

# LINSSEN MAGAZINE

LINSSEN YACHTS



Since 1949

We take your pleasure seriously®



*Slow down... and start living!*

BOATING & LIFESTYLE MAGAZINE FROM LINSSEN YACHTS  
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## INTERNATIONAL BOAT SHOWS & LINSSEN EVENTS

	<b>Linssen Cruising Days</b> Test sailings with a Grand Sturdy 350 AC, 34.9 Sedan, 40.0 AC, 40.9 Sedan & 470 Sedan Wheelhouse	Maasbracht (NL)	14.10 - 16.10.2017
	<b>Nieuwpoort NIBS</b> Grand Sturdy 35.0 Sedan & 40.9 AC	Nieuwpoort (B)	20.10 - 22.10.2017
	<b>Hanseboot</b> Grand Sturdy 35.0 Sedan & 40.0 AC	Hamburg (D)	28.10 - 05.11.2017
	<b>Motorboot Sneek</b> Grand Sturdy 35.0 Sedan, 350 AC, 40.9 AC & 410 AC	Sneek (NL)	03.11 - 05.11.2017
	<b>Linssen Yachts Boat Show 2017</b> Complete Linssen modelrange: 35.0 - 40.0 - 45.0 - 470 - 500	Maasbracht (NL)	18.11 - 20.11.2017
	<b>Boot &amp; Fun</b> Grand Sturdy 35.0 AC	Berlin (D)	22.11 - 26.11.2017
	<b>Salon Nautique de Paris</b> Grand Sturdy 35.0 AC & 40.0 Sedan	Paris (FR)	02.12 - 1-.12.2017



*Slow down... and start living!*

# WE TAKE YOUR PLEASURE SERIOUSLY

The sailing season is again drawing to a close – unfortunately. I have read many of your ‘adventures’ in my inbox, on social media or have heard them personally of course in our showroom.

We have been enjoying ourselves sailing with “Henri Mer”, our 40.0 AC. Even though we didn’t go far, it was great fun. We started at our favourite beach in Kessenich, stayed a few days in Roermond, before heading for Well. We eventually found a mooring at holiday village Leukermeer in Well where we stayed for a few days. It was great for the children, there is a beach, water, an indoor swimming pool and loads of things to do. In other words, a real holiday. The nice thing about a boating holiday is that you never have any really bad weather. You are always outside when it’s dry. Every time the rain stopped, Mathijs and Sophie were on the jetty with their fishing nets. When I asked them to be careful, Sophie’s (3) standard answer was ‘Nothing can go wrong mama, because I have my life jacket on.’ You could say that’s also a way of looking at it.



A new activity for them was sailing with the dinghy (with us of course). A real adventure. You discover places that you cannot reach with the ‘big’ boat or you can sail ashore if you are anchored. The children now know what the dead man’s switch is, what its purpose is and always put in on if they are allowed to steer.

We also came across several Linssens on the way. For instance, we moored next to the “Pic du Soleil” (36.9 AC), the “Fleur” (29.9 AC Traveller) and waved on the water to the “Girah” (410 AC Variotop), the “Aurora” (34.9 AC) and the “Louise” (25.9 SCF). It’s always nice to greet other enthusiastic Linssen boaters.

In marinas too we were often spoken to by people with another boat. We received many compliments, and needless to say we are very proud about that.

We have already started preparation for our 2017/2018 boat show season, during which we will be presenting part of our new Grand Sturdy series. A lot of hard work is being devoted to the new 45.0 AC (follow our VLOG) and the spectacular Grand Sturdy 500 AC Variotop®. You can come and view these new models in our showroom in November.



“Henri Mer” is staying in the water for the time being, for us, but to some extent for you too. To experience the new 40.0 AC, you can make a test sailing with her. If you are interested, get in touch with one of our national or international dealers or your contact in Maasbracht.

We hope to welcome you soon to Maasbracht, with the Linssen Yachts Boat Show from 18 to 20 November, inclusive, being the final opportunity.

Yvonne Linssen

*Slow down... and start living!*

## LINSSEN YACHTS & LINSSEN BOATING HOLIDAYS® **BUY & CHARTER**

ANOTHER WAY FOR YOU TO BECOME PART OF LINSSEN BOATING HOLIDAYS® IS TO INVEST IN A CHARTER YACHT.

We are seeking friendly investors to ensure the continued expansion and constant renewal of our fleets. In recent years, the LBH fleets have developed dynamically with the help of such investors and they are set to continue to grow.



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GREAT BRITAIN/SCOTTLAND • SWITZERLAND • IRELAND

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## WITH THE COOPERATION OF

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"BEHIND THE SCENES AT LINSSEN YACHTS, A LOT OF EFFORT IS BEING PUT INTO THE LATEST MODEL SERIES." THAT'S WHAT WE WROTE IN OUR NOVEMBER 2016 MAGAZINE... NOW, ALMOST A YEAR LATER, THE NEW SERIES IS READY AND THE MODELS WILL BE ALL LINED UP ON DISPLAY IN OUR SHOWROOM DURING THE LINSSEN YACHTS BOAT SHOW.

## GRAND STURDY 35.0

### GRAND STURDY 35.0 - 10.70 X 3.40 M

The Linssen Grand Sturdy 35.0 is an excellent choice for first-time boat-owners with a family, who will appreciate the functional, comfortable spaces on board. This compact yacht is very well equipped, it has an optimum layout and its price/performance ratio is very attractive.

Its cruising characteristics can simply be described as extraordinary. The Linssen special single-chine hull shape gives the yacht excellent stability and thanks to a combination of the hull, keel and rudder shape and rudder balance ratio, the boat also handles well in reverse, even against the direction of rotation of the propeller.

### CREATING ADDITIONAL SLEEPING BERTHS

Whichever alternative you may choose, it's always very easy to convert the saloon bench seat into a comfortable double bed using the Linssen Easy Sleep Convert System (Royal version).

### GRAND STURDY 35.0 AC

Will the AC be your choice? If so, you will have enough space for four people, with the luxury saloon and the two spacious cabins, each with a double bed. The integrated deck boxes on the aft deck and the standard folding roof ensure pleasant relaxation when sitting outside.

### GRAND STURDY 35.0 SEDAN

Are two sleeping berths sufficient to meet your needs? If so, the Sedan-variant may be an option. The wide, double, outward-opening doors allow you to transform the saloon and open cockpit into one large room. The standard Longtop over the open cockpit ensures that you are always dry or protected from the sun.



# MAASBRACHT FOR THE 2017 LINSSEN YACHTS BOAT SHOW

**DATES:**  
**Saturday 18, Sunday 19 and Monday 20 November 2017**

Daily from 10 a.m. to 4 p.m.  
You don't need to register.

## GRAND STURDY 40.0

### GRAND STURDY 40.0 - 12.85 X 4.30 M

The layout of the Linssen 40 foot segment is characterised by unprecedented space. You notice these generous proportions as soon as you enter the saloon. The saloon and kitchen are situated on the same level, with only one step between the saloon and the kitchen compartment, allowing the cook and the guests to enjoy life on board together. Practical, efficiently positioned drawers, cupboards, etc. make life on board very convenient.

The steps to the forward cabin can be folded up to allow access to a useful 'cellar'. The forward cabin has a double bed that you can get in and out of comfortably on both sides. The toilet is accessible from both the forward cabin and the central entrance area, so that your guests in the twin-bedded central cabin can use it too. They can also access the separate shower from there.

### GRAND STURDY 40.0 AC

The aft cabin is also extremely spacious, with a free-standing double bed, separate shower and separate toilet, as well as a large amount of cupboard, storage and drawer space.

### GRAND STURDY 40.0 SEDAN

In the Sedan version, the passage connecting the saloon to the cockpit is on one level, with only a low threshold. Running along the length of the superstructure, the Linssen Longtop covers the cockpit. This means you can stay comfortable when sitting on the integrated bench seat in the cockpit, with the central stern door to the swimming platform.



WE HOPE YOU COME TO



## GRAND STURDY 45.0

### GRAND STURDY 45.0 AC - 13.98 X 4.35 M

The Grand Sturdy 45.0 AC is a very spacious boat that is perfect for long journeys throughout Europe but also for a long weekend. From the first 'line on the drawing board', the aim was to achieve maximum versatility. The wealth of details ensures that the 45.0 provides a fitting and universal concept for practically all waterways.

It is generously proportioned in terms of living space, in terms of storage space and in terms of sheer luxury. Simply generously proportioned as in 'a penthouse on the water'! Because in fact all modern comforts are either already present as standard features in this 45.0 AC or provided as an optional item by our designers.



## GRAND STURDY 470

### GRAND STURDY 470 SEDAN WHEELHOUSE - 14.45 X 4.40 M

The Grand Sturdy 470 Sedan Wheelhouse is an exclusive, very well equipped yacht and has its wheelhouse, saloon and cockpit on one level. The wheelhouse is provided with an attractive helmsman's position with an electrically adjustable cockpit bench that enables you to sail 'inside' or 'outside' in comfort with two people, thanks to the electric sliding roof. Covering the spacious open cockpit, the Longtop protects you from sudden showers or the sun when it's too hot.

Below decks there is a spacious pantry and dinette that lets in a lot of light. The forward part of the yacht accommodates a spacious owner's cabin with separate toilet and shower. There is a guest cabin on the port side with twin beds. Just opposite, a spacious toilet/shower room is provided for guests on the starboard side.



# MAASBRACHT FOR THE 2017 LINSSEN YACHTS BOAT SHOW



## IN THE SHOWROOM

- Grand Sturdy 35.0 AC
- Grand Sturdy 35.0 Sedan
- Grand Sturdy 40.0 AC
- Grand Sturdy 40.0 Sedan

- **WORLD PREMIERE:**  
Grand Sturdy 45.0 AC
- Grand Sturdy 470 Sedan  
Wheelhouse
- **WORLD PREMIERE:**  
Grand Sturdy 500 AC Variotop®

## LINSSEN COLLECTION

- Pre-owned Linssen yachts

## LINSSEN BOATING HOLIDAYS®

- Find out where you can charter a Linssen.

