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GRAND STURDY 34.9 AC NEXT GENERATION

It's me! your new Linssen!



**Base price Grand Sturdy 34.9 AC
Next Generation:** € 235,950.-

Limited Edition package € 8,470.-

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

Comfort package € 7,865.-

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

**Price Grand Sturdy 34.9 AC
Next Generation** € 252,285.-

(both packages inclusive)

(All prices are inclusive of 21% VAT)

PREMIERE
LINSEN YACHTS
BOAT SHOW



LINSEN  YACHTS

Since 1949

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WWW.LINSSENYACHTS.COM

WE TAKE YOUR PLEASURE **SERIOUSLY**

THE MARKETING AND SALES DEPARTMENT OF LINSSSEN YACHTS HAS BEEN WORKING FLAT OUT! SEPTEMBER MARKS THE START OF THE ANNUAL BOAT SHOW SEASON WHEN THE ENTIRE TEAM TAKES TO THE ROAD TO PRESENT OUR SPLENDID YACHTS. AND IT GOES WITHOUT SAYING THAT WE TRY TO ENLARGE THE LINSSSEN FAMILY.

The back office is also very busy arranging transport by road or water, setting up the Linssen stand, cleaning and polishing all the yachts, and when the show is over everything has to be removed and returned to Maasbracht. The secretarial office ensures that new contacts are entered in our database, provided with comments and actions, quotations have to be drawn up and – if things go according to plan – orders too.

The new boat show season always starts with the HISWA in-water boat show, now being held for the first time in Amsterdam. A splendid new location, easily accessible and easier to find (and to pronounce) for international guests than IJmuiden. Well begun is half done!

We hardly had time to unpack before we were on the road again, this time to Southampton with our new representative Colin Watts of Boat Showrooms of London. From there, it was straight to Friedrichshafen. We then headed for Gorinchem and Nieuwpoort for a local used boat show. After a short break (not really a break, a lot of follow-up work needs to be done) it's off to Hamburg.

What is Linssen presenting at these shows?

Our latest smaller member of the family, The New Classic Sturdy 28 Sedac® (see p. 15) is travelling throughout Europe to win the hearts of many boaters. And the new 45.9 AC, the 34.9 AC Next Generation and the Grand Sturdy 500 Mark III Variotop® with the New Comfort interior are also being displayed.

Needless to say, you can always come to Maasbracht, from Monday to Saturday, inclusive, or during one of the events that we organise at the boatyard. Come to learn about sailing, about motor yachts or, more specifically, Linssen. We will be happy to let you look behind the scenes. A river trial is also possible.

The next in-house event is the Linssen Yachts Boat Show, where we will be presenting two premieres. You will be very welcome to come and inspect them (and our other models). Of course, you are also welcome to just have a coffee and exchange ideas with other enthusiasts.



Yvonne Linssen

We look forward to seeing you on 24, 25 and 26 November!

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ON COURSE... AND SURE!



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Text: Paul Beelen; photographs: Linssen Yachts

LINSSEN YACHTS BOAT SHOW 2012

LINSSEN YACHTS HAS PARTICIPATED AT MANY NATIONAL AND INTERNATIONAL SHOWS AND EXHIBITIONS. EXAMPLES INCLUDE THE 29th AMSTERDAM IN-WATER BOAT SHOW, THE 44th SOUTHAMPTON BOAT SHOW, THE 53rd HANSEBOOT, THE 52nd SALON NAUTIQUE PARIS AND THE 44th BOOT DÜSSELDORF. THIS LIST OF RE-OWNED SHOWS WOULD NOT BE COMPLETE WITHOUT THE 14th LINSSEN YACHTS BOAT SHOW. WHAT STARTED AS 'OPEN DAYS' DURING OUR 50th ANNIVERSARY IN 1999 HAS NOW BECOME AN IMPORTANT EVENT ON OUR CALENDAR AND WE HOPE, OF COURSE, IN YOUR DIARY.



INVITATION

LINSSEN YACHTS BOAT SHOW

This year too, a wide selection from the current Linssen Range will be presented in our showroom. Various yachts from the 'g' series, Mark III series, Range Cruiser series and The New Classic Sturdy series will be on display.

PREMIERES

Furthermore, we would like to introduce you to two premieres during this year's Linssen Yachts Boat Show: The Grand Sturdy 500 Wheelhouse Mark III and the Grand Sturdy 40.9 Sedan Longtop.

GRAND STURDY 40.9 SEDAN LONGTOP

The successful 40.9 Sedan is now available with a longtop, an extended saloon roof over the open cockpit. This means that you can enjoy the outside air while still being sheltered. Thanks to the extended roof – provided with an upholstered ceiling and dimmable lighting – the cockpit becomes a cosy living area in addition to the saloon, which means you have even more living space.

GRAND STURDY 500 WHEELHOUSE MARK III

De Grand Sturdy 500 Variotop® has been the flagship of the entire Linssen series for years. The unique Linssen Variotop® converts the spacious wheelhouse saloon into an outside, but sheltered, helmsman's position with one press of a button. During the 2012 Linssen Yachts Boat Show, we will be presenting the Wheelhouse version. A recognisable 500, but with a closed wheelhouse saloon, an electric sliding roof and a low clearance. Like the Variotop® version, the Grand Sturdy 500 Wheelhouse Mark III is available in the *Classic Luxury* or the *New Comfort* interior style. During the 2012 Linssen Yachts Boat Show, you can get to know the latest member of the Mark III family, fitted out in the latest New Comfort interior style.



40.9 SEDAN LONGTOP



FOR THOSE WHO WERE UNABLE TO ATTEND THE
AUTUMN SHOWS, WE HAVE MORE NEWS.

GRAND STURDY 45.9 AC

The new Grand Sturdy 45.9 has a redesigned – even more spacious – aft cabin, a large aft deck and a new saloon layout without an inside helmsman's position. The 45.9 is specially for skippers who like to make longer voyages and who appreciate comfort on board.

THE NEW CLASSIC STURDY

The New Classic Sturdy 28 Sedac® is the first of a completely new series of motor yachts. It is 28 feet of nostalgia and tradition. Both the 28 and the 36 are available in the Sedac® version: with an open cockpit and with a gangway running around the aft cabin. The New Classic Sturdy is available in traditional colours and materials and with a warm and cosy interior. A family boat par excellence.

COLLECTION AND BROKERAGE SHOWROOM

During the 2012 Linssen Yachts Boat Show, our new showroom intended for used Linssen yachts will be open. Here, you can admire the Linssen Collection and brokerage yachts at your leisure.

LINSSEN BOATING HOLIDAYS®

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.

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.

Take time to get to know your preferences from the new Linssen yachts on display.



LINSSEN YACHTS BOAT SHOW 2012

DATES:

SATURDAY 24 - 11 - 2012

SUNDAY 25 - 11 - 2012

MONDAY 26 - 11 - 2012

OPENING HOURS:

DAILY

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

YOU DON'T NEED TO REGISTER.

PREMIERES

- Grand Sturdy 500 Wheelhouse Mark III
- Grand Sturdy 40.9 Sedan LongTop

THE NEW CLASSIC STURDY SERIES.

- The New Classic Sturdy 28 Sedac®
- The New Classic Sturdy 36 AC (in production)
- The New Classic Sturdy 42 AC (in production)

RANGE CRUISER SERIES

- Range Cruiser 450 Sedan Variotop®

GRAND STURDY 9 SERIES

- Grand Sturdy 25.9 Sedan
- Grand Sturdy 30.9 Sedan
- Grand Sturdy 30.9 AC
- Grand Sturdy 34.9 AC NXG
- Grand Sturdy 40.9 AC NXG
- Grand Sturdy 45.9 AC

(go to www.linssenyachts.com for the up-to-date programme).

Linssen Boating Holidays®

- Find out where you can charter a Linssen

**YOUR ARE WARMLY
INVITED TO VISIT THE
2012 LINSSEN YACHTS
BOAT SHOW!**

BOAT SHOWROOMS OF LONDON

SHEPPERTON, 1 JULY 2012

SHEPPERTON MARINA ON THE THAMES IS THE NEW HOME PORT OF LINSSSEN YACHTS IN THE UNITED KINGDOM.

Thanks to their many years of experience in selling and providing service support for steel yachts, Boat Showrooms has now been appointed as the exclusive Linssen dealer in the United Kingdom.

Interested parties can visit all three branches of Boat Showrooms for Linssen yachts, but new Linssen sales will be handled mainly by the Steelboat Centre in Shepperton Marina on the Thames.

Boat Showrooms has an excellent reputation in the United Kingdom and has now been dealing in new and used yachts for more than 25 years.

Rob Marsh, managing director of Boat Showrooms, explains. *"Here in Shepperton, we have a huge amount of experience with Dutch steel yachts. And although we focus on several types of leisure craft, we know the special characteristics of steel and its advantages compared with polyester. We are very proud to be able to represent the innovative and award-winning Linssen brand."*

During the Southampton Boat Show, new and existing Linssen customers had the opportunity to meet Colin Watts and the rest of the Boat Showrooms team during a Champagne reception on board both yachts on display (Grand Sturdy 34.9 AC and 45.9 AC).



Boat Showrooms

BOAT SHOWROOMS OF LONDON

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info@linsssenyachts.com



Landau UK are leaders in the marine service sector providing award winning installations and retro-fits of all equipment and systems to luxury yachts both power and sail. Ben Metcalfe: *"We are proud to be the service agents for Linssen Yachts in the UK and whether you are buying new or updating we can help you achieve the maximum enjoyment from your pride and joy. We always go that extra mile to provide you with a personal level of service and a quality of workmanship that gives you the confidence to upgrade, personalise, prepare and care for your Linssen Yacht."*

LANDAU UK LTD.

