

LINSSEN MAGAZINE

LINSSEN  YACHTS

Since 1949

We take your pleasure seriously®



CELEBRATING

70

1949-2019

YEARS



**LinsSEN Yachts
Boat Show**
17, 18 and 19 November
Maasbracht (NL)



WE TAKE YOUR PLEASURE SERIOUSLY

What an especially beautiful spring and summer we've had. Ideal for messing about on the water. So we did this quite regularly on various boats with a different crew each time. This spring was packed full of water sports experiences.

Starting with the annual Easter tour, where we sailed on 10-15 Linssen yachts from Maasbracht along the Willems Route via Weert, Maasmechelen (Belgium) – with a short stop in Rekem (Belgium) – to Maastricht, and back to Maasbracht along the Juliana Canal on Easter Monday. It was (still) cold at that time, but we had another nice group of Dutch and international Linssen owners who were all happy to get a visit from the Easter bunny during the trip. Experiences were exchanged and new contacts made.



In addition, together with Paul, Alexander and Erwin, I was able to sail the "Gaudium Vitae" (Grand Sturdy 500 AC Variotop®) to the Isle of Wight for the photo shoot. A fantastic trip, on an even more beautiful boat. What a varied trip we had from Blankenberge to Brighton. Two of us were always on watch, for three hours at a time. It was a beautiful experience, sailing in the dark, seeing it slowly getting light, crossing the shipping lane in dense fog, a flat sea, large waves and a glorious sun on the way from Brighton to Beaulieu. It was so beautiful that we sat on the foredeck - of course securely leashed and with a life jacket on - during the trip along the coast. The last stage was a short one, from Beaulieu to Cowes, where we sadly left the boat behind for the photo crew. After all, it had sort of become "our" boat...



Another memorable moment this spring was the opening of Jonkers Yachts' showroom in Port Zélande Marina. Together with Russell Currie (CEO of Fairline), we put the Jonkers team in the spotlight. And deservedly so. It has become a beautiful showroom. If you get the chance, it's definitely worth the effort to take a look inside. The event was not only organised down to the last detail, it was also a very friendly occasion. I am sure the people who were there will wholeheartedly agree.



The best moment for me personally was the flotilla. There were 27 (!) Linsens sailing across the Grevelingenmeer and I've never been so proud. Absolutely fan-tas-tic. It was incredibly beautiful to see so many like-minded people together. The picture (on p 43) will give you an impression.

This summer, for the first time, we took our family sailing for three weeks on our own "Henri Mer". We sailed to Zeeland via Well (Leukermeer), to spend a few days with family and friends. Mathijs (6) wanted to catch crabs. Well, we knew that. Every day he stood ready to leave, his bucket and fishing rod in his hands. The children of our "neighbours" in the marina (Isabel and Olivier) went along. An hour later they proudly came to tell me that they had caught as many as 14 crabs. He's still talking about it. After that, we continued to Blankenberge, our children's first taste of a sea trip. Mathijs marvelled at all the big ships and Sophie (4) thought it was really exciting.



We are already looking forward to next spring, but hopefully the autumn will be mild and we will be able to continue sailing for a while...because the water keeps pulling us....



Yvonne Linssen

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Grand Sturdy 450 AC Variotop®



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20th
Linssen Yachts
Boat Show



Come to Maasbracht for the 20th Linssen Yachts Boat Show and help us get our 70th birthday celebrations under way.

Text: Paul Beelen; photos: Dick van der Veer



Linssen Yachts

BOAT SHOW

INVITATION



1949-2019

Linssen Yachts Boat Show:
17 - 18 - 19 November 2018



70 YEARS OF BUILDING YACHTS

70 YEARS OF LINSSSEN YACHTS

The first “Open Days” were held during Linssen Yachts’ 50th birthday celebrations in 1999, attracting literally thousands of visitors – a trend which has continued. Since then almost twenty years have passed and we will be celebrating our 70th birthday in 2019 at the upcoming Linssen Yachts Boat Show. Has a lot changed over the last twenty years? Certainly. But a lot has also remained the same: as a family business, Linssen Yachts attaches just as much – if not more – importance to quality, to craftsmanship, to security for employees and their families, to safety and, of course, to you, our valued customers, who have chosen Linssen Yachts. The pay-off “We take your pleasure seriously®”, introduced in 1999, has never been so topical, even after twenty years.

A 70th birthday is, of course, an enormous milestone for any company. However, it is particularly special for yacht builders because this market is so cyclical and is likely to remain so in future. On top of that, the survival of family businesses is certainly not always guaranteed, as one generation hands over the reins to the next.

Linssen Yachts has managed to maintain its position over the past twenty years and to expand its market position by being consistent, making clear choices, continuing to develop new models and technical improvements and above all: by building our relationship with you, our customer.

The year 2004 saw perhaps the most important innovation of the last twenty years: the launch of the

Grand Sturdy ‘9’ series and with it the introduction of the unique series production on the Logicam production lines. The yachts from our current model lines still slide through the halls down this “conveyor belt”. Now divided between three halls, we have Logicam I (for the 30.0 and 35.0), Logicam II (for the 40.0 and 45.0) and Logicam III (for the 450 AC Variotop® and the 500 AC Variotop®).

And over the twenty years that we have been expanding and refining this process, the rest of the infrastructure has grown along with it: a new hull plant, a new blasting cabin and a second spray booth, a new Logicam III building, modernisation of the module factory and continuous education and training of our professionals.



70
1949-2019

Small. Big. New. Pre-owned. AC. Sedan. Variotop®. We would be delighted to show you the full extent of our range during our Linssen Yachts Boat Show.

- WORLD FIRST: the Grand Sturdy 450 AC Variotop®
- the Grand Sturdy 500 AC Variotop®
- the Grand Sturdy 45.0 AC
- the Grand Sturdy 45.0 Sedan white edition
- the Grand Sturdy 40.0 Sedan
- the Grand Sturdy 40.0 AC
- the Grand Sturdy 35.0 AC
- the Grand Sturdy 35.0 Sedan
- the Grand Sturdy 30.0 AC
- the Grand Sturdy 30.0 Sedan

WE LOOK FORWARD TO SEEING YOU IN MAASBRACHT ON 17, 18 OR 19 NOVEMBER.

Dates:

Saturday, 17 November 2018

Sunday, 18 November 2018

Monday, 19 November 2018

Daily from 10.00 am to 4.00 pm

There is no need to register.

World first: Grand Sturdy 450 AC Variotop®

This year's world first is a "little sister" to the Grand Sturdy 500 AC Variotop®: the Grand Sturdy 450 AC Variotop®. It's the second yacht in the Grand Sturdy Variotop® series to be equipped with our unique folding roof. See page 18 for a detailed preview of this yacht.

During our birthday show we will have our complete range of models on display in our showroom. From the compact 30s to our flagship, the Grand Sturdy 500 AC Variotop®.

Attention Linssen owners!

INVITATION FOR LINNSEN OWNERS

We invite all Linssen owners to join us in celebrating the company's 70th birthday with the Linssen family and the new Grand Sturdy 450 AC Variotop®. As the cherry on the cake, we have some other news to tell you, but we're keeping that top secret until that evening. All the more reason to come to Maasbracht!

This will happen on Friday, 16 November, prior to the show. The reception begins at 6.00 pm.

This evening is exclusively for guests and Linssen customers and registration is required. Please register at www.linssenyachts.com/vip-lybs.

For anyone who can't make it, the presentation of the new Grand Sturdy 450 AC Variotop® and our other big news will be broadcast live on YouTube and/or Facebook.

So keep an eye on our channels. If you follow our Facebook page and subscribe to our YouTube page, you won't miss a thing!



ANNIVERSARY CELEBRATIONS AT LINSSEN YACHTS

Despite all the modern technologies Linssen Yachts uses in its production, people continue to be an important aspect of quality. Craftsmanship, experience and knowledge are indispensable.

In this anniversary edition, we will therefore be focusing on a few anniversaries. Some of our professionals will have been employed by Linssen Yachts for twelve and a half and even 25 years this year. Nusret Crnovrsanin (hull plant) has clocked up twelve and a half years, while Jean-Pierre Klaps (module factory), Folkert de Graaf (office), Roberto Hofman (hull plant) and Ed Houben (general manager) have completed 25 years.

50th anniversary

Jos Linssen was the first of his brothers to enter the business in 1969 and has therefore been with Linssen

Yachts for fifty years.

Since the third generation took over the helm in 2011, Jos has been involved in the business as an advisor to this day.

25 years at Linssen Yachts. What does that mean, exactly?

Folkert de Graaf: "For me, those 25 years have flown by. Linssen is a dynamic company with fantastic products. I've never been bored. Every yacht has its unique challenges.

The best thing about my job is the short time between development and production. You see a yacht being made inside six months!"

Ed Houben: "Without a doubt, it's special. After two previous bosses, Linssen Yachts allowed me space



for personal development within a very wide range of activities and professional disciplines. The fact that you end up working at a company for 25 years says a lot about the good employer-employee relationship but also about turning your job into your passion because the variety, obligations, pressure and unexpected events are an inevitable part of the boat industry. On the one hand, you have the "looseness" of a leisure-oriented company and, on the other, pure production and organisation. All in all, it's an extremely difficult mix."

Congratulations on behalf of the editorial staff at Linssen Magazine!

*Nusret Crnovrsanin
(hull plant);
12,5 years*



*Jean-Pierre Klaps
(Module factory);
25 years*



*Roberto Hofman
(hull plant)
25 years*



*Folkert de Graaf
(engineering);
25 years*



*Ed Houben
(general manager)
25 years*



*Jos Linssen
(advisor)
50 years*

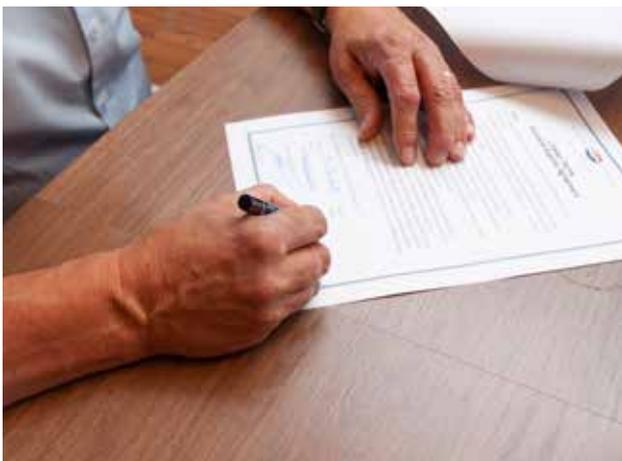


NEW FIVE-YEAR CONTRACT WITH RAYMARINE

Raymarine Nederland has signed a new exclusive five-year contract with Linssen Yachts for the supply of advanced navigation and communication equipment. The new agreement allows Linssen owners to benefit from Raymarine's latest technology and a three-year "on-board warranty" when they register for Raymarine's extended warranty programme.

According to Ed Houben, Linssen's General Manager: "Raymarine has been a major supplier for many

years and this agreement confirms mutual trust and a shared long-term vision. It's a good company with excellent products and quality-conscious employees." Harrold van Asselt, Manager for Raymarine Benelux, continued: "We are very proud of this new agreement. It's a confirmation of our strong relationship. It's not only working together, but also contributing ideas during the process, that's important in any long-term cooperation agreement."





NEWS

LINSSEN YACHTS & LINSSEN BOATING HOLIDAYS®

Investors wanted

The combination of European Linssen charter Companies under the Linssen Boating Holidays® label is today the largest provider of high-quality motor yachts in this sector in Europe. This means that a large selection of premium-brand Linssen steel motor yachts are available to our customers here in the best water sport regions.

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.

The LBH partners each offer their individual charter management programmes and are keen to provide you with further information. Invest some of your capital in stable assets and you will also be investing to secure not only a possible financial but also an intangible, emotional return! When you become a yacht owner, you become a partner in the region that you like best, you become part of Linssen Boating Holidays® and you therefore also become part of the extended Linssen family!

New LBH partners wanted

In addition to private investors, we are also looking for new LBH partners to further expand the network with beautiful, exciting locations. Despite our large spread across 14 locations in Europe, there is still plenty of room for expansion.

