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YACHTS

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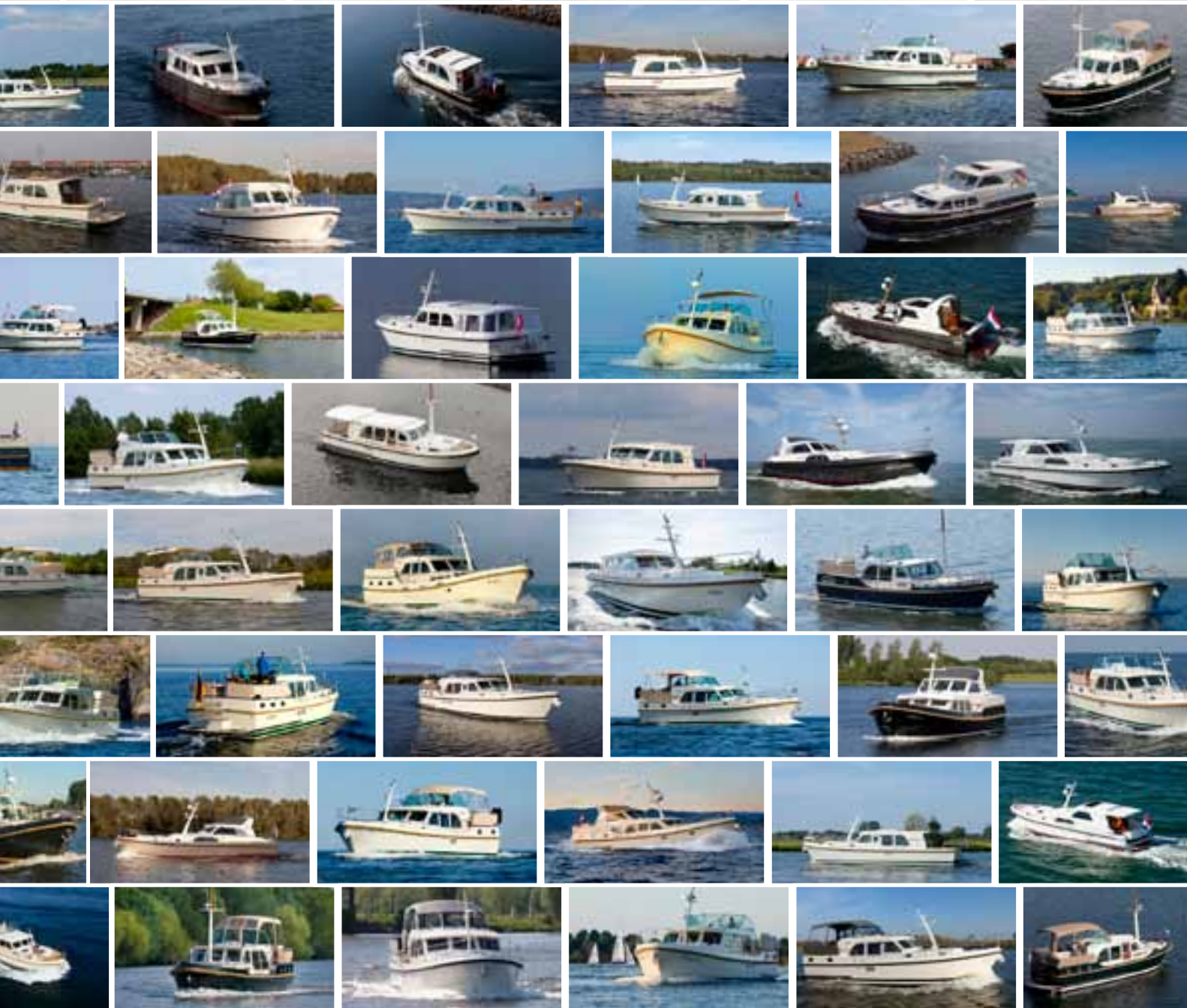


BOATING & LIFESTYLE MAGAZINE FROM LINSEN YACHTS
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We take your pleasure seriously®

THE UNIQUE YACHT OF YOUR DREAMS BUILT IN SERIES!

LINSSEN YACHTS



LINSSEN YACHTS B.V.

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WE TAKE YOUR PLEASURE SERIOUSLY

This year, our in-house magazine, successively titled Linssen Contact, Serious Pleasure and Linssen Magazine, is celebrating its 25th anniversary. We hope that you have enjoyed reading it. From the first edition in 1988, our aim has been to inform you about the world of Linssen Yachts, to tell you more about our latest models, to invite you to the in-house events or international shows somewhere in Europe and – most importantly – to include you in the large international Linssen family. After all, we are proud of the fact that you have confidence in us as a partner and that you have opted for Linssen.

The Linssen family is expanding not only from a boating point of view, it is also growing digitally. Our website attracts more than 15,000 visitors a month, our Facebook page now has 567 'likes' and the Linssen Boating Holidays page has 116. Furthermore, an increasing number of enthusiastic Linssen owners are keeping a blog of their boating experiences and sharing their discoveries via Twitter or meeting many other similar enthusiasts on Facebook. This is a fantastic supplement to the growing membership of the various owners' associations.

There are more anniversaries in this edition: in 2014 we will be celebrating 65 years of Linssen Yachts. In 1949, 'grandad' Jac. Linssen launched Scheepswerf en Houtindustrie St. Jozef Jac. Linssen BV. Since then, the family business has experienced turbulent times, carried out many repairs to inland navigation vessels, produced large series of ships' wheels (with a patented special boss construction) and sold them internationally and has developed dozens of yachts. With the arrival of the second generation, and since 2011 the third generation, the company has become market leader in steel yacht building thanks to sophisticated series production and innovative product and production developments.

That's what Linssen Yachts is all about in 2013!

This year we will also be celebrating 9 years of the 9 series with a special offer on the 34.9 AC and the 40.9 AC (page 33). And it's also the year of the new Classic Sturdy. We introduced almost the complete series this year and the next Linssen Yachts Boat Show will be devoted to 'Classic in more ways than one'. And the show itself will also be celebrating an anniversary: it's now being held for the 15th time. Over the years, it's grown into a huge international event with approximately 2,500 visitors from all over Europe and it's a fixed item in the diaries of many Linssen fans.

We hope to see you again or perhaps to meet you for the first time at the Linssen Yachts Boat show from 23 to 25 November.



Yvonne Linssen

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Linssen Magazine is the in-house magazine of Linssen Yachts B.V., and focuses on the products, development, production and sales infrastructure of this Limburg boatyard and is distributed free of charge to Linssen owners and many others in the yachting industry. Linssen Magazine is published in Dutch, German, English and French.

EDITORS

Yvonne Linssen, Paul Beelen

WITH THE COOPERATION OF

Linssen Yachts, Linssen Boating Holidays®, Zebra Fotostudio's, Peter Linssen, Thomas Lach, Aad Huijs, Visit Flanders, Anne Elsinga, Alexander Jonkers, Jan Brummel and Trudie Rutten.

