

# LINSSEN MAGAZINE

LINSSEN  YACHTS

Since 1949

We take your pleasure seriously®



BOATING & LIFESTYLE MAGAZINE FROM LINSSEN YACHTS  
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# GRAND STURDY 500 VARIOTOP® / WHEELHOUSE 'NEW COMFORT' INTERIOR STYLE



# WE TAKE YOUR PLEASURE SERIOUSLY

## SUMMER AT LAST!

Not many pleasure craft were on the water this spring – the coldest in ages. This year, the traditional Linssen Easter tour began with a temperature of 5°C. Fortunately, a good heating system ensured that this wasn't a problem. That and replacing the rain jacket with a thick winter coat and a woolly hat in the locks! In any case, the tour - involving 8 Linssen yachts from the Netherlands, Belgium, Germany and Sweden – focused on the attractions of the winter landscape.

However, it's been summer at Linssen for quite a while now. During the first 6 months of this year, 45 new and 17 pre-owned yachts were delivered to new (or familiar) owners and 9 were returned to their owners after a refit. And, fortunately, that trend is set to continue for a bit longer. Our harbour is full of yachts eager to depart for all corners of Europe.

But now summer is really in full swing and we can start enjoying ourselves. In any case, I'm looking forward to it – cruising, dropping anchor, lighting the BBQ and chilling out.

If you don't (yet) have your own Linssen on which to indulge in boating pleasure, chartering a Linssen from one of the Linssen Boating Holidays partners may be the perfect holiday solution for you! This season, various new locations have been added, e.g. the Shannon in Ireland, the Thames in England and the three Jura lakes in Switzerland. The existing locations have also been provided with more new Linssens. See pages 12 and 13 for more information.

Maybe you've recently visited our showroom and already seen our new reception and "The Upper Deck". We have completed a period of refurbishment but the result is something to be proud of.

"The Upper Deck" is the new meeting place for Linssen sailors of the present and the future, complete with a children's corner. Our own 4th generation have already thoroughly tested it and given it their seal of approval!

Judge for yourself and visit our showroom whenever it suits you.

We wish you a great summer and much sailing pleasure!



Yvonne Linssen

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## EDITORS

Yvonne Linssen, Paul Beelen

## WITH THE COOPERATION OF:

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www.balance2.nl

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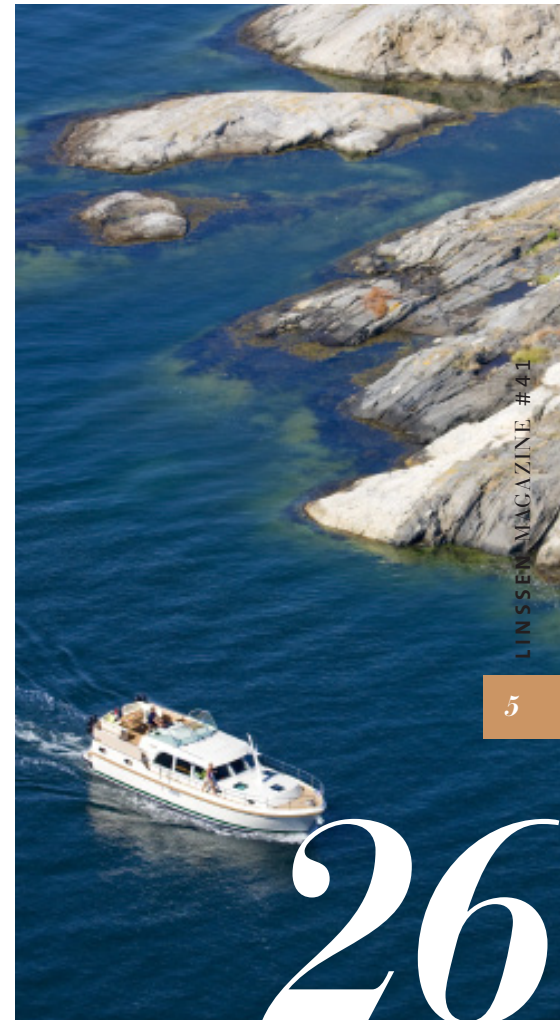
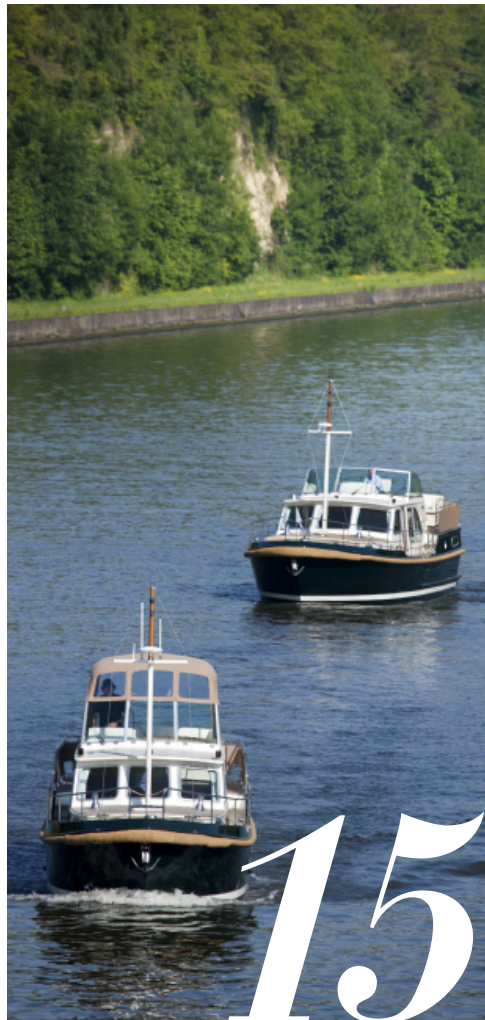


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The Classic Sturdy 42 AC explores the River Meuse in Limburg near Maastricht.



Text: Paul Beelen; Photographs: Linssen Yachts/Zebra Fotostudio's

# LINSSEN YACHTS IN-WATER BOAT SHOW 2013

LINSSEN YACHTS ORGANISED ANOTHER LINSSEN IN-WATER BOAT SHOW FROM 24 TO 27 MAY. FOR THE FIFTH TIME, VISITORS WERE ABLE TO DRAW INSPIRATION FROM THE WORLD OF LINSSEN.

## SHOWROOM AND UPPER DECK

Guests got to know fellow boating enthusiasts and exchanged (technical) knowledge and experience with them on the refurbished Upper Deck. They also had an excellent view of the selection of new and pre-owned yachts on display in the showroom. The Upper Deck was officially opened with a nautical fashion show by Paulien Linssen Mode.

## CUSTOMER SEA TRIALS

The Linssen In-Water Boat Show is of course all about test sailings to compare the handling characteristics of the different models. All the yachts, from the flagship Grand Sturdy 500 Variotop® (15.75 m) down to the "small" Grand Sturdy 25.9 (8.20 m) were neatly lined up in the marina.

Over the weekend, some 300 guests took advantage of the wide range of new yachts to try one out with one of our experienced skippers.

## NEW: THE CLASSIC STURDY SERIES

The Classic Sturdy 32 AC, 36 AC and 42 AC were unveiled at the show. This new series of motor yachts will take you back to the very beginnings of the Linssen success story. This series, which, while classic, is fitted with the latest equipment, was built to commemorate our most popular series of steel motor yachts ever. Test sailings of the Classic Sturdy 36 and 42 were made in the course of the show.



During the VIP evening, Wijnhuis Beaugrim held a wine tasting, Paulien Linssen Mode presented a fashion show, jewellery and accessories and Porsche Centrum Limburg had a Porsche 911 and Cayman on display.



The marina looks pleasantly busy in the summery atmosphere. Enjoying a drink while watching the yachts sail in and out.

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Informal drinks reception organised by the German owners' club, LYEV.

The children's corner on the new Upper Deck was also well used.



Nautical fashion show on the Upper Deck. By Paulien Linssen Mode



Linssen Boating Holidays will point you in the direction of stunning charter locations in Europe.