These may be entirely new locations, but also locations that are already in operational use but do not have

Linssen yachts. Linssen yachts can be a valuable addition to your existing charter fleet. The yachts offer you the opportunity to address a new target group with guests who consciously choose the quality, sailing characteristics and image of a Linssen.

If you are interested in becoming an LBH partner or would like to know more about the terms and conditions, please contact wendy.linssen@linssenyachts.com. without obligation.

Join the Linssen family!



CHARTER A LINSSEN IN EUROPE

THE NETHERLANDS ▪ BELGIUM ▪ GERMANY ▪ FINLAND ▪ FRANCE ▪ CROATIA ▪ UNITED KINGDOM-SCOTLAND ▪ SWITZERLAND ▪ IRELAND



Linssen Boating Holidays® added a new partner this autumn: Dutch Yacht Rentals in Willemstad. "The expansion of our offering ensures that not only sailors, but also other water sports enthusiasts can experience this unique way of relaxing and enjoying themselves. Because of the drive to make things as easy as possible for our guests, a Linssen yacht fits perfectly with our own DNA: the best quality and the best service at a fair price." That's according to Paul-Michiel Koning of Dutch Yacht Rentals.

Willemstad is a unique location in the southern waters of the Netherlands. Its position next to the motorway ensures the shortest possible travel time from home to jetty, and the very central position among the many waterways means that you can literally go in any direction.

Of course, there are many beautiful destinations in our "famous" cruising area in the Delta, such as the Grevelingen, Hollands Diep and Haringvliet, or the Eastern Scheldt.

But it's also the many other possibilities for motor yachts that make it that bit more attractive. Examples include the beautiful Brabant hinterland, the Biesbosch estuary with its creeks and streams, the vibrancy of the metropolis that is Rotterdam or the old town of Dordrecht. It's all within reach of great multi-day trips.

** Offer of 10% discount only applies to bookings for whole weeks*

THREE LINSSEN YACHTS

We can get the 2019 season off to a flying start with three Grand Sturdy models: the 30.9 AC, the 35.0 AC and the 40.0 AC.

This gives us the perfect combination of compact vessels that can also cross our hinterland, while still providing all the comforts to ensure that every crew wants for nothing.

Our unique location ensures you have an enormous diversity of cruises to choose from. At almost no other location can our guests go in so many different directions.

In short, you will "have to" make many trips before you exhaust all the possibilities in our region!



OPENING OFFER:

Dutch Yacht Rentals has an opening offer especially for readers of Linssen Magazine.

Anyone booking a boating holiday in 2019 before 31 December 2018 will receive an "early bird" discount of 10% and a bottle of bubbly.

Go to the Dutch Yacht Rentals website and book your holiday now.



DUTCH YACHT RENTALS

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NAUTISCH KWARTIER STAVOREN

Linssen Yachts in Maasbracht has appointed Nautisch Kwartier Stavoren as the dealer for the north-east of the Netherlands.

This represents an extension to the range of products currently being sold by the Stavoren firm. In addition to Jeanneau sailing yachts and Lagoon catamarans, Linssen Yachts' Grand Sturdys are now also available. Due to the ageing population, there is a trend for sailors to switch to motor yachts. And Linssen Grand Sturdys fit in seamlessly with this trend. In addition, the new Linssen dealer is centrally located in the cruising area between the Frisian inland waters, IJsselmeer Lake and the Wadden Sea, which means that anyone who owns a Linssen can get an even better service. Linssen owners can now also go to Nautisch Kwartier Stavoren for servicing, storage, repair and brokerage.

Yvonne Linssen, Linssen's Commercial Director, explains: "Until now, we've been able to serve customers in the provinces of Friesland and Groningen very well from the boatyard in Maasbracht. Many of them managed to find their way to Limburg. Regular participation at the Motorboot Sneek boat show has, however, taught us that a local Linssen partner can make

a positive contribution. We have found this partner in Nautisch Kwartier Stavoren. With a particularly attractive location directly on the IJsselmeer Lake and excellent servicing and repair facilities, this is an important addition to our extensive dealer network."

Yacht brokerage Nautisch Kwartier Stavoren is a young company with a rich history. Arthur van der Werff is the owner of Nautisch Kwartier Stavoren. In 1995 he started a yacht brokerage business at the unique location in Stavoren which, in the intervening years, has grown into a full-service yacht yard.

You can call in to buy or sell a yacht, have it serviced or put it into winter storage.

We hope to see you soon at Nautisch Kwartier Stavoren!



Nautisch Kwartier
STAVOREN

NAUTISCH KWARTIER STAVOREN

Arthur van der Werff

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www.nautischkwartier.nl





Gebo congratulates Linssen Yachts



Gebo congratulates Linssen Yachts on her 70th anniversary
...we are proud of our long-standing relationship and look forward to
continuing our collaboration in the future.



LIVING THE HIGH LIFE IN FRANCE...

ON A BOAT



Text: Gabi de Graaf; Photos: Linssen Yachts / Aquarelle

La vie est belle, particularly when you're sailing through France. Enjoying a splendid local French wine on the sunny deck. Charming towns, small locks and about 8,500 kilometres of waterways. That is France through and through. So it's hardly surprising that France is the perfect destination for almost all boaters. Mike Gardner-Roberts, Linssen Yachts dealer in Auxerre in Burgundy, is aware of that too. As a young Britisher, he decided to spend a year sailing through France. And he stayed.

"When I was thirty, I was working in insurance in London", Mike begins. "At a certain point, I asked myself whether I wanted to be doing this for the next thirty years. The answer was 'no.'" His wife had also had enough of life in London. They sold their house and went to live on a boat. In the holidays, they went to France where they hired a vessel. They were hooked. Wouldn't it be great to spend a year sailing through la douce France on their own boat. That was still a possibility as there were no children.

Living on the boat

"So in 1998 we departed for France and experienced a fantastic voyage. In the end, we lived and worked on the Canal du Midi for five years. I was a crew member and later captain and hotel manager on a high-class hotel boat for Americans. This work means being available 24/7 and you are often away from home. That's not so handy if you have children, so when my wife fell pregnant, I stopped doing this work. So I had to look for a job in a 'normal' hotel. But I really wanted to stay in the boat business."

Easy choice

In 1993, Mike bought boat hire company France Afloat in the Midi. He rented out comfortable steel boats that were made in the UK. "After some time, people were asking me where they could buy such a boat. So I started selling them myself." In 2007, he was called by the then importer for the UK and France, asking whether he could drop by in the Midi. "It turned out that he was in a telephone box next to my business", says Mike laughing. "The same afternoon, I was asked whether I would like to become an agent for Linssen Yachts in France. I didn't need to think about it for long. It's a bit like asking whether you would like to sell Rolls Royces."

Family business

In 2012, he also took over the Aquarelle France agency in Auxerre, Burgundy. Former owner Paul van der Mye had already retired. This move meant that Mike became a Linssen Yachts representative for the whole of France, with branches in Capestang on the Canal du Midi and Auxerre on the Canal du Nivernais. He runs

the business together with his wife, sister and brother-in-law Steve Adams. In Auxerre they manage the marina, sell new and second-hand boats, hire boats and berths, carry out maintenance and house about ninety boats during the winter lay-up. Customers come from all over the world. "Speaking English is a great advantage", explains Mike. "It's far easier than French for many people."

British humour

Mike is, however, fluent in French. "Learning the language is one of the conditions for integrating in a country", he says. "It's also important to embrace the customs and the culture." He has been completely absorbed as a Britisher into the French community. He was even elected to the town council. What does he miss the most in France? "That typical British sense of humour, which is why I occasionally watch UK TV channels, so that I can get my dose of humour. There's nothing better than a good laugh."

Passion for sailing

Sailing is in Mike's blood and he really enjoys his work. During the few holidays that he has, he can often be found on the water. He frequently sails from one place to another to deliver a boat. "I find the great thing about sailing is the calmness. Watching the world go by from the water at a gentle pace. It's rather like moving around a country via its gardens, while passing through charming towns and harbours. Sailing on the open sea surrounded only by water does not appeal to me."

What will Mike be doing ten years from now? "I will then be 70 and I hope that I will have retired. But I would like to stay involved with Linssen Yachts. I would like to go and live on a boat again, and preferably a Grand Sturdy 40. That's a boat with which you can do anything: sailing on all waterways and living on board for a long time. Yes, the 40 is part of my master plan."

Auxerre is the place to be

Auxerre is the Linssen centre of France. It is a splendid place with a marina in the heart of the old town centre opposite the gothic Cathédrale Saint-Étienne. Auxerre is rich in art and history and there are many medieval attractions. The winding streets are characterised by well-preserved half-timbered houses. Needless to say, there are plenty of convivial pavement cafés where you can drink a refreshing Chablis. The vineyards where this wine is produced are about twenty kilometres away.

Sailing Mecca

The town is located on the River Yonne and at the start of the Canal du Nivernais, which has 116 locks. It is the second most popular sailing destination in France after the Canal du Midi. Burgundy has about one thousand kilometres of waterways, so there are plenty of sailing opportunities. The waterway network throughout France is fantastic. The Mediterranean, the Atlantic Ocean, the North Sea and the Channel are all easily accessible by boat.

Auxerre can also be reached easily by road, rail or air. It is centrally located in France. Paris can be reached by road within two hours and the South of France and the Netherlands within six hours.



Aquarelle SARL

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THE GRAND STURDY 450 AC VARIOTOP®

THE 500 FEELING ON A 13-METRE YACHT

Text: Patrick de Bot; Photos are of the Grand Sturdy 500 AC Variotop by: Paul Wyeth / Zebra Fotostudio's

Is that a Linssen 500 AC Variotop®? That's a logical question if you see the new 450 AC Variotop® approaching in the distance. The similarity with our top model is striking, both inside and outside. The differences can be summed up as follows: 2.70 metres in the total length and only 2 metres in the hull length. That's the biggest difference compared with the 500.

On 17 November you can see them, side by side during the Linssen Yachts Boat Show in Maasbracht. That will be the official presentation of the 450, and we will be showing that from now on, the term 'superyacht' has nothing more to do with dimensions.

There are, of course, differences between the new Linssen 450 AC Variotop® and the 500 AC Variotop®. But the DNA of both Grand Sturdy models is identical. We made a very deliberate choice to use the 500 as a basis when we started designing the 450. With a length of 13.75 metres and a width of 4.65 metres, the 450 is shorter and narrower. However, these are the perfect dimensions for applying our Variotop® concept. The 450 will be the smallest member of our Variotop® series and that will remain so in the future.

Superyacht without crew

When you hear the word 'superyacht', you immediately think of the large luxury yachts that can be admired in Monaco. But if we forget the huge dimensions and just look at the level of luxury, we have no hesitation

in designating our 450 AC Variotop® as a 'superyacht'. With a length of 'only' 13.75 metres, the 450 is an extremely flexible boat that is easy to handle. Just by yourself, without any crew. The length-width ratio of this latest Linssen is perfect for sailing on European inland waterways. It is a generally accepted size, so that you will be welcome in all marinas.

Stress-free from the north to the south of France

Many boating enthusiasts and yacht owners have it high on their bucket list: 'taking the shortcut' from the Netherlands to the Mediterranean. And rightly so. It is a fantastic experience, particularly with a Linssen, to sail from north to south through a splendid system of canals and more than 225 locks. From the Meuse to the Canal de l'Est (Branche Nord), Canal de l'Est (Branche Sud), Petite Saône, Saône and Rhône. Thanks to its ideal dimensions, you can make this voyage with the new 450 comfortably and entirely stress-free. That is the big advantage of downsizing: your sailing area is extended. The 450 means living the high life in France, free and without a care.

Variotop® concept

What is there more to tell about our patented in-house developed Variotop® concept? In the luxury pleasure craft market up to 16 metres, there had been nothing to compare with it for more than twenty-five years. The introduction of our Grand Sturdy 450 AC Variotop® means that this one-touch folding roof is also available to anyone who is satisfied with a yacht of 13.75 metres.