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www.balance2.nl

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THE COURSE, WE WILL CHOOSE
THE FASTEST ROUTE**



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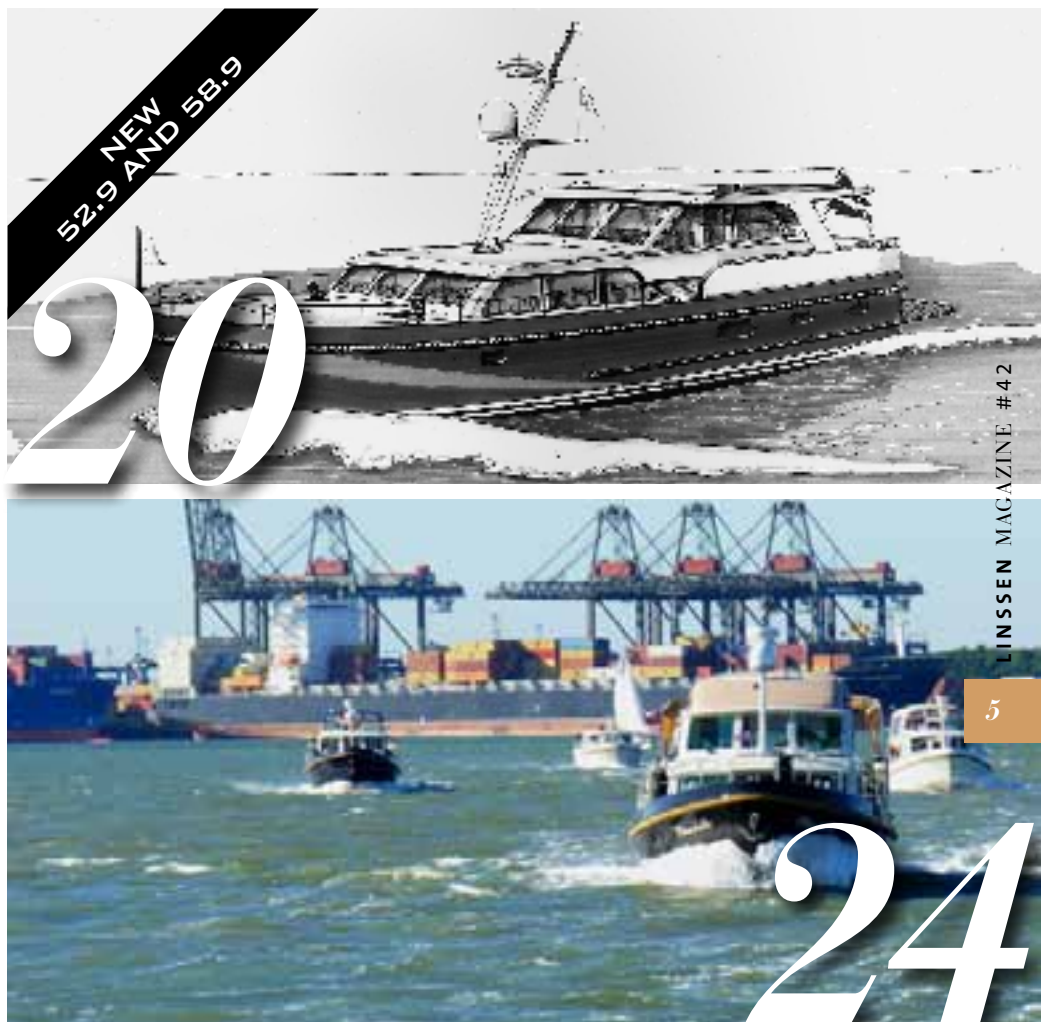


Van de Wetering Internationaal transport

ON COURSE... AND SURE!



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

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LINSSEN YACHTS BOAT SHOW 2013

AS THE SAILING SEASON WINDS DOWN, THE AUTUMN SHOWS ARE BEGINNING THROUGHOUT EUROPE. YOU HAVE SURELY VISITED ONE OF THESE SHOWS IN YOUR OWN OR A NEIGHBOURING COUNTRY, SUCH AS THE NETHERLANDS, THE UK, GERMANY, BELGIUM OR PERHAPS FRANCE. THE LINSSEN YACHTS BOAT SHOW ALSO TAKES PLACE IN THE AUTUMN. THIS YEAR IT WILL BE HELD FOR THE FIFTEENTH TIME: IN THE WEEKEND FROM 23 TO 25 NOVEMBER.

CLASSIC EVENT

In the list of famous shows, the Linssen Yachts Boat Show is already something of a classic. So it's only natural to devote this 15th show to the new Linssen classics: the Classic Sturdy series. Following the introduction of the Classic Sturdy 28 Sedac® in the spring of 2012 at the Linssen In-Water Boat Show, the series has matured rapidly. The 28, 32, 36 and 42 have now been supplied in various versions to their owners somewhere in Europe.

BROKERAGE & COLLECTION SHOWROOM

In addition to the various new yachts in the showroom, we also have a wide selection of used yachts. Many of them are on display in our Brokerage & Collection showroom, where you can take time to admire these pre-used Linssen yachts. You will find an overview of all used boats located at Linssen Yachts or at our dealers on our website at www.linssenbrokerage.com

INVITATION

LINSSEN BOATING HOLIDAYS

Apart from viewing the Linssen models in the showroom, you can also get to know the Linssen Boating Holidays network. The greatly expanded network (see also page 9) is offering an increasing number of yachts in a growing number of sailing areas. You can charter a Linssen in eight countries in Europe at more than 20 locations.

Chartering a Linssen allows you to discover whether you enjoy boating and it is a convenient introduction to Linssen yachts. This may make the step to buying your own Linssen more easy.

You are warmly invited to visit the 2013 Linssen Yachts Boat Show!

LINSSEN YACHTS BOAT SHOW 2013

DATES:

SATURDAY 23 - 11 - 2013

SUNDAY 24 - 11 - 2013

MONDAY 25 - 11 - 2013

OPENING HOURS:

DAILY

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

YOU DON'T NEED TO REGISTER.

PROGRAMME

CLASSIC STURDY SERIES

- Classic Sturdy 28 Sedan
- Classic Sturdy 32 Sedan
- Classic Sturdy 32 AC
- Classic Sturdy 36 AC
- Classic Sturdy 42 AC

LINSSEN "9" SERIES

- Grand Sturdy 25.9 SCF®
- Grand Sturdy 34.9 AC
- Grand Sturdy 36.9 AC
- Grand Sturdy 40.9 AC
- Grand Sturdy 40.9 Sedan Longtop

GRAND STURDY SERIES

- Grand Sturdy 470 AC
- Grand Sturdy 500 Variotop®

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

Linssen Boating Holidays®

- Find out where you can charter a Linssen

**YOU ARE WARMLY
INVITED TO VISIT THE
2013 LINSSEN YACHTS
BOAT SHOW!**



LINSSEN FACTORY

PRODUCT DEVELOPMENT



COATING SYSTEM



SPRAY B



RESEARCH & DEVELOPMENT
(PROTOTYPING)



HULL CONSTRUCTION



RECEPTION/SHOWROOM



SHOWROOM UPPER DECK



LINSSEN FACTORY EXPERIENCE

The LinsSEN boatyard is an impressive complex with a surface area of more than 45,000 m². Production is divided between two locations (Maasbracht and Echt).

All in all, a very impressive process that you can hardly do justice to here on paper. You really need to see it.

HIGH-TECH FURNITURE FACTORY



FLOOR-/WALL PANELS



location
MAASBRACHT (NL)
Brouwersstraat 17

location
ECHT (NL)
Edisonweg 6

RY EXPERIENCE

BOOTHS



BLASTING CABIN



HULL CONSTRUCTION



COLLECTION & BROKERAGE
SHOWROOM



LOGICAM III



LOGICAM I



LOGICAM II



INTERIOR COATING



INTERIOR MODULES



LINSSEN FACTORY EXPERIENCE

We offer groups the opportunity to tour our production units. This can be business associations and clubs, Kiwanis, sailing and motor boat clubs, who spent an afternoon enjoying the Linssen Factory Experience. In this way, you can experience and assess the quality for yourself.

If you are interested in an extended tour, please e-mail to info@linssenyachts.com.

LINSSEN BOATING HOLIDAYS

MAASBRACHT, SEPTEMBER 2013



NEW DEVELOPMENTS, LOCATIONS, COUNTRIES AND AREAS

Linssen Boating Holidays, the network of charter locations in Europe, continues to expand.

FRANCE

Linssen Yachts is entering into collaboration with Locaboat Holidays, the largest charter operator in Europe. Until now, the Locaboat fleet consisted of Pénichettes®, the traditional canal boats. But these will be supplemented in Burgundy from the 2014 season by Linssen Grand Sturdy 34.9 AC models.

This unique collaboration has been brought about by Linssen France, and they will continue to be involved in future developments in the region. The cooperation between Locaboat Holidays and France Fluviale focuses on offering luxurious sailing holidays on a Linssen in Burgundy. The synergy is self-evident: with a total of 17 Linssen yachts spread across seven home ports in the region, customers will have a very wide choice of departure locations. They will even have the option of one-way cruises. Both new and existing customers will certainly appreciate the new possibilities. Locaboat Holidays will offer the Linssen yachts for charter via its own sales organisation in cooperation with France Fluviale.

Until now, the Locaboat fleet consisted of Pénichettes®, the traditional canal boats

GERMANY - STRELASUND BASE

Marina Neuhoof is located on the Strelasund lagoon along the Baltic Sea coast in Mecklenburg-Vorpommern – a sailing paradise surrounded by greenery. From here, Mobiliar Club & Charter will offer charter voyages with a Linssen Grand Sturdy 29.9 AC.

The location is suitable for several fantastic voyages. Sail around Rügen Island, or 'inland' over the Strelasund lagoon along Greifswald, the Peenestrom, the Peene, the Kleine Haff or Stettiner Haff and the Berliner Badewanne with the sunshine island of Usedom with the Amber and Imperial Spas. A superb sailing area for both short or long voyages.

Mobiliar Club & Charter

www.club-und-charter.de • Tel.: +49 (0)451 - 7 24 24



Grand Sturdy 29.9 AC available at Marina Neuhoof on the Strelasund lagoon.



