

# LINSSEN MAGAZINE

LINSSEN  YACHTS

Since 1949

We take your pleasure seriously®



BOATING & LIFESTYLE MAGAZINE FROM LINSSEN YACHTS  
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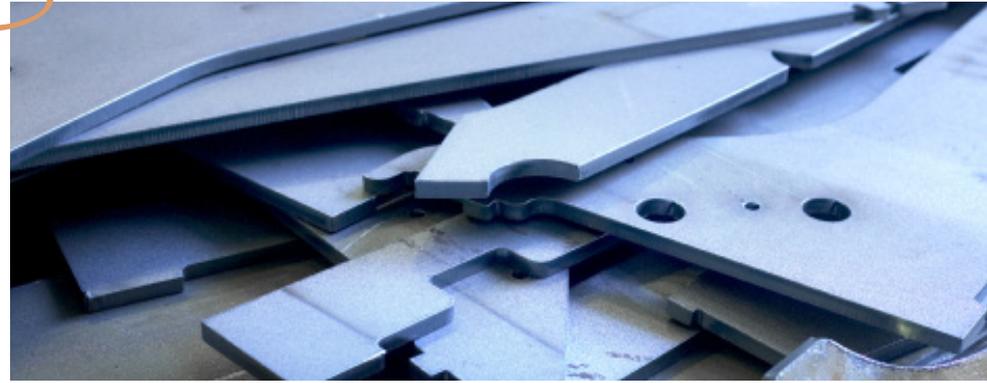
- LINNSEN YACHTS SUMMER FESTIVAL -

MAASBRACHT, THE EUROPEAN  
CENTRE FOR STEEL MOTOR YACHTS!

VISIT THE LINNSEN YACHTS SUMMER FESTIVAL.

“DISCOVER SAILING; DISCOVER LINNSEN!”

*It's me! your new Linssen!*



Test sailings with a Linssen  
11 - 14 May 2012  
Maasbracht (NL)



SUMMER FESTIVAL 2012

LINNSEN  YACHTS

Since 1949

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[WWW.LINSSENYACHTS.COM](http://WWW.LINSSENYACHTS.COM)

# WE TAKE YOUR PLEASURE SERIOUSLY

THE SUN IS STARTING TO SHINE AGAIN! IT'S ABOUT TIME TOO. AFTER ALL THE NEGATIVE REPORTING IN THE MEDIA ABOUT THE ECONOMY, ETC., WE ARE AGAIN ON THE WAY TO SUN, WATER AND BOATING!

The major boat shows are now over and everyone is once more looking forward to spring. At the time of writing, we are expecting the first sunny day with temperatures between 18°C and 20°C.

That's good news for water sports enthusiasts! We can bring the boat out of "hibernation" again and start to enjoy ourselves. All it needs is a check-over or a coat of anti-fouling paint and we're all set to go.

So don't listen to the news – just have fun, with the whole family. Since December, we've known what it means to be a family. Our son Mathijs was born on 15 December and suddenly there's more to life than just boats. Thanks to everyone who sent us a card, Facebook message or personal congratulations. As you can see, we are currently working hard to ensure the continuity of the business.

This edition of the Linssen Magazine contains some input from Linssen owners. After all, we produce this magazine for (potential) owners and anyone who would like to receive it. By popular request, we have added a section on maintenance tips (your questions are welcome) and the travel stories are packed with information which is really useful if you are touring, such as the maps to use, good restaurants and ports en route, etc. Do you have any other requests or good ideas for our magazine? Don't hesitate to let us know.

All that remains is for me to invite you all to the Linssen Summer Festival from 11 until 14 May 2012. You will be able to see (or sail) all that's new at Linssen, look at a new (or used) Linssen or just enjoy yourself chatting to other owners or the Linssen family.

We hope you have a fantastic sailing season, a lot of good weather and some great trips!



Yvonne Linssen

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#### WITH THE COOPERATION OF:

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**IF YOU WORK OUT  
THE COURSE, WE WILL CHOOSE  
THE FASTEST ROUTE**



IF YOU EMBARK WITH VAN DE WETERING, ONE THING'S CERTAIN; YOU WILL NEVER AGAIN HAVE TO WORRY ABOUT THE TRANSPORT OF YOUR BOAT. WHICHEVER DESTINATION YOU CHOOSE, WE CAN FIND OUR WAY THERE. SAFELY, RELIABLY, DAMAGE-FREE AND ALWAYS ON TIME.

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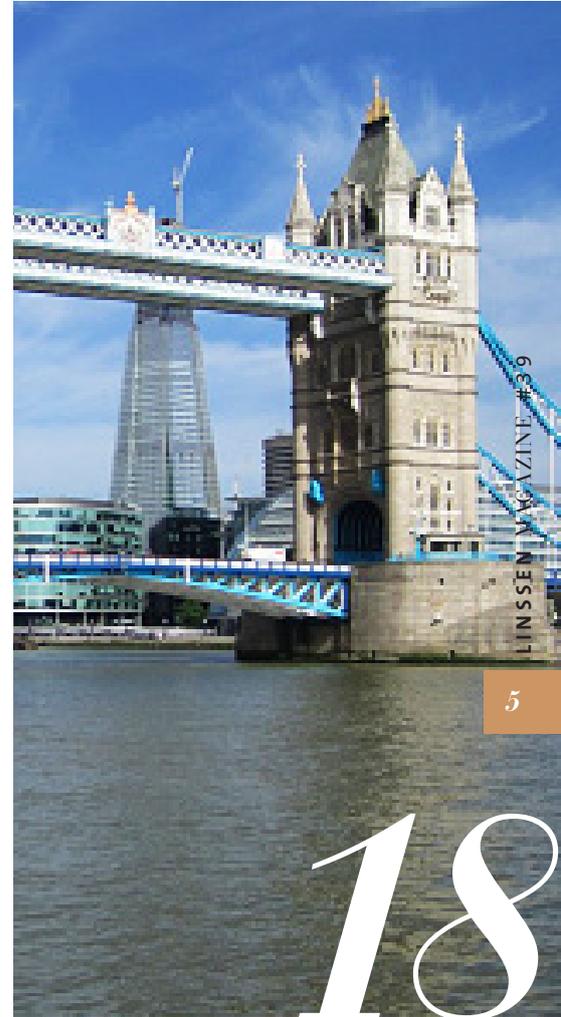
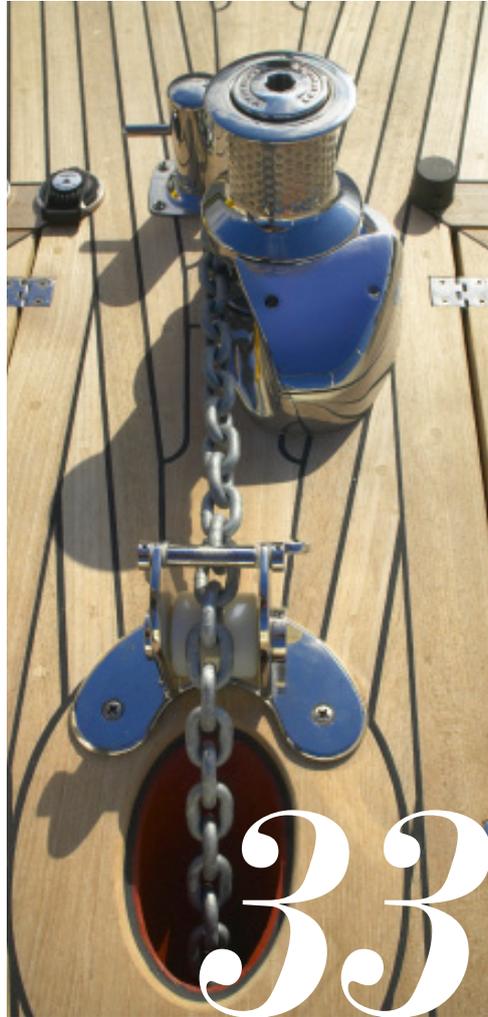


**Van de Wetering** Internationaal transport

**ON COURSE... AND SURE!**



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Text: Yvonne Linssen; photographs: Zebra Fotostudio's / Linssen Yachts

## LINSSEN GRAND STURDY MARK III

AT THE DÜSSELDORF BOAT SHOW LAST JANUARY, THE NEW GRAND STURDY MARK III SERIES WAS LAUNCHED IN THE FORM OF THE 470 (WITH ITS CLASSIC LUXURY) AND THE 500 VARIOTOP® (WITH ITS NEW COMFORT INTERIOR). THE NEW COMFORT FEATURES A NEW STYLE, IN WHICH THE CLASSIC CHERRYWOOD INTERIOR HAS BEEN SUPPLEMENTED BY MODERN MATERIALS, SHAPES AND COLOURS.

The Linssen Grand Sturdy 500, the flagship with the unique Linssen Variotop®, has been the ultimate dream that we have been able to fulfil for many Linssen owners. Our 500 symbolises consistency at Linssen. It's a model that has lost nothing in terms of appeal. On the contrary, it has developed into a superb and much coveted ever-green.

During Boot Düsseldorf in January, we presented the Linssen Grand Sturdy 500 Mark III New Comfort. A new and bright design incorporating all the familiar Linssen characteristics. A real 500 with an individual twist.

### INTERIOR

Expert interior designers from Korage Interieur in Belgium joined forces with the Linssen team to create an interior which is completely new in the sector, consisting of warm shades, daring colour combinations, new materials and shapes.

And in that sense, the 2012 Grand Sturdy 500 Mark III is a statement: the ultimate synergy of modern technology and a tried and tested design, a sustainable product that defies fashion and a sustainable product with respect for the environment and respect for the family.

## GRAND STURDY MARK III

The Classic Luxury interior has a typical Linssen style, characterised by traditional lines and materials. By introducing the innovative New Comfort interior, Linssen shows that other designs are also possible. A more modern interior version using various new materials while retaining the typical Linssen DNA. After all, tastes differ.

### EXTERIOR

Different colour combinations are possible for the exterior of all Linssen yachts. A powerful new colour combination has been chosen for the Mark III series. With the hull in high-gloss black and the superstructure in white, the silhouette looks even better and is sure to attract admiring glances in every port.

### GRAND STURDY 500 WHEELHOUSE

The production of the first Grand Sturdy 500 Wheelhouse Mark III is now also in full swing. The Wheelhouse is the Variotop®'s twin sister and is of course a genuine Grand Study 500. Below decks, the models can be supplied in the same range of interiors. This Grand Sturdy 500 has a long-top wheelhouse (with the possibility of an integrated E-Variodeck (electric sliding roof)) instead of the famous, patented Linssen Variotop®. This latest addition to the Mark III series will be seen for the first time during the Linssen Yachts Boat Show in November 2012. Make a note in your diary.

#### Where can you view the Mark III?

##### 500 Variotop® Mark III

Linssen Summer Festival 11-14.05.2012  
(test sailing available)

##### 500 Wheelhouse Mark III

Linssen Summer Festival 11-14.05.2012  
(in production)  
Linssen Yachts Boat Show 24-26.11.2012



LINSSEN INSIDE



LINSSEN MAGAZINE # 39

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MARK III NEW





GRAND STURDY MARK III

# COMFORT IMPRESSIONS



... WHAT'S NEW?

# LINSSEN YACHTS - NASTA MARINE CELEBRATES ITS 30<sup>th</sup> BIRTHDAY

ESTAVAYER-LE-LAC, JUNE 2012

This year, Linssen Yachts and Nasta Marine are celebrating their 30<sup>th</sup> year of cooperation with a big two-day party. The festivities will take place on Saturday, 16 and Sunday, 17 June 2012.