# SURPRISING PERFORMANCE BY LINSSEN

MAASBRACHT, JUNE 2013

In June 2012, Linssen Yachts reported that *“After a cautious start to the year, Linssen Yachts sold no less than twenty yachts to boating enthusiasts in May”*. Twelve months later, we have come close to matching this unparalleled success once again: in May 2013 we had received no less than nineteen orders for new yachts. A fine achievement in the yacht-building sector!

*“What we’re seeing are customers who increasingly demand value for money, good sailing characteristics, and lasting value. With the stock market continuing to disappoint and interest rates dipping to below the rate of inflation, they are looking to invest in things that retain their value,”* says Yvonne Linssen. “By organising our own events, such as the Linssen In-Water Boat Show in May and our customer sea trials in Blankenberge in July, we can show our customers that we have precisely what they are looking for.”

The Linssen ‘g’ series is also nine years old this year. Its introduction in 2004, along with Logicam® smart series production and all its many advantages, shook up the market for steel yachts. We are marking this anniversary by releasing two limited editions of the Grand Sturdy 34.9 and 40.9 AC. These are valuable and value-retaining full-spec yachts at a very attractive price.

According to Yvonne Linssen, *“This excellent result and our success in the first six months will allow us to continue innovating and working on new products in the future too.”*



## LINSSEN EASTER TOUR

MAASBRACHT, MARCH 2013

TRADITIONAL LINSSEN EASTER TOUR FACES WINTRY CONDITIONS

The annual Linssen Easter Tour set off once again during the Easter weekend from 29 March to 1 April. The tour, which traditionally opens the sailing season, is an excellent opportunity for customers who have recently taken delivery of their new or pre-owned Linssen to become better acquainted with their boat.

The tour began in wintry conditions in the Linssen Yachts marina and headed for Maastricht in three stages via the Wessem-Nederweert Canal, the Zuid-Willemsvaart Canal and the Meuse.

The first stop was Weert. With its small but charming harbour close to the town centre, Weert is an excellent stopover on the way from south to north or vice versa.

On the second day, the tour continued towards Belgium. At Lozen we headed along the Bochoolt-Herentals Canal to Neeroeteren. It’s only a few minutes’ walk from ‘t Eilandje marina to Restaurant Oud Oteren where we all had dinner together.

On Sunday 31 March, Easter day, the sun finally began to shine and made for more pleasant boating. From Neeroeteren we headed for Maastricht where ‘t Bassin



marina was our turning point in the route. On Easter Monday we started the return leg via the Juliana Canal, after which the group arrived back in Maasbracht in the afternoon, completing another successful tour. Despite the cold, all those taking part thought the tour had been a great success.

### RESTAURANT OUD OTEREN

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[www.oudoteren.be](http://www.oudoteren.be)  
[info@oudoteren.be](mailto:info@oudoteren.be)





... WHAT'S NEW?

# KEMPERS WATERSPORT

KUDELSTAART, APRIL 2013

OPENING OF NEW SHOWROOM, WORKSHOP AND MARINA

On Sunday 14 April, Kempers Watersport's new premises were opened in spectacular fashion. A milestone for the Kempers family, which has been in the water sport business for generations, these new premises show that they will continue to be for many years to come. A proud Bart Kempers goes even further, "We are opening the finest water sport business in the Amsterdam-Utrecht-Rotterdam conurbation".

No less a celebrity than Dutch actor, singer and writer André van Duin conducted the opening ceremony in his own inimitable style, drawing a large crowd.

## WEEKEND'S SAILING IN LIMBURG

A weekend's sailing on the Meuse in Limburg was the prize in a lottery held among the guests, organised on behalf of Linssen Yachts and Linssen Boating Holidays.

With an area in excess of 3,200 m<sup>2</sup>, Kempers Watersport's new premises are a special meeting place for boating enthusiasts, mainly due to their location on the Westeinderplassen Lakes. The large showroom provides ample space in which to display both new and pre-owned boats to best advantage in perfect conditions.

In the equally spacious workshop, Kempers Watersport's

experts can carry out every conceivable maintenance job, even including complete refits. Provided with every facility, including a boat house, restaurant and playground, the roomy marina is perfectly in keeping with Kempers' "carefree philosophy" and provides you with the maximum of boating pleasure.



**KEMPERS WATERSPORT**

Herenweg 100

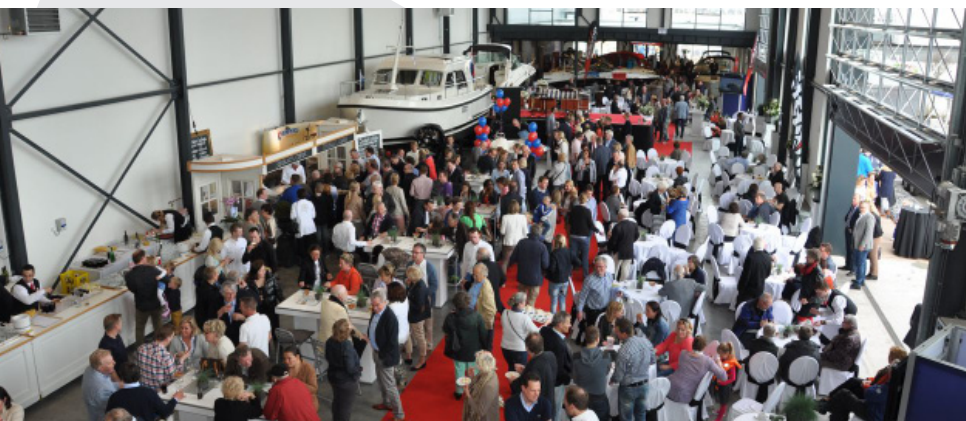
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# LINSSEN OWNERS ASSOCIATIONS UK, NETHERLANDS/BELGIUM, GERMANY AND SWITZERLAND

MAASBRACHT, MARCH 2013

At the present time, Linssen Yachts has four active owners associations. The associations are completely separate from the company and their aim is to promote friendly relations between Linssen owners and exchange information about cruising areas, technical information and boating experiences. The company does provide regular support and, for example, facilitates "technology days", when a Linssen engineer uses practical examples to explain some of the technical details.

## LINSSEN OWNERS UK ASSOCIATION

Established in 1999, the Linssen Owners UK Association is the oldest association. With currently over one hundred Linssen yachts in different models, it is also the largest association. During the Linssen Yachts Boat Show, held in November of each year (this year, from 22 to 25 November), many of the members meet up in hotel-restaurant De Roosterhoeve in Roosteren for the annual owners' dinner. Many of our guests from home and abroad also stay there during their time at Maasbracht, but in November we should really call it the "Linssen Hotel".

## NETHERLANDS-BELGIUM LINSSEN OWNERS GROUP L\*O\*G

The Linssen Owners Group is made up of Linssen owners from the Netherlands and Belgium. Established in 2008, this very active association organises many joint trips, technology days at the Linssen boatyard, cookery workshops, dinners, etc. The sixty yachts belonging to the members represent a wide range of Linssen yachts, from timeless Dutch and Classic Sturdys to models from the new Range Cruiser series.

## GERMAN LINSSEN YACHTS OWNERS ASSOCIATION

Established in late 2008 for our German customers, this association has over 80 members. The aim of the association is to bring together people who have the same passion, their love and enthusiasm for their Linssen. Elected in January 2013, the new management board intends to make the association even more active and interesting for its members.

## LINSSEN CLUB SWITZERLAND

Linssen Club Switzerland was established in 2013. The club has got off to a flying start with 42 members. Switzerland has long been an important country for Linssen. Nasta Marine in Estavayer-le-Lac was one of the first dealers to which the first yachts were exported in the early 1980s. The foundation of the Swiss owners club is the culmination of the effort put in by Nasta Marine.

## ALMOST 300 LINSSEN YACHTS

Individual associations are in regular contact with their sister associations in other countries. This also enables them to exchange experiences and knowledge and help each other, for example, with cross-border trips. They now represent in total almost 300 Linssen yachts of varying lengths, types and ages.