We at Linssen were thinking long ago that uniting the interior and exterior helmsman's position at a single location would yield a huge amount of space. We found this central location on deck. By creating the Variotop® wheelhouse concept, we opened up the world to boating enthusiasts, both literally and metaphorically. The Variotop® that we are now fitting to the 450 is undoubtedly the best Variotop® that we have created in our 70-year history.

Extra space inside, extra space outside

The Variotop®, isn't that a sort of sliding roof? Not really. In the case of our 45.0 Sedan, you can opt for an electric sliding roof. It's great to allow fresh air into your interior, but it cannot be compared with the Variotop®. That is because the Variotop® can be opened and folded back completely, which creates a

huge outdoor space on the aft deck. And all this happens at the touch of a button. Within a few seconds you are standing in the open air steering your 450 from a flybridge. If you close the Variotop®, you are creating extra space inside with a lot of privacy. The perfect spot for a good book and/or a decent glass of wine.

Pure luxury under the Variotop®

It's hardly surprising that the Variotop® wheelhouse includes the word 'house'. It is a high-quality finished space that has everything you need. An elegant helmsman's position with all the required instruments. A helmsman's bench for two persons that can be adjusted electrically in height and depth. A compact wet bar with a washbasin and fridge and extra benches for your passengers. At this location on deck you can experience the great outdoors. Variotop® open,



helmsman's bench raised, head in the wind and enjoy. Even on a late autumn day, you can still enjoy the final rays of the sun with the doors closed and the central heating on.

Centre Line Traffic

If you examine the artist's impressions carefully, you will discover a difference on deck with the Linssen 500 AC Variotop®. The 500 has two off-centre steps on the aft of the yacht, while the 450 – just like the 40.0 AC and 45.0 AC – is equipped with Centre Line Traffic. Or to put it another way, a single and comfortable passageway to gain the maximum space from the slightly shorter aft deck.

No skimping on quality

'Nothing is left to be desired regarding the standard features', is what we wrote in the introduction to the Grand Sturdy 500 AC Variotop® in November 2017. We can now repeat those words without hesitation when introducing the 450 AC Variotop®.

The styling, equipment, choice of materials and finishing are all of Linssen level. As is customary and just as you would expect.

Normally speaking, copying is out of the question at Linssen, but in this case we have duplicated some of the aspects of our Linssen 500. That is exceptional and unusual if you go from a 15-metre yacht to a 13-metre yacht. But at Linssen, we make no concessions when it comes to quality. You can see that in the saloon with the saloon bench and table, in the spacious galley with all equipment you will need and in the L-dinette with functional dining table for breakfast, lunch or dinner.

Welcoming

If there's one characteristic of the 450 AC Variotop® that stands out, it is the spacious guestroom that has been created in the forward compartment. You seldom see such space on a yacht of this size. In this case too, we closely examined the design of our 500 AC Variotop®. Consequently, the 450 is an extremely pleasant boat for sailing with guests for a short or longer period.

This latest Linssen offers a great deal of comfort to two couples or parents with children. The guestroom includes a large double bed surrounded by a lot of storage space, a separate shower and a separate toilet space. All this is completely divided off from the other compartments, so that privacy is guaranteed.

The master state bedroom for the captain-owner is located in the aft cabin. These even more spacious sleeping quarters include a broad double bed. The master state bedroom has access to your own wet room with electric toilet, washbasin and shower. Here too there is plenty of cupboard space and, as the icing on the cake, a lounge/office corner for two people. The passageway from the aft cabin to the saloon contains even more storage space. This is also the ideal place to fit extras such as a second fridge.

More similarities

There are also many parallels between the 450 and the 500 under water and 'under the bonnet'. For instance, the engine room (including two Volvo Penta engines) and the low-noise propulsion concept are identical and the green LIPPCON® (Linssen Integrated Propulsion and Power Configuration) system ensures

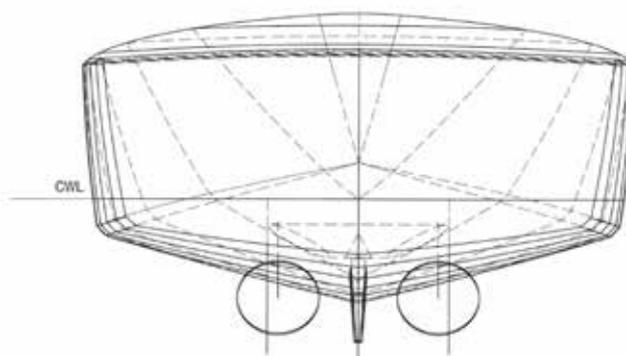


the power management on board by means of smart energy management and a low-noise generator. This means you can use the bow and stern thruster freely and navigate the narrowest passages without problem on your 450 AC Variotop®.

The Softchine Prestressed Hull (SPH®) hull shape that we developed for the 500 is also the hull shape for the 450. This new hull construction forms the basis for the excellent sailing characteristics. During sailing you feel less resistance, you hear less noise and you use less fuel.

Recommended reading

Our Linssen Yachts Boat Show is only weeks away. By the time you read this, the Linssen team at our product location in Maasbracht will be working on finishing the very first Grand Sturdy 450 AC Variotop®. On 16 November, you will be able to see the 450 for



yourselves. Until then, you will have to make do with our descriptions and the artist's impressions in this article. You can also read the brochure for the Grand Sturdy 500 AC Variotop®. Because 75% of what you read there also applies to the new Grand Sturdy 450 AC Variotop®.

Choice of six interior styles

We are repeating ourselves, but just like the 500 AC Variotop®, you can choose your personal interior style. Interior architect Bertine Creemers of PUUR Binnenhuisarchitectuur developed six interior styles with which you can create your own environment on board.

Do you like soft natural tints (the standard interior style Sand), calm and pure white (interior style White), or would you like your interior to be a little more sleek and modern (interior style Glacier)? Or would you prefer a gentle Scandinavian style (interior style Grey), the traditional yacht experience (interior style Marine) or must it be refreshing and sparkling (interior style Aqua)? The choice is yours.



Interior style #1: Sand (standard)

Soft natural tints, based on shells, sand and beach, are prominent in this interior style. The atmosphere created by sand and water in the interior generates calm.



Interior style #2: White

Calm and purity. White is the most pure interior style. A sleek design with a high-quality finish. White makes a space airy, clean and open.



Interior style #3: Grey

Grey ensures a calm Scandinavian atmosphere. The neutral colour scheme with splendid nuances in the grey areas allows you to add your personal touch to the interior.



Interior style #4: Marine

The classic yacht experience, converted into dark blue nuances that are reinforced by white and the warmth of the wood. Sturdy, solid and original. This style reflects the experience on the water.



Interior style #5: Aqua

Thanks to its freshness and sparkle, the Aqua style conjures up direct associations with the world of water. This interior world is a reflection of the water and the sky.



Interior style #6: Glacier

A style with elements of white, but just a bit different. Pure and fresh design. Tight wall finish and pure white corian. A feast for the eyes.

UNDER
CONSTRUCTION



IF YOU ARE CURIOUS ABOUT THE NEW GRAND STURDY 450 AC VARIOTOP®, COME TO THE LINSSEN YACHTS BOAT SHOW.

Linssen Yachts Boat Show: 17, 18 and 19 November

GRAND STURDY 450 AC VARIOTOP®



Grand Sturdy 500 AC Variotop®



Basic specifications

- Construction: **SPH®** (Softchine Prestressed Hull)
- Bottom/hull/decks/superstructure: **6/5/4/5-4 mm**
- Weight/displacement: **± 22,500 kg / ± 22.5 m³**
- LOA x beam x draft: **± 13.75 x 4.65 x 1.20 m**
- Minimum air draft: **± 3.49 m**
- Headroom FC/saloon/AC/Wheelhouse: **± 2.00/1.98/1.98/2.00 m**
- CE-classification: **B (sea)**
- Engines: **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 750 ltr**
- Water tank capacity: **± 660 ltr**
- Holding tank capacity: **± 550 ltr**



DALSAND CANAL CELEBRATES 150TH ANNIVERSARY

Text and photos: David Edwards-May - Transmanche

The lake network along the Dalsland Canal consists of a string of large and small lakes, bays and fjords that are linked together by around 12 km of idyllic, winding canal sections. This waterway system celebrated its 150th anniversary on 31 August.

On the afternoon of 19 September 1868, the newly built steamer Laxen headed up Upperuds River towards Håverud. On board were King Carl XV with Queen Lovisa and Princess Lovisa and a large number of prominent guests. This was the beginning of a multi-day royal journey on the Dalsland Canal, which was the formal opening of this elongated canal and lake system. It was a celebration and the royal presence gave the opening ceremony the festive atmosphere that this extensive and very substantial construction project deserved.

An almost 100-year process of canalising the river was finally completed. Now it was possible to sail from northern Ed or Töcksfors, through the 'narrow' lakes in Dalsland, across Lake Vänern and on through Göta River down to Gothenburg and out into the North Sea.

This year it is 150 years since the inauguration and the Dalsland Canal is celebrating 150 years of service to navigation. The same canal with the same length and more or less the same locking facilities. The canal has been in operation continuously, although the vessels look very different to those of 150 years ago. The former galleys and steam boats have long been replaced by floating holiday homes. Today, it is not uncommon

to see 40 ft plastic boats in the multi-million-class sailing through the old water lane. It is now another business sector that operates along the Dalsland Canal, which is just as important for jobs and prosperity.

On 31 August, the official anniversary of the Dalsland Canal will be celebrated, when Crown Princess Victoria will be presenting it with the Industrial Heritage Site of the Year award. There will be a speech by Professor Dick Harrison of Lund University and a Twinning Ceremony between Dalsland Canal and Crinan Canal in Scotland, represented by Russel Thomson. IWI's president and vice-president will also be present.

The network of lakes stretches a total of 240 km, as shown on the map, from the west side of lake Vänern at Köpmannebro, through Dalsland and Värmland and into Norway. This maze of lakes has 17 lock stations and a total of 31 individual locks. The total drop is 66 m. Originally it was the demand for an efficient way of transporting processed steel and timber that led to the building of the canal. Nils Ericson, a prominent engineer, was responsible for planning and construction.

For many decades the canal played an important role as a transport route for freight and passengers, as well as for the postal service. As the road and rail networks grew, the demand for freight gradually decreased and the final freight boat left the canal in the early 1970s.

The canal is listed in the national heritage register. It passes through areas of special heritage value and countryside of great natural value. As a result, it has made a valuable contribution to the tourism industry for many years. The Dalsland Canal is regarded as one of the most beautiful waterways in the world. Håverud aqueduct is a highly innovative engineering solution, which makes it a structure of special significance. The aqueduct is constructed as a girder bridge in steel plate supported on concrete pillars, with a span of 32.5 m. The steel plate structure was built by Bergsunds Mekaniska Verkstad in Stockholm and is held together by 33,000 rivets.

It is thanks to the aqueduct that the small site of Håverud, which is visited annually by hundreds of thousands of people, has become a meeting place not just for canal travellers, but even more so for land-based visitors. It is no exaggeration to say that Håverud has become the hub of local tourism in Dalsland.

Canal profile

Constructed: 1864–1868

Engineer: Nils Ericson

Locks: 17 lock stations / 31 locks

Canal construction:

approx. 12 km excavated/blasted

Route: Köpmannebro on Lake Vänern through Dalsland, into south-west Värmland to the lakes of Stora Le and up into Norway.

Length: 250 km of navigable waterway

Drop: 66 m

Max. dimensions:

Length: 22.75 m

Beam: 4.05 m

Draught : 1.80 m

Nautical chart:

Båtsportkort Dalsland (Sjöfartsverket, Swedish Maritime Administration)

Most visited site:

Håverud aqueduct. 250,000 visitors a year

Traffic: – 3 passenger boats in commercial service

– approx. 2,500 leisure boats in locks

– approx. 7,000 canoes using locks

Service: – 17 guest marinas for leisure boats

– 120 campsites for canoeists



INLAND WATERWAYS INTERNATIONAL

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F-59559 Comines Cedex

France

www.inlandwaterwaysinternational.org



A HYDRAULIC ENGINEERING MONUMENT

A SECOND LIFE

Text and photos: Stichting het Limburgs Landschap

The Maasduinen National Park is located in North Limburg. Owner Stichting het Limburgs Landschap (SLL) wished to allow visitors to enjoy the area, while protecting nature as far as possible. A well-thought-out tourism accessibility plan created a balance. Reception locations and tourism facilities were carefully considered. The visitor reception centre of the National Park, which was completed in 2012, is a perfect example. The building was constructed half submerged in a deserted lock complex. This gave a hydraulic engineering monument a second life and the Limburgers gained an iconic building.

