

LINSSSEN MAGAZINE


LINSSSEN
YACHTS


CELEBRATING
70
1949-2019
YEARS



Linssen Yachts
In-Water Boat Show
5, 6, 7 and 8 April
Maasbracht (NL)

BOATING & LIFESTYLE MAGAZINE VAN LINSSSEN YACHTS
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WE TAKE YOUR PLEASURE SERIOUSLY

On 16 November, we heralded in our anniversary year, 2019, together with 600 guests. It was a great evening, full of highlights. These included the speech given by Michael Steenhoff (Hiswa association), the personal congratulations from our mayor Stef Strous, the launch of our new Grand Sturdy 450 Variotop® and of course all of this in the presence of our 97-year-old founder and granddad, Jac. Linssen. How he enjoyed it! And so did we. Hearing from all of you, the compliments you paid to our company, products and people.



There are plenty of fun activities on the programme this anniversary year. Follow our social media and website to find out more and register for one or more activities.

The starting shot for these activities was fired on our stand at BOOT Düsseldorf, where we first congratulated the BOOT team (Petros Michelidakis, Arne von Heimendahl and Viktoria Marx) on their 50th anniversary and then drank a toast, with our guests, to 70 years of Linssen.



Now we're back in the office. Another BOOT Düsseldorf is over. It lasted nine days, 3,600 people visited our stand and we made many new contacts, but there were also customers who came to tell us how much they enjoyed their Linssen and that they couldn't wait until spring came round again. (Of course, we fully agree!)

For us, it's just a different world. In Maasbracht everything of course continued to run smoothly, but the Sales and Boating Holidays team were "off-line" for a while. Every morning, together with our international dealers, we would clean up the stand (yes, they can really all vacuum and wash up!), discuss any new contacts and enthusiastically welcome a whole stream of people and stimulate their passion for water sports. It's a week that takes a lot of energy out of you, but gives you at least as much energy back.

We are - at the time of writing - in the run-up to the Belgian Boat Show in Ghent, Suisse Nautic in Bern and our own "Collection Weekend" in Maasbracht. By the time you read this, we will just have finished them all. Then we'll be preparing for the now traditional Linssen In-Water Boat Show, this year from 5 - 8 April. A large part of our product range is in the water to provide a "taster" of what it's like on a Linssen. Our latest Grand Sturdy 450 Variotop® will also be in the water and can be sailed for the first time.



Before we start the sailing season again there are some snow-related activities on our (private) schedule. We're off for a week's skiing with the family in Switzerland (Mathijs and Sophie can't wait) and then all the way to Austria for the wedding of niece Nicole (Wendy's twin sister, known to most people as "LBH Wendy"). Once we're back (end of March), it's time to go sailing. We'll be making plans for this summer. Will it be Zeeland again? The Belgian coast? Or maybe Friesland? There's nothing better than making travel plans, but will they work out? We'll find out in August.

Of course, we'd also like to hear about your travel plans for the upcoming season. Will it be big plans or just the same tour as other years? Would you like to share your story with us and all of Linssen Magazine's readers? If so, please contact us at info@linssenyachts.com.

If you're going to be passing near Maasbracht in your boat or car, our doors will be open for you and the coffee will be ready!

We wish you a nice start to the season!

Yvonne Linssen



PS: If you'd like to watch our history film (again), you can find it on the Linssen Yachts YouTube channel

Yvonne Linssen

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EDITORS

Yvonne Linssen, Wendy Linssen, Paul Beelen

WITH THE COOPERATION OF

Linssen Yachts, Linssen Boating Holidays®, Zebra Fotostudio's, Dick van der Veer Fotografie, Rex Schober, Peter Linssen, Gabi de Graaf, Patrick de Bot and Eveline de Bruijn-Mevis (www.manvanhetwoord.nl), Yacht Centrum, IWI/ Transmanche, Tim Coghlan - Braunston Marina, Baeten Vinopolis, Randall Nott

PUBLISHER/PRODUCTION

Linssen Yachts B.V.
Brouwersstraat 17, NL-6051 AA Maasbracht
Postbus 7172, NL-6050 AD Maasbracht
Tel. +31 (0)475 - 43 99 99
Fax. +31 (0)475 - 43 99 90
info@linssenyachts.com
www.linssenyachts.com

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We officially ushered in our company's 70th anniversary during the 20th Linssen Yachts Boat Show last November. Under the watchful eye of both founder Jac. Linssen Sr and his four sons Jos, Harry, Jan and Peter, Yvonne Linssen rang the ship's bell not only metaphorically but also literally to mark the upcoming anniversary year.

Our new logo, developed by design partner KesselsGranger, was also presented. A new, powerful look, with typical simplicity, contemporary yet timeless: that's what Linssen is all about.

The Linssen Yachts Boat Show was very well attended. Seven yachts were set up around the central square in the showroom, including the world first, the Grand Sturdy 450 AC Variotop®, the "little" sister of our flagship Grand Sturdy 500 AC Variotop®. In addition, three yachts were also on display in the adjacent Logicam II and III production halls, so that our full range of models could be viewed during this show.

Logo

We would like to introduce you to our new corporate identity. The power of the logo is precisely its simplicity. We are delighted to explain its features on page 32.

Interview with Jac. Linssen Sr.

You don't reach the age of seventy for no reason. Many facets play a part in a business's evolution. Last but not least, of course, it's the founder who, from the very first moment, puts his vision of the future into practice, expanding a small joinery business into a renowned yacht builder.

In 2016, the founder was interviewed by Gabi de Graaf. After an initially doubtful start, Jac. Linssen loosened up and told his story over more than 6 hours. It ranged from his early life as a little boy until he stepped back from the business and left it to his sons to continue the company's expansion.

A summary of this interview with Jac. Linssen can be found on page 10.

Activities

In our anniversary year we will be organising various activities for which you can register. A few will already have taken place by the time you read this. In January we drank a toast to our anniversary year together with many of you on the first day of BOOT Düsseldorf.

Activities are also planned for the coming months. See the schedule on page 60 and sign up!



During the VIP evening Michael Steenhoff also congratulated Linssen Yachts on its 70th anniversary on behalf of the Hiswa association and so did Mayor Stef Strous of the municipality of Maasgouw. Full of admiration, they then spoke with founder Jac. Linssen.

From left to right: Michael Steenhoff (Manager of Hiswa Yachtbuilding Department), Jac. Linssen (founder of Linssen Yachts) and Stef Strous (Mayor of Maasgouw)



Atmospheric live music was played by composer and pianist Daniel Verstappen and his band. Together with their singer, violinist and cellist, they lent colour to the evening.



The VIP evening included, in addition to Yvonne Linssen's speech, a film about the company's history and an animation about the creation of the new corporate identity.

If you'd like to see them again, just visit our YouTube channel.



With about 600 guests, the VIP evening at the Linssen Yachts Boat Show was exceptionally well attended. Many Linssen owners had accepted our invitation in our previous magazine to join us and help to usher in the anniversary year.





And the new Variotop® series was unveiled with the opening of the Variotop® sections for both the new Grand Sturdy 450 and the 500. White and blue balloons rose into the air and the cellists started playing.

It was a goosebumps moment. The balloons showing our new logo stayed on the ceiling for a few more days....

The square in the showroom was decorated to evoke a Mediterranean atmosphere. Spread around the showroom were several "tapas"-like stalls where delicious snacks were available throughout the evening. All of this was taken care of by our Maasbracht house caterer Camiel Wolfhagen. A glass of special Lindeboom beer, sparkling Montelvini Prosecco or simply soft drinks, coffee or tea were also available.



INVITATION

LINSSEN IN-WATER BOAT SHOW

5, 6, 7 AND 8 APRIL

The Linssen Yachts In-Water Boat Show is the number one opportunity of the year to take a trial sailing on one or more yachts in our varied Grand Sturdy series. And to experience what Linssen owners throughout Europe have been experiencing for years: space, comfort and unrivalled sailing characteristics. These are the qualities that are associated with every Grand Sturdy. Come to Maasbracht on 5, 6, 7 or 8 April. You can take a supervised trail sailing on new and pre-owned yachts of various lengths.

Sailing into the future, defying storms

Since 1949

"I was always ahead of the game. Where other people hesitated, I was already on my way," says 97-year-old Jac. Linssen. This enormous drive for continuous innovation helped him to get through turbulent times and build a glorious yachtbuilding business.

An interview with the founder of Linssen Yachts

Text: Gabi de Graaf; Photos: Linssen Yachts

"So Jac., now show what you can do," Jac. Linssen said to himself as he slid the key into the lock of his own carpentry business on 1 April 1949. He didn't have much time to think about it, because a neighbour promptly threw his garden gate into the courtyard. Could Jac. Linssen fix it for him? This was the start of what would later develop into a major yachtbuilding business, Linssen Yachts.

The fact that this is a company that was created mainly through passion and perseverance is evident from the years before that day, 1 April, in 1949. Jac. Linssen's mother wanted him to become a farmer and succeed his father, because his parents were seasoned farmers who put their heart and soul into working the farm. But Jac. Linssen wasn't interested. "I already knew that at primary school, when I was six years old," he says. "I wanted to draw." After leaving school, his ambition became more focused. He wanted to draw houses, and become an architect. However, nothing would come of it, because mother Linssen wanted Jac. Linssen to go to agricultural college. "Then, for the first time, I was very disobedient and said to her: 'I'm not going there'. Then you'll become a farmer without going to agricultural college", said mother."

For two years, Jac. Linssen worked on the farm against

his will, for as a fourteen or fifteen-year-old he had no other choice. But after those two years, his patience was exhausted. Fortunately, Linssen's father was now behind his son's choice, and after a lot of urging, he said that Jac. would have to look for another job. "That wasn't easy. It was the early 1930s, and there was a depression. But I had made my plan. I wanted to become an architect, if necessary working in construction, because that's where people draw, where houses are built." Jac. Linssen ended up working for carpenter Sef Hanne, who taught him the tricks of the trade. He started out as an errand boy, but very soon he was making pieces that others had not yet mastered after three years of woodworking.

On 6 December 1937 Jac. Linssen joined Tinnemans-Houben (run by the foster son and son-in-law of his mentor Sef Hanne), a firm specialising in metal, engi-

neering and woodworking. That day, for the first time, Jac. Linssen crossed a gangway on to a ship. Laying a floor, repairing a truss... That's how Jac. Linssen came into contact with ship interior design at a very early stage. However, after only a year, the business split up and Jac. Linssen initially joined Tinnemans' company, because it focused mainly on woodworking. Houben's company started to focus more on metalwork.

Second World War

The Second World War broke out when Jac. Linssen was eighteen years old, and Rotterdam was bombed on 14 May 1940. After the bombing raid, one of the boats that was hit sailed to Maasbracht to have its completely burnt-out cabin rebuilt. "A nice job for Jac. Linssen", thought his boss, but there was one condition: the new cabin had to be finished within six weeks. "The skipper said to me: 'If you get it finished, I'll give you a 10 guilder tip.' That was a lot of money back then. At that time, you could buy a bike for 15 guilders," Jac. Linssen recalls. He himself was earning 3.50 guilders a week. "I still don't understand how I got it done. Two small bedrooms, a staircase, wall cabinets, a kitchenette..., but after six weeks I was taking my tools off the boat. Job done."

In other words, Jac. Linssen was already a good craftsman at a very young age. Nevertheless, for four years he cycled to Echt in the evening after work to attend the architectural drawing department of the technical college, because he still wanted to become an architect. Later, he also attended commercial college in the evenings.

Ships' graveyard

Seven months before the liberation of Maasbracht, the retreating Germans ordered everybody on board the

240 barges that were in port at that time, to leave. One day later, on 30 September 1944, Jac. Linssen saw with his own eyes the inland vessels being dynamited and sunk one by one. The barge skippers' families were out on the street and Maasbracht harbour was transformed into one big ships' graveyard.

On Jac.'s 23rd birthday, 24 January 1945, Maasbracht was liberated. Shortly afterwards, his former employer Sieb Houben came to Jac. Linssen and asked him if he wanted to head up the large salvage team tackling the ships' graveyard. All the wrecks had to be cleared away. Jac. Linssen remembers it well: "I need you," said Houben. "You know all about boats, understand the mentality of the barge skippers and can deal with them. You can also estimate values and assess whether the wood can still be saved or whether it has been spoiled by the water." Eventually, 165 out of 240 vessels were repaired and rebuilt under his leadership.