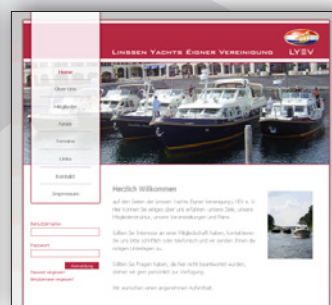
If you are a Linssen owner but not yet a member, please contact the appropriate association in your country:



[www.linssen-owners.org.uk](http://www.linssen-owners.org.uk)



[www.linssen-owners.nl](http://www.linssen-owners.nl)



[www.lyev.de](http://www.lyev.de)



[www.linssenclubschweiz.ch](http://www.linssenclubschweiz.ch)  
(under construction)



Text: Peter Linssen; photographs: Zebra Fotostudio's, LBH-partners

# LINSSEN BOATING HOLIDAYS® GROWTH THROUGH BEING SMALL SCALE

LINSSEN BOATING HOLIDAYS® (LBH), THE COMBINED MARKETING LABEL FOR ELEVEN AUTONOMOUS, INDEPENDENT LINSSEN CHARTER PROVIDERS IN EUROPE, IS AIMING FOR A HEALTHY GROWTH SCENARIO IN 2013.

Being small scale is our guarantee of the boat's quality and personal attention to the charter guest. The formula used by LBH and its partners is as simple as that. A thorough instruction session or even a longer training course (individual programmes provided by LBH partners) increases the customer's enjoyment of a boating holiday.

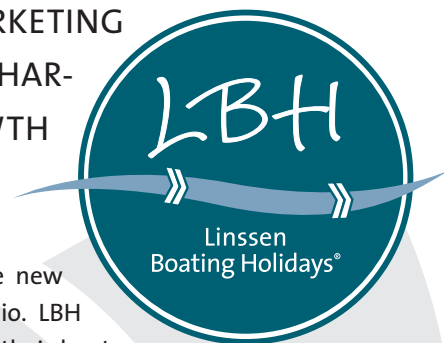
## NEW DEPARTURE LOCATIONS, NEW DESTINATIONS, NEW BOATS

In 2013, Linssen Boating Holidays® will be adding departure bases in Nieuwpoort in Belgium (from the new Westhoek Marina in West Flanders) and in Kressbronn on Lake Constance in Germany.

LBH also welcomes three new countries into its portfolio. LBH customers can now start their boat trip from interesting locations in Ireland, the United Kingdom and even Switzerland.

## IRELAND

In Quigley's Marina, Killinure Point (Athlone), Anita and Sven Neubert and the experienced team at Waveline Cruisers are waiting to welcome LBH customers on board a Linssen Grand Sturdy 34.9 AC in the renowned Shannon-Erne area. Let yourself be carried off into the mystical history of the 1,400-year-old Clonmacnoise-complex. Enjoy the relaxed atmosphere in a traditional Irish pub with a Guinness or a delicious Bushmills.



## LINSSEN INSIDE

### UK

Starting in the 2013 season, a Grand Sturdy 34.9 AC will also be ready and waiting in Henley-on-Thames in the heart of the Thames Valley. Susy and Jonathan Hobbs of Hobbs of Henley (five generations of boat chartering on the Thames!) invite you to experience Oxford, Windsor Castle and many other attractions from your “own” Linszen on the “Royal River” (see image to the left).

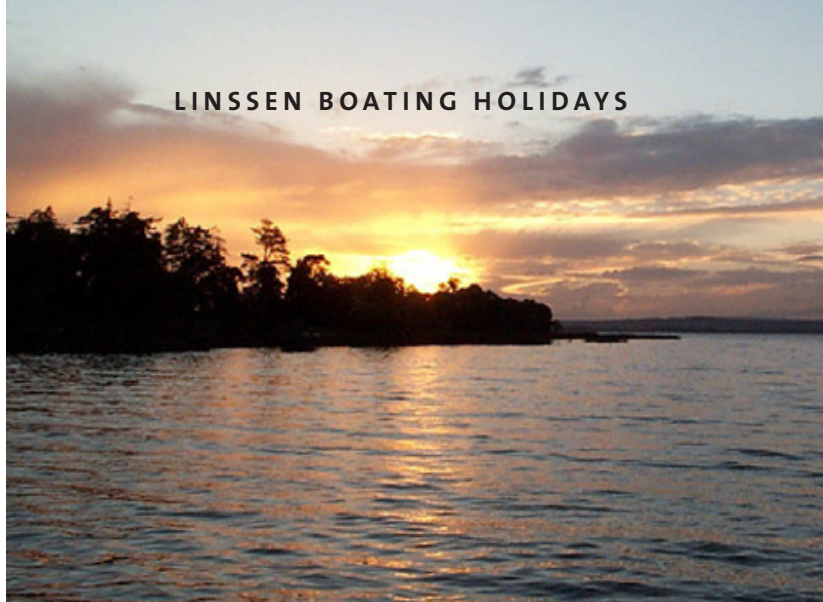
### SWITZERLAND

In Switzerland you can also take a Grand Sturdy 34.9 AC from the fantastic mediaeval town of Estavayer-le-Lac to sail across the three Jura Lakes. This is a unique area with crystal clear water where you can sail across Lake Neuchâtel, Lake Murten and Lake Biene, connected by easily navigable canals. A rich history, fantastic gastronomy and an unforgettable boating experience await you at the foot of the Jura Mountains.

The Classic Sturdy 28 will be available for hire in France (Vermenton) and Belgium (Nieuwpoort) from the 2013 season onwards. You will also find a new Grand Sturdy 30.9 AC in Nieuwpoort and a Grand Sturdy 34.9 and 40.9 AC on the Meuse in Limburg. The LBH fleet on the waterways of Eastern Germany, on Lake Constance and in the Netherlands (Zeeland and Amsterdam) will be supplemented with a Grand Sturdy 34.9 AC, 36.9 AC and 40.9 AC among others.

### AQUA LIBRA – CHRISTENING CEREMONY FOR GRAND STURDY 36.9

On Saturday 25 May, during the Linssen In-Water Boat Show, LBH partner Aqua Libra had the fourth Linssen yacht in its fleet officially christened by Kinrooi’s asparagus queen in the presence of the town’s mayor, Mr J. Brouns, Luc Vanthoor (Aqua Libra) and Yvonne Linssen (Linssen Yachts). This ceremony not only represented the traditional launch of a new yacht, it also symbolised a textbook example of cooperation involving entrepreneurs and family businesses at Euregional and European level!



## LINSSEN BOATING HOLIDAYS

*At Quigley’s Marina in Killinure Point (Athlone), you can charter a yacht from Waveline Cruisers to explore the Irish waterways.*



*From the fantastic mediaeval town of Estavayer-le-Lac you can sail across the three Jura Lakes.*

*Kinrooi’s mayor Jo Brouns, Luc Vanthoor (Aqua Libra), Yvonne Linssen (Linssen Yachts) and the asparagus queen name the ‘Pic du Soleil’.*



**LBH LEADING THE WAY**

The LBH network's strength lies in the partnership between independent, owner-managed charter businesses. The uniform marketing label enables them to take part in events that would not be feasible on an individual basis. For example, Linssen Boating Holidays® had a stand at CMT Stuttgart, Germany's largest tourism trade fair. Situated among the stands of the French and Irish national tourism offices, for example, or of the German regions of Brandenburg and Mecklenburg-Western Pomerania, the regional Linssen partners had the opportunity to introduce their customers to the cruising options in these regions.

