormy weather the way I did when I was a youngster. I must admit that I was somewhat sceptical about the 1.20 meter draft of the Grand Sturdy, but the boat was really to my liking so I wanted to test it. The same day that a furious gale blew the Chinese tanker "Full city" against the rocks of the Norwegian south coast – and at the very same place – I had the chance to test a demo Grand Sturdy from the Norwegian sales representative. Although the wind had dropped quite a bit from the night's maximum, the sea was still heavy. I deliberately handled the little ship carelessly, but the boat itself took care of the problems I presented it to. I was surprised and content.



Out on the fiord this winter day, Julius commented that “in a few weeks, we can take this trip on foot, if we like”. And he is right, of course. It seems to be a strong winter this year, and the fiord is bound to freeze over, as it does every 5 to 10 years. On the way back to the quay outside our house, we discussed the precautions we would have to take to make sure the Linssen would survive the winter without any damage. A couple of hours work, and she will be ready.

Some time at the end of March or early in April, we can cast off again and set to sea. 🛶



As you have read, Heidi and Helge Johnsen are seasoned water sports enthusiasts. They mostly cruise along the Norwegian and Swedish coast. Helge is passionate about traditionally constructed wooden vessels. The highlight was when he and a few friends decided to restore a 76-foot, 110-tonne two-master dating from 1877. The yacht was later handed over to the Norwegian Inspectorate of Ancient Objects. In 1987 (110 years later...) he single-handedly built a 30' clinker-built boat, which he still owns today. In 2009, Heidi and Helge decided to switch from their Colin Archer to a Grand Sturdy 40.9 AC.



For further information, contact:

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firmapost@trn.no
www.trn.no



“...ready for winter in just a couple of hours...”



Steer a safe course

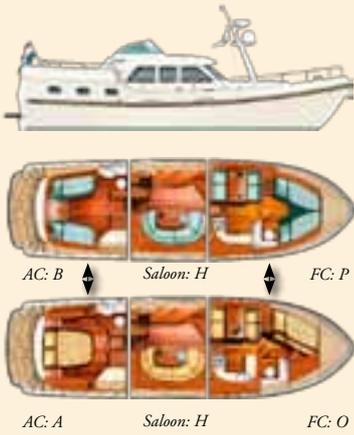
You cannot enjoy the carefree use of your Linssen until you have insured it properly. Because we have more than 60 years of experience in insuring yachts, we are specialists in this field. We know the risks associated with your hobby, and ours by the way, better than anybody else. Would you like to receive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

Just call us or visit our website www.yachtinsurance.nl



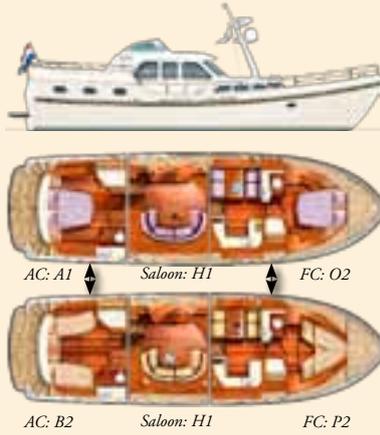
Linssen 'Mark II' series

Grand Sturdy 430 Mark II



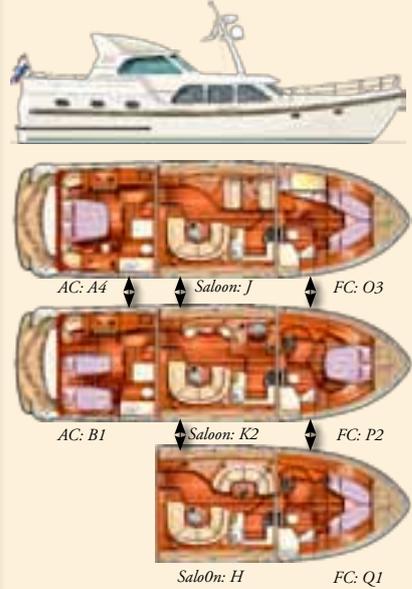
Dimensions: 13.50 x 4.30 x 1.20/1.35 m
 Engine: Vetus-Deutz Diesel
 single: 1 x DT66
 6 cyl. 125 kW (170 HP)
 twin: 2 x DT44
 4 cyl. 84 kW (114 HP)

Grand Sturdy 470 Mark II



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

Grand Sturdy 500 Variotop® Mark II



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

Linssen '9' series



Grand Sturdy 25.9 SCF® (Saloon Cockpit Fusion)



Grand Sturdy 25.9 SLT® (Sedan Long Top)



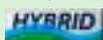
Grand Sturdy 25.9 SPORT



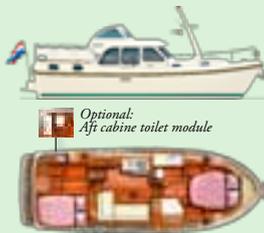
Grand Sturdy 25.9 SPORT SCF®



Dimensions: 8.20 x 3.15 x 0.90 m
 Engine: Vetus Diesel
 1 x M4.15
 4 cyl. 24.3 kW (33 HP)
 alternative: hybrid version



Grand Sturdy 29.9 AC

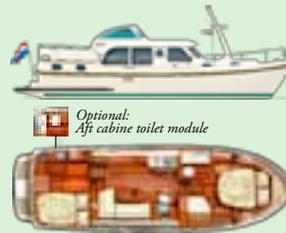


Grand Sturdy 29.9 Sedan



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

Grand Sturdy 34.9 AC

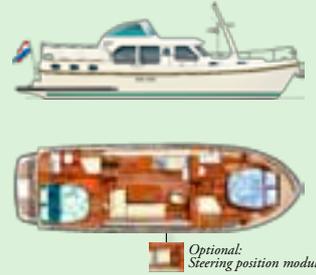


Grand Sturdy 34.9 Sedan



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

Grand Sturdy 36.9 AC



Grand Sturdy 36.9 Sedan



Dimensions: 11.10 x 3.40 x 1.00 m
 Engine: Volvo Penta Diesel
 1 x D2-75
 4 cyl. 55 kW (75 HP)