Machinale Houtbewerking St. Jozef

In 1948 Houben stopped repairing boats and the firm continued making boilers. The time had come for Jac. Linssen to start working for himself. His ambition to become an architect had been overruled by the trade into which he had actually been enrolled automatically in recent years, partly due to working on the ships' graveyard. His wife Anneke, whom he married in 1948, fully supported him in his plan. "Anneke stood before me, stood next to me and especially stood behind me," says Jac. Linssen. And his father-in-law allowed him to use the empty shed next to his house. So, on 1 April 1949, he turned the key in the lock of his own business, which he named Machinale Houtbewerking St. Jozef. Things were not easy at the beginning, says Jac. Linssen himself. At first, he met with a lot of opposition from owners of the surrounding businesses, who saw

1 April 1949; Jac. Linssen opens "Houtindustrie St. Jozef", a woodworking business named after the patron saint of carpenters.

1953/54 Production of steel rowing boats.



Jac. Linssen as a major competitor as a furniture maker and ship interior builder.

Jac. Linssen tackled any job that came his way, whether it was a garden gate or a wooden garage for a neighbour. And soon the first skippers started to appear. He can still remember the first one very well. "Skipper Ter Velden. I made him a new wheelhouse. Of course it was just that bit nicer, that bit more refined than the one he had before." This skipper was so happy with the result that he later sent three fellow skippers to Jac. Linssen for new teak wheelhouses.

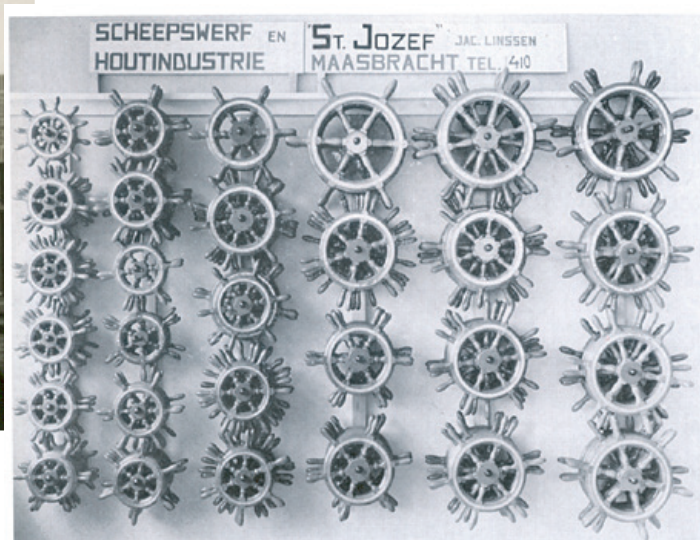
After three years, Jac. Linssen had already grown out of his father-in-law's shed and built a new "factory" behind his own house (which was next to that of his parents-in-law). But Jac. Linssen never forgot his first helping hand: "My father-in-law helped me so much by giving me his shed that I was later able to establish 'the most beautiful carpentry factory in the south of the Netherlands'".

Steering wheels

One skipper after the other came knocking on the firm's door. There was even a waiting list. But most of the skippers waited patiently until it was their turn, because they really wanted a beautiful St. Jozef wheelhouse. Jac. Linssen needed a lot of teak for all those wheelhouses. "I used to buy it on a large scale directly from the importer Maatschappij de Fijnhouthandel in Amsterdam, eighty teak logs for tens of thousands of guilders at a time. The timber trade would deliver two or three logs on demand, sawn to a thickness of 31 millimetres, exactly as I wanted them to be."

Of course, a lot of teak was left over from these large planks. However, Jac. Linssen didn't allow his workers to burn this expensive wood in the stove. "I wasn't frugal when I had to be generous but, above all, I wasn't generous when I could be frugal. I hated throwing good material away." But what do you do with so many small pieces of teak? I'm going to make steering wheels out of them, Jac. Linssen thought. A steering wheel consists of many small segments, for which he could make perfect use of the "scrap wood". Many colleagues and skippers said he was crazy. After all, there were only two companies in the Netherlands that could make steering wheels, namely Koets in Hoogezand and Van der Staay in Ridderkerk, and they had been doing so for almost a hundred years. "Well, I'm going to do it for another hundred years," said Jac. Linssen defiantly when another skipper expressed doubt about his idea. And after hours of drawing, fitting, measuring, drilling, sawing, carpentry and sanding, his first steering wheel was finished. His design, featuring a patented hub, was so robust that in the Belgian Congo they called it the only tropical steering wheel that exists. "Because of the hot and dry conditions, other steering wheels quickly became wobbly, but mine could be adjusted every time." Jac. Linssen had developed a cast iron hub in two parts, into which not only each spoke was screwed, but gibs were also bolted through the hub between all the spokes. If anything came loose, it could always be tightened again with a spanner.

Eventually, six to ten steering wheels could be made from the "scrap wood" from twenty wheelhouses. This way of working saved a lot of money. In the end, sales took off to such an extent that Jac. Linssen had to make steering wheels on a large scale. "We even had to saw pieces of teak off big planks of wood to make all the steering wheels. The scrap wood had simply been



used up, but... it was paid for!"

What is special is of course the fact that even the Dutch royal yacht, the Groene Draeck (Green Dragon) has a steering wheel by Jac. Linssen. "I donated it to honour Princess Beatrix's eighteenth birthday. King Willem-Alexander is still using it today."

Bunker port

By the first half of the 1950s, Jac. Linssen had already reached the point where he could carry out complete ship repairs. Expansion was therefore desperately needed and for this purpose temporary premises were built for both woodworking and metalworking at the bunker port in Maasbracht. "There we also started making rowing boats and the first wooden speed-boat", says Jac. Linssen. The first real steps towards the future Linssen Yachts had been taken. In 1957 the first motor yachts followed, naturally enough designed by Jac. Linssen himself: the St. Jozefvlet 500, 600 and 700.

Industrial port

By then, the industrial port in Maasbracht had been completed and Jac. Linssen established a new ship repair business there. "I was the first to open a factory on the new industrial estate, just like I was the first to build a new house in Maasbracht after the war. I was always ahead of the game. Where other people hesitated, I was already on my way." Jac. Linssen still had to shore up the harbour itself and prepare the bank in such a way that boats could moor there. It was there, in the industrial port, that Jac. Linssen



1957: The first motor yachts are launched: The St. Jozefvlet 500, 600 and 700. Designed by Jac. Linssen Sr.

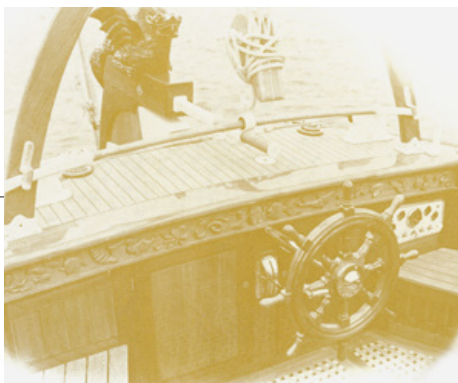
started building yachts in series. "At any one time I would have two of them in the showroom and five or six under construction. There was a lot of interest in them."

In 1964 Jac. Linssen developed the first cruisers: the Limburgia series. At first they were 8.30 metres long but, at the request of customers, that later became

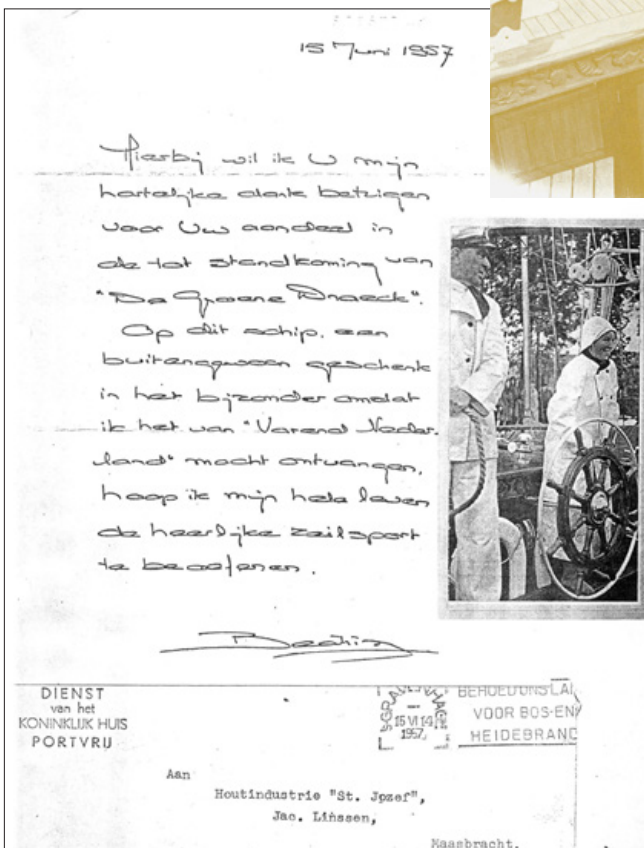
8.50 metres and then 8.90 metres.

But in 1966 Jac. Linssen got the fright of his life. The new government increased the tax on recreational craft from 4 percent to a whopping 18 percent. "I watched the draft budget announcement on TV with my heart in my mouth. During dinner, two customers called to

cancel their orders. The tax increased by 14 percent. A huge amount. Later that week, another six customers cancelled their orders. I think I had fourteen yachts on order. More than half were cancelled." That was also the first time that Jac. Linssen had to let go a number of good craftsmen. With a heavy heart. More customers called to cancel their boat, but Jac. Linssen was able to come to an arrangement with them. He would absorb half of the additional 14 percent tax. "I was able



A St. Jozef steering wheel on the "Groene Draeck" for H.R.H Princess Beatrix.





Jos Linssen shows interest in his father's trade at very young age

to save the situation by doing so. Unfortunately, I did lose some good workers at that time." After fierce protests from the trade association, Hiswa, and marina associations, the scheme was later relaxed; the engine, the inventory and everything that was not attached to the boat were not subject to the tax measure. Despite this, the slump in boat sales lasted a few years. Jac. Linssen managed to keep his head above water by making interiors, including for shops and businesses. A number of craftsmen even came back.

Jos Linssen, son

In 1968, Jac. Linssen gained a welcome additional member of staff when his eldest son Jos joined the

company. Initially, father and son continued with their core business: ship repair. Later, however, there was so much interest in pleasure craft that one day Jos Linssen asked the question: "Shouldn't we be making a choice?" After all, the two parts of the business were so different in terms of refinement, construction, weight... "If you're welding a filthy black barge, the new, finely painted yacht next to it can get damaged just like that," says Jac. Linssen, who also realised that things could no longer continue as they were. In 1970, the switch was made and Jac. and Jos Linssen focused entirely on yacht building.

However, not long after that, the oil crisis broke out and the market completely collapsed again. "Prime Minister Joop den Uyl said on TV: 'Things will never be the same again.' The idea was to keep the curtains closed and the heating on low to keep fuel bills down. Well, in that case, you won't be allowed to sail a boat any more either... We thought we'd never make boats again." The company then fell back on ship repair out of sheer necessity. "We started seeking out the same customers that we'd turned down a few years earlier. But we also acquired new customers. Jos toured the country asking skippers for jobs."

Crisis over

But one day people came to check out a new boat.

Jos Linssen designed the St. Jozef vletten, which formed the basis for the later Classic Sturdy series.



Luckily, Jac. and Jos Linssen still had a Limburgia, so they could test sail it there and then the boat was sold immediately.

The business gradually started to flourish again and when Jac. and Anneke Linssen came home one day from a holiday in Friesland, Jos had designed six new boats. "The crisis is over, we've got to have something to do," Jos said to me. It's unbelievable how that happened," says Jac. Linssen now.

By this time, his sons Jan and Peter had also joined the company. Jan was sent to run a branch in Noordoostpolder. From there, Jac. Linssen had thought, tourists could easily sail to Friesland. However, even after five years no progress had been made. Sailing to Friesland on a free Sunday was impossible because the locks in this area were not operated on Sundays. Jan therefore returned to Maasbracht.

Jac.'s son Harry had also been brought in by now and initially devoted himself to the production of steering wheels. However, the demand for steering wheels declined as hydraulic steering came on to the market. The steering wheel became an exclusive product. And Linssen now had so much continuous yacht building work that it became more of a burden. "One day Jos told me he was going to stop making the steering

wheels. Although I understood why, I thought it was a great pity as nobody could make them better. By then, Harry had become so familiar with the business that he could be deployed anywhere in the company.