## GRAND STURDY 500

### GRAND STURDY 500 - 16.25 X 4.88 M

Don't follow – lead!

Leadership is a consequence of expertise, of authenticity and remaining true to yourself, whatever's going on around you. You will certainly recognise that because of your success in business. The new Linssen Grand Sturdy 500 AC Variotop® is a born leader. The flagship of our fleet of high-quality steel motor yachts

is sailing in the wake of its predecessors. At the same time, it exceeds the previous model series on all fronts. The design is elegant and timeless. It is powerful with low-noise characteristics in the engine room. The construction is well thought out and sustainable, and the interior is spacious and complete.

**The new Grand Sturdy 500 AC Variotop® has been built to lead. Are you its helmsman?**

## Coming soon to a marina near you

The All-New Grand Sturdy 500 Variotop®





# ENJOY THE WATER AND THE WINE ON YOUR OWN LINSSEN

**GERMANY HAS A LONG WINEGROWING TRADITION, WITH THE MOSELLE BEING THE OLDEST AND PERHAPS THE MOST WELL-KNOWN WINEGROWING AREA. THERE WERE NO BETTER SURROUNDINGS FOR SAMPLING THE 'LATEST VINTAGE' FROM LINSSEN YACHTS.**

For four days in June, Schweich on the Moselle, located on the Römische Weinstrasse along which the Romans used to transport their wine, was the scene for test sailings with the new Linssen Grand Sturdy 35.0 Sedan and the Grand Sturdy 40.0 AC. Journalists from Belgium, the Netherlands, France, Switzerland, Germany and the United Kingdom headed for the Moselle, where they were warmly welcomed in Schweich at Linssen dealer Kreusch.

Watersport enthusiasts and owners of pleasure craft can enjoy life to the full in the Schweich region. Between Trier and Koblenz, the Moselle winds its way through a landscape with steep green river slopes characterised by the many vineyards. There is another idyllic wine village around every bend. For many, this is the most beautiful part of the river, which has a total length of 544 km. The press representatives all fell for the charms of the Moselle, as well as for the sailing characteristics, the comfort and the equipment level of the two new Linssen Grand Sturdy models.

## **A NEW DEFINITION OF PERFECTION**

The Grand Sturdy is an established and permanent name. The latest Grand Sturdy generation has not undergone any major changes compared with the pre-

vious model series, because market leader Linssen is not tempted to follow passing trends. It is an improved version of a perfect boat, which has been created with a great deal of eye for detail. Or as they like to say at Linssen: "We have redefined the term 'perfection'."

## **RIESLING VOM FEINSTEN**

The surroundings in which the trade press had convinced themselves of the qualities of the new Grand Sturdy 35.0 Sedan and 40.0 AC, formed the perfect backdrop in the days following for an extensive photo shoot. Between sunrise and sunset, all highlights in the interior and exterior were carefully snapped by the Linssen Yachts' crew. To record the atmosphere of the Moselle effectively, well-known towns and villages such as Bernkastel-Kues, Trittenheim, Pölich, Mehring and, of course, Trier were visited. Trier included a visit to the centre of this oldest city in Germany, with St. Peter's Cathedral as the impressive central feature. And right opposite is Weinstube Kesselstatt: the number one location to enjoy a Riesling vom feinsten from the 650 year old vineyard Reichsgraf von Kesselstatt.

See the photos at [www.linssenyachts.com](http://www.linssenyachts.com).

# EUROPEAN TRADE PRESS TESTS THE LINSSEN GRAND STURDY 35.0 AND 40.0



Jack Haines; Motorboat & Yachting (UK)



Alfred J. Boer; Varen (B)



Michel Luizet; Neptune (FR)



Rudi Hilber; MarinaCH (CH)



Epcu Ongering; Telegraaf (NL)



Hans Papenburg; Motorboot (NL)

### IN MEMORIAM

Two months after this test sailing, we were sad to learn that Hans Papenburg died suddenly on 3 August. This was a huge shock to us all. Hans was a very respected journalist and we will miss his sincere cheerfulness, enthusiasm and passion for boating.

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boote@kreusch.de

***"Successful relaunch"***

Marina.CH (CH) - Lori Schüpbach

***"The saloon can be converted into an open-air arena"***

Marina.CH (CH) - Lori Schüpbach

***"Relaxed sailing with this boat is a very pleasant sensation: it holds a steady course in the water and the engine is almost silent"***

Marina.CH (CH) - Lori Schüpbach

***"Many good ideas were incorporated in the yacht very effectively"***

Marina.CH (CH) - Lori Schüpbach

***"Traditional concept, modern production technology"***

Boote (D) - Ralf Marquard

***"Steel boats with the highest-quality finish"***

Båtliv (SE) - Lars-Åke Redéen

***"The boats are solidly built with a timeless design and state-of-the-art finishing"***

Båtliv (SE) - Lars-Åke Redéen

***"Very well thought-out"***

Telegraaf VRIJ (NL) - Epco Ongering

***"Linssens' professionalism is evident from the layout, construction and finishing"***

Telegraaf VRIJ (NL) - Epco Ongering



**"Ab-so-lutely complete"**

Motorboot (NL) - Hans Papenburg

HE-LE-MAAL AF!

**"Linssen: unrivalled leaders for decades"**

Motorboot (NL) - Hans Papenburg

**"The Grand Sturdy 40.0 is full of splendid detail"**

Motorboot (NL) - Hans Papenburg

**"Even reversing is easy"**

Motorboot (NL) - Hans Papenburg

**"Serene, reliable, stable and uncomplicated"**

Telegraaf VRIJ (NL) - EpcO Ongering

**"There is never a tense moment, the boat exudes reliability"**

Telegraaf VRIJ (NL) - EpcO Ongering

**Motorboot**  
MAGAZINE • PLATFORM • EVENTS

**vrij** EN ROUTE 51

**Boottest Linssen 35.0 Sedan**  
Door EpcO Ongering

**Zeer doordacht**

**8,1**

**Constructie**  
**Comfort & ruimte**  
**Afwerking**  
**Ergonomie**

treffend afgewerkt. Het dashboard is nogal kaal, maar er is genoeg plek voor meerdere navigatieschermen. Ondanks de beperkte buitenafmetingen (0,70 m lengte) oogt de boot ruim en licht. In de motorruimte

**A**ls grootste stalen jachtbouwer van Nederland brengt Linssen elk seizoen nieuwe modellen uit. Dit jaar werden liefst zeven nieuwe Grand Sturdy's gepresenteerd. VRIJ testte de salie

# GRAND STU

## 35.0 AC

10,70 x 3,40 x 1,00 m; Engine 1x Volvo D2-75; 75 HP  
Royal version



## 40.0 AC

12,85 x 4,30 x 1,20 m; Engine 1x Volvo D3-110; 110 HP



## 35.0 SEDAN

10,70 x 3,40 x 1,00 m; Engine 1x Volvo D2-75; 75 HP  
Royal version



## 40.0 SEDAN

12,85 x 4,30 x 1,20 m; Engine 1x Volvo D3-110;



## 40.0 SEDAN DECKBRIDGE

12,85 x 4,30 x 1,20 m; Engine 1x Volvo D3-110; 110 HP

under development



# RDY SERIES

## 45.0 AC

13,98 x 4,35 x 1,20 m; Engine 2x Volvo D3-110; 2x 110 HP

World Premiere  
Linsse Yachts  
Boat show



## 500 AC VARIOTOP®

16,45 x 4,88 x 1,29 m; Engine 2x Volvo D3-150; 2x 150 HP

World Premiere  
Linsse Yachts  
Boat show



## 470 SEDAN WHEELHOUSE

14,45 x 4,40 x 1,22 m; Engine 2x Volvo D3-110; 2x 110 HP



# GRAND STURDY 40.0 SEDAN

In the displacement category, the Grand Sturdy 40.0 Sedan has been nominated for European Powerboat of the Year 2018.

This award is based on the opinions of leading international boating journalists from Germany, Italy, Norway, Switzerland, the Netherlands, France, Spain 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 20 January 2018.



## PROMOTION VOYAGE AROUND SYLT

Hennings Yacht-Vertrieb, our German Linssen dealer in Papenburg, was responsible this summer for another new highlight. Together with Linssen Yachts and partner Hotel BUDERSAND, located on the splendid island of Sylt, interested hotel guests and boating enthusiasts could enjoy a unique sailing experience around this North Frisian island.

Our dealer in Northern Germany delivered a Linssen Grand Sturdy 40.9 AC to the Hörnum marina, right in front of Hotel Budersand. From there, the dream yacht from Maasbracht headed out to sea for an unforgettable day trip for the hotel guests. The crew consisted of a skipper at the helm, a leading chef from the hotel in the galley and a host who not only looked after everyone's needs, but also knew everything about the island and its nature. While the guests were being pampered, they explored the surroundings of the

island of Sylt. From Hörnum to Föhr, Amrum and the seal colonies.

They put the motto of Linssen Yachts ('Slow down and start living') into practice, while being spoiled to the full by the extremely welcoming Budersand crew. Hennings Yacht-Vertrieb has been a Linssen Yachts' dealer for 26 years. This initiative is a new milestone in the collaboration regarding the marketing and presentation of the Dutch boatyard.

Senior manager Heinrich Hennings is proud of the collaboration. "The partnership with Hotel Budersand in Hörnum is perfectly in line with the philosophy of Hennings and Linssen Yachts. The hotel's motto (Besinnung auf das Wesentliche mit höchsten Qualitätsansprüchen – Reflecting on the essentials and top quality go hand in hand) – could also apply to our brand."



The five-star superior Hotel Budersand is one of the top 25 luxury hotels in Germany. The hotel will continue to work closely with the North German Linssen dealer in the future too.

# LINSSEN YACHTS 2017 RALLY TO LONDON

In mid-July, eight Linssen motor yachts came together in Nieuwpoort to participate in the 12th Linssen Yachts 'Rally' to London, organised by Jonkers Yachts. The weather and forecast for the next few days were good. On Sunday 16 July, all boats were in Nieuwpoort and a meeting was held to prepare for the departure next morning for Ramsgate. It was an enjoyable voyage with a force 4 NW wind.