Linssen Range Cruiser series

NEW

Range Cruiser 430
Sedan Variotop®



Range Cruiser 430
Sedan Wheelhouse



Layout Variotop®



Layout Wheelhouse

Dimensions: 13.90 x 4.35 x 1.20 m
Engine: Steyr Diesel
single: 1 x MO156K25-D
6 cyl. 88 kW (120 HP)
twin: 2 x MO94K33
4 cyl. 66 kW (90 HP)

2011

Range Cruiser 450
Sedan Variotop®



2011

Range Cruiser 450
Sedan Wheelhouse



Layout 1 Variotop®



Layout 1 Wheelhouse



Layout 2 Variotop®



Layout 2 Wheelhouse

Dimensions: 14.45 x 4.40 x 1.22 m
Engine: Steyr Diesel
single: 1 x MO156K25
6 cyl. 110 kW (150 HP)
twin: 2 x MO156K25-D
6 cyl. 88 kW (120 HP)

Linssen '9'-series



Grand Sturdy 40.9 AC



Layout 1



Layout 2

Grand Sturdy 40.9 Sedan



Layout 1



Layout 2

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

Grand Sturdy 43.9 AC



Layout 1



Layout 2

NEW Grand Sturdy 43.9 Sedan



Dimensions: 13.90 x 4.35 x 1.25 m
Engine:
single: Steyr Diesel, type MO156K25-D
1x 6 cyl. 1x 88 kW (120 HP)
twin: Steyr Diesel, type MO94K33
2x 4 cyl. 2x 66 kW (90 HP)



Grand Sturdy 45.9 AC



Dimensions: 14.45 x 4.40 x 1.27/1.22 m
Engine:
single: Steyr Diesel 1 x MO156K25
6 cyl. 112 kW (150 HP)
twin: Steyr Diesel, type MO156K25-D
2x 6 cyl. 2x 88 kW (120 HP)

Our cruise on board the Delfin, or how we spent two wonderful weeks on the Quiche Lorraine Tour. Starring Delfin, a charming Linssen Grand Sturdy 29.9, a co-starring the skipper and his lady companion. "Can you tie a bowline?" the skipper asked his nautical companion to be in February.



The Quiche Lorraine Tour with 'Delfin' (part 1)

Two canals, two rivers and three countries

Text and Photos Anette Leistenschneider and Ralf Deimel

So started the preparations for our two-week boating cruise from mid-June to the beginning of July 2009, setting off from the Saarbrücken Osthafen. Once the decision had been taken, the lady at the skipper's side started her preparations in earnest – in the following weeks every rope, cord or piece of string that came within reach was tied into a bowline. The ambition to be able to tie the knots "at half past two in the morning with her eyes shut" had well and truly gripped her,



"...Mademoiselle 'Delfin'..."

and before long the bowline, the clove hitch, the figure-eight loop and all the rest of them had become firm friends.

The sauerkraut tour

"Would you like to do the sauerkraut tour?" the skipper asked a few weeks later. The sauerkraut tour? Yes, the sauerkraut tour! The skipper had found a large number of enthusiastic reports on the Internet describing the circular tour through the Saar canals, the Rhine-Marne canal with a detour to Saverne, and the Moselle and the Saar. We then obtained some further literature – the skipper had gone cruising on the Main the year before, accompanied by Wolfgang Banzhaf's guide to the region, so we got hold of his book on our area and learned that our cruise along the Saar canals, the Rhine-Marne canal, the Moselle and the Saar was known as the Quiche Lorraine Tour. Banzhaf's book was a constant

and reliable guide for us throughout our trip. The plan was to take a trip through Anette's homeland, but looking at it from a completely different perspective than that of a cyclist, pedestrian or motorist. It seemed like a wonderful idea!

Mademoiselle 'Delfin'

The skipper soon found a charterer who had four handsome boats. The Schönberger family from Saarlouis in the Saarland, the owners of Yacht Charter Holiday Tours, were very supportive and helpful in all sorts of ways right from the outset, and we would like to thank them again here. One day in April the skipper and his lady companion kept an appointment with Mr Schönberger at the Merzig marina to have a look at his boats and take one for a trial run. And the two of them fell in love. Not with each other – they'd already done that – but with another lady, who looked so delightful and elegant lying there in the harbour that we immediately decided on a threesome with Mademoiselle Delfin. Mademoiselle Delfin is a Linssen Grand Sturdy 29.9, built in 2007, pretty as a picture and a real gem in all respects. The skipper and the Delfin went on a trial run to get to know each other a little. So manoeuvrable was Miss Linssen that skipper and boat immediately became friends, passing determinedly through the narrow marine harbour entrance and out into the Saar, coming smoothly alongside the quay wall before turning in a very confined space and then returning happily together to the marina, where the Linssen gently backed into her berth.

The skipper sighed contentedly about the sailing qualities of the Linssen 29.9, her direct responsiveness, her manoeuvrability and above all her handling, which was so good-natured and consistent. The two of us looked at each other and we knew – this was the young lady we wanted to take on our cruise along 400 kilometres of river, through 86 locks, 2 tunnels and one inclined plane, covering two canals, two rivers and three countries!

Things were now getting serious – a cruise plan had to be drawn up. How many kilometres would we be able to do each day? How long would the locks take? In which towns



should we perhaps lay up for a day? When would our boat need supplies, and fresh water? Were our initial plans at all realistic? Question after question – which Mr Schönberger patiently answered, giving us lots information and tips about the trip.

The first lock

June 22 moved ever closer, and our excitement and anticipation grew and grew until finally, there was just one more night on terra firma and then we would be off. On Monday morning we were off: Mr Schönberger was waiting for us at the marina in Saarbrücken, and told the skipper and his crew again about everything they had to remember during the cruise.