Handing over

In 1975 Jos Linssen took the helm. The firm had 35 to 40 employees at the time of the handover. At that time, St. Jozef was one of Maasbracht's larger businesses. "I could never have imagined that it would eventually be like this," says Jac. Linssen. "I always aimed to have a business with six or seven employees, in which I wandered around in overalls and helped out." Jac. Linssen wore those overalls for a long time. He always spent half his time in the factory and half in the drawing office. "Even my old mentor Hanne took his hat off to me one day and said, 'You've done well.' But the biggest boost to the company's growth and expansion to make it what it is today is really down to Jos. I've nothing but praise for him! No-one can match him," Jac. Linssen concludes.

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LINSSEN YACHTS & LINSSEN BOATING HOLIDAYS®

We are looking for new destinations

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.

We are looking for new investors

One 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.

We are looking for new partners

Is it time to update your charter fleet?

Have you already considered our Buy&Lease formula?

If you purchase several boats, Linssen Yachts will make an extra boat available via our lease formula*.

*Ask for an exploratory meeting.

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.

FIFTY YEARS OF THE DÜSSELDORF BOAT SHOW



BOOT Düsseldorf celebrated its 50th anniversary this year. Linssen Yachts has been participating in Europe's largest water sports fair since the very beginning. All the more reason to put the trade fair organisation in the spotlight on the first day with a big birthday cake.

We once again were prominently represented at the show with an extensive selection of our Grand Sturdy and Variotop® model range.

The Grand Sturdy models on display this year were the Grand Sturdy 30.0 Sedan, the 35.0 AC, the 40.0 AC, the 45.0 Sedan, the 450 AC Variotop® on its first outing and our flagship, the Grand Sturdy 500 AC Variotop®.

Visitors from 39 countries

BOOT Düsseldorf is a very internationally oriented show, as demonstrated by the fact that the over 3,500 visitors to our stand in Hall 17 came from no fewer than 39 countries.

Linssen Boating Holidays®

Linssen Boating Holidays® was of course present again in hall 13. With 16 LBH partners from 10 countries, visitors were given detailed information about the sailing areas of their choice.



(l. to r.) Arne von Heimendahl, Viktoria Marx and Petros Michelidakis receiving the cake from Wendy and Yvonne Linssen.

Linssen Boating Holidays® in hall 13



International Sales Team Linssen Yachts & Linssen Boating Holidays® partners

New LBH destinations in 2019

Sailing through the Oslo Fjord and along the coast of the Skagerrak

The new base in Vetre, south west of Oslo, has a unique location. The Skagerrak coast is a perfect cruising area. Moorings, sheltered sailing routes and pleasant towns are to be found everywhere in this beautiful archipelago. In summer, the water temperature is usually around 20°C. There are literally hundreds of fantastic spots and unique natural harbours where you can anchor. You can just moor on the bare rocks because there are hardly any tides.

In addition to all the islands and skerries that can be seen, there are also rocks just below the surface of the water – which cannot. This sometimes makes navigating a challenge but, with the quiet sailing characteristics of a Linssen, it's not really a problem.

Some moorings are amazing in the nice calm summer weather, but you might feel exposed in heavy weather (for instance at Flatskjæra, Stauper and Portør). Generally, it's a good idea to choose a marina in any of the small and beautiful towns on windy days. The 24-hour weather forecast is very reliable.

Tide is normally less than half a metre. This makes mooring in natural harbours possible. You can moor

along the bare rock using lots of fenders, or you can use an anchor from the stern and moor to land «bow-in». Make sure to tighten the stern anchor to keep you away from the rocks. In most natural harbours, you can bring camping gear and grill onto land. Just make sure you don't set the vegetation on fire or ruin the ground by lighting your fire directly on bare rock.

Norwegian skippers are very helpful, so just ask for help if you need it! All Norwegians speak English, and sometimes German, Spanish or French as well. Both in Sweden and in Norway you are allowed to go ashore anywhere, including on private property, except for ornamental gardens and private jetties.



GIRAMAR AS

...den gode opplevelsen

GIRAMAR



Team Giramar Charter

Giramar

Leangbukta 36

NO-1392 Vetre, Norway

T: +47 66 79 70 18

charter@giramar.com

www.giramar.com

Enjoy sailing past picturesque Flemish cities

From the new LBH base in Beernem, Belgium, you can easily visit many cities, including Bruges, Ostend, Diksmuide, Lille, Ypres, Ghent, Kortrijk, Veurne, etc. You can cruise past the beautiful Flemish art cities, or explore the Leiestreek region, Flanders Fields with its history of war, as well as northern France. Destinations such as Ghent and Antwerp are also within reach of your charter holiday.

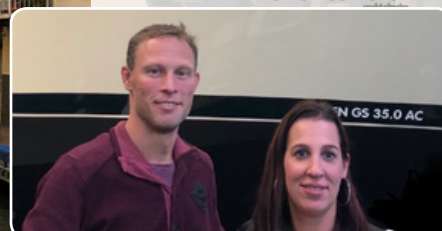
With a range of more than 900 km of waterways, we can easily assist you to choose the perfect route so that you only have to enjoy being on the water!

Almost nowhere else in the world can you find so much variation in such a limited area as in Flanders. From its vibrant city life, the tranquil rippling of its waterways, its nautical heritage, nature reserves, medieval city centres, historic buildings and forests to a day spent at the beach. And of course there are many places where you can enjoy fine dining and culinary delights and enjoy typical Belgian beers and chocolate.



Open Boat Days 30 - 31 March

On Saturday 30 and Sunday 31 March we would like to invite you to our Open Boat Days where you can visit our yachts. From 1 to 6 p.m. we will be happy to help you plan a great boating holiday. Visit us at the base BWSV in Beernem, Oude Vaartstraat 7a.



Ilse & David Devolder

Charter d'Or

Basis bwsv Beernem

Oude Vaartstraat 7a

8730 Beernem

T: +32 (0)476 84 95 73

info@charterdor.be

www.charterdor.be

Prevention is better than insulation

Smart concept for noise reduction on board



Text: Man van het Woord. Photos: Dick van der Veer Fotografie / Linssen Yachts; Illustration: Linssen Yachts

“How is it possible that you have such quiet motor yachts?” We are regularly asked this question. As builders of luxury motor yachts, we have always attached great importance to the development of quiet boats. Unfortunately, sailing without any noise at all is not (yet) feasible. But at Linssen Yachts we do everything we can to achieve the lowest possible noise level on board. We work according to a 10-step plan, the foundations for which were laid in our company at the end of the 1970s. What is at the heart of our approach? Noise prevention is better than insulation.

You will know by now that at Linssen Yachts it's in our nature to aim for the highest attainable standards. This therefore includes noise reduction. Over the years, our engineers have been continuously developing new solutions to further reduce noise and vibrations. All the components of our propulsion concept have been examined in detail and improved in several respects.

Our step-by-step plan consists of 10 engineering solutions that are for the most part “invisible” on board a Linssen. Without wanting to turn this into a technical treatise, we'd like to explain these in-house noise reduction measures, known as our Noise Prevention System (NPS).



The comfort of silence

On board our Grand Sturdy and Variotop® series you will find the perfect conditions in which to enjoy life slowly and intensely. Our constant attention to noise reduction should therefore be seen in that light. The quieter it is on board, the more relaxed and comfortable you feel. And the better you can enjoy the sounds that are "desirable". For example, the gentle lapping of the water against the hull. The whispering of the wind. Or a pleasant conversation with your fellow travellers on the aft deck. But maybe there's no sound at all. Only a deafening silence, thanks to our Noise Prevention System (NPS). That, to us, is pure luxury as well. Slow down and start living.

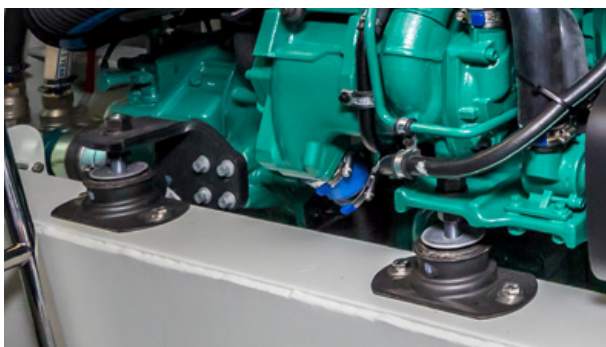


(1) Solid engine bed



Effective noise control starts with the basics. We have therefore laid a solid bed (Dual Cross) under our engines in the engine room, to spread the forces evenly in all directions.

(2) Extra-soft vibration dampers



In all our yachts, the engines are placed on extra-soft vibration dampers on top of the bed. These "rubber feet" ensure that vibrations from the engines cannot be transferred to the bed.

(3) Silent Volvo Penta diesel engines



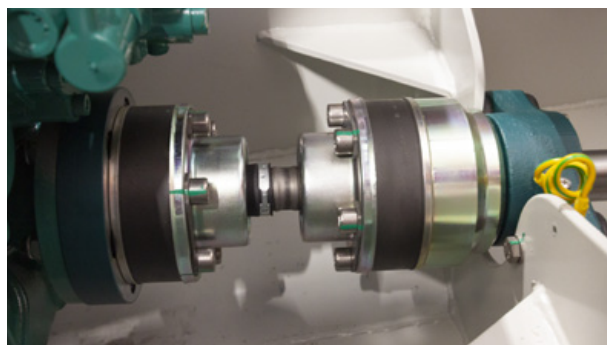
There are many types of engines, each with its own characteristics. We have deliberately chosen a modern 5-cylinder Volvo Penta diesel engine. This type of engine is much quieter than comparable engines.

(4) Limitation of reverse gear



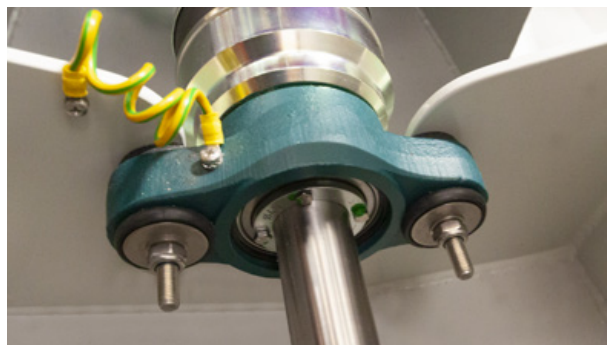
If a propeller starts to turn too fast, it will slip. This causes air bubbles (cavitation) and these bubbles produce sound. To prevent this, we have limited the maximum speed using the reverse gear. This means that the propeller shaft can't rotate at more than 1,000 revolutions per minute.

(5) Flexible coupling between engine and propeller shaft



We have placed what is known as a homokinetic coupling between the engine and the propeller shaft. This flexible coupling allows the engine and propeller shaft to move completely independently of each other. This prevents vibrations from being transmitted.

(6) Absorbent thrust bearing



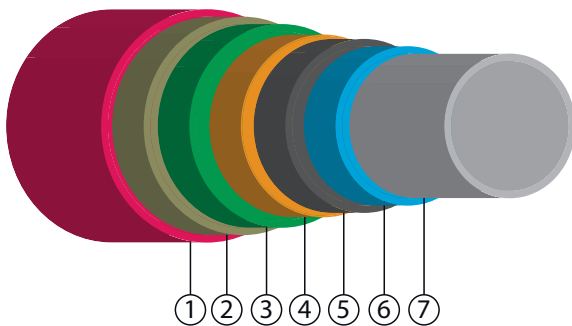
The propeller on the thruster pushes the boat forward. The propeller shaft wants to move in the direction of the engine and theoretically could push the engine off its vibration dampers.

We have installed a special rubber-mounted thrust bearing to absorb the vibrations of the propeller shaft.

(7) Multilayer insulation of propeller shaft

The propeller shaft has several layers of different materials wrapped around it. This combination makes for an excellent insulation system, in which the vibrations of the propeller shaft can be easily absorbed. The insulation system is built up as follows (see illustration):

1. Steel on the outside
2. Rubber clamping seal
3. Polyester inner tube
4. Brass bearing
5. Rubber inner bearing
6. Water lubrication
7. Propeller shaft



This layered structure makes any direct contact between metals impossible. Everything sort of "floats" relative to everything else, as a result of which hardly any vibrations at all can be transmitted. And that's exactly why we do it this way.

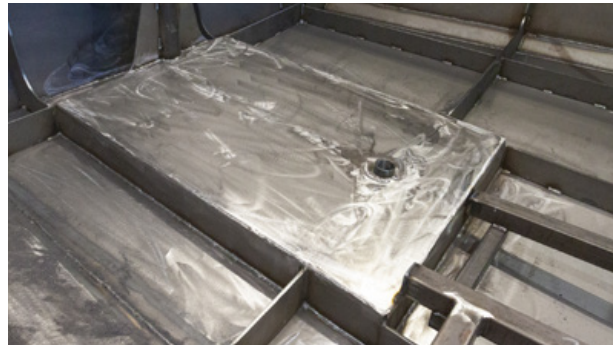
(8) Quiet propeller



Propellers are also available in all shapes and sizes. We have chosen a 4-bladed propeller that is designed for use at low speeds and low-noise propulsion. It's essential to maintain the correct distance between the propeller and the hull. This must be at least 20% of the propeller's diameter. Why? Because the noise

transmission from the propeller to the hull is relatively low at that distance.