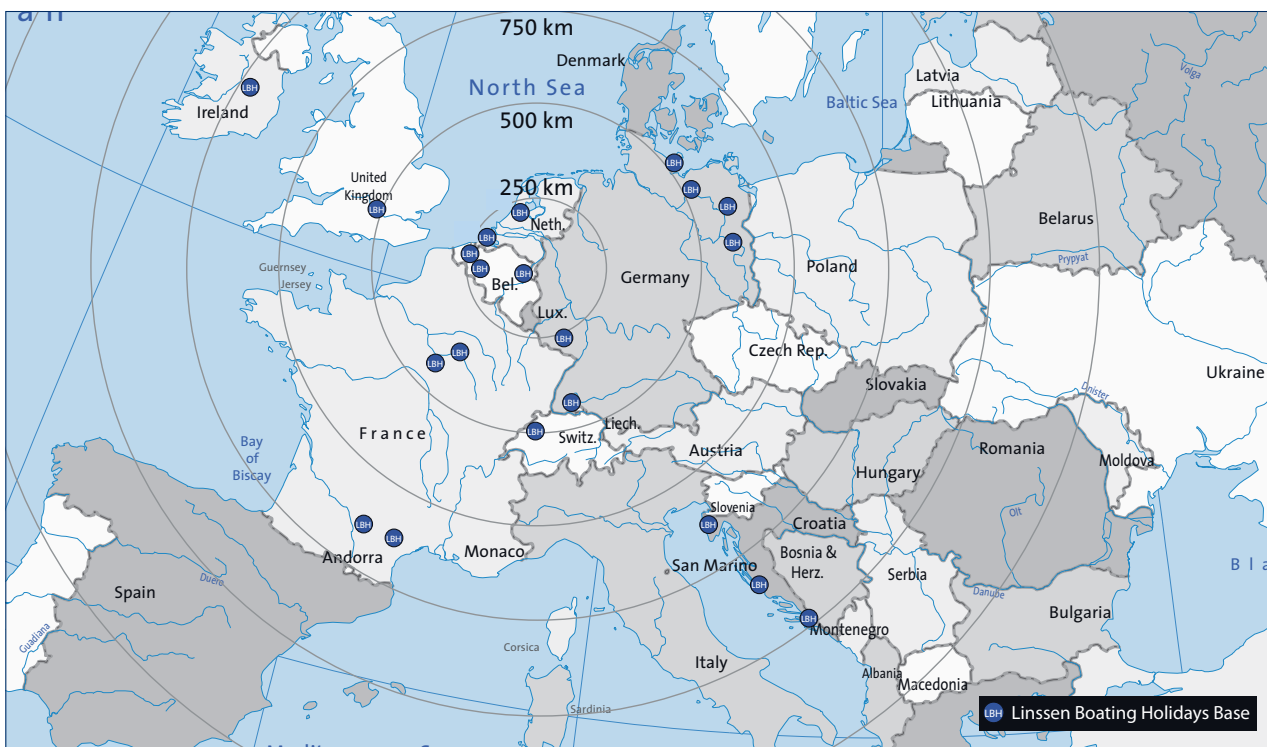
You could of course also encounter the LBH partners at major boat shows such as the Salon Nautique in Paris, Boot Düsseldorf, the Belgian Boat Show in Ghent, in Vienna, Bern, etc.

A combined LBH brochure is also being published for the 2013 season, which will be sent to you on request.

For information:

**Linssen Boating Holidays®**

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



**INTERNATIONAL BOAT SHOWS**

**Amsterdam In-water Boat show**  
Amsterdam (NL) 03.09-08.09.2013

**Hanseboot**  
Hamburg (D) 26.10-03.11.2013

**Southampton Boat Show**  
Southampton (GB) 13.09-22.09.2013

**Salon Nautique de Paris**  
Paris (F) 06.12-15.12.2013

**Interboot**  
Friedrichshafen (D) 21.09-29.09.2013

**LINSSEN EVENTS**

**Linssen customer sea trials**  
Blankenberge (B) 06.07-08.07.2013

**Linssen customer river trials**  
Maasbracht (NL) 05.10-07.10.2013

**Linssen Yachts Boat Show 2013**  
Maasbracht (NL) 22.11-25.11.2013



**July 2013 - December 2013**  
(in association with Linssen Yachts partners)



Text: Paul Beelen; Photographs: Linssen Yachts; Zebra Fotostudio's

# THE CLASSIC STURDY SERIES COMES OF AGE

THE CLASSIC STURDY 28 SEDAC® WAS LAUNCHED DURING THE 2012 LINSSEN IN-WATER BOAT SHOW AS THE FIRST MODEL IN A COMPLETELY NEW, UNIQUE AND CLASSIC YACHT SERIES FROM LINSSEN YACHTS.

Its classic look ensures that it has now become a stunning vision on the water. Its exterior catches your eye immediately because of the colour combination, large window arrangements, solid teak sliding door, striking hand-knotted bow fender and stylish "smart" tall mast. The interior is just as classic and definitely just as stylish. The combination of warm mahogany and top-quality white ceilings and wood panelling in "Herreshoff style" creates an attractive light living space with a very good all-round view.

## COMING OF AGE

The Classic Sturdy series is now coming of age. The Classic Sturdy series is made up of five lengths: 28 ft (9.40 x 3.20 m), 32 ft (10.15 x 3.45 m), 36 ft (11.10 x 3.45 m), 42 ft

(13.25 x 4.35 m) and 46 ft (14.30 x 4.40 m) and can be supplied in both an AC version with aft cabin and a Sedan version with an open cockpit. What's more, the 28 and 36 are also available in a Sedac® version, a combination of open cockpit/aft cabin.

## Where can you view the Classic Sturdy?

### Classic Sturdy 32 AC

- Amsterdam In-water Boat show (NL) 03-08.09.2013

### Classic Sturdy 42 AC

- Amsterdam In-water Boat show (NL) 03-08.09.2013
- Southampton Boat Show (GB) 13.09-22.09.2013

*Classic Sturdy 42 AC*



*Classic Sturdy 28 Sedac®*



*Classic Sturdy 32 AC*



*Classic Sturdy 28 Sedan*







THE CLASSIC STURDY SERIES

*Classic Sturdy 36 AC*

*Classic Sturdy 36 AC*



**INTRODUCTION  
OFFER**

# **THE CLASSIC STURDY SERIES**

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Text and photographs: Trudy Rutten and Jan Brummel

## DENMARK: THE ARCHIPELAGO OF LARGE AND SMALL, OFTEN UNINHABITED, ISLANDS

WE HAD BEEN WANTING TO TAKE TO THE SEA FOR A WHILE. IN MARCH 2012 WE TOOK DELIVERY OF OUR GRAND STURDY 430 MARK II. WITH TWO ENGINES AND STABILISERS, THE RIETVAER WAS READY TO GO TO SEA. WE DECIDED TO TAKE A TRIP TO DENMARK. WE SET OFF WITH OUR TWO DOGS FROM THE LINSSEN BOATYARD ON 29 JUNE.

We sailed up the Rhine and spent three weeks crossing Germany. The German canals are good to sail. Commercial shipping is considerate to pleasure boats and travels at a maximum of 15 km per hour. Overnight accommodation is easy to find along the route in marinas and at commercial and other quays. The applicable rules are enforced by the river police.

The Elbe-Seiten Canal has two engineering structures, including Uelzen lock with a 23 m drop. The floating bollards mean that you can relax as you pass through the

lock. The *Schiffshebewerk Scharnebeck* (Lüneburg) is a boat lift that spans 38 m. Impressive to look at and easy to negotiate – you sail into the trough, secure your boat and enjoy the view from the platform while you are lowered to the bottom within 20 minutes.

### UP THE ELBE

Before you sail up this rain-fed river, it's a good idea to check the weather forecasts in Germany and the Czech Republic. In the event of heavy rainfall, the cross current can reach 10 km in a few days. We had 3 km of cross cur-

## DENMARK: THE ARCHIPELAGO OF LARGE AND SMALL ISLANDS

rent, which made a pleasant change from the canals. The landscape is splendid. The many bends and shallows mean that you have to stay on the alert. The navigable channel is indicated on the shore. Already we were seeing the Danish flag flying more often. We moored at the marina in Lauenburg, a historic bargees' town with timber-frame houses and the Elbe Shipping Museum.

We continued our journey along the Elbe-Lübeck Canal through the hilly, wooded countryside of the Duchy of Lauenburg and the Lauenburg Lakes Nature Park. This 62 km canal was dug around 1900 to transport salt between Uelzen and Lübeck and has six locks. Here, you have to travel in convoy at a maximum speed of 10 km per hour. We intended to spend the night at the WSV Mölln marina. But the captain made a blunder! We moored not very prettily at the outer jetty. The current pushed us towards the jetty, which had a water tap right at the edge! A large fountain of water was the result. After Jan applied first aid, we came to a reasonable settlement with the harbourmaster about the damage.