The weather was perfect for setting off. The sun was shining without being too strong, the wind was still a little fresh (the wind would always freshen up later whenever we could have done without it, e.g. when entering or leaving locks, or mooring in harbours). So skipper Ralf and his Head Deckhand Anette (who would later also be the

Head Lock Operative, Head Fender Putting Out Operative, Head Tying Up Operative, Head Casting-Off Operative, Head Rope Coiler and Head Chef), together with Able Seaman Werner for assistance on the first day, boarded their handsome yacht and set off – directly to the first locks at Gündingen.

DELFIN Linssen glided calmly and peacefully into the first small lock just after Saarbrücken, the two deckhands excitedly preparing for their first lock manoeuvre. Put the fenders out at the right height, check the ropes again, have the boat hooks ready, check the fenders again, can't do any harm – is that boathook still where I put it 20 seconds ago? - will the deckhands be able to grab the bollard at the lock properly with lines and boathooks? - why on earth do the gloves stick to each other like that? - is the boathook still there, are the fenders still hanging properly? With the deckhands sweating from their exertions, skipper Ralf calmly brought the Delfin into the lock in a precision approach and stopped exactly at the bollards. And again I could see from the sparkle in his eyes how superbly manoeuvrable our boat was, making the

perfect approach in the narrow lock a real pleasure. *“Fenders clear?” “Lines clear?” “Boathook clear?” “Fenders clear, lines clear, boathook clear, skipper!”* The lock keeper closed the gates and water rushed in, lifting the boat up 3 metres; the gates opened again and we had successfully navigated our first uphill lock, and sailed on into the Saar Canal.

At the Gündinger Lock the lock keeper gave us a remote control for the automatic locks, which had to be given back just before the Mittersheim moorings. There is a clearly visible sign about two to three hundred metres before the entrance to each lock to activate with the remote control before waiting briefly for the lock traffic light to show green, signalling that it is clear to enter.

Saar Coal Canal

The Saar Canal used to be called the Saar Coal Canal, because until the middle of the 20th century, barges carried coal from what are now the Saarland coal mines along the Rhine-Marne Canal to the Rhine, before returning with iron ore from Lorraine and Alsace for the Saarland steelworks. The locks are exactly matched to the size of the coal barges of the time – 39 m long and 5.15 m wide.

We sailed on in our good-looking yacht through a stunning landscape of gentle rolling hills, with trees and bushes lining the edge of the canal, butterflies fluttering by – and always somebody shouting *“Lines clear?” “Boathook clear?”*, as the locks came thick and fast until the lock manoeuvre quickly became routine for the two deckhands. Our first mooring

was at the idyllic jetty at Witttringen, where we celebrated the Head Deckhand’s birthday with friends who arrived later. Supper was cooked on the barbecue at the mooring, followed by a wonderful evening. Everybody was curious to inspect our little yacht, and we were proud to show them all our little gem. Everybody marvelled at the large number of stowage facilities for clothes and supplies, and the clever layout. And so we finished our first exciting and exhilarating day on the boat on the aft deck together with friends, including a small Jack Daniels. The second night on board took us to Mittersheim, where the lake is a weekend destination for many people from the Saarland, the Palatinate and Lorraine; some have small weekend houses there or come to go fishing, rowing or windsurfing.

French inland waterways. Irresistible

Next day, we mastered a chain of 13 locks in close succession, together with a trio of Swiss houseboats. You have to register for the Mittersheim locks the day before, and it is advisable to cast off as soon as the first lock opens at 9 in the morning, since at 12 on the dot the French lock keepers go off for a well-earned lunch hour - and lunch is sacred in France! Not that we begrudged them it, since they accompanied us with their car along the towpath by the canal, opening and closing by hand all those locks that are not yet automated. *“Our”* lock keeper was a lady who was always energetically assisted by the boat crews travelling with us – *merci, Madame, merci Messieurs!* If you cast off from Mittersheim after 9 in the morning, you have to twiddle your thumbs for an hour in the middle of the chain of locks



“...exceptionally scenic mooring, directly opposite the classical façade of the Château des Rohan...”

– you can't move forwards or backwards. The next morning, we cast off from the harbour at Niderviller in the direction of Saverne. As was so often the case, we encountered friendly helpful people here as well – the harbourmaster even lent us his bicycle so that we could buy fresh baguettes and brioches in the village.

The next stretch is the most outstandingly scenic of the entire trip, according to the British boating writer and photographer Hugh McKnight, and we can only agree. *"If I was ever given just one day to convince people of the beauties of boating on French canals, I would take them on the 20-km stretch on the Rhine-Marne canal between Saverne and Niderviller, in the northwest of Alsace. We would sail uphill through locks, along the Zorn valley between its steep heavily-wooded sides to Lutzelbourg, where we could admire this attractive town in the Vosges before carrying on to Arzviller where the inclined plane would lift our boat up a steep hillside, then sail on through pine woods and finally go underground in 2 tunnels that lead to the gentle Lorraine countryside. These 20 kilometres are a microcosm of everything that irresistibly attracts me to French inland waterways"* (Banzhaf, page 150).

Two tunnels

We were fortunate enough to sail along this wonderful stretch in both directions, as Saverne was where we turned around to come back.