(9) Power Impact Construction (PIC)



We have filled a completely closed section in the hull, directly above the propeller, with fine dry sand. We call this the Power Impact Construction (PIC). The enormous force that the propeller transmits to propel our yachts causes vibrations. This kind of vibration can best be compared to a hammer blow against the bottom of the boat. With a 4-bladed propeller turning at a speed of 1,000 rpm, that makes 4,000 hammer blows per minute. Because of our "sandbox construction" these sound waves are deadened against the bottom of the boat.

(10) Engine room insulation



All internal combustion engines produce noise, including our near-silent Volvo Penta diesel engines. To give that last bit of noise little or no chance to escape, we have insulated our engine room extremely well.

Yacht Zentrum

Everything under one roof

Text & Photos: Yacht Zentrum

Yacht Zentrum am Prerauer Stich and Marina Zehdenick provide a unique full service package for you and your yacht. Located in Zehdenick on the Obere Havel Waterway, the Yacht Centre is the place to go in the greater Berlin area for both the purchase of new Linssen yachts and the sale or brokerage of your pre-owned yacht.

Since 2007, Dirk Fengler with his Linssen Service Point in Zehdenick has also been a well-known service centre for Linssen skippers in the greater Berlin area. He has excellent specialist knowledge and knows all Linssen products inside out.

Dirk Fengler: "Since 2007, we have been working very successfully with the Linssen boatyard in Maasbracht to provide services for Linssen yachts. As we carry out repairs of all kinds, including the complete overhaul of a yacht, in addition to sales and ongoing maintenance, we can offer Linssen Yachts owners a unique overall concept. This ensures that our customers can enjoy their yacht completely untroubled."

Marina Zehdenick am Prerauer Stich is a sister company of the Yacht Centre and offers a unique full service package for owners and their yachts:

- Linssen Yachts dealer for eastern and north-eastern Germany
- Certified Linssen Service Point for Germany
- Certified Volvo Penta Service
- A new, modern port facility in the Berlin-Brandenburg region
- A modern, covered winter storage facility
- Our own crane (up to 35t), available at any time
- Our own boat builder and boat painter directly at the marina
- A modern transport system for the safe transport of your yacht in our facility

- Our own two workshop trolleys for service and repairs on site
- Our own boatyard for small and large repairs (by arrangement)
- A total of 150 berths for boats with a total length of up to 20 m
- Modern sanitary facilities with shower/WC as well as washing machine and dryer
- Ample parking directly at the marina
- Marina shop with food and boating and leisure equipment
- Greywater, blackwater and waste disposal directly at the marina
- Marina filling station with waiting jetty (diesel)

Yachts are on display in their element at Yacht Zentrum am Prerauer Stich (Obere Havel Waterway,

km 17.5) and are therefore also available for sea trials. At the exhibition jetties you will find a large selection of new and very well maintained pre-owned yachts. Another exhibition hall will be built in the course of the year, in which the yachts can be displayed in an even more attractive way.

The Marina on the Prerauer Stich is also the ideal starting point for the Müritz cruising areas, the German and Polish Baltic Sea or for a visit to Berlin with your Linssen. A charter fleet is now also being offered specifically for this purpose.

We look forward to you visit.



Yacht Zentrum am Prerauer Stich GmbH

Ralph Weil, Dirk Fengler & Uwe Schorpp

Waldstr. 10

16792 Zehdenick

Tel.: +49 3307 - 421 80 45

Mobil: +49 173 - 192 70 62

info@yacht-zentrum.de

www.yacht-zentrum.de

FIRST
IN-WATER
PICTURE



Text: Man van het Woord/Paul Beelen; photos: Linssen Yachts / Zebra Fotostudio's

Comfort, luxury and convenience

Grand Sturdy 450 AC Variotop®

The Grand Sturdy 450 AC Variotop® shares a lot of features with the 500. Developed in-house, our patented Variotop® constitutes a large proportion of this. The 450's silhouette with its unique aluminium Linssen designer mast and its presence are just as powerful and distinctive as the 500's.

For example, the same hull shape, the Softchine Prestressed Hull (SPH®), is used. This ensures high initial stability and excellent sailing characteristics as well as additional space in the interior. The new drive concept with freely suspended propeller shafts and rudders is also used in the 450.

The same technologies, components and modules are used in the engine room, such as the LIPPCON® system (Linssen Integrated Propulsion and Power Configuration). Noise and vibration are kept to a minimum thanks to the excellent soundproofing measures.

Wheelhouse

The 450's wheelhouse is almost as spacious as the 500's. The double helmsman's position allows you to manoeuvre comfortably and easily in all conditions.

With a single press of a button you open the wheelhouse roof and within a few seconds you are in the open air steering your Grand Sturdy 450 AC. If the sun is too strong and you need a little more cooling, you can close the Variotop® by 80%. This means you won't be in the sun any more, but you can still enjoy a breeze flowing through the opening.

The wheelhouse has two doors at the rear that can open to an angle of 180 degrees. In this way, you create an open connection with the aft deck, which increases its length considerably.

There are, of course, differences between the new Linssen 450 AC Variotop® and the 500 AC Variotop®, but both Variotop® models have identical DNA. We deliberately stayed very close to the 500 when we

were sitting at the drawing board 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®. This makes the 450 the smallest family member in our Variotop® series.

Grand Sturdy 450 AC Variotop®: Centre Line Traffic

If you look closely at the artist's impressions, you'll discover that it differs from the Linssen 500 AC Variotop® on the upper deck. Whereas the 500 has two decentralised staircases at the rear, the 450 - just like the AC yachts of the smaller Grand Sturdys - is equipped with Centre Line Traffic. In other words, a single convenient and central access point to get the maximum space out of the slightly shorter aft deck.

Two cabins vs three

When you enter the saloon on the 450, you'll hardly notice any difference compared with the 500. You get the same feeling of space, with an amply proportioned lounge sofa, a spacious pantry with all facilities and a dinette in which to enjoy a meal with family or friends.

450 VARIOTOP®

The stern is almost the same size and has a spacious owner's cabin with a large double bed, plenty of storage space and cabinets and an en suite toilet and shower.

The bow is slightly different from the 500. Due to the lack of a guest cabin, there is room in the front of the yacht for a spacious forward cabin with a separate toilet and shower and a lot of cupboard and storage space. Comfort, luxury and convenience at its best.

River trial?

Do you want to try the Grand Sturdy 450 AC Variotop®? That is possible at the Linssen In-Water Boat Show from 5 - 8 April.





Saloon



Galley/dinette



450 VARIOTOP®

Aft cabin



Variotop® Steering saloon



"Blind date" on Grand Sturdy 500 AC Variotop®

Two captains test seaworthiness

Text: Eveline de Bruijn-Mevis (Man van het Woord). Photos: Zebra Fotostudio's / Linssen Yachts

Say a brand new Grand Sturdy 500 had to be returned to the Netherlands from the UK. Across the North Sea. For the ultimate test. Who would you entrust with this task? It turned out to be a very experienced captain of luxury (seagoing) yachts and a captain of the largest container ships in the world. Together on one boat with one mission: take this beauty home safely. This was exciting, because neither captain knew each other or the boat. Added to which, there was an unexpected force 7 northerly.

The yacht was destined for a customer who intends to sail right across Europe, including the Mediterranean Sea. "So it's important to test how seaworthy the boat is," says Mario Martens. He has been in the luxury (seagoing) yacht business for over 15 years, both as a skipper and as an instructor. Wim Postma has been a captain in the international shipping industry for 37 years. His current ship is 400 metres long and carries 21,000 containers. Wasn't the Grand Sturdy a "teen-sy-weensy" little boat for him? "Not at all," laughs Wim. "As I love sailing, it doesn't matter whether the boat's big or small. Size doesn't matter. And here we're talking about the last word in pleasure cruising."

Feeling of safety on board

At 6.00 a.m., Mario and Wim left the Isle of Wight heading for Zeeland. Wim: "I didn't go on board as the captain like I do at work, as Mario had the main responsibility. But he placed his full confidence in me. I

could just go my own way and manoeuvre to get used to the boat. As a profession, seafarers are always very sensitive as to whether or not they have a connection with a boat. Well, it was there immediately, it took less than half an hour." Mario is also enthusiastic: "Things just clicked with Wim straight away and I didn't need to be at the helm myself. Moreover, this Grand Sturdy 500 is really a bit of a beast. I always felt safe on board, even when there was a gale-force wind blowing and huge waves were crashing over the boat."

Sailing through the night

Despite the deteriorating weather, the men alternated at the helm for 36 hours. "We wondered whether we could sail through the night," says Wim. "The fact that the boat remained so stable made that possible. Safety is, of course, always the top priority. It was nice that we could relieve each other. Your body tells you when it's time to lie down." Mario adds: "The stabilis-

ers on the Grand Sturdy 500 Variotop® reduce rolling on the waves by more than 70 percent. That gives a great feeling of stability. The design of the boat below the waterline ensures that it maintains a very fixed course and cuts through the waves perfectly. There was sufficient drainage and stability. It was a very pleasant trip, with no surprises."

Fantastic experience

At 6.00 p.m. the following day, the skippers arrived at the Port Zélande Marina in Ouddorp. It had been a fantastic experience. "Linssen builds yachts to last forever," Wim explains. "They are solid boats. Although the word 'solid' actually doesn't do the yachts justice. They are very comfortable and graceful. It was fantastic to sail one." Mario: "The Grand Sturdy 500 is definitely seaworthy. In fact, anyone could make a similar trip on it. The boat is top class, including the right A-quality steel and excellent equipment such as good winches. And the solid windows ensure a perfect view. It was a treat to plan an extensive itinerary, mainly because of the boat's long range and its economical use of the Volvo Penta engines."

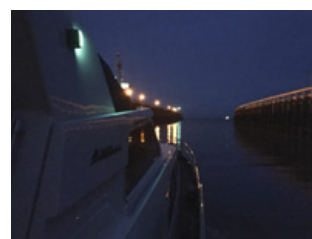
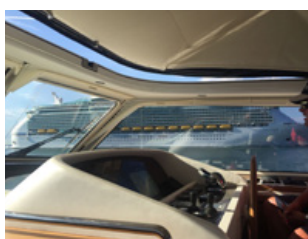
Learning from each other

The trip was also a great experience on a personal

level. "Our different careers allowed us to exchange a lot of experiences," explains Mario. "We both know that weather planning is very important. For a pleasure yacht, everything stops at wind force 5. You then flee into the nearest port. Although a large ship can handle wind force 8 to 10, it will still sail around the storm. For me, the challenge is to sail as safely and efficiently as possible. I enjoyed hearing what happens on large seagoing ships." Wim: "Conversely, I learned from Mario how he goes about this on local waterways. Indeed, interpreting the weather remains one of the biggest challenges for me too."

Very honoured

On the boat they found out that they share a love of the sea and that they both grew up with sailing. That made the trip extra special. The 'blind date' was a success. Mario: "This trip was of course work, but Linssen's slogan 'Slow down and start living' is exactly right. You relax and unwind on board this yacht. Just get on board and the daily grind is miles away. Peace and freedom is all that remains." Wim: "We were honoured that Linssen Yachts asked us to sail this beauty to the Netherlands. Very honoured."



Wim Postma



Mario Martens

New Corporate Identity

New logo

Into the next 70 years with a new logo

The Linssen Yachts corporate identity (i.e. logo and house style) was also reviewed in the run-up to the company's 70th anniversary. This was developed in 1998 and is now over 20 years old. By 2011 it had undergone a subtle change: the "gold" pennant and edge was replaced by a "silver"/metallic one. This was more in line with the product we make and together with the new house style and brochures it freshened up the overall look.

Eight years on, the logo began to reach the limits of its use. Modern techniques such as laser cutting, engraving and milling, allow us to use the logo in many places on board our boats. The complex colours, graduations and transparent parts in the old logo, however, made this impossible.

KesselsGranger Designworks

A good reason to start the process of developing a new, powerful logo at the beginning of 2018 that would have to last for decades.