A special celebration for Nasta Marine clients will be held on Saturday evening. Register at [info@nastamarine.ch](mailto:info@nastamarine.ch).

Open days are scheduled for Sunday 17 June and the following week and everyone is welcome in the showroom at Estavayer-le-Lac.

The Grand Sturdy 34.9 AC Victorinox will be unveiled as the star of the show. This boat, which – like its little sister, the 30.9 Sedan Victorinox, has been built in collaboration with Swiss Army Knife manufacturer Victorinox – is a striking yacht which is sure to attract attention in Swiss waters.

Many people have wondered how the collaboration with Victorinox came about. When Linssen Yachts launched the 29.9 Sedan Nordic (with a red hull) and the managing director of the Lach advertising agency – who is a Linssen owner – saw it, the link was made immediately. The red colour was the exact Victorinox colour and cried out for a collaborative venture. This collaborative venture started to take shape at the Düsseldorf boat show in early 2011 and will continue this year with various special promotions and activities.

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Since 1949

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**VICTORINOX**

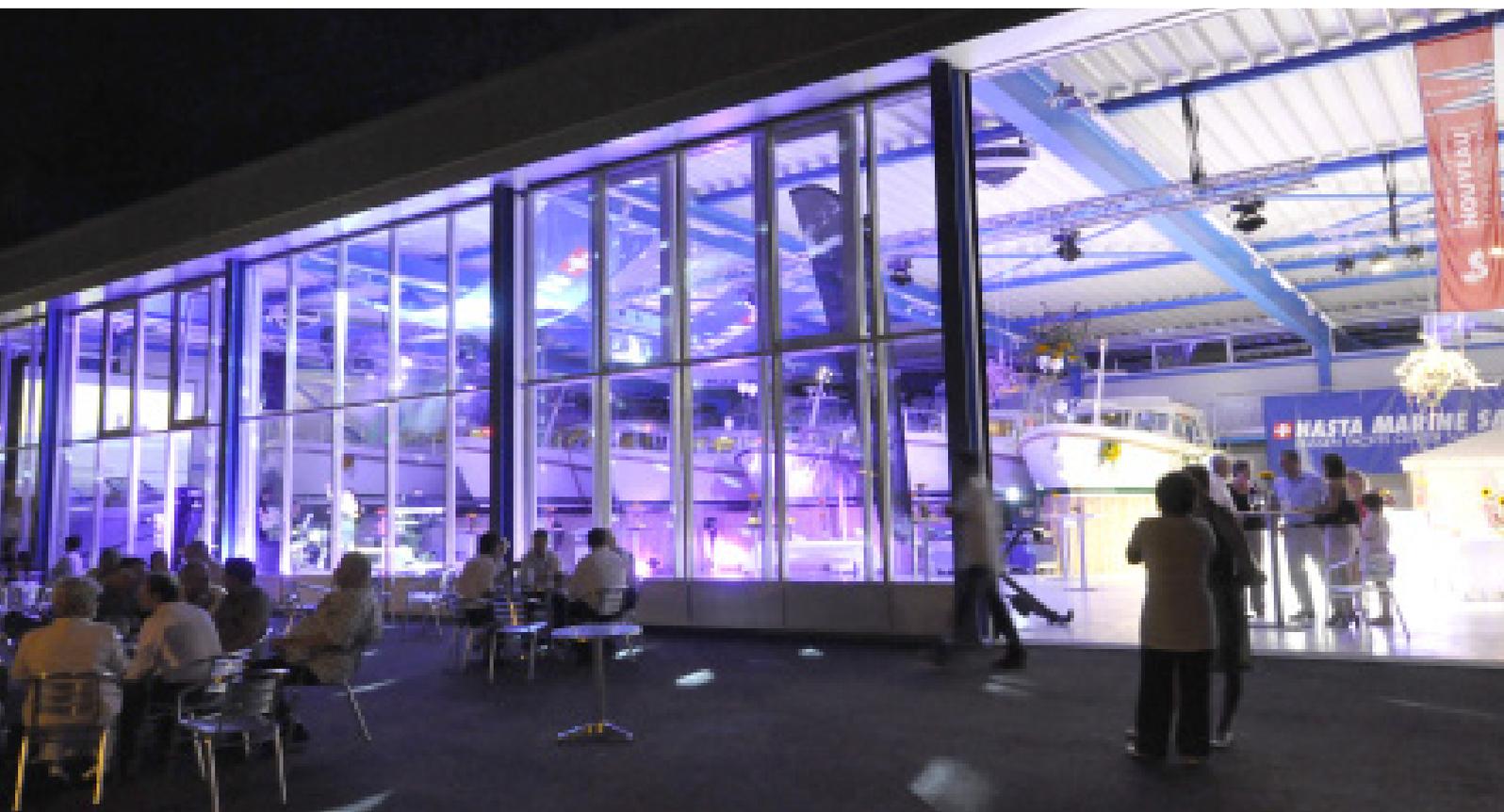
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30 YEARS LINSSEN YACHTS  
**INVITATION**

- NASTA MARINE

**16 JUNE 2012**

GRAND STURDY 34.9 AC VICTORINOX

# LINSSEN BOATING HOLIDAYS®

MAASBRACHT, MAY 2012



## LINSSEN BOATING HOLIDAYS® ON COURSE

BOOT 2012 last January in Düsseldorf was a milestone for Linssen Boating Holidays®. The nine international partners in five countries, featuring more than 70 Linssens which you can charter from as many as 20 home ports, provided a double first: The brand new Linssen Grand Sturdy 30.9 AC was premiered in hall 13, the hall featuring the professional yacht charter companies. Moreover, this 30.9 is the first LBH yacht that you can charter in Belgium.

## CHRISTENING

It was a real celebration! Together with their colleagues Arlette and Luc Vanthoor from Belgian Limburg, Véronique and Lieven Vandeputte of BBoat, the new LBH partner in West-Flanders, christened the first boat in their fleet 'OMER'. Omer is a delicious, traditional white beer brewed by Bockor in Bellegem. We could therefore forgive them for not using Champagne on this unique occasion. A generous splash of Omer flowed across the bow as the boat received everyone's best wishes. Our (largely Belgian) guests were in seventh heaven during the christening ceremony and the reception continued long after the show had closed!

## BELGIUM

Sail with LBH in Belgium and you can enjoy not only historic West-Flanders, featuring such towns as Kortrijk, Ghent, Bruges, etc., but also Dutch and Belgian Limburg, where the River Meuse divides both countries and invites you to discover the delights of the Willems Route and the Maasplassen lakes. Ask for information and enjoy the unique experience of the inland waterways of Belgium, Northern France and the Southern Netherlands.

On Saturday 19 May 2012 a new Linssen Grand Sturdy 30.9 AC will join the Aqua Libra Yachtcharter fleet. The yacht will be escorted to De Spaenjerd, her new home port in Kinrooi (B), by Linssen sister ships. At 2 p.m., the inauguration ceremony will take place according to age-old shipping tradition with the latest Pinot Brut from the neighbouring Aldeneyck vineyard.

([www.bboat.be](http://www.bboat.be) and [www.aqua-libra.be](http://www.aqua-libra.be))

## Brochure

In Düsseldorf, we presented the first edition of the official joint Linssen Boating Holidays® catalogue. The nine partners introduce themselves in the 36-page catalogue. They tell you about their country, their sailing areas and

their fleet. Nine independent entrepreneurs make every effort and use their regional knowledge and enthusiasm for life on the water to organise the perfect sailing holiday, both for you and with you! Visit the new Linssen Boating Holidays® website! You can download the PDF version of the new catalogue, but we will, of course, be pleased to send you the printed version.



## BOAT SHOWS

Linssen Boating Holidays® is leading from the front! An LBH promotion team was present not only at BOOT Düsseldorf, but also at BOOT TULLN in Tulln an der Donau and at MAGDEBOOT in Magdeburg. Visitors were keen to learn about the Linssen yachts and the LBH sailing areas on offer.

## LINSSEN BOATING HOLIDAYS®

"... A once in a lifetime experience. Every summer..."



## WILL YOU JOIN US?

Linssen Boating Holidays® is of course also present in the social media. When you charter a yacht, we ask you to share your experiences with us and with your friends. You can find us at the following addresses.

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

# LINSSEN YACHTS FRANCE

MAASBRACHT, 1 APRIL 2012

France Fluviale, the Linssen Yachts dealer in France and also the French Linssen Boating Holidays® partner, has been very busy recently expanding its operation.

Linssen sales into France will receive a tremendous boost following the acquisition of the French company Aquarelle in Auxerre by France Fluviale. Aquarelle is known to many Linssen owners as the “Capitaine” of the port at Auxerre. For all French and Francophile Linssen owners, Aquarelle in Auxerre is the number one Linssen sales and service centre in France. Mike Gardner-Roberts, co-director of France Fluviale, enthused over the port and the new sales centre: “It is wonderful to see all the Linssens moored at Auxerre! Paul and Dominique have done a superb job developing the port and attracting so many Linssen owners

*over the past 32 years - they certainly deserve their retirement! We will be continuing the excellent work and standards set by them and welcoming all Linssen owners to this beautiful port. Auxerre has been associated with Linssen Yachts for many years. It is here that we will create a Linssen hub, under the name of Linssen France, to handle all new sales enquiries for France. We will also, of course, continue to offer pre-owned Linssens. As a Linssen dealer presenting the company to a new client, whenever I mentioned Linssen I would so very often hear in reply ‘Linssen? Ca c’est Auxerre!’ So when Steve my brother-in-law and I heard that Paul and Dominique van der Mye wished to retire, it was so very obvious to us: Linssen should return home to Auxerre.”*



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

# GRAND STURDY 25.9 **HYBRID** AS MARINA PATROL BOAT ON THE MEUSE

MAASBRACHT, 1 APRIL 2012

A 'small' fully electrically-propelled Linssen Grand Sturdy 25.9 SCF®, which Linssen Yachts first introduced in 2008, will be entering the service of De Maas Aquatic Sports in Venlo. It will be patrolling the area between Venlo-Blerick marina and the new urban marina in the centre of Venlo.

The yacht is propelled by a Mastervolt DriveMaster 7.5 Ultra electric motor, combined with a 48 V Mass Combi and four LI-ION batteries, which is a particularly efficient drive system. The entire system is almost maintenance-free and advanced software guarantees excellent sailing characteristics.

The new urban marina in Venlo will be managed by De Maas Aquatic Sports. When staff started looking for a harbour patrol boat, it did not take them long to make up their minds. The marina staff, who were awarded the Blue Flag quality label in 2010 and who devote a great deal of effort to environmental aspects, safety and quality, visited Linssen to inspect the electric 25.9.

*"We wished, of course, to continue along the 'blue' path, and the electric Linssen was a perfect option. This allows us to demonstrate once more that we feel very strongly about the environment. This makes a visit to Venlo by motor yacht a very worthwhile experience",* according to Hans Janssen, chairman of WSV De Maas.



For further information, contact

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Tel.: +31 646 005 666

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

[havenmeester@wsvdemaasvenlo.nl](mailto:havenmeester@wsvdemaasvenlo.nl)

## 250<sup>th</sup> 9 SERIES BOAT FROM THE LOGICAM 1 PRODUCTION LINE

MAASBRACHT, 31 MAY 2012

From the time of its introduction at the Linssen Yachts Boat Show in December 2004, the Linssen Grand Sturdy 29.9 has been hugely successful. Even before the first boat had been completed, dozens had been sold off the drawing board. All models built up until now in the Logicam 1 hall have been an unprecedented sales success in the steel yacht building sector.