On Wednesday 19 July, they departed from Queensborough for London. It's quite an experience to sail into this metropolis on your own boat. They sailed via the Thames Barrier, Greenwich and Canary Wharf to St. Katharine Docks near Tower Bridge. The Linssen yachts and their owners stayed in this marina for six days.



## NEW LINSSEN DEALER IN NORWAY

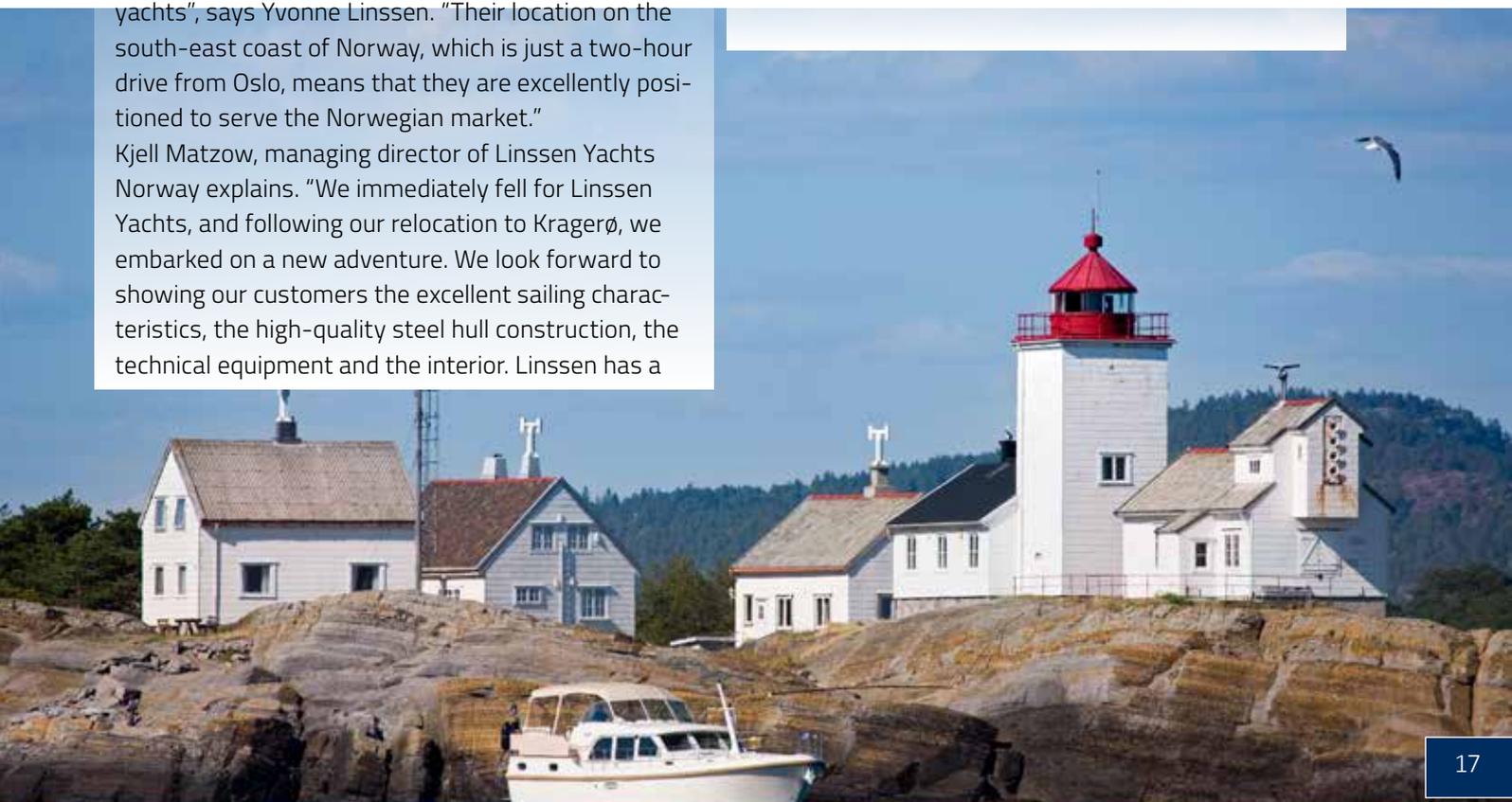
To accelerate international growth and as an addition to the Scandinavian market after Finland and Sweden, Linssen Yachts has now appointed an exclusive dealer for Norway too: Linssen Yachts Norway.

"Just like Linssen Yachts, Linssen Yachts Norway is a family business with a passion and enthusiasm for our yachts", says Yvonne Linssen. "Their location on the south-east coast of Norway, which is just a two-hour drive from Oslo, means that they are excellently positioned to serve the Norwegian market."

Kjell Matzow, managing director of Linssen Yachts Norway explains. "We immediately fell for Linssen Yachts, and following our relocation to Kragerø, we embarked on a new adventure. We look forward to showing our customers the excellent sailing characteristics, the high-quality steel hull construction, the technical equipment and the interior. Linssen has a

unique eye for detail and will therefore definitely make a difference on the Norwegian market."

After extensive sales and service training at the boatyard in Maasbracht, Linssen Yachts Norway can answer any questions posed by new and existing customers.



# THE NEW GRAND STURDY 45.0 AC HAS FAMILY

## A REAL LINSSEN FROM TOP TO BOTTOM



Artist's Impression Grand Sturdy 45.0 AC  
3D Linedesign; J.J. Oosterwoud

**AT THE LINSSEN YACHTS BOAT SHOW, WHICH WILL BE TAKING PLACE IN MAASBRACHT FROM 18 TO 20 NOVEMBER, INCLUSIVE, AT WHICH THE NEW GRAND STURDY 500 AC VARIOTOP® (READ MORE ELSEWHERE IN THIS MAGAZINE) WILL BE OFFICIALLY PRESENTED, YOU WILL ALSO BE ABLE TO WITNESS THE PRESENTATION OF ANOTHER NEW MODEL: THE NEW GRAND STURDY 45.0 AC.**

This spacious yacht occupies a special position between its larger sister the Grand Sturdy 500 AC Variotop® and the smaller Grand Sturdy 40.0 and therefore combines the best of its family members. Below the waterline, the Grand Sturdy 45.0 AC is identical to the Grand Sturdy 500 AC Variotop®. Above the waterline, you will find all the highlights of the interior and exterior of the Grand Sturdy 40.0. As far as we are concerned: the ultimate combination.

The new Grand Sturdy 45.0 AC is 13.98 x 4.35 x 1.26 m. Even though we say it ourselves, enjoying the space on board is a massive experience. We are summarising the most striking characteristics and details here. However, if you have the opportunity to visit our Boat Show, step on board our new Grand Sturdy 45.0 AC. The impression that you will have cannot be described on paper.

### **BELOW THE WATERLINE: STABLE, COMFORTABLE AND POWERFUL**

As we have already said, the Grand Sturdy 500 AC

Variotop® hull shape and construction form the basis for the new Grand Sturdy 45.0 AC below the waterline. In the great Linssen tradition, we have incorporated a new development for the hull shape: the Softchine Prestressed Hull (SPH®). This patented new hull shape ensures that when sailing, you will experience less resistance, less noise and use less fuel. In other words, the Grand Sturdy 45.0 has unprecedented levels of stability, low noise and easy handling. As with the Grand Sturdy 500 AC Variotop®, the engine room houses two Volvo Penta diesel engines as a standard feature for powerful propulsion.

### **ABOVE THE WATERLINE: LIGHT, SPACIOUS AND LUXURIOUS**

The new Grand Sturdy 45.0 AC offers you and your travelling companions a comfortable and luxurious living environment in the spacious saloon with its U-shaped bench. The cooling drawer for wine or champagne and the integrated bar cupboard drawer are well thought-out and functional. A multifunctional 'cellar' storage space is located beneath the saloon

# CHARACTERISTICS

LINSSEN YACHTS BOAT SHOW  
WORLD PREMIERE  
18-19-20 November



## GRAND STURDY 45.0 AC

- Construction: SPH® (Softchine Prestressed Hull)
- Bottom/hull/decks/superstructure: 6/5/4/4 mm
- Weight/displacement: ± 20,000 kg / ± 20 m<sup>3</sup>
- LOA x beam x draft: ± 13.98 x 4.35 x 1.20 m
- Minimum air draft: ± 3.00 m
- Headroom FC/saloon/AC: ± 1.97/2.01/1.99 m
- CE-classification: B (sea)
- Engine: 2x 5 cyl. Volvo Penta Diesel, type D3-110, ZF 45-H / 3,031:1, 2x 82 kW (110 HP), 3000 rpm, Alternator: 2x 180A-12V
- Fuel tank capacity: ± 2x 530 Ltr
- Water tank capacity: ± 440 Ltr
- Holding tank capacity: ± 240 Ltr

floor. The large windows in the saloon ensure pleasant contact with the exterior and let in lots of natural light. There is a spacious galley on the starboard side and a dinette with integrated TV on the port side.

There is comfortable sleeping accommodation for a maximum of six people on board the Grand Sturdy 45.0 AC. The aft cabin is a master stateroom with a freestanding double bed, a WC with electric toilet and a separate shower. The aft cabin is also the place where the extra surface area compared with the Grand Sturdy 40.0 AC is immediately evident. Thanks to the more spacious aft cabin, the aft deck of the Grand Sturdy 45.0 AC is also considerably larger.

### HAS OUR NEW GRAND STURDY 45.0 AC ATTRACTED YOUR ATTENTION?

If so, follow our video blog in which Yvonne Linssen takes you step-by-step through the development process of the Grand Sturdy 45.0 AC up to the official presentation during the Linssen Yachts Boat Show. You will find our video blog at [www.linssenyachts.com](http://www.linssenyachts.com).