Mölln was made famous by the tale of Till Eulenspiegel, a character from Dutch and German folk tradition.

### LÜBECK (SEE TITLE PHOTO)

It's a fantastic experience to sail into this old Hanseatic town! We moored at Hansa Marina Neugen, a popular marina right next to the city centre (booking recommended). Lübeck is one large open-air museum, with its historic port, wonderful merchants' houses, warehouses

and churches. It's really worth the trouble to linger a while longer. Close to Hansa Marina is one of the city's most important mediaeval buildings, the *Schiffersgesellschaft* dating from 1535, which contains a lot of history. Since 1868 it has contained a restaurant, visited by tourists from all over the world.

### TRAVEMÜNDE

It took us two hours to sail from Lübeck through the winding river estuary to Travemünde, the seaport on the Baltic. Large ferries and sea-going vessels were now passing close by and things were becoming steadily busier. We sailed through the port area into the Baltic and were amazed; ferries, fishing boats, sail and motor yachts and speedboats provided us with some lively company. We turned around again and moored in Yachtclub Fischereihafen, from where you can see the ferries sailing past.

### GERMANY'S BALTIC

By this time, we had been under way for exactly three weeks and were ready to sail into the Baltic. The weather was just right for it, 0-5 knot wind and sunny. There is hardly any tide on the Baltic. The water has an average depth, which creates long waves. One aspect you have to take account of is wind direction, because it's not the wind force but the wave height combined with the wind direction that determines whether you have a pleasant trip. We sailed in very windy conditions but inshore, which meant that the wave height wasn't too bad.

*Heading for the Baltic*





After a fantastic five-hour trip, we moored at the port of Orth on the beautiful German island of Fehmarn. In front of us, the vintage steel sailing ship RYVAR from Flensburg was tying up with the Shanty Freunde Gimte on board who were singing wonderful sea shanties. We enjoyed it!

#### WE CAN RUN UP THE DANISH FLAG!

The crossing to Denmark takes about five hours. It's important to make the crossing in good weather. You cross the shipping route between Kiel and Scandinavia. To reach the Danish islands safely, you have to stay alert and cross in as straight a line as possible. On our AIS system, we saw the speed at which the ships were travelling. They were sailing a fixed course, which makes things clearer. It was great to see the stately seagoing vessels passing by. As soon as you are among the islands, the Danish South Sea is mainly used for boating and fishing.

#### THE WEATHER

When the wind blows straight across the sea, it can produce sizeable waves even on the narrowest waterway. During the time that we sailed there, the weather was

very changeable and we witnessed winds ranging from 0 to 40 knots. The weather can change quickly so you can go from good to bad weather, and vice versa, within one hour. One day, we reckoned that the weather changed four times but because we were sheltered by the islands this did not trouble us much.

#### CRUISING AREA

Consisting of many large and countless small, often uninhabited, islands, the archipelago lives up to the name of Danish South Sea. Pretty coastlines with cliffs, surrounded by beaches and friendly harbours appeared regularly on the horizon. Also special were the fjords where we could regularly see dolphins close at hand. It's a fantastic cruising area where you can travel from harbour to harbour without being held up by bridges and locks.

#### MARINAS

The marinas have good facilities and Internet access. Every marina has the same system: a green sign means vacant and a red sign means occupied. You pay at a machine and receive a sticker/receipt that you stick on your boat and an Internet login code. The harbour dues range from 23 to 24 euro (length 14 metres). Sailboats are in the majority, but there are also motor yachts and speedboats. Apart from huge numbers of Danes, we saw Germans, a few Dutch people and Swedes and Norwegians. In high season, it can be hard to find a mooring in the afternoon. Because sailing times are relatively short, you usually do find a place – provided that you depart on time. Anchoring is another good option.

#### TO LANGELAND

We were confronted with long waves and strong crosswinds for the first time in the Bay of Kiel. This was no problem with the stabilisers on. We swung slowly into the heavy swell. Because the popular Marstal Marina was

*We enjoyed the view, the beautiful weather and a glorious sunset at Rudkøbing.*



## DENMARK: THE ARCHIPELAGO OF LARGE AND SMALL ISLANDS

full, we continued on to Rudkøbing. A strong wind can cause a lot of cross currents at the harbour entrance but the weather was glorious and we didn't encounter any problems. Because the place was so busy, we moored in the working harbour and the next day moved to the marina with our rear end facing the sea. We enjoyed the view, the beautiful weather and a glorious sunset. Rudkøbing is an old trading town with a bustling town centre and was an ideal place for us to replenish our supplies.

### TÅSINGE

A short crossing brought us to the island of Tåsinge, with the charming town of Troense nestling in the hills. There we moored at the outer jetty of Badelaug marina, which still has a traditional harbourmaster. The water was crystal clear and we could see the crabs scuttling across the seabed. There were also very large numbers of jellyfish. Occasionally, speedboats would cause large waves and we were confronted for the first time with rising water levels (20 cm).

This amazing little town has thatched timber-frame houses in yellow, white and red and romantic, rose-filled gardens and orchards. Its links with its shipping past were still clear to see.

### FUNEN TO SVENDBORG

Around the corner, on the south bank of the island of Funen is the busy port town of Svendborg. The beautiful marina is situated close to the pleasant shopping centre and the railway station. Svendborg offers every facility and has a number of museums.

### FUNEN TO FÅBORG

When we set off with Fåborg as our destination, it was cloudy and misty and later started to rain. We had our head to the wind with strong gusts of up to 17 knots. Both marinas were full. We eventually moored at the wooden storm defence of the second marina. When the weather cleared up towards evening, we saw a charming landscape of houses, yellow cornfields and forest appear. The next morning we moved to the friendly commercial harbour. Further on, ferries were departing for small off-shore islands. Fåborg has the flair of a 19th-century trading town. It is a fortress town with a town gate, courtyards and timber-frame buildings. The harbour is popular among sailors and charterers. You can buy fresh fish from the former smokehouse in the industrial port next door. In Fåborg we said goodbye to a group of friendly Danes who had been travelling with us for two weeks. They gave us some handy tips about Denmark. It was nice to meet people on our travels! For instance, we met Marjolein and Jo Dohmen of the Dutch Water Sport Association in Minden and Joke and Dick Peek – also cruising on their Linssen yacht – in Heidanger.

We sailed on to Assens Marina, a modern marina right next to the beach, with all the usual facilities, including a restaurant. Assens is a very old trading port (1231) with beautiful narrow streets, merchants' houses and courtyards. Tip: the Willemoesgårdens Mindestuer local history museum is worth a visit. A supermarket and the town centre are within walking distance. We saw dolphins just outside the marina!



**JUTLAND TO SØNDERBORG**

The clear weather allowed us a great view of Funen's yellow fields and green hills, some of them 125 m high. We sailed into Als fjord and reached the picturesque port of Sønderborg. We moored at the friendly town quay. A little further on was an ice cream parlour. Danes are crazy about ice cream. Young and old alike were queuing up to buy an often mega-sized ice cream. We looked out on to the town's biggest attraction, the castle which was built in 1170 on the orders of Valdemar I as a coastal defence to fend off attacks by the Wends. Originally, it was nothing more than a solid, fortified tower but has undergone a transformation into a renaissance castle over the centuries. After 1864 it was used as a barracks and later as a museum. Tips: take a walk by the sea, visit the castle and stroll through the old town centre.

**RETURN TO GERMANY**

We left Sønderborg – and Denmark – with a sense of sadness. We had spent three glorious weeks there, which we enjoyed to the full. The sea lock at Kiel and a further three hours sailing to Rendsburg made it a long trip. We sailed inshore a lot of the time. The wind grew stronger and the waves higher when we passed the estuaries of the Flensberger and Eckern Fjords but the yacht coped well.