Ben Metcalfe

Unit C, Building 9,

Swanwick Marina, Swanwick,

Hampshire SO31 1ZL

Tel: +44 (0)1489 - 577 588

service@landauuk.com

Southampton Boat Show 2012





LINSSSEN MAGAZINE # 40

10

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Opening hours:

Monday - Friday: from 9 a.m. - 12.30 p.m. and from 1 p.m. - 6 p.m. (October - March we close at 5 p.m.)
Saturday: from 9 a.m. - 3 p.m.

DOGS ON BOARD THE BOOK FOR SAILING DOG OWNERS

MAASBRACHT, 1 AUGUST 2012

For many people, sailing is a relaxing activity, hobby or part of their holiday. Others sailors earn their livelihood from commercial shipping. Whether it's a hobby or a profession, man's best friend does not need to stay at home.

Having a dog as company is a bonus for many animal lovers. Life on board or near to water means that both the owner and the dog are faced by situations different to those on land. Conversations with dog owners who are boaters or who are involved in commercial shipping have revealed that there is a need for more specific information about having dogs on board.

This book deals with the following subjects: health and safety, information about poisons and first aid, recognising dog behaviour, learning and playing, a puppy on board, problem behaviour and tips for overcoming problems. The many tips and useful addresses mean that this book is a suitable reference work to have on board.

The "Sailing with dogs" chapter provides information about whether dogs are welcome at marinas, the presence of restaurants at marinas and whether dogs are allowed and the possibilities for walking dogs in the vicinity.

The author of Dogs on board is Trudie Rutten.

As a dog behaviour therapist, she advises dog owners in her own practice. She spends a large part of the year sailing with her partner and dogs on board a Linssen motor yacht in the Netherlands and abroad.

The book is linked to www.hondenaanboord.nl, which is intended for sailing dog owners in order to share information and tips. New information and suitable voyages are posted regularly on the website.



Dogs on Board
(Honden aan boord)
ISBN 978 90 5961 1030
Dutch language
Full colour - hardcover
Uitgever: De Alk en Heijnen
www.alk.nl
Price: € 24,90

THE WILLEMSROUTE IS THE ATTRACTIVE ALTERNATIVE

For anyone wanting to sail through Limburg in 2013, the Willems Route is certainly worthwhile. As a result of the work being carried out on the Juliana Canal and the locks near Born, Maasbracht and Heel in the Netherlands, journeys on the canal may be subject to obstructions and delays. In order to avoid long waiting times and to help you as a boater, a splendid alternative route is being offered.

You can enjoy a relaxing journey between Roermond, 's-Hertogenbosch and Maastricht via the Willems Route. The Willems Route is more than just sailing from A to B; a new experience awaits you at every meander.

A vignette is required for the passage through Belgium. You can buy a vignette at a discount (50% of the normal price) at lock 18 near Bocholt (below Weert).

Clients of Aqua Libra, our Linssen Boating Holidays® partner in Kinrooi, are enthusiastic about the Willems Route and regularly visit the many splendid attractions along the route. The Grand Sturdy 30.9 AC "Luna-Louise" can often be seen on the Willems Route. Go to <http://ow.ly/cONmE>.

De Willemsroute 

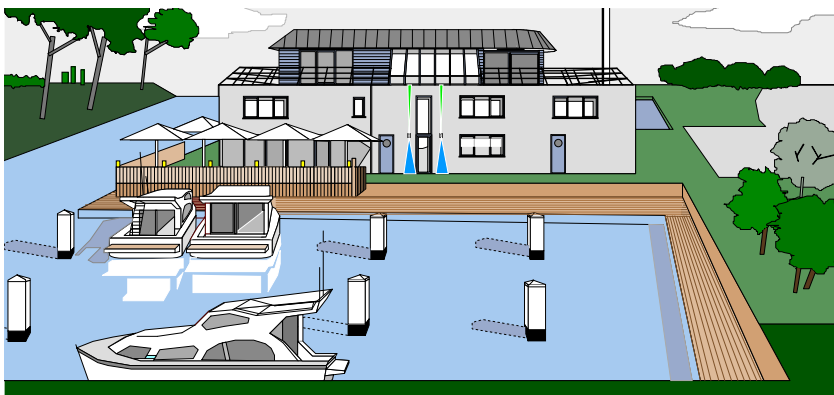
LINSSEN YACHTS BELGIUM

NIEUWPOORT, JULY 2012

The growth in the Belgian market for steel motor yachts was reason for Linssen to appoint Marinex as the official dealer for Linssen Yachts in Belgium. The improvements made to various waterways, the development of pleasant locations on the water and the expansion of marinas means that Belgium is extremely suitable for sailing with a steel motor yacht. Furthermore, the excellent waterway connections to the Netherlands and France offer the possibility for longer voyages or even voyages along the coast departing from various splendid resorts.

Linssen Yachts Belgium will soon have a top location with moorings in the Westhoek Marina currently under construction along the Plassendalevaart canal in Nieuwpoort. Both existing and new clients will be able to obtain information here about new or used Linssen yachts, service or a temporary mooring.

It will also be possible to charter a Linssen yacht in Nieuwpoort. This can be arranged in collaboration with BBoat based in Kuurne (Kortrijk), a Linssen Boating Holidays network partner. From next season, we will have a Grand Sturdy 30.9 AC and The New Classic Sturdy 28 Sedac available. This will allow one-way charter between Nieuwpoort and Kuurne/Kortrijk.



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EUROPEAN BOAT OF THE YEAR 2013

MAASBRACHT, OCTOBER 2012

In September of each year, the nominations are announced for the "European Powerboat of the Year". Shortly before Linssen Magazine went to press, it was announced that in the displacement category, The New Classic Sturdy 28 Sedac® had been nominated for 2013.

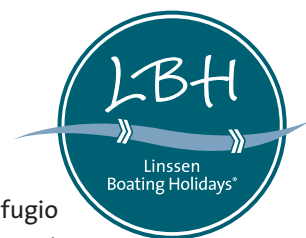
The Award is an initiative of *Boote*, the largest watersport magazine in Europe, in cooperation with 18 European yacht and powerboat magazines. These specialists examine a combination of sailing characteristics, construction, quality, price/quality relationship, design and the unique selling points of each candidate.

The award will be presented on Saturday 19 January 2013, the first day of BOOT Düsseldorf.



LINSEN BOATING HOLIDAYS®

MAASBRACHT, AUGUST 2012



GROWING INTEREST FOR THE CHARTER MANAGEMENT FORMULA AT LBH PARTNERS.

The LBH partners each offer their individual charter management programmes and are keen to provide you with further information. Invest part of your capital in a motor yacht with a favourable resale value. You can be certain of both a financial and an emotional return! If you become a Linssen owner, you also become a Linssen Boating Holidays® network partner.

In essence, LBH's charter management formula offers you the possibility to own a boat at a dream location in Europe, to spend your annual holiday on your own boat, and guarantees that the charter will contribute to the operational costs and even provide income. It is also reassuring to know that your valuable boat is being taken care of at a safe and reliable location by professionals, even when you are absent for a longer period.

Consequently, the overriding feeling when you arrive at your LBH partner in Europe and step on board your own Linssen is: welcome home!

FRANCE

France Fluvial will be adding a Grand Sturdy 30.9 AC to their fleet for 2013, as well as a New Classic Sturdy 28 Sedan available for charter.

All Linssen owners and charter customers are assured of a very warm welcome at Auxerre. Auxerre's port de plaisance must have one of the most beautiful backdrops anywhere within the LBH network.



NEWS FROM LAKE CONSTANCE:

A small family firm founded in 2009, El Refugio Yachtcharter initially operated two Linssen yachts on the waters of North-East Germany in cooperation with freewater Yachtcharter. At El Refugio, you will be able to charter a Grand Sturdy 36.9 AC on Lake Constance from the 2013 season.

Situated at the heart of Europe and surrounded by three countries, Lake Constance offers not only a wide range of charming countryside but also an abundant cultural scene providing a multitude of options for activities. Experience the unique environment of the Untersee (Lower Lake), look forward to hearing the different dialects, tasting the specialities of the surrounding area and meeting the different crews from each country.

Enjoy peaceful days in the shadow of the Alps. Visit Lindau with its romantic narrow lanes or the bustling university town of Konstanz. You can reach the garden island of Mainau on the Obersee (Upper Lake) or the island of Reichenau, which is known for its vegetable farms. Drop anchor in the Gnadensee or relax in one of the many bays on the Untersee. A visit to the lake promenade in Bregenz is an unforgettable experience. Many smaller localities in Switzerland, Austria and Germany are also worth a visit. Bring your bicycle with you and explore the area around Lake Constance.



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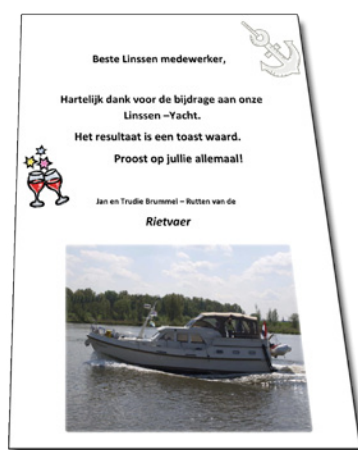
PHOTO ALBUM

MAASBRACHT, JULY 2012

On 29 June, Linssen Yachts received a surprise visit from Jan and Trudie Brummel-Rutten. There were two reasons for their visit. Firstly, they thanked the entire staff of Linssen Yachts. Everyone was given a good bottle of wine for the excellent service. Jan and Trudie are now sailing on a Grand Sturdy 430 Mark II "Rietvaer".