LINSSEN  YACHTS
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We take your pleasure seriously®

www.linssenyachts.com

LOCABOAT holidays®
www.locaboat.com

 Linssen France
Linssen France is a member of the Linssen Group

www.linssenfrance.com

BELGIUM – YPRES BASE

The waterways in Belgium, Northern France and the Southern Netherlands are unrivalled when it comes to linking historic and interesting towns. Linssen motor yachts provide a stylish combination of relaxation and culture. As a guest of Bboat Jachtcharter, you can charter these yachts in the Belgian towns of Kuurne (near Kortrijk) and Ypres. The gentle waterways lead you through splendid landscapes to well-known resorts like Nieuwpoort (enjoy a day on the beach!) or attractive towns like Diksmuide, Oudenaarde and Veurne.

Bboat Jachtcharter

www.bboat.be • Tel.: +32 (0)5671 3904



NETHERLANDS - KUDELSTAART-WESTEINDERPLASSEN

You can hire a Grand Sturdy 34.9 AC in Kudelstaart (Almeer) at the Westeinderplassen Lakes, a top location in the urban region in the Western Netherlands and only 10 km away from Schiphol and Amsterdam. From the Dutch Lakes – the ‘green heart’ of the Netherlands – many boat tours are possible, including to the upgraded shipping museum in Amsterdam, the famous mills of Zaanse Schans, along the romantic Vecht with its famous mansions, the cheese market in Alkmaar and historic Haarlem.

Waterfront Jachtcharter

www.jachtcharter.com • Tel.: +31 (0)111 - 672 890



CHARTER LOCATIONS AT LINSSEN BOATING HOLIDAYS PARTNERS



www.jachtcharter.com • Tel.: +31 (0)111-67 28 90



www.bboat.be • Tel.: +32 (0)5671 3904



www.aqua-libra.be • Tel.: +32 (0)471 476 761



www.5sterne-yachtcharter.de • Tel.: +49 (0)33 07 - 42 00 110



www.puur-yachtcharter.de • Tel.: +49 (0)751 - 22 38 8



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www.saarmoselyachtcharter.de • Tel.: +49 (0)68 31 - 69 37 9



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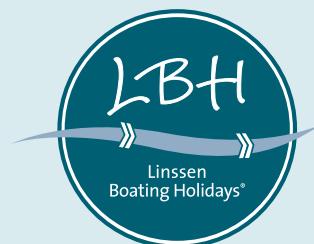
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www.cantal-marine.si • Tel.: +386 (0)1 510 63 90



For more information:
Linssen Boating Holidays®
www.linssenboatingholidays.com

LINSSEN OWNERS ASSOCIATIONS

MAASBRACHT, 2013

Text: Thomas Lach

- THE GERMAN LINSSEN YACHTS OWNERS ASSOCIATION (LYEV)

THE DELTA WEEKEND IN ZEELAND!

On Friday, 6 September 2013, we were ready to go. The new LYEV board had issued the invitations to Zeeland in the Netherlands for its first major event and around 20 members made the trip to South Holland.

The members came from far and wide: from Bayreuth, Berne, Hamburg and Münster. Because of the route, only three member Linssens could be accommodated in Bruinisse, the marina that served as our base. However, Schnuffi, Water 'n Wind and Sabroso formed a satisfactory backdrop for the welcome cocktail on the jetty.

DAY 2, SATURDAY:

Today, we visited Deltapark Neeltje Jans. The members were impressed by the exhibition on the structure that was almost 20 years in the planning and construction.

At all events, Neeltje Jans stirred all the guests' interest in the subject and the walk through the flood barrier was an impressive showcase for what the Dutch excel at, apart from making steel yachts, keeping water under control so that we can all sail on it.

The bus then took all of the guests safely to Vlissingen, the old port town on which Napoleon, the British and the Germans have all left their mark during its lifetime but which has always remained one thing: the attractive, confident port town of the Province of Zeeland. A pleasant guide showed the guests round the old fortifications built by Napoleon and explained their history.

You can't spend time in Vlissingen without visiting the Michiel de Ruyter Museum, dedicated to a man who made his unique mark on the town and who in his lifetime was the pride of Dutch seafarers.

A sumptuous dinner with a magical view of the sun setting over the Oosterschelde rounded off the evening.

At this point, we would like to say thanks for the fantastic

"borrel", a Dutch aperitif, which was donated by Jonkers Yachts. At any rate, that evening was a real enriching experience for everyone, with great chats and maybe even blossoming friendships.

DAY 3, SUNDAY:

After a leisurely breakfast, the port crew was gathered together and off we went to the Watersnood Museum in Ouwerkerk. This is a real insider's tip for anyone visiting Zeeland. This impressive museum now stands at the exact spot where the most serious breach of the dyke occurred on 2 February 1953. Since 1997, it has been open for visitors in the caissons that the Dutch were given in 1953 to close the terrible breach. Four 19x70 metre concrete blocks, which had actually been built in England for the invasion, were recycled for civilian purposes in a practical way. Today, they contain the story of this devastating flood, which has its 60th anniversary this year.

We now come to the final highlight. There are not many places in Zeeland where you can enjoy top level dining, while looking out over the Scheldt and sipping an excellent wine.

But we found one! In the Brasserie de Vierbannen, a place where they are still enthusing about their first high rating in the GaultMillau, the chef served up an extraordinary menu, called Zee n'Zilt.

For more information:

Linssen Yachts Eigner Verein

www.lyev.org



NEW FACEBOOK PAGE FOR LINSSEN-ENTHUSIASTS

MAASBRACHT, SEPTEMBER 2013

To simplify cooperation and the exchange of information between Linssen enthusiasts, the www.facebook.com/Linssen.International.Owners (abbreviated: LiveON) Facebook page has recently been activated.

This page is used to post and share the latest news, photos, boat trips, tweets, etc. from a huge variety of sources and is available to everyone. This page is therefore not just for the Dutch association, but for all Linssen owners, interested parties and other watersports enthusiasts, wherever they may be.

CO-EDITORS WANTED

To handle a huge variety of publications, the initiators are looking for enthusiastic Linssen owners in other coun-

tries, who would like to act as co-editors. If you are interested, please e-mail to: linssen.experience@gmail.com.



EIGHT LINSSEN YACHTS NAMED IN SWITZERLAND

MAASBRACHT, JULY 2013

Last summer, as many as eight Linssen yachts were named simultaneously at Linssen agent Blust in Romanshorn (Switzerland) marina on Lake Constance. The yachts varied in length from 8 to 11.10 metres, which is an excellent size for the Swiss lakes where the limited berths means that both length and beam are important.

"Motor yachts are not often named any more", Yvonne Linssen explains. "The transfer of a boat to the owner at the boatyard in Maasbracht is always a festive occasion that often lasts the entire day and includes technical explanation, trial sailing, lunch and, of course, a glass of champagne. However, eight boats being named simulta-

neously was a unique event. It was a fantastic sight to see all the yachts lined up in the marina festively decked with flags."

The naming ceremony was carried out by Neptune, God of the Ocean, who was transported into the marina on a patrol boat belonging to the lake lifeboat service SLRG Arbon – a Linssen 372 SX Patrol dating from 1990. Every boat was given the attention it deserved under the proud eyes of the owners and invited guests, who after the ceremony all sat down to dinner with Monika and Fredy Blust of Blust Yachten & Service in their showroom.

Linssen 372 SX Patrol SLRG Arbon

Eight yachts lined up in the marina



Linssen specialist par excellence

**The biggest water sport business in
the south-east Netherlands**

**Your specialist Linssen Yachts Parts
supplier**

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- engines and parts
- electronics
- accessories
- stainless steel fasteners
- Linssen Yachts components

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SCHULLER B.V.**

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Tel: +31 (0)475 - 43 99 43 | Fax: +31 (0)475 - 43 99 44
www.boatequipment.nl | info@boatequipment.nl

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.

THOSE CELEBRATING ANNIVERSARIES

MAASBRACHT, 2013



Despite all the modern technology used by Linssen Yachts in its production process, people are and will always be an important quality aspect. Workmanship, experience and knowledge are indispensable.

In this anniversary issue, we are therefore focusing on several people with something to celebrate. This year, several of our professionals have been working for Linssen Yachts for as many as 25 years: Theo Bosmans (Logicam), Ron Dörenberg (Preservation), Marcel Moerkens (After-sales), Angela van Roy (Sales), Frans Vrancken (Logicam) and Peter Zentjens (Hull).

