

LINSEN YACHTS



Since 1949

We take your pleasure seriously®



NOMINATED 2017



[MISSION 2020]

Linssen Yachts is developing and investing continuously

ITALY

La Laguna di Venezia

CAPTAIN STURDY

goes fishing





INVITATION

LINSSEN YACHTS BOAT SHOW

Friday 18, Saturday 19, Sunday 20 and Monday 21 November 2016, Maasbracht



WE TAKE YOUR PLEASURE SERIOUSLY

Sadly, the sailing season is drawing to a close. Luckily, the weather was very good in September, which compensated for the rather changeable summer.

As intended, we went sailing, but not with our "Henri Mer" that I told you about in the previous edition. That boat was sold just before the completion date. And that was not to the liking of my husband and children I can tell you. They were all annoyed with me. But let's face it, "business comes before pleasure"... and so "Henri Mer" became "Katharina". We came across her on a few occasions with a happy owner on board. And we shed a tear.

However, we soon got over it and we went sailing, on board the "Amulette": a splendid 43.9 AC and how we enjoyed it! Mathijs and Sophie are still asking when are we going sailing again.

It was even so enjoyable that we decided, together with friends who were on board a 30.9 AC, to go for another two weeks. For our friends, by the way, it was the first sailing experience with a Linssen. Luckily, they caught the boating bug and so even more holidays on board are likely to follow.

We enjoyed a very pleasant trip along the Zuid-Willemsvaart canal and, needless to say, along our own River Meuse. For the children, however, the highpoint was the 'beach'. A sandy beach in one of the many dredging pits here on the Maasplassen lakes. Drop the anchor and just enjoy it. I really shouldn't tell you about it, otherwise you will all be there next year. Nevertheless, it's still a nice location on the water in Limburg. And if the weather's fine, it's just as good as the French coast, but almost in our own back garden.

Just imagine it. Good weather, sand, water, BBQ, own boat, glass of wine and friends. In other words: pure enjoyment! Isn't that what life's all about!

My conclusion is that enjoying the water is for everyone. Sailing, speed boating, motor boating, surfing, diving, water skiing, jet skiing or swimming. For young and old, on your own, or with a partner or family. I don't know of any other hobby that you can enjoy in this way with the entire family.

Enjoying the surroundings, the boat, a board game with the family, a glass of wine, breakfast on board, but especially, enjoying each other's company!

I look forward to hearing about your sailing experiences at the next Linssen Yachts Boat Show. Until then!



Yvonne Linssen



Slow down... and start living!

LINSSEN YACHTS CHARTER EUROPA

*Discover Europe's most beautiful
waterways on board a Linssen*

No licence
required

Holidays Afloat



LBH

Linssen
Boating Holidays®

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You are warmly invited to attend the 18th Linssen Yachts Boat Show, which will be held in Maasbracht in November. When we launched the Open Days in 1999 to mark the 50th anniversary, we could never have expected that this annual event would become so successful.



Linssen Yachts

BOAT SHOW INVITATION

Linssen Yachts Boat Show:
18 - 19 - 20 - 21 November 2016

Stop dreaming: Start Boating Event

Linssen Yachts is famous for its timeless and recognisable motor yachts. Throughout the years, new models have regularly appeared on the market and model series have been extended. However, characteristics such as consistency, value-retention, resistance to fashion, service, tradition and a family feeling are ingrained in the DNA of every Linssen.

During this year's Boat Show too, we will be presenting our latest developments, as well as a representative selection from our model range.

ARE YOU NEW TO BOATING?

In that case, the compact Grand Sturdy 290, the Grand Sturdy 350 or the Classic Sturdy 32 may be suitable for you. Very complete yachts, but with dimensions of 10 x 3.40 m, they are nevertheless convenient and easy to handle. Depending on the version (Sedan with open cockpit or AC with aft cabin), you have 2 or 4 fixed berths.

GRAND STURDY 410

If you are looking for more space, a Grand Sturdy 410, with large saloon, dinette and galley, 3 cabins, 2 toilets and 2 showers may be your type of boat. With dimensions of 12.85 x 4.30 m, it is the best thought-out and most efficiently-arranged yacht in its class. You can see these – and other yachts – in our showroom:

- Grand Sturdy 290 AC
- Grand Sturdy 290 Sedan
- Grand Sturdy 350 AC
- Grand Sturdy 350 Sedan
- Grand Sturdy 410 AC
- Grand Sturdy 410 Sedan
- Grand Sturdy 470 AC
- Grand Sturdy 470 Sedan Wheelhouse

Our collection showroom also contains several pre-owned Linssen yachts of various lengths. These include:

- Grand Sturdy 25.9 SCF
- Grand Sturdy 29.9 AC and Sedan
- Classic Sturdy 32 Sedan
- Grand Sturdy 40.9 AC and Sedan
- Grand Sturdy 430 AC
- Grand Sturdy 45.9 AC
- Range Cruiser 450 Sedan Wheelhouse
- Grand Sturdy 470 AC
- Grand Sturdy 500 AC Variotop®

See page 42 for the total range of Linssen pre-owned yachts on offer.

GRAND STURDY 500 AC VARIOTOP®

Linssen Yachts' most iconic yacht since 1996, the Grand Sturdy 500 AC Variotop® has already undergone various upgrades and is still a unique yacht. At present, this yacht is being redeveloped completely, with the hull shape, engine room layout, technical systems and the entire interior being updated. The single-chine hull results in a very spacious interior with an optimal layout. During this year's Boat Show, we will be showing the current stage of developments using artists' impressions and interior mock-ups (see page 20/21).

The new Grand Sturdy 500 AC Variotop® will be presented during the 2017 Linssen Yachts Boat Show.





10 YEARS OF LINSSSEN BOATING HOLIDAYS®

In 2006, the international charter network of Linssen Boating Holidays was set up and it has been growing steadily since then. You can now charter a Linssen motor yacht from as many as 15 independent partners with over 75 yachts in 10 countries in the most beautiful European boating areas. You can also benefit from excellent service and favourable discounts and advantages offered to you by the Linssen Boating Holidays® network.

From wine tasting in Burgundy to island hopping in Croatia, from exploring English and Scottish culture to enjoying Venetian gastronomy, from the diversity offered by the Saar & Moselle, the Baltic and the

Berlin region to the imposing natural beauty of Finland. From the clear Swiss lakes to Belgian hospitality. From the Dutch boating paradise of Friesland to the beautiful provinces of Zeeland and Belgian and Dutch Limburg.

The choice is yours...!

Come and enjoy these unique destinations on board your 'own' Linssen motor yacht. Quality is one of our priorities, and thanks to the small-scale nature of our independent partners, quality can be guaranteed. When it comes to personal attention, we outshine the competition!

www.rentalinssen.com



10% ANNIVERSARY DISCOUNT

Book your sailing holiday at one of the LBH partners during the Linssen Yachts Boat Show and receive a 10% anniversary discount.

The discount is not valid in combination with other offers and cannot be exchanged for cash.

WE HOPE YOU COME TO MAASBRACHT FOR THE 2016 LINSSSEN YACHTS BOAT SHOW

DATES:

Friday 18-11-2016

3 p.m. - 8 p.m.

registration is required

Saturday 19-11-2016

Sunday 20-11-2016

Monday 21-11-2016

daily from 10 a.m. to 4 p.m.

You don't need to register.

LINSSSEN COLLECTION

- Used Linssen yachts

LINSSSEN BOATING HOLIDAYS®

- Find out where you can charter a Linssen

For your visit to the Linssen 'Start boating' event (from 3 p.m. - 8 p.m.), registration is required. Complete the enclosed reply card or go to www.linsssenyachts.com/startboating

STOP DREAMING: START BOATING EVENT

Special information event for the starting boater and the charter investor.

Go to www.linsssenyachts.com/startboating for more information and register today.

DATE: FRIDAY 18 NOVEMBER

TIME: 3 P.M. - 8 P.M.

INFO: WWW.LINSSSENYACHTS.COM/STARTBOATING

REGISTRATION REQUIRED

[MISSION 2020]

LINSSEN YACHTS - SINCE 1949...

The deeply embedded position of Linssen Yachts in the steel motor yacht market is the result of almost 70 years of tradition, workmanship and reliability. "Linssen Yachts – Since 1949" stands for quality and recognisability. For the hundreds of fortunate owners, a Linssen is a value-retaining^{1*} possession. Moreover, those owners can rely on a unique network of Linssen representatives and recognised service stations in many European countries.

Without doubt, Linssen is a specialist in the displacement segment of 8 to 15 metres. With a series of innovative measures, investments and unremitting effort in the past decades, the Linssen family has methodically focused on reinforcing this position. In-house development, being proficient in all professional disciplines, not being influenced by fashion and efficient and high-quality production by means of the renowned Linssen Logicam® production process.

LINSSEN RESEARCH & DEVELOPMENT CENTRE

Linssen Yachts is continuously developing and investing, and no change has been made to this consistent philosophy.

On the contrary! Substantial investments are currently being made in the centralised Linssen Research & Development Centre, which occupies more than 1,000 m² in the Kokstraat in Maasbracht.

The continuous product innovation process involves not only new model lines, but also pioneering new technologies and the development of components. Advanced climate control and tender lift systems, the Linssen "Centrelines Traffic" concept, to name but a few, are some of the challenges being tackled by the development team. Sensational new propulsion configurations are being developed for the yacht charter industry.

EIGHT NEW MODELS IN 2017

In the coming model year, as many as eight new models will be presented, followed by several new models and versions in the next few years.

The ambitious [Mission 2020] programme is in full swing to continue to serve you satisfactorily, as you are used to at Linssen, also at a time of rapid change.

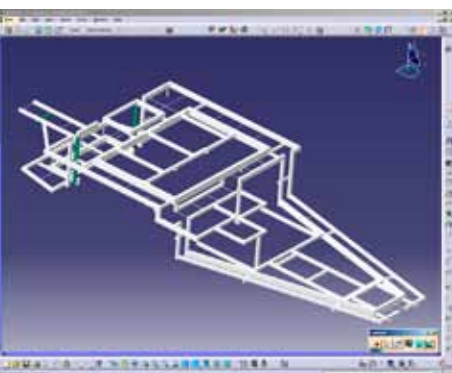
[Mission 2020] is being directed by Ed Houben. With effect from 27 September, Ed has joined the management team as general manager. With more than 20 years of experience within the Linssen organisation, Ed has tackled almost all disciplines and he has a unique knowledge of the business. Following the successful completion of the production innovation process^{2*} in the past few years, [Mission 2020] is focusing on pioneering product development.