We are therefore proud to report that the **250th boat in the 9 series** will come off the Logicam™ production line on 31 May. The new owners of the yacht, Thomas and Marina Konering, who bought it through our Swiss dealer Blust on Lake Constance, are very happy with their purchase: *"We are very much looking forward to our Linssen Grand Sturdy 30.9 Sedan and can hardly wait to take delivery of our yacht in June. We are proud to be acquiring the 250th boat from the famous 9 series and to be able to sail it on Lake Constance."*



For further information, contact

**FREDY BLUST GMBH**

Friedrichshafenstrasse 52

Postfach 311

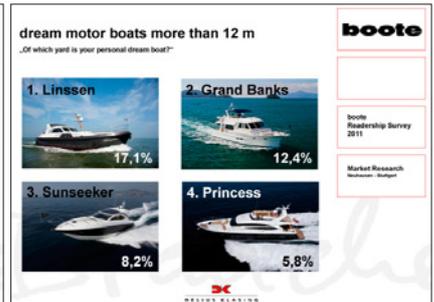
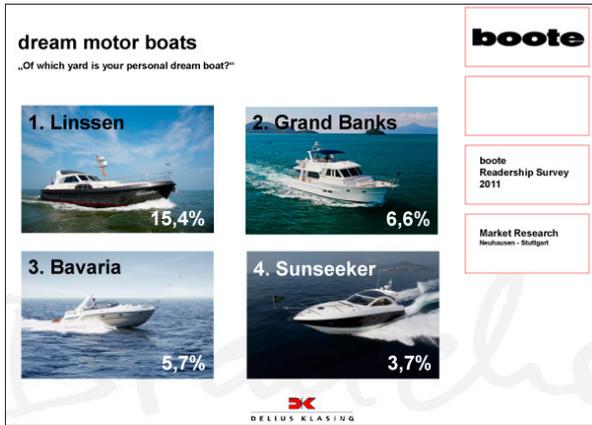
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# DREAM BOATS

MAASBRACHT, 1 JANUARY 2012

Each year, the top German water sports magazine BOOTE commissions the Neuhausen market research agency to conduct a detailed survey of its readers. This year, Linssen Yachts achieved an even better score than in previous years.

With a score of 15.4%, Linssen Yachts was the top response to the question "What, for you personally, is the boat of your dreams?" (in 2010, the score was 12.5%).

For yachts between 7.50 and 10 m: 15.2%

For yachts between 10 and 12 m: 21.4%

For yachts in excess of 12 m: 17.1%

## INTERNATIONAL BOAT SHOWS

### Sandbanks Boat Show

Lilliput, Poole, Dorset (GB) 11.05-13.05.2012

### Sanctuary Cove Int. Boat Show

Sanctuary Cove (AU) 24.05-27.05.2012

### Allt på Sjön

Gustavsberg Hamn (SE) 31.08-02.09.2012

### Hiswa te water

Amsterdam (NL) 04.09-09.09.2012

### Southampton Boat Show

Southampton (GB) 14.09-22.09.2012

### Interboot

Friedrichshafen (D) 22.09-30.09.2012

### Hanseboot

Hamburg (D) 27.10-04.11.2012

### Scandinavian Boat Show

Stockholm (SE) 09.11-13.11.2012

### Salon Nautique de Paris

Paris (F) 08.12-16.12.2012

## LINSSSEN EVENTS

### German Linssen partners

'Open House' 21.04-22.04.2012

Hennings, Yacht-Vertrieb Papenburg

Spree Marine, Berlin

Boote Kreuzsch, Schweich/Moesel

### Linssen Summer Festival

Maasbracht (NL) 11.05-14.05.2012

### International Linssen owners gathering

Berlin (D) 08.06-14.06.2012

### Kempers Watersport 'Open House'

Kudelstaart (NL) 19.05-20.05.2012

### Sail a Linssen at sea

Blankenberge (B) 30.06-02.07.2012

### Nasta Marine & Linssen Yachts 30 years

Estavayer-le-Lac (CH) 16.06-17.06.2012

### Linssen Yachts Boat Show 2012

Maasbracht (NL) 24.11-26.11.2012

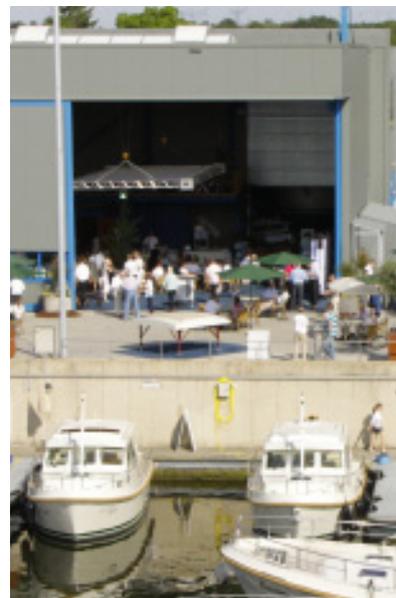
**April 2012 - December 2012**  
(in association with Linssen Yachts partners)



Text: Paul Beelen; Fotos: Linssen Yachts

# LINSSEN SUMMER FESTIVAL 2012

FOR THE FOURTH YEAR IN A ROW, LINSSEN YACHTS IS ORGANISING THE “LINSSEN SUMMER FESTIVAL”, AN EVENT WHICH IS SUITABLE BOTH FOR OUR FAITHFUL BAND OF LINSSEN SAILORS AND FOR NEW BOATERS. NEW OR ASPIRING WATER SPORTS ENTHUSIASTS CAN TEST A WIDE RANGE OF LINSSEN YACHTS IN THE WATER UNDER THE SUPERVISION OF AN EXPERIENCED SKIPPER.



## LINSSEN NEXT GENERATION

To mark the change of management on 1 July 2011, the third generation has developed a “Generation Limited Edition” version of the Grand Sturdy 40.9 AC.

This promotion will run up to and including the Linssen Summer Festival.

This unique offer will then be followed by the Grand Sturdy 34.9 Next Generation, which is equally very attractively priced and particularly fully featured. If this generous standard version is still not sufficient for your needs, you can optionally choose the Limited Edition package and/or the comfort package, which makes any course you sail simple and comfortable. >>

# INVITATION

## LINSSEN INSIDE

### Grand Sturdy 34.9 AC Next Generation



Base price € 232,050

#### Limited Edition package

- original Linszen Power Pack
- closed covering over the aft deck fitted to standard cabrio
- stainless steel hinged side ladder (port and starboard)

€ 8,330

#### Comfort package

- stern thruster
- Raymarine i50 Tridata and i70 rudder indicator
- Raymarine e7 chart plotter
- TV connection and Glomex TV-antenna
- reading lights in front cabin

€ 7,735

#### Price (both packages inclusive)

€ 248,115

(All prices are inclusive of 19% VAT (Dutch BTW))

### Grand Sturdy 40.9 AC Next Generation



Base price € 333,00

#### Limited Edition package

- aluminium deck-boxes with cushions
- closed covering over the aft deck fitted to standard cabrio
- stainless steel hinged side ladder (port and starboard)
- rudder indicator

€ 11,900

#### Comfort package

- stern thruster
- Raymarine chart plotter C120W
- GPS Antenna
- 20"-LCD TV, lift and DVB-T antenna
- reading lights in front cabin

€ 11,900

#### Price (both packages inclusive)

€ 357,000

The Grand Sturdy 40.9 Next Generation offer is valid until 14.05.2012

# GRAND STURDY 40.9 AC NEXT GENERATION



Where can you view the Grand Sturdy 40.9 Next Generation?  
Linszen Summer Festival  
11-14.05.2012

# LIMITED EDITION



DISCOVER LINSSEN QUALITY FOR YOURSELF BY TAKING PART IN ONE OF THE ORGANISED GUIDED TOURS AROUND THE BOAT YARD (BY APPOINTMENT ONLY), OR A TEST SAILING ON-BOARD YOUR "DREAM YACHT".

**ST. JOZEF VLET AND CLASSIC STURDY DNA REFLECTED IN A UNIQUE CONCEPT.**

The real fans of the original St. Jozef vletten and Classic Sturdys will be pleasantly surprised during the Linssen Summer Festival. Linssen Yachts BV is presenting a concept boat in the 10 m segment. We will be displaying 28 feet of nostalgia and tradition. A classic profile with a gangway running around the aft cabin, with cockpit and aft deck, using traditional colours and materials and with a warm and cosy interior. A family boat par excellence.

A concept that encouraged countless young families to take to the water. A concept that prompted many diehard sailors to opt for the possibilities and comfort of a motor boat.

Come to Maasbracht and enjoy today's technology packed in a traditional design. Get to know the New Classic Sturdy!

On display for you during the Linssen Summer Festival 2012 from 11 to 14 May, inclusive.



**28 FT  
NEW  
CONCEPT BOAT**

# LINSSEN YACHTS SUMMER FESTIVAL 2012

## DATES:

**FRIDAY** 11 - 05 - 2012  
**SATURDAY** 12 - 05 - 2012  
**SUNDAY** 13 - 05 - 2012  
**MONDAY** 14 - 05 - 2012

## OPENING HOURS:

**DAILY**  
**FROM 10 A.M. TO 4 P.M.**

**YOU DON'T NEED TO REGISTER.**

## TEST SAILING

- Linssen 9 series
  - 25.9 SCF Hybrid
  - 30.9 Sedan
  - 30.9 AC
  - 34.9 AC
- 34.9 Sedan
- 40.9 AC
- 40.9 Sedan
- 43.9 AC
- Linssen Grand Sturdy Mark III series
  - 500 Mark III
- Linssen Range Cruiser series
  - 450 Sedan Variotop
  - 450 Sedan Wheelhouse

## LINSSEN SHOWROOM

- A selection from the Linssen Yachts pre-owned section

## LINSSEN BOATING HOLIDAYS®

- Find out where you can charter a Linssen

# LINSSEN SUMMER FESTIVAL "EXPERIENCE SAILING. SAIL A LINSSEN!"

If you would like further information on the New Classic Sturdy, the 34.9 and/or 40.9 Next Generation, please call +31 (0)475 - 43 99 99 or email [info@linssenyachts.com](mailto:info@linssenyachts.com)



Text: Peter Bergmans and Gemmie Verhey; photographs: participants / Mark O'Dwyer / Berthon

# TO LONDON BY SEA

THE LINSSSEN DEALER IN THE DUTCH PROVINCE OF ZEELAND, ALEXANDER JONKERS, ORGANISED A STUNNING TOUR FROM ZEELAND TO LONDON BY WAY OF BELGIUM FOR AN 'ARMADA' OF SIX LINSSSENS. THE BRIEFING TOOK PLACE AT LINSSSEN YACHTS IN MAASBRACHT, THE NETHERLANDS, WHERE ALEXANDER GAVE A DETAILED PRESENTATION ON THE NECESSARY PREPARATIONS FOR A SEA VOYAGE.

After spending a day getting acquainted, the Linssen fleet set out for Ghent. Normally, we would have gone to Nieuwpoort via Breskens but because of very bad weather – a force 7 south-westerly gale – we took a shortcut (this is the advantage of a motor boat over a sailing boat (you have more flexibility)). At 10 a.m. we left the Netherlands behind and cruised under the Zelzate Bridge into Flanders.