Zoning

The Maasduinen National Park is the longest river dune belt in Europe. The several tens of metres high dunes were created at the end of the last Ice Age, about ten thousand years ago. The area is characterised by vast moors with ponds, forests, traditional agricultural land and small villages along the Meuse Valley. The Maasduinen are located roughly between Nijmegen and Venlo, over more than 30 km. The historical link road, the N271, along the Meuse, was chosen as the main access route. Reception areas were added to the existing catering facilities, with parking spaces, bicycle charging stations and a connection to tourism route structures. The marked routes guide the visitor and preserve the vulnerable parts of the nature reserve.

Unique connection between the Leukermeer and the Reindersmeer lakes

In the past, there had been increasing resistance to the sand excavation of even more nature areas. Sand

extraction was moved to the Meuse Valley. The large body of water, the Reindersmeer lake, remained. In 2002, the entire Reindersmeer, naturally completed with small islands and wetlands, as well as the lock complex, was transferred to the SLL by the extraction authorities.

The national park has grown from 3,000 to 4,600 ha with opportunities for new tourism infrastructure. The lock complex is located in the middle of the elongated Maasduinen National Park. SLL was tasked with developing a plan. Water recreation is important in the region, and the bodies of water created by the extraction of sand between the Maasduinen and the Meuse are particularly appreciated by water sports enthusiasts. Investments have therefore been made in this area, and the lock complex has been designated as a link between intensive and extensive recreation. That's how everyone benefits: Leukermeer for intensive and Reindersmeer for extensive recreation. This is where the main reception area of the National Park had to be located! The architectural firm C&G designed the

integration of the lock and the visitor reception centre, so that the lock remains a link rather than an obstacle.

Sustainable

The new building in the lock reservoir was built in a sustainable manner. The materials, such as steel and glass, are recyclable. By applying triple glazing and a splendid green roof, the insulation is optimal. The building is heated by the sun, kitchens and visitors. The excess is evacuated by a heat exchanger and stored as a geothermal heat reserve for the winter. The power for the heat pumps is produced by solar collectors. Rainwater is used in full to benefit the environment.

Education and gastronomy

Catering and information services have been closely linked. The attractive exhibition next to the catering infrastructure offers surprising educational elements. Colourful modules invite discovery. A jetty has been erected so that people can take their boats along

the Meuse to the National Park and moor at the visitor reception centre. Rianne and René Boxman of Bosbrasserie in de Sluis offer a suitable menu with local products to enjoy after a walk. The Municipality of Bergen has created a large play forest. The complex is interesting for all target groups and is easily accessible.

At one with the environment

Thanks to the approach chosen, the lock complex has been preserved as a unit and the new pagoda-shaped building is an excellent example of repurposing. The project proved to be as bold as it was successful! With the support of many partners, het Limburgs Landschap has been able to create a magnificent complex that is an asset for The Maasduinen National Park and the Province of Limburg.

NATIONAAL PARK DE MAASDUINEN

www.np-demaasduinen.nl



VISITORS CENTRE DE MAASDUINEN

Bosbrasserie "In de Sluis"
 Bosserheide 3e
 5855 EA Well
 Tel: 0031 (0)478 - 50 38 21
info@bosbrasserieindesluis.nl
www.bosbrasserieindesluis.nl



INTERNATIONAL BOAT SHOWS & LINSSEN EVENTS 2018/2019

OCTOBER 2018

	Linssen River trials	Maasbracht (NL)	06.10 - 08.10.2018
	Hamburg Boat Show	Hamburg (D)	17.10 - 21.10.2018
	Nieuwpoort In Water boat show	Nieuwpoort (B)	19.10 - 21.10.2018

NOVEMBER 2018

	Motorboot Sneek	Sneek (NL)	02.11 - 04.11.2018
	Linssen Yachts Boat Show	Maasbracht (NL)	17.11 - 19.11.2018
	Boot und Fun Berlin	Berlin (D)	28.11 - 02.12.2018

DECEMBER 2018

	Salon Nautique de Paris	Paris (FR)	08.12 - 16.12.2018
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2019

JANUARY 2019

	BOOT Düsseldorf	Düsseldorf (D)	19.01 - 27.01.2019
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FEBRUARY 2019

	Belgian Boat Show	Ghent (B)	09-11.02 + 15-17.02.2019
	Suisse Nautic	Bern (CH)	20.02 - 24.02.2019
	Linssen Yachts Boat Show Collection Weekend	Maasbracht (NL)	23.02 - 25.02.2019

APRIL 2019

	Linssen Yachts Boat Show In-Water	Maasbracht (NL)	12.04 - 15.04.2019 (attention: APRIL)
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JUNE 2019

	Roermond Boat Show	Roermond (NL)	20.06 - 23.06.2019
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Slow down... and start living!

LINSSEN YACHTS OWNERS ASSOCIATIONS

The various Linssen owner associations (in NL/B, D, GB, CH and FIN) organise tours, meetings, lectures and training for their members on a regular basis.

The German owner's association, LYEV, organised a sailing course for its partners on Saturday, 8 September. Instructors André Suntjens and Michael Pfaue welcomed the participants to Linssen Yachts. After a short theoretical explanation of how to use the rudder with single and twin engines and how to

operate the wheel, the group went to the harbour for the practical part. Spread over two Linssen yachts, the twelve participants set to work. One group carried out manoeuvres in the harbour while the other half went in the direction of one of the nearby Meuse lakes to practise mooring at a straight jetty.



Advertisement

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GRAND STURDY

GRAND STURDY 30.0 SEDAN

9,70 x 3,35 x 1,00 m



GRAND STURDY 35.0 SEDAN

10,70 x 3,40 x 1,00 m



GRAND STURDY 40.0 SEDAN

12,85 x 4,30 x 1,20 m



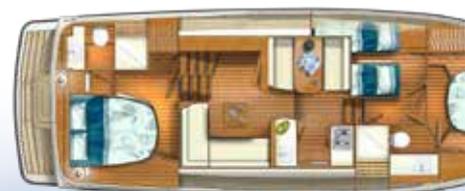
GRAND STURDY 30.0 AC GRAND STURDY 35.0 AC

9,70 x 3,35 x 1,00 m

10,70 x 3,40 x 1,00 m

GRAND STURDY 40.0 AC

12,85 x 4,30 x 1,20 m



GRAND STURDY SERIES 2019

GRAND STURDY 45.0 SEDAN

13,98 x 4,35 x 1,20 m



GRAND STURDY 450 AC VARIOTOP®

13,75 x 4,65 x 1,20 m

World Premiere
Linssen Yachts
Boat show



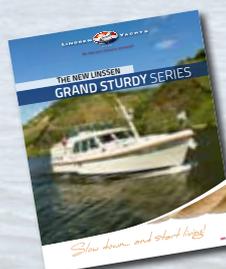
GRAND STURDY 45.0 AC

13,98 x 4,35 x 1,20 m



GRAND STURDY 500 AC VARIOTOP®

16,45 x 4,88 x 1,29 m



Want to receive our new brochures?
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D3



Reliable diesel engines with common rail and an impressive torque across the entire speed range. The D3 series is powerful and economical with low emissions. At approx. 301 kg, the lightweight engine contributes to a particularly low noise level.

Easy Boating

Owners need equipment that is easy and safe to operate for a pleasant and relaxing boating experience. That is true whether they are seasoned captains or novices on the water. This is the idea behind Easy Boating. Nothing beats a fully integrated and easy to operate system for keeping you connected to your environment at all times. We are developing new products designed for fingertip control such as the e-Key remote, the joystick for inboard engines or the glass cockpit system. Other systems, such as the Battery Management system, are not visible but work in the background to run and manage your power requirements.

We are continuously looking for even more interesting facilities to make boating easier and more accessible for everyone.

www.volvopenta.com.



The design of the 30.0 AC and Sedan was developed in collaboration with design studio KesselsGranger DesignWorks. Put simply, there is more flow in the design. Smooth lines, which are shown to particular advantage in the beautifully curved three-part window section with a striking logo element in stainless steel. Based on the requirements we have identified in our market surveys, we have also translated this new design into the interior of the 30.0.

A whole lot of light

With its extra-large glass surface, the window section ensures that a maximum amount of daylight can enter the saloon. This creates a pleasant living environment, because a lot of daylight has a positive effect on our



INTERIOR RESTYLED: *INTERO*

GRAND STURDY 30.0 AC AND SEDAN

Text: Patrick de Bot; photos: Dick van der Veer / Zebra Fotostudio's

At the beginning of May, you were introduced to two of Linssen Yachts' new "small stars": the 30.0 AC (with aft cabin) and the 30.0 Sedan (with open cockpit). An ideal boat in two versions, both for novice water sport enthusiasts and for those switching from a sail boat to a motor yacht. We have restyled the interior of this smallest Grand Sturdy for the first time. In this new style, everything revolves around light and space. We are setting a new trend in yacht building, as we have done on several occasions over the past seventy years. Read [here](#) to find out why this new interior is timeless and for all generations.

state of mind. When that light enters a light interior, it feels even more pleasant. We took that as our starting point when we were choosing the colours for this interior.

We consciously decided to go from dark to light from floor to ceiling. When combined with the light flowing in, this colour structure ensures an optimal spatial experience. The 30.0 is the most compact of all the Linssen yachts, but you won't feel "hemmed in" for a moment while on board. The saloon in particular, which is the central interior space in both the AC and Sedan versions, appears even more spacious due to the interplay of light and interior design. You can enjoy that ambience even longer on the spacious starboard-

side couch. Or, if you prefer the Sedan, in the large space created when you open the wide double doors.

Floor with wenge finish

Whereas the classic yachting experience still dominates in the interiors of some other Grand Sturdy models, we opted for more contrast in the 30.0. This starts with the wenge finish on the floor. It's no coincidence that this African hardwood is often used in the manufacture of luxury furniture. Its deep brown, almost black colour combined with the beautiful streaks in the wood creates a warm ambience on board. The floor is laid in wide strips to give a feeling of even more depth. Not only in the saloon, but in all the compartments of the 30.0 AC and Sedan.



Still cherry, but lighter

As you can clearly see from the artist's impressions, the colour of the woodwork we use for the furniture and the overall finish is still high-quality okoumé hardwood with a cherry finish. Only now everything is a little bit lighter. On the other hand, the leather upholstery we use is just a bit darker. Of course, we left nothing to chance in deciding on these colours. To meet the requirements of our market, our interior designers have chosen a colour range that creates tranquillity, but at the same time is also rich in contrast.

Okoumé hardwood as base material

As a base for the interiors, we only select the best materials from reputable suppliers. This is no different for the interior of the 30.0 AC and Sedan than for the interior of our new 450 AC Variotop® (see page 18) or 500. We are one of the few yacht builders to use okoumé hardwood as a base material for interior design. Okoumé is a high-quality wood that is very stable and moisture-insensitive. It's a logical choice of material when you know that we at Linssen always build sustainably for the long term.

Are you curious about the 30.0 AC and/or 30.0 Sedan?
And perhaps even more curious about the new 'Intero' interior?

We'd be delighted to see you at our showroom in Maasbracht.





ROERMOND BOAT SHOW

FIRST EDITION A GREAT SUCCESS

The very first edition of the Roermond Boat Show was held from Friday, 14 September until Monday, 17 September. For four days, Boulevard Nautique Roermond, the marina-style outdoor showroom, was the backdrop for this completely new initiative. The initiative for the Roermond Boat Show came from Maasbracht-based yacht builder Linssen Yachts and Roermond-based yacht broker BestBoats International Yachtbrokers.