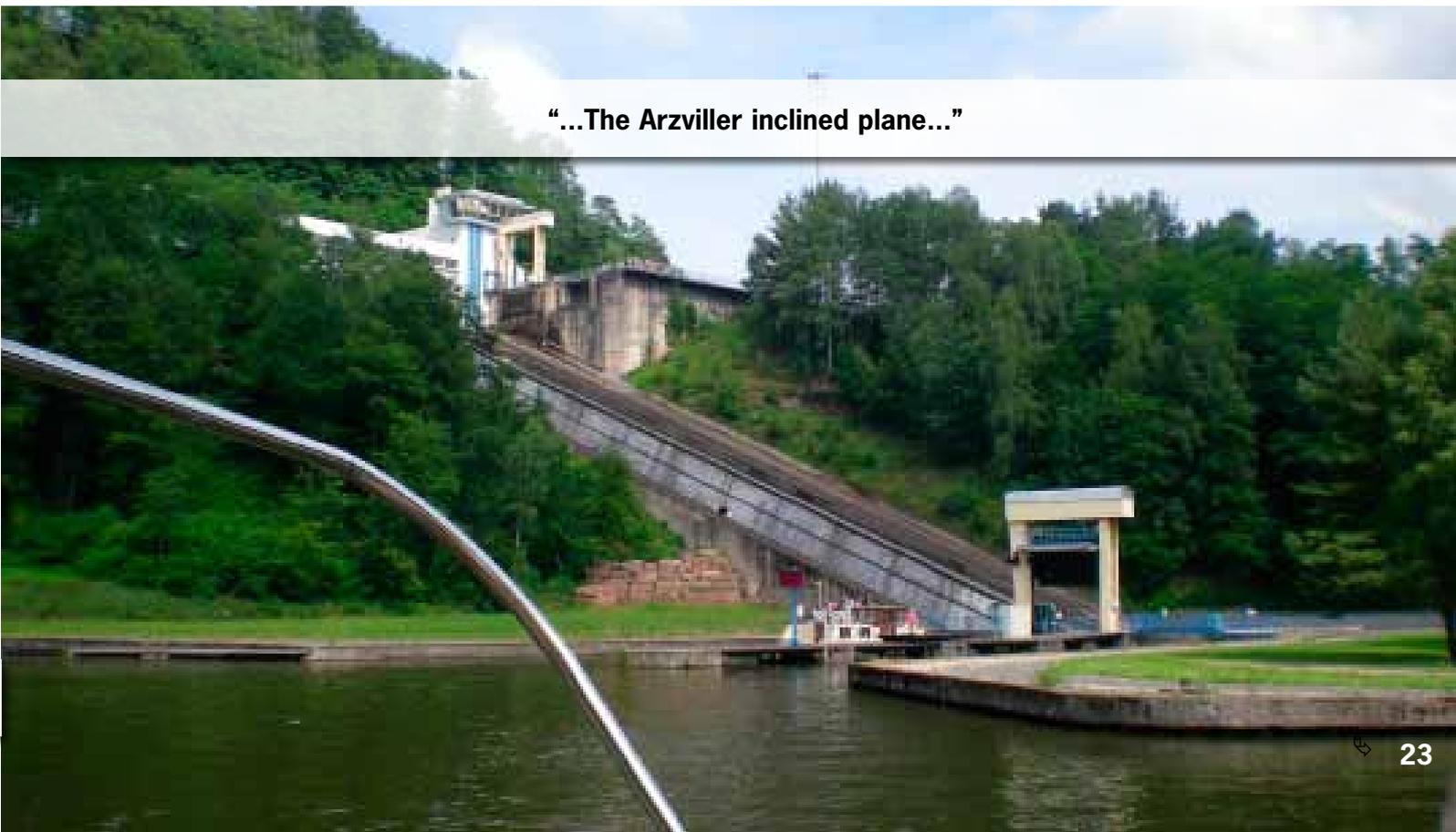
First we went through the first tunnel, 480 m long, where a bat greeted us at the entrance. The second tunnel – almost



"...Our' lock keeper was a lady..."

2.5 km long - called for a bit of concentration, and the use of our 55 W halogen spotlight and its little brother. Scarcely had we emerged into daylight again when another high point of the trip was waiting for us – the Arzviller inclined plane, for which we have to thank the Lorraine coal barges, long since out of service. Commissioned in 1968, the inclined plane was constructed to save the barges from spending a complete working day navigating 16 locks to overcome a height difference of 42 metres. We tied up our Linssen 29.9 in the caisson of the inclined plane, and slid slowly down-↵

"...The Arzviller inclined plane..."



wards. This experience is an absolute must, even if it means sailing down the valley first when taking this diversion to Saverne off the Quiche Lorraine Tour, and then upwards on the way back. If you do the Big Sauerkraut Tour, you carry on from Saverne towards the Rhine and Strasbourg before reaching the Moselle at Koblenz.

Saverne

We tied up in the harbour at Saverne at an exceptionally scenic mooring, directly opposite the 140-m long classical façade of the Château des Rohan of 1740. We got ourselves and our Delfin ready for the evening and finished the day with a couple of tasty Alsatian tartes flambées, accompanied by a glass or two of Pinot Gris in a small restaurant just by the lock.

The next morning we cast off in beautiful sunshine, and navigated the inclined plane and the two tunnels before tying up for the evening at the jetty of a small place with the tongue-twisting name of Xouaxange. Once again our cruise provided us with a very moving and interesting encounter: a pilgrim following the Way of St. James had pitched his tent on the meadow by the jetty, having set off on his heavily-laden bicycle a few days earlier from Ettlingen near Karlsruhe. He was riding some 100 km each day and intended to give thanks to St. James at the cathedral in Santiago de Compostella within six weeks. We wished him wholeheartedly all the best and a good journey.



Anette Leistenschneider, a stage director, and Ralf Deimel, a business engineer, went on their first cruise together in a Linssen 29.9 in the summer of 2009, taking the Quiche Lorraine Tour. The trip was Ralf Deimel's second cruise and he was very happy to do it on board a Linssen. Ralf and Anette were both bitten by the Linssen bug and plan further cruises together.

Read part 2 of the Quiche Lorraine Tour in the next edition of Serious Pleasure.



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Yacht Charter Holiday Tours GmbH**

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Fax +49 (0)6831 - 69381
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www.saarmoselyachtcharter.de
www.rentalinssen.com
www.tourismus.saarland.de

Linssen Boating Holidays



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. 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.