We entered Ghent's Ring Canal on the starboard side and set course for Evergem Lock, where Alexander Jonkers retrieved the necessary waterway emblems for the Flemish Region. After passing through the lock, we turned to starboard into the Ghent-Ostend canal. Bruges was only 46 kilometres away.

## DE COUPURE

By mid-afternoon we were passing through Bruges. We

had to pass beneath various bridges before entering Bruges' Coupure Marina. The Coupure is a canal in the centre of Bruges and was excavated in the period 1751-1753 as part of the canal that was to link Ghent, Bruges and Ostend. The canal has since lost its economic importance as cargo vessels now take a different route, via the Ring Canal. With all of its old houses and pleasant squares, Bruges is a wonderful town, so we took our time exploring it.

The next day we left De Coupure Marina and turned into the Ghent-Ostend Canal. Today we learned why Bruges is called "Brugge" in Dutch – which means bridge. After passing under about "100 bridges", we finally left the town behind. Some of these bridges were genuine works of art. There was also a picturesque round lock with three exits.

The lock at Nieuwpoort was so small that only three boats could pass through at once. It was quite interesting being crammed in like sardines. We sailed under the bridge into the channel and searched for our mooring place.

The next day, the forecasts and charts indicated that it would be excellent weather for crossing the Channel, and we decided to leave immediately. Everything was battened down securely, because we didn't want any loose objects flying around below in case the sea got rough. The life raft was readied and everyone put on their life jackets.

### THE DEEP BLUE SEA

At about midday, we sailed out of the channel and headed for the deep blue sea. The sky was blue with a few clouds, the sea was reasonably calm, and there was a mild breeze. At 1.15 p.m. we passed through the Passe de Zuydcoote. We passed Bray-Dunes with the autopilot set to 260° and followed the Rade de Dunkerque. We adhered to good practice by marking our position in pencil on the chart.

We passed a yellow buoy to starboard with a female Neptune on it, and a short time later we saw Dunkirk's industrial site on shore. We navigated through the Passe de l'Ouest towards buoy DW6.

The sky above the sea was blue, there were clouds above the land, and so far our trip along the coast had been splendid. The boats and their crews were in fine form.

It was 3.30 p.m. before we started on our real journey, across to Ramsgate.

We set course for buoy Ruytingen W and slipped into the first shipping lane.

To avoid blocking the sea vessels, we had to navigate the shipping lanes at quite a sharp angle. Our route took us to the Sandettie lightship, located in the Separation Zone halfway down the first shipping lane. From there, we continued to buoy E Goodwin. At 6 p.m. we left the second shipping lane and heard Dover Coastguard on channel 11 for the first time.

Precisely on schedule, we entered the Royal Harbour of Ramsgate at 8 p.m. It's a splendid harbour and all six Linsens had berths next to one another.

Once on shore, we headed for the famous Royal Temple Yacht Club, proud as peacocks. It was as English as it could be, and as we enjoyed a pint or a glass of wine, we swapped tales of our adventures at sea. Everyone was satisfied with the expedition so far. We entered our names into the Club's voluminous register.

It was now Wednesday 20 July, the fifth day of our journey. We left Ramsgate in the morning and agreed to proceed in column.

We navigated along the coast past Broadstairs and North Foreland. At Margate Road, we headed to starboard and continued following the coast. We saw cannon platforms, >> the remnants of the Second World War. They looked odd, like spiders crouching on top of the water.



We slipped between the sandbanks and shallows and took the South Channel and Gore Channel. Our aim was to cruise the river Swale to the Thames. It can only be navigated at high tide and even then we had to keep a sharp eye out so that we wouldn't run aground. It was tricky but worth the effort.

Once we had passed between through the buoys at Whitstable Street, we were well on our way to the Swale. We had the tide on our side, so that worked out well. Our planners had calculated everything to perfection. Now things were getting tricky, but we still trusted our lead skipper.

We saw the first wrecks in the water. We had Kent to port and the Isle of Sheppey to starboard.

The water grew shallower. The chart and plotter showed the lowest levels ever recorded. At some spots there was very little water indeed – 0.2 m.

We entered Queenborough at about 4.30 p.m. and had to moor in threes at the mooring buoys. It was quite a job to get the rope properly through the buoy ring.

The youngsters took a dinghy on shore. The local and indeed only pub had a most appropriate name: "The Flying Dutchman".

The following morning, we cast off from our mooring and headed for the River Medway. The channel became much broader. The river leads to Chatham, where Dutch Admiral Michiel de Ruyter attacked the British Navy in June 1667 and broke through the defensive chain on the Medway, under the very eyes of the British.

At the green buoy Grain Edge, we turned to port and into the Thames and headed for buoy Nore Swatch, continuing to port. We passed a wreck to starboard, which was indicated on the chart and marked with yellow warning buoys. The masts stuck out above the water – quite a macabre sight.

The lead boat reported on channel 77 that we would not be crossing the Thames from the predetermined position but would instead travel via the Swatchway. It was very quiet on the river. The sun came out from behind the clouds and seals lying on the riverbank woke up. We were moving with the current to some extent.

It grew lighter and the sun did its work. We had hopes of entering London under a bright blue sky.

In the distance, after a double bend in the river, we spotted a tall bridge. According to the chart, it was the Queen Elisabeth II Bridge. Even at that time of day there were queues of traffic.

Far off, we saw the skyscrapers of the Canary Wharf financial district, part of the Docklands area, and a bit later we passed the Barking Creek tidal barrier to starboard.

We drew closer to the Thames Barrier Control Zone. The City was steadily getting bigger in the distance. In the first bend, we passed the O2 Arena to port. It looked even more impressive from the river. There are so many bends in the Thames that de City was on our starboard side at one moment and on the port side the next. We spotted the Cutty Sark Tavern to port and the splendid buildings of the University of Greenwich. We passed over the Prime Meridian. We're almost there!



We left Canary Warf and its skyscrapers behind and arrived at the moment suprême at the next bend: the wharves or ancient warehouses on both banks of the Thames. Most are now used for some other purpose, for example as offices or lofts.

In the distance, we also spotted the London Eye, the giant Ferris wheel. One more bend, and we had arrived.

### TOWER BRIDGE

It lay before us in all its splendour, gleaming in the afternoon sun: the one and only Tower Bridge. Our destination, the Marina at St Katharine Docks, lay starboard just before Tower Bridge, but we first had to pass through a small lock. The lock keeper fiddled about fitting the six Linssens in so that they could pass through at once. It was a tight fit, but we managed.

St Katharine Docks used to be a busy industrial port, but it is now a splendid marina with 150 berths divided between three docks, i.e. the Centre Basin, the West Dock and the East Dock. The Linssen fleet was assigned a place in the far corner of the West Dock.

As soon as the pedestrian bridge was raised, we moved from the Centre Basin to the West Dock. We had berths next to one another and it could not have been more perfect. Splendid work, Alexander, you did a truly spectacular job!

We agreed to meet in The Dickens Inn, a famous pub, for a drink and a toast to our successful trip to London. Everyone was in high spirits. We had enjoyed a “gap” of exceptionally fine weather between two depressions.

We stayed in London from 22 to 24 July. We sunbathed, shopped and had some delicious meals. All the ingredients of a highly successful holiday, right smack in the middle of London!

On Monday 25 July we made another little pleasure trip. We headed for the lock at 9.15 a.m. and turned into the Thames at 10.00 p.m. We passed beneath Tower Bridge and then all the other bridges that cross the Thames. The buildings on either side were splendid, old warehouses interspersed with modern architecture. Simply overwhelming. We could scarcely take it all in. To port was the gigantic Ferris wheel, the London Eye.

### BIG BEN

And then the one and only Big Ben came into view. It really isn't all that big, but if that's what people call it, who are we to call it Little Ben? We passed under Westminster



Bridge and spied Big Ben with the imposing Houses of Parliament. A spectacular sight, words simply failed us.

We cruised out of the city and into the idyllic English countryside. We saw lovely homes, buildings, castles and a great deal of farmland. We noticed a great many rowing clubs along this stretch of the Thames. We passed through the part-time lock at Richmond and turned back after an hour so as to arrive at St. Katharine's Dock on time.

Our stay in the British capital came to an end when we started out on our return journey on 26 July. The lock keeper kept strictly to schedule and we were able to enter the lock at 9.30 a.m. precisely. We passed the Greenwich Meridian once again and received permission to pass through Span C of the Thames Barrier. Green arrows showed us the way.

We were now moving with the current and maintained a speed over ground of 8.2 knots and a speed through water of 5.9 knots. The sun shone from behind the clouds and by the afternoon we were back in Ramsgate.

## LIFESTYLE, TRAVEL & BOATING

Alexander had already booked our berths. It was Ramsgate Week, however, and we had to search around a bit for empty spaces.

We switched to channel 14 before we entered the harbour. There were in fact no longer any berths available, so we had to pull up alongside another boat.

The next morning we left Ramsgate on schedule. The sea was quite choppy with waves more than a metre high. One of us reported by radio telephone that conditions would be quite unpleasant without a stabilizer. We decided to head for Dover instead. Everyone agreed immediately and we set course for Dover. That meant that the waves would hit us diagonally from behind, making them easier to handle.

We navigated along the South Pier toward Dover Marina. We had berths side-by-side at Granville Dock. We set up on the jetty, talked and enjoyed a delicious Crémant de Bourgogne. The table groaned with delicious food. The weather turned against us, however, and we finally decided to take our meal on board. It had been another successful day.

### THE SHORTEST CROSSING

The next day got off to a glorious start, with blue and bright sun, and little wind. We left Dover Marina at 7.30 a.m. The sea was choppy, but not as bad as the day before. Hopefully, everything would work out all right this time. The route from Dover to Calais is the shortest in the Dover Strait.

We passed lightship Varne at 8.40 a.m., halfway through the first shipping lane, which we once more crossed at an angle. At around 10 a.m. we left the second lane and set course for Calais, in sight of dolphins again. In the early afternoon, we moored at the buoy in the Arrière Port at Calais in the sun. We checked the weather. The wind was NNW, force 3 to 4, with 70 cm waves. We decided to head for Nieuwpoort and see from there whether we would continue on to Blankenberge.

We entered Belgian waters in the early evening. We arrived in Nieuwpoort, where this time we moored in the old marina starboard of the channel. This was the Royal Nieuwpoort Yacht Club or KYCN.

We dined at a local Italian restaurant, and everyone was in good spirits. We concluded the dinner with Irish coffee prepared by the owner himself, who was a master craftsman. All three layers were distinct, something rarely encountered at restaurants. It was beautifully done and very delicious!

It was dry, but very overcast and with a changeable sky. The wind was blowing from the North, the wave height

was 60 cm and we sailed with the current until 4.15 p.m. The Belgian coast is so recognisable with its high-rise apartments. We passed Westende, Middelkerke, Ostend, Bredene and De Haan. At 6 p.m. we passed Wenduine and set course for Blankenberge.

Alexander knows his way around Blankenberge and organised a “last supper” for us there. It took place at a Chinese restaurant in the town’s market square. We asked the Chinese owners (who spoke perfect Dutch) to put together a menu of different dishes. We started with a spicy soup, after which the table was filled with good things. A wonderful treat! We ended the dinner with another Irish coffee and then returned to the harbour and our boats feeling satisfied.

As soon as we sailed out of Blankenberge the following morning, we felt that today’s waves were higher than yesterday’s. The forecasts predicted 1.2 m – 1.3 m waves for Zeebrugge. Being tough, we carried on and headed out to sea, setting a course for Zeebrugge.