Mayor of Maasgouw and Executive Councillor for Roermond

The official opening ceremony was performed by Ms Angely Waajen-Crins, executive councillor for the economy, spatial planning and public housing of the municipality of Roermond and Mr Stef Strous, mayor of the municipality of Maasgouw. They talked about the importance of the Maasplassen area in the region and the cooperation between the two municipalities.

During the event, new and used name-brand yachts were on display in the outdoor showroom, Boulevard Nautique Roermond. This outdoor showroom, which serves as a floating events venue, provided visitors with an opportunity to view all the boats on the water and enjoy a test sailing straight from the jetty. In addition, there were several prominent water sports-related companies in attendance, offering their maritime products and services.

L. to r.: Stef Strous, mayor of the municipality of Maasgouw, Ed Houben - Linssen Yachts, Arie Drenth - Best Boats and Angely Waajen-Crins, executive councillor for the economy, spatial planning and public housing of the municipality of Roermond

ROERMOND BOAT SHOW 2019
Thursday 20 - Sunday 23 June 2019



AWARDS AND NOMINATIONS FOR LINSSEN



Grand Sturdy 40.0 AC



Grand Sturdy 45.0 Sedan



Awards and nominations for Linssen

All the nominations for the various awards made by the international water sports magazines are announced each year in September.

Linssen Yachts' Grand Sturdy 45.0 Sedan has been nominated for the **Best of Boats Award (BOB Award)** in the "Best for Travel" category and for the **European Powerboat of the Year 2019**.

The Best of Boats Awards take into account all aspects of powerboat use and the customer's point of view. The jury consists of 18 journalists from various water sports magazines from 16 countries. The winners will be announced on 29 November at the Boat & Fun show in Berlin.

The Grand Sturdy 40.0 has been nominated for Croatian Boat of the Year 2018. The selection for the award is different from the BOB and **European Powerboat of the Year awards**, as this award is decided by companies, boatyards and professionals from the industry itself.

In addition, the Grand Sturdy 40.0 Sedan won the **European Powerboat of the Year award** in the water displacement category at the beginning of this year.



Grand Sturdy 40.0 Sedan





WHAT'S INVOLVED...

MARKETING DEPARTMENT RUNNING AT FULL SPEED

Text: Paul Beelen; Photos: Paul Wyeth, Zebra Fotostudio's, Dick van der Veer

The first six months of 2018 were busy for the Linssen Yachts marketing department. After the Linssen In-Water Boat Show in May we had planned no less than five photo and film shoots in Belgium, the UK and the Netherlands, including a major press presentation of all the new models in Zeeland, combined with the opening of Jonkers Yachts' new showroom. It took a lot of effort to get the boats in the right places, schedule skippers, guides, photographer, film-maker, hotel and transfers, find suitable photographic models and especially order good weather!

Grand Sturdy 30.0 AC and Sedan

Of course we try to photograph and film as many of our yachts as possible in suitable locations. For example, we had the Belgian Meuse in mind for the Grand Sturdy 30.0 AC and Sedan. After the Linssen In-Water Boat Show in May, both yachts were sailed from Maasbracht to Dinant in Belgium in two days for a four-day photo shoot on the Meuse.

The beautiful rocky banks with their picturesque villages were the perfect setting for the "small" yachts, which feel perfectly at home on the rivers and inland waterways.

Our regular photographer from Zebra Fotostudio's, Peter de Ronde, has been working for Linssen for many years and now knows exactly which angle he should take, how the interiors come into their own and how to manage the photographic models on board.

Grand Sturdy 500 AC Variotop® - Isle of Wight

After our smallest yachts, it was the turn of the largest, our flagship the Grand Sturdy 500 AC Variotop®. After much consideration, we had decided to go for the Isle of Wight in the South of England, where a wide variety of shots would be possible. From the open sea to the sheltered Solent and the typically English views of Beaulieu and the River Hamble.

Of course, the boat's brand-new owner had to agree to this first and the ship had to be transported to England. Luckily, the owner was very sympathetic and the details could be filled in. The 500 would go to England under its own steam. Linssen dealer Alexander Jonkers, Paul Smits, Yvonne Linssen and Erwin Hermans (Linssen owner) sailed from Blankenberge to Cowes, England in three days. Our UK representative, Boat Showrooms of London,

had arranged the harbour, dinghy, hotels, decoration, etc. perfectly, so that the photography could start immediately.

With a bus full of equipment, Paul Beelen and intern Michel Brentjens of Linssen Yachts, together with photographer Peter de Ronde and Mario Martens (regular skipper of the 500 owner) drove to England for a six-day photo tour.

The highlight of the Isle of Wight is definitely “the Needles”. The rocks that jut out of the sea on the west side with the lighthouse on the outermost point are the main attraction and probably the most photographed part of the island.

We too had to include it and took some beautiful shots, both from the water and from the air, using a drone.

Grand Sturdy 45.0 Sedan and AC

Also presented in May, it was the turn of the Grand Sturdy 45.0 Sedan in mid-June. This “had to” go to Zeeland anyway for the opening of Jonkers Yachts’ new showroom in Port Zélande. So it was relatively easy to photograph this yacht on the Grevelingenmeer lake.

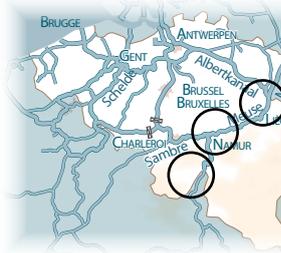
The Grand Sturdy 45.0 AC was last on the list. For this boat, too, we had chosen Zeeland as our location for photography. This time we took the south side of Schouwen-Duiveland, including Zierikzee and of course the striking Zeeland bridge across the Eastern Scheldt. The photo shoot in Zeeland was carried out by Dick van der Veer (www.dvdv-fotografie.nl).

Grand Sturdy 35.0 and 40.0

After photographing the Grand Sturdy 40.0 AC and Sedan and the Grand Sturdy 35.0 AC and Sedan in Germany (Moselle) and the Netherlands (Meuse) last year, we now have an extensive range of pictures of all our models. You will encounter a lot of them in our magazine, our product brochures, on our website and our agents’ websites and the various social media channels.

Grand Sturdy 30.0 AC and Sedan

Maas, near Dinant, Namur, Liège and Maastricht



Grand Sturdy 45.0 AC and Sedan

Grevelingenmeer Lake (Sedan) and Eastern Scheldt (AC)



Grand Sturdy 500 AC Variotop®

Isle of Wight and Beaulieu River (UK)





Video

A picture is worth a thousand words. A video image probably even more. That's why video plays an increasingly important part in our photo shoots today. This is currently done by Bob Abbate (Tapefarm.be), a highly creative young film-maker who portrays our yachts in a very atmospheric and detailed way.

Drone and helicopter

Images from the water provide an excellent picture of the boat's position in the water. However, pictures taken from above show a completely different aspect.

They show the surroundings, dynamics and lots of space. Nowadays, we increasingly use drones for this purpose. Paul Wyeth (www.pwpictures.com), a local photographer, was called in to shoot the 500 in England.

Thanks to Prince Helicopters, it is also relatively easy to reach both the Grevelingenmeer and the Western Scheldt from Zierikzee in Zeeland. Dick van der Veer goes up in one of the helicopters several times a week to take pictures above land as well as above water.

ZEBRA FOTOSTUDIO'S



Tape Farm
FILM PRODUCTION COMPANY



[DVDV]
fotografie





Grand Sturdy 500 AC Variotop®



Grand Sturdy 45.0 AC



Grand Sturdy 45.0 Sedan



Grand Sturdy 30.0 AC & Sedan
LINSSEN MAGAZINE #53

Opening weekend for new Jonkers Yachts showroom

In June, the new Jonkers Yachts location and showroom were put into use with a grand opening weekend.

The “dress rehearsal” was held on Thursday 21 June. The entire complement of Linssen staff had travelled to Port Zélande on two buses to congratulate Alexander Jonkers and to enjoy a friendly barbecue and a fantastic party evening. On behalf of Linssen Yachts, Ed Houben and Yvonne Linssen presented him with an exclusive Linssen Lounger. Designed by design agency Kessels-Granger and made in-house in the shape of the Grand Sturdy 500 Variotop frame with “Original Linssen Teak Deck”.

On Friday, 22 June a VIP evening was held, especially for Jonkers Yachts customers. To the accompaniment of the Crazy Pianos, the many guests enjoyed a fantastic evening.

Many guests from the Netherlands and elsewhere came to congratulate Alexander and his team during the opening weekend on Saturday, Sunday and Monday. As many as 27 Linssen customers had come with their yacht to Port Zélande to participate in the largest Linssen fleet flotilla ever. Sailing with no fewer than 27 yachts on the Grevelingenmeer in formation at the same time – to allow photographer Dick van der Veer to take shots from the helicopter – wasn’t easy.





International press tests Linszen yachts

Following Jonkers' opening weekend, we organised an extensive press week, during which thirteen journalists from the Netherlands, Germany, Belgium, France, Switzerland, Sweden, Italy and Slovenia were able to thoroughly test all our new yachts.

In excellent weather conditions, journalists were able to put the Grand Sturdy 30.0 AC and Sedan, the 45.0 Sedan and/or the Grand Sturdy 500 AC Variotop® through their paces on the Grevelingenmeer.

A number of tests have already been published, but many will be published over the coming months. We will, of course, keep you informed.





ocean7

"Ein Exempel für handwirkliche Perfektion"

Ocean 7 (CH) - Bernd Hofstätter

boote
EUROPAS GRÖSSTES MOTORBOOT-MAGAZIN



boote
EUROPAS GRÖSSTES MOTORBOOT-MAGAZIN

Modell	Linssen Grand Sturdy 500
Typ	Grand Sturdy 500
CE-Kategorie	B
Länge über alles	10,00 m
Breite	3,47 m
Gewicht	3,9 t

LINSSEN YACHTS
ECHTES FLAGGSCHIFF

Durchdacht von Anfang bis Ende, das sind die Techniken des Schiffbaus aus Massarbeit. Und wenn sie die größte Maßnahme zum Erfolg sind, dann sind sie auch die besten. Ein Linssen wird in verschiedenen Farben zum Leben im gleichen Layout. Zweimal ISO-PS-Diesel von Volvo, dazu noch diese Fortschritte für den Komfort, fertig ist die GS 40.0. Das sorgt für stabile Preise auf dem Gebrauchtmarkt und passt bestenfalls die dazu passenden hochwertigen Fortgänge der großen Linssen-Flotte. Dabei sind wünschenswerte Dinge wie ein Generator oder Spar- und Wasserschleife dankbar. Denn sie sind in der Regel auch bei Vorbestellung in der hydrolytischen Kabinen- und Kabinen-Serie. Das sorgt für hervorragende 3,99 Meter Durchfahrtshöhe. Dank angeschwelter Bauplatzform misst der Rumpf nur 14,95 Meter.

Lüftig. Der Fahrstand wird mittels Video-Widebild nach außen verlegt.

"Echtes Flaggschiff"
Boote (D) - Ralf Marquard

"Linssen Yachts hat mit der GS 40.0 wahre Premium-Verdränger im Angebot."
Skipper (D) - Peter Marienfeld

"Geen beginnersfouten, maar doorspekt met ervaring"
Waterkampioen (NL) - Jim Post

ERSTE KLASSE

TEST LINSSEN GRAND STURDY 40.0

Linssen Yachts hat an die populäre Grand Sturdy-Modellreihe Hand angelegt. Mit der neuen Linssen GS 40.0 AC führt ein unübertroffener Entwurf während der Herstellung handarbeit Messerwerke. Und hat sich die Gelegenheit, diese ersten beiden anspruchsvollen Schritte auf der Meise zu erproben.

Boote Skipp

TOERBOTEN TOT IN ELKE VEZEL

Motorboot
MAGAZIN • PLUFTOP • BOOTEN

STIL IN STAHL

TEST LINSSEN GS 500 AC VARIOTOP

Das imagostrahlende neue Flaggschiff von Linssen Yachts, die grundlegend veränderte dritte Generation der Grand Sturdy 500 AC Variotop, gehört zu jenen Booten, die in vielerlei Hinsicht eine Privatsitz-Güterklasse verdienen. Wir wissen wissen, was sich der absolute Luxusline während des Prozentsatzes auf der See verhält.