Müritz-Zehdenick-Berlin, Lübeck-Baltic Sea, Flensburg-Baltic Sea, Rügen, IJsselmeer-Frisian lakes, Zeeland delta region, the Biesbosch, the Belgian rivers, Moselle-Saar, Canal du Midi, Canal du Nivernais, Adriatic Sea

-  **Freewater-Yachtcharter** Hamburg, Germany
t +49 (0)40 - 64 50 57 30
www.freewater.de • info@freewater.de
Müritz, Flensburg, Rügen, Zehdenick and Berlin

-  **Mobilair Club und Charter** Lübeck, Germany
t +49 (0)451 - 72424
www.club-und-charter.de • info@club-und-charter.de
Lübeck/Baltic sea

-  **Zehdenick Yachtcharter** Zehdenick, Germany
t +49 (0)3307 - 420 011-0
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Zehdenick

-  **Muiden Yacht Charter** Muiden, Netherlands
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IJsselmeer, Markermeer, Randmeren lakes and Frisian waterways

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t +33 (0)3 86 81 67 87
www.franceafloat.com • boats@franceafloat.com
Canal du Midi, Canal du Nivernais



www.linssenboatingholidays.com

Innovation at Linssen Yachts continues apace. The star of Linssen's successful 9 Series at INTERBOOT 2010 in September was the Grand Sturdy 25.9 SCF® -Saloon Cockpit Fusion- HYBRID! The new HYBRID was presented to press and public in its element, ON the beautiful Lake Constance.



World premiere at Interboot 2010

Linssen presents a hybrid yacht; the first series yacht to have LITHIUM-ION batteries.

Text Peter Linssen; Photos Fred Spadlo

Although the 25.9 was introduced to the public in December 2009 with a conventional diesel engine, this model has been designed as a hybrid boat straight from the drawing board. The diesel version was the first version presented in the course of the development of the new small Linssen. In this way, the product was able to prove its worth convincingly on the market, as witness the Motor Boat of the Year Award 2010, which the 25.9 carried off straight away in January 2010 during the London Boat Show 2010.

A major objective is to stick with steel as the construction material! This provides Linssen Yachts with unique advantages, including:

- steel = strong
- steel = safe
- steel = long service life
- steel = not trendy
- steel = an investment!

Investment versus Consumption!

Unique joint venture between two market leaders in the international yacht-building industry

Two top brands in the nautical industry decided to combine forces: Linssen, the market leader in the construction of steel motor yachts in the 8-16 metre segment, and Mastervolt, the world-renowned market leader in the field of innovative electronics. These two Dutch companies have together developed a concept for a hybrid drive configuration for the new Linssen 25.9 HYBRID. The boat is equipped with a Mastervolt DriveMaster 7.5 Ultra as an environmentally friendly counterpart to the conventional internal combustion engine.

This ambitious initiative is a logical innovation to take account of the increasing environmental awareness of water sports enthusiasts and the growing market demand as a result of this awareness.

As Yvonne Linssen commented: *"Shifting to electric propulsion has many challenges, but cooperating with Mastervolt has given us a backup in knowledge and professionalism that*



"...The new Linssen Hybrid ON the beautiful Lake Constance..."

From the outset, the 25.9 was designed to cope with relatively heavy battery weight in the optimum position in relation to the centre of gravity.

The boat was therefore given a unique HPH® (Hardchine Prestressed Hull) hull shape* (Dutch Patent No. 1035356).



enables us to introduce an electric model in an adequate time frame, safely and with the durability that people expect from us."

Linssen-Mastervolt E Power

The DriveMaster 7.5 Ultra electric motor, combined with a 48 V Mass Combi and four Li-ion batteries (24 V/160 Ah), is a particularly efficient drive system for the new Linssen 25.9. The entire system is almost completely maintenance-free. The control unit produces three-phase AC current for the motor and is enclosed in a compact case with an extra cooling unit. Cutting-edge software ensures the best handling under all conditions with readouts available for battery condition, residual motoring time, total motoring time, total engine hours, engine revs (rpm), used battery power (in amps) and much more besides. It is also possible to switch between economy mode and full power mode and more.

Just the sound of water...

The DriveMaster arrangement is backed up by one of Mastervolt's proven 3 kW Whisper Generators to cope with the power demands of serious cruising and longer voyages. When travelling slowly, the main arrangement will provide up to eight hours of relaxed, comfortable, fully electric cruising (without generator backup!) facilitated by the lack of vibration, engine noise or exhaust fumes – a truly attractive proposition. At cruising speed, the range is around 3 hours (without generator backup).

The module, which has also been integrated into the electric

drive system of the Grand Sturdy 25.9 SCF® HYBRID, is Mastervolt's 48 V MassCombi combined battery charger/inverter. This intelligent power management system combines a sophisticated battery charger with a pure sine wave inverter. On the Linssen 25.9 HYBRID, the MassCombi ensures smooth battery charging and drive power when the boat is using the Mastervolt Whisper Generator for extra



"...Just the sound of water..."

cruising range.

At the end of the day on the water, manoeuvring into a berth becomes a pleasure, helped by the high torque provided at lower engine revs...



"...Mooring is a piece of cake..."

Choosing the best product on the market: Lithium-Ion batteries

The joint venture between Linssen and Mastervolt is all about aiming for no-compromise top quality. Li-ion batteries have been chosen, just as they have for example in the successful Mercedes S400 Hybrid. Mastervolt has seen a huge rise in sales of its Lithium-ion batteries and can therefore now offer this technology at a correspondingly competitive price. Mastervolt was the first company to use Li-ion technology, which is mainly known for compact applications such as in mobile telephones, as a fully-fledged application in shipping. For the owner of a LINSSSEN 25.9 HYBRID, this means four eight-cell 24 V batteries which last eight times as long and are also extremely safe. There are in fact several alternative Li-ion and Li-polymer batteries on the market. Mastervolt chose the Li-ion battery based on lithium iron phosphate. This is the most stable and therefore the safest type of Li-ion battery.

Linssen Grand Sturdy 25.9 SCF® HYBRID:

Experience for yourself “just the sound of water”. Make an appointment to take the new Linssen Grand Sturdy 25.9 SCF® HYBRID for a no-obligation river trial.

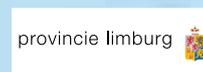


Why use LITHIUM-ION BATTERIES?