COMING SOON TO A MARINA NEAR YOU:

**THE ALL-NEW GRAND STURDY 500 VARIOTOP®**



*Artist's Impression aft cabin Grand Sturdy 500 AC Variotop®  
Studio MC²; M. Custers*





**AN ELEGANT AND TIMELESS DESIGN. POWERFUL WITH LOW-NOISE CHARACTERISTICS IN THE ENGINE ROOM. A WELL-THOUGHT-OUT AND SUSTAINABLE CONSTRUCTION. A SPACIOUS AND COMPLETE INTERIOR. THE NEW GRAND STURDY 500 VARIOTOP® LEAVES NOTHING TO BE DESIRED. NOTHING WHATSOEVER.**

During our Boat Show from 18 to 20 November, inclusive, you will have the unique opportunity to get to know this new flagship of the Linssen Grand Sturdy fleet. The Grand Sturdy 500 Variotop® will be officially presented during this show. And we sincerely hope that you will be there.

#### **PERFECTION RIGHT DOWN TO THE SMALLEST DETAIL**

An improved version of a perfect boat. That is how we at Linssen Yachts consider the new Grand Sturdy 500 Variotop®. Linssen owners are quite spoiled when it comes to exterior design, interior and technology. Nevertheless, we believe that things can always be more sophisticated, better or even more well thought out. That is our obligation as a market leader. With the development of the new Grand Sturdy 500 Variotop®, we exceeded ourselves in every respect. The sailing characteristics, the equipment level, the refined details. Judge for yourself during our boat show from 18 to 20 November, inclusive, in Maasbracht.

#### **70 YEARS OF PASSION FOR YACHT BUILDING IN A SINGLE DESIGN**

The Grand Sturdy is a tradition that we at Linssen have been cherishing fondly since the first model

series in 1996. In the design of the third generation Grand Sturdy 500, innovation and respect for tradition come together. In this high-end steel motor yacht, we show where our roots are, while also writing a new narrative. Innovation, refinement and embellishment are the recurrent themes in the exterior, interior and engine room. The Softchine Prestressed Hull (SPH®) is a typical novelty. During sailing, this new patented hull shape ensures less resistance, less noise and lower fuel consumption. The completely hydraulic Linssen Variotop® folding roof is still unique and was perfected in-house. Without being exhaustive, other notable features include the hydraulic slide-down swimming platform, the striking helmsman's position and the convivial lounge corner in the aft cabin.

**IF YOU ARE CURIOUS TO KNOW HOW THE CONSTRUCTION OF THE GRAND STURDY 500 VARIOTOP® IS PROGRESSING, PLEASE CONTACT US VIA 0031 475 439999 OR SALES@LINSSENYACHTS.COM.**

**HOPE TO SEE YOU SOON AT LINSSEN YACHTS.**

**AFT CABIN:**

Aft cabin with a free-standing double berth, toilet compartment with washbasin at SB-Side, shower compartment connected to toilet compartment, incl. wardrobes at port side.

**SALOON:**

Spacious U-shaped settee at SB side and galley at SB side. At port side L-shaped dinette

**GUEST CABIN:**

Guest cabin with 2 single beds, one bed can be slid, so it can be used as a double bed

**FORWARD CABIN:**

Forward cabin with double berth and cupboards, separate toilet and shower compartment.



### CHOOSE YOUR INTERIOR STYLE AND CREATE YOUR OWN ENVIRONMENT

Everything that you expect on board a top class 18-metre yacht has been wonderfully brought together in a 15-metre yacht. The new Grand Sturdy 500 Variotop® is a contemporary classic with a sleek, timeless appearance. A new possibility is being able to reflect your personality in the interior. You can choose from five distinctive interior styles: marine, aqua, white, grey or sand. These have been developed by our interior architect, with the starting point being to create synergy between aesthetics, quality and sustainability. Cherrywood is still the basis for the interior, but it has now been provided with a special UV-resistant

impregnation and finished with a satin gloss coating for a contemporary look.

To further accentuate your favourite style on board, we optionally offer special decor packages. These have been carefully put together per style by our interior architect and consist of various accessories, sheets, spreads, cushions and towels.

### AVAILABLE IN FIVE UNIQUE DESIGN COMBINATIONS:



Ask for more information at: [info@linssenyachts.com](mailto:info@linssenyachts.com), or call 0031 475 43 99 99

## GRAND STURDY 500 AC VARIOTOP®

- Construction: SPH (Softchine Prestressed Hull)
- Bottom/hull/decks/superstructure: 6/5/4/5-4 mm.
- Weight/displacement: ±30.000 kg / ±30 m<sup>3</sup>
- LOA x beam x draft: ± 16.45 x 4.88 x 1.29 m.
- Length hull: : 14.95 m.
- Minimum air draft: ± 3.49 m.
- Air draft with lowered mast to top parking frame Variotop®: ± 4,20 m
- CE-classification: B (sea)
- Headroom FC/saloon/AC/Wheelhouse: ± 2.00/2.00/2.00/2.00 m.
- Engines: 2x 5 cyl. Volvo Penta Diesel, type D3-150 / ZF 45-H / 3,031 : 1 / 2x 112 kW (150 HP), 3000 rpm
- Alternator: 2x 180A-12V
- Fuel tank capacity: ± 2x 1185 ltr.
- Water tank capacity: ± 960 ltr.
- Holding tank capacity: ± 400 ltr.



MARINE



GREY



WHITE





# HALFWAY AROUND EUROPE ON OUR OWN BRAND NEW YACHT!

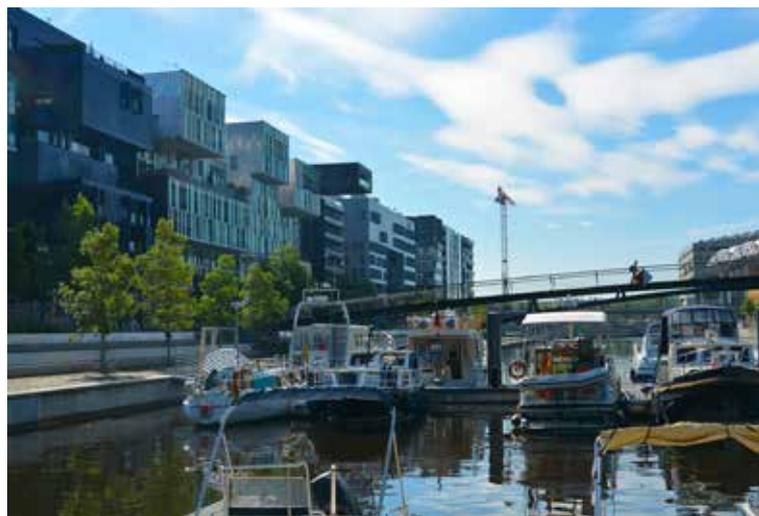
Text and photographs: Randolph Nott

**MANY WILL THINK WE ARE MAD. WHY REPLACE A THREE-YEAR-OLD GRAND STURDY 40.9 BY A BRAND NEW YACHT? HOWEVER, THE DEVELOPMENT OF THE DECKBRIDGE IN THE CLASSIC MODEL SERIES GAVE US THE IDEA OF TRADING IN OUR HIPPO FOR A HIPPO III!**

We opted at the time for a Grand Sturdy in the Longtop version, because we were looking for a yacht with as few steps as possible – a sort of floating bungalow. What's more, we hardly ever used the roof – with the exception of the Variodeck roof. And that was precisely what persuaded us to choose this new yacht: the easily accessible 'upper deck' on the basis of the modern Grand Sturdy design, together with the smart use of space for storing the dinghy.

So that was the background to this first voyage, on which we would be bringing our new pride and joy to its homeport. Our HIPPO II was launched on 2 June 2016 along the Saône in Saint-Jean-de-Losne, France, and fitted out by H2O. All transport safety features had to be removed, the mast has to be erected and the dinghy had to be lifted on board using the boat's own mast crane. During these activities, the H2O staff were extremely supportive and friendly and we were offered a free berth in the boatyard's own marina. When you think back to 2016, two things probably stand out: the train strikes in France and the floods

along the Saône and the Rhône. Despite the strikes, we were fortunately able to reach our destination without any problems. However, we had to delay our departure because of high water levels. After all, we had to avoid having to negotiate too many floating tree-trunks and other trash. But in the end, we were able to cast off on 6 June and start our voyage! Even so, we still had to face several minor restrictions, because various berths where we wished to go sight-seeing were flooded and were therefore inaccessible. Not all locks were operating either, and in some cases



vessels were even led directly across weirs. Given that we were seafarers with limited experience on inland waterways, this promised to be an exciting voyage!

In the port of Chalon-sur-Saône, another skipper drew our attention to the Halte Nautique Confluence, a special marina in Lyon that was not included in our French inland waterways guide. (Although this guide is not always accurate and even refers to marinas that have been closed for years, it nevertheless remains a useful and almost indispensable guide.) On Friday 10 June, we cast off around 10.50 a.m. and reached the confluence of the Saône and the Rhône after 1.5 kilometres. Here, too, the high water had not yet disappeared completely and particularly near the many locks a large amount of driftwood had collected that had been carried along by the flow. This meant that despite our careful manoeuvring, the coolant filters had to be cleaned every day.

Although we had been impressed by the Sablons lock with a drop of 14.5 m, that was nothing compared with the Bollène lock with a drop of 22 m! We have to admit that before the voyage, the large number of locks unsettled us. But in the end, we were relieved to discover that the VHF contact and the passage through the locks themselves went smoothly, all the more because all locks on the Rhône are equipped with floating bollards. On several occasions, we were joined in the locks by a péniche and we were able to talk shop with the skipper while waiting. A péniche is a French barge, and they are often converted into houseboats. Thanks to their standard dimensions (38.5 m long and 5.05 m wide), these inland waterway vessels offer a great deal of space and some have splendid layouts. The skipper of 'our' péniche gave us a useful tip about a special marina in Avignon, which we otherwise would probably have missed. And that's how we ended up berthing along the river bank behind the familiar bridge ('Sur le Pont d'Avignon'), alongside – strangely enough – another Linssen and with a view of a third Linssen!