Our slogan "We take your pleasure seriously!" has never been more relevant. Linssen stands for innovation, reliability, excellent quality, value for money, value retention, an excellent service network in Europe and being a member of the large Linssen family!

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

The Linssen Family
Maasbracht, September 2016



LINSSEN SERVICE POINTS NETWORK

Another part of this programme involves the further roll-out of our "Linssen Service Points" network. These are local partners who, in consultation with the boatyard and trained by our specialists, can offer you a service package comparable with that offered by the boatyard. In this way, maintenance, the expansion of your existing equipment, a refit or simply an answer to that one important question, are also possibilities provided locally in the region. This means that the continuously expanding Linssen fleet, which is now in excess of 2,500 models, can be expertly maintained.



LINSSEN YACHTS IS CONTINUOUSLY DEVELOPING AND INVESTING, AND NO CHANGE HAS BEEN MADE TO THIS CONSISTENT PHILOSOPHY.

^{1*} Independent accountant audit of 20.11.2015

^{2*} 45,000 m² boatyard units at three locations, including the outstanding Logicam I & II production facilities along the Brouwersstraat in Maasbracht and the high-tech furniture factory along the Edisonweg in Echt. "The Linssen Factory Experience": <http://www.linssenyachts.com/nl/werf-en-showroom/linssen-factory-experience-nl.html>

Slow down... and start living!

When it launched the first yachts in the "9" Series in 2004, Linssen Yachts set a new standard within the existing parameters of international yacht-building. The new range of models from Linssen has turned out to be remarkably successful in almost all the European water sports markets. The new Grand Sturdy series is still based on the original standard features, but it has of course been developed to include the latest technologies and construction methods. What makes a Linssen so attractive?

FUNCTIONAL DESIGN

First of all, there is its functional design. The full (single-chine) hull shape, the new design below the waterline, including the keel and rudder construction, and the deck design offer the Linssen owner important benefits:

- Remarkable (initial) stability
- Excellent "rough water behaviour"
- Course keeping due to the keel and rudder configuration, i.e. easy steering at all speeds
- Manoeuvrability in general
- Manoeuvrability in reverse, including against the direction of rotation of the propeller. Thanks to the combination of the hull, keel and rudder shape and the rudder balance ratio, the water flow to the rudder is so effective that from a speed of approx. 1.5 knots the rudder almost completely eliminates the paddle wheel effect of the propeller.
- Low freeboard
- Wide gangways
- Rigid construction which nips vibration and noise in the bud
- Clear view from the helmsman's position
- Accessibility of bollards
- Safe grip
- Access to swimming platform
- Small differences in level (especially the Sedan version)
- Large storage space under aft deck (Sedan version only)
- Comfortable stern gates (sedans)
- Robust rope fender around the hull
- Folding windscreen (AC version only)
- Folding roof over helmsman's position/aft deck (AC version only)
- Well-planned technical design of the engine room – the result of 67 years of yacht-building experience!
- Maintenance-friendly access to all generators
- The layout of the engine room has been carefully balanced, so that the boat is correctly trimmed lengthways and athwartships. Even at high speeds, the backward change in the trim of the hull is negligible.
- And last but not least, the elegant, classic and timeless design is a guarantee that the yacht will retain its value.

Secondly, the integrated quality policy adopted by Linssen Yachts results in the best symbiosis by far in its segment and the advanced level of standardisation of component selection, in-house detail developments and modular production processes.

THE ELEGANT, CLASSIC AND TIMELESS DESIGN IS A GUARANTEE
THAT THE YACHT WILL RETAIN ITS VALUE.



For each model, Linssen develops the optimum propulsion configuration (composition of engine(s), propeller shaft systems, fuel systems, electrical systems, engine cooling and exhaust systems, rudder and steering).

The careful combination and interaction of all these important components make a Linssen exceptionally quiet and energy-efficient.



The water-lubricated propeller shaft assembly with homokinetic coupling and thrust bearing combined with a 4-blade propeller plays a major part in making the boat a very quiet and low-vibration vessel.

An outstanding example of in-house development and innovation is the patented FIS, which stands for Floor Integrated System®. It's a revolutionary system for installing all pipework and wiring. During the construction of the steel hull all floor beams are prefabricated outside the boat in the form of ingenious frames containing integrated ducts and conduits. The cable harnesses, also prefabricated, and all the pipes are laid inside. Wiring and pipework are hardly ever interrupted and therefore do not have any unnecessary connections. This makes the system flexible, insensitive to vibration and torsion and less susceptible to frost.



The stainless steel Linssen cleats are manufactured to Linssen's own design. Of an attractive straight design and functional thanks to its ingenious "anti-graze" construction, the lines are fed through the bollard (apart from extreme angles) so that they can't damage the lacquer.

The bollards, the handrails and the all-round sea rail are attached using a powerful adhesive to solid stainless steel shafts which are fully welded to the deck or bonded to the bulwark. The result is a perfect boundary between the lacquered yacht and the polished stainless steel.



[MISSION 2020]

COMPONENTS AND PROCESSES



The container for the anchor chain in the peak of the vessel is made exclusively for Linssen to its own design in a plastic which is as strong as iron(!). Indestructible and clean.



The majority of the technical components (engine(s), fuel, water and waste water tanks (exclusive Linssen products), boiler, battery modules, pump modules, electrical modules) are fitted with pipes, hoses and/or wiring prior to installation in the boat.



The elegant masts are constructed in large series entirely in aluminium. Every detail of the mast has been hand-finished and it is therefore very maintenance-friendly. The whole mast is finished with a tough but very high-quality and practically indestructible powder coating.



The base of the windscreen and the slide rail of the sliding entry hatch (AC version only) are also entirely made of stainless steel, just like the swimming platform. No trace of rust will appear on these stainless steel components if they are damaged in any way.



The swimming platform is an – entirely stainless steel – module prefabricated in series. All treatments are applied and holes drilled in advance so that all that is left to do after the yacht has undergone preservation is to assemble all the components. This also guarantees a perfect, top quality finish.

INTERIOR STYLING AND DESIGN

Last but not least there is the comfort of the interior styling and the luxury of the interior design, which makes the yachts both very user- and maintenance-friendly and subtly different from all other yachts out there...

- Remarkably spacious compartments
- Separate, spacious shower in all models
- Separate toilet facilities
- Small differences in level (especially the Sedan version)
- Easy access to engine room thanks to hinged hatch with gas spring
- Easy Sleep Convert System (2 additional sleeping berths)
- Practical drawers and cupboards
- "Cellar" space (not applicable to the 290)
- Stylish designer interior thanks to patented Linssen FPS® (Floating Panel System)
- Peaceful interior with kitchen, dinette, saloon seating unit and side tables on one level where possible
- Elegant shadow frameworks in the interior
- Neutral interior suitable for modern or classic interior decoration
- Real leather seat covers
- Original Corian galley unit
- Neutral chrome/stainless steel interior fittings and light fittings which are easy to keep clean



YOUNG AND OLD

An analysis of our customer base has revealed that a Linssen is popular among "seniors" who previously owned a sailing yacht or a (much) larger and/or faster motor yacht (and really not liking the latter's fuel consumption very much any more...).

But the yachts are just as popular with "juniors", very often young families who are perfectly able to sail and live on board the spacious and efficiently laid out yachts. In this way, Linssen Yachts has proved that the concept and design appeal to young and old alike.



SERIES PRODUCTION

LINSSEN YACHTS HAS BEEN STRIVING FOR 67 YEARS TO SERVE ITS CUSTOMERS TO BEST EFFECT AND TO OFFER THEM MAXIMUM VALUE FOR MONEY AS A RESULT OF A CONSISTENT POLICY AND SUBSTANTIAL INVESTMENTS. THE LINSSEN GRAND STURDY MODELS LIFT THIS AIM TO AN UNPRECEDENTED LEVEL IN DUTCH YACHT BUILDING.

ORGANISING AND IMPROVISING...

The term 'standardisation' may have a somewhat negative ring to it. In any event, we are certainly aware that our esteemed competition deliberately use this term in an incorrect context in connection with Linssen Yachts. That is an admission of weakness and we will explain why.

Even top-of-the-range cars are "standardised".

- This is possible and necessary when a certain scale has been reached. Linssen builds a relatively large number of boats using a flow process which is unique anywhere in the world. Logically.
- This is the only way that we can go so far with detail developments and prefabricated components. Before going into production, every new model is the epitome of "excellent engineering". Modular construction which involves the programming of the steps at which the modules are assessed and tested prior to installation or assembly in the yacht. This procedure has an enormous advantage in terms of quality.
- It is only in this way that we are able to create an excellent basis for ensuring that components are as interchangeable as possible. At Linssen this has reached a stage where even a stainless steel rail or parts of furniture can be replaced without a fuss.
- Far-reaching standardisation makes it possible to



produce a reliable fault diagnosis. A reassuring feeling if a yacht is sailing to a far-away destination!

- It is only in this way that we can benefit from a large purchasing volume to select the best materials, including genuine leather covers, Corian, American cherry wood, top quality flooring, Corus steel, costly preservatives and coating systems, stainless steel fittings, etc.
- It is only in this way that we can achieve competitive price calculations. In this way, economies of scale can constitute an added value for the customer, and not just in terms of quality.

STANDARDISATION VERSUS FLEXIBILITY

"Standardisation" must therefore not be confused with an organisation's "lack of flexibility".

Linssen Yachts has organised processes. Professional order intake, setting deadlines and managing the enormous amount of information which is produced

following the administrative processing of a specification are a sign of quality and reliability.

"Flexibility" (i.e. "improvisation"!?) will inevitably result in ambiguities, quality concessions and problems. Linssen Yachts is not "inflexible". Everything is possible at Linssen Yachts. Only – precisely – not when an order has been "frozen". After a boat has been completed, it is perfectly possible to install or modify components if a customer's specific requirement so demands. Every right-thinking person will understand that interventions during a continuous process will never do the end result any good. The competition's time might be better spent on devoting energy to internal processes...