- Considerably longer (double) motoring time
- Large capacity in a relatively small housing
- Can be discharged more deeply without damaging the battery (approx. 80% instead of 40-50% with a conventional battery)
- When discharged, Li-ion batteries can also be kept unused for a longer period without compromising battery capacity. This is in contrast to all other types of battery. In technical jargon, this is referred to as the Memory Effect.
- Mastervolt Li-ion batteries have a built-in electronic battery management system to provide an additional guarantee of performance and safety.
- Short charging time
- The power consumed is constant at every stage of discharge
- Very long service life, about 8 times longer than AGM batteries (up to 2,000 charging cycles)
- Proportionately much less harmful to the environment
- The disadvantage is the initially effectively higher purchase price

Why choose Linssen-Mastervolt HYBRID technology?

- You are committing to green energy
- You will discover new cruising areas
- You will enjoy a complete system solution
- Famous, well respected partners
- The best components
- Worldwide servicing
- Quiet, smooth sailing
- High torque; power at low revs to ensure manoeuvrability
- Vibration-free sailing
- No exhaust emissions (in full electric mode)
- Reduced exhaust emissions (in generator assistance mode)
- You use electricity for cooking, cooling, heating, etc.
- You can fill up with red diesel in the Netherlands.
- No gas system on board; 2-ring electric hob supplied as standard



*) HPH®: This project is being funded by the European Fund for Regional Development as part of OP South. The funds are being provided by the Dutch government.

The words 'polishing' and 'cleaning' are often used when it comes to keeping our splendid boats tidy and well-maintained. However, cleaning involves a lot more than just polishing. Cleaning is more intensive. A professionally cleaned boat is neat and tidy. And once the work is completed, we say: "... just like new!..."



The NON-extreme makeover

Your Linssen clean, fresh and just like new in a single day

Text Peter Linssen; Photos Marcello Schmitz

Cleaning a boat intensively is specialised work, and this applies not only to the cleaning method but also to the selection of special cleaning and maintenance agents. Due to lack of time or inexpert cleaning staff, the final result is occasionally less satisfying than we would have hoped. This is why Marcello Schmitz from Yachtmasters BV is offering an affordable special package for Linssen owners so that your boat can sail away spic and span. And this applies to almost any marina in Europe!

For example, the package for a Linssen Grand Sturdy 500 Variotop® includes the following.

- 1 *Cleaning the teak deck using the Yachtmasters Patent two-component deep cleaning product*
- 2 *Cleaning the rope fender*
- 3 *Washing the entire boat*

This complete treatment will take about 10 hours, which means you have a clean and tidy boat just like new in one extended working day. A Linssen Grand Sturdy 34.9 AC will take about six hours.

Polishing and waxing

If you would like to start the next season with your boat as good as new, you can consider extending the assignment to include polishing and waxing (your boat needs to be indoor for this). Completely cleaning a '500' from top to bottom will take about three days, while a 34.9 will take about a day and a half. These are, of course, only indications and a lot depends on the condition of your boat. It goes without saying that the costs for travelling time and kilometres will depend on the location of your boat.

If you are interested in such a makeover, please contact Marcello Schmitz of Yachtmasters BV for a quotation free of obligation. 

For further information, contact:

Yachtmasters International BV

Tel + 31 (0)6 20 62 91 57

marcello61@live.nl

"...Before and after. And without a high-pressure cleaner!..."



My relationship with the Netherlands dates back to a time when I thought that owning a motor yacht would be absurd as I was too deeply into sailing yachts. Never say never ... It was love at first sight when I saw the plans for the Linssen Classic Sturdy 360 OC (open cockpit) which was then just about to come on to the market.



Grüezi Holland!

Love at first sight

Text Josef Walker

We immediately sold our sailing yacht and “furnished” ourselves with a 170 foot motor yacht in Maasbracht. Of course, over the years this was spread over four brand-new Sturdys, which were used almost exclusively in France, except for our current Grand Sturdy 430 MK II.

It was only logical that I should prepare by immersing myself in the very extensive literature sometime before I left for France. Books by Jan Werner (Delius Klasing), Manfred Fenzel (Edition Maritim) and others take you to the most beautiful destinations. The comprehensive maps published by the Dutch ANWB (ANWB is the Dutch equivalent of the AA in the UK) are very detailed. The same is true the electronic map for my plotter, which I treasure very much.



“Ship’s Bible”

An essential item to have on board from the start is the ANWB Wateralmanak 1 containing police regulations and many useful tips. It’s a kind of “ship’s Bible” with over 800 pages. These regulations have recently become available in German as well. With over 900 pages, the ANWB Wateralmanak 2 contains everything that you have to or would like to know at any time, e.g. when a bridge is going to be raised again or all the details of over one thousand harbours! You can find both books everywhere where there’s a nautical shop. They are of course in Dutch. However, with some goodwill, this is seldom a problem. Things are much more difficult when it comes to understanding what people are saying. I’d also like to mention something that always gives me some consolation: the fact that someone from Limburg in the South can hardly understand what someone from Friesland in the North is saying.

“...Burdaard on the Dokkumer Ee...”

The total length of 170 feet comes from the fact that our latest yacht is actually 44 feet long.

Over 3 years or 500 operating hours have passed since we left Burgundy and headed for Holland via the Rhine-Rhône Canal, Rhine and Meuse to Maasbracht. That’s about 1,150 km and 148 locks. This journey could only be achieved in 10 days with a good friend. In the literature on waterways, the Canal du Rhône au Rhin is described as one of the most beautiful. I’m not the only one who feels that way.

Holland at last!

In terms of area, Holland is almost the same size as Switzerland. Holland is just 243 km² bigger but contains almost 9 million more people. Instead of the Alps, there is water, water and even more water, some of it even below sea level. And that is exactly what has long drawn me to Holland.

Internet

You can also find excellent information on the Internet. Many harbours now provide wireless Internet access free of charge or for a small fee. However, it’s worth visiting one of the telephone shops that you will frequently encounter. There you can buy a USB stick for a few euros containing thousands of megabits from a leading company for your laptop. Get the salesperson to log in the device for the first time with your laptop straight away. Otherwise you could quickly have a problem. As we know, data transfer via roaming can quickly lead to a situation where you can no longer afford to fill up with diesel later in the journey!