This summer, the Linssen Owners Group Nederland/Belgium (L*O*G) undertook an extensive journey through the Ardennes (see voyage report on pages 18 to 23). A photo album has been put together by Jan and Trudy Brummel-Rutten as a permanent reminder of this trip.

Ruben Linssen, Jac Linssen and Ed Houben accepted the album with thanks and it will be available in our showroom for anyone who wants to view it.



From left: Ruben Linssen, Ed Houben, Jac Linssen, Jan and Trudie Brummel-Rutten



Photo album "Carving the Ardennes - Linssen Owners Group 2012".

INTERNATIONAL BOAT SHOWS

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

Interclassics & Topmobiel

Maastricht (NL) 11.01-13.01.2013

Boot Düsseldorf

Düsseldorf (D) 19.01-27.01.2013

Belgian Boat Show

Gent (B) 2-4 & 8-10.02.2013

Suisse Nautic

Bern (CH) 16.02-24.02.2013



October 2012 - July 2013
(in association with Linssen Yachts partners)

LINSSEN EVENTS

Linssen Yachts Boat Show

Maasbracht (NL) 24.11-26.11.2012

Linssen Collection Weekend

Maasbracht (NL) 16.03-18.03.2013

German Linssen partners

'Open House' 20.04-21.04.2013

Hennings, Yacht-Vertrieb Papenburg

Spree Marine, Berlin

Wassersportzentrum Kreusch,
Schweich/Moesel

Linssen In-Water Boat Show

Maasbracht (NL) 24.05-27.05.2013

Kempers Watersport open days

Kudelstaart (NL) 25.05-26.05.2013

Linssen Test Sailings

Maasbracht (NL) 05.07-08.07.2013

A high-angle photograph of a Linssen Classic Sturdy motor yacht sailing on a body of water. The boat is white with a dark green hull and a wooden deck. It has a cabin with large windows and a mast with a sail. The boat is moving towards the right, leaving a wake behind it. The background shows a rocky shoreline on the right.

THE NEW CLASSIC STURDY SERIES

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

IN 1975, LINSSSEN YACHTS LAUNCHED THE FIRST OF A NEW GENERATION OF ST. JOZEF VLET BOATS ON TO THE MARKET. BETWEEN 1975 AND 1985, JOS LINSSSEN DESIGNED A COMPLETE RANGE OF EIGHT LENGTH SIZES OF ST. JOZEF VLET BOATS (SUBSEQUENTLY RENAMED CLASSIC STURDY) IN A VARIETY OF DESIGNS.

The hull shape and styling of all these vlet boats (Sturdys) were based on the St. Jozef working boats of the 1950s as designed by Jac. Linssen Sr. It was these St. Jozef Vlet boats and the later Sturdys that laid the foundations for the Linssen brand, a byword for recognisability, consistency, reliability and value-retention.

This made Linssen Yachts the market leader in the 8-16 metre steel motor yacht segment. The New Classic Sturdy series is a tribute to one of the most popular series of steel motor yachts ever. The New Classic Sturdy combines traditional and timeless lines and colours with cutting-edge technologies, the best cruising characteristics and efficient production techniques.

Designer Anne Elsinga has again succeeded in combining tradition and contemporary features in a unique manner. The series is characterised by a classic design but is provided with modern technology, and all of course in line with the Linssen DNA!

The first yacht in this series to be presented to the public

is the TNCS 28 Sedac®. The word Sedac® is a contraction of Sedan (open cockpit) and AC (aft cabin). This design dates from the 1960s at the time of the St. Jozef Vlet series and was later replaced by models with an aft cabin and outside helmsman's position. Linssen is presenting a traditional concept provided with modern comforts. Consequently, the New Classic Sturdy series may have traditional and classic lines, but it encapsulates a host of new developments.

THE LINSSSEN SLIDE AND POP-OUT-DOOR (LSP®)

A striking feature of The New Classic Sturdy is the solid teak sliding door. This has an important function during longer voyages along European inland waterways. During bad weather, this sliding door offers access to the bollards in the locks directly from your helmsman's position. On the face of it, the new sliding door looks like the door on the old Classic Sturdy, but this door now contains quite a bit of technology. This technology ensures that during the final 5 cm before closing, the sliding door automatically pops outwards. The door then bumps against a specially developed lip-seal. This seal is designed in such a

way that if exterior pressure or water pressure increases, the door closes more firmly.

THE LINSSEN NEW CLASSIC STURDY MAST (LNM®)

A second special characteristic of the older Classic Sturdy was the high mast. The New Classic Sturdy has also been given this trademark. In contrast to earlier times, the new mast is equipped not only with top and anchor lights, it also has antennas*, radar* and far more technology* (*optional). The mast had to be constructed more solidly and had to offer enough space to hold a varied range of equipment without induction problems. Consequently, an entirely new mast had to be developed.

The mast has special features:

- a very elegant design
- constructed from aluminium and completely powder coated, i.e. entirely resistant to sea water
- has space for all technical equipment, without induction problems
- has invisible cable ducts

THE LINSSEN NEW CLASSIC STURDY MAST (LNM®) (PATENT REQUESTED).

THESE ARE JUST A FEW OF THE DETAILS OF THE NEW CLASSIC STURDY SERIES. VISIT THE LINSSEN YACHTS BOAT SHOW AND JUDGE FOR YOURSELF. DURING THE SHOW, THE TNCS 28 SEDAC® WILL BE ON DISPLAY IN THE SHOWROOM. THE 36 AC AND 42 AC CAN BE VIEWED IN THE PRODUCTION HALLS UNDER THE GUIDANCE OF ONE OF OUR SALES STAFF.

THE NEW CLASSIC STURDY

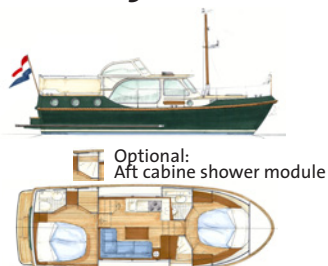
The New Classic Sturdy
28 Sedan



The New Classic Sturdy
32 Sedan



The New Classic Sturdy
32 AC



Optional:
Aft cabin shower module

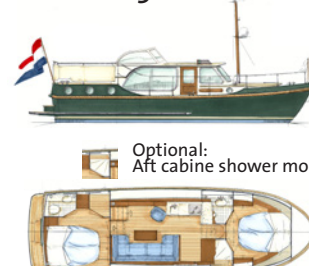
The New Classic Sturdy
28 Sedac®



The New Classic Sturdy
36 Sedan



The New Classic Sturdy
36 AC



Optional:
Aft cabin shower module

The New Classic Sturdy
36 Sedac®



Optional:
Steering position
module



SERIES 28 | 32 | 36 | 42 | 46

The New Classic Sturdy
42 Sedan



The New Classic Sturdy
42 AC



Sliding door to port side (AC and Sedan)

The New Classic Sturdy
46 Sedan



The New Classic Sturdy
46 AC



Sliding door to port side (AC and Sedan)



Text and photographs: Aad Huijs

CARVING THE ARDENNES WITH THE LINSSEN FLEET SIXTEEN

EVERY YEAR SINCE ITS INCEPTION, THE LINSSEN OWNERS GROUP (LOG) NETHERLANDS/ BELGIUM HAS ORGANISED A TOUR FOR ITS MEMBERS WITH A SPECIAL PRACTICAL TOUCH. IN PREVIOUS YEARS, DESTINATIONS INCLUDED THE FRIESIAN ISLANDS, SAIL AMSTERDAM AND FLANDERS. THIS YEAR'S TOUR IN MAY OFFERED AN EXCELLENT OPPORTUNITY TO MASTER THE SMALL FRENCH LOCKS AND TUNNELS. AAD HUIJS, SKIPPER OF CÔMPLICE (A LINSSEN GS 40.9 SEDAN) DESCRIBES THE EXPERIENCE OF CARVING THE ARDENNES WITH 16 LINSSENS.

16 May 2012, Fleet Sixteen was on its way. At 8 a.m. sharp this morning, the fleet left Nautilus harbour in Roermond, heading for Luik (Liège). After the palaver in the Nautilus clubhouse last night – accompanied, of course, by drinks and cheese supplied by Mr Cheese (Leo of Vergeer Kaas, participating with Elisabeth II) – we were ready for the long haul. With the dark clouds and

cold wind (5 C) that accompanied our start, the weather conditions could only improve. We all fitted in the first lock (Linne), as well as in the second one (Maasbracht), where Yvonne Linssen was waving us goodbye and wishing the fleet a good voyage. It must have been a thrill for her to see so many Linssen's and their happy owners climbing together with the raising water!

MUD WRESTLING

We had less luck at the first Belgium lock, where we arrived around noon. There were quite a few barges and other yachts waiting their turn. The numbers seemed to increase by the minute and there was little mooring space. Fortunately, the sun appeared and it was time for lunch. It was not clear how long we had to wait, just a few of the fleet could enter together with one or two barges. The lock keeper at Ternaaien must have been surprised by so many Linsse's at one time. He also decided to use the small yacht lock on the starboard side. When we rose the 12 metres and repacked the lines during the lift, we discovered that this lock isn't used all the time. There was plenty of mud on the repack bollards. This was nothing more than mud wrestling. Our clothes, our faces, everything was covered in mud. If you ever have the chance, go for the large portside lock, if going upstream, which is not as dirty as the small lock. As only two or three of our fleet could pass at one time, the fleet split up. No use in waiting for each other. The first trio arrived at around 4 p.m. in Luik. However, the last boats did not arrive until 6 p.m. at the nice port in Luik with the remarkable statue at its entrance.