1988



1992



1999



2011



*Theo Bosmans
(Logicam)*

*Ron Dörenberg
(Preservation)*

*Marcel Moerkens
(After Sales)*

*Angela van Roy
(Sales)*

*Frans Vrancken
(Logicam)*

*Peter Zentjens
(Hull construction)*



EUROPEAN BOAT OF THE YEAR 2014

MAASBRACHT, OKTOBER 2013

In September of each year, the nominations are announced for the European Powerboat of the Year. In the displacement category, the Classic Sturdy 36 AC has been nominated for 2014.

The award is an initiative of Boote, Europe's leading water sport magazine, in cooperation with European powerboat and yacht magazines from the Netherlands

(Motorboot), Austria (Yachtrevue), France (Neptune), Italy (Barche a Motore), Norway (Batliv) and Switzerland (Marina CH). 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 18 January 2014, the first day of BOOT Düsseldorf.



Text: Peter Linssen; Photographs: VisitFlanders

THE “GREAT WAR” (1914-1918) – IN FLANDERS FIELDS CENTENNIAL, BELGIUM (2014-2018)

ON 28 JUNE 1914, ARCHDUKE FRANZ FERDINAND OF AUSTRIA WAS ASSASSINATED IN SARAJEVO. IT WAS THE PROVERBIAL FLAME THAT LIT THE POWDER KEG, RESULTING IN A POLITICAL DOMINO EFFECT. ALMOST THE WHOLE OF EUROPE WAS AT WAR WITHIN EIGHT DAYS, A WAR THAT WOULD CHANGE THE LIVES OF MILLIONS OF PEOPLE ALL OVER THE WORLD.

It was a war that caused unimaginable suffering. Seventy million soldiers were mobilised, of whom over 9 million would never return home again... All the great powers were involved in WWI, including the British Empire, France, Germany, Austria-Hungary, Russia, the United States, Canada, Japan, Australia and New Zealand (ANZAC: Australian and New Zealand Army Corps) and many countries besides.

The conflict that “would be over by Christmas” lasted for four long years. Westhoek in particular was the scene of many offensives and battles during this period. A ceasefire finally came into force on 11 November 1918 and, to this day, the time at which the weapons fell silent on the Western front is commemorated by Belgians and many others. The First World War was over. “Flanders Fields”

CHRISTMAS

“On Christmas day 1914 an unofficial ceasefire took place at various points along the Western front. The soldiers even climbed out of their trenches and exchanged Christmas gifts with soldiers from the other side.”

Chris McNab, *The World War I Story*, ISBN 978-1-84588-669-1

became quiet and peaceful once more...

WATER...

Water and waterways played a vital part in the course of the Great War. The Battle of the Yser (18-30 October 1914): Following heavy fighting, the Belgian Army flooded the

area to the north of the River Yser and pulled back behind the Nieuwpoort-Diksmuide railway line. This protected the Army's position and made the entire south-west corner of Belgium inaccessible. The "concept" of the flooding was cooked up in the town hall of Veurne with Karel Cogge. Karel was the inspector of the Noordwatering and knew the water management system in the region like the back of his hand. The "Yser Front" therefore became relatively static and "quiet", as in "all quiet on the Western front".... Cogge could not have known at the time that his effective strategy would indirectly save the lives of many soldiers. "Only" 45,000 were killed on the Yser Front compared with 450,000 (!) on the Ypres Front.

PEACE TOURISM...

Is this terrible chapter from the history of "civilised" people really a suitable subject for a brochure about motor yachts and pleasure sailing, do you think?

We can wholeheartedly answer "Yes it is!" And we will

INSANITY

"This war is really the greatest insanity in which white races have ever engaged."

Admiral Alfred von Tirpitz (letter to his wife, October 1914)

explain why. World War I tourism is inextricably linked to Westhoek. Anyone travelling through it cannot fail to notice the many cemeteries, memorials and other important sites. The moving multicultural wartime past is an indelible part of the landscape and engraved in its history. As many as fifty countries, as they exist today, played a part in the bizarre setting of the Great War in Westhoek. Thousands of family members from around the world pass through Flanders Fields every year to visit the graves of their forefathers who found their last resting place



THE "GREAT WAR"

The Last Post has been sounded under the Menen Gate in Ypres at 8 o'clock precisely every evening.

there. It is a mark of honour, but it is also a statement that "such madness must never happen again!" For this reason, the "In Flanders Fields Museum" in Ypres is an absolute "must see". Since 1928, the Last Post has been sounded under the Menen Gate in Ypres at 8 o'clock precisely every (!) evening: "must experience"!

Understandably, Visit Flanders prefers to describe this as "Peace Tourism" rather than "War Tourism". Yes, the great War has become a "tourist product", which sounds very macabre, but it is not if you look at it more closely. The visitors and family members from all corners of the world are grateful that a structure is in place to help them commemorate their forefathers. In this way, "a tourist product" has successfully become a mission for peace.

SAILING INTO HISTORY...

Ceremonies to commemorate the consequences of the assassination in Sarajevo 100 years ago will begin in 2014. The Westhoek Tourist Office has teamed up with Marinex (Linssen yachts' Belgian dealer), BBoat Jachtcharter (the Linssen Boating Holidays® partner in Westhoek) and Lins-

Museum Passchendaele 1917





The 'Pool of Peace'.

sen Yachts BV in the Netherlands to develop suggested routes and packages for visitors from all over the world who want to sail into history on a Linssen yacht.

In this unique way, visitors will be able to combine the serious aspects of the commemorations with the pleasurable experience of getting to know the historical, culinary and cultural delights of West Flanders. After all, who would not want to moor their "own" luxury motor yacht more or less in the centre of historic towns like Ghent, Bruges, Veurne, etc?!

HAVING FUN IN WESTHOEK

Having fun in Westhoek means sampling a St.-Bernardus, a Struise Rosse or a Hommeltje (local beers) in a typical brown bar. You could also relax in a sunny pavement cafe sipping a glass of Kerner or Pommelle (Heuvelland wine). Westhoek's breweries enjoy a glittering reputation and many of them open their doors for visitors and tastings. Heuvelland's winegrowers have successfully had Heuvelland recognised as a wine-producing region. Heuvelland wines are more than worthy of the AOC quality label they have been awarded. They are proud to share the wine-making process and their wines with visitors.

Having fun in Westhoek also means tucking into Flemish delicacies such as hennepot (chicken, rabbit and veal terrine), schelle van de zeuge (pork belly), kabeljauw aan de Schreve (cod in a beer sauce), boerestuutte met paté (paté sandwich), hammetje in Tripel van St Bernardus (ham shank cooked in beer) or Vleterse schuimtaart (meringue pie). Chefs from this region insist on using local produce to create unique and delicious dishes.

Having fun in Westhoek involves exploring mysterious buildings, hearing stories about smugglers and customs officers and visiting fascinating museums (Folk Experience, Hopmuseum and Mout- en Brouwhuis De Snoek).

VOYAGE OF DISCOVERY

With their committed, personal approach, Véronique and Lieven Vandeputte of BBoat Jachtcharter, with departure bases in Ieper and Kuurne (Kortrijk), will assure you of an unforgettable sailing experience on the wonderful waterways of West Flanders. For example, the "Flanders Fields Route" covering Nieuwpoort-Ypres-Veurne-Diksmuide-Nieuwpoort (with an optional extension to Bruges) is a perfect suggestion.

There are many well-known names that will invite you to continue your "voyage of discovery"... Names such as Yser, Leie, Plassendale-Nieuwpoort Canal, Ypres-Yser Canal, Lo Canal, Ghent-Ostend Canal, Nieuwpoort-Dunkirk Canal, Bossuit-Kortrijk Canal, Spierre-Lille Canal (restored in 2011). You will be surprised by the diversity of your boating experience and the natural beauty of Westhoek, a cruising area which is (still) regarded as a "secret tip". Experience, respect and enjoy. Cruising in Westhoek is a unique experience... (which you may be inclined to repeat on another occasion!)

Linssen Yachts is contacting the chairpersons of the UK Linssen Owners Association, the LOG (Linssen Owners Group for the Netherlands and Belgium) and the LYEV (the German Linssen Yachts Owners Association) to invite their members to discover this special region and therefore introduce them to a new, attractive destination. Marinex, BBoat and Linssen Yachts will be happy to assist international Linssen owners to plan their boat trip.

A warm welcome in advance from Visit Flanders, the Westhoek Tourist Office and the Belgian Linssen Boating Holidays® partners!