Avignon is a real highlight for tourists and so we gave ourselves enough time to stroll through this splendid ancient city and to visit the Palais des Papes and other historic buildings. On Wednesday 15 June at 8.30 a.m., we embarked on the final stage of our voyage along the French inland waterways. At 10.15, we reached

*Halte Nautique Confluence marina in Lyon*



*The Bollène lock with a drop of 22 m*

our final major river lock at Beaucaire. By now, passing through the locks, the thought of which had been unsettling before our voyage, had become second nature and they were no bother at all. At 2.15 p.m., we arrived at the Port Louis lock. As this lock, which is combined with a swing bridge, is operated only every few hours, we had to wait until 4.15 p.m., after which we sailed into the marina just before 5 p.m. In France, wearing life jackets in locks is compulsory, and this was a rule that we always obeyed – up until this final lock! The anticipation of finally being able to sail on the Mediterranean was so great that we totally forgot to put on our life jackets. This led to a sharp reprimand from the lock keeper via the loudspeaker system!

*Berthing along the river bank behind the famous bridge at Avignon*





*The famous fortress in The Count of Monte Cristo, the novel by Alexandre Dumas*

In the Golfe de Fos, we could finally take our place among the big boys. The sea lanes in the direction of Marseille are frequently used by seagoing vessels. Our destination that day was the Frioul archipelago. Here, we berthed in the marina that looks out on the fortress in *The Count of Monte Cristo*, the novel by Alexander Dumas, with Marseille in the background. From there we took the ferry next day to Marseille. We were advised to do so because the Marseille marina was so busy – and it proved to be a good tip! Unfortunately, this voyage report offers insufficient space to describe all the highlights in this city. Just like in the other places we visited, we first took a sight-seeing bus to gain a general impression of the city, after which we explored on foot.

The next day we continued our journey, first to Bandol and from there to Cavalaire-sur-Mer. The distance from Bandol to Cavalaire-sur-Mer is 42.3 nautical miles (NM), or a relaxing day trip. We later increased our daily distances to 70 NM. It should not be forgotten that a Linssen is an easygoing and comfortable yacht and not a speedboat! A speedboat could cover 70 NM in less than three hours, provided that the weather is favourable and the sea is calm. Our HIPPO II may be slower, but it can also sail in conditions in which other boats prefer to remain in the harbour. In rough swell, the RotorSwing stabilizer, which we gifted ourselves when we acquired this boat, more than proved its worth.

Following Cavalaire, we continued our voyage along coastal towns such as Cannes, Nice, Monaco and San Remo. The calm sea and the splendid summer weather meant that we could enjoy our deckbridge to the full. We gave the fashionable resorts a miss and berthed in the marina of Loano. Here, we naturally replaced our French courtesy ensign with an Italian one. From Loano, we sailed right across the Gulf of Genoa to Lavagna, which was a distance of 48 NM. We occasionally came across seagoing vessels on

the way to Genoa, but far fewer than in the Golfe de Fos. It was now Friday 24 June and we wrote in our logbook: 9.10 a.m. cast off in Lavagna, heading: south-east / 76°. After 28 NM, the cliffs of La Spezia came into view, which meant that we had reached the Ligurian Sea. La Spezia is the capital of the Italian Province of Liguria (Riviera di Levante) and at the end of the Ligurian coast, the thermometer indicated a water temperature of 24°C! We continued to head for Porto di Pisa on the south side of the Arno estuary. The friendly woman at the marina pointed out that a trip of just 12 km along the Arno takes you to Pisa. And that's how we came to use our e-bikes for the first time, which until then has been conveniently stored in the 'cellar', in other words the storage space below the cockpit. The trip from the marina to the city was not particularly pleasant and we saw almost nothing of the River Arno. Pisa was crawling with tourists and evidently they thought it was extremely amusing – the Asian visitors in particular – to pose with outstretched arms against the tower, so they appeared to be supporting it on the photo. For us, this was a strange spectacle, but perhaps this didn't appeal to the North German sense of humour.

On Sunday 26 June, we continued along our familiar south-east heading. The wind had picked up and our weather app indicated a swell of 0.7 m, which was exactly what we were experiencing. This Apple/Android app called Windfinder is a real must! The information provided is very accurate. We had intended to visit the Sali marina (near Gagno), but we failed to take account of the fact that on Sunday afternoon at around 4.30 p.m., the day-trippers return with their boats to the marina, so that everyone is jostling for position. The strong wind and the shallow water at the marina entrance meant that waiting any longer



was risky, so we decided to continue our voyage to Punta Ala. It was almost 7 p.m. when we arrived at this marina, and with a charge of EUR 150 this was the most expensive overnight stay of our entire voyage! Whether the marina staff were aware that we no longer had any real alternative is a moot point ...

The next day, around the Argentario peninsula, we experienced heavy seas and high swell again, but fortunately we soon reached the Cala Galera marina. Our next stop was the marina of Riva di Traiano and the next day we sailed along the Tiber estuary. The shipping traffic here was considerable. In the evening, we berthed at the Marina del Nettuno and the next day – it was now 1 July – we moored at the Torre del Greco marina near Naples. Weeks later, an Italian from Salerno told us that this was one of the most dangerous places in Italy to berth at and that you should avoid wanting to stay the night there. We stayed until 4 July and had a great time. We toasted the victory of the German over the Italian football team with our Italian neighbours on the same jetty. Torre del Greco seemed to us to be a favourable location because there were easy train connections to Pompeii and Naples. Unfortunately, we did not climb Vesuvius, but we did have a good view of it every day from our yacht! You could write an extensive travel report just on Pompeii and Naples, because there is so much to see! We also visited Paestum and Herculaneum, which just like Pompeii was swamped during the eruption of Vesuvius in AD 79.

The next stage of our voyage took us to Marina di Camerota, which was a distance of 74.1 NM (NB the daily distances were increasing greatly!), and the following day we headed for Cetraro in Calabria. Our stop in the Tropea marina was also the point from where

#### *View of Vesuvius*



we would enter the Strait of Messina.

This strait is generally considered to be very treacherous and was an important obstacle for General Montgomery during the allied invasion of Sicily in World War II. However, the weather forecast for us was very good. We could sit back and enjoy this voyage while watching the swordfish catchers at work. This type of fishing only occurs in the Strait of Messina. The ship's captain stands high up in the crow's nest and ensures that the boat is positioned favourably for the harpoonist, who is on a long bowsprit. You occasionally read about collisions with these fishermen, but that is probably attributable to the carelessness of the pleasure boaters. In other words, if you stay within the navigation channel and keep your eyes open, nothing can happen!

In the Strait of Messina, we berthed in the Reggio di Calabria marina. This was by far the worst marina of the entire voyage! The old port was overcrowded and we were urged by VHF to sail on to the new 'marina'. This is located in an industrial port and consists of just a few floating jetties. This was hardly a place to relax because ferries were mooring and casting off every hour, which caused not only choppy waters but also a lot of noise. It is only calm for a few hours at night. That was reason enough for us to cast off at 6.40 a.m. and to head for Capo Pellaro. After 7.4 NM, we left the Strait of Messina and 17.1 NM later (exact position: 37° 54.447 N, 015° 45.617 E) we headed east (90°). After another 31.5 NM near Galati we turned north east (40°) towards Porto delle Grazie, a marina with excellent service. We enjoyed ourselves so much here that we decided to rest for a day before heading out to sea again on Sunday 10 July. However, at 2 p.m. our relaxation was interrupted by a hefty commotion. A DSC alarm indicated that a vessel was in difficulties at position 35° 50 N, 014° 30 E. Given

our position, however, we were too far away to offer assistance. At 4.55 p.m., we reached the old port of Crotone, from where the next day we crossed the Gulf of Taranto to Santa Maria di Leuca. This was 72 NM across open waters, so that no land could be seen for most of the day! On this crossing we decided to push our HIPPO to the limit and open the throttle right up. At 2,800 RPM we reached a speed of 8.5 knots and at 1,950 RPM the speed dropped to 6.5 knots.

At 12.30 p.m., there was another DSC alarm, but no position was given. Whether these alarms were related to refugee boats is a matter of speculation. At 3 p.m. we sighted land and after 72 NM miles we berthed in Leuca at 6.28 p.m. Up until this point, we had sailed a total of 1,313 NM, for which 212 engine hours were required.

Our voyage continued to Porto Turistico in San Foca, which meant we had reached the Adriatic. An unpleasant Tramontana wind made mooring here something of a challenge! When preparing for this voyage, we were daunted by the idea of sailing on the Mediterranean, but we have now come to the conclusion that the Adriatic (on which we have been sailing for more than 30 years) can be far more unpleasant! The next day, we sailed past Brindisi and Monopoli to Marina Cala Ponte, a very well-kept but rather isolated new marina. Here, we hired a car to go and see the famous trulli dry stone huts in Alberobello.

Their very thick walls of solid natural stone with miniscule windows ensure that these trulli offer optimal protection from the sustained summer heat in Apulia. In the winter, the trulli retain the heat produced by the fireplace. Until the middle of the previous century, these pauper huts had been more or less forgotten, but since then they have been experiencing a true renaissance. Several are now rented out as holiday homes. Alberobello calls itself the 'trulli capital of the world' and has been a UNESCO world heritage site since 1996.

Because of a pressing appointment in Liverpool, we had to postpone the rest of our voyage until 23 July. On return, we sailed to Bari where we berthed at Nautica Ranieri. An engine service was now overdue. The total service offered by Mr Ranieri was exceedingly good and the port of Bari turned out to be very busy with a great many ferries. In contrast to Reggio

di Calabria, we had little bother from the ferries while moored at Nautica Ranieri. We got out our bikes once more and cycled to the historic centre of Bari.