Vela-MOTORE

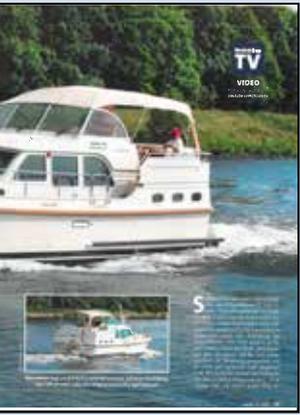
LINSSEN SEDAN GRAND STURDY 45.0

Lo stalo in acciaio conferisce una robustezza e un alto livello per un comfort di bordo eccezionale. Basse anche spazi e foggiate. Alto il prezzo, ma il valore tiene nel tempo.

NOTE

Il prezzo è in euro. Il prezzo è in euro. Il prezzo è in euro.

Vela-Motore 99
gennaio 2018



PassageMaker

STURDY AS SHE GOES

Linssen's Newest Low-Profile Beauty



"Significant time is spent developing and refining a new design before it goes into production."

Passagemaker (USA) - Dag Pike

Bootshandel
Skipper

TEST LINNSEN GRAND STURDY 35.0 SEDAN

Linssen Yachts stellt anlässlich der gerade beginnenden Boot-Dauerausstellung die gesamte aktuelle Motorbootpalette vor. Neben 20 ganz neuen Modellen der renommierten StarBoat-Motorschiffe gehören die Linssen Grand Sturdy 35.0 Sedan, die dieselmotorisierten Bootshandel Privatboot auf der Messe auszuwählen.

FEINER
TOURER



"Voraussichtlich weit überdurchschnittliche Wertstabilität"

Skipper (D) - Peter Marienfeld

YACHTING
WISSEN

DER WEG IST DAS ZIEL



"Allein die Fahrt wird schon zu einem Erlebnis, das man ungern missen möchte"

Yachting Swissboat (CH) - Matt Müncheberg

Bootshandel
Skipper

DIE GROSSE **ROBUSTE**

MEER & YACHTEN GING AN BORD DER NEUEN GS 40 SEDAN VON LINNSEN



boote
EUROPAS GRÖSSTES MOTORBOOT-MAGAZIN



MOTORBOAT



LINNSEN GS 35.0

It may look elegant as well, but a new focus on affordability means that famous Dutch build quality is open to an even bigger audience.

The GS 35.0 is a new model in the Linssen range, designed to offer a more affordable option for those who want to enjoy the benefits of a Linssen motorboat. It features a low-profile design, a spacious cockpit, and a powerful outboard motor. The boat is built with the same high-quality materials and craftsmanship as the other models in the range, ensuring a long and enjoyable life on the water.



ELFIN COVE 2017

FROSTY DREAM TRIP ACROSS SWEDEN

Text and photos: Hildegard Frank and Udo Ehmsen

10 May 2017 – we were really excited as we flew to Maasbracht, where a freshly cleaned Linssen 45.9 was awaiting its new owner with a welcome drink. Our ultimate destination, one that Udo had long dreamt of and longed for, was the Swedish archipelago.

First we had to tidy up and rearrange things, however – it's almost unbelievable the amount of stuff from our last boat, a 40.9, we had to stow away – plus loads of solid food and 150 bottles of Austrian wine. After all, we didn't want to go thirsty in the parched North! But after three days everything was in its place, the systems had been tested, the river trial had been completed and, after enjoying an exquisite dinner at Restaurant Da Vinci as our reward, we finally departed on 13 May.

First stop: t Leuken with its wonderful evening atmosphere, then on to Nijmegen, where Fortune smiled on us by providing a centrally located and indeed perfect mooring, which was also free of charge due to conversion work. It's a nice town, where an enchanting food market was being held that day. After a good portion of spare ribs, we even sipped a delicious Scropino (a lemon vodka sorbet) and enjoyed the perfect evening after a sunny day. The weather remained calm, the Wesel-Datteln Canal was extremely friendly and the day ended at a peace-

ful leafy mooring in front of the Hünxe lock. The only cloud on the horizon was when the generator displayed an oil pressure warning and promptly went on strike. So we phoned for help and made an appointment with a technician the next day in Münster.

We passed through the next few locks as if we had trained for it, but we were still happy to then find a lock-free route through the Dortmund-Ems Canal. The repair of our generator (a capacitor burst!!) allowed us to spend a whole day in Münster. The city harbour is surrounded by bars and restaurants and full of cheerful people, and the city itself is appealing and well worth a visit. Although we weren't exactly "legally" moored there, the kind officers of the water police quickly realised that we were simply unable to move away because of a technical problem and we eventually left the marina with a police security badge.

Everything went very smoothly for the next two days. It kept raining on and off and we quickly sailed to Wolfsburg via Hannover. It then became really

exhausting. Although we had cast off from our mooring at the Elbe bridge by 7:30 am, we were held up for quite a long time at the Hohenwarth Lock (18.5 m rise!). And we wanted to reach Potsdam the same day! It got dark and it was quite a challenge to orientate ourselves and navigate to the marina "Am Tiefen See", but by 10.30 pm we were "Roman Catholic" (Austrian expression for mooring bow before stern) at a jetty behind a bridge.

On 23 May we met a friend from Berlin who was a knowledgeable and willing guide through the parks around Sanssouci Palace - it was sunny and quite hot and we were in good spirits, not least because the day ended with an excellent meal in a delightful Italian restaurant.

In Berlin we brought Udo's son and daughter-in-law, Lutz and Tanja, on board - they are experienced sailors and were a valuable addition to the crew - and sailed to the Niederfinow boat lift, which we passed through the next day - very impressed by the engineering of the giant structure. We did 50 miles a day to Gartz and another 43 miles a day took us to Schwinemünde, where the adventure actually began. We had intended to take another long walk, but a heavy downpour dampened our enthusiasm for walking and we ended up at the harbour pub, where we ate hearty but good-quality food. We then went to bed at a respectable

hour because we were starting very early the next day, with 76 miles to cover. Destination: Bornholm. Although we knew the Windfinder reports and all the other forecasts by heart, we did have to try very hard to make sense of the metres per second. We considered the options. So we decided, let's go.

We cast off at 4:45 am on a calm lake with the sun rising. Great. We could still observe the sunrise for a little longer, but that was it for a pleasant crossing: dense clouds, weather turning cool, water at 14.5°C, poor visibility and a highly disagreeable wave coming right at us from the side.

Not every stomach could cope with the rolling of the boat and we also noted that the stowage in the ship was still clearly in need of improvement for a sea journey, though we had thought that everything was secure - chaos reigned. Even the handsome armchair next to the helmsman's seat sped smoothly through the area, with Hilde sitting on it, despite an almost Gordian tangle of knots. (This situation has now been remedied. We are now the proud owners of a second helmsman's seat and the lady skipper is not only more safely seated but can also see out without standing up!) We navigated perfectly, even though the "Auto-Joschi" (the GPS automatic control system) behaved very unconventionally due to the side wave and occasionally started a rapid 360 degree turn - a rather

Gothenburg's opera house



St. Anna archipelago



Slottsholmen



Söderköping



unpleasant manoeuvre on this wave. Shipping routes were nicely crossed. After about 11 hours, everything suggested that Bornholm was only 2 miles away. The only thing was - we couldn't see it. We were beginning to have our doubts when, thankfully, the coast appeared in front of us before a collision occurred. The very pretty Norrekas marina was also quickly found, where we actually observed some Vikings walking (not swimming!) into the water, which was by now a full 13°C! Our dear guests then cooked a delicious goulash and we fell into bed early and dead tired. After all our exertions, we deserved a day off. We took an extraordinarily beautiful bus trip to the ruined castle of Hammershus, where we very steadfastly braved a violent storm and watched Danish children playing a kind of game of knights. We then undertook another charming short walk to Allinge, where we had a delicious meal.

Weather conditions turned one day off into three, but Rønne is a charming little town and in its streets, shielded from the wind, you can also spend time in the sun and have a good time, which we certainly did.

Sweden. The Promised Land

We had 2 June in mind for an orderly continuation of the journey and so we set off for the Promised Land, Sweden. We covered 30 miles that day and reached Simringshamn, where I had my first Swedish fish soup and it was delicious! Of course we wanted to get on our way quickly, with Karlskrona as our destination, but again highly unpleasant waves accompanied by high winds forced us to change our plans - we cut short our route and called in at the island of Hanö. We moored there safe and sound, but it could actually have been November rather than June. It was horrible, cold, rainy and grey as grey could be. But Lutz had

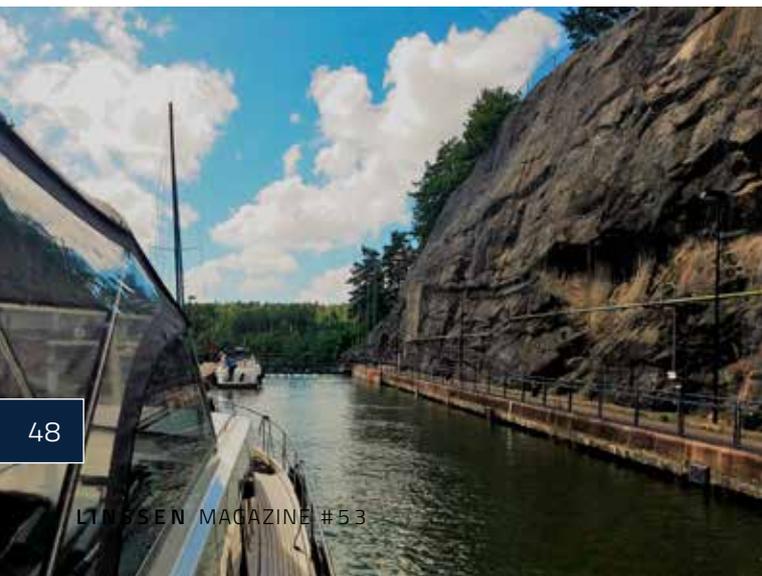
planned to have a barbecue, so that's what he did. It was a wet and chilly experience! Well, anyone can cook up a barbecue in summer!

After fitting in another day off for foul weather, we finally passed through the desired archipelago landscape, where we were soon grateful that we also had electronic nautical charts - navigation was really demanding. But these archipelagos were also incredibly attractive, and that day the weather played along. It was sunny at about force 4 on the Beaufort scale. In the afternoon we arrived at the Ekenäs Marina in Ronneby and found a wonderful, picturesque spot. Next to us were some Swedish motorboats on which the Swedish national holiday was being celebrated. The barbecued sausages next door smelt so wonderful that Tanja went on a shopping tour with the dinghy and the bicycle, while Udo and I went for a walk to explore the surrounding area. Consequently, we had barbecued sausages with rosemary potatoes and salad in the evening.

The next day we cheerfully left for Karlskrona in the morning but, regrettably, the starboard engine had no cooling water. What a relief it was that we had two engines, as the port engine on its own took us safely to our destination. We tested the engine again before calling a technician and to our great joy it was running again. We had probably got rid of the green stuff that had apparently clogged up the intake during the journey. And the impeller survived!

Lutz and Tanja had to return home on 9 June as duty was calling. So we spent two very pleasant days in Karlskrona, the visit to the shipping museum being especially charming, and enjoyed really delicious food at the marina's "Fish and Vinj" restaurant.

Trollhättan Canal



Sjötorp, Göta Canal



And then we were alone again. We set off for Öland: first we had a beautifully dreamlike, exciting and rather tortuous trip through the archipelago - which meant we had to watch out like a "Haftlmacher"! (it just means very attentively!)

We then crossed over to Öland and moored in Grönhögen, an absolutely enchanting, dreamy harbour. It was a beautiful place, if a bit chilly! Elfin Cove was now calling, for some maintenance first and a pile of washing had also built up in the meantime. But we also ventured out on a cycle tour to the beautiful bird sanctuary and nature reserve of Ottenby, pure nature, wonderful. However, the headwind also made cycling quite difficult.