Sources:

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- www.thegreatwarcentenary.be
- www.toerismewesthoek.be
- www.flandersfields1418.com
- Chris McNab, *Het verhaal van de eerste wereldoorlog*, ISBN 978-1-84588-669-1
- In Flanders Fields Museum, Lakenhallen, Grote Markt 34, B-8900 IEPER, www.inlandersfields.be
- NautiV-Vereniging van Vlaamse Nautische Bedrijven, www.nautiv.be
- Marinex - Linssen Yachts Belgium www.linssenyachts.be
- Westhoek Marina, Brugsevaart, 48 B-8620 Nieuwpoort www.westhoekmarina.be
- BBoat Jachtcharter, Kortrijksestraat 39, B-8520 KUURNE-België, www.bboat.be; www.linssenboatingholidays.com
- Promotion Office for Inland Navigation in Flanders, pbv@binnenvaart.be
- Linssen Yachts BV, Maasbracht, Nederland. www.linssenyachts.com

VISIT FLANDERS

Grasmarkt 61, B-1000 BRUSSEL
info@toerismevlaanderen.be
www.toerismevlaanderen.be

BBOAT JACHTCHARTER

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 Tel.: +32 56 71 3904
 GSM: +32 478 72 2496
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www.bboat.be

THE "GREAT WAR"

POPPIES

The poppy is the logo of the "In Flanders Fields Museum". The Canadian military doctor John McCrae experienced unimaginable scenes close to Ypres in 1915. He saw countless numbers of poppies growing in the fields and on the improvised cemeteries.... His poem went round the world:



2014-18
 100 jaar Grote Oorlog

In Flanders Fields

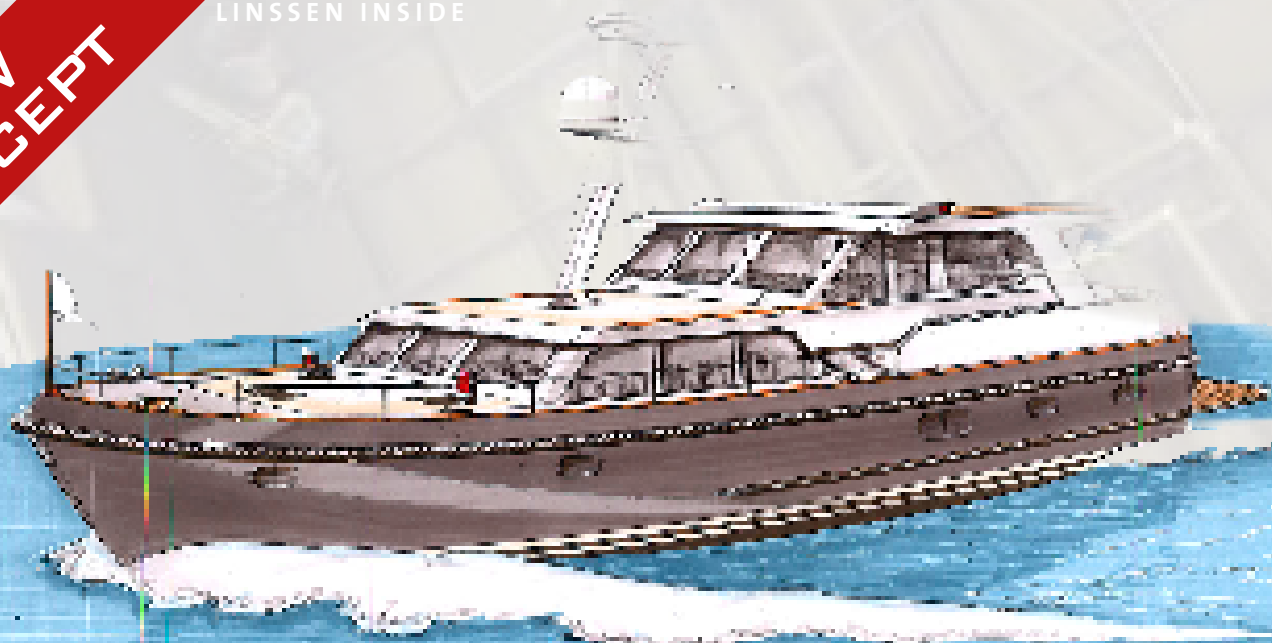
*In Flanders fields the poppies blow
 Between the crosses, row on row,
 That mark our place; and in the sky
 The larks, still bravely singing, fly
 Scarce heard amid the guns below.
 We are the dead. Short days ago
 We lived, felt dawn, saw sunset glow.
 Loved, and were loved, and now we lie
 In Flanders fields.
 Take up our quarrel with the foe:
 To you from failing hands we throw
 The torch; be yours to hold it high.
 If ye break faith with us who die
 We shall not sleep, though poppies grow
 In Flanders fields*

INTERNATIONAL BOAT SHOWS & LINSSSEN EVENTS

2013	2014	
Hanseboot Hamburg (D) 26.10-03.11.2013	Boot Düsseldorf Düsseldorf (D) 18.01-26.01.2014	Kreusch Wassersport & Freizeit Schweich/Moselle 10 + 11.05.2014
Linssen Yachts Boat Show Maasbracht (NL) 23.11-25.11.2013	BOOT Holland Leeuwarden (NL) 07.02-12.02.2014	Spree Marine Berlin 17 + 18.05.2014
Salon Nautique de Paris Paris (F) 06.12-15.12.2013	Belgian Boat Show Gent (B) 8-10 & 14-16.02.2014	Linssen In-Water Boat Show Maasbracht (NL) 23.05-26.05.2014
	Linssen Collection Weekend Maasbracht (NL) 15.03-17.03.2014	Linssen Proefvaren op zee Blankenberge (B) 28.06-30.06.2014
	Hennings, Yacht-Vertrieb Papenburg 12 + 13.04.2014	Linssen Yachts Boat Show 2014 Maasbracht (NL) 22.11-24.11.2014

NEW
CONCEPT

LINSSEN INSIDE



Text: Yvonne Linssen; Artists Impressions: Anne Elsinga; Photographs: Linssen Yachts B.V.

LINSSEN GRAND STURDY 52.9 EN GRAND STURDY 58.9

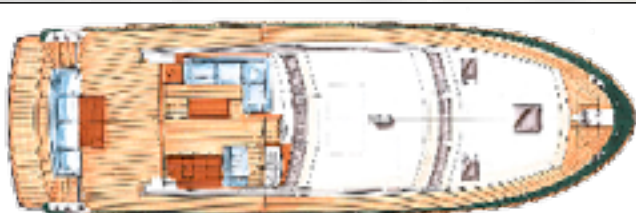
GRAND STURDY 52.9



Variotop®



Wheelhouse



BASIC INFO GRAND STURDY 52.9

LOA x beam o.a. x draft: $\pm 16,30 \times 5,13 \times 1,30$ m

Length over deck: $\pm 14,96$ m



AS YOU HAVE COME TO EXPECT FROM LINSSEN YACHTS, WE ARE ALWAYS DEVELOPING NEW CONCEPTS. IN 2004 THE GRAND STURDY 9 SERIES WAS INTRODUCED, IN 2010 THE RANGE CRUISER SERIES AND IN 2012 THE NEW CLASSIC STURDY SERIES. AND WE ARE CURRENTLY WORKING ON THE LATEST MODELS IN THE '9' SERIES. THE STYLE OF DESIGNER ANNE ELSINGA AND THE LINSSEN DNA, WHICH CHARACTERISE THE SOPHISTICATED CONSISTENCY OF ALL LINSSEN YACHTS, ARE ALSO CLEARLY EVIDENT IN THIS NEW CONCEPT.

THE LINSSEN GRAND STURDY 52.9 WHEELHOUSE IS CURRENTLY BEING BUILT.

FOR MORE INFORMATION, PLEASE CONTACT

sales@linssenyachts.com

GRAND STURDY 58.9



Variotop®



Wheelhouse



BASIC INFO GRAND STURDY 58.9

LOA x beam o.a. x draft: ± 17,80 x 5,13 x 1,30 m

Length over deck: ± 16,46 m



Text and photographs: Paul Beelen

WE'RE STAYING IN 'CONTACT' VIA THE LINSSEN MAGAZINE

NOT LESS THAN 50 EDITIONS. THAT'S THE SUM TOTAL OF 25 YEARS OF LINSSEN MAGAZINES. THE EDITORS LOOK BACK BEHIND THE SCENES.

"Contact' is the symbolic name of this publication, which expresses its intention well. Linssen owners or maybe potential Linssen buyers get to meet the boatyard when 'Contact' drops into their letterbox. It contains the latest news, an interesting occasion, a piece of history or a handy tip. In short, information from the company which has been or could become your long-term partner," thus began the first edition of Linssen Contact in 1988.

Has much changed over 25 years? Of course it has, at least from a technical point of view – how the magazine is made – but its contents still match the description of 25 years ago. After just a few years, the cover was beauti-

fully designed and printed in colour and, from 1993, the whole magazine was printed in colour.