On Thursday 28 July, we sailed on to Vieste, our final stop on the Italian coast. The next morning we headed for the Croatian island of Korčula. This meant that we had to cross the Adriatic, and given the high portside swell, we again appreciated the value of our RotorSwing stabilizers. Although the crossing was shorter than the distance we covered the day before, it still involved a voyage of 72 NM! In the late afternoon, we adjusted our heading and made for the island of Lastovo. Unfortunately, the bay offered no opportunity to drop anchor, but we read on Internet that another skipper had been able to berth directly at the customs jetty without any problems. With a 10-knot wind blowing, we reached the jetty at 8:05 p.m. – and were ordered by the police to leave again less than 30 minutes later! We somehow managed to convince the officers that it was too late for a new berthing manoeuvre and that we would clear customs the next day. We were told that in principle the customs worked 24/7, which was evidently not the case here, given that the office was in darkness and the site was completely vacated! The police then pointed out that we were next to the moorings for the ferry, which would result in very choppy waters. How we succeeded in not only staying there but also persuading the officers to help us tie up the boat with extra lines and fenders, was subsequently not entirely clear to us. The fact is

*Alberobello with the famous trulli dry stone huts*



that less than an hour later, we were startled by loud banging and shouting. It was the customs officer, who had apparently been questioned by the police concerning his whereabouts, and was therefore venting his anger on these stupid tourists with their yacht. We had to use all our charm and powers of persuasion to be able to remain at the jetty after clearing customs until the next morning. This culminated in the customs officer gradually becoming more friendly, completing the crew list himself and eventually even leaving the gate of his well-protected site unlocked, so that we could leave the site on foot the next morning to report to the harbour master.

We had now reached 'our' side of the Adriatic and we could now sail eastwards to the final destination of our voyage, Marina Veruda at Pula in Istria. We had reserved two extra weeks for this part of the journey. However, we concluded that in the summer months, you can better leave the Croatian coast to the Italians, as they tend to throw an Italian-style party for a few weeks. In the same way as these friendly southerners turn into chaotic road hogs when driving, they also become a menace on the water! They are all likeable

types, but they tend to arrange things differently and the rules of sailing apparently don't apply to them. As the old saying goes: laws are made in Rome and obeyed in Berlin!





## ABOUT A GENUINE AND FALSE SENSE OF SAFETY...

# CE – WHAT DOES THAT STAND FOR AGAIN?

**CE IS THE ABBREVIATION FOR CONFORMITÉ EUROPÉENNE, I.E. EUROPEAN CONFORMITY. WHEN A PRODUCT BEARS THE CE MARK, IT COMPLIES WITH A EUROPEAN DIRECTIVE ENACTED BY THE EUROPEAN UNION. THE MEMBER STATES OF THE EUROPEAN UNION HAVE EACH INCORPORATED THE DIRECTIVE INTO THEIR NATIONAL LEGISLATION. IN THE NETHERLANDS, IT IS CODIFIED IN THE PLEASURE CRAFT ACT, WHICH IS CONSIDERED A TRADE LAW.**

The Recreational Craft Directive applies to all recreational vessels with a hull length of between 2.5 and 24 metres sold in the European Union. In this article, we will confine ourselves to a discussion of new, ready-made boats.

To understand what the Directive means and why it was enacted, we will consider a few paragraphs taken from the body of the text.

“Whereas the laws, regulations and administrative provisions in force in the various Member States relating to the safety characteristics of recreational craft differ in scope and content; whereas such disparities are liable to create barriers to trade and unequal conditions of competition within the internal market;”

We see, then, that one of the reasons for the Directive was to resolve the discrepancies between the laws of the different Member States with respect to the safety of recreational craft. Such discrepancies are a barrier to the creation of a European Area in which goods can be traded freely. Creating this “European Market”

was, ultimately, the main reason that Directives such as this one were enacted.

“...whereas paragraph 3 of Article 100a provides that, in its proposals, concerning health, safety, environmental protection and consumer protection, the Commission will take as a base a high level of protection; whereas the essential requirements constitute the criteria with which recreational craft...must comply;”

The environment and the consumer must be protected (“high level of protection”), and recreational craft must therefore comply with a number of essential requirements. We will look more closely at these essential requirements in the following paragraphs.

### **CE MARKING**

Before a boat can bear the CE marking, three things have to be arranged:

- the manufacturer (i.e. the boatyard) must compile a technical construction file (TCF) documenting how the boat complies with the essential requirements;

- the boat must be built in such a way that it complies with the essential requirements, which apply, amongst others to:
  - the design of the boat with respect to the potential discharge of substances into the environment;
  - the systems on board the boat and their safety;
  - the construction of the boat;
  - the stability of the boat (and possibly its buoyancy);
  - the layout of the boat;
- and an owner's manual must be provided when the owner takes delivery.

Many of the essential requirements, including that concerning the owner's manual, are subject to ISO standards, which have been set out in the greatest of detail. This article will confine itself to the stability requirements.

One of the things that must be established before a boat is awarded the CE marking is the category in which it is to be placed. In the following, we will look at the various design categories.

As the photographs (page 27) illustrating the various design categories show, there is a major difference between Category D and Category C. It is the difference between pleasant weather with waves breaking up nicely against the bow and a heavy storm. Category B weather is weather that everyone wants to avoid, and Category A weather is a question of hanging on and surviving.

One common description of Beaufort 4 wind force (Category D, "sheltered waters") is: "small waves, becoming larger. Fairly frequent white horses". Compare that to Beaufort 6 (Category C – "inshore"): "large waves begin to form; the white foam crests are more extensive everywhere. Probably some spray". Category D weather is what every sailor desires, but no one will like being on the water when the weather turns from D to Category C, not to mention what it must be like to be offshore in typical Category B weather!

To determine a boat's category, its stability must be calculated. There is a separate ISO standard for this calculation.

## STABILITY, WHAT'S THAT ALL ABOUT AGAIN?

The stability of all boats, whether or not motorised, is judged against ISO standard 12217, which has as its most important criteria:

- **the downflooding height:** this is the height measured from the waterline to the point at which water can first enter the interior. The downflooding height could be an engine room ventilation opening on the side of the boat, or the edge of a boat with an open cockpit. However, a porthole that can simply be closed does not count;
- **the downflooding angle:** this is the angle of heel that the boat must reach before water will enter the boat at the point identified by measuring the downflooding height;
- **the stability range.** To understand stability range, we need to consider some theoretical points.

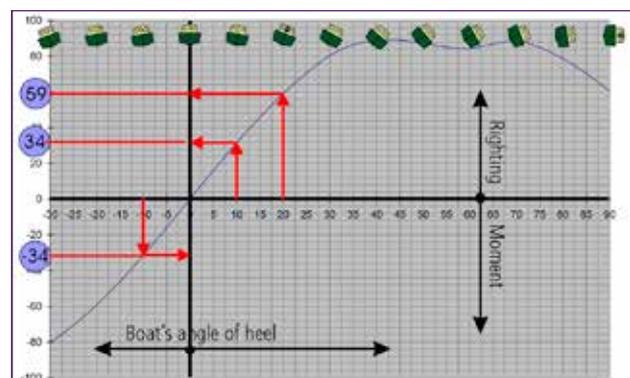
## STABILITY RANGE:

This is the extent to which a boat can resist incoming transverse waves and wind, calculated by comparing quantities of energy.

We base our calculation of the stability range on the RM curve. The RM curve is a graph that compares:

- the angle of heel of the boat (horizontal axis);
- and the RM or Righting Moment (on the vertical axis). But what is the Righting Moment? To put it simply: a measure for the force needed for the boat to remain upright and afloat. (See also the box "Righting Moment – Heeling Moment").

For a better understanding of the graph, we will tell you how to "read" the various points indicated. RM stands for the Righting Moment; in this explanation it is not described as a unit of measure such as "metres" or "kilograms".



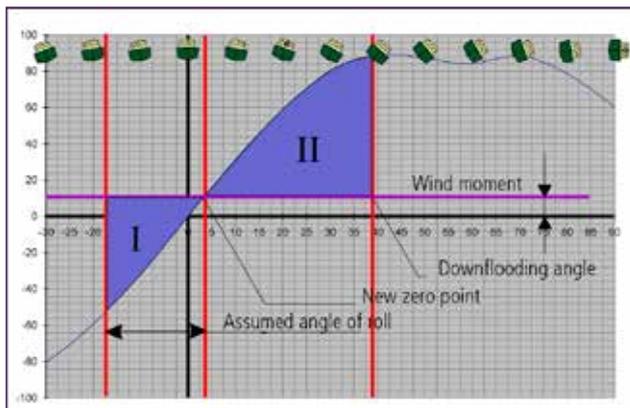
1. if the boat considered in this graph has a 10-degree angle of heel, it will have an RM of 34;
2. if the boat considered in this graph has a 20-degree angle of heel, it will have an RM of 59, and so forth;
3. this is the same as point 1, the difference being that

the boat heels to the other side, for example to port rather than to starboard. That means that there is a minus sign in front of both the angle of heel and the RM in the RM curve, to indicate that they work "in reverse". The boat wants to right itself both at point 1 and at point 3, but in the first instance it rotates clockwise and in the second counter-clockwise.

To assess the range of stability, we not only consider the RM but also the energy "output" (see the box on "force versus work"). In the RM curve, the quantity of energy is represented by the area beneath the curve itself.

ISO 12217 determines the extent to which a boat can resist incoming transverse waves and wind:

- I the quantity of energy required to give the boat a particular angle of heel when sailing into the wind (the wind also on the beam);
- II the quantity of energy required to have the boat heel to the downflooding angle when sailing with the wind. If the downflooding angle is very large, a different, more realistic value is used.



The graph above shows the two quantities of energy. For a better understanding of the graph:

- the horizontal line "wind moment" is the wind moment of that particular boat. This line is drawn through the new zero point: a strong side wind makes the boat pitch a few degrees. The precise angle can be determined by looking at the point at which the "wind moment" line and the RM curve cross paths. This point is designated as the "new zero point" in the graph;
- the "assumed angle of roll" is calculated according to formulas given in the ISO standard; it indicates how many degrees a boat heels into the wind in order to determine energy quantity I;
- energy quantity II is limited by the downflooding angle or by a given maximum value.

## RIGHTING MOMENT – HEELING MOMENT

Imagine that your boat is moored safely in harbour. You and a group of friends embark on one side of the boat and remain standing in the gangway. The boat then lists, or in other words: it will heel at a certain angle.