NO GAMBLING TODAY

17 May 2012 at 9 a.m. sharp, our fleet musician, Theo Winnubst, skipper of the Harfie, blew the reveille on his trumpet. It was time to unleash the lines. The fleet set sail for Namen (Namur). To see the armada of 16 boats passing the richly decorated bridges of Luik was a magnificent sight. Very soon we neared the foothills of the Ardennes. The nature was more pleasant than yesterday when we sailed past the industrialised zones around Luik.

We had to pass through five locks. At the first lock (Ivoz-Ramet) on the outskirts of Luik, it looked as if we were entering a lottery. There were quite a few barges waiting their turn, others were also nearing and there was hardly any mooring space left. It was not clear who would be first, who would follow and how and when the Sweet Sixteen would fit in. We decided not to take part in the lottery and to wait patiently. A friendly Dutch skipper of a brand new barge with powder tanks invited a few of us to moor alongside. He was a proud skipper who was keen to show off the technical marvels of his vessel and some of us even descended into the bowels of the ship. And he was full of admiration for our Linsse's.

Every time the lock gates opened, only a few of our fleet could enter with the barges. So we split up again and we were now sailing in groups of four. We hardly had to



wait at the next locks and at 6.30 p.m. the final group moored at Namen quay on the city side just below the casino. As the secured Port de Plaisance de Jambes on the other side of the river was being worked on, there was no place for us there. If you have the choice, the Port de Plaisance is preferable to the quay on the city side. We were planning to stay for two nights so we had a full day to explore the pleasant and lively city with many pavement cafés and a nice old town centre. We climbed the famous Citadel and enjoyed the superb view of the river. In the evening, we had a dinner buffet with the group in the casino (an excellent buffet with free drinks for €20). We just had dinner and nobody risked gambling away a Linssen. The only disappointment was that no one left the harbour with a convertible (the casino lottery prize for this week) on the aft deck.

WHAT'S IN A NAME?

19 May 2012. Waking up after our second night in Namen, we soon noticed that many of the Linssen's saloons had been defaced by indecent texts and illustrations drawn with a whiteboard marker. Fortunately, with a special polish and a bit of elbow grease they were soon removed. Well, for those interested in the classics: "Nomen est omen" – the name is an omen. "Namen" is Dutch for "Names". So I suppose you could expect the inhabitants to leave their signatures (someone even joked: "it's the mayors signature"). That is why it's pref-

erable to moor at the secured harbour.

After the cleaning duty, we left Namen quay at 9 a.m. in two groups. The first lock was around the corner and this had room for only eight boats (four on each side). Going further south there were not many barges, but just as we departed one showed up heading in the same direction. So we had to wait until it has passed the lock. Sailing for Dinant, we had to navigate six locks, each 100 x 12 meters. If there was no other traffic, we could easily proceed in a group of eight. We were now entering the heart of the Ardennes and enjoyed the river winding through the hills. This is a real holiday and leisure area with plenty of camping sites. In some places, people were even climbing and descending the steep rocks bordering the river.

We arrived at Dinant around 4 p.m. We had reserved, so the entire jetty was available for our fleet. We were close to the famous Dinant rock and its church. We strolled through the town, but decided not to climb the Citadel this time. Instead, we found a nice pavement café for a drink with a splendid view of the boulevard and the Fleet Sixteen on this sunny Saturday afternoon.

BREAKING NEWS!

20 May 2012. We were heading for Givet in France. Again we left in two groups to fit into the locks. It was not far, but we were kept waiting at the first lock (Anseremme). Along this stretch of the Meuse, the

Liege





river swings like a belly dancer, especially after the 2nd lock (Waulsort) where the bends are almost 360°. The views were magnificent, also thanks to the sunny weather. At around noon, we arrived at lock Les Quatre Cheminées, where we entered France. For those who hadn't bought a vignette online, it took quite some time to obtain one on site. The vignette entitles boat owners to a remote control to operate the upcoming locks. We waited for each other in order to arrive together in nearby Givet.

Our remaining route to Givet took less than an hour. When we arrived the show really started. Givet has mooring places on both sides of the river. On the port side (going upstream) brand new jetties extend into the river. On the starboard side, you can moor at the quay. The fleet had reservations for the jetties. But after we had moored, it soon became clear that the river cur-

rent and the weight of the Linssens were too much for these jetties. After a while, they were leaning like a sloping roof and some of us had to relocate. Now that was where experience counted. With the full current flowing against the hull, it was only possible to move the boats without causing damage by using one spring line and taking bold and quick decisions. Obviously, a fleet doesn't arrive every day in a provincial town like Givet. A journalist and photographer from a local newspaper "L'Ardennais" turned up and later produced a full-page article with the headline "La halte fluviale surbookée: Arrivée d'une flotte de Linssens, la Rolls Royce des bateaux!". They were followed by various officials who came to see what had become of their new municipal jetties.

SOME LIGHT PLEASE!

22 May 2012. We stayed in Givet for two nights with half the group. From here on, only two Linssens fitted into a lock (36 x 5.40 metres). Splitting the group in two and taking the locks with two boats together helped reduce the waiting time.

Half of the fleet left yesterday for Revin and today we were taking over their places. The other group would continue to Charleville-Mézières where the Fleet Sixteen would be reunited. We had to lower the masts from this point on as the self-service locks have cable gutters at 3.50 meters. The aft cabin versions also had to lower their hoods.

The sun has disappeared and we were sailing in overcast conditions and mist. But that was no problem seeing that we would be entering Ham tunnel – 600 metres of darkness – after the next lock. We fitted a construction



lamp on the front deck and used a flashlight. The tunnel was only 5.70 metres wide at the water's surface and less above due to the roundness of the tunnel. The width of our Linssens meant that there was not much space left. A good steering strategy is to position the boat in the middle of the channel upon entering the tunnel, place the rudder in the middle and make slight corrections with the bow and stern thrusters. This avoids the boat slinging from side to side.

The same strategy works well when entering and exiting the small locks, which have even less space on both sides (lock width of 5.40 metres). Nevertheless, rubber mats hung on the sides at the waterline are recommended to protect the hull. Because the water level is sometimes very high in the locks, the fenders do not always help because they float. The rubber mats don't look nice, but they do work. We were therefore able to pass the next seven locks without problems.

Our course led us through the heart of the Ardennes. The nature was impressive but unfortunately it took the sun a long time to appear. There was another tunnel before we arrived in Revin, but this was far shorter but did involve a bend. Directly after the tunnel, there was a sharp turn to starboard for Revin, Port de Plaisance, our destination.

IT'S THE JOURNEY THAT COUNTS

23 May 2012. Sometimes people ask what we do while we are sailing. Someone is always at the rudder, of course, but what does the rest of the crew do when we are not in the locks? Well it goes without saying that we enjoy the passing landscape! For us, boating is more than just getting from A to B. If it were just a matter of travelling to your destination, it would be easier to go by car – it's quicker.

Revin was one of the destinations where we would have liked to have stayed a bit longer. It's very nicely situated and has a relaxed atmosphere that is perfect for a lazy day. But as part of a group, we had to leave. Fleet Sixteen was approaching its finale with a captain's dinner in

Charleville-Mézières.

Today's journey was relaxed with splendid nature and good weather. There were nine locks to negotiate. By now, each pair had developed a routine for taking the locks, which meant it usually took only 10 minutes to pass through.

As we neared Charleville-Mézières the weather suddenly changed. Dark clouds appeared and a fierce wind started blowing. And, needless to say, a thunderstorm erupted precisely at the moment when the last pair moored. Cushions and other outdoor articles had to be thrown inside, windows and the sliding roof had to be closed and lines had to be fixed to counteract the

Dinant



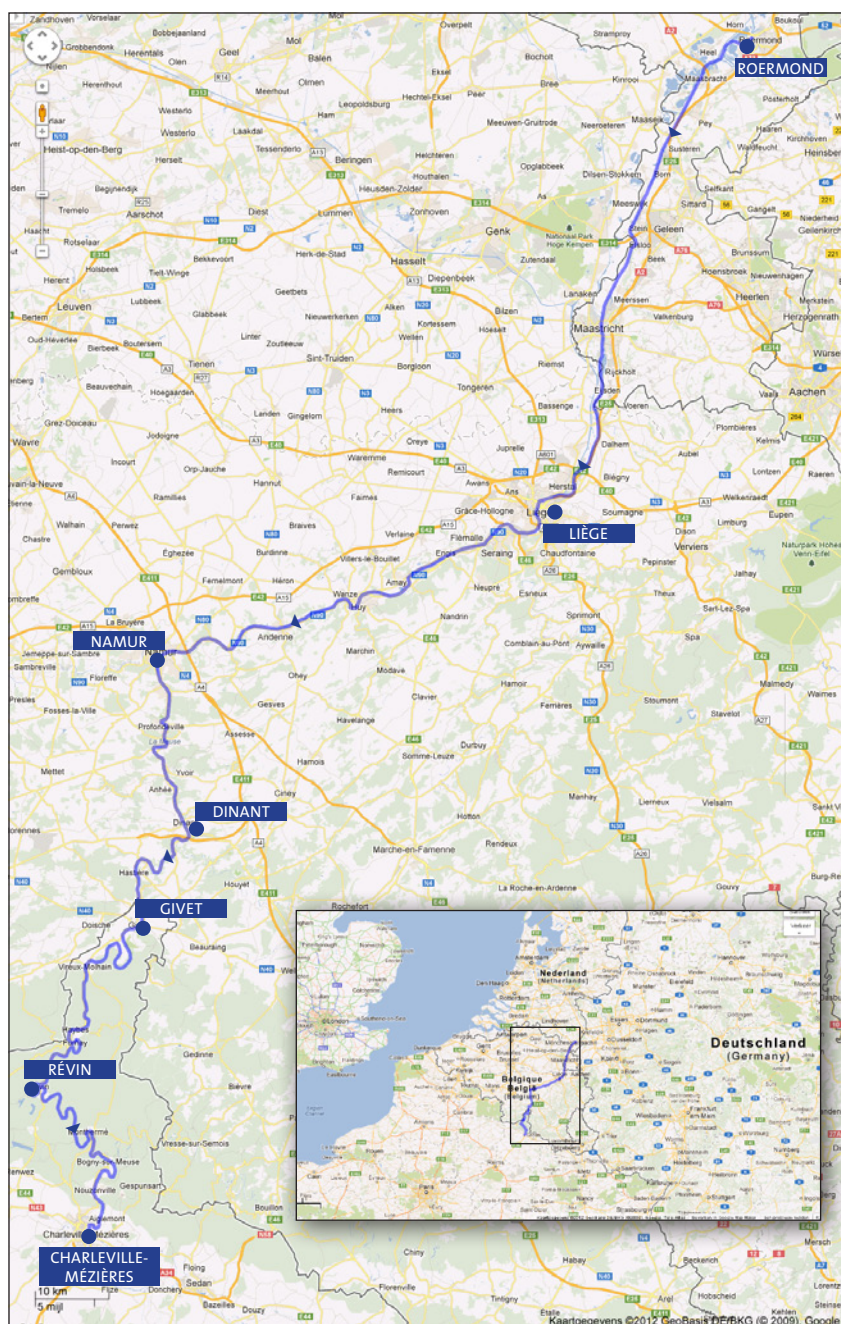
strong gusts. I have to admit that multi-tasking is not my strong point, but sometimes it has to be done. We moored safely.