**BAY OF KIEL TO KIEL CANAL**

The Bay of Kiel is one of the busiest shipping routes in the world. Large sea-going vessels and cruise liners sail continuously from the North Sea to the Baltic and vice versa. At Kiel, ships are guided into the Kiel Canal by pilots. We heard on our VHF set how sea captains kept in contact with each other to ensure that their vessels passed safely through the locks into the canal. The speed of these giants of the sea was 10-14 km per hour but the canal is 160 m wide so that caused us little trouble. The pilots en-

sure safety and keep an eye out for pleasure craft. Once again, our AIS transmitter and receiver came in handy. The Kiel Canal is 100 km long and takes two days to sail through. Each year, 19,000 pleasure boats sail through the canal, so you're not alone!

**KIEL SEA LOCK**

Sea-going vessels enter first in accordance with a fixed protocol. When they have been secured and the propellers switched off, pleasure craft are allowed to enter in order of arrival. We spent two hours bobbing up and down until it was our turn. Pleasure craft have priority over commercial shipping when leaving the lock. It's no easy task to moor in this lock. You have to get off the boat to tie up on rings on the extremely slippery floating jetty (even the rubber is slippery!). We reported in to the German lock keeper via the lock stairway.

**ELBE ESTUARY TO CUXHAVEN**

At Brunsbüttel, we passed through the sea lock into the Elbe. You have to keep a close eye on the weather reports for the crossing to Cuxhaven. Jan had been talking to experienced sea dogs about this for weeks. The time seemed right – the water was smooth and the weather almost completely calm. However, 3 km before Cuxhaven, the north-westerly wind quickly rose to 25-33 knots. As we were sailing with the current and against the wind, this produced heavy breakers. Although the RIETVAER was obviously able to cope, we didn't like it! Fortunately, the marina was close at hand and the waves died down again as soon as we were inside. While the wind was howling, we recovered from our adventure in the convivial harbour restaurant of Cuxhaven Sailing Club.

**GERMAN BIGHT**

The German Bight is the south-eastern part of the North

*The Bay of Kiel is one of the busiest shipping routes in the world.*

*The car transporter Kess passing the RIETVAER in the Kiel Canal.*



## DENMARK: THE ARCHIPELAGO OF LARGE AND SMALL ISLANDS

Sea, bounded by Dutch and German Wadden Islands to the south, Danish Jutland to the east and the Dogger Bank to the north. The busy shipping route between the mouth of the Elbe and the Straits of Dover runs along its southern edge. In the German Bight you have to cope with depressions arriving from Iceland which cause the wind to push the waves up the North Sea.

On our departure, we sailed with the current. Our calculations seemed to be right, because when we sailed into the bend of the Weser Estuary the tide turned and we had the current with us. The trip covered 100 km and took us across the shipping line of the Elbe Estuary, past the island of Scharhorn and then through the Wadden Sea Region of the old Weser, where we called in at Bremerhaven.

Bremerhaven is one of Germany's oldest cities and has a fabulous new city centre, where Loyd Marina is also located. In a park-like landscape you will find the open-air shipping museum, architecturally significant buildings, a zoo, shopping centres and restaurants and a glorious view of the Weser. Old and new architectural styles are combined in a tasteful way. It's worth the trouble to linger a while longer!

We left at 5.00 am on 13 August to take advantage of the rising tide. Bremerhaven's skyline in the morning sunlight was a breathtakingly beautiful sight. We sailed 16 km upstream to Bremen and, as an added bonus, saw a seal on a beach near Hunte.

We continued our journey through Germany and part of the Netherlands and on 28 August the RIETVAER arrived safely in our home port of Sloten. How we enjoyed this trip, sailing on the sea, Denmark and its friendly people.

### THE ROUTE

**Netherlands:** Maasbracht, Roermond, Venlo

**Germany:** Wesel, Dorsten, Münster, Recke, Minden, Peine, Heidanger, Launeburg, Schiffshebewerk Scharnebeck, Mölln, Lübeck, Travemünde, Fehmarn - Hafen Orth

**Denmark:** Langeland (Rudkøbing), Funen (Troense, Bådelaug, Svendborg, Faaborg, Assens), Jutland (Kolding, Sønderborg)

**Germany:** Rendsburg, Brunsbüttel, Cuxhaven, Bremerhaven, Bremen, Oldenburg, Leer

**Netherlands:** Delfzijl, Groningen, Kootsterille, Sloten

### Books used for this trip:

Vom Rhein zur Nord- und Ostsee – Manfred Fenzl – Edition Maritim

Vaarwijzer: Noord Duitse Binnenwateren – Hollandia

Vaarwijzer: Scandinavië en de Oostzee - Hollandia

### Journey details:

Distance travelled: 833 km

Sailing days: 33

Days in port: 29

Engine operating hours: 172

Diesel consumption: 1,239 litres

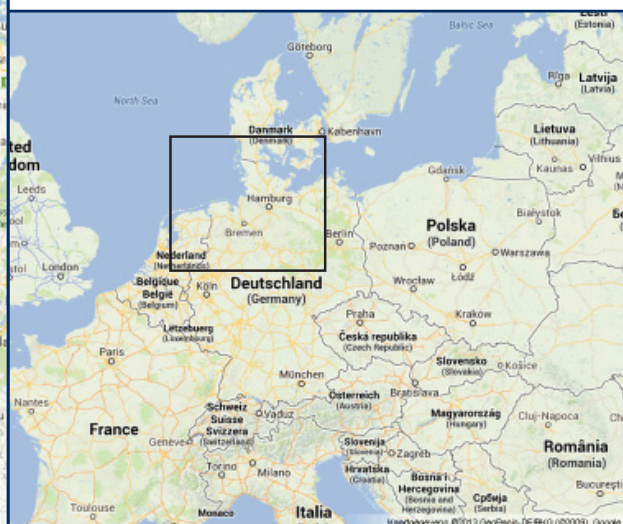


### THE AUTHORS

Jan Brummel and Trudie Rutten are the enthusiastic owners of the RIETVAER.

The website [www.hondenaanboord.nl](http://www.hondenaanboord.nl) contains the complete logbook for this trip, as well as information about sailing your Linssen yacht at sea and practical tips for your journey.

For seafaring dog lovers, it also contains interesting information on sailing with dogs.





Text and photographs: Paul Beelen; with cooperation of De Kolentip restaurant, Maasbracht

## COOKING ON BOARD WITH THE L\*O\*G

THE DUTCH LINSSEN OWNERS GROUP L\*O\*G IS AN ACTIVE ASSOCIATION THAT OFFERS ITS MEMBERS A WIDE RANGE OF ACTIVITIES EVERY YEAR. THIS SPRING, A WORKSHOP ON “COOKING ON BOARD” WAS ORGANISED – AT LINSSEN YACHTS IN MAASBRACHT – UNDER THE SUPERVISION OF RIK OPSTALS, HEAD CHEF AT RESTAURANT DE KOLENTIP IN MAASBRACHT.

The workshop started on “The Upper Deck” in the refurbished Linssen Yachts showroom with an informal reception with coffee and genuine *Limburgse vlaai*. The members – who do not of course see or speak to each other every day – had a lot to talk about. What happened last year and boating plans for this year were frequent subjects for discussion

### RESTAURANT DE KOLENTIP - MAASBRACHT

The workshop was led by Restaurant De Kolentip. De Kolentip is a byword for delicious, no-nonsense food and co-

operates with regional producers, businesses and suppliers so that it can use as much organic, seasonal regional produce as possible. Whether it's lunch, high tea, dinner or coffee on the terrace on the banks of the Meuse, everything is possible.

For this occasion, head chef Rik Opstals and owner Danny Meyers had come to Linssen Yachts to arrange this workshop on site. The dish, the ingredients and the materials used were introduced in the showroom. After this, the members adjourned to two Linssen Yachts ready and waiting in the marina so that the meals could be prepared



– on board – under the supervision of the chef. While the raw spring wind blew through the marina outside, the members sat warm and snug on board enjoying a glass of wine and listening attentively to the chef. “Delicious food does not have to be difficult or take a lot of time. Often, the secret is in the simplicity of the dishes and the fresh ingredients”, explained head chef Rik. This simplicity was also reflected in the main course. “If we look at the ingredients – sea bass, fennel, potatoes, tomatoes and saffron – everyone will have used them, with the possible exception of saffron. But it is actually the way in which each individual item is prepared that ensures the finer points that bring out all the flavours to perfection.”