Peter Linssen, the initiator of Linssen Contact and its editor-in-chief until 2011 is the person who made the magazine what it is today. Over the years, the magazine grew to become a publication which is published in four languages and has a print run of 27,000 copies. Many a publisher would envy such figures. The magazine has now been reduced to a core edition of 7,500 copies and contains Linssen news, Linssen Boating Holidays news, lifestyle, travel stories, reports from our customers and owners associations and a lot more besides.

After 27 editions, the magazine's name was changed to Serious Pleasure to coincide with the modernisation of the Linssen logo. The new name was more fitting for the lifestyle-oriented contents.

Two years ago, with the arrival of the third generation of Linssens, we changed the name again and Linssen Magazine was born. This name is the same always and everywhere internationally, short and to the point and states exactly what it is: a magazine from Linssen.

The attentive reader may say: "But this is edition 42... How can there be 50 editions?" It's quite simple. The

frequency was not the same every year and, in the early days, the numbering was not entirely consistent. For example, a few 'specials' were not numbered consecutively. The summary below clearly shows that there really have been 50 editions.

In the years ahead we will continue to send you the Linssen Magazine containing Linssen news, boating experiences and product information, etc.

The current editors would like to thank Peter Linssen for his fantastic dedication over all these years. His characteristic writing style, feeling for design, always knowing the right subjects to bring up and above all his eye for detail and impressive knowledge of the Dutch, German and English languages all helped to make the Linssen Magazine what it is today.



Text and photographs: Trudy Rutten with the assistance of Alexander Jonkers and Jan Brummel

A PIONEERING SAILING TOUR...

SIX LINSSEN YACHTS WERE MOORED IN ROOMPOT MARINA, READY TO GO. IT WAS FRIDAY 12 JULY AND A STIFF WIND HAD BEEN BLOWING ALL WEEK. WE STOOD ON THE JETTY, RATHER WORRIED, WONDERING WHETHER THE CROSSING TO LOWESTOFT THE NEXT DAY WOULD BE GOING AHEAD AFTER ALL. HOWEVER, ONE OF THE MEMBERS OF OUR GROUP – AN EXPERIENCED SAILOR – WAS POSITIVE ABOUT THE WEATHER AND WHEN TOUR LEADER ALEXANDER JONKERS ARRIVED A LITTLE LATER, WE COULD ALREADY SEE IT IN HIS FACE... THE TOUR TO THE SOUTH-EAST COAST OF ENGLAND WAS GOING AHEAD!

THE GROUP MEMBERS AND THEIR EXPERIENCE AT SEA

Our group consisted of 14 people, including our tour guide. Two of the skippers had a navy background and two had experience of sailing on the sea. For one couple, it would be their first time and we had some experience of the Wadden Sea, the Baltic and the German Bight. The skippers formed themselves into a weather team and a navigation team. Every day, we held a pow-wow on one of the boats, which – as well as being informative and in-

structive – was very pleasant. We kept in touch by VHF when we were crossing shipping lanes and when porpoises and seals were spotted. Alexander checked by VHF every two hours during the crossing to see how things were going with the crews and their boats.

THE NORTH SEA

The North Sea is, on average, 94 metres deep but south of the Dogger Bank it is usually less than 50 metres in

depth. The North Sea is the link connecting Europe to other world markets. An increasing number of pleasure craft visit the North Sea. Together with the neighbouring English Channel, it is the busiest shipping area in the world.

DAY 1-2 - LOWESTOFT

The crossing to Lowestoft took 14 hours (95.6 nautical miles). We departed with the tide at 6.30 am, heading for the Roompotsluis lock, and a little later we were sailing on the North Sea. Once past the wind turbines, drilling platform and shipping lanes, we found ourselves – just six yachts – in an enormous expanse of water. The sun coloured the water blue and the wind was force 3-4. Just off Lowestoft, we encountered a fog bank. The weather team had already prepared us for this and we sailed in straight-line formation, as agreed. As we were sailing close together, big ships would be better able to spot us on their radar. All of us were also using radar, which was a very instructive experience. Fifteen minutes later, just before we reached Lowestoft, the fog lifted and we had a fantastic experience, arriving in England on our

SAILING ON TIDAL RIVERS ON THE SOUTH-EAST COAST

The south-east coast of England is a fantastic cruising area with fascinating and often protected natural features, home to water birds, seals, porpoises and dolphins, authentic English towns and fishing villages and an exciting way of sailing in a tidal area. The rivers are fed by rainwater and dredged to keep them accessible to shipping. The river estuaries are subject to the action of the tide. Thresholds of sand and gravel are formed in river estuaries by waves, currents and storms. The thresholds are moved by wave action. The river estuaries are signposted by buoys and it is advisable to follow the buoyage closely.

own boat! We sailed into the port of Lowestoft.

We moored in Lowestoft Marina, where we were the guests of the Norfolk and Suffolk Yacht Club. We used our well earned day of rest to look around Lowestoft. This port city is situated on the most easterly point of the United Kingdom, 110 miles north-east of London. Lowestoft has a long history in the fishing and energy industries and is a traditional seaside resort.

MARINAS

In the rivers you will find harbours with moorings where you can anchor as well as inland harbours. To prevent beaching at low tide, there are thresholds in front of the harbour entrance. In other cases, the harbour will have a pontoon jetty in the deepest part of the river. Water taxis are available to take you ashore. If your trip depends on the tide, you wait until high tide before crossing the threshold into the harbour. You sail out when the tide is lower but you still have the current with you. An advantage of this is that you are not held up by locks and bridges. Ipswich is the only place that has a lock.

DAY 3 – RIVER ORE

We set off for the river Ore. At high tide, we crossed the gravel threshold and sailed into the river estuary. This is Orford Ness, a long, wide, vegetation-covered gravel spit on the Suffolk coast. During the Cold War, it was the site of a secret radar station used as part of the country's defence against low-flying aircraft. It is now a magnificent nature reserve, protected by the National Trust. The reserve is 2,230 hectares in area and consists of flint gravel, tidal rivers, mudflats, sandbars, salt marsh, reed beds and tidal marshes, which makes it an ideal habitat for many

The crossing to Lowestoft



Lowestoft Marina



*Tide Mill Woodbridge**Pin Mill- The Butt & Oyster pub*

species of birds, Chinese water deer and hares. The size of this reserve fluctuates as gravel is washed ashore and washed away by waves. The nearby town of Orford probably used to have a sea view. We dropped anchor in these magnificent surroundings! We jumped into our dinghies and visited Orford.

DAY 4 – RIVER DEBEN – WOODBRIDGE

The Tide Mill in Woodbridge is a rare example of a tide mill in which the wheel still turns. It is a reflection of the early Industrial Revolution. The reservoir next to the mill is now a yacht harbour. We spent the night there after first dining in a nearby restaurant, The Table.

DAY 5-6 – IPSWICH

It was early in the morning when we crossed the threshold of Tide Mill Yacht Harbour and headed for Ipswich. There are a number of yacht clubs along the river Deben and we passed through a row of boats at anchor which was several kilometres long. It looked like a guard of honour for our “Linssen fleet”.

We passed the Felixstowe Ferry and the Harwich – Hook of Holland shipping lane without a problem. Halfway up the river Orwell, we moored at Woolverstone Haven

for a wonderful walk to Pin Mill, a hamlet and sheltered anchorage for barges. Pin Mill has many small industries (sailmaking, malting and brickmaking) but is now best known for The Butt & Oyster pub and yacht and dinghy sailing. We enjoyed a delicious lunch at this beautiful spot.

It was then time to return to the boats. We sailed under the Orwell Bridge (the first and only bridge of this trip). It took a further half hour to reach the lock at Ipswich, the capital of the county of Suffolk. Ipswich is one of the oldest towns in England (7th - 8th century) and is important for the North Sea trade. Present-day Ipswich still has a working port handling several million tonnes of freight per year. Recently, the city has had an extensive makeover, especially along the waterfront, and is now a residential and commercial centre. It also has two marinas, Ipswich Dock and Neptune Marina. Neptune Marine gave us a really warm welcome! Each boat had a place reserved for it by name in the marina.

The Linssen fleet had already received a lot of attention during the trip. But in Ipswich we often had to provide information on the quality and price of the yachts. English photograph albums will probably be packed with pictures of the Linssen yachts this year.

Brightlingsea harbour

DAY 7 – WALTON BLACKWATERS – TITCHMARSH MARINA

After a day of rest in Ipswich, we passed the river Orwell and crossed the shipping lane to Walton Blackwaters. Walton Blackwaters is a paradise for animals and has really beautiful scenery. It is a world governed by the tides, half swamp and half sky, with almost nothing to indicate where the horizon is. It is home to two species of seal, the common seal and the Atlantic seal. Here, the common seals are a reddish colour because of the iron oxide in the mud.