THE RESULT OF THE LINSSSEN PROCESS IS:



Elvira and Patrick say 'Yes' on a LINSSSEN RANGE CRUISER



Text: Gabi de Graaf-Weerts, photographs: Patrick Loth

After nine years of dating, the proposal was simple and matter-of-fact. However, the final 'yes' sounded very romantic in the open cockpit of a Linssen yacht. Elvira and Patrick Loth from Bad Hönningen in Germany tied the knot in Grou in Friesland.

On 4 September 2015, the skies were dark above the Frisian waterways. One shower followed another. However, at the moment suprême, the weather gods shined on Elvira and Patrick Loth. "It was unbelievable, it had been raining all morning, but during the solemnization of the marriage, it was suddenly dry", says Patrick. With the family on the terrace of hotel-restaurant Oostergoo in Grou and the happy couple on their Linssen Range Cruiser 430 'Balu', the registrar presided. Specially for this occasion, the civil registrar for marriages had relocated her rostrum to the cockpit of the Range Cruiser, so that family and friends had a good view of the proceedings from the terrace. An exceptional location. With Elvira in a splendid cream and white dress and Patrick in a three-piece charcoal suit and, sure enough, a hazy sun, the picture was complete and a convincing 'yes' was spoken by the bride and groom.

Elvira and Patrick have known each other for almost their entire lives. Distantly, because as they explain: "During fun fairs in the village, we were always at separate tables." But on a certain day about ten years ago, they really go to know each other better. "Cupid suddenly fired his arrow and hit the bull's-eye", says Elvira pointing to her heart. "If you had told me that morning that I would be coming home that afternoon with Patrick... I would have said: rubbish!" But that's what happened.

However, the final marriage proposal was to take quite some time. Nine years, to be precise. "Yes, that

proposal wasn't really all that romantic", Patrick concedes. "Actually, I didn't want to get married", Elvira explains. But Patrick's mother kept insisting and for years grandpa kept putting his oar in. "When grandpa died, it was like a message from above. And that's when I said: come on, let's tie the knot."

So a marriage had to be arranged. "But I didn't want to get married at home in Bad Hönningen. I wanted to keep the ceremony small with only family present", says Patrick. He immediately thought of the hotel where he stayed after buying his current Linssen Range Cruiser at Hennings Yacht-Vertrieb in Papenburg, Germany. "Hotel Oostergoo in Grou, a great location right on the water's edge. That's where I want to get married." And of course, the second love of his life – his Linssen Range Cruiser – had to be involved too.

On 4 September 2015, the big day arrived. The couple said 'yes' and the celebrations could begin – on the water, needless to say. A sturdy flat-bottomed sailing boat took the group on a voyage through Friesland. Accordions and shanties could be heard from within the hold. Outside, the rain was beating down on the deck again. Friesland was hit by a succession of showers. "But the weather didn't get the better of us", says Elvira laughing. And right at the end of the voyage, the happy couple received an extra present. The rain stopped, the sun broke through and a magnificent rainbow appeared in the sky. "No couple ever had a rainbow like that on their wedding day!"



"the all new GRAND STURDY 500"

AC VARIOTOP®

Since the introduction of the first generation Grand Sturdy 500 AC Variotop® in 1996, this model has acquired a special status in the market. It is an exceptional model in its class, partly as a result of the unique Linssen Variotop®.

The "Linssen 500", as this yacht is often called in the market, is considered a unique, exclusive, timeless, value-retaining boat. Proud owners keep telling us how heads turn when they sail by and these owners are more than willing to allow others to visit their yachts on our behalf.

Some time ago, the Linssen Yachts product development team asked Anne Elsinga to design a totally new 500, a completely new concept with new standards and parameters for the future.

At present, the development team is carefully selecting components and systems so that an entirely new unconventional Linssen concept can be created.

We have already started on the hull and we are working hard to bring about a spectacular introduction in November 2017.

However, during the Linssen Yachts Boat Show in November 2016, we will give you an exclusive preview. A glimpse into the development process ("how is such

a yacht created") but also a number of final details. You will also have the opportunity to register for a construction number at the introduction price.

All in all, certainly a good reason to visit Maasbracht!

WHAT CAN YOU EXPECT FROM THIS NEW GRAND STURDY 500?

The dimensions of the new Grand Sturdy 500 are geared to the largest possible sailing area. In other words, you can discover most inland waterways, but the coast and the open sea are also possibilities. This offers you flexibility when it comes to choosing your route and you will not be restricted by the dimensions.

SEVERAL HIGHLIGHTS

- A single-chine hull shape, which offers initial stability and a great deal of space and comfort in the interior
- A totally new transom design with comfortable steps in the centre line and stern gates
- An integrated profiled steel bulwark with fixed deck boxes, intermediate section and cushions
- Three fully-fledged cabins, two showers and two electric toilets
- An extensive standard specification
- Sufficient storage space
- Linssen Climate Control, a separate day and night heating system, adjustable in various compartments
- Saloon and galley at one level
- Electrically collapsible Variotop frame
- Surrounding teak decks

And far more!





THE NEW GRAND STURDY 500 IS A REAL ALL-ROUNDER!

BASIC DATA

Weight/displacement: $\pm 30,000 \text{ kg} / \pm 30 \text{ m}^3$
 Hull length x beam x draft: $\pm 14.98 \times 4.90 \times 1.25 \text{ m}$
 Minimum air draft: $\pm 3.45 \text{ m}$
 Headroom FC/saloon/
 AC/Steering saloon: $\pm 2.00/2.00/2.00/2.00 \text{ m}$
 CE-classification: B (sea)

Engine: 2x 5 cyl. Volvo Penta Diesel, type D3-150
 2x 112 kW (150 HP), 3,000 rpm
 ZF 45-H / 3,031 : 1
 Alternator: 2x 180A-12V, 2x 110 A-24 V
 Fuel tank capacity: $\pm 2,200 \text{ ltr}$
 Water tank capacity: $\pm 1,000 \text{ ltr}$
 Holding tank capacity: $\pm 240 \text{ ltr}$



Grand Sturdy 500 Variotop® Mark II

Welcome to the family

LINSSEN OWNERS' ASSOCIATIONS

The five Linssen owners' associations have active members who regularly organise joint activities and meetings.

GERMAN LINSSEN YACHTS OWNERS' ASSOCIATION

In August, the German LYOA organised a large gathering at Linssen dealer Wassersport und Freizeitzentrum Kreusch in Schweich (Trier). As many as 10 yachts took part.



A regular service offered by Linssen Yachts in Maasbracht is sailing training for the partners of various owners. Under the guidance of two experienced captains, a series of manoeuvres were practised in the boatyard marina and the surroundings. The participants were given sufficient time to perform and master the manoeuvres.

LAKE CONSTANCE LINSSEN OWNERS' ASSOCIATION

The Lake Constance LYOA met this year from 21 to 22 Augustus in Horn, Switzerland, on the southern shore of Lake Constance.

The participating yachts were moored at the jetty of Hotel Bad Horn. After an aperitif, the members departed in a vintage post bus to apple juice and apple wine maker Möhl in Arbon for an extended guided tour through the up-to-date pressing facilities and distillery. On return to the hotel, a dinner was enjoyed by all and experiences were exchanged at the bar.

LINSSEN OWNERS' CLUB FINLAND

In late July, more than 20 Linssen owners met for the annual get-together. This year, the meeting was held in the idyllic harbour of Kustavi in the west of Finland (www.peterzens.fi). There were various Linssen Yachts moored in the harbour, but owners whose Linssens were anchored on the Finnish lakes arrived by car and were given splendid boathouse accommodation next to the harbour.

In addition to a convivial dinner, there was an interesting programme for the weekend. A visit to the pottery at Kustavi included a demonstration of how traditional Finnish earthenware is made. In the afternoon, there



was a voyage on an authentic sailing boat from the 17th century.

These type of vessels were used by local farmers for fishing, to transport their agricultural products and to deliver the post.

CONCLUDING ANNUAL DINNER

Many members of the owners' associations meet for a joint dinner in November at Hotel Restaurant De Roosterhoeve during the Linssen Yachts Boat Show. This occasion is used to exchange experiences about boating areas, practical matters on board and, needless to say, to swap (somewhat exaggerated) stories.

HAVEN'T YOU JOINED YET? GO TO:



www.linssen-owners.org.uk



www.linssen-owners.nl



www.lyev.de



www.linssen-owners.fi



www.linssen-yachts.ch/110/linssen-club-bodensee

NOMINATION POWERBOAT OF THE YEAR

In the displacement category, the Grand Sturdy 350 AC has been nominated for European Powerboat of the Year 2017.

This award is based on the opinions of leading international boating journalists from Germany, Italy, Norway, Switzerland, the Netherlands, France and Austria, who nominate products in various categories. They assess on the basis of

quality, product innovation, price/quality relationship, sailing characteristics and construction.

The award will be presented during the opening ceremony of Boot Düsseldorf on Saturday 21 January 2017.



SUMMER EDITIONS

WILL YOU BE THE NEW OWNER
OF A LINSSEN GRAND STURDY 290 OR 350?