Thirty minutes later the sun was shining again. In the evening, we enjoyed a pleasant walk to the nearby restaurant for drinks and a convivial captain's dinner to round off the club tour. Others would return to home base from here. We continued in a group of four, and the Linssen Fleet Sixteen became a Linssen Quattro for the rest of the Meuse-Moselle-Rhine tour.

See also:

www.linssen-owners.nl

www.mylinssensexperience.blogspot.nl



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Port de plaisance Dinant

Haute Meuse Dinantaise
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Port de plaisance Givet

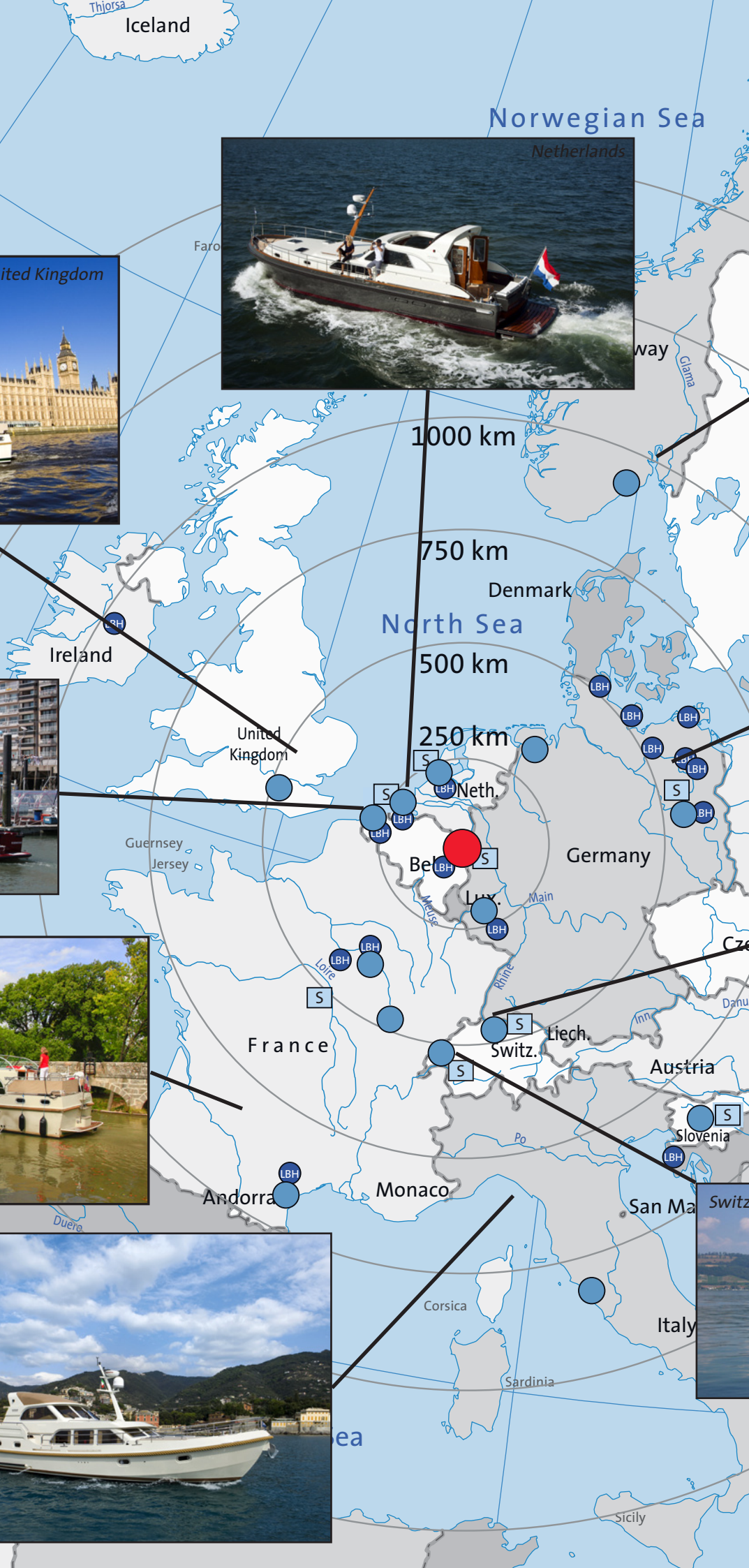
Quai de Meuse
F-o8600 Givet (FR)
Tel: +33 (o)3 - 24 42 14 33

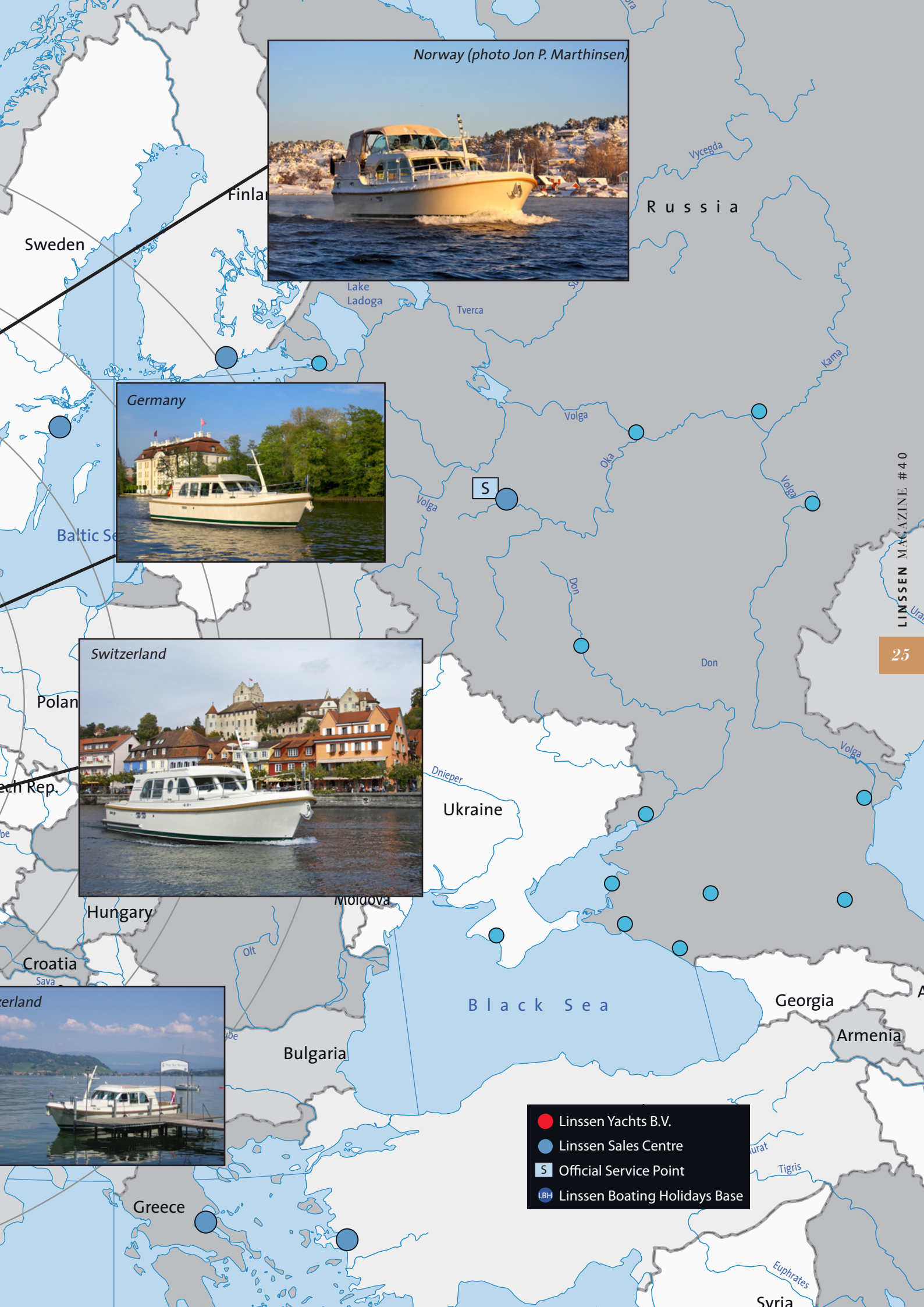
Port de plaisance Louis Auboin

Rue des Paquis
F-o8000 Charleville-Mézières (FR)
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PARTICIPATING LINSSSEN'S