Titchmarsh marina is on the Walton Channel, a channel with strong currents. It appeared that the majority of (English) boats in Titchmarsh Marina seldom ventured beyond the Walton Channel. It was therefore essential to take a careful look at the depth and tide there. The buoyage, which was almost square on, indicated the route and despite the fact that we followed it closely we ran aground on the gravel when sailing out the next day. A propeller was damaged but fortunately we were able to continue on our way.

DAY 8 – RIVER COLNE – BRIGHTLINGSEA

The small but fascinating river that we sailed on this day was the river Colne. Our destination was Brightlingsea, a coastal resort on a spit of land in the river estuary. The river estuary is mostly tidal and, at low tide, there is a one metre high threshold in front of the harbour. A specially assigned harbourmaster in a rubber dinghy piloted us through the fairway and led us boat by boat to one of the

two pontoon jetties in Brightlingsea harbour. We went ashore by water taxi to explore the town. The traditional industry in Brightlingsea used to consist of shipbuilding and oyster fishing. Industry has declined so that it is now mainly a dormitory town for Colchester. On the quay was the only remaining fisherman, who was selling fresh fish and shellfish.

At the entrance to Brightlingsea Creek is Westmarsh Point. There we saw Bateman's Tower, built in 1883 by John Bateman as a recuperation area for his daughter. The tower is regarded as a folly and is currently managed by Colne Yacht Club. The tower is accessible to the public during yacht races. There is a campsite, a (dated) open air swimming pool and a long line of colourful beach huts on the point.

DAY 9 – RIVER CROUCH – BURNHAM

The River Crouch is a river that flows through the entire county of Essex. Burnham-on-Crouch is on its northern bank. The town used to be a very important place, as a ferry port and fishing port with its famous oyster beds. The arrival of the railway in 1887 boosted commercial and agricultural activities and a foundry was built. This benefited boatyards and local traders. The River Crouch became an ideal venue for the growing boating hobby, which it still is, even today. We moored in Burnham Yacht Harbour, situated in the unspoiled Dengie marshes, in the late afternoon. There is a scenic walk/cycle path to

Ramsgate



the town centre from which you can enjoy a wonderful view of the beached boats and the sea as you pass along.

DAY 10 – RAMSGATE

It would be a fantastic trip across the wide Thames estuary and the North Sea. The wind was force 3 – 4 and there was little shipping around. We crossed the two sandbars at high tide. It was a great experience sailing past the cliffs to the Royal Harbour in Ramsgate.

The old town towered over the harbour and, at low tide, we sailed into the narrow fairway towards the long jetty where all the boats moored. All around us was sand and gravel and a fantastic view of Ramsgate. About an hour later we climbed the steps to the Royal Temple Yacht Club and held our last pow-wow there. We wrote in the visitors' book that we were there with six Linssen yachts. We had our last meal in England in an Italian restaurant. Ramsgate is described as a blend of maritime heritage

and architectural finery. Most of us would willingly have spent another day there but we had to leave early in the next day for Blankenberge.

DAY 11 – NORTH SEA – BLANKENBERGE (BELGIUM)

We left Ramsgate at 8 am. It was special seeing the sunrise at sea from there! It was 10 hours sailing, a force 3 wind and there was hardly any shipping traffic to be seen. Far behind us, lightning flashed now and again and we were instructed to go inside if it came close. However, we stayed ahead of the thunder and lightning and it became a wonderful trip again. The familiar Belgian coast came into view and we attracted a lot of interest as we sailed into the Royal Scarphout Yacht Club in Blankenberge at 5:30 pm.

It was the end of a wonderful journey...



Looking back on a fantastic trip, I think how suitable the title "pioneering sailing tour" is in many respects. When Jan told me last year that he would like to go on this tour, I thought, "Okay, but without me". I expected to be seasick and suffer a lot as a result of sailing at sea. Because Jan wanted so much I eventually agreed but my share in the preparations was mainly, "How do I survive a 14-hour sea crossing?" How different it all turned out and how happy I am that I went along!

Alexander reassured me, "A good skipper will never say that the weather at sea was against him but that he depart-

ed in good weather and stayed in port in bad weather". Alexander sailed on all the boats, gave advice where necessary, carried out minor repairs and if necessary simply switched boats on the open sea. We were greatly affected by the weather. We had glorious weather from start to finish. The wind was up to force 4 during the crossing and between 3 and 6 during the entire trip, peaking at force 8. This meant that we were able to travel without hold-ups and according to plan. We discovered that sailing at sea and in tidal rivers was a very beautiful and exciting experience. You learn what navigation is really about and you feel at one with the elements.

When undertaking a trip like this for the first time, it is pleasurable and safe to travel with a group. We learned a lot from the experienced skippers and skippers' wives, some of whom had made the crossing many times before.

Trudie Rutten



SEASICKNESS

For me, this was the reason that I had doubts about going to sea and as far as I know this is the same for many people. Seasickness is caused by the body's sense of balance being disturbed by the rocking of the boat. Sensitivity to seasickness differs from person to person.

TIPS FOR PREVENTING SEASICKNESS

- adjustment – the body must be given time to adjust to the rocking motions (yawing). It is therefore not advisable to go to sea direct from home.
- avoid coffee, carbonated drinks, heavy meals and acidic fruit; eat easily digestible meals and keep to normal mealtimes
- avoid stress
- avoid chills
- stay interested in what is going on around you, keep busy, take charge of the steering
- stay in the fresh air and keep your eyes fixed on the horizon.

MEDICATION TO PREVENT SEASICKNESS/TRAVEL SICKNESS

Different medications are available but read the pack insert first because some medications can have unpleasant side effects.

- I myself have had good experience with Bach flower remedies, a natural remedy without side-effects. The Bach flower "Scleranthus" has a positive effect on the sense of balance and "Bach Rescue Remedy" has a calming and soothing effect.
- Acupuncture wristbands (SeaBand) can relieve symptoms of seasickness.

THE SAILING ROUTE

- Roompot Marina
- Lowestoft- Norfolk and Suffolk Yachtclub
- River Ore – Orford
- River Deben –Woodbridge
- River Orwell – Woolverstone – Ipswich Marina
- Walton Blackwaters – Titchmarsh Marina
- River Colne – Brightlingsea Marina
- River Crouch – Burnham on Crouch
- River Chrouch - Ramsgate – Royal Harbour
- Blankenberge (België) - RSYB

DURATION OF THE TOUR

11 days including 2 rest days – total distance: 320 nautical miles.

PREPARATIONS

Tour guide and Linssen yachts dealer Alexander Yonkers provided us with a folder containing information on the tour, a list of essential books and maps and points to note for the preparations for the sailing tour at sea.

BOOKS AND MAPS

The correct, up-to-date maps (electronic and paper). The current ANWB Wateralmanak, parts 1 & 2 and Reeds Nautical Almanac (mandatory).

Aids: extra hand-held compass, compass, calipers, ruler and pencil.

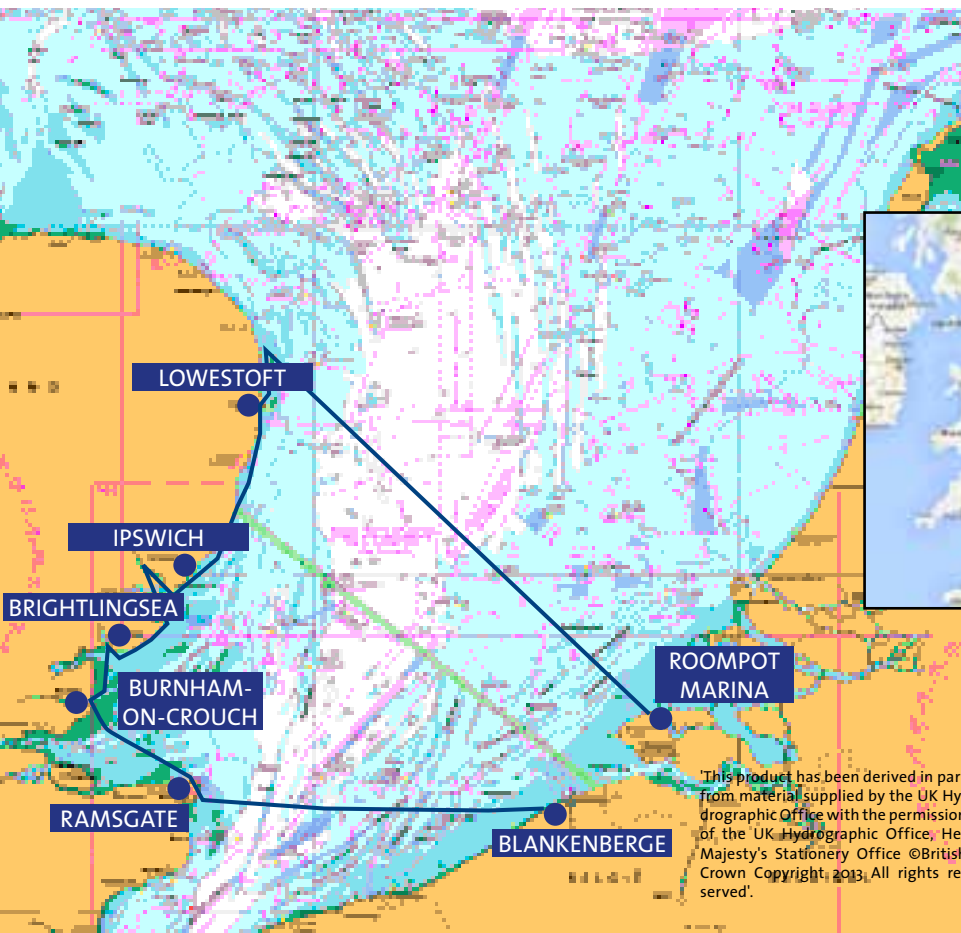
Recommended reading: Vaarwijzer De Engelse Oostkust (author A. Valk, ISBN 9789064104312, Gottmer Uitgevers groep bv)