BENEFIT NOW FROM RAPID DELIVERY TIMES AND THESE SPECIAL SUMMER EDITIONS

All these yachts include the **Linssen Summer Edition package**:

2x lounge seat for on the cabin deck



COBB barbecue, including storage bag and cobble stones



Linssen Merchandising package:

- 2x cap
- Extra Linssen doormat
- 2 x Linssen towel
- Linssen USB flash drive
- Pen/note block
- Linssen floating key fob
- Extra Linssen pennant
- Linssen battery pack (for recharging your telephone, for example)
- Colouring pictures and pencils
- 2x Linssen T-shirt

Get in touch now and benefit from this unique offer

Call +31 475 43 99 99 or e-mail to info@linssenyachts.com

GRAND STURDY 290 SEDAN



Hull number 3300

Delivery time: **November 2016**

Engine: 1x D2-55 Volvo Penta

In addition to the extensive standard specification, this yacht is equipped with:

Linssen e-Variodeck, provisions for stern thruster, Power pack, electric anchor winch, stainless steel mast stays with quick release system, Easy Sleep Convert System, reading lights FC, electric toilet FC, TV connection saloon, Glomex TV-antenna, cushion set for cockpit settee, closed covering cockpit, Deluxe package (cleats, outside shower, speakers in cockpit, 55 kgf bow thruster, heating outlet FC toilet extra battery, 230 V socket FC toilet)



SPECIAL LINSSSEN SUMMER EDITION PRICES:

€ 240,000 (incl. 21% VAT)

GRAND STURDY 290 AC



Hull number 3323

Delivery time: **October 2016**

Engine: 1x D2-55 Volvo Penta

In addition to the extensive standard specification, this yacht is equipped with:

stainless steel hinged side ladder, teak on aft deck, stern thruster, Power pack, Raymarine i70 rudder indicator, electric anchor winch, stainless steel mast stays with quick release system, aluminium deck-box, Easy Sleep Convert System, reading lights FC and AC, electric toilet FC and AC, TV connection saloon, Glomex TV-antenna, cushions for deck-box, closed covering over aft deck, Deluxe package (cleats, outside shower, speakers in cockpit, 55 kgf bow thruster, heating outlet FC toilet extra battery, 230 V socket FC toilet)



€ 255,500 (incl. 21% VAT)

GRAND STURDY 350 SEDAN



sistership

Hull number 3320

Delivery time: **September 2016**

Engine: 1x D2-75 Volvo Penta

In addition to the extensive standard specification, this yacht is equipped with:

Linssen e-Variodeck, stern thruster, Power pack, electric anchor winch, stainless steel mast stays with quick release system, reading lights FC, electric toilet FC, TV connection saloon, Glomex TV-antenna, cushion set for cockpit settee, closed covering cockpit, provisions for auto pilot



SPECIAL LINSSSEN SUMMER EDITION PRICES:

€ 297,500 (incl. 21% VAT)

GRAND STURDY 350 AC



Hull number 3331

Delivery time: **November 2016**

Engine: 1x D2-75 Volvo Penta

In addition to the extensive standard specification, this yacht is equipped with:

stainless steel hinged side ladder, teak on aft deck and winding steps, stern thruster, remote control bow/stern thruster, Power pack, electric anchor winch, stainless steel mast stays with quick release system, aluminium deck-box, reading lights FC and AC, electric toilet FC and AC, TV connection saloon, Glomex TV-antenna, cushions for deck-box, closed covering over aft deck, navigation package (p70R auto pilot, eS98 display, Navionics card)



€ 315,000 (incl. 21% VAT)

PHOENIX

in calm waters



Text: Gabi de Graaf; photographs: Mr Ch. Kessenich / Dick van der Veer

Phoenix has risen from the ashes again. It is almost summer and Christian Kessenich and Karin Mack from Ennetbürgen in Switzerland go on board their second Linssen in the Linssen Yachts' marina in Maasbracht. This time it's a 14.70 metre Grand Sturdy 470 Sedan Wheelhouse, which has been fitted out entirely in keeping with their taste. It has moveable chairs in the dinette, the helmsman's position is on the starboard side, the covers are in light leather and there is great heating. "Lovely, because I feel the cold very easily", says Karin. "Another favourable feature is the 'one level' design of the boat, with only a few steps."

These days, the fanatical sailing enthusiasts are taking things more easily and enjoying the inland waterways of Europe, in particular. "We don't plan anything any more, we simply follow our noses. Sometimes we sail six kilometres, sometimes twenty", says Karin.

That was not always the case. For years, they sailed the oceans and enjoyed adventures in the Caribbean, the Azores and South America. On a sailing boat they had to prepare well and take account of the course, the wind, etc. In 1993, Christian and Karin crossed the Atlantic for the first time on their two-mast Aphrodite sailing boat. From Port Camergue in France, where the ship was berthed, they first made a trial run via Gibraltar, the Spanish east coast and the Balearics before finally making the crossing.

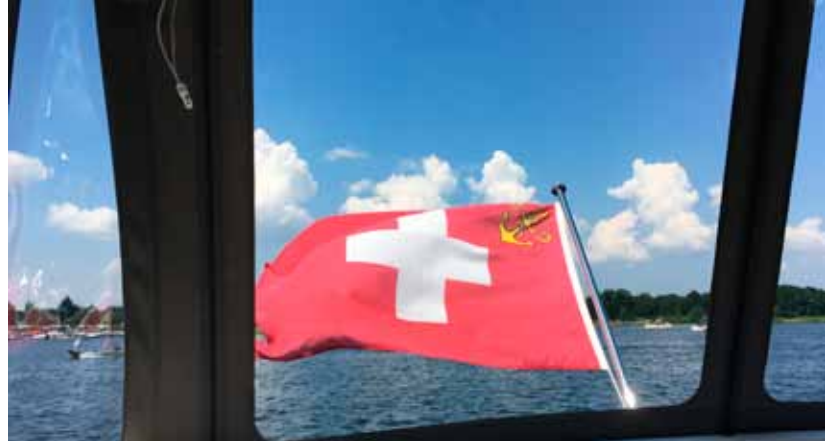
FISHING

The voyage was such an enjoyable experience that they made the crossing again the following year. "We

started with a hundred boats simultaneously. But you soon find yourselves alone with no one accompanying you any more", says Christian. Such a major voyage requires proper preparation. "You have to make sure that you have enough to eat and drink, because you are travelling uninterrupted for at least twenty-three days. So I stocked up for thirty days", says Karin. "I never took tinned produce, but as much fresh food as possible. Vegetables were stored in nets on the ceiling and I preserved meat in oil. We also took ten kilos of rice, ten kilos of pasta and of course fresh water. We baked our own bread on the ship." We also fished while we were at sea. "Residents of Saint Lucia taught us to fish. We dragged the bait using a high fishing rod on the aft deck", Christian explains. "We caught delicious fish, such as king mackerel (king fish) and tuna", Karin adds, and the cat enjoyed it too. Their black cat always accompanied them on their voyages. In Venezuela, we even added a kitten to the crew. "He grew into a real ship's cat. He regularly slept in the

sail reefing, even though the boom was hanging high above the sea water", says Karin with a smile. "A cat on a boat is entertaining and strenuous at the same time, but also very amusing. We wouldn't have missed the cat for the world."

The couple have taken South America to their hearts. "The islands there are so beautiful, for us it was a dream come true", Christian explains. "Trinidad, Grenada and Isla Margarita are magnificent!" However, Venezuela also made a lasting impression. "Stocking up in the small shops was not always easy, but it also had its nice side. Try and buy cat litter or cat food in Venezuela. How do you explain that? But people were always friendly and hospitable." They same was true on Martinique. "You really get to know people only when you talk to them. They are so helpful. They taught me how to fillet a large fish and explained what the best bait was. On one occasion, we were even able to leave our dinghy with someone in the garden", says Karin. "And they work so hard to earn a living. One day, a women was walking by the boat. 'Do you need anything washing?', she asked. I gave her my washing and when she returned it later it was really clean. Everything was as white as snow and beautifully ironed for only three euros."



TRADE WINDS

And in October or November it was back home, back to Europe. "With the following trade winds, it is a pleasant voyage. It's a calm crossing at the end of the hurricane season", says Christian. Nevertheless, you have to stay alert both day and night. During a crossing, Karin and Christian alternated the watch every two or three hours. One stayed awake while the other slept for twenty-minute periods. "When the alarm went off, it was a case of checking whether everything was OK and then going back to sleep again", says Karin. "And of course the radar was adjusted so that if another ship came too close, an alarm sounded", Christian adds.

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"IF YOU ARE ON A SAILING BOAT, YOU GO FROM A TO B. NOW WE ARE SAILING ON RIVERS AND CANALS, SO WE CAN LOOK AROUND US MORE AND SAIL INTO CITIES EASILY."



FROM SAILING BOAT TO MOTOR BOAT

The couple have now left that busy time behind them. About eight years ago, they chartered a motor boat for the first time. "For a week at Sneek in Friesland. I never thought I would hire a motor boat", says Christian laughing. But it was so enjoyable that they subsequently purchased a pre-owned motor boat, named Phoenix. When, a few years later, they read the Linssen Yachts brochures, they were immediately convinced. That was what they had to have. After a visit to the boatyard in Maasbracht, the first Phoenix was exchanged in 2011 for a Linssen Grand Sturdy 40.9 Sedan. "We decided to stick to the name Phoenix. A new name would mean having to register the boat again in Switzerland. In other words, Phoenix had risen from the ashes", says Karin referring to the Greek mythological bird. They made many voyages with the Grand Sturdy 40.9. In the Netherlands to Amsterdam, Grevelingenmeer, Biesbos, Gouda, Haarlem, Den Helder and IJsselmeer. But also to Hamburg and Berlin. "Very nice cities. Berlin was splendid, particularly the eastern part where there is less tourism", Christian explains.

THIRD PHOENIX

And now Phoenix has risen from the ashes once again. Christian and Karen wish to make a sea voyage again with their Grand Sturdy 470 Sedan Wheelhouse: to Scandinavia, the UK or Croatia. "The stabilisers in the ship should ensure an easy voyage", says Christian enthusiastically.

They will see where they end up. "If you are on a sailing boat, you go from a to b. Now we are sailing on rivers and canals, so we can look around us more and sail into cities easily. Such as the new harbour in Amsterdam. Very pleasant and plenty going on and with a decent steak restaurant. Definitely recommended."

But first, they will be staying close to Maasbracht. "We don't yet have a plan. Perhaps Antwerp, Brussels or Ghent, because we've never been there. And perhaps a visit to Jonkers Yachts, the Linssen dealer on the Grevelingenmeer, because twenty-five Linssen yachts will be gathering for a boat parade", says Christian. In any event, they will be returning to Linssen Yachts in Maasbracht for the 25-hour service. An extra check-up for the boat of their dreams: a Grand Sturdy 470 Sedan Wheelhouse.





We wish to thank the Linssen family and the staff of Linssen Yachts for this splendid yacht. We are very pleased with it. The quality of the interior, the operating ease of all technical features and, above all, the sailing characteristics, are exceptional.