It was busy at the entrance to the seaport of Zeebrugge and the Wielingen, which is the main navigation route for turning on to the Westerschelde. We watched as one ocean-going vessel after another passed us. Their speed was impressive. They appeared on the horizon and before we knew it they were right alongside.

We navigated past Zeebrugge, Duinbergen and finally Knokke on the Belgian coast. After passing Zwin Nature Reserve, we entered Dutch waters. At Cadzand, we spotted Vlissingen and began our approach. The waves died down and we had the tide with us on the final stretch – a very nice way to end the trip.

It was the conclusion of a fantastic voyage. We met lovely people, learned a lot, and gained considerable experience and confidence. It surely bears repeating!

# 2012 GROUP TOUR

JONKERS YACHTS IS ORGANISING ANOTHER GROUP TOUR THIS YEAR, THIS TIME ACROSS SOUTH WEST BELGIUM AND NORTHERN FRANCE. IT DEPARTS FROM GHENT ON FRIDAY 27 JULY 2012. IF YOU ARE A LINSSEN OWNER AND INTERESTED IN TAKING PART, PLEASE CONTACT: [INFO@JONKERS.ORG](mailto:INFO@JONKERS.ORG).

## TO LONDON BY SEA

### CHARTS

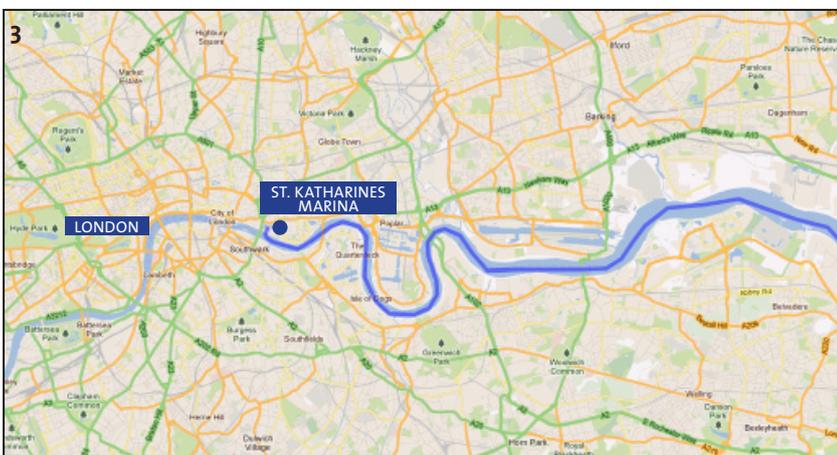
Recommended charts:

#### Hydrographic charts of the Netherlands

- 1801 (Noordzeekust)
- 1803 (Westerschelde)

#### Imray charts:

- C30 (Harwich to Hoek van Holland and Dover Strait)
- C8 (Dover Strait)
- C2 (The River Thames)
- C1 (Thames Estuary)
- Y18 (The River Medway & Approaches)



### MARINAS

#### De Coupure Marina

The Marina can be reached from the ring canal via the Conzett bridge. To operate this drawbridge, contact „Centrale Kruispoort“, VHF channel 18, or consult the harbourmaster.

Harbourmaster's GSM +32 (0)479 - 24 63 87

#### Royal Temple Yacht Club

6 Westcliff Mansions, Ramsgate  
CT11 9HY, United Kingdom  
<http://www.rtyc.com>

#### Queenborough Harbour office

Town Quay, South Street  
Queenborough, Kent, ME11 5AF  
Tel. +44 - 1795 66 20 51

#### Port of London Authority

Baker's Hall, 7 Harp Lane, London  
EC3R 6LP  
Tel: +44 (0)207 7437 900

For your visit to London, you would be well advised to get hold of the book "The Tidal Thames - A Guide for Users of Recreational Craft". It can be obtained free of charge from the above address.

#### St. Katharine Harbour

50 St. Katharines Way  
London E1W 1LA  
Tel +44 (0)20 7264 5312

### RESTAURANTS

#### The Dickins Inn

Marble Quay, St Katharines Way  
London E1W 1UH  
Tel: + 44 (0)207 488 220 08  
Mo-Sat: 11 am to 11 pm  
Sun: 12 pm to 10.30 pm

Take a detailed look at the complete route online at <http://g.co/maps/yy4q9>

## LINSSEN 'MARK III' SERIES

**430**  
 DIMENSIONS: 13.50 X 4.30 X 1.20/1.35 M  
 ENGINE(S):  
 SINGLE: 1 X 6 CYL VETUS-DEUTZ DIESEL, TYPE DT66  
 1X 125 KW (170 HP)  
 TWIN: 2 X 4 CYL VETUS-DEUTZ DIESEL, TYPE DT44  
 2X 84 KW (114 HP)



AC: B Saloon: H FC: P



AC: A Saloon: H FC: O

**470**  
 DIMENSIONS: 14.70 X 4.45 X 1.36 M  
 ENGINES:  
 TWIN: 2 X 4 CYL VETUS-DEUTZ DIESEL, TYPE DTA44  
 2X 104 KW (140 HP)



AC: A1 Saloon: H1 FC: O2



AC: B2 Saloon: H1 FC: P2

**500**  
 DIMENSIONS: 14.98 X 4.88 X 1.35 M  
 ENGINES:  
 TWIN: 2 X 6 CYL VETUS-DEUTZ DIESEL, TYPE DT66  
 2X 125 KW (170 HP)  
**500 VARIOTOP®**



500 WHEELHOUSE



AC: A4 Saloon: J FC: O3



AC: B1 Saloon: K2 FC: P2



Saloon: H FC: Q1

*It's me. Your*

## LINSSEN '9' SERIES

**25.9**  
 DIMENSIONS: 8.20 x 3.15 x 0.90 M  
 ENGINE: 1X 4 CYL VETUS, TYPE M4.15  
 1X 24.3 KW (33 HP), 3000 RPM  
 OPTION: 1X 4 CYL VOLVO PENTA, TYPE MS15L  
 1X 28 KW (38 HP)  
 OPTION: HYBRIDE-ENGINE

SCF® | SALOON COCKPIT FUSION



SEDAN



**30.9**  
 DIMENSIONS: 9.75 x 3.35 x 1.00 M  
 ENGINE: 4 CYL VOLVO PENTA DIESEL, 1 X D2-55  
 41 KW (55 HP)

AC



Optional:  
Aft cabin toilet module

SEDAN



VICTORINOX-EDITION



VICTORINOX

**34.9**  
 DIMENSIONS: 10.70 x 3.40 x 1.00 M  
 ENGINE: 4 CYL VOLVO PENTA DIESEL, TYPE 1 X D2-75  
 55 KW (75 HP)

AC



Optional:  
Aft cabin toilet module

NEXT GENERATION



SEDAN



VICTORINOX-EDITION



VICTORINOX

**36.9**  
 DIMENSIONS: 11.10 x 3.40 x 1.00 M  
 ENGINE: 4 CYL VOLVO PENTA DIESEL, TYPE 1 X D2-75  
 55 KW (75 HP)

AC



Optional:  
Steering position module

SEDAN



Alternative:  
Desk module

VICTORINOX-EDITION



VICTORINOX

## LINSSEN RANGE CRUISER SERIES

### 430

DIMENSIONS: 13.90 X 4.35 X 1.20/1.22 M  
 ENGINE(S): STEYR DIESEL  
 SINGLE: 1X 6 CYL., TYPE MO126K25 -D, 1X 88 KW (120 HP)  
 TWIN: 2 X 4 CYL., TYPE MO94K33, 2 X 66 KW (90 HP)

#### 430 VARIOTOP®



430 WHEELHOUSE



Layout Variotop®



Layout Wheelhouse

### 450

DIMENSIONS: 14.45 X 4.40 X 1.20/1.22 M  
 ENGINE(S): STEYR DIESEL  
 SINGLE: 1 X 6 CYL., TYPE MO156K25, 6 CYL. 110 KW (150 HP)  
 TWIN: 2 X 6 CYL., TYPE MO126K25-D, 6 CYL. 88 KW (120 HP)

#### 450 VARIOTOP®



450 WHEELHOUSE



Layout 1 Variotop®



Layout 2 Variotop®



Layout 1 Wheelhouse



Layout 2 Wheelhouse

*new LinsSEN.*

### 40.9

DIMENSIONS: 12.85 x 4.30 x 1.20 M  
 ENGINE(S):  
 SINGLE: 1X 5 CYL. VOLVO PENTA DIESEL, TYPE D3-110  
 1X 82 KW (110 HP)  
 TWIN: 2X 4 CYL. VOLVO PENTA DIESEL, TYPE D2-75  
 2X 55 KW (75 HP)

#### AC



Layout 1

#### NEXT GENERATION



Offer valid until 14 May 2012

#### SEDAN



Layout 1



Layout 2

### 43.9

DIMENSIONS: 13.90 X 4.35 X 1.25 M  
 ENGINE(S):  
 SINGLE: 1X 5 CYL. VOLVO PENTA DIESEL, TYPE D3-150  
 1X 110 KW (150 HP)  
 TWIN: 2X 5 CYL. VOLVO PENTA DIESEL, TYPE D3-110  
 2X 82 KW (110 HP)

#### AC



#### SEDAN



### 45.9

DIMENSIONS: 14.45 X 4.40 X 1.27/1.22 M  
 ENGINE(S):  
 SINGLE: 1X 4 CYL. VOLVO PENTA DIESEL, TYPE D4-180  
 1X 132 KW (180 HP)  
 TWIN: 2X 5 CYL. VOLVO PENTA DIESEL, TYPE D3-110  
 2X 82 KW (110 HP)

#### AC



# FURNITURE-MAKING AT LINSSEN

ECHT, JANUARY 2012

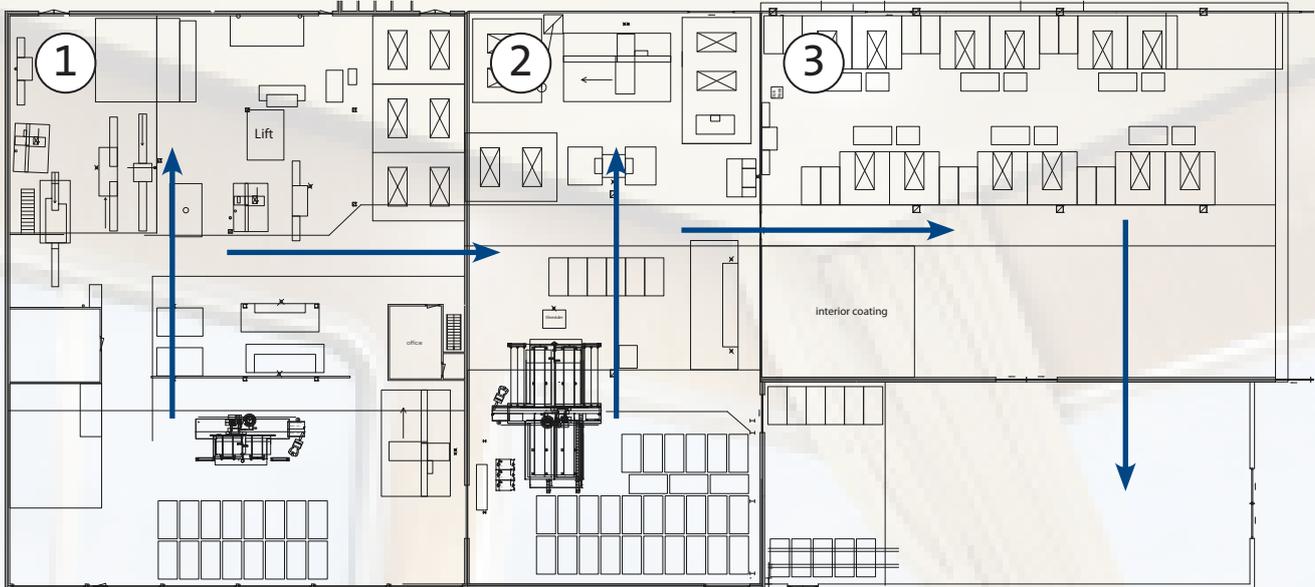
Since 2008, the production facilities in the hull plant have featured a line production system for a total of eight yachts, as well as the plasma arc cutting machine, brake press and places for the superstructure moulds. The full assembly of engineering and interior parts has been optimised by the two LOGICAM™ production lines which can accommodate a total of twenty yachts.