KesselsGranger, the design studio that also designed the new Grand Sturdy 30.0, took up the challenge. Following several briefings and discussions, the logo

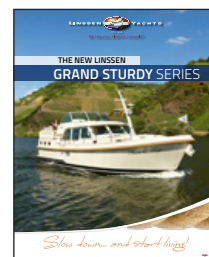
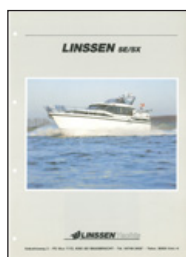
was presented in September 2018. We were unanimously enthusiastic about the initial results. After a few minor tweaks, the new logo was ready to be implemented.

Then came the challenge to have everything ready for the Linssen Yachts Boat Show in November. New letterheads, envelopes and business cards. New - hard cover - brochures for the Grand Sturdy and Variotop® series and a new image brochure, flags, boat pennants and various merchandise items such as bags, key cords and caps. And all our salespeople and representatives have of course been provided with new shirts to wear at boat shows.

Now the gradual addition of the new logo to the yachts has begun. The type designation on the body is the first thing to be changed and you will gradually see the powerful shapes in more and more places.

When you come to Maasbracht, you will see the previous logo here and there on and in our buildings. Renewing the façade advertising is a considerable investment, and we want to do this in a very considered manner.

Linssen Yachts logo's and brochures through the years...



You can see how the logo was created in an animated film which can be found on our YouTube channel (youtube.com/user/linssen-yachts) or by scanning the QR code below.



SYMMETRY

- perfect symmetry with the triangle as the basis for the design
- triangle stands for constructive, balanced
- triangle is regal, symbol for the sun in ancient times
- 3 was the embodiment of perfection and beauty in ancient Rome

Y-SHAPE

- Y = Yachts
- Y = bow shape, bow pushing waves aside, power
- Y = waterway (travel, adventure)

DIAMOND

- pride, the jewel in the crown, window into the future
- hardest material, link to Sturdy, robust, tough
- 4 corners for the 4 winds: north, east, south and west
- 4 corners for summer, autumn, winter and spring
- 4 corners for the 4 elements: water, fire, earth and air



WAVES

- wave shape inspired by the wave from the original logo
- the mirrored wave shapes (or hands) take the diamond to a higher level, pride, achieving goals through cooperation
- integrated shape of Grand Sturdy window section, stainless steel wing on the superstructure and port-holes
- J = Jac and Jos Linssen
- L = Linssen and Leisure
- Y = Yachts

LINSSEN

Powerful font for the Linssen family name

YACHTS

This is subordinate to the brand/family name and can be replaced by other expressions such as Linssen Boating Holidays





An outstandingly successful 2018 World Canals Conference

Text: Tim Coghlan - Braunston Marina; Photos: Waterways Ireland – Tim Coghlan – Peter Linssen

Irish eyes were justifiably smiling, following the conclusion of the thirty-first World Canals Conference (WCC) – the second to be hosted by Ireland, the first being held jointly in Dublin and Belfast in 2001. This year's conference moved to central Ireland, to the town of Athlone, appropriately lying astride the River Shannon, which is the largest and longest river in the British Isles.

The three-day conference comprised of formal sessions in the conference halls on the first and last days, with the middle day billed as a choice of Technical & Scenic Tours. There were also pre and post-conference tours, each of a few days, visiting a number of waterway sites across Ireland, including Northern Ireland. Here, in this once troubled land, the delegates who joined that post-conference tour were able to inspect the work-in-progress restoration of the Lagan Canal by the Lagan Navigation Trust. Amongst those on hand to greet them and show them round, was Lady Daphne Trimble, its Vice Chair. She is married to Lord David Trimble, the Nobel Peace Prize winner, awarded for his defining role in the Northern Island Peace Process. As Dawn Livingstone, Chief Executive Waterways Ireland emphasized in her opening address, 'Waterways Ireland is a now a truly cross-border organization, managing all the waterways of the island of Ireland'. This she hoped would survive post-Brexit, in whatever form it took.

Restoring, Regenerating, Re-imagining!

The theme of the Conference was *Restoring, Regenerating, Re-imagining!* – each of which were dealt

with by the three Keynote opening speakers. They included Mike Palmer MBE, for some years Chairman of the IWA Waterways Recovery Group (WRG). Under the theme of Restoring, Mike took the conference through a grand review of what WRG had achieved – since its foundation in 1970 by his namesake, but no relation, Graham Palmer – to its activities today, which still attract some 500 volunteers annually to its work camps across England and Wales.

Well-being

The theme of Re-imagining focused on how the waterways could attract greater numbers of users to justify the heavy costs to governments for their role in maintaining them – was repeated by many delegates. Waterways were just not for boat-ers, but for everyone for healthy recreational use. As one American delegate pointed out, 'Keeping people healthy on the waterways cost a fraction of having them in hospital!' But all agreed that it was boaters-

<< *Marina of the conference hotel Radisson Blue in Athlone*

boating that made the waterways special in the first place.

For the formal sessions, other than at the Keynote Sessions at the beginning and the end, delegates had to make painful choices as to what to attend, as there were three Breakout Sessions running simultaneously – all well worth attending. They included two addressed by representatives of the CRT, one from Scottish Canals, and again for the IWA, the perennial Roger Squires, a Vice-President of the IWA and a member since the early 1970s. Roger has addressed at least 20 WCC conferences over the years.

Technical & Scenic Tours

Between the two days of formal sessions, there was what was a day-away, billed as a choice of Technical & Scenic Tours. The most popular of these was a boat trip starting across the river from the hotel, from the quay at the foot of the medieval Athlone Castle, and going down the Shannon for about ten miles to the World Heritage Site of the ancient ruined monastery of Clonmacnoise for a tour. It was then on some twenty miles east to the Grand Canal town of Tullamore for lunch and a visit to its world famous Tullamore Whiskey distillery. This was followed by a visit to the old canal harbour, and adjacent to it, the canal maintenance workshop, where lock gates are made for the Irish waterways.

The tour concluded with a visit to Bolands Lock – just east of Tullamore, to see the recently rescued and restored lock house, which had originally been built to



Traditional construction of lock gates

resemble a miniature version of a tower-chateau on the French River Loire. The project had been lovingly carried out by a Dublin accountant for his weekend country cottage, and he had completed the task by furnishing it as it might have been when it was completed around 1800. He showed the delegates round with a passion and enthusiasm that only the Irish possess.

President Michael D. Higgins

As a huge compliment to the WCC, the final address was made by the President of Ireland, Michael D. Higgins (77), who delivered a powerful and moving speech – he was after all, also a recognized poet. The President well-knew the Irish waterways, which had been his responsibility between 1993 and 1997, when he was Minister for Arts, Culture and the Gaeltacht in Dick Spring's Labour Government. In those years,

>> p. 35







Delegates visiting the recently restored lock keeper's house at Boland's Lock.




Peter Linssen, proud of the compliment from President Michael D. Higgins; "Congratulations with your fine art of Dutch boat building...!" and Jewel Cunningham of Parks Canada.

INTERNATIONALE BOAT SHOWS & LINSSEN EVENTS 2019

APRIL 2019

	Linssen Yachts Boat Show <i>In-Water</i>	Maasbracht (NL)	05.04 - 08.04.2019 <i>(attention: APRIL)</i>
	Motorboot Sneek	Sneek (NL)	12.04 - 14.04.2019
	Papenburg Boat Show <i>Hennings Yacht-Vertrieb</i>	Papenburg (D)	27.04 - 28.04.2019
	Kreusch Wassersport & Freizeitzentrum <i>Hausmesse</i>	Schweich (D)	27.04 - 28.04.2019

JUNE 2019

	Roermond Boat Show	Roermond (NL)	20.06 - 23.06.2019
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SEPTEMBER 2019

	Hiswa te Water	Lelystad (NL)	04.09 - 08.09.2019
	Båter i sjøen	Aker Brygge, Oslo (N)	05.09 - 08.09.2019
	Southampton Boat Show	Southampton (GB)	13.09 - 22.09.2019
	Interboot	Friedrichshafen (D)	21.09 - 29.09.2019

OCTOBER 2019

	Linssen River trials	Maasbracht (NL)	05.10 - 07.10.2019
	Belgian Boat Show Float	Nieuwpoort (B)	18.10 - 20.10.2019

NOVEMBER 2019

	Linssen Yachts Boat Show	Maasbracht (NL)	16.11 - 18.11.2019
	Motorboot Sneek	Sneek (NL)	01.11 - 03.11.2019

Slow down... and start living!

Higgins had made huge improvements to the waterways, seeing them as a catalyst for tourism and rural regeneration – in so doing reaching out to new users, and looking to the wider world. This included twinning the Irish Grand Canal with the English Grand Union Canal in 1995 – at a very troubled time for the UK and Ireland.

The conference concluded with a handover presentation to the head of the large Chinese delegation, Minyang Zhu by Dawn Livingstone Chief Executive Waterways Ireland and John Dolan of Inland Waterways Association Ireland. The Chinese will host the 2019 World Canals Conference at two cities on their Grand Canal – the oldest canal in the world – at Yangzhou and Wuxi. Plans are already well underway for the 2020 Conference to be held in Leipzig, Germany, and Hagerstown, Maryland, near Washington in 2021.



Tullamore on the Grand Canal

Inland Waterways International (IWI) brings together people and organisations dedicated to the use, management and development of our inland waterways. The organisation currently has members in more than 20 countries around the world.

IWI is convinced that rivers and canals have a positive effect on human life and well-being. Staying at or on the water, either in the city or in the countryside, allows people to relax, meet up, enjoy healthy outdoor living and take part in sports activities.

Whether it's walking, cycling, horse riding, fishing or boating... it doesn't matter how you experience your stay at or on the water. IWI believes that young and old should always have safe and easy access to the waterfront. The connection with nature and its cultural-historical and gastronomic value inspires us and provides valuable breathing space from today's hectic lifestyle.

Wherever possible, IWI also encourages the restoration of neglected historical waterways, locks and other hydraulic engineering works.

The annual international World Canals Conference is held under the auspices of IWI.

Peter Linssen, former commercial director of Linssen Yachts, has been a member of the international IWI Council since 2014 and an active ambassador for the preservation of our beautiful waterways.

Become a member

You can also join IWI as a private individual. By joining, you will be supporting inland waterways and recreational sailing around the world. To register, please go to:



INLAND WATERWAYS INTERNATIONAL

BP 90093

F-59559 Comines Cedex

Frankrijk

www.inlandwaterwaysinternational.org

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GRAND STURDY 30.0 SEDAN



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

GRAND STURDY 35.0 AC



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GRAND STURDY 35.0 SEDAN



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

GRAND STURDY 40.0 AC



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

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GRAND STURDY 45.0 SEDAN



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

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No other motor cruiser in the world can match the Linssen Grand Sturdy®. The unique combination of classic styling, high-tech performance and all-round design excellence has made her the reigning queen of the waterways.

There are six different Grand Sturdy models to choose from, plus a multitude of options:

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- the Grand Sturdy 35.0 AC / Sedan
- the Grand Sturdy 40.0 AC / Sedan
- the Grand Sturdy 45.0 AC / Sedan
- the Grand Sturdy 450 AC Variotop®
- the Grand Sturdy 500 AC Variotop®

Whichever one you eventually decide for, you have the assurance that by choosing a Linssen Grand Sturdy motor cruiser you've identified yourself not just as a genuine boating enthusiast, but as a true connoisseur.

And the award goes to...

Dealer awards 2018

Best-Performing Dealer Awards 2018

To ensure that your local representative can provide you with the best possible advice, the International Linssen Yachts Dealer Meeting is held annually at the Linssen Yachts Boat Show. This is where all the latest developments and models, details of designs, technologies used, differences between them, specifications and USPs are discussed and explained.

The annual dealer awards are also presented in various categories. This year there were six awards up for grabs:

The "Best-Performing Dealer" in new Linssen yachts was our North German representative, Hennings Yacht-Vertrieb in Papenburg. The same award, but this time for used Linssen yachts, was won by Kreusch Wassersport und Freizeitzentrum in South Germany. Then there was the award for the dealer who performed best in terms of service, and that went to Jonkers Yachts in Zeeland, the Netherlands.

Sales man of the Century

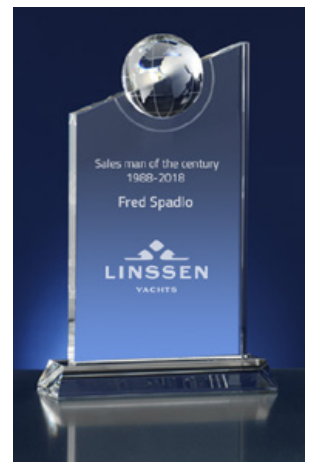
It wasn't just our external dealers who were up for an award. Our internal sales team also came under the spotlight. Rennie Hénuy received the "Best-Performing Salesman" award.