Because there was not enough time to prepare all the courses for all twenty members, the full meal was eventually served in De Kolentip, a stone’s throw away from Linssen Yachts.

We look back on an informative and tasteful afternoon, which is certainly worth repeating.



**KOLENTIP**  
**RESTAURANT DE KOLENTIP**

Danny Meijers  
 Tipstraat 8, Maasbracht  
 Telephone: +31 (0)475 - 55 91 33  
[www.kolentip.nl](http://www.kolentip.nl)  
[info@kolentip.nl](mailto:info@kolentip.nl)

The professional cuisine of the De Kolentip restaurant in Maasbracht. Enjoying the end-product together.



**Starter**

*Marinated roast seal, pesto cream sauce, smoked paprika oil, ricola lettuce, Parmesan cheese*



**Main course**

*Sea bass, fennel, confit of potato, tomato, saffron*



**Dessert**

*Chocolate mousse, blood orange, vanilla sabayon*



COOKERY MENU DEMO



## 9 YEARS OF THE '9' SERIES SMART SERIES PRODUCTION

THE INTRODUCTION OF THE '9' SERIES 9 YEARS AGO WITH LOGICAM® SMART SERIES PRODUCTION AND ALL ITS MANY ADVANTAGES, SHOOK UP THE MARKET FOR STEEL YACHTS. THE BOATYARD IS MARKING THIS ANNIVERSARY BY RELEASING TWO LIMITED EDITIONS OF THE 34.9 AND 40.9 AC. THESE ARE VALUABLE AND VALUE-RETAINING FULL-SPEC YACHTS AT A VERY ATTRACTIVE PRICE.

Leaning back, taking a deep breath and relaxing without a care in the world - that's what you look for from your boating experience. The precondition for this is that the boat you're sailing on generates a calm atmosphere, provides ample space and is easy to handle. So what you want is a Linssen, which gives you all the comfort you deserve!

### MIRACLE OF SPACE

Both the 34.9 and the 40.9 are compact and at the same time generously proportioned yachts. The single-level principle on the '9' series provides much more living space and comfort on board than is usual. The 34.9 features 4

permanent berths in 2 cabins and the 40.9 as many as 6 in 3 cabins and, thanks to the Easy Sleep Convert System, you can create 2 additional berths in the saloon in the blink of an eye.

### CRUISING CHARACTERISTICS

The HPH (Hard chine Prestressed Hull) construction and the shape of the hull, the correctly specified and designed keel and rudder, the central location "below" of all the components and of course the correct propulsion configuration ensure that the '9' series yachts have excellent cruising characteristics.

The Linssen DUAL-CROSS engine bed, the Linssen "FIS"

## LINSSEN INSIDE

system® (Floor Integrated System®) which protects all cables and pipes in the engine room and the special LinsSEN sound insulation package also ensure that the technology in the engine room works for you and you don't notice anything or hardly hear a sound.

On the introduction of the 40.9, Rob Peake, editor of the UK's leading boating magazine Motorboat & Yachting, wrote: *"The 40.9 AC barely murmured on test. At idle you couldn't tell if it was running; cruising, the wind made more noise than the engine. I would look forward to cruising on the 40.9 long term. It has that 'little ship' feel that suggests it is ready for some proper use."*

### "THE AFFORDABLE DUTCH MASTER"

Motorboats Monthly (GB)

### "CRUISING IN STYLE"

Swissboat Yachting (CH)

### "SPACE GIANT"

Skipper (D)

### "SEA OF SPACE"

Motorjacht (NL)

### "NO CONCESSIONS ON QUALITY"

Motorjacht (NL)

### "SERIES-PRODUCED BOAT WITH HEART AND SOUL"

ANWB Waterkampioen (NL)

It's no coincidence that the 40.9 won the 2009 European Powerboat of the Year award and was nominated for IPC Motorboat of the Year 2009.





## 34.9 AC LIMITED EDITION

## 40.9 AC LIMITED EDITION



### Basic specifications:

LOA x beam x draft:	± 10.70 x 3.40 x 1.00 m
Minimum air draft:	± 2.48 m
Headroom FC/saloon/AC:	± 1.83 x 1.94 x 1.87 m
Weight	ca 9,000 kg
CE-classification:	C (Coast)

### Engine:

Engine: 1x 4 cyl. Volvo Penta Diesel,  
Type D2-75, ZF 25-H / 2.8 : 1  
1x 55 kW (75 HP), 3,000 rpm  
Alternator: 115A-12V

### Colour scheme:

Superstructure/hull:	Linssen Sand Beige
Waterline:	British Racing Green
Rope fender:	Beige

Base price Limited Edition:

€ 242,000.-

'Below deck'-pack

€ 9,680.-

'Easy cruising'-pack

€ 12,100.-

'Anniversary'-pack

€ 14,520.-

### Basic specifications:

LOA x beam x draft:	± 12.85 x 4.30 x 1.20 m
Minimum air draft:	± 3.01 m
Headroom FC/saloon/AC:	± 1.97 x 2.01 x 1.99 m
Weight	ca. 16,500 kg
CE-classification:	B (Sea)

### Engine:

1x 5 cyl. Volvo Penta Diesel, type D3-110  
ZF 45-H / 3.031 : 1, 1x 82 kW (110 HP), 3,000 rpm  
Alternator: 140A-12V  
*(also available in twin version)*

### Colour scheme:

Superstructure/hull:	Linssen Sand Beige
Waterline:	British Racing Green
Rope fender:	Beige

Base price Limited Edition

€ 350,900.-

'Below deck'-pack

€ 7,260.-

'Easy cruising'-pack

€ 19,360.-

'Anniversary'-pack

€ 21,175.-

(all prices are incl. 21% VAT)



Text: Luc Vanthoor (LBH partner Aqua Libra); photographs Luc Vanthoor/Zebra Fotostudio's

# IT CAN'T JUST BE A COINCIDENCE, CAN IT?

IT SURELY CAN'T BE A COINCIDENCE THAT LINSSEN YACHTS ARE BUILT IN A REGION WHICH IS A BYWORD FOR HIGH-QUALITY LEISURE PURSUITS. IT SURELY CAN'T BE A COINCIDENCE THAT THE VALUES THAT THE LINSSEN FAMILY HOLDS DEAR ARE REFLECTED IN THE REGION THEY COME FROM.

For over sixty years, Linssen yachts have been built in Maasbracht and one of Maasbracht's key features is that it is situated at the centre of one of the most varied cruising areas in Europe: the Meuse Lakes. With a surface area of 3,000 hectares, it's the largest continuous boating area in Belgium and the Netherlands. An area known for its hospitality, good quality of life and rich traditions.

The Meuse Lakes are situated on the border between Belgium and the Netherlands and separate the two countries for a great deal of their length. They are only (or less than) an hour's drive from cities such as Maastricht, Eindhoven, Roermond, Düsseldorf, Aachen, Duisburg, Antwerp and Brussels.

Since 2012 it has been possible for anyone to explore this region on a Linssen yacht. This is because Aqua Libra Yachtcharter, a partner in the Linssen Boating Holidays network, operates from the De Spaanjerd Marina in Belgian Limburg. Its home port is only three kilometres from the Linssen boatyard as the crow flies. So it's ideal if, for

example, you want to extend your visit to the boatyard by adding a sailing holiday or enhance your holiday experience by visiting your yacht's "birthplace".

## RICH HISTORY

It's a region with a rich history. The oldest signs of habitation date from the age of the Neanderthal people and can mostly be found in the south of the province. This region is rich in marlstone caves and is very hilly. You can still visit some of these marlstone caves even today. In the town of Valkenburg you can even ride through the caverns on a little train 70 metres below the ground.

Cities such as Maastricht (Mosa Trajectum), Heerlen (Coriovallum) and Tongeren (Tungria) were founded when the Romans ruled the region. After the period of Roman rule, the region fell under the control of the Franks and became part of the Holy Roman Empire.

The two Limburgs were often the scene of battle in conflicts between dukes and bishops in the Middle Ages,

becoming completely fragmented in the process. It was divided up among the grand dukes of Brabant, Gelre and Gulik and the prince-bishops of Liège and Cologne.