We continued to Borgholm, and we again experienced strong winds, unfortunately also at the berth. We were even rocking violently back and forth. Actually, it should all have been going on in Borgholm, in the sunny part of Sweden, where the Swedish royal family also has their summer palace, Solliden. That's just a story, though. It was pretty dead. Most of the restaurants were closed (schools had been on holiday since

the day before, so it was theoretically high season), and the food we were served during our one visit to a restaurant was simply bad. However, we had very nice walks through the nature reserve to the palace and Borgholm castle, which was a ruin. We also increasingly experienced the "white nights" there - it didn't get properly dark any more. We covered our hatches in the aft cabin with cardboard under the curtains, otherwise it would have been simply too bright to sleep. Something highly unusual happened on the morning of 14 June: bright sunshine. You might almost believe that summer actually existed there. We opened the roof on the aft section. It was lovely. The way to Oskarshamn was still quite pleasant, but there was another heavy shower while we were refuelling and mooring. It's so Nordic.

And we continued in a northerly direction. After 42 miles with quite pleasant weather and wind only force 3 on the Beaufort scale (yes, really) from the south, it quite soon it got chilly again and once more started to rain. We anchored for the first time off Loftahammar and it was wonderful. We stayed one day, ignoring the rain, sipping Prosecco and eating well, and just lazed around.

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Now we wanted to go to the St. Anna Archipelago, which had been described to us by locals as being particularly beautiful. In the morning it was foggy, but soon the sun was shining in the sky, the archipelago really was fantastic, just like in the brochure. Once again, navigating was a real challenge but all in all it was just how we dreamed it would be. Fyrudden, which we were actually aiming for, proved to be completely unsuitable for our big, beautiful Elfin Cove, so we sailed on, finally anchoring in the dream bay par excellence, in the Lusholm-Linders Fjords. It was picture-perfect!

It was so beautiful there that we wanted to stay longer, but for the weather....the wind was steadily rising, so we really wanted to get into a marina. We had changed our original travel plans. We would neither be heading for Stockholm, nor turning around and sailing back, we would be continuing our journey through the Göta Canal across Sweden to Gothenburg and then sailing back. So we headed for Mem, where the canal begins. There wasn't a suitable mooring place on our route and we had a force 6 gale with gusts up to 37 knots, so we headed straight for Mem, where a small miracle happened: it was suddenly calm, peaceful, fine and sunny and we were moored in fantastic surroundings. We could even - wonder of wonders - spend a long evening outdoors.

Sweden's Construction of the Millennium

The formalities were quickly completed. We received our "Pickerl" (=adhesive label), which constituted payment not only for the passage, but also for the use of all the locks and all 21 marinas.

The Göta Canal (190 km), together with the Trollhätte Canal, is 390 km long and contains 58 locks, 50 bridges, 2 trough bridges and 5 lakes, rising 91.5 metres. It's a truly impressive construction, crowned Sweden's Construction of the Millennium: from 1810 to 1832, a total of 58,000 people were involved in digging a stretch of almost 90 km by hand, with shovels and spades.

We received information material about the route, were instructed about the correct locks, downloaded the Göta Canal App, bought a long line - after which we got started with the first lock. On the journey through the romantic canal you are supposed to relax and take a break - and so after achieving the "considerable" daily target of 2.3 miles, we moored at another dream spot, in Söderköping. It was warm and the town was enchanting, with a long, empty jetty and a tapas bar next to it. This cheered our hearts: we climbed the local mountain, walked through the village, did a little shopping and finally ended up in a

nice restaurant where we could once again sit outside and eat fish soup.

We set off in the morning and 6 hours, 12 locks and 3 encounters with other boats and several bridges later (the timing of the opening of the bridges was usually excellent!), we landed up in Norsholm in front of Lake Roxen.

Norsholm actually had nothing to offer, and the weather was windy and chilly. So we cooked a nice meal and looked forward to the next day, when we would be crossing Lake Roxen. The landscape was simply wonderful, completely isolated, and it was very windy. We then ascended the Carl Johan Locks, a flight of locks rising 38.8 m, to the Berg Marina. And - we were completely alone. When we asked about this, we were told that only one single other boat had passed through that day. The generously proportioned Berg Marina provides space for 40 boats, but there were only seven of us in total.

The next day's stretch as far as Borensberg was another typical canal journey: the obligatory rain, quite a lot of locks, 8 bridges, a leisurely cruise through the countryside past horses, sheep and cows, with hardly a house in sight. Beautiful.

And the next day, after crossing Lake Boren, we were confronted with the next lock stairs which carried us through at quite a pace, which could even be described as rapid. That day was the summer solstice, one of the biggest festivals in Sweden. For once we were therefore hoping for a little life and maybe even some fun. The nice student at the lock recommended Motala, where she said there was a particularly fine celebration – so that's where we went! On the canal, we actually passed a meadow full of lively activity and festive atmosphere. However, the mooring in Motala was more suitable for toy boats, but we managed to find a reasonable mooring and looked forward to the evening. So off we went to downtown Motala. There was no sign of life. It was dead. No shops, no restau-

rants open, no people. But we had seen the lively celebration on the way in, so we simply walked there along the canal. However, we had underestimated the distance – it was quite a trek! And then, to our bitter disappointment, we found that everything was already over and the people had all gone. The last stall sold us a shrimp sandwich before locking up. It was a long walk back. The rain set in and then got heavier. It was cold. We made ourselves at home on the boat – what a blessing that we've got decadent underfloor heating! – and watched a couple of episodes of Downton Abbey. Happy Midsummer!

We were woken at 7.30 the next morning by an unplanned alarm from my mobile phone and it was a good thing too. Windfinder was predicting force 5 to 7 gales for the next two days, our mooring was neither comfortable nor safe and we were facing the prospect of crossing Lake Vättern, the second largest lake in Sweden, which can be quite treacherous and is likened to the open sea. So we left in a mad rush and were confronted with strong winds and high waves. Of course, the wind came at an angle of about 90° and had a water surface area of about 100 km to build up the waves, but we had by then mastered the art of stowing so our stuff wasn't flying about any more. We arrived rather shaken in a pretty little Gästhamn (harbour): Forsvik. Somehow, time had stood still there. I had been there 28 years before and completed the trip on the Juno, the oldest canal boat, which we met three times, and since then practically nothing had changed. Many of the photos I took at the time could have been taken now. In the evening we visited the much feared 3.5 m lock with uneven rock walls, which we would have to get through the following day, which, by the way, we actually mastered brilliantly and then found ourselves on Lake Viken, the highest point on the Göta Canal, at 91.8 m. Our mooring in Hajstorp was wonderful, in the countryside, isolated, only one boat apart from us. The facilities including toilets, showers, washing machine and kitchen were, like everywhere else, well equipped and spotlessly clean. We had a

Scandinavian nights



cleaning, washing and shopping day (the latter by bike) and a lazy dinner and evening in front of the TV. We watched the final episode of Downton Abbey!

June 27th was our last day on the Göta Canal and that day it showed us its sweet side: the weather was glorious and the landscape was picture-perfect, ... and there were a lot of locks! We stayed overnight in front of the last lock on the Göta Canal, in Sjötorp on Lake Vänern. First we had a light lunch with a glass of white wine and took a walk through the village and to the lake. Because we liked the restaurant so much we went there again in the evening and had a wonderful dinner of zander (also known as pike-perch) with asparagus and potatoes.

We then continued our journey, along the banks of Lake Vänern, heading south to Mariestad, where we took on another guest. Mariestad has a beautiful cathedral, in which there was a fascinating exhibition "Icons in Transition". There is also a very nice old town and a lot of shops and restaurants. In one of them, on the shore of the lake, we were entertained by an accordion orchestra, and we also had an excellent meal there.

Lake Vänern

On 1 July we crossed Sweden's largest lake, Lake Vänern. We had chosen an absolutely perfect day for the crossing. It was still a bit rough to start with, which triggered slight seasickness in our guest in the form of lethargy. Then the sun started shining, a light breeze got up, the roof was lowered and we downed a couple of glasses of Prosecco, enjoying every minute of the 53 miles we covered that day. In Vänersborg we tied up at moorings, very pleasantly situated at the edge of this very nice town - but there doesn't seem to be any nightlife in Sweden. During our walk after dinner the streets were actually deserted.

Trollhätte Canal

We set the alarm for 7 am the next day as we wanted to get to Lilla Edet and faced the prospect of several bridges and, above all, a demanding flight of locks on

the Trollhätte Canal. However, an extremely strong wind was still blowing and we first had to solve the problem of how to get out of the narrow moorings unscathed. We postponed our departure, did some more shopping, thought about it some more and finally, after some detailed consultation, plucked up the courage to leave. Pure stress! But we managed it and shipped out, mightily relieved. The locks were large and a bit heavy, but everything went OK.

However, our destination, Lilla Edet, which had been described as being very scenic, proved to be a bitter disappointment: it was tiny, we could hardly manoeuvre into it and there were no suitable mooring places, so we proceeded to the next waiting quay, moored, cooked a meal and had a nice time. And now we only had one more stage to go to reach Gothenburg. Lilla Bommen Harbour is located in the centre of this beautiful, bustling city in front of its modern, impressive opera house. However, several moorings reserved for boats of our size were damaged or not available but, after consulting with our neighbours, we managed to squeeze in and moored reasonably safely. It was a relief to finally experience a lively city with many fine restaurants, cafés, shops and - actually - people, and we enjoyed our afternoon and evening there.

The second part of our tour, via Marstrand, Helsingör, Copenhagen, Barther Bodden, Stralsund, Wolgast, Stettin, Berlin, Wolfsburg and back to our home port is a story in its own right. At any rate, our journey ended in Maasbracht after 2,021 nautical miles - a wonderful trip, even though we later learned from a Swede that it had been the coldest summer in Sweden for 158 years - yes, it was a poor choice! But the memory is mostly wonderful, with many dreamlike impressions, tempered by a good dash of sadness that this journey is over.



Hildegard Frank and Udo Ehmsen



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SIMPLY SUPERIOR



HOW DOES A SAILOR BECOME A MOTORBOAT ENTHUSIAST?

Text and photos: Tim Remaut

We had been active members of the WSKLuM Yacht Club in Nieuwpoort, Belgium, for 30 years. We had become a more or less permanent part of pontoon J. However, the doctor brought an abrupt end to our sailing enjoyment and in 2008, Cleobulus II was confined to a cradle for the foreseeable future at the boat parking facility.

The emphasis was on 'foreseeable'. I was besotted with my sailing boat. I could sit on it for hours without tiring. It was the ultimate form of relaxation.

A year in the cradle became two, and then three. It gradually began to dawn on us that the word 'sailing' was no longer part of our vocabulary and Ms Skipper began to sound me out – if it would suit us and if the situation was right – as to whether.....allez, I might consider switching to a motorboat.

I started doing research and requested some information and a Pedro motorboat caught my eye. Ms Skipper was considering a 25-footer, but I was more interested in a 44-footer.

Going to the baker

Buying a boat involves more than going to the baker; it needs to click between yourself and the salesperson. The salesperson must send you on a voyage of discovery, offer supervision, must not push and, in particular, must not offend your knowledge of sailing, even if you haven't got any. That was not the case with the first salesperson. After five minutes on the telephone with that man, my appetite for a Pedro had disappeared. We first had to decide on a certain model, after which

he would see whether we could take a trip on a boat belonging to one of his customers.

That man failed to understand me entirely. He had no nose for my grieving sailor's heart, he simply did not realise that he had to convert me to boating on inland waterways. It meant having to say goodbye to being soaked and totally numb with cold, goodbye to standing on one leg for hours, goodbye to only half filling the coffee mugs to avoid spills, goodbye to having a stiff neck in the evening because you constantly had to look at the wind gauge, goodbye to falling asleep in front of the automatic pilot and being wakened by the loud hooting of a fishing boat, goodbye to being startled by the noise of the main sail being ripped from back to front, goodbye to peering at the crew on other vessels, particularly if the weather's good, goodbye to sitting on the club terrace, roasted like a couple of turkeys because Ms Skipper had forgotten to pack the sun block again.....

The man had no idea of this.

With very mixed feelings we headed to the Open Days of Linssen Yachts in Maasbracht.