Adje Nooitgedacht	Range Cruiser 450 Sedan
Anna Catharina	Wheelhouse L-Class
Cómplice	Grand Sturdy 410 AC Mark II
Fiddlers Green	Grand Sturdy 40.9 sedan
Harfie	Grand Sturdy 43.9 AC
Loisanne	St. Jozef vlet
Margarita	Grand Sturdy 470 AC Mark II
Minos	Linssen 44SE
MS Elisabeth II	Dutch Sturdy 380 AC
Rietvaer	Grand Sturdy 43.9 AC
Santessa	Grand Sturdy 430 AC Mark II
Serious Pleasure	Grand Sturdy 40.9 sedan
Smient	Grand Sturdy 410 AC
Solaris	Grand Sturdy 430 AC
Victoria	Grand Sturdy 430 AC
Vivente	Grand Sturdy 500
	Grand Sturdy 40.9 AC





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- S Official Service Point
- LBH Linssen Boating Holidays Base



Text: Ed Houben; photographs: Linssen Yachts

USE THE WINTER PERIOD TO MAINTAIN YOUR BOAT

THIS PERIOD IS VERY SUITABLE FOR PERFORMING MAINTENANCE AND ENSURING THAT YOUR BOAT IS READY AND PERFECTLY SERVICED IN THE SPRING

During the boating season, you enjoy sailing with your boat and you perform the usual maintenance. After all, a well and timely maintained boat has a higher value than a boat for which servicing is overdue.

People are, of course, different. They do not have the same technical ability and are therefore not always aware of what must be maintained and what this involves.

In the following article, we try to shed light on this issue without going excessively into the finer details. Our after sales department, your dealer or the service centre where you normally outsource your maintenance will certainly be able to give you further advice.

TYPES OF WINTER LAY-UPS

When assessing the maintenance a boat needs, the first point of consideration is 'what type of winter lay-up do you opt for?'

- You continue sailing in the winter
- Your boat remains in the box (with or without a winter

boat cover)

- You have the boat taken out of the water and placed on the quayside (with or without a winter boat cover)
- You have the boat placed in a heated hall

Although these are all good choices, the final one is the best long-term option. If the boat is out of the water, it is safe from fluctuating water levels and the hull has six months' 'rest'. In a hall, everything stays as dry and clean as possible, although a winter boat cover can largely achieve the same effect.

WHAT MAINTENANCE IS REQUIRED?

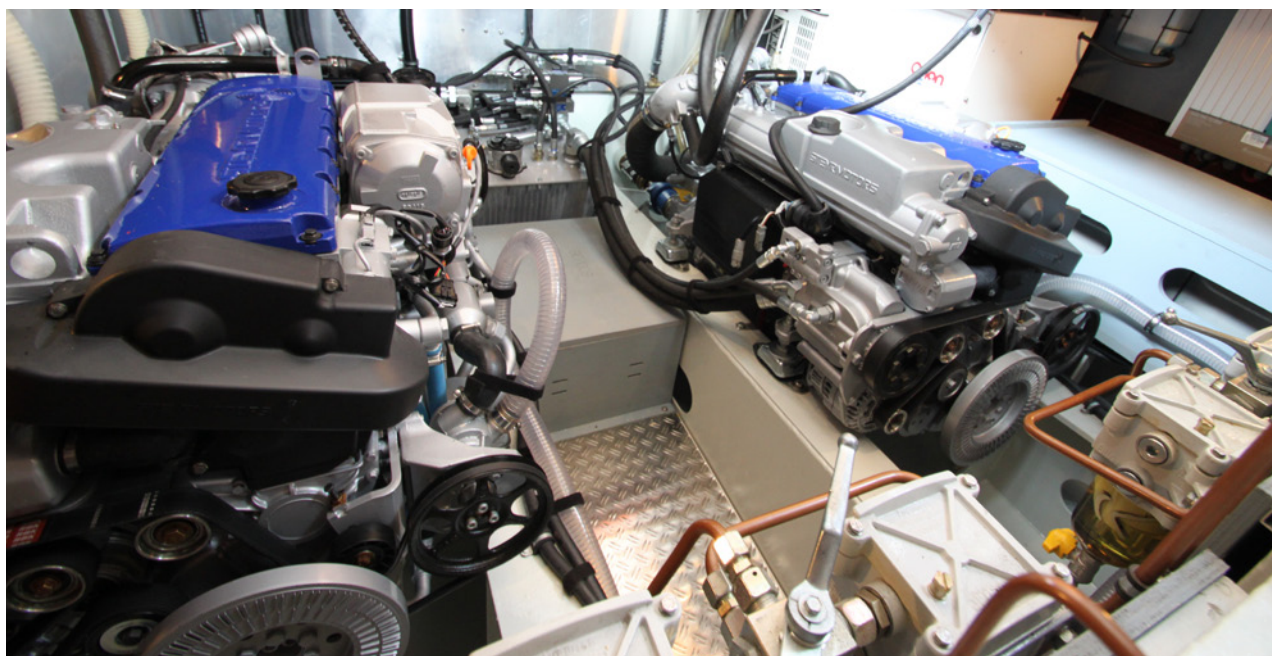
Whatever type of winter lay-up you choose, the following maintenance aspects are essential for keeping the boat in top condition.

PREPARING THE WINTER LAY-UP

- Make the following frost-resistant: all wet facilities such as the water pressure system, including boiler (unplug), deck wash pump, toilet, waste water and holding tank systems (make sure they are emptied properly), drainage systems and any pumps, air-conditioning systems, washing machine, dishwasher, windscreen washers, etc.
- Check the frost-resistance of coolants in the engine(s), generator and possibly the CH systems.
- Fill up the diesel tanks to avoid corrosion after having drained all water and dirt from the water separator in both the tanks and filters.
- If the yacht stays in the water, close all seacocks on the bottom of the boat. Please note: in the case of frost, closed seacocks can freeze and be damaged. Fill the seacocks with antifreeze. If the boat is being placed on the quayside, open all seacocks.
- In the case of outside lay-up, detachable elements such as sails and nameplates should be cleaned properly and placed inside. Wooden steering wheels and outside helmsman's position should be protected and made watertight. Do not forget, fenders, lines, cleaning and polishing equipment, etc.
- Ventilating: inside doors should be kept open, gas bins should be left ajar, any ventilation openings should be kept open if there is no risk of water entering, fridges should be clean and kept open so that there is no odour inside.
- Do not forget the dinghy and engine (place inside, clean and perform engine maintenance).
- Install dehumidifiers because of the higher humidity on board in the winter. Please note: moisture from dehumidifiers can corrode stainless steel (sink) and other interior parts if spilt.

TECHNICAL MAINTENANCE OF SYSTEMS AND THE ENGINE ROOM

- The engine room should be dried and cleaned. Any water and oil residues should be removed and paint repairs should be carried out if there is damage in the engine room.
- Engine maintenance: a major or minor servicing depending on the number of operating hours. However, new impellers must be installed (in the spring just before use).
- This also applies to a generator.
- Cleaning the water tanks with a vinegar solution contributes to the quality of the on-board water supply.
- Propeller shaft seal: fill the grease cup and assess whether the grease cord gland still seals properly (does not apply to rubber Volvo Seal propeller shaft seals).
- Rudder stocks: fill the grease/sealing system grease cups.
- Have the fire extinguishers inspected by a recognised company.
- A proper check and maintenance of the gas system is very important for your safety and that of your passengers: renew the gas pipe to the bottle, check the system for leaks, have the regulator checked, store the bottles in frost-free conditions. These aspects ensure a safe use of the gas system. Gas systems are safe provided that they are serviced annually.
- Clean the coolant and waste water filters (shower) properly.
- Bow and stern thruster: check the propellers and fill the oil reservoir in the case of oil-greased systems.
- Propellers may become damaged during the sailing season: having them disassembled and reconditioned contributes to more efficient (fuel consumption!) and



comfortable (less noise) propulsion.

- The batteries are, of course, very important. Firstly, fill open lead/acid batteries with distilled water. Always ensure that batteries are fully charged using a three-step charger and switch off all main switches and deactivate the main fuse so that no users remain linked to the battery sets. Charging the batteries several times during the winter is recommended, e.g. once every four weeks. Permanently charging during the winter is not recommended as this shortens the life of the batteries.

EXTERIOR MAINTENANCE

- Descaling and cleaning the paintwork around the waterline is often forgotten, even though quite a layer of dirt and scale can build up here during the season that can penetrate in the long term and cause discolouring.
- Washing the entire boat thoroughly before the winter lay-up is certainly important.
- The rope fender also needs attention. The rope work and the hollow space behind should be cleaned thoroughly at least once a year to extend the life span of the rope fender and the surrounding coating.
- Waxing (and polishing once every two years) the coating is a task from which you will benefit during the entire sailing season because the boat will attract less dirt and will be easier to wash.
- Ensure that teak parts such as doors and nameplates are varnished on time. As soon as the coating is too thin and the wood absorbs water it is too late and the entire coating will have to be removed and restored.
- Cleaning teak decks properly and removing alga using green soap will benefit the life span of the teak deck.
- Cleaning and impregnating the sail cloths so that they look good and are watertight will also increase their life span.
- It is very important to inspect the anodes and to clean or replace them if necessary. They protect the hull be-

low the waterline and ensure that expensive hull repairs are prevented.