Cast off!

Maasbracht – virtually the birthplace of Linssen yachts – is practically the most southerly navigable point in the Netherlands. But it's also the largest harbour for working vessels on inland waterways.

Three giant locks, which are currently being enlarged, form the section of the Juliana Canal which leads upstream (south) towards Maastricht and the Belgian border. This means that our route into the low countries takes us downstream on the Meuse to the north. Our journey had hardly started when we encountered a fairly large water sports area. With its various lakes and many marinas, Roermond is very busy, particularly at weekends. Sailing boats, which have priority, can make progress quite difficult for motor yachts. However, it's a very special feeling being in the middle of this throng.

A particular feature in this area are the extremely high dolphins to which the landing piers are attached. The Meuse can rise to quite a high level (usually in winter), which is also true of practically all other major rivers. It rises so high that some of these dolphins have now been extended upwards and are a good two storeys high. Otherwise, the Meuse is a wonderful, peacefully flowing river. It has soft banks with countless water birds, as well as horses, cows and sheep. Apart from the sections on which sailing at high speed is permitted. There you have to watch out behind as well! Otherwise you may find yourself back on the "towpath" because a bigger boat has rushed past, frequently with its cylinder outlets open just at that moment.

In between, quite a distance away, is a lock. No, not one but three close together which are almost always in operation. There's no shortage of locks here! However, passing through a lock occasionally gives you the jitters if your own stern is just in front of the red strip of the sill and the stern of a freighter is equally close to your bow. However, it is surprising how carefully the captains of freighters with a cargo weighing a couple of thousand tonnes set off. Here and there on the banks, amusingly designed signs from Rijkswaterstaat – the national body with the yellow boats used to maintain the waterways – are highly effective. Their website, www.rijkswaterstaat.nl, is well worth a visit.

Instead of bridges, there are the "kabelponts" – ferries, which always set off just as we're going past. Make sure they don't rush by close to your stern. An encounter with their steel cable or chain will have disastrous consequences. But not for the ferry...

While we're on the subject of bridges: further north, especially in beautiful Friesland, many bridges are so low that

they have to be opened first in order to allow traffic through. This happens quite quickly and sometimes involves paying a fee. This is paid free of charge into the "klomp" (clog) presented by the bridge keeper as you pass through. All the bridges have a name. This means you can look them up in the "Wateralmanak" to see when they are closed. Jostling in front of the closed bridge at lunchtime – even if the keeper is roaming around again – is a waste of time. You will be allowed through exactly on time. The vast majority of lock



**"...evening calm in Well
on the Meuse in Limburg..."**

keepers and bridge keepers are very pleasant and helpful.

Holland. The land of steel yachts

Once you have tied up in one of the countless harbours, you can safely assume that everything will cost you something but it will be in perfect condition and will work.

However, I often have the feeling that a kilowatt of electricity means a different quantity of energy in each harbour. Depending on weather conditions, a very lively wind can sometimes blow through the harbour. Once again, you can then see that motor yachts can also sail. Unfortunately, the best place to see this is in the harbour basin. Don't be disappointed if there are skippers there who observe very closely how the manoeuvre is carried out without assistance. They assume that the owners of a proud Linssen yacht are also able to sail.

Quite often, this results in pleasant contact with the locals afterwards. Although it is unfortunately still a fairly rare occurrence for them to sail a Linssen, you can feel their pride in the fact that such perfect yachts are built in their country. Actually, Holland is the land of steel yachts. Countless boatyards, even small ones, build very beautiful boats. They are usually completely customised to meet the owner's requirements. Added to these are the wonderful, very old ↵



flat-bottomed boats with their wooden masts and powerful leeboards. Only our great grandparents' generation at best will be able to remember their keels being laid. Dutch shipbuilding quality apparently pays off and is extremely durable.

It's not only in harbour facilities that you can moor but often in the centre of towns as well! Or in the middle of a lake ("meer" in Dutch). All around you is only water, nature and tranquillity! There are islands with long and short berths in bays. The way the jetties are occupied is often peculiar. In the centre is a boat whose name you've seen a dozen times before. This means that no one else can moor in front of or behind the thing, which usually does not have a number and whose speed is less than 20 km/h. Besides nature, there is a container for boaters' litter. In addition, it is often windy, which makes it impossible to read Linssen's Serious Pleasure on the aft deck. But no matter. The interesting magazine will be picked up a few times anyway. If you can't or won't wait any longer, insert the USB stick in your laptop and go to www.seriouspleasure.com. Have fun!

Friesland

The bodies of water in Friesland are impressive, with water levels at different heights. There are dreamlike houses, the floors of which are often only a few decimetres above the level of the canal which is usually perfectly encased with wood. It is impressive how water has been used in this country for centuries. There are directional signs at canal intersections or branches, just like on the roads. This is very useful because there are only cows in front of, behind and beside the canal bank. Or one of the many beautifully preserved windmills, which simply belong here. Even today, the wooden shafts are usually greased with lard.

Once back at home, I'm very soon longing for the wonderful little towns often protected by huge ramparts, the houses built perfectly of brick hundreds of years ago and the windows, which almost always contain a small exhibition. Then there are the house doors, painted in shades of high-gloss black or green or blue. I'd like to make a photo gallery of them one day. For that very reason, I really wish to visit Holland often in future. It is logical that the photographic equipment required can be transported extremely conveniently on the waterways. On our fabulous Linssen Grand Sturdy 430 Mark II "PLAISIR".



Just like Rollo Gebhard, Yvonne and Josef Walker fell in love with the Classic Sturdy 360 OC in 1992 and, after many years on sailboats, decided to switch to a motor boat. He became a Linssen connoisseur par excellence. A customer became a friend. Over the years, the first yacht was followed by a Classic Sturdy 400 and a Grand Sturdy 500 and after using the lake of Neuchâtel and Burgundy as their home port, Yvonne and Josef Walker are now sailing their Grand Sturdy 430 MK II 'PLAISIR' in the Netherlands. Sailing in the Netherlands as seen through Swiss eyes. An interesting perspective, and not only for our international guests.