The weight of you and your friends is causing the boat to list to one side. In other words: together you are causing a Heeling Moment (a moment in which the boat "heels"). As long as you remain standing in the gangway, a new balance has been created: a Heeling Moment pushes the boat, and the boat pushes back with a certain Righting Moment. Because there is balance, the Heeling Moment has the same value as the Righting Moment. If you embark with a larger number of friends, or a smaller number, the boat will balance at a different angle of heel.

In other words: a certain angle of heel has a certain Righting Moment.

The ISO standard states that area II must be larger than area I, or in plain nautical terminology: if transverse wind and waves hit a boat and a rogue wave is produced, causing it to heel violently into the wind, when it rolls back with the wind, it must not heel over so sharply that the boat downfloods or loses its stability.

But what are those "energies" doing with my boat?, you may ask. The comic strip below shows you what it's really all about, this time using a real boat.



And if we translate that into the areas shown in the RM curve, we see that they represent the following in our comic strip:

- between the first and second image: calls for a certain quantity of energy I;
- and between the second and the final image: calls

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## THE DESIGN CATEGORIES

A manufacturer may decide which wind force and wave heights its boat is capable of handling.

The Pleasure Craft Act says in this respect:

“Vessels in all categories must be so designed and constructed that they comply with the requirements set for such parameters as stability, buoyancy, and

the other essential safety requirements referred to in this annex, and that they are easily navigable.”

The following design categories are then described; these have been taken verbatim from the Directive, and the illustrations provide a good picture of reality:

### CATEGORY A – “OCEAN”:

“Designed for extended voyages where conditions may exceed wind force 8 (Beaufort scale) and significant wave heights of 4 metres and above, and vessels largely self-sufficient.”

### CATEGORY B – “OFFSHORE”:

“Designed for offshore voyages where conditions up to, and including, wind force 8 and significant wave heights up to, and including, 4 metres may be experienced.”



### CATEGORY C – “INSHORE”:

“Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions up to, and including, wind force 6 and significant wave heights up to, and including, 2 metres may be experienced.”

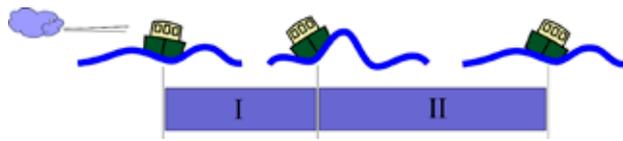
Yes, that is in fact category C! The rescue boat adds some excitement to the image, but it is precisely in shallow waters that waves can reach up to 2 metres in height at wind force 6. Not all waves, of course, but the average of the highest waves: that is, ultimately, considered the “significant” wave height.

### CATEGORY D – “SHELTERED WATERS”:

“Designed for voyages in sheltered waters, including along the coast, in small bays, on small lakes, rivers, and canals where conditions up to, and including, wind force 4 and significant wave heights up to, and including, 0.3 m may be experienced, occasionally rising, for example owing to passing vessels, up to, and including, 0.5 m (note: the average wave height is approximately equal to 0.7 x the significant wave height).”



for a certain quantity of energy II.



RM curve, downflooding angle, in short, the ISO standard is full of formulas. And for as much as we're talking about real boats in real water, they are, when all is said and done, fairly abstract formulas and angles of heel that only assign a theoretical value to the stability of a boat. Now that we know which design category a boat can be assigned to, at least in principle, we will look at the way things actually are out in the field.

To which category should a boat be assigned?

There are two parties who can answer that question:

- first of all, the buyer, who all too often wants his boat in the "highest" category possible;
- and second, the boatyard, which wants the same: the "highest" possible category.

So what's the problem, then? Just assign the boat to the highest possible category...

But it's not as simple as that. The only correct answer to this question is "to the category in which it truly belongs". We'll explain below why that answer covers everything.

The buyer of boat says: "Well if I have to choose, then I want a boat in Category A" – something often heard out of the mouths of those looking to buy. Why? "It means the boat is better than one in a lower category", or "It means the boat is safer."

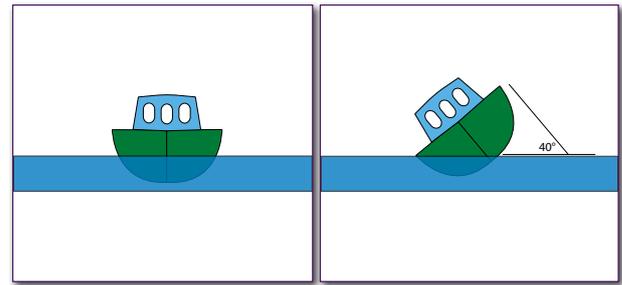
And the boatyard says: "If the stability assessment puts the boat in Category A, then why don't we just label the boat that way?; "It makes a great sales argument", or "Customers want that, otherwise they'll go to some other boatyard."

But as we said earlier: it's not as simple as that.

We'll illustrate our point by considering a number of assertions below.

- putting the boat in a higher category gives the buyer a false feeling of safety. Admittedly, the boat can list pretty far before water starts to enter it. But consider just how far that actually is by inspecting the drawings below:

"only at an angle of heel of about 40-45 degrees will the gangway be immersed."



Of course, this is just a drawing, but it really is no more than a 40-degree angle. Even if your boat is capable of it, there's nothing here that is going to make you feel safe. The boat will survive, but that doesn't mean that it belongs in that category.

Let's look once again at what the Recreational Craft Directive says:

The boat is "designed for..." It doesn't say "will survive in...."

- by assigning the boat to too high a category, the boatyard is accepting too much responsibility. The boatyard delivers the boat and is therefore liable to some degree under the law (product liability).

If we take Category A, for example, then what the boatyard is actually telling the customer is: "Go ahead and cruise offshore even in a heavy storm with the waves crashing on the quay, because this boat is designed for offshore voyages where conditions in excess of wind force 8 and wave heights in excess of 4 metres may be experienced."

#### AND WHAT ABOUT LINSSEN YACHTS?

Linssen Yachts does not take safety lightly. The health and safety officers often point to working conditions at the Linssen production facility as an example of good practice. It's not that Linssen Yachts is eager to be held up as a model, but because it truly believes in "safety first". It's second nature at the firm, part of its corporate culture. That's how Linssens are built and not in any other way.

So it isn't surprising that Linssen Yachts is very careful when assigning its boats to a design category. All the pros and cons are weighed up in a culture that puts safety and honesty first. No Linssen is ever assigned to a category beyond its capacity, simply because the boatyard loathes the idea of lying to its customers. You'll never hear anyone in Maasbracht assuring customers that they can "head out in a heavy storm with-

out a care." No Linssen is ever assigned to a category beyond its capacity because the boatyard doesn't consider it honest to do so. Your Linssen may be able to handle it – but will you? No Linssen is ever assigned to a category beyond its capacity because the boatyard feels it simply wouldn't be right. Your Linssen should give you an honest feeling of safety, not a false one.

**And that's why Linssen Yachts sticks to the motto:  
"Your Linssen will be assigned to category in which it truly belongs."**

#### **FORCE VERSUS WORK**

To understand the difference between force and work, just imagine you are hauling anchor. If the anchor is lying motionless in the water, the anchor winch pulls the anchor with a certain force. It does not do any work. Only when the anchor is actually being hauled (moves a certain "distance") is work done. So we get the following definition: work = force x distance, or better still: work = force x path. It is easy to imagine the energy of a linear force that pushes or pulls, for example an anchor being hauled or a cupboard at home that you want to shift to one side. A moment is not, however, a linear force, but a rotating force. For example, consider a spring in a clock. If the clock stops, there is only force, but if it runs, it outputs energy. The spring is displaced over a particular angle (angular displacement). In the case of a moment, work = moment x angular displacement.



## INLAND WATERWAYS INTERNATIONAL

# THE FIRST 25 YEARS

**MOST BOAT-OWNERS IN DIFFERENT PARTS OF THE WORLD ARE UNAWARE OF THE VALUE OF CAMPAIGNING WORK PERFORMED BY INLAND WATERWAYS INTERNATIONAL OVER THE PAST 25 YEARS. LINSSEN YACHTS ARE PROUD TO BE PART OF THIS ORGANISATION, THROUGH PETER LINSSEN WHO WAS ELECTED ONTO IWI'S 20-STRONG COUNCIL IN 2014.**

This feature looks at some of the work done by the association. The aim is to help ensure that inland waterways in all parts of the world are well maintained, managed and improved where necessary, in the interests of all users. As often with campaigning work by an organisation of volunteers, a lot takes place behind the scenes.

It was in 1992 that Ron Oakley, then chairman of the International Committee of the Inland Waterways Association (UK), started working on leaving IWA under an amicable agreement, mainly because of the legal complications of developing an international activity (particularly tours), in contradiction with the association's constitution. By then he had already been running continental and overseas tours for almost 20 years, often assisted by IWI's current president David Edwards-May.

### **RAISING SUPPORT**

From the outset, important work was done in raising support for very worthwhile projects to prevent canals from being lost without hope of restoration. This was the case with the Lichfield Canal, which was given a 'high-and-dry' aqueduct over the M6 toll motorway, as well as the Roubaix Canal, which was visited during one of the first tours organised under the aegis of IWI. This was at a time when obliteration of the canal

(American-style) in favour of an urban expressway was being planned.

In 1998, David Stevenson (formerly chairman of IWA) became the second chairman and took an active part in planning the World Canals Conference in Lille and La Louvière in 1999. David Edwards-May was elected vice-president, and was busy at that time organising a parallel conference, but without the WCC label, in Toulouse in May 1998. Labelled 'Canaux 98', this event celebrated the designation of the Canal du Midi as a UNESCO World Heritage Site, the first canal to receive this distinction. Founder Ron Oakley continued to organise tours near and far, including riverboat cruises on the Mississippi River, the Rhône and the Po, and a land-based tour to the Grand Canal in China. IWI's third president, from 2001 to 2004, was Des Leyden, former chair of the Inland Waterways Association of Ireland and life-long boater, who with his wife Janet hosted memorable Council meetings in Dublin, before and after the WCC held mainly in Dublin Castle in June 2001.