Christian Kessenich and Karin Mack



INTERNATIONAL BOAT SHOWS & LINSSSEN EVENTS



2016

Motorboot Sneek

Sneek (NL) 28.10- 30.10.2016

Nieuwpoort Boat Show

Nieuwpoort(B) 21.10- 23.10.2016

Hanseboot

Hamburg (D) 29.10- 06.11.2016

Linssen Yachts Boat Show 2016

Maasbracht (NL) 19.11- 21.11.2016

Boot und Fun Berlin

Berlin (D) 24.11- 27.11.2016

Salon Nautique de Paris

Paris (F) 02.12- 11.12.2016

2017

Boot Düsseldorf

Düsseldorf (D) 21.01- 29.01.2017

Helsinki International Boat Show

Helsinki (FIN) 10.02- 19.02.2017

Belgian Boat Show

Gent (B) 11- 13 & 17- 19.02.2017

Boot Tulln

Tulln (A) 02.03- 05.03.2017

Linssen Collection Weekend

Maasbracht (NL) 11.03- 13.03.2017

Linssen In-Water Boat Show

Maasbracht (NL) 19.05- 22.05.2017

Linssen Sea Trials

Blankenberge (B) 24.06- 26.06.2017

Linssen Cruising Days

Maasbracht (NL) 07.10- 09.10.2017

Linssen Yachts Boat Show 2017

Maasbracht (NL) 17.11- 20.11.2017



Inland Waterways International DONAU TOUR

Linssen Yachts and Linssen Boating Holidays® are members of Inland Waterways International (IWI). Peter Linssen was appointed a board member during the World Canals Conference 2015 in Ghent. As IWI has a mainly Anglo-Saxon background, Peter Linssen was welcomed because of his knowledge of the nautical sector in Europe and particularly German-speaking countries. Consequently, reinforcing the position of IWI in this part of the world is his most important task.

CRUISING THE DANUBE THROUGH HISTORY

The 'Cruising the Danube through history' tour has been put together for IWI members and other persons interested in discovering the inside stories behind inland waterways in the Middle Danube region. Readers of Linssen Magazine can also participate in this tour.

ARRIVAL AND DEPARTURE POINTS

This 5-day tour starts in Budapest, capital of Hungary, and finishes in Belgrade. The tour takes the 'back door' into Serbia via the very attractive but long-disused Baja-Bezdan Canal. Enjoy discovering the border town of Baja, major sites on the Danube-Tisa-Danube canal system, Novi Sad, Belgrade, the Iron Gate National Park and Gorge, Smederevo, Ram and Golubac fortress, the Tabula Traiana and the remains of the Roman garrison town of Viminacium.

PROGRAMME

DAY 1 – TUESDAY 9 MAY

2 p.m. pick up Budapest airport, visit Baja and disused lock at the head of the disused Baja-Bezdan Canal, overnight stay in Baja at Duna Wellness Hotel

DAY 2 – WEDNESDAY 10 MAY; BAJA TO NOVI SAD

Cross the border to tour Vojvodina canals starting at Bezdan lock, then Mali Stapar lock and mill, Vrbas to Novi Sad, overnight stay in Novi Sad

DAY 3 – THURSDAY 11 MAY NOVI SAD TO BELGRADE

Visits to Petrovaradin and Sremski Karlovci en route for Belgrade, check in to Nevski Hotel, tour of old town and Kalemegdan fortress, views of Danube-Sava confluence and 'War Island'.

DAY 4 – FRIDAY 12 MAY BELGRADE TO KLADOVO

Early morning departure by taxi (or tram) to the Sava quay to board the Aquastar Maxim to Donji Milanovac, continuing by bus to Kladovo, dinner and overnight stay in the Aquastar Danube.

DAY 5 – SATURDAY 13 MAY KLADOVO TO VRATNA AND RAJAC, RETURNING TO KLADOVO

Visit the archaeological museum in Kladovo, then two groups : visits to two unique vineyards, one with its cellar in natural caves, with lunch and wine-tasting, or a unique adventure driving in a 4WD vehicle up to the craggy cliffs overlooking the Danube gorge at Strbac, including some time for walking the trail at the top (picnic lunch only for this group, max 12 people). Dinner and overnight stay in hotel.

DAY 6 – SUNDAY 14 MAY KLADOVO TO BELGRADE

Return by boat from Kladovo to Donji Milanovac, then continue by coach to Belgrade, to arriving hotel at 8 p.m.

DAY 7 – MONDAY 15 MAY VISITS IN BELGRADE

Free time in Belgrade before return flight. Specific visits arranged on request.





THE TOUR PRICE INCLUDES

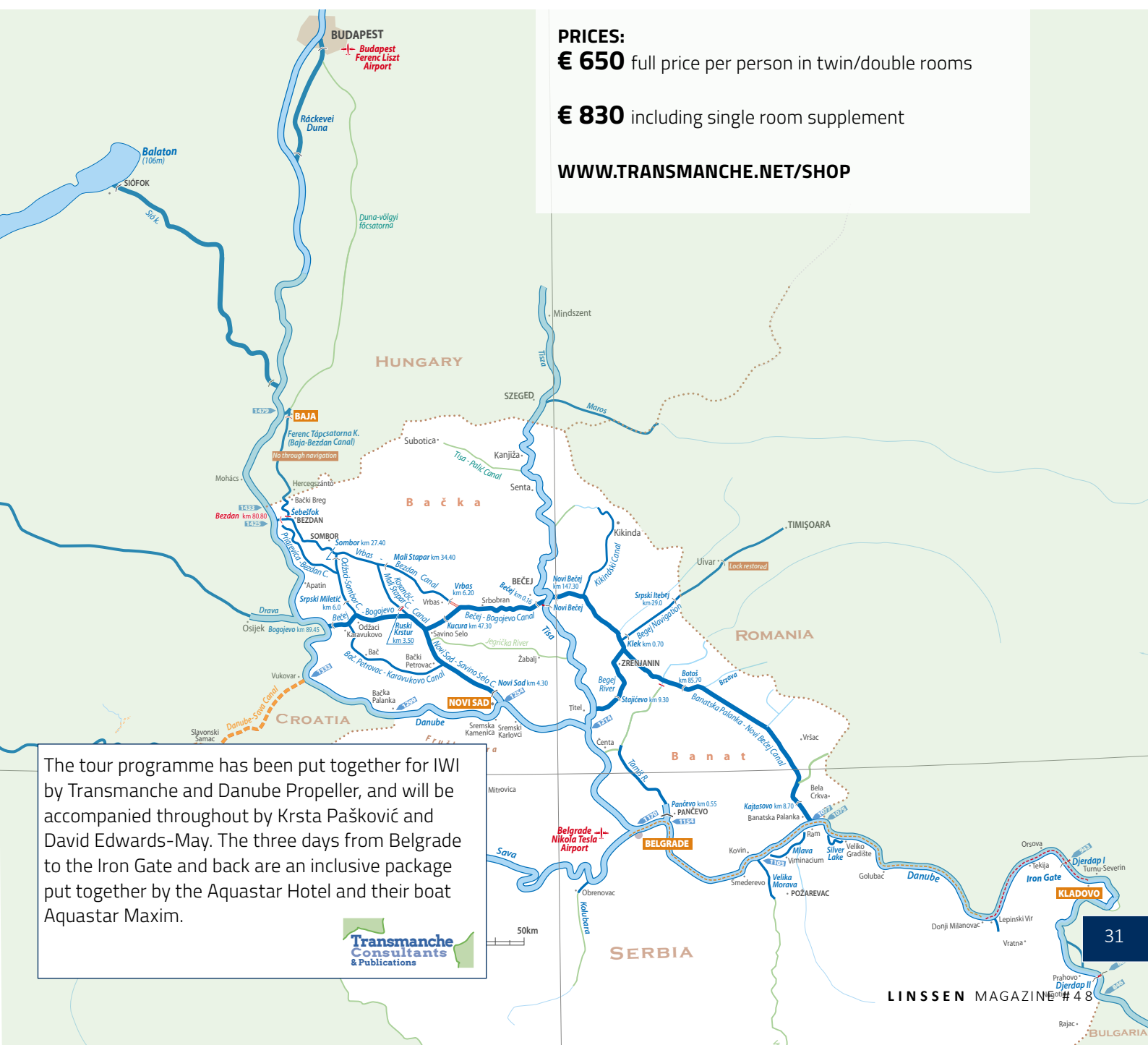
- Coach travel from Budapest throughout the tour to the hotel for the last night in Belgrade
- Danube cruises from Belgrade to Donji Milanovac and from Kladovo to Donji Milanovac
- 1 night in Duna Wellness Hotel, Baja
- 1 night in Veliki Hotel, Novi Sad
- 2 nights (separate) in the Nevski

Hotel, Belgrade

- 2 nights in Aquastar Danube Hotel 4* in Kladovo
- all meals (some packed lunches) except for dinner on day 3 (Belgrade)
- entrances to all museums visited Donji Milanovac, Kladovo, Lepenski Vir, Viminacium
- breakfast and two lunches on board the Aquastar Maxim

- tour guide and local guides, local tourist tax per night's stay, insurance in hotels and on the boat, tolls and fees. Wine and mineral water included with most meals, but not beers.

Book early to be sure of having a place on this tour!





colouring competition

Do you know Sofie and Mark? Specially for our youngest readers, they experience all kinds of adventures with super hero Captain Sturdy on board their Linssen yacht. You were introduced to Sofie in the spring edition, when she told her friends in the playground what she was going to do in the holidays. In this edition, she is joined by her brother Mark and her parents and we learn all about the powers of Captain Sturdy.