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There is now even more focus on technology since Wim Houben Watersport BV was acquired by Erwin Schuller of Marine Service Schuller.

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Opening hours:

Monday - Friday: from 9 a.m. - 12 p.m. and from 1 p.m. - 6 p.m.
Saturday: from 9 a.m. - 3 p.m.

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

Linssen Yachts Summer Events

Maasbracht, Papenburg, Amsterdam, Blankenberge, Roermond, summer 2010

For Linssen Yachts and its partners, the summer of 2010 was packed with activities. Below are just a few impressions of friendly, interesting, special, creative and pleasant Linssen summer events.



"...Experience sailing. Experience sailing Linssens during the Linssen Summer Festival 2010..."



"... Kempers organises an unforgettable Linssen SAIL experience in Amsterdam..."



"...A "SEDAN-only" weekend at Hennings in Papenburg..."



"... Sailing in the sea at Blankenberge with Jonkers Yachts. Experiencing the sea with and without stabilisers..."



"... Enjoy water sport and Linssen yachts in Resort Marina Oolderhuske. Roermond Boat Show 2010..."



"... You could follow the Linssen Summer Promotion Tour on the Grand Sturdy 40.9 AC on the Internet..."

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



Moscow Yachts Show 2010

Moscow (RUS), September 2010

Prestige Yachts, the Linssen importer for Russia, exhibited a Linssen Grand Sturdy 33.9 Sedan and a Grand Sturdy 40.9 AC at the Moscow Yacht Show 2010. Michael Zavadsky was awarded the “Yacht Star Prize 2010” for the Russian Displacement Boat of the Year, the Linssen Grand Sturdy 45.9 AC.



Linssen again among most reliable companies

Maasbracht, October 2010

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.

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

New Linssen site in St.Florentin

Vermonton, October 2010

We are delighted to announce the new Linssen Yachts site in France. Linssen Yachts concessionary and Linssen Boating Holidays partner "FRANCE FLUVIALE" will be adding the port of St Florentin, on the Canal de Bourgogne, to their existing operations at Vermonton and Capestang. FRANCE FLUVIALE customers will appreciate the ease of access and the extra facilities that St Florentin provides. Direct train services link St Florentin to Paris in 1h36 and there is excellent road access via the A5, A6 and A26 motorways. The first Linssens will arrive at their new base in the Spring of 2011.



For more information contact
France Fluviale, Mike Gardner-Roberts
on linssen@orange.fr
or +33 (0)6 32 64 57 08

Inside Passage

British Columbia (CAN), September 2010

Greetings from Waioli, our Linssen Grand Sturdy 410, during our cruise on the Inside Passage near British Columbia.



(Photograph: Tor Johnson)

TV recording for 'Business Class'

IJmuiden, September 2010

Recording for the programme Business Class, presented by Harry Mens, during the 2010 Hiswa boat show (see www.business-class.nl (in Dutch only) to view the broadcast of 19 September).



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

New hardback "Vom Boot aus gesehen" by Wolfgang Rösel

Lindau (D), Oktober 2010

There's another moment to savour at the Linssen Yachts Boat Show 2010. The new hardback "Vom Boot aus gesehen" [View from the Boat] by Wolfgang Rösel – a name not unknown to faithful readers of Serious Pleasure Magazine; see the articles in Serious Pleasure 34 and 35 "Lake Constance – Vienna – Paris" will be officially launched by the author and his wife Sabine. Wolfgang Rösel will be on hand to sign your copy in person on dates yet to be decided.



Vom Boot aus gesehen

*IBN-Verlag, € 29,80
(Only available in German).*

Care Free Shared Ownership scheme by France Fluviale

Vermonton, September 2010

France Fluviale will be presenting a Shared Ownership scheme that will solve the problem for those of you who are looking for a lot more than a two-week holiday aboard a Linssen yet find yourselves in a situation where you

are not yet able to fully commit to your very own boat. This scheme will allow you to co-own a Linssen with the reassurance of knowing your Linssen is managed and owned by people who all share a passion for the world's finest motor yacht.

The scheme will be entirely managed by France Fluviale.

For more information, please contact either of the people below:

France Fluviale
Mike Gardner-Roberts
or Steve Adams,
E-Mail linssen@orange.fr,
Tel. +33 (0)6 32 64 57 08



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Boat Shows / Events October 2010 - June 2011

(in association with Linssen Yachts partners)

Hanseboot 2010 Hamburg (D) 30.10-07.11.2010	Zagreb Boat Show Zagreb (HR) 23.02-27.02.2011	Moscow Boat Show Moscow (RUS) 14.04-17.04.2011
Linssen Yachts Boat Show 2010 Maasbracht (NL) 27.11-29.11.2010	Allt för Sjön Stockholm (S) 05.03-13.03.2011	Hausmesse Hennings Yacht- vertrieb Papenburg (D) 16.04-17.04.2011
49e Salon Nautique de Paris Paris (F) 04.12-12.12.2010	Hiswa RAI Amsterdam (NL) 01.03-06.03.2011	Hausmesse Spree Marine Berlin (D) 16.04-17.04.2011
Boot 2011 - Düsseldorf Düsseldorf (D) 22.01-30.01.2011	Sjøen for alle Oslo (N) 18.03-27.03.2011	Hausmesse Boote Kreuzsch Schweich/Moselle (D) 16.04-17.04.2011
Boot Holland Leeuwarden (NL) 11.02-16.02.2011	Kiev International Boat Show Kiev (UA) 23.03-26.03.2011	Internautica Portorož (SI) 10.05-15.05.2011
Helsinki Boat Show Helsinki (FIN) 11.02-20.02.2011	International Croatia Boat Show Split (HR) 12.04-17.04.2011	Beale Park Thames Boat Show Beale Park (UK) 10.06-12.06.2011
		Linssen Summer Festival Maasbracht (NL) 17.06-20.06.2011

Colofon

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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

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