SAFETY

Lif jackets, liferaft, flares, lifelines on deck, additional anchor and line, seasickness medication, meals that are easy to prepare and sufficient drinking water.

THE YACHTS

Of the six yachts that took part, four were equipped with stabilisers and a second engine. Stabilisers reduce the yawing of the boat by as much as 90%, which makes sailing at sea much more comfortable. However, the fact that having stabilisers is not a precondition for sailing at sea was borne out by the two remaining boats that made the crossing to England (several times) with no complaints.



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“Nobody knows better than the designers which engine is best suited to their boat. We often see yachts with excessive HP, but that’s not the case here.”
(Boot (B), September 2013)

“The white wall finishing and the large cabin windows give the yacht a light and refreshing character.”

(Motorboot (NL), September 2013)

“You won’t have any problem handling or mooring this boat single handed”

(Motorboat & Yachting (UK), November 2013)

THIS IS THE WAY REAL BOATERS
DISCOVER ALL OF EUROPE!



“During manoeuvring the boat proved to have an effective rudder that easily corrects the minimal wheel effect when reversing.”

(Motorboot (NL), September 2013)

“The quiet engine, the stability and the easy manoeuvrability are particularly worthy of mention.”

(Marina CH (CH), September 2012)

“One of the spookiest things is the noise... or almost the complete absence of it!”

(Motorboat & Yachting (UK), November 2013)

INTRODUCTION
OFFER

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NOW THE LUXE EDITION
FOR THE PRICE OF THE STANDARD EDITION.



	standard edition	luxé edition
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Classic Sturdy 28 Sedac	€ 173.700	€ 185.100
Classic Sturdy 32 Sedan	€ 211.000	€ 224.100
Classic Sturdy 32 AC	€ 215.200	€ 228.200
Classic Sturdy 36 Sedan	€ 281.600	€ 297.100
Classic Sturdy 36 AC	€ 291.900	€ 307.400
Classic Sturdy 42 Sedan*	€ 372.500	€ 392.700
Classic Sturdy 42 AC*	€ 390.000	€ 410.200
Classic Sturdy 46 Sedan*	€ 463.600	€ 488.300
Classic Sturdy 46 AC*	€ 488.300	€ 513.000

(all prices are incl. of 21% VAT)
This special offer is valid from 1 Februari 2013 until 31 December 2013.
* also available as twin version

STURDY

SPECTACULAR ANNIVERSARY



ARY OFFER

GRAND STURDY 34.9 AC AND 40.9 AC



Basic specifications:

LOA x beam x draft: $\pm 10.70 \times 3.40 \times 1.00$ m
 Minimum air draft: ± 2.48 m
 Headroom FC/saloon/AC: $\pm 1.83 \times 1.94 \times 1.87$ m
 CE-classification: C (Coast)

Engine:

Engine: 1x 4 cyl. Volvo Penta Diesel,
 1x 55 kW (75 HP), 3000 rpm

Colour scheme:

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

Interior pack:

Consisting of duvets and duvet covers, pillows with pillowcases, bottom sheets, towels and hand towels, face cloths and decorative cushions for the saloon sofa.

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: $\pm 12,85 \times 4,30 \times 1,20$ m
 Minimum air draft: $\pm 3,01$ m
 Headroom FC/saloon/AC: $\pm 1,97 \times 2,01 \times 1,99$ m
 CE-classification: B (Sea)

Engine:

1x 5 cyl. Volvo Penta Diesel, type D3-110
 1x 82 kW (110 HP), 3000 rpm
(also available in twin version)

Colour scheme:

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

Interior pack:

Consisting of duvets and duvet covers, pillows with pillowcases, bottom sheets, towels and hand towels, face cloths and decorative cushions for the saloon sofa.

Base price Limited Edition

€ 350.900,-

'Below deck' -pack

€ 7.260,-

'Easy cruising'-pack

€ 19.360,-

'Anniversary'-pack

€ 21.175,-

(all prices are incl. of 21% VAT)

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AN UP-TO-DATE SELECTION FROM THE LINSSEN PRE-OWNED SECTION



DUTCH STURDY 260 OC

Ref. nr. 60.2605.01; year of construction 1997
8.00 x 2.99 x 0.80 m; 1x Volvo Penta TMD 22, 78 HP
€ 89,000.-



GRAND STURDY 29.9 AC

Ref. nr. 60.2663.01; year of construction 2006
9.35 x 3.35 x 1.00 m; 1x Volvo Penta D2-55, 55 HP
€ 162,000.-



DUTCH STURDY 320 AC

Ref. nr. 60.2330.01; year of construction 2003
10.10 x 3.45 x 1.00 m; 1x Volvo Penta, 110 PK
€ 169.000,-



GRAND STURDY 380 AC

Ref. nr. 60.2395.02; year of construction 2003
11.60 x 3.85 x 1.15 m; 1x Volvo Penta, 100 HP
€ 252,000.-



DUTCH STURDY 380 AC

Ref. nr. 60.2228.01; year of construction 1999
11.50 x 3.95 x 1.05 m; 1x Volvo Penta TAMD 41 H, 145 HP
€ 191,000.-



GRAND STURDY 34.9 AC

Ref. nr. 60.2877.01; year of construction 2009
10.70 x 3.40 x 1.00 m, 1x Volvo Penta D2-75, 75 HP
€ 229,000.-

LINSSEN YACHTS PRE-OWNED SECTION



The special Linssen Collection privileges include:

- Linssen Yachts Owners Card
 - Linssen Yachts Guarantee Plan (1-year guarantee*)
 - Boats in an excellent state of repair
 - Complete overhaul carried out
 - Delivery ex boatyard, no delivery charges
 - Interior and exterior professionally cleaned
 - Complete inspection upon delivery
 - Detailed transfer-of-ownership and technical instructions
 - Extra support by Linssen Yachts' after-sales service
- (* see the Linssen Yachts Guarantee Plan for pre owned boats conditions)



GRAND STURDY 40.9 SEDAN

Ref. nr. 60.2802.01; year of construction 2008
12.85 x 4.30 x 2.78 m; 1 x Volvo Penta D3-110, 110 HP
€ 339,000.-



GRAND STURDY 410 AC

Ref. nr. 60.2462.01; year of construction 2004
12.55 x 4.20 x 1.24 m; 2x Volvo Penta TAMD 31S, 100 HP
€ 315,000.-



GRAND STURDY 40.9 AC

Ref. nr. 60.2805.01; year of construction 2008
12.85 x 4.30 x 2.78 m; 1x Volvo Penta D3-110, 110 HP
€ 339,000.-



GRAND STURDY 430 AC

Ref. nr. 60.2343.01; year of construction 2003
13.20 x 4.30 x 1.23 m; 2x Volvo Penta 41 H, 145 HP
€ 339,000.-



RANGE CRUISER 450 SEDAN WHEELHOUSE

Ref. nr. 60.2982.01; year of construction 2012
14.83 x 4.40 x 1.22 m; 2 x Steyr SE156E26, 2 x 120 HP
€ 695,000.-



GRAND STURDY 500 VARIOTOP®

Ref. nr. 60.2285.01; year of construction 2000
14.99 x 4.75 x 1.20 m; 2 x Volvo Penta TAMD 41 H, 145 HP
€ 429,000.-



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