- Clean the hull below the waterline with a high-pressure hose to remove alga and barnacles. Repair any damage and apply new anti-fouling if necessary.

INTERIOR MAINTENANCE



Regularly cleaning the interior (floor, ceiling and varnished elements), sanitary facilities and accessories, kitchen equipment, etc. prevents any dirt clinging to your valuable interior throughout the winter. This also includes cleaning the foam sealing strips around the engine room.

HOW DO I DO ALL THAT?

After reading the above list you might think how do I do all that? In both a technical and time sense. Even so, there are a number of things you can do or like to do yourself, and there are enough things that do not have to be done in the winter as long as they are done at least one a year. Maintaining the boat can be enjoyable when you can look back proudly on the results of a day spent getting your hands dirty.

Our advice is to select the things from the above list that you can do or like to do yourself and leave the rest to a professional. This makes things far more convenient.

THE RESULT

A well maintained and cared for boat means greater pleasure and pride.

*You can also decide to continue sailing in the winter
(photo Jon Petter Marthinsen - Norway)*



No rights may be derived from the above article. Depending on the specification of your boat, there may be more or fewer actions required that described here to prepare your boat for the winter lay-up.



Text and photographs: Ingrid and Werner Pfeiffer

OUR VOYAGE THROUGH THE MIRABELLE REGION

IN THE SUMMER OF 2011, THE 'DELFIN', A LINSSEN GRAND STURDY 29.9 AC, WAS OUR NEW HOME FOR FIVE WEEKS. WE CHARTERED A YACHT FOR THE TENTH TIME FROM THE WELCOMING SCHÖNBERGER FAMILY IN MERZIG AM SAAR (GERMANY), WHO ARE ALWAYS PLEASED TO SEE US AGAIN. IN SOME WAYS WE COULD RIGHTLY BE REGARDED AS 'REPEAT OFFENDERS'.

All charter yachts in Merzig are just as well equipped as private yachts. Only the stylishly written 'www.saar-moselyachtcharter.de' betrays the fact that it's a charter yacht.

Our 'Delfin' is really spacious. To give but one example: the 'cellar' can house as many as 36 1.5 litre bottles of water and dozens of bottles of wine, and it could have taken twice as many. No space whatsoever has been wasted, every nook and cranny can be used.

MERZIG AM SAAR – CHARMES ON THE CANAL DES VOSGES

We started our journey downstream in the afternoon in changeable weather. After cruising along the impressive loops in the Saar (Saarschleife), we arrived in Mettlach at the first of the three high river locks. We passed through the first Moselle lock in Grevenmacher in Luxembourg before mooring at the municipal jetty in Nittel. Later,

in the Champagne hall of the Hellershof-Zilliken wine estate, we were welcomed with a delicious meal, which was accompanied by an excellent local Elbling wine.

While the locks along the Saar still have separate chambers for smaller passenger vessels and sports craft, boats on the Moselle must pass through the locks using the large chambers (at least 170 x 11.40 m). France is unique in still having three smaller locks (40 x 5.60 m) which were designed for péniches, a type of flat-bottomed boat for commercial shipping.

The next day, we sailed on towards Thionville. After passing four locks and completing 54 kilometres, we eventually arrived upstream of the locks.

After another three locks and 30 kilometres, we arrived in the afternoon at Metz. Disembarking here is a must. We were now in the heart of the mirabelle region, and we seized the opportunity at the local market to buy jam,

spirits and liqueur made from this special type of plum. A drop of mirabelle liqueur added to very dry white wine is a real treat. The moorings in the Société des Régates Messines marina are very well equipped and are located close to the city centre.

After passing through a number of locks and splendid forests, we arrived at Neuves-Maisons, the final destination along the Moselle for large commercial vessels. From here, we continued along the Canal des Vosges. Before we reached the first lock (these were now 38.50 x 5.20 m), we placed the clearance meter at the front of the bow. We had received this from Mr Schönberger in connection with the many low bridges and it was set to 3.50 metres. But you have to be careful. Heavy rain or high water may result in a sudden increase in water level and before you know it you are 20 cm higher than you think.

After 16 locks, we arrived the next day in Charmes, a small town surrounded by splendid forests. Thanks to the marvellous menu at restaurant Dancourt, we experienced the culinary highlight of our journey: warm trout mousse and stuffed duck leg with an elaborate cheese board and delicious desserts. They may have difficulty in maintaining their waterways, but when it comes to preparing food the French are still in their element!

CHARMES – STRASBOURG – MARNE-RHINE CANAL

Because several locks were closed, we took a new route which led us first back to Richardménil and then on to Toul. We were now on the Moselle again. At Frouard, we entered the Marne-Rhine Canal. Our next destination was the St. Georges marina in Nancy. All people we came across – on other boats or on land – were friendly and helpful. When mooring, for example, there is always somebody who is willing to help. This strong community

bond is something we greatly appreciate.

Nine locks further on, we moored in Einville au Jard. Passing through the lock here is more awkward because of the often difficult currents. The next morning, we took on fuel for the first time in Lagarde. Since Schwebbsange in Luxembourg we have consumed 134 litres of fuel or 1.8 litres per hour. This is certainly reasonable for a yacht with a 55 hp engine, which is silently doing service in the 'cellar' under the saloon. At one of the locks, a friendly old man was selling freshly-plucked mirabelles, which were again delicious!

The lock at Réchicourt is 15.70 m high and it was our final upstream lock. As is always the case, there was a lot of fuss and bother here. Only two boats can really moor properly here, and both of the others tried to make do with one line. However, the lock keeper was very patient today and allowed the water to flow in gently. That was not always the case in the past.

In the evening in Port de Houillon at the start of the Saar Canal, we enjoyed a barbecue once more. The extremely friendly harbour master also took orders for baguettes and croissants for breakfast. The diesel fuelling station that is still indicated on the charts turned out to have closed years ago.

The next day, we sailed through the shipping tunnels at Niderviller (475 m) and Arzviller (2,306 m). Lights control the one-way traffic in the tunnels. You have to concentrate on sailing in the middle, because contact with the tunnel edge would have damaged our Linssen's hood. Shortly after leaving the second tunnel, we arrived at the Arzviller boat lift. This is a tourist attraction in its own right. Many spectators watch how the boats sail into a lift container, which then bridges a height difference of 44.55 metres in 20 minutes. On its own, this technical

Grand Sturdy 29.9 AC 'Delfin' on the Moselle



The Arzviller boat lift



masterpiece does the work of about 17 locks.

After another four locks, we moored in picturesque Lützelburg, a splendid twelfth-century village. The village has many moorings but they are nearly always full. But you can usually find a place somewhere. In 'Hotel des Vosges', you can order trout that has been caught in the River Zorn, which runs right next to the restaurant. For a decent glass of beer, Bierstub d'Eselsbahn is highly recommended.

In the splendid Zorn valley, the river, the canal, the roads and the railway line form a dense network. We sailed through splendid forests until we reached the small town of Saverne. Our mooring here was directly opposite Rohan Castle, but it offered little shelter. We took the opportunity to shop and to admire the historic houses. But we were soon on board again and relaxed six locks further on in a meadow near to the village of Dettwiller. Enjoying a barbecue with the children in the evening is still the best and most enjoyable way of ending the day.

After eight locks in the Alsace lowlands characterised by many villages with half-timbered houses, we arrived at Souffelweyersheim, a beautiful marina commune near Strasbourg. Just under three hours later, we arrived at the Bassin de l'Hôpital marina in Strasbourg. The warm welcome that we receive at this yacht club is always overwhelming. The old city centre with its cathedral and the splendid Petite France district are within walking distance. Strasbourg is always worth a journey, especially when the weather is as good as it was on this occasion.

STRASBOURG – DANNEMARIE – RHÔNE-RHINE CANAL (SOUTHERN PART)

The next day we sailed for the northern part of the Rhône-Rhine Canal. We were able to follow this idyllic

waterway to Boofzheim. Like every evening, we talked at length while enjoying a glass of wine on the aft deck. Sitting by flickering candlelight and enjoying the nature as it goes to sleep is our finest holiday experience on board.

The next day, we reached the Rhine at Rhinau. Our original idea was to sail down the Rhine from here. But because the Canal des Vosges was closed, we now had to sail upstream. The engine throttle was wide open, but speeds higher than four to six kph were not possible, even though this part of the Rhine is managed by locks. After 30 km and two large locks, we were relieved to moor at Breisach marina. After this long and tough day of sailing, we limited ourselves to a short stroll through the town. The sultry summer air heralded a thunderstorm, so we were glad to find a few remaining free seats in a sheltered beer garden.

The next morning, we took on fuel in the marina on the French bank of the river. We then sailed upstream along the Rhine or – to put it better – the Grand Canal d'Alsace. We turned starboard towards the Kembs-Niffer lock, which provides access to the southern part of the Rhône-Rhine Canal. We then took the narrow Canal de Huningue, which is navigable only up to our intended mooring two kilometres further on. We had to take care, however, because there is a strong current in the canal that can make mooring very difficult. We were warmly welcomed at the Kembs marina.

The first part of the Rhône-Rhine Canal up to the first lock (number 41 at 16.5 km) has been widened for shipping and is therefore rather monotonous. After four hours, we arrived at the Vieux Bassin marina in Mulhouse. This marina is always busy, also because of the many yachts permanently based there. As it was early in the afternoon, we were able to find a pleasant mooring. And that left us with plenty of time to explore this fantastic town. We were delighted by the old town centre with its splendid 16-century town hall, the church of St. Etienne, the many half-timbered houses decorated with flowers and the picturesque squares.