Fred Spadlo. Everyone who has visited the boatyard knows him and, what's more, he knows everyone and everything. That's almost inevitable, given that Fred has been around for many years. Having joined the company in 1984, Fred progressed through various production departments before embarking on his career in sales. He has now accumulated 35 years' experience in yacht building.

Starting this year, Fred will be taking things a little easier and will "only" be in Maasbracht two days a week. To thank him for his many years of dedicated service, Fred Spadlo was presented with the "Salesman of the Century" award during the dealer meeting.

Linssen Boating Holidays®

The Linssen Boating Holidays® network was established in 2006. The very first discussions about this were held during the Hiswa in-Water boat show in September of that year. Maintaining a steady growth in both the number of yachts and the number of bases every year, LBH has become an important part of the Linssen's overall philosophy. Peter Linssen is the initiator and founder of Linssen Boating Holidays® and has guided and expanded the network for many years. As a token of gratitude for his dedication in this regard, Peter Linssen was presented with the "Founder of Linssen Boating Holidays® 2006 - 2018" award.



Best performing Linssen Sales man Award:
Rennie Hénuy



Sales man of the century Award:
Fred Spadlo



Best performing New Sales Dealer Award:
Hennings Yacht-Vertrieb



Best performing Collection Dealer Award:
Kreusch Wassersport & Freizeitzentrum



Best performing Service Dealer Award:
Jonkers Yachts



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

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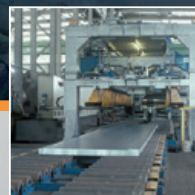
The **whole world** supplies
top quality steel to **Maastricht**



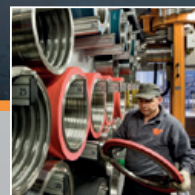
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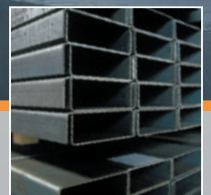
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cutting



slitting



bending

Awards

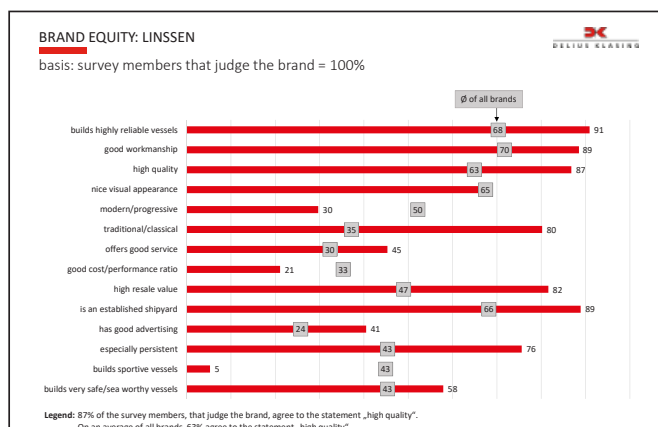
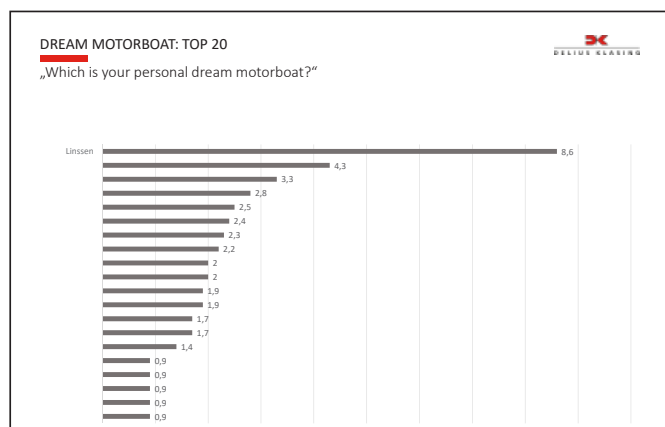
Croatian Boat of the Year 2018



Grand Sturdy 40.0 AC

The Linssen Grand Sturdy 40.0 AC has won the Croatian Boat of the Year 2018 award in the "Motor Boats up to 50 feet" category. The winner of this award is determined by manufacturers, boatyards and professionals from the industry itself.

Your dream yacht



Each year, the biggest-selling German water sports magazine BOOTE conducts a detailed survey of its readers. Once again, Linssen Yachts was the top dream yacht ("Traumschiff") of many readers. Fortunately, things often don't stop at dreams.

Many readers from all over Europe (and beyond) find their way to Maasbracht and make their dream come true.



Aftersales

After-sales specialists at your service across Europe

Text: Man van het Woord. Photos: Dick van der Veer

Anyone buying a Linssen yacht usually wants to get years of pleasure from it. And that's precisely our intention: we take your pleasure seriously. You won't be rid of us after you make your purchase. It's now second nature to us to provide an after-sales service and answer questions from Linssen owners. Starting this year, we will be making our service even better. From now on, independent Linssen-trained after-sales specialists will take care of your precious possession across Europe.

Over the years, Linssen Yachts has built around 3,000 steel motor yachts. About 2,700 of them are still actively sailing and still in good condition, even the oldest ones. The majority of these yachts - about 2,500 - are within a radius of 1,000 km around the boatyard.

Awaking from hibernation around Easter

Most boats are woken up from their "hibernation" in the weeks before and after Easter. Around this time they are usually launched into the water, in accordance with good nautical practice. It's understandable that the ups and downs of your beloved possession are extremely important to you at that time of year. It's then that we receive many questions about, for example, parts, winter lay-up problems, maintenance, add-ons and upgrades. Everyone likes to make sure that their boat is in perfect condition and in the water, ready to start again. And that's the way it should be!

Focus on building new yachts

Building new yachts has required more and more specialisation in recent years. This is due to technological advances, nautical regulations and the enormous complexity of the product. As well as hard to find bought-in parts, labour shortages and the social and legal obligations that we as a company are required to meet. A certain range of activities is commensurate

with a certain scale. That's why Linssen Yachts has decided to focus on building new yachts. We want to be even better at what we can do very well.

After-sales by specialists

What about after-sales? In our opinion, this activity also requires specialisation. That's why we have been working for many years with experienced after-sales specialists who operate throughout Europe. They are in frequent contact with our after-sales support at the Maasbracht boatyard. They are also trained and kept up to date by the brand dealers of the parts we use, such as Volvo Penta, Mastervolt, Victron, Raymarine, Webasto and other brands.

Qualified Linssen Service Partner

Our plan for the next few years is to select and train qualified service companies that will focus entirely on your Linssen. Specialists who know your yacht inside out and provide the service you are used to from us. With 2,500 Linssen yachts in operation, we can no longer continue to provide this high standard of service ourselves. This includes regular maintenance, repairs, warranty work, on-call service, parts, refits, add-ons, cleaning, maintenance advice and winter lay-up. After-sales service



is a separate area of expertise and requires the right equipment, facilities and specific training. And that's exactly what the independent specialists can do very well.

Official service partners on the website

During the course of this year, you will find our first official service partners in Europe on our website. If you have had a good experience with companies that are not (yet) listed, please let us know (briefly giving your reasons). We look forward to receiving your input! And we will still be on hand to advise you or your personal service provider.

Online page shortens waiting times

We get a lot of questions in the months of April, May and June. So waiting times often increase then. Only a few specialist staff have the time and expertise to make a remote assessment based on a description. We hope for your understanding. Of course we'll do all we can to keep the waiting time as short as possible. You can help us by providing as much information as possible when presenting your issues to us. A special page will soon be available on our website for this purpose. By answering questions online, we get a complete description of your problem and can provide a more suitable response.

Better still: ask your service partner

In many cases, however, it's an even better idea to put your questions to your own service partner. He is familiar with your yacht and may have noticed something during the last service. That's why he can often answer your questions many times faster than someone at a remote location. Don't have your own service partner yet or permanently on the move? Just ask

around in your circle of acquaintances or at the port or contact our after-sales department.

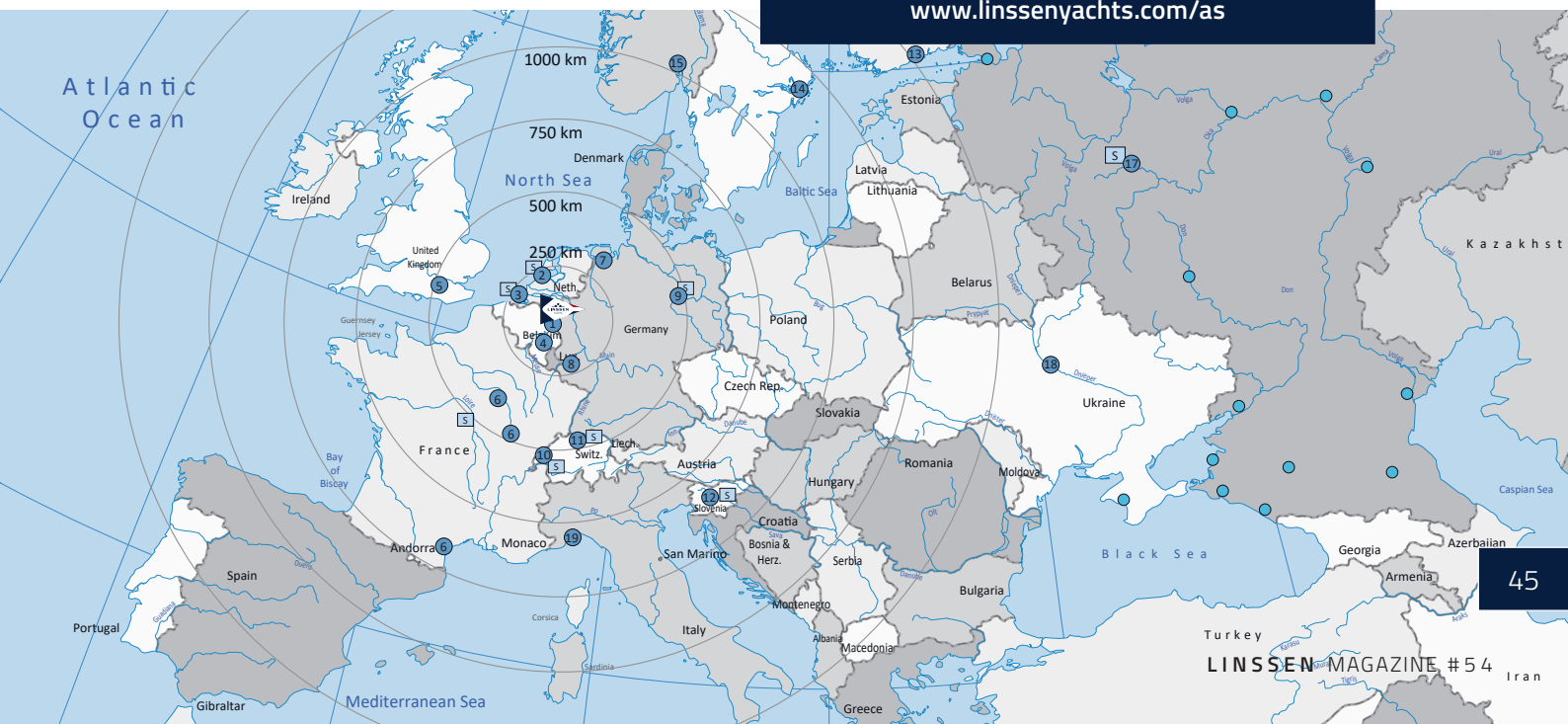
Tip: ready to start on time due to good planning

As soon as the first spring sun appears, you naturally want to get out on the water and enjoy it. It's very convenient when your boat is ready to go straight away. At the end of the season, you should therefore establish with your service partner what needs to be done. Don't forget that professionals in this niche industry are becoming increasingly scarce, so let them schedule your work in good time. This also gives your service partner the opportunity to keep his "crew" up to strength and to prepare things during winter. This is necessary because the small series run and extensive equipment make a yacht many times more complex than a car. And reliability and safety must never be compromised.

Win-win for everyone

So what's the moral of this story? Linssen Yachts continues to take maintenance and after-sales very seriously, but will now be choosing a different route in order to be able to serve everyone in spite of the increase in scale. The world is changing and we are changing with it. In future, you will be seeing us less often on site and we will increasingly be focusing on the selection, cooperation, training and direct support of suitable service partners. It's a win-win situation. The specialists at our production site make yachts of unprecedented build quality and the roving independent specialists provide the appropriate maintenance. And you? You'll be enjoying the greatest hobby there is. We do indeed take your pleasure seriously.

For all After Sales questions:
www.linssenyachts.com/as



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.