**THORN – THE WHITE TOWN**

A good example of this is the historic white town of Thorn. The history of this charming small town can be traced back to the end of the 10th century. Over time, Thorn developed into a miniature principality, ruled over by an abbess and twenty ladies of noble birth. The statelet had its own legal system and minted its own coins. Aristocratic young ladies from across the region received a strict and pious education in the Benedictine convent. The arrival of the French in 1794 put an end to Thorn's autonomy.

Thorn is situated next to one of the many gravel lakes along the Meuse. You can moor just three hundred metres from the centre of Thorn, which is an urban conservation area. The town's main attractions are its cobbled streets, the majestic Abbey Church and the "Land van Thorn" museum. You can round off your visit with a delicious pancake enjoyed at one of Thorn's many pavement cafés.

After the Middle Ages, the region around the Meuse came under Spanish and then French rule. French rule came to

an end in 1815 when Napoleon was defeated at the famous Battle of Waterloo by the Prussians, Dutch, British and Hanoverians. From that date, the region became part of the United Kingdom of the Netherlands.

The Meuse has always played a very important part in the geographical distribution of the region. For example, the Congress of Vienna in 1815 decided the border between the Netherlands and Belgium on the basis of the distance travelled by a cannon shot, as measured from the Meuse. Even today, the deepest point of the Meuse still forms a substantial part of the border between Belgium and the Netherlands.

**THE CREATION OF THE MEUSE LAKES**

The Meuse Lakes were created by the extraction of gravel from the Meuse Valley, mainly in the 20th century. The excavation of the gravel deposits, left behind by a glacier during the last ice age, caused large lakes to form, almost all of which are connected to the Meuse. Some gravel lakes are up to 40 metres deep and two to three kilometres across. The towns and villages around the Meuse Lakes quickly discovered their added value in terms of tourism. The lake shores are lined with a number of hotels and restaurants, modern marinas, bathing beaches,



nature reserves and even a few diving locations thanks to the fact that the water is extremely clear. Anglers will find a number of excellent pitches in the region, from which they can fish for pike, pike perch, eel, carp and all species of whitefish.

The Meuse Lakes region is one of a kind because it has “something for everyone”. It is also situated in the centre of Europe, means that it is very easily accessible by land, air or water. You can literally explore “the four points of the compass” from this region. Travel upstream on the Meuse towards Maastricht, Liège, Namur, Dinant and Northern France or set out from Namur via Charleroi through Brussels along the world-famous Ronquières Inclined Plane boat lift. Travel downstream on the Meuse and reach the IJsselmeer or Friesland within three days via the Waal and IJssel. You can also travel further down the Meuse and sail to Zeeland via the Biesbosch nature reserve. Maybe you would prefer the historic canals of Northern Belgium which you can reach via the Zuid-Willemsvaart Canal on its popular Willems Route. If you don't like visiting the same place twice, you can check out a number of round trips mapped out on the website [www.aqua-libra.be](http://www.aqua-libra.be).

A holiday in the Meuse Lakes region is like a cocktail that you mix yourself. It is up to you to mix the right ingredients in the correct ratios. The main ingredients are history, culture, nature, gastronomy and shopping. You can find history and culture in places such as the former miniature principality of Thorn or the cathedral city of Roermond. Towns such as Maaseik with the oldest pharmacy in the Benelux countries and Maastricht with its 1,660 listed buildings reflect the historical richness of this region. The whole region is dotted with wonderful windmills and watermills, typical farmhouses, castles and many listed buildings where you can experience the historical richness almost at first hand.

*A holiday in the Meuse Lakes region is like a cocktail that you mix yourself*

### THE MAASLAND TERROIR

Wine lovers can “taste” the Maasland terroir in the wine domains of Thorn or Aldeneyck, both of which are within walking distance of the water. Both domains produce high-quality wines. For example, the Pinot Brut from the Aldeneyck domain was voted Belgium's best sparkling wine in 2012. The whole region is characterised by its culinary riches, with Belgium's versatile beer culture and local produce including asparagus, pike perch and the “Maaseycker knapkoek” cake. For demanding gastronomic connoisseurs, there are exclusive restaurants within walking distance of the water. A total of eleven Michelin stars, spread over nine restaurants, twinkle over the Meuse Lakes region. For example, the 2-star Da Vinci restaurant in Maasbracht is situated along the water's edge, only a stone's throw from the Linszen boatyard.

### NATURE CONSERVATION AREAS

Nature lovers can find peace and quiet in nature conservation areas where wild Konik horses and Galloway cattle form part of the scenery. Beavers, swans, herons and over sixty other species of waterfowl are also much in evidence. The two Limburgs have a total of three national nature reserves which are directly linked to the fairway by the famous network of cycle routes.

The Meuse Lakes region is like one big holiday park in which you can spice up your boating holiday with a rich bouquet of leisure pursuits for young and old alike.

Enjoy a Dame Blanche, a Trappist or a Kriekenbier at one of the many open-air cafés along the water's edge with a view of the boats gliding past. Combine your boating holiday with an expedition on the network of cycle routes which connects hundreds of kilometres of cycling pleasure with a series of interchanges. In most of the marinas in the Meuse Lakes region, you can get hold of a bicycle





free of charge or on payment of a small fee. Or let your children or grandchildren hire a canoe or pedal boat from one of the many sailing schools. Have a try at casting a line and catching a fish on the end of your hook. Enjoy the unique atmosphere in one of the region's forty marinas. You can combine your boating holiday with a day's shopping in Roermond or Weert. Roermond is a particular favourite with shoppers from near and far thanks to its Designer Outlet Shopping Centre which is known far beyond national boundaries and attracts 4 million visitors annually. There are moorings in the immediate vicinity of this impressive shopping centre.

### LOCKS AND CANALS

There's one lock between Maaseik and Roermond in the Meuse Lakes region. This lock at Linne has a 4-metre drop and is used almost exclusively by pleasure craft. During the tourist boating season, you can count on the assistance of lock stewards as you pass through the lock. If you want to leave the Meuse Lakes region by canal, take the Panheel lock towards Weert or the Maasbracht lock towards Maastricht. These locks have a high drop, but their "floating bollards" make them easy to use. There is little commercial shipping in the region. Only the lock at Maasbracht is used regularly by commercial shipping.

### THE WILLEMS ROUTE

Choose the Panheel lock to get on to the Willems Route with many destinations in the Belgian Kempen area or even reach 's Hertogenbosch in one day. This Willems Route, which is mainly known as a very peaceful fairway, is lined with small harbours right next to each other as if on a string of pearls.

During your trip along the Willems Route you should certainly visit the old garrison town of Leopoldsburg, which you reach via the historic Beverlo canal. Lommel, the "glass town", is another stop that should not be missing from your schedule. In Bocholt you will find the largest brewery museum in Europe only five minutes' walk from the harbour. Neeroeteren has a particularly charming little harbour in the middle of the countryside in an old canal branch and, in the old mining town of Maasmechelen, you step straight off your boat into the Maasmechelen Village Outlet Centre. After an afternoon's shopping, you can take in a film at the cinema which is situated next to the shopping centre. Once past Maasmechelen, you reach the most beautiful village in Flanders, Rekem, where you will have an impressive view of Aspremont-Lynden Castle.

### LOCK 19, MAASTRICHT

You pass through the manually operated Lock 19 to reach the 't Bassin marina, right in the centre of Maastricht.

From Maastricht you can return to the Meuse Lakes region or continue your journey to Northern France via Liège, Namur and Dinant.

The best thing of all about this cruising area is the fact that it is still little known. There is almost always space in the little harbours and you sometimes believe that you are alone in the world when cruising. The hospitality of the Limburgers is another of the great advantages that guarantee the success of a holiday in this region. This is partly because there is no language barrier. Most Limburgers, particularly those working in the tourism sector, speak German, English and also some French in addition to their mother tongue.

In this article and the accompanying photographs we wanted to show you what's on the menu for this boating area in Belgium and the Netherlands. It's now up to you to select the dishes from this menu and taste them.

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*The Meuse lakes*



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