To pass through the locks from number 39 you have to register the day before. Under the guidance of the lock service, we arrived after midday at the Dannemarie marina, which was the turning point of our journey before we started the return trip. That day we passed through 22 locks and under two raised bridges. But thanks to our guides, who rode on in advance, prepared the locks and then closed them again, the day went smoothly. The reception in the relatively large marina was very welcoming. However, the harbour mistress, who is very much appreciated by boaters, was absent. It was, after all, the

La Petite France in Strasbourg



holiday period in France, which nevertheless meant that it was very busy in the marina.

RETURN JOURNEY

Dannemarie has many opportunities for shopping and there are several good restaurants. Because our children would be leaving in the morning, we wanted to treat ourselves one last time to a splendid meal. Restaurant Ritter, located near the station and known for its excellent Alsace cuisine, turned out to be the ideal place for a farewell dinner.

DANNEMARIE – MERZIG

The next day at 10 a.m., our guides were waiting for us at lock 17. Heading for Mulhouse, we wanted to stop this time at lock 34 near Zillisheim. We moored near a very pleasant meadow. The municipality has driven a few wooden poles into the ground to create an idyllic mooring. In the evening, we enjoyed another barbecue. We sat for some time on the deck enjoying the view over the calm canal. It gradually became dark and the moon and trees were reflected in the water. It was just like a romantic painting by Caspar David Friedrich.

We were proud that we could sail our yacht so easily, even with just two of us on board. The cleat fixed amidships is very helpful in this respect, because it makes it easy to moor just using a single line. But it is, of course, a Linssen yacht, and that means a well-thought-out and ingenious design. But as is the case with everything, improvements are always possible. We would have benefited, for instance, from a side ladder at this meadow mooring, which would have made it easier to embark and disembark. Two rungs would have been enough.

After Mulhouse, we again sailed up the broad connecting canal to the Rhine. The water was quite choppy here and a smaller boat in front of us was soon looking for a safe jetty. However, our yacht coped very well. We sailed on to Kembs and were pleased to be able to find a pleasant and sheltered mooring.

It was really great to follow the Rhine downstream. On a low throttle we made good progress towards Breisach, where we arrived in the early afternoon. We again found a mooring at the welcoming Yachtclub Breisach. This time, we strolled through the historic part of the town and admired the cathedral. Breisach is apparently an important place along the pilgrimage route to Santiago de Compostella, because you see the symbolic scallop shells everywhere.

We took on fuel for the final time at Vogelgrün marina and entered the northern part of the Rhône-Rhine Canal near Rhinau. After eight hours on the water, we moored in Krafft at the marina of Voies Navigables de France, the

French waterways maintenance service. At a small restaurant, we enjoyed a large salad with goat's cheese and, of course, a real Alsace tarte flambée.

The next day, we really enjoyed sailing through Strasbourg, after which we continued along the Marne-Rhine Canal. We were now sailing upstream again and used both fore and aft lines in the locks. Luckily, these manoeuvres can also be carried out easily by two people. After eight hours of sailing we moored in Waltenheim-sur-Zorn. We strolled through the village which was decorated with flowers and full of perfectly preserved half-timbered houses and farmhouses with giant gateways.

The next day, after having passed through four locks, we arrived at the Arzviller boat lift again. The lift container brought us to the top of the incline and we passed through the two following tunnels without a problem. By now we were used to life on the water and everything was going smoothly. We did not need to pass through any more locks until Port de Houillon on the Saar Canal.

We sailed along the Saar Canal to Mittersheim. In earlier times, the canal was an important route for coal from Saarland to the Alsace and the Rhine. The canal is hardly used by commercial shipping nowadays and the landscape is really fantastic. We first sailed past the many small lakes located along the banks of the canal. These were followed by a variety of forests, meadows, villages and ponds. In Mittersheim itself the marina has recently been renewed and is now far more spacious. You are assured of a pleasant stay and there are always sufficient moorings.

We had arranged to be at lock 14 at 9.30 a.m. Although all locks are currently electrically operated, a lock guide travels along on a moped. We passed through the lock together with a friendly couple from Merzig. We quickly got used to working together and always used the most convenient bollards. Around 6 p.m., we arrived together in Sarreguemines where we soon found a mooring at Club Nautique l'Eau Reine near the town. Sarreguemines is known for its local earthenware. Although chinaware is no longer made, a variety of tiles are produced.

The next morning we sailed into the lock near Gündingen, which was the last lock to be specially designed for péniche barges. This was where we returned out remote control for the locks. We were sailing along the Saar again and were back in Germany. We passed by Saarbrücken without stopping, because there was plenty of building work taking place along the banks. We hope that the moorings by the old bridge will reopen in the future.

OUR VOYAGE THROUGH THE MIRABELLE REGION

Three locks followed downstream. The last of these was the lock in Rehlingen, which we always pass through very carefully because we have already let the boat hang here a couple of times. Fortunately, all you need is a timely kick to ensure that there is enough line, which means you never have to cut it. At 5 p.m. we arrived at Merzig marina and in the evening in restaurant 'Zum Skipper' we raised our glasses to our splendid voyage and a safe journey home. When we returned to the jetty for a final look, the Schönbergers were already fully occupied with their boat. In other words: we are already looking forward to our next voyage with the Delfin!

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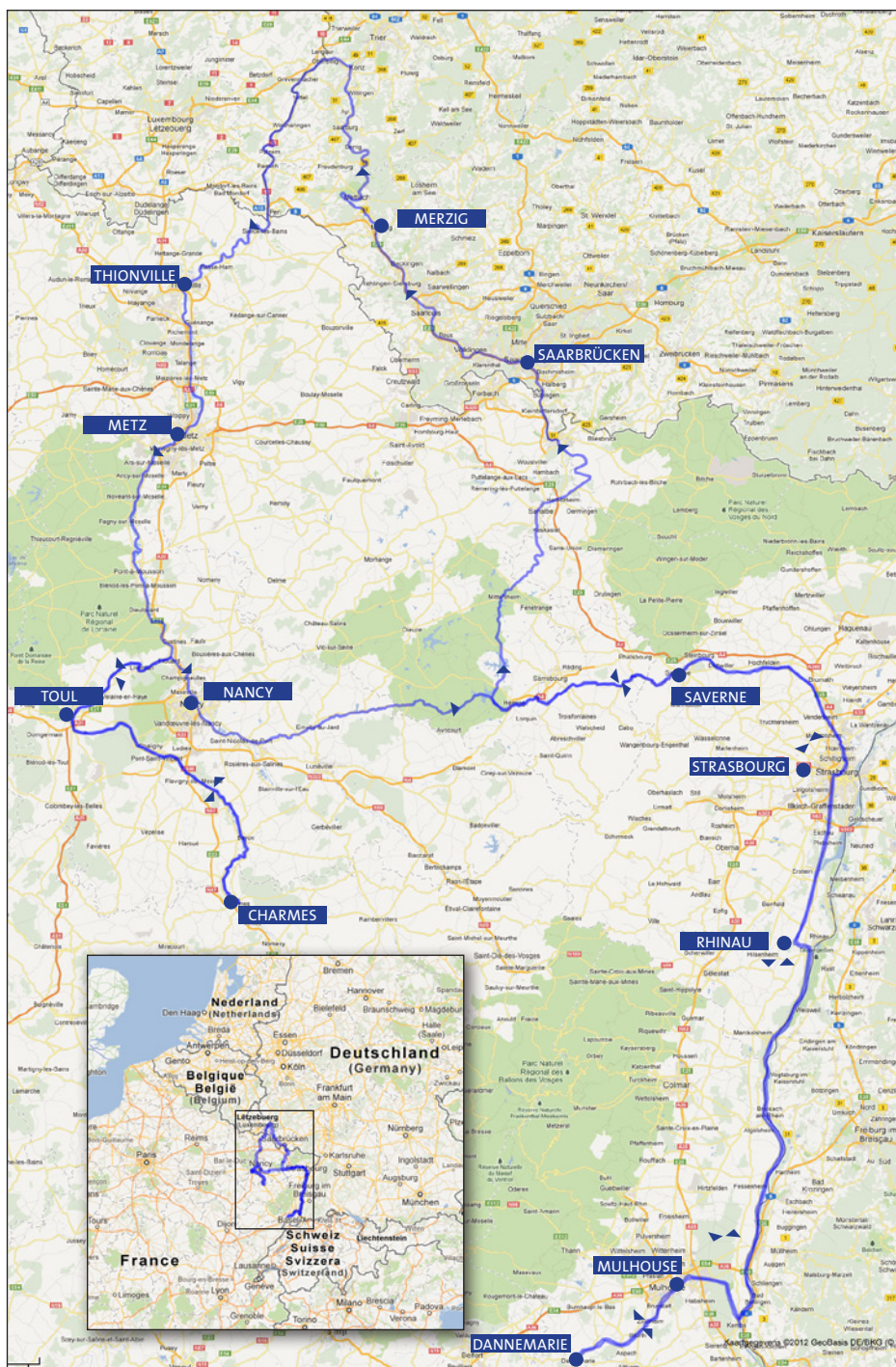
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ROUTE TAKEN:

Saar – Moselle – Canal des Vosges to Charmes and back due to closure – Moselle – Marne-Rhine Canal – Rhône-Rhine Canal (northern part) – Rhine – Rhône-Rhine Canal (southern part) – Rhine – Rhône-Rhine Canal (northern part) – Marne-Rhine Canal – Saar Canal – Saar: in total 1,005 km, 255 locks, 2 x 2 tunnels and 2 x boat lift

FUEL CONSUMPTION:

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DURATION:

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