Baeten Vinopolis

Baeten Vinopolis is a true family business with a passion for wine

Text and Photos: Baeten Vinopolis

A passionate family business founded in 1935, we work closely with family businesses, such as our wine-growers and of course Linssen Yachts. This makes the bond with them even more personal. Read our story from then until now.

1935

In 1935, baker Charel Vanwijck opened a food store in Maaseik for his daughter Mia. Mia and her husband Joseph Baeten continued to expand the business to include cheese, meats, wine and liqueurs. Jos Baeten (left on 2nd photo) joined the business in 1970 and took charge in 1978. From 1980 onwards, with the growth in the wine market, Jos Baeten started to focus more on wine.

1985

In 1985 Baeten Vinopolis started offering wine in self-serve kegs. Wine is always selected with care and in close consultation with the wine growers. In 2007, we installed our own bottling line in Maaseik to ensure greater quality. Son Raf and daughter Michèle Baeten took over the business in 2011.



2014-2018

From then on, Michèle and Raf Baeten would focus solely on wine. The VINOSTORE opened in 2014. In 2018, a second webshop was also opened: the Baeten Vinobox. Wine from our own tap system, but also an ever-increasing range of bottles, opportunities for after dinner and our "house bubbly" Montelvini ensure that Baeten Vinopolis can offer everything for both the hospitality sector and the private customer.

The face of our Vinostore and webshop

Brecht Vanhoef, the most congenial staff member in our VINOSTORE, will be happy to help you choose the right wine. You'll find more than 250 wines in this trendy shop in Maaseik (and in the webshop). Every day, over **20 wines are open, ready for tasting**. Brecht will help you make your choice to go with any dish.

We traditionally hold our **tastings** in spring and autumn, when our winegrowers come to introduce our wines.



Write it in your diary now:

Spring tasting: 26 - 27 - 28 April

Location: Baeten Vinopolis
Weertersteenweg 181, 3680 Maaseik, Belgium

champagne drappier | **vietti**
château de la gardine | matsu
famiglia olivini | domaine begude
montelvini | mas de daumas gassac
château fleur cardinale | cottas
cantina zaccagnini | domaine d'olivier

domaine cattin | andré goichot
domaine de la pigeade | rocca sveva
château de ber ne | cantina dei | cantele
bodegas antidoto | **bepi tosolini**
lópez de haro | domaine durup
palagetto | quinta de couselo

Our four assets today

A unique **wine tap system**. Everything is under our control, from purchasing from the winegrower* to delivering to the customer. At the bottling system in Maaseik, the wine is filled into kegs which we deliver to customers with our own transport. They are installed on site by our own staff.

*A **partnership with family businesses** that Baeten has relied on for years.

Connecting with the customer of tomorrow.

Immersing people in the right atmosphere with **the right wine** from the beginning to the end of every moment of enjoyment. Baeten Vinopolis offers a complete range today: from bubbly, house wines and recommended wines to the perfect after-dinner digestif. Photograph: in November 2017, Baeten Vinopolis toured Belgium with its **wine training sessions** (Wine experience on tour).

A modern, dynamic and enthusiastic company with a passion for wine. Baeten Vinopolis now has a staff of 25. We organise tastings or other activities on a regular basis. So there's no lack of wine-tasting opportunities. Knowledge of wine within the company is being enhanced by our oenologist Michèle Baeten.

The Baeten VINOBOX - the wine subscription

Would you like to receive a wine box every month containing three wines selected by our sommeliers based on the atmosphere and season of the moment? That's another service offered by Baeten Vinopolis. In addition, there's free delivery and loads of food-pairing tips and it also makes the perfect gift.

Check out: www.baetenvinobox.be



WHERE CAN YOU FIND US?

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words: complete refit.



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Of pearls and hidden gems

A voyage on the Dalmatian Sea

Text and Photos: Randolph Nott

For this year's trip along the Croatian coast we started out from our mooring on the island of Krk or, more accurately, from Punat Marina. We also returned there after a few eventful weeks and 666 nautical miles.

Our Linssen Grand Sturdy 40.9 once again proved to be an extremely reliable boat – which is something of a life insurance policy, especially in unfavourable weather conditions! After almost 40 years of experience of the Adriatic weather, we are very well aware that the “bathtub” Adriatic can get quite rough. Although Linssens are not a very frequent occurrence hereabouts (but increasingly frequent now), they are unsurpassed in their class in terms of comfort, convenience and safety. But now to our trip, about which we'd like to give a partial report at this point. In 2018 we were planning to return to Dubrovnik after almost four decades to make a “trial trip” to Montenegro from there. Suffice it to say, we got to Dubrovnik but, for a variety of reasons, we postponed Montenegro for another day.

Dubrovnik, the pearl of the Adriatic, is admired year after year by thousands of tourists, who are disgorged there from large cruise ships and then try to take in the extremely interesting history of the city in a day. Does anyone really need to write anything more about Dubrovnik? That's certainly a fair question. In our report, the World Heritage city takes a back seat, sim-

ply because there are many other little known places of historical interest that can be regarded as hidden gems. But – let's start northwest of the famous city on the island of Mljet.

The island became part of the Byzantine Empire in the 6th century, and was settled by pirates in the Middle Ages. In the 12th century, Benedictine monks from the abbey of Pulsano (Puglia) were gifted a large part of the island. They built their monastery on the island of Sveta Marija (Saint Mary) in Veliko Jezero lake (picture 1).

Parts of the island are now a Croatian national park, which means that you have to pay an entry fee. However, the fee does include a short boat trip to the



monastery island. Although located on the island and without direct access to the sea, the emerald green waters of the lake are salty. The lake is connected to the sea underground and has its own ecosystem. This is another “pearl”, although less well known than Dubrovnik! We moored our “Hippo II” at the jetty belonging to the restaurant “Dalmatinac Ivo” in Tatinica bay (42° 47.239' N / 17° 24.064' E) (image 2). The restaurant is now run by Daniela Matana. The cost of the mooring is compensated by the food in this traditional restaurant or konoba (very tasty and quite inexpensive). We stayed for two nights, got our bikes out of the “cellar” (folding bikes we stowed underneath the cockpit) and cycled to Polače (42° 47.4' N / 17° 22.6' E) and Pomena (42° 46.8' N / 17° 19.9' E). Both places can also be reached directly by boat. Polače is situated by a well sheltered bay on the north coast of the island of Mljet. In Polače, a Roman palace was built in the 3rd century, which is still the dominant feature today and which was clearly much more than a “Villa Rustica”.

The fishing village of Pomena is located not far from the salt water lakes of Veliko Jezero and Malo Jezero, a rural idyll in the middle of the 53 km² national park.

According to official figures, the village has only 50 inhabitants. From there you get a good view of the Pelješac peninsula and the island of Korčula – a very attractive area for sailors. Pomena is well set up for tourists. There are small retail outlets, a few souvenir shops and the only hotel on Mljet. In addition, there are numerous restaurants and konobas – a very varied range of food on offer. So there's more than just the above-mentioned Benedictine monastery to admire on the island of Sveta Marija!

After the stopover on Mljet the next destination on our journey was ACI Marina Dubrovnik (42° 40,201' N / 18° 07.546' E). The marina is situated at the end of the long Rijeka-Dubrovaca fjord, the beginning of which is dominated by an imposing bridge. We travelled into the city by bus, which runs every 15 minutes from a stop close to the marina. We don't recommend cycling on this road under any circumstances! Croatia is simply not equipped for cyclists and cycling can sometimes be a dangerous undertaking. Costing the equivalent of €1.50, the bus is very inexpensive – which, by the way, you can't say about the marina or anything else around Dubrovnik! Here are a few examples: A tour of the city wall will cost you 150 Kuna (kn)



– approx. €20. A scoop of ice cream costs between €2 and €2.30 in the Old Town and a postcard is 14 kn (€1.90), which costs 4 – 5 kn outside of the Old Town! So it's no wonder that the fee for berthing in the marina (off-season) is €105 for a 12.85 m vessel! If you book in advance (via Internet), you will have to pay an additional 20% booking fee for the first day. We made the mistake of emailing to ask whether a berth was free. This was deemed to be a "reservation" and we got hit with this 20%. At this point it should be mentioned that Croatia drastically increased* the tourism tax for boaters (up to 700%) in 2018. It remains to be seen whether this was a wise decision in the longer term or whether it will provide incentives to reconsider visiting. (* Update: Croatia has reduced the increase).

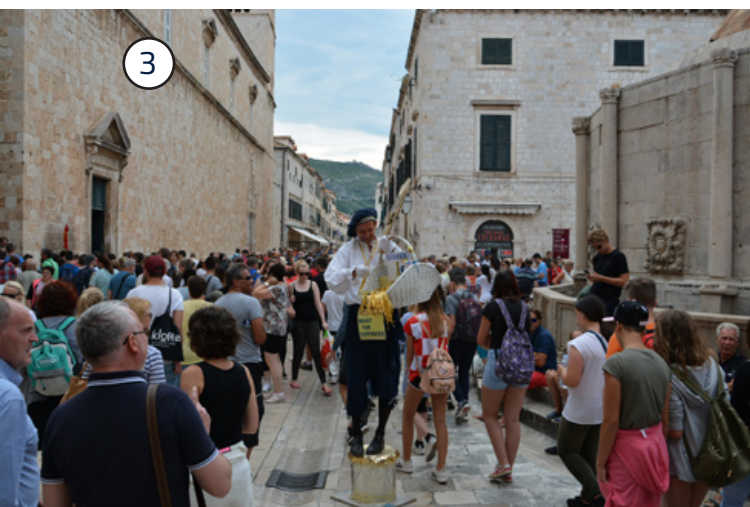
Bora weather

We want to say less about Dubrovnik itself in our report, since the history and sights of the city have already been described many times before. We were lucky to catch a day when the bora wind was blowing and learned that you can actually enjoy bora weather!

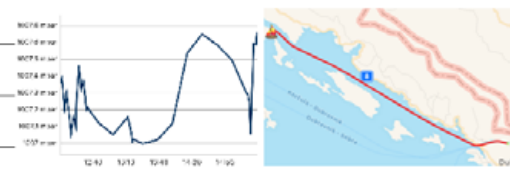
What tends to annoy us while on the water benefited us during the city tour, i.e. moderate temperatures and fewer visitors. The hordes of people who usually crowd the streets would have been even more unbearable otherwise! There were already more than enough (image 3).

From Dubrovnik we set course for Pelješac (Stonski Canal). The Pelješac peninsula is one of the best wine-growing areas in Croatia and it is not for nothing that Pelješac is nicknamed the "Peninsula of Wine". The landscape is characterised by original natural features of the Mediterranean, including karst rocks and valleys, olive and fig trees, beeches, pine trees, etc.

At this point, we'd like to make a quick digression concerning the records we made on board. For years, keeping the logbook was a somewhat tedious evening task of comparatively moderate accuracy. This year for the first time we used an application on the iPad, which – like an anchor alarm – is maintained by Florian Kriesche (info@logbook-app.com) and is available for a small charge. Originally developed for sail boats, this app has now been adapted for motor yachts. What is remarkable, by the way, is the level of support provided by the app developer for questions and suggestions. So now we have very accurate information on our trips. We freely admit we are definitely not "computer freaks", but relics from the "analogue era". Nevertheless, we quickly got used to the convenience of this way of recording, which provides two (or more) pages per day, so in addition to the automatic



This section of the trip is recorded in our electronic logbook as follows:

Datum		Mittwoch, 27. Juni 2018													
von		42° 40,201' N 018° 07,546' E Marina Dubrovnik; Küste Dalmatien;													
nach		42° 48,203' N 017° 44,805' E 1.7 sm NNW Bucht Pzina; Stonski Kanal;													
															
Uhrzeit	Status	Wind	See- gang	Strom	Wetter	Kurs / Fahrt	Seemeilen				Position				
		Richt.	kn	Richt.	kn	allg.	mbar	mm	KüG	FüG	Segel	Motor	Log		
12:07		046°	0	2	---	☉	1007.3	0.10	---	0.0 kn	.0	.0	.0	Marina Dubrovnik; Küste Dalmatien;	
12:08		046°	0	2	---	☉	1007.4	0.10	---	0.0 kn	.0	.0	.0	Marina Dubrovnik; Küste Dalmatien;	
12:23		046°	0	2	---	☉	1007.3	0.10	258°	6.5 kn	.0	1.3	1.4	Fischerhafen Mokosica; Küste Dalmatien; Adriatisches Meer	
13:30		290°	19	2	---	☉	1007.0	0.10	297°	6.1 kn	.0	8.2	8.2	0.5 sm westlich Leuchtturm Trsteno; Insel Lopud;	
14:30		290°	15	2	---	☉	1007.6	0.10	294°	5.9 kn	.0	14.2	14.2	0.5 sm NE Misnjak; Insel Šipan;	
15:25		290°	9	1	---	☉	1007.6	-	215°	0.0 kn	.0	19.2	19.2	1.7 sm NNW Bucht Pzina; Stonski Kanal;	
												Tagessumme	.0	19.2	19.2
												Vortrag	.0	206.2	206.4
												Gesamt	.0	225.4	225.6



Der Betreiber des Restaurants fängt die in seiner Küche verarbeiteten Fische (und andere Meerestiere) selbst



Grabinschrift in der Kapelle



logs shown, there is also plenty of space for personal entries (including photos)! Back to our trip.