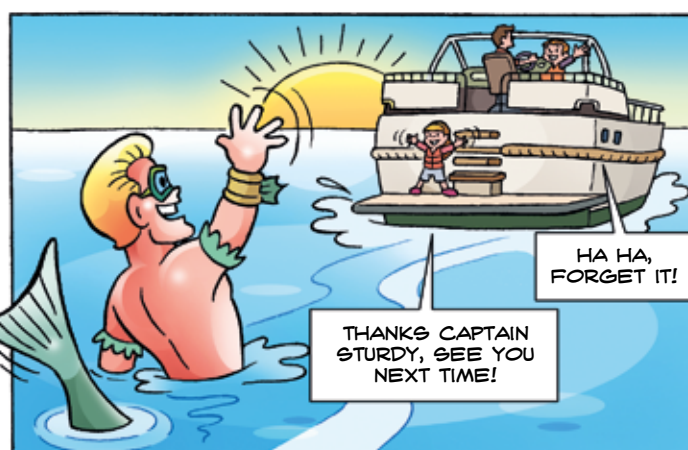
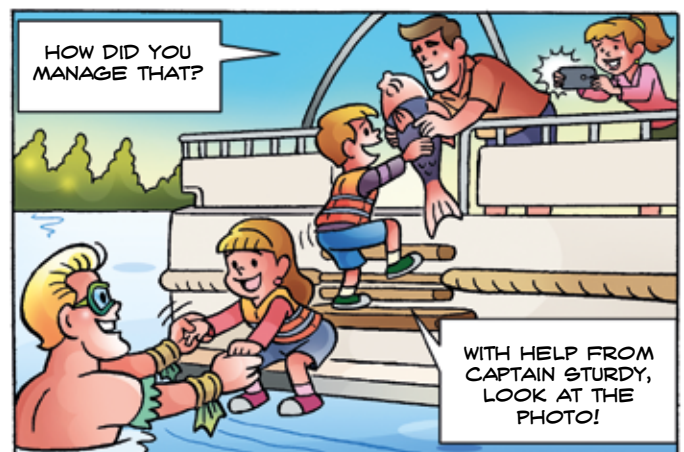
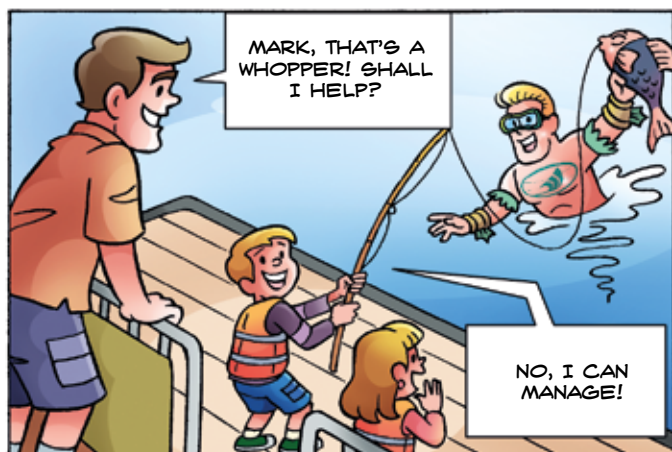
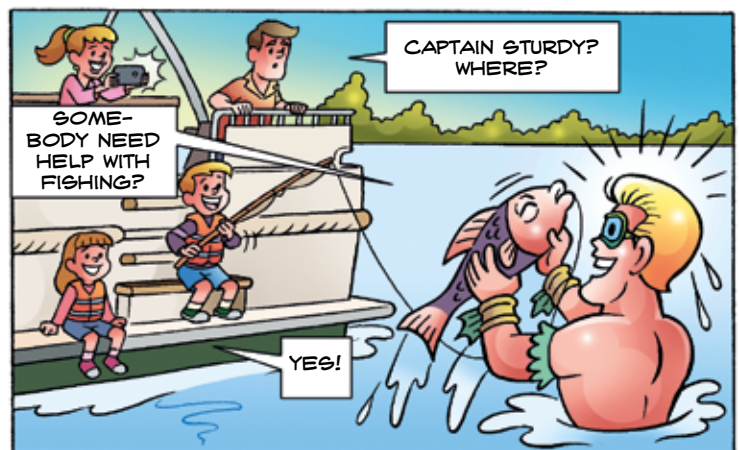
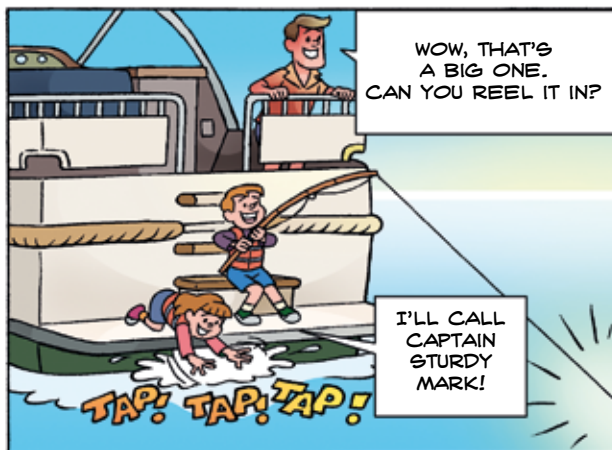
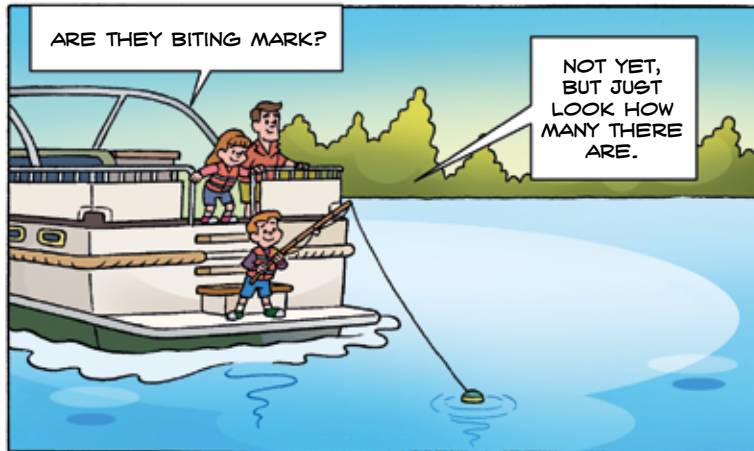
In the previous edition of our magazine, we announced a colouring competition specially for Captain Sturdy. We received many drawings in the past few months, by post, by e-mail, via apps and even a few that we handed over personally in Maasbracht.

The Linssen Magazine editorial staff divided all drawings into various age categories and selected what they considered to be the best drawing.

COLOURED PENCIL AND FELT-TIP PEN SET

The winner is Kayea Leuenberger from Eschlikon in Switzerland. We have selected a large coloured pencil and felt-tip pen set as a prize and will be sending it as soon as possible. Congratulations on behalf of the Linssen Magazine team.







The Linssen Boating Holidays® team, headed by Wendy Linssen, continues to focus its efforts on enlarging the network of independent partners throughout Europe and beyond.

2017 TRAVEL BROCHURE

Linssen Boating Holidays offers a unique network of charter destinations throughout Europe, which is still expanding. The new LBH travel brochure indicates per country the regions and the most popular sailing routes. Needless to say, all partners are also included. The partner in question will be pleased to help you plan a holiday that is tailored to your needs. The relatively small-scale nature of these family businesses means that pleasant and personal contact between guests and the charter company is guaranteed.

Plan this most enjoyable period of the year together with your LBH specialist and you can be sure of a carefree holiday. Benefit from the complete service and take advantage of an experienced team consisting of the Linssen boatyard and all local sales, service and charter partners with their magnificent yachts.

In addition to the many boat shows at home and abroad, Linssen Boating Holidays is also present at holiday-related shows.

In 2017, LBH will again be present at the Vakantiebeurs Utrecht (from 11 up to and including 15 January). A traditionally well-attended show that attracts people looking for new ideas and inspiration for their next holiday. This is therefore a perfect opportunity to highlight chartering a Linssen.

LBH will also be present at CMT Stuttgart (from 14 to 22 January) and f.r.e.e Munich (from 22 to 26 January). With more than 2,000 standholders from 98 countries, CMT is the largest consumer show in Germany when it comes to leisure activities. f.r.e.e Munich started in 1970 as the C-B-R (Caravan-Boat International Holiday Show) and is now the number one show in Southern Germany offering a huge range of holidays and leisure activities.

You can download the new travel brochure on the website. You can also request it using the enclosed reply card.
www.rentalinssen.com



Linssen Boating Holidays® LIVE YOUR DREAMS

in many European countries...

IRELAND

Starting the 2017 season, you can charter a Linssen yacht in Ireland with Cruise-Ireland. Cruise-Ireland is the combination of two of Ireland's longest established and most experienced cruiser hire brands, Carrickcraft and Waveline Cruisers. Cruise-Ireland is Ireland's largest and most experienced cruiser hire company. Operating along 300 miles of silvery waterway, they have provided cruising holidays for over 40 years.

GRAND STURDY 350 AC

The Linssen Grand Sturdy 350 AC (10.70 x 3.40 m) will be an excellent addition to the Cruise-Ireland fleet. The comfortable saloon and galley are one the same level. Both the forward and aft cabin have twin beds and ensuite toilet with a separate shower. The outside steering position on the aft deck provides great all-around vision to enjoy the Irish scenery.

The excellent finish and the cruising characteristics of a steel Linssen displacement cruiser, will make for a great Ireland experience.

THE IRISH EXPERIENCE

Cruising along the majestic waters of the Shannon and the Erne as they slowly meander their way through Ireland's rich countryside is an ideal way to sample the laid back way of life which is synonymous with rural Ireland. The many small villages and towns nestling along the banks offer a world of tradition and culture, a heritage which is uniquely Irish.

Think of it as your holiday cottage on the water - but it moves every day!

For the nature enthusiasts, the clear waters and unspoilt hinterland offer a natural paradise.

Draped in beauty, peace and tranquillity the surrounding area is lined with scenic delights. The natural forest areas are ideal for leisurely picnics and gentle walking excursions. Cycling excursions further inland are a great way to explore the heart of the Irish countryside.

HERITAGE

You don't have to go far to find signs of earlier civilisations, for the region is steeped in heritage from the Prehistoric, Early Christian and Mediaeval ages. One of the Worlds' most famous monastic sites, Clonmacnoise, is to be found along the banks of the River Shannon. Clonmacnoise dates back to 548 AD, and is the resting place of Ireland's last High King - Rory O'Connor.

There is plenty to do when you decide to stop for the day. You can fish, cycle, visit ancient heritage sites, go horse-riding or just sit and watch the wildlife. And for food, you can cook on board in the fully-fitted galley or you can go out to eat in a great range of pubs and restaurants.

www.cruise-ireland.com

Carrickcraft is proud to join the Linssen Boating Holidays network and to become the fifteenth partner.