Despite ultramodern twin-table wood-cutting machines, our interior construction department was unable to improve the speed and efficiency of the finishing work. The acquisition of factory premises including production halls a few kilometres from Maasbracht has enabled us to improve efficiency and increase production speed to match the rest of the production system. Thanks to a sophisticated process, the various interior and exterior parts “run” through the new halls and are finally transported to Maasbracht as ready-made modules.

The three large production halls have a combined surface area of 4,000 m<sup>2</sup>.

Text: Ruben Linssen/Jac Linssen; photographs: Linssen Yachts





### HALL 1

This hall is on two floors. On the top floor, moulds are used to produce sets of interior doors for each yacht. Solid cherrywood entrance door frame units are also manufactured there. Workstations have also been installed to produce parts of a complex design using vacuum-forming technology.

The lower floor is completely devoted to producing stocks of commonly used components for use later in the assembly process. This lower floor is also equipped with a set of wood-working machines specially designed to machine solid wood. All teak interior parts and modules are also assembled there.

In addition to the traditional wood-working machines such as a surface planing table, lathe, belt sander, drilling machine, fret saw and sizing machines, the machinery in this hall also includes:

- 5-axis Homag milling centre
- Edgebanding machine
- 4-sided CNC planer
- 3-axis Morbidelli CNC machining centre
- Angle saw with automatic push feed system

### HALL 2

This hall contains a fully automated Bargstedt feeder system with approximately 30 places for stacking interior boards with maximum dimensions of 305 x 130 cm.

The storage system is stacked fully automatically at one of the stacking/unstacking points. The storage system is linked to a large 3-axis Homag CNC milling centre. The fully automated system can feed this milling centre accurately and efficiently. This milling machine is used in the processing of board material. A single-shaft shredder has been purchased to dispose of the minimal amount of waste material safely and quickly.

Besides the impressive automated milling machine/board feeder system, this hall also contains workshops in which the cut floorboards are assembled ergonomically using a (second) modern CNC edgebanding machine. In addition, workstations have been set up in this hall to finish components produced in Hall 1 with high-quality edgebanding.

### HALL 3

In the third hall, components assembled earlier in the process are joined to components from one of the CNC milling centres to create modules. To this end, as many as six double workstations have been set up where all the different types of interior components can be produced in a flexible way. Once the modules have been assembled, they are painted in a special painting facility, locks and hinges are then fitted and the doors and moving parts are adjusted.

As the last step in the process, the modules are carefully wrapped and laid out in a logical sequence for shipment to the production lines in Maasbracht. The modules are transported on transport trolleys developed in house which can be used in a variety of functions in the production facilities at both Echt and Maasbracht.



Text: André Suntjens (Grand Sturdy 410 Serious Pleasure); photographs: Aad Huys

## LINSSEN OWNERS GROUP GROUP TOUR

EVERY YEAR, THE DUTCH/BELGIUM LINSSEN OWNERS GROUP (LOG) ORGANISES GROUP ACTIVITIES FOR ITS MEMBERS. THESE CAN RANGE FROM A TECHNOLOGY DAY, VIA SAILING LESSONS FOR THE LADIES TO AN ORGANISED TRIP. LAST YEAR, THE LOG FLANDERS TRIP WAS ON THE PROGRAMME. THIS TRIP STARTED IN ZIERIKZEE AND PASSED THROUGH EAST AND WEST FLANDERS.

The route and details of the trip were based on a trip that Alexander Jonkers, Linssen agent in Scharendijke (Zeeland), organised for his customers in 2007.

At the beginning of the trip, 13 “LinsSENS” were lined up in Zierikzee ready for departure: Amphitrite (Grand Sturdy 500), Aqua Volente (Grand Sturdy 380), C3mplice (Grand Sturdy 40.9 Sedan), Elisabeth II (Grand Sturdy 43.9 AC), Free Spirit (Linssen 402 SX), Gemmax (Grand Sturdy 40.9 Sedan), Loisanne (Grand Sturdy 470), Margarita (Linssen 44 SE), Serious Pleasure (Grand Sturdy 410), Smient (Grand Sturdy 430 AC), Solaris (Grand Sturdy

430 AC), Victoria (Grand Sturdy 500) and Vivente (Grand Sturdy 40.9 AC).

Almost all of the participants had met each other the day before in Willemstad, where Jos and Joke Kempers served drinks at a spontaneous, unplanned gathering on board the “Amphitrite”. It wasn’t exactly summery weather, but the following day the sun shone and warmed the crews as they set out on the first leg of the journey to Zierikzee. The itinerary took in Zierikzee, Temse, Ghent, Bruges and Ostend, ending at the Roompot Marina in the Netherlands, where the group would disband. Depending on the weather conditions, two al-

ternative routes had been planned: if the Westerscheldt was too rough, the group would cross at Hansweert to Terneuzen and then go on to Ghent via the canal and if the wind beyond Ostend proved too rough, the group would not travel around Walcheren but via the Westerscheldt to Breskens or Vlissingen.

**You can do a lot of planning but you can't arrange everything**

After a briefing in café "De Biet" in Zierikzee, the group had a drink in the harbour-side bar. All the Linssens were moored side-by-side. It was a splendid and, fortunately, sunny sight. Most of us went into the cabin promptly to prepare ourselves. The very next day showed that you can do a lot of planning but you can't arrange everything. The first leg of the journey was meant to take us via the Zuid-Beveland Canal and the Scheldt to Temse, past Antwerp. Initially, everything went smoothly. Even the weather was accommodating. We were able to take a lovely photograph of the fleet, with the Zeeland Bridge in the background, on its way to Wemeldinge. Then the report came in by radio telephone that the Zuid-Beveland Canal was closed to pleasure craft travel-

ling south. A freighter that had broken into two sections past the locks at Hansweert (where the canal enters the Westerscheldt) was being salvaged, and no one could say when the job would be finished. We had heard of the salvage operation, but had been told that work would be halted on Ascension Day (a public holiday and the first day of the tour, in other words), and that the locks would therefore accommodate pleasure craft. Unfortunately, we had been misinformed. The alternative route was much longer, making it impossible to reach either Temse or the Ghent-Terneuzen Canal that day. We had two options, either travel back to Zierikzee and go on to Terneuzen the next day, or continue on and head for Antwerp. Numerous calls placed from the "Serious Pleasure" to the various locks, ports, traffic control centres and other officials produced very little in the way of a solution. Ultimately, after an impromptu meeting at Bergsche Diep Lock, the group decided to "head for Antwerp", knowing that it would be unable to reach Temse that day and there was little chance of reserving berths in Antwerp for a fleet of that size. It took a lot of time to pass through this lock. Two yachts were able to pass through at once, but it took forty minutes each





Briefing and a drink in the harbour-side bar

turn. Following the delay, the fleet put on speed in the Scheldt-Rhine Canal so that it would arrive in Antwerp at a reasonable hour, especially because the Zandvliet, Berendrecht and Van Cauwelaert locks were reserved for commercial vessels. That meant the fleet could not reach the Scheldt in order to go on to Temse after all.

### Belgium

When the fleet entered Belgium at the Noordland Bridge, permission to enter the port of Antwerp was requested by VHF 2-way radio. After talking to three different persons at three different phone numbers, we finally managed to reach the harbourmaster at Willem-dok Marina in Antwerp city centre. He was not happy about our arriving at 8.30 p.m., however, as he had been working hard since early morning and it was extremely busy in the harbour. However, there were no fallback options and he eventually let us in but could not guarantee that any berths would be available. Upon entering, however, we discovered that he had in fact created 13 berths for us, even beyond the official ones: well done! Unfortunately, there was no time left for sightseeing in Antwerp.

### The Schelde

The following morning, everyone was up reasonably early for our journey to Terneuzen/Ghent. The Scheldt is, after all, a tidal river and to make the most of the current and save both time and fuel, we had to stick to our departure and navigation times. Fortunately, the weather was excellent.

When we reached Royers Lock, which provides access to the Scheldt, we were faced with the consequences

of the first, rather turbulent, day of our tour: the harbourmaster at Willemdok Marina had not taken down the names of yachts and the port authority therefore did not know which boats had moored there. Every boat entering the port is assigned an ID number indicating that it has permission to travel through the Port of Antwerp. This number is associated with the vessel and not with the owner. Pleasure craft that moor at Willemdok Marina are exempt from transit fees, which are included in the mooring fees. Only a few of the yachts in our fleet already had the necessary ID number. Even though we had reported to the Noordland Bridge and handed over a list of participating yachts at Willemdok Marina, a long debate ensued. Eventually, after presenting another list of participating boats and handing over the fleet captain's address details, we were allowed to continue. The trip across the Scheldt required constant vigilance owing to the busy traffic and the huge ocean-going vessels, but it was nevertheless a splendid passage.

### Ghent: a unique collection of historical buildings and monuments

After crossing the less interesting Ghent-Terneuzen industrial canal, we arrived later that afternoon in Portus Ganda – a marina for transit vessels and the nautical gateway to Ghent city centre. We manoeuvred very slowly, careful of the limited draught. Ghent has a unique collection of historical buildings and monuments, best viewed on foot. Indeed, the city has the biggest pedestrian precinct in Belgium. The entire fleet was moored together along a separate jetty in Portus Ganda. The following day, we enjoyed a very interest-

ing guided tour of the city and soaked up the sun in an outdoor café. The Leffe beer in café Leffe at Botermarkt tastes like only beer can taste in Belgium. Incidentally, the owner of that café is also a Linssen owner, with a Dutch Sturdy 320 AC, and organises mini-cruises on his classic boat (“Evergreen Ghent Boat Tours”) through Ghent’s “inner waters”, “outer waters” or “the artist’s tour”.

### **Idyllic canal from Ghent to Bruges**

Upon our arrival at Evergem Lock (our first lock in Belgium) at the start of our next leg (Ghent-Bruges), we found the necessary waterway emblems waiting for us. They had been ordered in the other lock in Ghent, Merelbeke lock, but we didn’t call at this lock because of the change of route. After approximately nine telephone calls back and forth, this gigantic logistical operation (getting the emblems to Evergem) reached a satisfactory conclusion.

Bruges is certainly worth a visit. Its winding streets and romantic canals will transport you back to the Middle Ages. The “Brugse reien” are narrow canals in the centre of Bruges which are named after the River Reie which used to flow through the town. Because of its many

canals and arched bridges, Bruges is also known as the Venice of the North. It is no coincidence that UNESCO listed the whole town centre as a World Heritage site in 2000.

We arrived at the Coupure Marina, close to the town centre, passing under various drawbridges and a very unusual pedestrian bridge. Unfortunately, the sun had disappeared, but the entire group nevertheless gathered at an outdoor café. During the second day in Bruges, no group activities had been planned and everyone was able to explore the splendid town centre under their own steam.