We had set our course for the Stonski Canal and moored in a small bay, which belongs to the village of Kobaš, at the jetty of a konoba, the "Tavern Ribarska Kuca Niko" (image RNO_1506.jpg), (42° 48.203' N / 17° 44.605' E). The restaurant itself is lovingly kitted out with historical artefacts relating to seafaring and the sea (image RNO_1472.jpg). This is a paradise for lovers of fish dishes! The proprietor of the restaurant himself catches the fish (and other seafood) prepared in his kitchen and so you can look forward to freshly caught local delicacies. His boat makes a rather audacious impression and we have captured it in the picture (4).

The bay is safe in all weathers, only a wind as strong as a bora can sometimes be unpleasant, although this should hardly have any effect at a proper jetty like



this one. We had already read in a travel guide that there is a 300-year-old oil mill there. On the Internet, 500 years was also mentioned, but this is implausible, since a grave inscription in the chapel refers to the year 1697 (picture 5). The oil mill is part of a baroque estate, which was built in the 17th century by a literary man from Dubrovnik, who had obviously become very wealthy. In those days, anyone who could afford it tried to escape the heat and stress of the city during the summer months. This included the Betondi family, who, in addition to the stone-built baroque mansion, also had a beautiful terraced garden with a sea view. The houses of the other villagers nestle against the mansion as if seeking protection. The summer villa also has some other historically significant features. The family crest consists of two crossed dolphins, which can be interpreted both to mean that this is a Christian family and as a reference to the Middle Ages. Wide steps lead to a relatively narrow, barrel-vaulted entrance, above which a machicolation (floor open-

ing in a projecting parapet through which objects can be dropped) threatens invaders. The only preserved window grille suggests oriental craftsmanship (picture 6). The Betondi family had no direct descendants and the property has changed hands several times. Today the whole things belongs to the family of the emeritus scientist Prof. Helga Milovčič, who moved there from Vienna in the 1960s through marriage. We were fortunate enough to meet the lady herself, now almost 80 years old, who made it possible for us to visit the mill, which at one time was operated solely by animal and human power, and the adjacent chapel.

We learned a lot about the history of the place that we didn't know before. The photograph (picture 7) shows the old mill and the ruins of the house. There is a particularly tragic story about this which Mrs Milovčič told us.

Her story took us back to 1943. German troops had been attacked by partisans in the local area. It had been revealed to the German occupiers that there would be a group of partisans in Kobaš, which was quite true. However, the partisans had supporters

among the population and the imminent operation of the German army became known to the fighters, who fled at night in wooden boats so that when the soldiers arrived there were no more partisans around Kobaš. In order to escape the feared retaliation that was often meted out to the male population, the remaining men and boys hid in the cellar of the medieval dwelling house (which now houses the above-mentioned oil mill). The cellar entrance was closed in such a way that it would not be noticed by the troops. The feared retaliation took place. However, since there were no male inhabitants, the soldiers set fire to the palazzo. As a result, the men hiding in the cellar were killed before the villagers could do anything about it. Once the soldiers had left, any help would have come too late. The fact that, despite this tragic past, we Germans are made welcome by the locals in a courteous manner, puts things in a different light. A memorial gives the names of the victims and the date: 24 October 1943 (picture 8).

On 28 June we continued along the Pelješac peninsula, reaching the harbour of Trstenik (42° 54.941'

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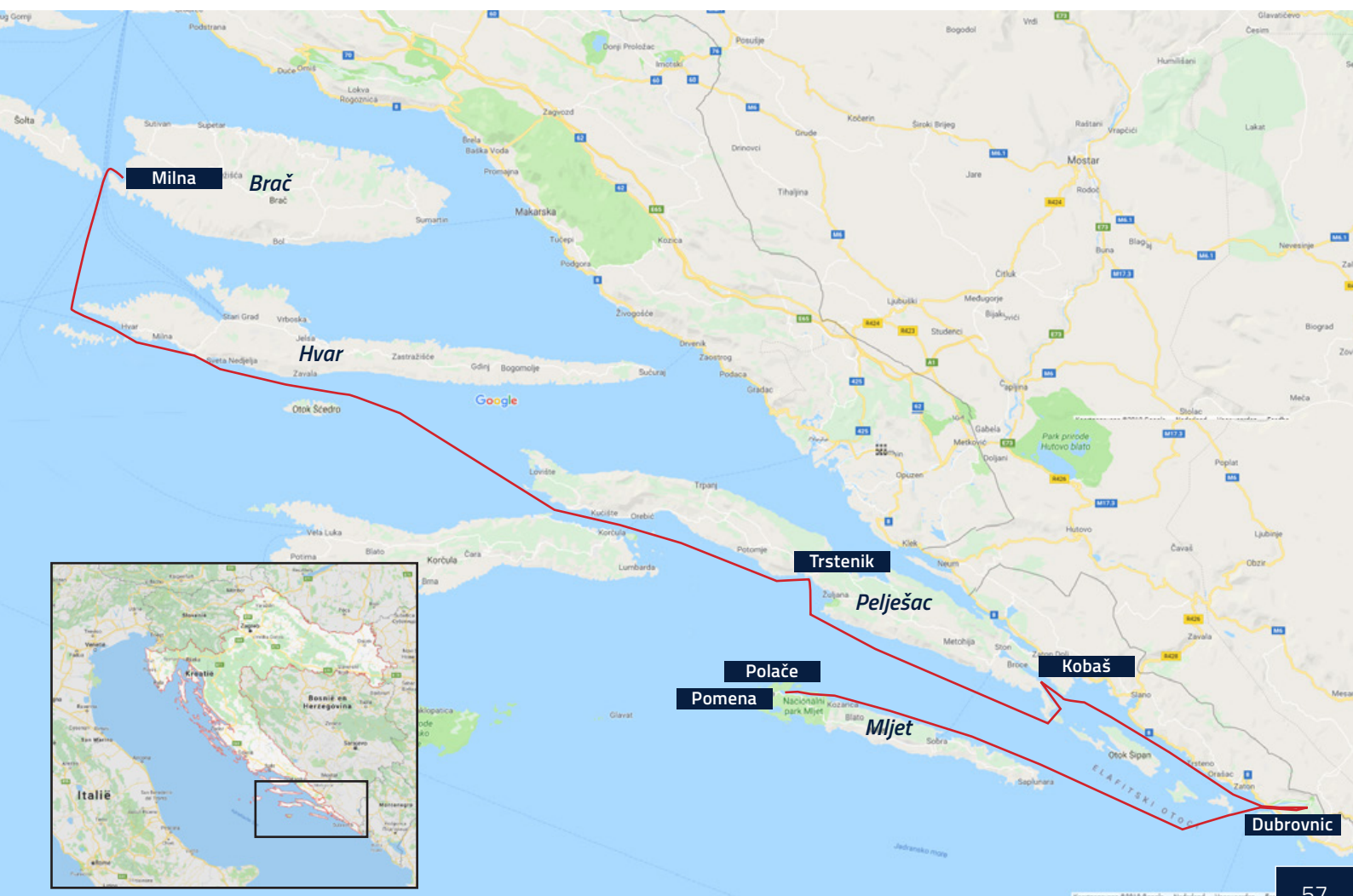
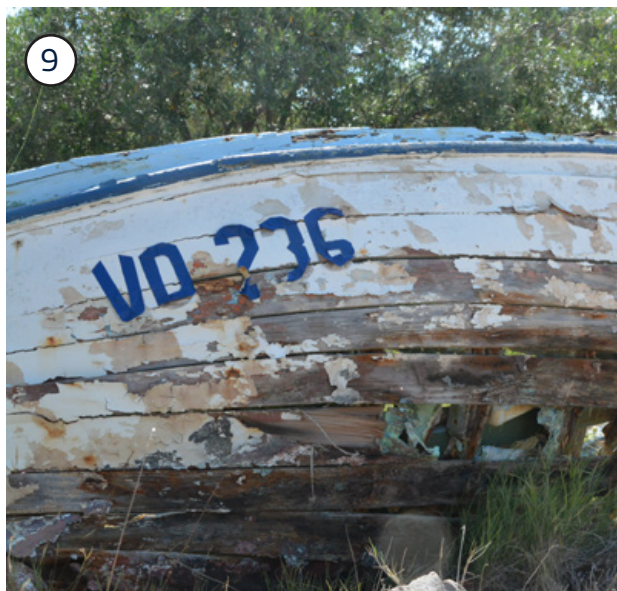
N / 17° 23.975' E) after 22 nautical miles. It is from there that the famous Pelješac wines "Dingac" and "Postup", which are produced nearby, are exported. Due to the precipitously sloping hillsides, the use of machinery is impossible, so the vineyards still require a lot of laborious manual labour to this day. However, the advantage of these slopes is that the grapes are exposed to the sun, which explains the special position of these vines. Added to this is the quality of the soil, which is said to produce the best wine in Croatia. Genetic studies prove that the "Plavac Mali" variety, for example, is listed under the internationally much better known name of "Zinfandel". Mike Grgić, one of the world's most outstanding specialists in viticulture, was born on the peninsula and later emigrated to California. Trstenik itself is one of the oldest towns on the Pelješac peninsula.

The next day, after covering 21 nautical miles, we anchored in Lovište bay (43° 01.747' N / 17° 01.385' E). Continuing our journey we travelled the Neretvanski Canal and had a look at Korčula's old town with its impressive town wall and watchtowers. After a stopover in Uvala Duga bay (island of Hvar) we moored in the Milna Marina (island of Brač). Since even an economical Linssen gets thirsty at some point and cries out for diesel, we had refuelled our "Hippo II" beforehand on the Milna canal. As is so often the case in Croatia, we encountered older and more recent history at every turn in this town of only 830 inhabitants. For example, the parish church of Our Lady of Annunciation was built in 1783, with its monumental baroque façade and a cycle of stucco work (late baroque) dating from the early 19th century. In 1800, during the Napoleonic Wars, the Russian fleet had its base in Milna.








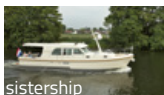
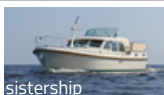



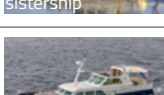


Fishing and seafaring have left their mark everywhere you go in Croatia. As a boater, it's strangely touching to see the remains of a fishing boat. We found this on our trip on the island of Prvič (picture 9). Although the harbour on Prvič is quite small, it not only provides nice restaurants, it supplies electricity and water as well. It's a good opportunity to take a breather with some shore leave.

So much for the commercial for Croatia! It's really a wonderful cruising area. Even after the many years we have gone cruising there, we keep discovering things that mass tourism passes by. Even travel guides are sometimes incomplete, but it's not surprising either that some things slide into the background, when we think they should be in the foreground. It just depends on the observer's point of view. Perhaps that's a good thing and preserves our individuality, which skippers should possess in bagfuls.



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 sistership	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
	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
	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	€ 214,500
	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
 sistership	3391	Grand Sturdy 40.0 Sedan 12.85 x 4.30 x 1.20 m	2018	1x Volvo Penta D3-110 81 kW / 110 HP	€ 350,000 (excl. VAT)
 sistership	3108	Grand Sturdy 40.9 AC 12.85 x 4.30 x 1.20 m	2013	1x Volvo Penta D3-110 81 kW / 110 HP	€ 365,000
	4008	Grand Sturdy 40.9 AC 12.85 x 4.30 x 1.20 m	2010	1x Volvo Penta D3-110 81 kW / 110 HP	€ 335,000
	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
 sistership	3446	Grand Sturdy 470 Sedan Wheelhouse 14.45 x 4.40 x 1.26 m	2018	2x Volvo Penta D3-110 2x 81 kW / 2x 110 HP	€ 685,000
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June

- 22 June 2019; Beer tasting event. Location Boulevard Nautique in Roermond.
- 20, 21, 22 and 23 June Roermond Boat Show

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