In 2003, Ron's last overseas assignment, accompanied by David, was to Belgrade, to assist Danube Propeller (founded by Council member Krsta Paskovic) and various Serb partners in launching a strategy for developing the unrealised potential of the Middle Danube

region, covering the Danube and its many connecting waterways. The title of the high-level conference was 'Danube: International River of Cooperation', and that objective is still being actively pursued today. Peter and Jan Linssen thus took part in the tour organised in May 2017 from Budapest through to the Iron Gate and back to Belgrade.

Ron became seriously ill after the 2003 trip and passed away in April 2004. Another activity he was engaged in, before Internet and online commerce profoundly altered the old mail order business models, was selling publications, also contributing to production of Euromapping's waterway maps, and even self-publishing Ship Lifts and Inclines, by Hans-Joachim Uhlemann, translated by another Council member, Mike Clarke. Profits benefited IWI, covering the costs of printing and posting the magazine World Wide Waterways.

Des Leyden was succeeded by Tom Grasso, also president of the Canal Society of New York State, and during Tom's mandate IWI was increasingly active in the annual conference, as the gathering proved to be a valuable font of knowledge and learning, highlighting experiences that were applicable in different parts of the world. It was also an ideal complementary experience to that of the tours. Tours were increasingly organised around the WCC.

## UNESCO

The third canal to receive the UNESCO designation was the Rideau Canal in Ontario, Canada, and at the same time, in the autumn of 2007, Tom was succeeded by Dave Ballinger, formerly Director of Operations on the Rideau Canal. He played an active role in organising the WCC in Kingston in September 2008, and at the suggestion of the WCC Steering Committee chair Rory Robinson, that was when the conference was brought under the umbrella of IWI. Until then, it was an ad hoc committee formed by the hosts of all past conferences. Rory continues to chair the WCC Steering Committee.

Publications have always been a significant aspect of IWI's work, outreach and influence, and during Dave Ballinger's mandate, faced with increasing costs, a compromise solution was adopted, with one printed magazine per year and two digital newsletters.

IWI supports the restoration of many missing links throughout the European waterway network, as well as the construction of new waterways where proven to be economically and environmentally justified, such

David Edwards-May, also the author of Inland Waterways of France and the European Waterways Map and Directory (a Linssen-sponsored publication), was nominated as the new president of IWI in October 2016.

Next year's WCC will be in Athlone, Ireland, on September 10-12, and could be ideally combined with a cruise on the Shannon in a rental boat. That is one of the options being promoted by the hosts for accommodation throughout the event, in Athlone Marina right in front of the Radisson Blu Hotel venue!

as the Seine-Nord Europe Canal that sadly has again been 'paused' by the new French Government, and the Danube-Oder-Elbe Water Corridor in the Czech Republic, also of strategic importance to Poland and Slovakia.

When you are again able to cruise on the Canal de la Sambre à l'Oise (hopefully in 2020) you will be able to take your cap off to IWI and its behind the scenes work in support of such projects!

In the meantime, we look forward to our annual World Canals Conference in Syracuse, NY, on 24-28 September 2017, where Linssen has a stand to promote its yachts and boating holidays.



**INLAND WATERWAYS INTERNATIONAL**

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Frankrijk

[www.inlandwaterwaysinternational.org](http://www.inlandwaterwaysinternational.org)

## AN UP-TO-DATE LISTING FROM THE LINSSEN PRE-OWNED SECTION

	Ref. no	Type/ dimensions	Year of construction	Engine	Price
	2930	<b>Grand Sturdy 25.9 SCF</b> 8.20 x 3.15 x 0.90 m	2010	1x Vetus M4.15 24 kW / 33 HP	€ 135,000
	2933	 <b>Grand Sturdy 29.9 Sedan</b> 9.35 x 3.35 x 1.00 m	2011	1x Volvo Penta D2-55 41 kW / 55 HP	€ 165,000
	3044	 <b>Grand Sturdy 30.9 AC</b> 9.75 x 3.35 x 1.00 m	2012	1x Volvo Penta D2-55 41 kW / 55 HP	€ 148,000 excl. VAT
	3244	 <b>Classic Sturdy 32 Sedan</b> 10.15 x 3.45 x 1.00 m	2015	1x Volvo Penta D2-55 41 kW / 55 HP	€ 240,000
	2998	 <b>Grand Sturdy 34.9 Sedan</b> 10.70 x 3.40 x 1.00 m	2011	1x Volvo Penta D2-75 55 kW / 75 HP	€ 234,500
	2395	 <b>Grand Sturdy 380 AC</b> 11.60 x 3.85 x 1.15 m	2003	1x Volvo Penta TAMD 31S 74 kW / 100 HP	€ 235,000
	2352	 <b>Dutch Sturdy 380 AC</b> 11.50 x 3.95 x 1.05 m	2005	1x Volvo Penta TAMD 41H 107 kW / 145 HP	€ 239,000
	2814	<b>Grand Sturdy 40.9 AC</b> 12.85 x 4.30 x 1.20 m	2008	1x Volvo Penta D3-110 81 kW / 110 HP	€ 339,000
	2493	 <b>Grand Sturdy 430 AC Twin Mark II</b> 13.20 x 4.30 x 1.35 m	2006	2x Deutz DT44 84 kW / 114 HP	€ 445,000
	2532	<b>Grand Sturdy 430 AC Mark II</b> 13.50 x 4.30 x 1.35 m	2007	1x Vetus Deutz DT66 125 kW / 166 HP	€ 425,000
	2913	 <b>Grand Sturdy 43.9 AC</b> 13.90 x 4.35 x 1.20 m	2010	1x Steyr MO156K25 110 kW / 150 HP	€ 419,000
	2598	 <b>Range Cruiser 450 Sedan Variotop®</b> 14.45 x 4.40 x 1.20 m	2011	2x Steyr SE126E25 88 kW / 120 HP	€ 662,000

### 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
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  - 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)





## RANGE CRUISER 450 SEDAN VARIOTOP® L-CLASS

The Range Cruiser is known as one of the “more modern” Linssens.

This particular Range Cruiser is special because it's the L-Class model. That makes it an exclusive vessel that'll draw admiring looks from other boating enthusiasts. It's seen some interesting cruising waters. Not just the Dutch coast but also inland waterways, returning through France and Spain to its “birthplace” of Maasbracht, where it's now waiting patiently in our showroom for its new owner to take it on some more adventurous voyages.

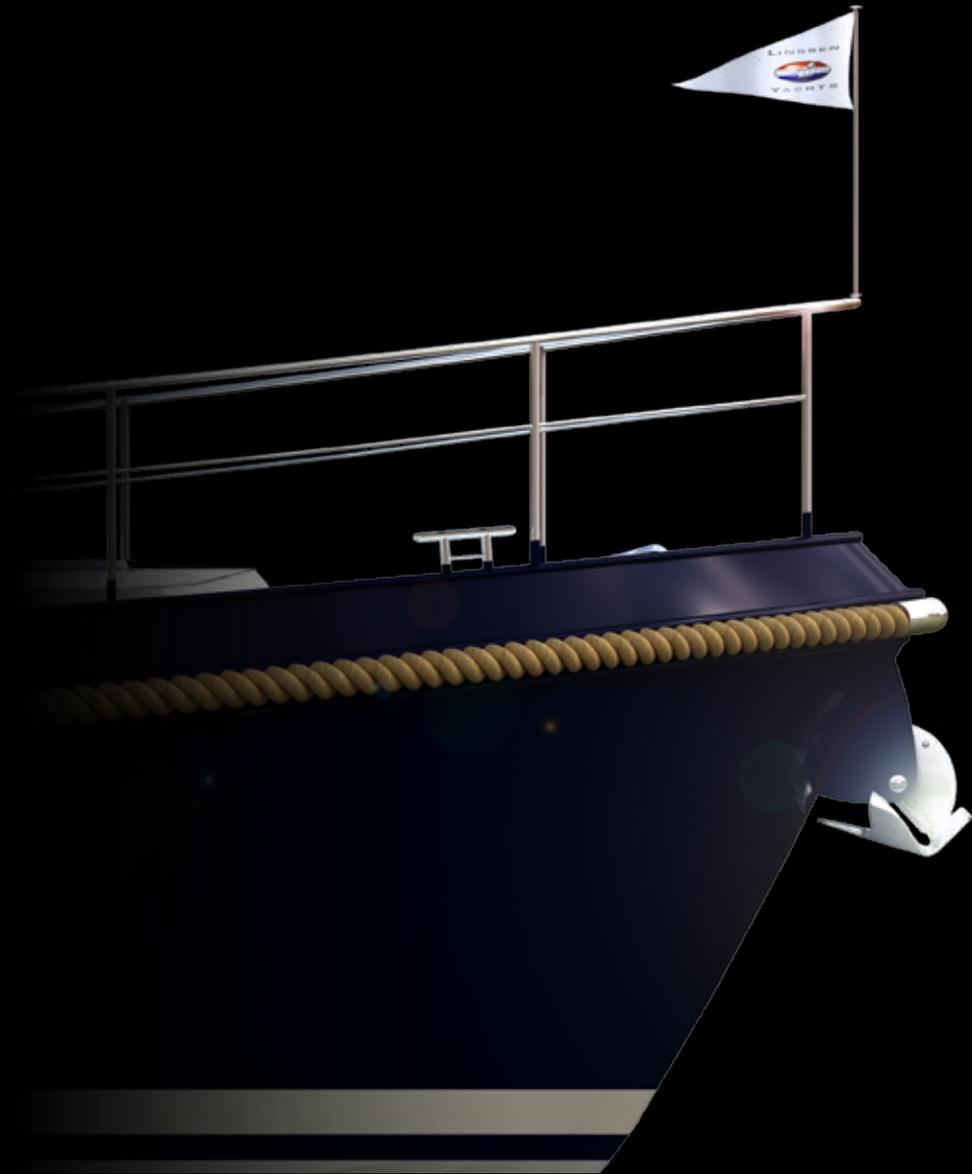
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