### **Montgomery Dock in Ostend**

The trip to Ostend took only a few hours. Demey Lock (now free of charge) was chock-a-block with Linssen yachts, and the harbourmaster at Montgomerydok Marina, gave everyone strict directions from his rubber dinghy. To our astonishment, we were received with a blast of music and a show of flags. Later, it turned out that the celebrations had nothing to do with us, but with the arrival of the fishing fleet bearing the first herring of the season.

Portus Ganda Marina, Ghent



After a few hours exploring Ostend, we gathered for the traditional captain's dinner to round off the trip.

Alexander Jonkers and Wim van der Linde were invited to join us as thanks for their efforts. There was the usual post-mortem during the course of the evening. Everybody seemed very enthusiastic and full of praise about the way things had gone. The weather forecast for the following day (Wednesday) did not bode well for navigating at sea: variable, with a westerly wind, force 4-5, increasing later. The weather team therefore decided that Wednesday morning not to round Walcheren and head for Roompot, but to cross the estuary to Breskens. After Breskens, each boat set its own course for home or to another destination.

We can look back on a very successful event with a group of lovely participants.

The Dutch/Belgium Linssen Owners Group is organising a tour to Charleville-Mezieres in Northern France this year. It departs from Roermond on 15 may 2012. For more information about this trip or other activities of the Dutch/Belgium Linssen Owners Group, you can contact Linssen Owners Group LOG; [www.linssen-owners.nl](http://www.linssen-owners.nl)

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Fax +32 3 232 46 01  
[jaw@pandora.be](mailto:jaw@pandora.be)  
51° 14' NB, 4° 24' OL

**Portus Ganda**

Portus Ganda is located at Veermanplein 2, B-9000 Ghent and can be reached on VHF channel 19 and GSM No. +32 (0)472 - 41 78 43.

**De Coupure Marina**

The Marina can be reached from the ring canal via the Conzett bridge. To operate this drawbridge, contact „Centrale Kruispoort“, VHF channel 18, or consult the harbourmaster. Harbourmaster's GSM +32 (0)479 - 24 63 87

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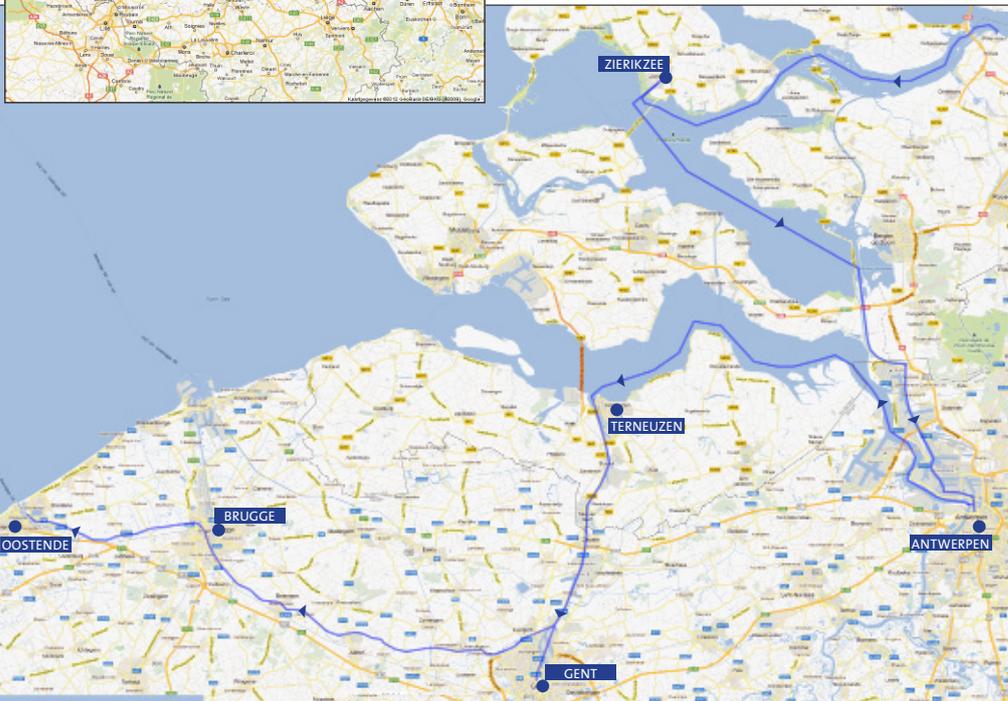
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Text: Jac Linssen; photographs: Linssen Yachts / Zebra Fotostudio's

## A TEAK DECK GIVES YOUR YACHT A HANDSOME AND LUXURIOUS FINISH BUT IT DEFINITELY ALSO HAS **PRACTICAL BENEFITS** AS WELL.

A NEW TEAK DECK IS BROWN IN COLOUR. AFTER A WHILE, THE TEAK DECK CHANGES COLOUR BY MEANS OF A NATURAL PROCESS FROM GOLDEN BROWN TO ITS FINAL APPEARANCE: A NATURAL SILVER GREY.

### ADVANTAGES OF YOUR TEAK DECK

#### 1 ANTI-SLIP

Teak is a naturally rough wood, whether wet or dry. A teak deck increases safety on board as it has a good anti-slip effect under all weather conditions.

#### 2 TEMPERATURE OF THE DECK

At high outdoor temperatures, a teak deck will remain relatively cool and that is great if you're walking around on deck bare-footed.

#### 3 INSULATING EFFECT

The teak deck also has a very effective insulating effect on the interior.



**Construction**

The design and thickness of teak deck sections, the method of construction and the way in which the teak deck is attached to the floor are factors of essential importance in guaranteeing that you will enjoy your teak deck for years to come. Linszen Yachts has a lot of experience in this area and, as a result, has developed a unique, high-quality teak deck construction which has definitely proved its worth over the years.

In this regard, we have seen many times how cheap works out more expensive but by the time that this realisation dawns, it is usually too late...

Have you any questions about maintenance? Which topic would you like to read about in the next edition? Let us know. Send your question to [info@linszenyachts.com](mailto:info@linszenyachts.com)

**Maintaining your teak deck**

To keep your teak deck in good condition, the following maintenance measures are recommended.

**Weekly**

Wash the teak deck once a week with ordinary fresh or salt water without cleaning agents so as to prevent pollution.

Algae and mildew may start to become established in the grain structure (turning the teak deck green), which makes the structure rougher.

The rougher structure makes the deck more susceptible to wear. You can prevent this by cleaning the teak deck once or twice a year.

**Once or twice a year**

Proceed as follows to clean the teak deck:

- Make a soap solution consisting of 1% soft soap (otherwise known as green soap) in a bucket of warm water.
- Take a soft brush and scrub the deck, exerting light pressure on the brush, across the grain of the wood or make rotating movements.

This is an effective way of removing the contaminants from the deck without damaging the deck.

In addition to the above-mentioned maintenance, we would advise you to have your teak deck inspected at the boatyard every five years.

The aim of this inspection is to check for damage to the deck and inspect the caulked seams. Caulked seams may become worn over time. It is important to replace or repair these worn caulked seams in time to prevent moisture penetrating between or below the teak deck planks.

**What you should definitely not do**

- 1 Never use a high-pressure cleaner to clean your teak deck.  
This appears to clean the teak deck quickly but the use of a high-pressure cleaner eats away the softer grain of the planks. This makes the grain structure much rougher, with the result that dirt becomes more easily embedded in the teak deck, causing it to wear faster and become thinner.
- 2 Never use a hard brush as the use of a hard brush can also scrub away the soft grain.
- 3 Never use household cleaning products other than soft soap and definitely do not use detergents.

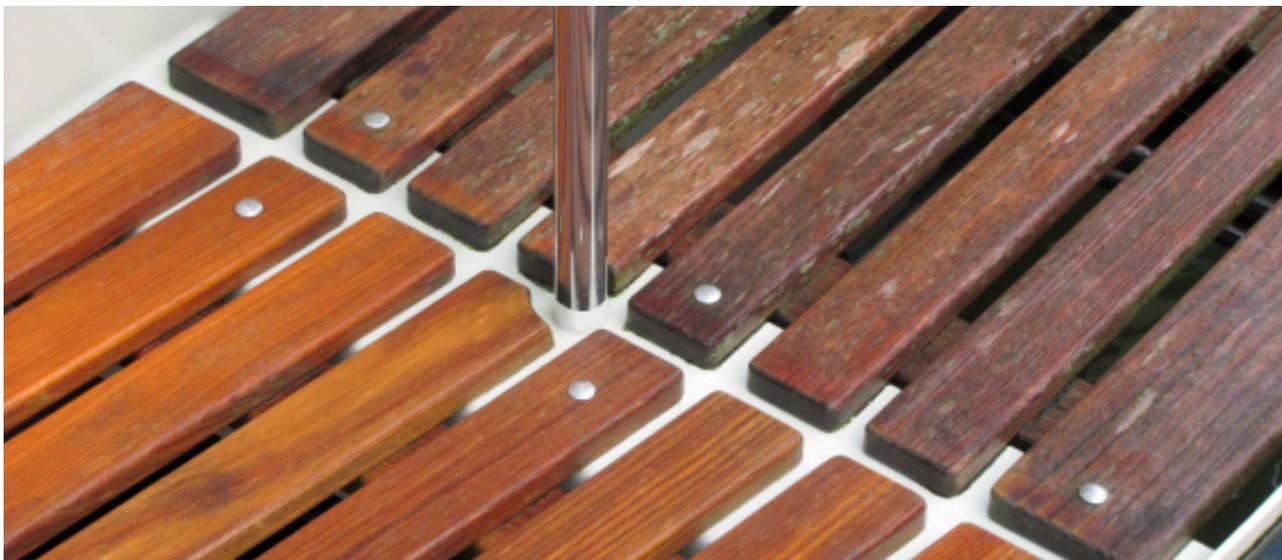
Other cleaning products contain powerful degreasers, which harm the wood and possibly the caulked seams as well.