By then, Ms Skipper was aware that a 40-footer had

caught my eye. We were welcomed in Maasbracht by Ed Cuypers. We were first given a mug of warm comfort and Ed enquired why we were interested in a 40.9. We were lost for words and didn't get much further than a long drawn-out "errrrr...". We did, however, praise our Etap 30 and said how much we had enjoyed our sea voyages. Ed understood. Instead of parading up and down the showroom, he showed us the impressive assembly hall and before we knew it we were standing on the pontoon next to a Linssen Grand Sturdy 40.9 AC.

We were invited on board the demonstration boat and Ed sailed out of the marina.

Where were the mast, the sails, the sheets, and the winch handle? They were nowhere to be seen. And nevertheless they called it a boat: with a wheel, no tiller, and a bow, without a pulpit. It had a propeller, and a bow thruster and a stern thruster, and a large roof over the aft deck, and windscreen wipers. The throttle was large and easy to grip, not a little thing lost somewhere in the corner of the cockpit. The engine room contained a large engine with a load of other things including batteries, tanks and an electricity change-over switch. The dashboard included a log, a depth gauge, a coolant temperature gauge, an unbelievable plotter and a splendid marine VHF radio. The sailing boat had a rev counter (that you had tap occasionally), a log and a depth gauge and – really important – my large compass. You had to go down the steps for the chart table with GPS and VHF radio.

I was overwhelmed and thought that all those screens would shout "BOO!" at me simultaneously.

Ed taught me to manoeuvre. I was just like a boy in a sweet shop. Cleobulus II had a rudder, which was two metres long and 80 cm wide. When I pulled it, the boat went in the direction I wanted it to. Cleobulus II weighed 4 tonnes and that rudder was really necessary. I could also sail in reverse and the boat went where I wanted it to.

The Linssen 40.9 weighs 17 tonnes and it has a rudder – poor thing – of 60 x 60 cm.

It therefore hardly surprised me that it served no real purpose. When moving forward, the boat did not listen to its rudder but to its propeller, and the same was true when reversing. That floating gem went more or less where it wanted to, and the best the skipper could do was to let the boat get on with it.

Ed did not chatter away like a sales assistant in a clothes shop. Ed let me discover and recover from the shock. He taught me to think ahead and to anticipate

what the boat would do. It's just like being at home, you try to convince Ms Skipper that she is deciding and discovering everything, while really she's become an extension of the skipper's long-term thinking. After ninety minutes sailing on the Maasbracht lakes, Ed sailed back to the marina and poured us another cup of coffee – we were all at sea – and let us return home. The 'scoundrel' knew he had won.

The next week, our thoughts turned from a sailing boat to a motorboat and back. I occasionally rang Ed to ask him something or other. Two weeks later we were back in Maasbracht with Stijn, to make another test sailing. Stijn too was overwhelmed. We knew that the penny had dropped. We came back once more to let Wouter sail with us and only then did Ed come up with a proposal. Needless to say there was a special offer and there were, of course, a few accessories that were very important, but not included.

The following week at 11 p.m., Ms Skipper said "There's nothing more to say, so let's sign."

In February 2012, Cleobulus III was born at the boatyard in Maasbracht, and the team worked until 29 September 2012 to get it into the water. Two days before the VAT rate in the Netherlands increased from 19% to 21%. Was this a coincidence? Of course not.

We have at last discovered what sailing on a motorboat is. Cruising along canals, relaxing at the locks, and enjoying our sailing days and one another's company. We have already enjoyed many voyages this year, we have had good weather and we have seen splendid regions and harbours. We have visited many attractions and have eaten well.

The connection between a sailing boat and a motorboat is that you are always happy to return to your homeport. In Nieuwpoort we sailed between the famous piers with the typical smell of chips at the far end, and in Merelbeke you sail into the lock and hear a familiar 'Ciao.....ciao', the spaghetti is 'al dente'.

Tim Remaut

Skipper of Cleobulus III (now Cleobulus IV)





GREEN TECHNOLOGY AND CORPORATE SOCIAL RESPONSIBILITY

Text: Patrick de Bot; Photos: Linssen Yachts

The maritime sector is a sector of which the Netherlands has always been proud. And rightly so, when you consider what we as a small country have accomplished in this area. In order to retain this pride, we need to look forward in the years to come. And shoulder our responsibility for problems such as environmental pollution, the scarcity of fossil fuels and the increasing ageing of the population. At Linssen Yachts, we conduct our business in a socially responsible manner (CSR).

Just like ships that ply the seas and inland waterways, pleasure yachts also have an impact on our environment. With our steel yachts, equipped with economical and quiet engines, we have been a dissenting voice in our industry for years. Speed and fuel consumption are inextricably linked. Ever since our company was established in 1949, our focus has been on the quality of the journey, based on the adage "Slow down and start living". Nevertheless, we keep up with the times and are busy developing green drive concepts in-house. Our innovative LIPPCON® system plays a central role in this, but more on that later.

Steel versus polyester

Which do you choose as a yacht builder? There's a world of difference when you look at their impact on the environment. After twenty years, polyester is chemical waste and gives off styrene vapours throughout its service life. For this reason, we don't use a single

kilo of polyester in our yachts. Steel is a product with a long service life and is fully recyclable. That also makes it a green product. Or as our salespeople aptly explain it: after 75 years you can still make thirty Volkswagen Polos out of a Grand Sturdy 40.0.

Sustainable materials

The high-quality materials we use in our interiors are also completely recyclable. All waste streams within our production facilities are separated, broken up and disposed of for recycling. Wood with wood, steel with steel, batteries returned to the battery factory.

If we look at the interior coatings of our yachts, we will soon be taking a major step forward in that area as well. We have already started using water-based acrylic paints in the production process of the Grand Sturdy 500 AC Variotop®. All the other Grand Sturdy models will soon follow.

Linssen Pénichette with LIPPCON® propulsion system for Locaboat

We developed the brand new Linssen Pénichette Évolution for Locaboat, one of the biggest players in the charter industry. This prototype is equipped with the LIPPCON® propulsion system. At the heart of the LIPPCON® system is a silent diesel generator. This provides power for the main electric motor that drives the propeller shaft and a separate electric motor that drives the bow thruster and stern thruster. It also powers all the electrical equipment on board, even when the main engine is not running. The boat also has a joystick steering system that makes it easy for any beginner or indeed any expert to manoeuvre the boat, with LIPPCON® determining the interaction between the main engine, bow and stern thruster, all through the use of electric motors. That's LIPPCON® as well!

Locaboat has put eighteen Pénichettes into service since July last year. This is an excellent opportunity for us to put our electric drive technology to the test on a large scale and in a real-life situation. Initial results are promising.



Sustainable employability

Attention to the development of greener technology is one important aspect of corporate social responsibility. We believe it is equally important to focus attention on the working environ-

ment and conditions of our own employees. Many employees have a long track record at Linssen. Just as they are always there for us, we want to be there for them. For example, if someone becomes unable to do their normal work

because of a physical disability. In such a case, we consider it important to create an appropriate environment in which that person can continue to deploy his or her valuable knowledge and experience for our company.

Bucking the trend

If you, as a company, opt for the best quality as standard, this automatically means in practice that your products require less maintenance and fewer parts need to be replaced. We are trendsetters, but we also buck the trend if necessary. We believe that this is necessary in order to be able to move from being environmentally harmful to being environmentally neutral. Something that lasts longer is less harmful than a disposable item. At Linssen Yachts, we build for the long term and we consciously select our materials on that basis.

LIPPCON® and the future

Back to the electrical drive concepts and our LIPPCON® system. In the Pénichette Évolution specially built for Locaboat, we have replaced direct diesel

propulsion with our LIPPCON® (Linssen Integrated Propulsion and Power Configuration) system with electric propulsion. This has already enabled us to make a considerable efficiency improvement. But there are greater gains to be made, because the electrical drive's connector is still plugged into a diesel generator. Can we generate this electricity from solar panels in the near future and store it in batteries, or simply "fill up" with electricity ashore? That's the question our technologists will be considering in the near future. The first steps are already being taken behind the scenes. We will keep you informed of any developments in this regard.



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

Ref.-Nr	Type dimensions	Year of construction	Engine(s)	Price
 2529	Grand Sturdy 25.9 Sedan 8.20 x 3.15 x 0.90 m	2010	1x Vetus M4.15 24 kW / 33 HP	€ 125,500
 3343	Grand Sturdy 30.9 AC 9.75 x 3.35 x 1.00 m	2013	1x Volvo Penta D2-55 41 kW / 55 HP	€ 180,000 excl. VAT
 3166	Classic Sturdy 32 AC 10.15 x 3.45 x 1.00 m	2015	1x Volvo Penta D2-75 55 kW / 75 HP	€ 245,000
 3242	Classic Sturdy 32 AC 10.15 x 3.45 x 1.00 m	2015	1x Volvo Penta D2-75 55 kW / 75 HP	€ 250,000
 3253	Classic Sturdy 32 Sedan 10.15 x 3.45 x 1.00 m	2016	1x Volvo Penta D2-75 55 kW / 75 HP	€ 242,000
 3015	Grand Sturdy 60.33 AC 10.35 x 3.40 x 1.00 m	2010	1x Volvo Penta D2-75 55 kW / 75 HP	€ 218,500
 2571	Grand Sturdy 380 AC Mark II 11.60 x 3.85 x 1.15 m	2008	1x Deutz DT 44 84 kW / 114 HP	€ 250,000
 2900	Grand Sturdy 40.9 AC 12.85 x 4.30 x 1.20 m	2010	1x Volvo Penta D3-110 81 kW / 110 HP	€ 337,000
 2901	Grand Sturdy 40.9 Sedan 12.85 x 4.30 x 1.20 m	2010	1x Volvo Penta D3-110 81 kW / 110 HP	€ 329,000
 2532	Grand Sturdy 430 AC Mark II 13.50 x 4.30 x 1.35 m	2007	1x Vetus Deutz DT66 125 kW / 166 HP	€ 375,000
 3357	Grand Sturdy 470 Sedan Wheelhouse 14.45 x 4.40 x 1.26 m	2017	2x Volvo Penta D3-110 2x 81 kW / 2x 110 HP	€ 765,000

EXPECTED

Ref.-Nr	Type dimensions	Year of construction	Engine(s)	Price
 3065	Classic Sturdy 28 Sedan 9.40 x 3.20 x 0.90 m	2013	1x Volvo Penta D2-55 41 kW / 55 HP	€ 165,000
 2678	Grand Sturdy 29.9 AC 9.35 x 3.35 x 1.00 m	2007	1x Volvo Penta D2-55 41 kW / 55 HP	€ 155,000
 2877	Grand Sturdy 34.9 AC 10.70 x 3.40 x 1.00 m	2009	1x Volvo Penta D2-75 55 kW / 75 HP	€ 219,500



GRAND STURDY 60.33 AC

A selection from the specifications:

Equipment: refrigerator, gas hob 3-burner, Corian worktop in galley, gas oven/grill, shower in FC, electric toilet in FC, manual toilet in AC, D4 Eberspächer air heater, outside shower, outside loudspeakers, manual anchor winch, radio/CD player, DVB antenna for digital TV reception

Technical: electric bow thruster, electric stern thruster, calorifier approx. 24 ltr. with 230 V heating element, deck wash pump, black water tank approx. 235 ltr., battery charger/inverter 12/100-2000

Instruments: Raymarine ST 60+ tridata, Raymarine ST 60+ rudder indicator, Raymarine Ray 218E DSC VHF

PRICE:

€ 218,500.-



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
 - Interior and exterior professionally cleaned
 - Complete inspection upon delivery
 - Detailed transfer-of-ownership and technical instructions
 - Extra support from Linssen Yachts' after-sales service
- (* see the Linssen Yachts Guarantee Plan for pre-owned boats)



Linssen Yachts Boat Show

17, 18 and 19 November 2018 - Maasbracht
New yachts ■ Pre-owned yachts



WORLD FIRST:

Grand Sturdy 450 AC Variotop®

13.75 x 4.65 x 1.20 m

30.0 | 35.0 | 40.0 | 45.0 | **450** | 500

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