CRUISE-IRELAND
carrickcraft ~ Waveline Cruisers ~ Linssen Boating Holidays

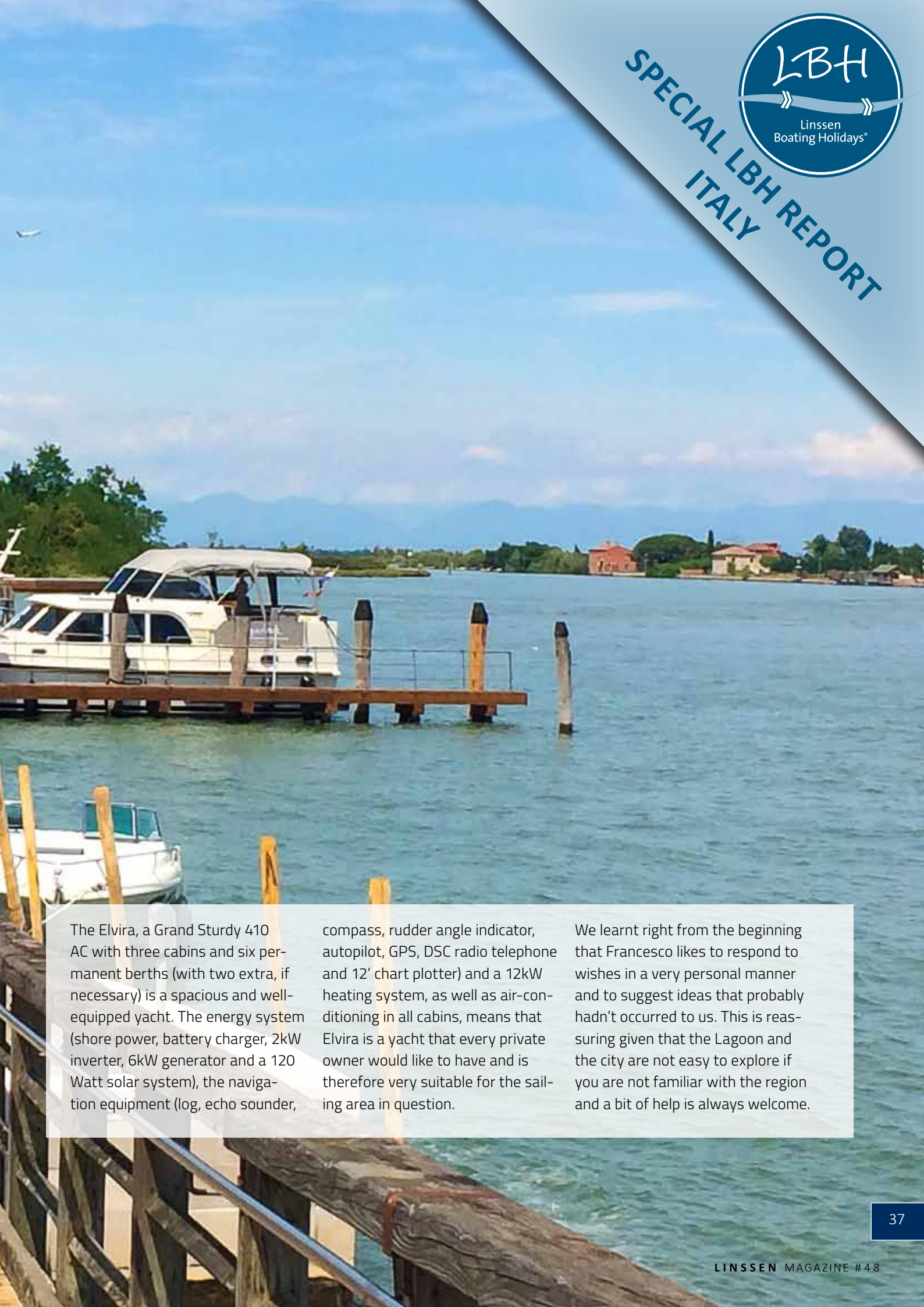


Il viaggio con Elvira attraverso LA LAGUNA DI VENEZIA

Text and photographs: Ed Houben

After having booked the dates with Francesco Calzolaio, the LBH agent for Lagunalonga, early last winter, the voyage eventually got underway on 30 July. As is customary, I checked with Francesco whether the on-board inventory was complete, and he confirmed that all bed linen, including sheets, sufficient towels, complete galley equipment, including the indispensable Nespresso machine, sailing gear, including lifejackets and charts and extensive literature about the Venetian Lagoon, were on board.





The Elvira, a Grand Sturdy 410 AC with three cabins and six permanent berths (with two extra, if necessary) is a spacious and well-equipped yacht. The energy system (shore power, battery charger, 2kW inverter, 6kW generator and a 120 Watt solar system), the navigation equipment (log, echo sounder,

compass, rudder angle indicator, autopilot, GPS, DSC radio telephone and 12' chart plotter) and a 12kW heating system, as well as air-conditioning in all cabins, means that Elvira is a yacht that every private owner would like to have and is therefore very suitable for the sailing area in question.

We learnt right from the beginning that Francesco likes to respond to wishes in a very personal manner and to suggest ideas that probably hadn't occurred to us. This is reassuring given that the Lagoon and the city are not easy to explore if you are not familiar with the region and a bit of help is always welcome.

On Saturday 30 July, we arrived at Marina Fiorita in Cavallino-Treporti, located on the most northerly peninsula opposite the city. This was because we had opted to travel by car so that the luggage of five people could easily be transferred on board.

Francesco was already waiting at the quayside at 2 p.m. as he had just returned his previous guests to this marina, an Austrian family that had booked an all-inclusive cruise. He had therefore been joined on board by cook and boatswain Flavio, who immediately suggested preparing a traditional spaghetti con carne that was accompanied by a delicious glass of local sparkling wine. A very nice gesture and an excellent introduction to 'that holiday feeling' after such a long journey by road.

After the meal that was round-off by a delicious espresso, Francesco offered to take us on an exploratory voyage on the Lagoon, a suggestion that we were quick to take up. We departed in a northerly direction to Burano, a very colourful island known for its lace production. We then sailed for Torcello, after which we headed west to Mazzorbo, renowned for several excellent restaurants. From there, we followed the navigation chan-

nel in a south-westerly direction to Murano. Murano has been known for centuries for its glass production. We then headed south-east for Certosa, an island where monks lived for many centuries.

At the same time, we were given an explanation of how the navigation channels are indicated, given that a large part of the Lagoon is too shallow for sailing and that the channels are marked according to an individual system. This system consists of posts, ranging from one to four, which indicates the importance of the beacons located in important navigation channels on both left and right, and only on the right in less important channels. We left Certosa and crossed the Lagoon and followed the main waterway towards our marina on the south-east point of the city, Marina Sant'Elena, where we berthed. After Francesco had introduced us to the harbour master, he handed Elvira over to us. We unpacked our luggage and organised the boat for the coming week. As it had been a long day and there had been a lot to take in, we decided to round the day off with a pizza in the city. As the marina is linked to the city by permanent bridges over the many canals, we were easily able to explore the neighbourhood on foot. This southerly

district of Sant'Elena has hardly any tourists and we found a nice neighbourhood pizzeria where we were served delicious pizzas and a local wine for a more than reasonable price, after which we headed for our beds with a well-filled and satisfied feeling.

On the second day, we decided first to stock up on food and then to explore the city. Sant'Elena has no supermarkets. Instead, it offers only a few shops with a small range of products, which astonishes us given that we live in an age of huge supermarkets. We then headed for the centre. However, we avoided following the general flow of tourists to Piazza San Marco and explored the city by following our instincts. It turned out to be an amazing experience. Even on a Sunday there were areas without any tourists whatsoever, alternated by small alleyways, many canals and bridges, splendid squares and parks, countless churches and other attractions. The time passed very quickly and it was almost evening when we arrived back on board. We decided to cook our own meal and to enjoy the evening on the aft deck cooled by a refreshing breeze.

A visit to Certosa was planned for the next day, but we first wanted



to sail the main waterways through the city, Canal San Marco and Canal Giudecca. It was incredibly busy. A varied collection of vaporetti, water taxis, gondolas, police boats, ambulances, vessels supplying shops, hotels and restaurants, contractors, waste-collection services, etc. Add to these the ferries, cruise ships and various private and charter vessels, and let's not forget the superyachts, and the collection was complete. No cars, only boats, including a lot of commercial traffic, about 75% of which could be described as fast-moving. We took our chance in this busy traffic, but luckily everyone was paying attention and nobody assumed that they had priority until they were actually given it, otherwise a nasty incident might have occurred. The voyage through the city was very impressive because the splendid buildings and famous landmarks such as Piazza San Marco, the Canal Grande and many other well-known sites alternate with commercial shipping traffic. After leaving the city centre, we turned south near the cruise terminal to admire the panorama once more before continuing on our way to our destination, Certosa.

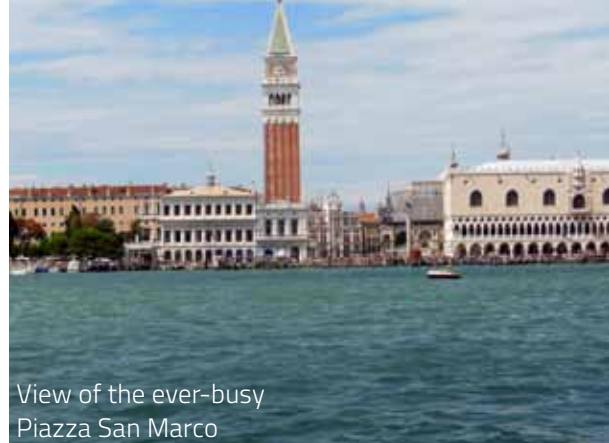
CERTOSA

The former monastery island of

Certosa is being converted into a splendid nautical centre with water-based sports facilities and after we had found a berth, we explored the island together with the marina manager. The local boatyard with a 20-tonne crane offers a service and winter lay-up programme. However, it is also focusing on the construction and maintenance of typical Venetian wooden rapid taxi boats and similar craft, which is a traditional building process to be admired. We finished the day by eating in the local restaurant.