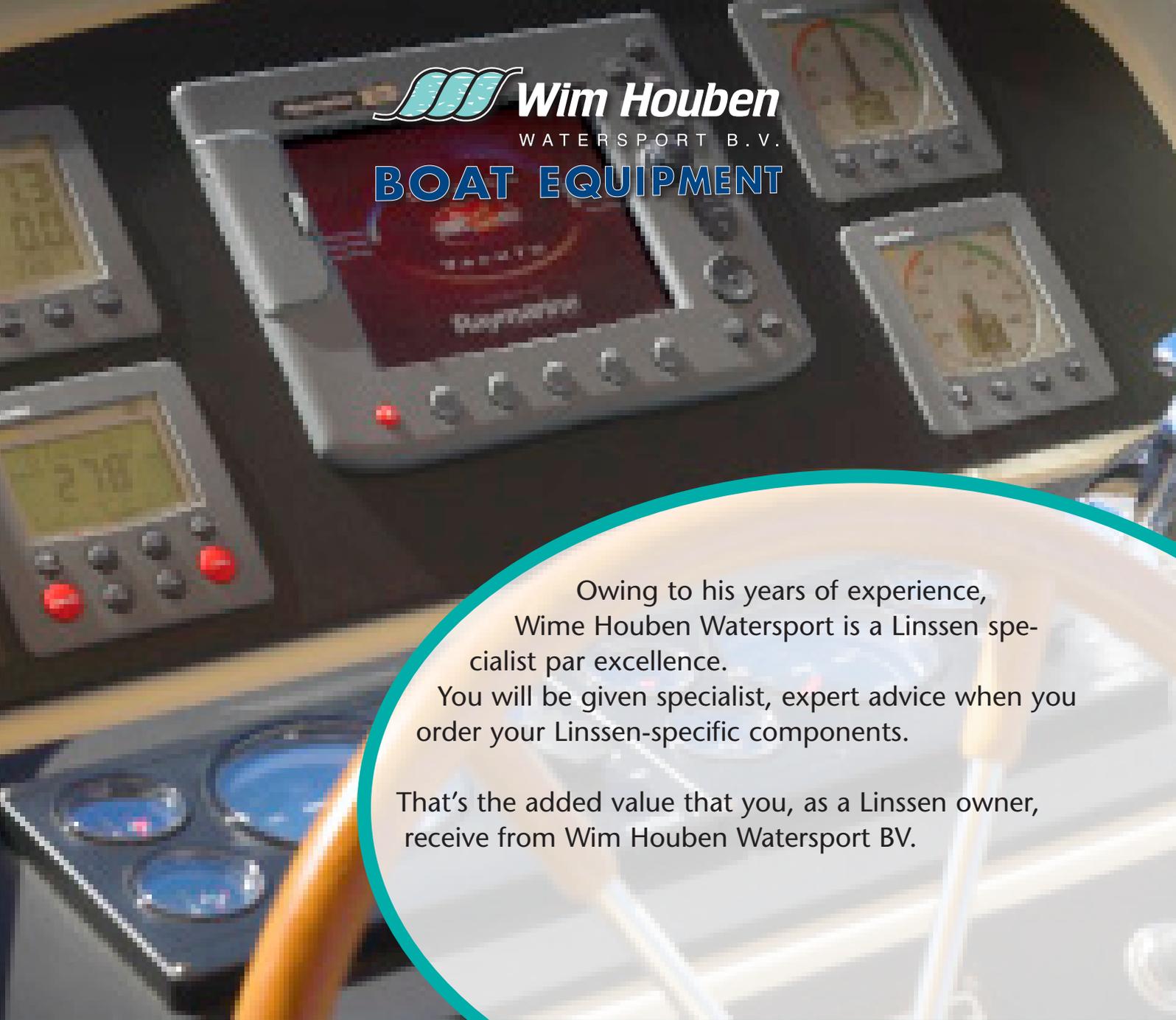
Detergents are also bad for the paintwork on board as they have a powerful degreasing effect.

You should also be careful of “professional” teak cleaners. These cleaners try to restore the teak deck to its original brown colour but that does not last long. The deck returns to its silver-grey colour after a while. These cleaners are usually based on powerful chemicals.

If these cleaners are not prepared properly, e.g. not diluted properly, or if the deck is not rinsed properly afterwards, this type of cleaner can damage other exterior components such as your paintwork or the aluminium sections of your windows.

If you follow the above maintenance instructions, you will be able to enjoy your teak deck for many trouble-free years.





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Text and photos: Bertrand Beaujean, Moteur Boat Magazine

# VOYAGE AROUND THE KORNATI ARCHIPELAGO

CROATIA AND ITS COUNTLESS ISLANDS OFFER A SPLENDID BACKDROP FOR CRUISING. AN INCREASING NUMBER OF PEOPLE ARE DISCOVERING THE CHARMS OF THIS COUNTRY THAT HAS REMAINED SO AMAZINGLY UNSPOILT. DEPARTING FROM ZADAR, WE CRUISED THE KORNATI ARCHIPELAGO FOR A WEEK ON BOARD A FANTASTIC LINSSEN. PROCEEDING AT A GENTLE PACE OF SIX KNOTS, WE BERTHED AT VARIOUS HARBOURS AND DID AS WE PLEASED.

When we landed in the middle of the night in Zadar, after a stop in Zagreb, we immediately felt totally disorientated. The tiny airport lacked the hustle and bustle of its large international cousins. We were well aware of how warm it was outside. Bojan Zvanut, the director of Cantal Marine, came to meet us when we stepped off the plane. The harbour has a large number of charter boats, sailing boats and motor yachts. After we had boarded the Linszen 29.9 AC, which was to be our home for a week, we headed for our cabins already dreaming of the voy-

age ahead. Our programme was not too hectic for this voyage of discovery. The plan was to leave Zadar harbour the next morning for the Kornati archipelago, stopping at the most well-known and picturesque harbours and moorings. We only wanted to sail during the morning so we could devote the afternoon to strolling around and visiting. As we wished to restrict our speed to six or seven knots, our daily sailing distances were relatively short.

>>



### **A very warm welcome**

The next day, we left Zadar late in the morning and headed for the northern point of Ugljan island. Having rounded the point, we discovered a wonderful place to berth, where we spent two hours lunching and having a dip in the sea. It was only an hour to Veli Iz harbour, where we spent the first night. This picturesque village was a haven of calm and relaxation. We were very warmly welcomed by one of the harbour staff, who helped us to berth. At this time of year (early July), there are not many tourists and pleasure boats. This certainly adds to the calm atmosphere and the hospitality of the locals. We spent the rest of the day visiting the town, with its steep alleyways, before going to the pebble beach, which was a short distance from the harbour. Our next stop was in Telascica Bay. This bay is a national park and is close to Dugi Otok island, just fifteen nautical miles from Veli Iz. This is a splendid, very unspoilt region. When we arrived, there were plenty of free berths. But it wasn't long before many more boats arrived, because this is a favourite haunt of boaters. One of the activities on the island is visiting Mir salt water lake, which was just a few dozen metres from the moorings behind a small hill, and the short dinghy trips which the children adored. The day ended with a magnificent sunset. The next morning, there was no evidence of the storm that raged during the night.

### **Heading for the Kornati archipelago at six knots**

At an average speed of six knots and on automatic pilot, our Linssen headed further south towards Piskera, in the heart of the Kornati archipelago. The further south we went, the dryer the landscape became. The vegetation became scarcer and more rocks appeared, so that the surroundings increasingly looked like a lunar landscape. Here too, we were warmly welcomed in Piskera harbour by two members of the harbour staff who >>



## ZADAR A TOWN WITH A HISTORY

Zadar, which has approximately 70,000 inhabitants, is the most northerly of the large fortress towns in Dalmatia. Although the town suffered heavily during the Second World War, it has a very imposing historic centre. It is located on a small peninsula accessible only to pedestrians and is surrounded on three sides by the sea. This citadel contains countless priceless remnants of two thousand years of history. Notable monuments include the Roman forum or the splendid medieval churches, of which the Saint Donat

is perhaps the most impressive. And the Cathedral of Saint Anastasia is certainly worth a visit. Thanks to the many shops and hotels, this city centre is always very lively, both day and night. A feature not to be missed is the sea organ built in 2005. This unique instrument is located at the northernmost point of the peninsula. It is 75 metres long and has 35 pipes located under a stone terrace. Thanks to the rhythm of the waves and the swell, this device produces random sounds which result in startling music. Zadar is easily accessible

and has an airport approximately ten miles from the centre. Croatia Airlines has regular flights to almost all large European cities. Moreover, there are not only regular boat connections to the largest nearby islands, but also to the Kornati archipelago national park.

helped us to berth. Although this marina offers very good service, fresh water and electricity are available only for a few hours every day. We even had to wait until the harbour staff started up a generator at an appointed time, as this was the only one in the vicinity. We found another splendid pebble beach where we could swim. There are almost no sandy beaches in Croatia, and certainly not in this area. During a visit to the supermarket, we took the opportunity to try the local specialities, such as cheese and the delicious smoked ham.

We departed the next morning and headed south. After rounding the headland we arrived at the island of Zut, where we headed for the marina of the same name. Nestled at the end of a deep bay, this marina resembles one long pontoon with a number of moorings. We opted to drop anchor a few metres from the shore and to tie up

the stern of the boat. We spent the rest of the day at this idyllic spot swimming in the clear water and discovering the nearby inlets. It was a magnificent location and like all the other places we visited, very authentic and unspoilt.

**Two days in Preko marina**

As we were unable to take on fresh water or charge the batteries at this splendid stopover, we decided to head for Preko harbour on the island of Ugljan, right opposite Zadar. This location was ideal as a final port of call. In contrast to our previous stops, this was a very lively town. In this entirely new harbour, the service was perfect. The sanitary facilities were very clean, and the magnificent beach was just a few metres from the harbour. The small island of Skoljic opposite the harbour has a monastery and a lovely beach. As there was free access to the island,



Zut



Marina Preko



Veli Iz



Marina Preko

## VOYAGE AROUND THE KORNATI ARCHIPELAGO

we decided to visit it by dinghy. We stayed two nights in Preko before returning to Zadar, where we reluctantly had to leave behind our Linssen.

Our visit to Croatia was fascinating. It is a wonderful country and it is still relatively unspoilt, despite the many tourists. It was a delight to discover the Kornati archipelago from on board a Linssen. The boat is perfect for these types of voyages. There's nothing better than sailing leisurely from one island to another at a speed of six knots. We had all the time in the world to enjoy the landscape and – let's be honest – being able to take your time these days is something of a luxury.

For further information, contact:

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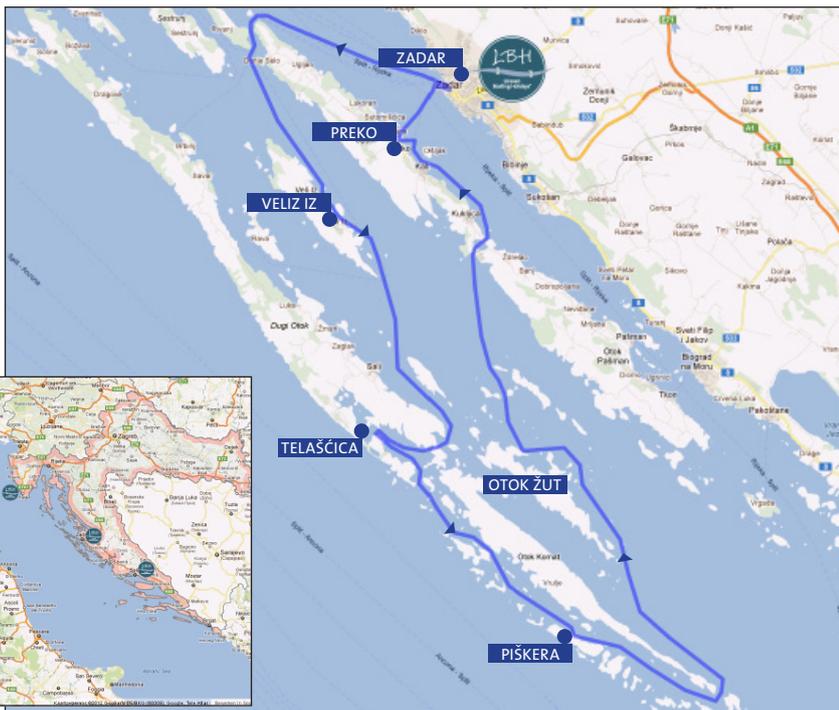
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### A word of thanks

We would like to offer warm thanks to Bojan Zvanut of Cantal Marine and the staff for their welcome and for putting the Linssen 29.9 AC at our disposal for this voyage. Cantal Marine has several charter possibilities in Croatia, with Zadar, Split and Pula as home ports. Various Linssen yachts can be chartered, ranging from the 29.9 AC to the very luxurious 500 Mark II. Rates vary depending on the season and the boat. A week on a 29.9 AC costs approximately € 2,850 in high season (starting from Zadar) and € 1,800 in low season.

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