MURANO

The next morning, we sailed at the invitation of Francesco to the New Murano Gallery. We sailed with Elvira into one of the smaller Murano canals and berthed at the private jetty of this glass manufacturer. As is customary in the Lagoon, several bitts serve as a berth and the friendly crew helped us to moor right in front of the manufacturer's door. Like all businesses here, the only way to reach it is via a canal, and the entire delivery and removal of materials and persons takes place by water, so there is a steady procession of vessels in front of the entrance. Once inside, Paolo the guide showed us the traditional produc-



View of the ever-busy Piazza San Marco



Murano



Burano



tion process. This involves the glassblower turning molten glass from the stone oven around the blowing pipe and creating the most beautiful articles in the form of a vase, dish or animal figure, or even complex traditional light fittings or artworks, all from a globule of molten glass. After we visited the production department, as well as packaging and forwarding, we moved on to their showroom and museum. All very interesting.

BURANO

Ninety minutes later, we cast off and sailed through the salty tidal water to Burano. There too, Francesco had been so kind as to arrange a visit for us, this time to Martina Vidal Venezia, a lace producer. We were allowed to berth Elvira at the atelier's private jetty. Making bobbin lace is a profession that has almost vanished. It involves mainly older women creating a unique pattern of small lace embroideries on a cushion, which they then combine with cashmere and silk to make larger garments, bridal gowns, dresses and bed linen. A magnificent four-floor historic atelier displays all the possibilities and houses a museum with several very old lace creations. The roof terrace provided us with a view of the entire island, which is striking for its houses with very colourful exteriors. We visited the rest of the island, where

the diverse colourful houses, the canals and the boats made a charming impression before we sailed again.

As the Lagoon was always of major strategic importance, it contains several forts. We opted for a route that took in three of these forts on the way back to our home port of Sant'Elena.

The island of Lazaretto Nuovo, where all people infected by the plague used to be brought together, is still characterised by its long barracks. The islands of Sant'Erasmo and Sant'Andrea with their eponymous forts followed before we berthed in the city as the evening fell. The on-board galley was again used to prepare an Italian-inspired meal.

We used Wednesday 3 August to explore another part of the city. Walking towards the Canal Grande, we visited the San Marco district and saw how Prada, Gucci, Tod's, Chanel, Versace, Vuitton and many other fashion houses 'dispensed' their articles to tourists from all over the world. After a lunchtime break on one of the many pavement cafés, we continued exploring the city before returning on board in the early evening.

'ARSENALE DI VENEZIA'

On Thursday afternoon, Francesco took us on a trip in his own 6.5 metre mahogany open motor boat though the Canal Grande and the

surrounding canals. We started on the canal that separates the district of Sant'Elena from Castello and sailed around the southern point to the south-east part of the city, after which we sailed into the Arsenale, which is closed to tourists. This complex, built in 1104, consisted of boatyards, as well as weapon and ammunition depots managed by the state. It was responsible for the sea power of the Venetian Republic during most of the second millennium. The ability of the Venetian Arsenale to produce series of galleys in an almost modern assembly line process was unique at the time, and resulted in what was perhaps the largest industrial complex in Europe prior to the industrial revolution. In that sense, a unique location that also has parallels with the boatyard that built Elvira, our charter yacht for this week: Linssen Yachts. The Arsenale still has a military function and, unfortunately for the city, it has therefore never been open to the public. This 45 ha complex that takes up 15% of the island's industrial heritage is largely invisible to the average tourist. However, Francesco, our guide from whom we chartered Elvira, has inside contacts in Venetian daily life and therefore an inside admission to the Arsenale, very remarkable. After the Arsenale, we continued to head north east and passed the Isola di San Michele, an



island that is surrounded entirely by walls and has its own Orthodox and Protestant church, and which serves as a public cemetery for the city.

Shortly afterwards, we sailed along one of the many canals into the Venetian district of Cannaregio, which has always had a strong Jewish culture. This district attracts fewer tourists than the city centre and therefore provides a decent picture of how the contemporary Venetian lives. On the way, we passed the city hospital. It was amazing to see a long row of sailing ambulances and crew that were ready to be dispatched. They even have a siren to be used in urgent cases. The building dates from around 1500 and the entrance hall is very impressive, although it does not resemble a hospital.

From there, we made our way via the many canals to the famous Canal Grande where Francesco had made a reservation at the restaurant of an old student friend. We had a nice table on the quayside along the Canal Grande, where we were served fresh cicchetti and pasta.

When it was dark, we climbed on board again and continued our voyage by night. Without having any idea of where we really were, but under the impression of the splendid floodlit buildings and the continuous busy traffic on the water, we headed towards the main canal on the south side, Canal San Marco. We were regularly freshened up by the wash from a vaporetto or taxi boat as we headed back to Sant'Elena, where we made for our cabins, tired but content.

The many impressions of the previous evening led to our decision the next morning to visit Castello and Cannaregio again on foot and to see things at our leisure that we only caught a glimpse of yesterday. We spent the afternoon cleaning



up Elvira and enjoying the marvelous weather and a decent book on one of the sun beds on Elvira's foredeck. In the evening, we visited a local pizzeria and learnt what a pizza should taste like. The next morning, Francesco came on board as arranged and we sailed along the Lido sandbar and the northern route to the sea in the direction of Treporti once more. We saw the island of Burano in the distance with the Alps in the background. A fantastic sight. Unfortunately, this time Elvira was taking us back to the modern world of stress, traffic, high-rise buildings and mass tourism and after we had transferred the luggage to the car, we looked back with pure enjoyment and respect on this magnificent voyage through beauty and history. But...we will be back again, you can be sure of that!

Whether you book an all inclusive cruise with a skipper and cook or a bare boat charter, a day, weekend or a week, and not to forget all

the other variations that are possible (and we only experienced a small selection), every visit can be tailored to your needs and it is a unique opportunity to get to know Venice and its Lagoon in a very special way that offers you far more than a standard tourist visit. Definitely recommended!



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	3244	Classic Sturdy 32 Sedan 10.15 x 3.45 x 1.00 m	2015	1x Volvo Penta D2-55 41 kW / 55 HP	€ 240,000
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	3153	Grand Sturdy 40.9 AC 12.85 x 4.30 x 1.20 m	2014	1x Volvo Penta D3-110 81 kW / 110 HP	€ 325,000 (excl. VAT)
	2532	Grand Sturdy 430 AC MKII 13.50 x 4.30 x 1.35 m	2007	1x Vetus Deutz DT66 125 kW / 170 HP	€ 425,000
	2913	Grand Sturdy 43.9 AC 13.90 x 4.35 x 1.20 m	2010	1x Steyr MO156K25. 110 kW / 150 HP	€ 419,000
	2989	Grand Sturdy 45.9 AC Twin 14.30 x 4.35 x 1.26 m	2013	2x Volvo Penta D3-110 81 kW / 110 HP	€ 539,000
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	2558	Grand Sturdy 470 AC Twin 14.70 x 4.45 x 1.36 m	2010	2x Deutz DTA44 104 kW / 140 HP	€ 575,000
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www.jaggerz.nl

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www.oudoteren.be

- **Boatstyling**

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www.boatstyling.eu



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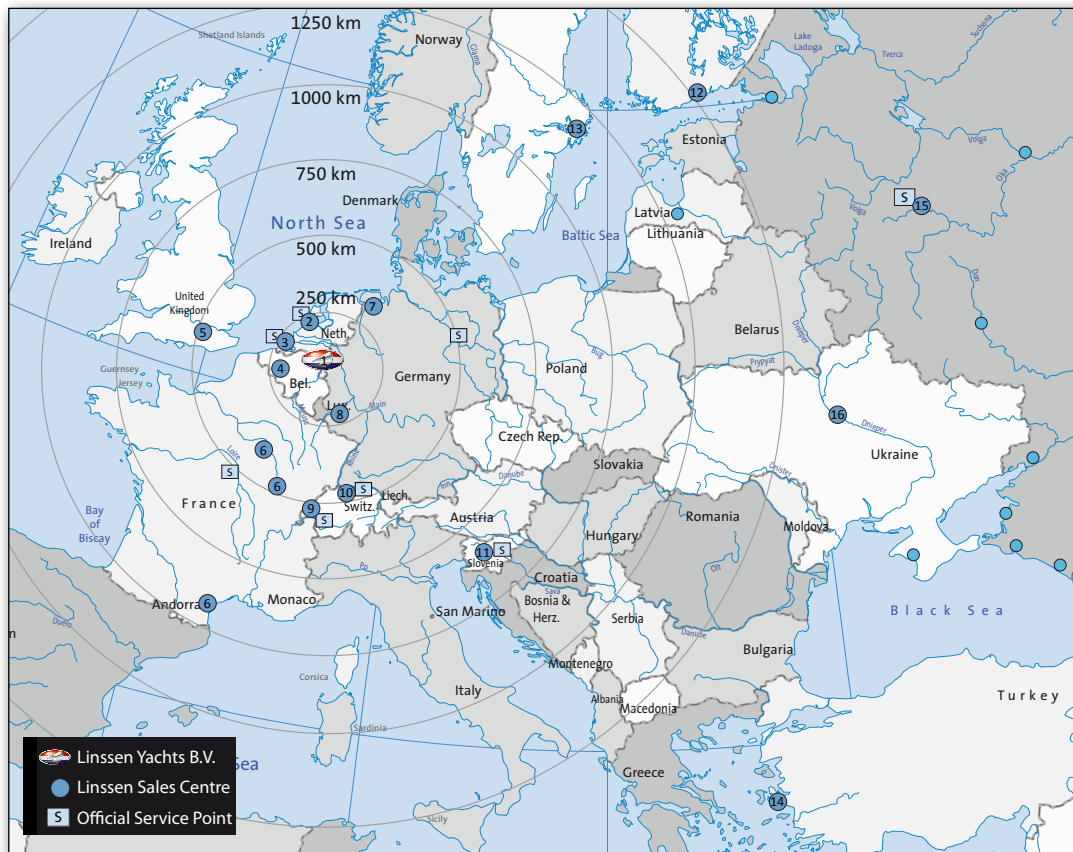
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