

LINSSSEN MAGAZINE



INVITATION

**Linssen Yachts
Boat Show**

16, 17 and 18 November
Maasbracht (NL)



Indian summer

By the time you read this piece it will no doubt be over, but at the time of writing it seems that an Indian summer is on its way so that we can all still enjoy ourselves on the water before it turns to ice and we can skate again. A beautiful late summer ensures that the tail end of the season can also be spent on board. At the beginning of September we enjoyed the annual lantern tour in Roermond, a procession of about 50 illuminated boats.

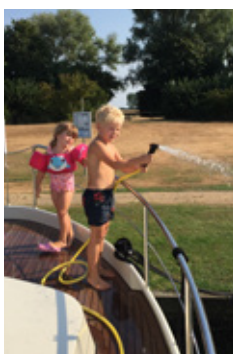
How did you spend the summer? We've enjoyed our last summer holiday with "Henri Mer". Yes, you read it right, she's been sold to a new, happy owner. On the one hand, that's very nice but on the other hand I had to swallow hard at the official sale. Let's just say the champagne didn't taste like it usually does.

When I told the children, I got an unexpected reaction, especially from Mathijs (7). He just burst into tears and was especially angry with his mum. (I suddenly remembered how angry I used to be when my father came home for the umpteenth time and told me that "the boat didn't go through" because other people had bought it). Sophie (5) didn't like it either, but was less upset.

Yes, Mathijs was angry. And really very sad. He thought I should call the people and tell them the sale wasn't going ahead because it was "our Henri Mer"! So from that point of view, it certainly was a very special holiday. But we enjoyed it. Every moment spent on board. Our destination was Zeeland. The children caught crabs in Bruinisse and Port Zélande, we had a delicious meal at Da Roberto in Scharendijke (highly recommended!) and we visited our seal "Sturdy" at A Seal in Stellendam. On the way home we had pancakes in Heusden and stayed a few days at Leukermeer holiday park in Well where we ended the holiday and returned to Maasbracht. We left Henri Mer with mixed feelings. Yes, there will certainly be a new Henri Mer



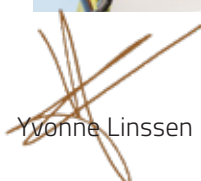
(more about that later), but it still feels weird. I understand very well how you feel when you leave your boat with us. You're sad because you are saying goodbye to a "family member" but at the same time you're happy with a new acquisition that still needs to be built. We close the door on Henri Mer with many fond memories in our thoughts.



"Bye bye, dear Henri Mer," say Mathijs and Sophie...
We had three great seasons.

Dear Len & Kathy, we wish you many enjoyable moments aboard of your "Gloria"!
Take good care of her...




Yvonne Linssen



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

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21st Linssen Yachts Boat Show



Linssen Yachts Boat Show: 16-17-18 November 2019



Linssen Yachts BOAT SHOW

Text: Linssen Yachts; Photos: Linssen Yachts

Our anniversary year is almost over. It's been a busy year, with many events celebrating our 70th anniversary, many boat shows with our firsts (the new Grand Sturdy 35.0 AC and Sedan and the 480 AC Variotop®) on display and many improvements and alterations to our production system. For example, the main warehouse has been upgraded to include a roller conveyor for incoming parcels, we have outsourced the cutting process, the hull plant has been remodelled so that we can now build all the hulls in one plant, and there's a separate department where the entire Variotop® section is prefabricated. More about this in a later edition. We now focus on the upcoming Linssen Yachts Boat Show.

This 21st show is again packed full of new things. The most important of these is the launch of this year's firsts:

- the Grand Sturdy 35.0 AC
- the Grand Sturdy 35.0 Sedan
- the Grand Sturdy 480 AC Variotop®

Grand Sturdy 35.0

The smooth lines of the silhouette reveal themselves in the beautifully curved three-part window section with an extra-large glass surface. The windows create a lot of light in the interior, with the colour structure from floor to ceiling providing an optimal spatial experience. This also means the maximum possible amount of daylight in the saloon.

To meet the requirements of our market, the Linssen Yachts design team, in collaboration with design studio KesselsGranger DesignWorks, has chosen a colour range that creates tranquillity but at the same time is also rich in contrast. This makes the 35.0, just like the 30.0, look even more spacious due to the interplay of light and the interior.

Grand Sturdy 480 AC Variotop®

In addition to the Grand Sturdy 450 AC Variotop® launched at the end of last year and the Linssen Yachts flagship, the Grand Sturdy 500 AC Variotop®, this line now also includes the Grand Sturdy 480 AC Variotop®.

Perfect dimensions

With a length of 14.95 m and a width of 4.65 m, it is larger than the Grand Sturdy 450, so that three sleeping cabins can be provided, but slightly shorter and narrower than the 500. Just like the 500, the Grand Sturdy 480 AC Variotop® has six fixed berths in three cabins, a spacious saloon with an L-shaped sofa and a large starboard pantry. The dinette and a spacious cupboard unit are located on the port side. The dimensions of the Grand Sturdy 480 have been deliberately chosen to ensure that both European inland waterways and coastal and marine areas pose few navigation problems. The 480 is shorter, narrower and lower than the 500 and therefore almost all inland waterways can be sailed with this luxury yacht. Without

compromising on luxury, comfort and safety compared to the 500, the new Grand Sturdy 480 AC Variotop® is a bit more manoeuvrable in the various inland waterways.

The Linssen Variotop® – a wheelhouse that combines an inside and outside steering position – is unique in yacht building. The concept that Linssen has been applying since 1996 has been technically refined to such an extent that it is now being applied to the Grand Sturdy 450, now the Grand Sturdy 480 and the Grand Sturdy 500, making it a fully-fledged yacht series.

Full details of the new Grand Sturdy 35.0 are already included in the new brochure for the Linssen Grand Sturdy series.

Download the brochure from the website or request it from:

www.linssenyachts.com

info@linssenyachts.com



480
Premiere
world premiere



450 AC VARIOTOP®
13.75 x 4.65 x 1.20 m

480 AC VARIOTOP®
14.95 x 4.65 x 1.20 m

500 AC VARIOTOP®
16.45 x 4.88 x 1.29 m



INVITATION

LINSSEN YACHTS BOAT SHOW 16, 17 AND 18 NOVEMBER

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

On display in our showroom:

- Grand Sturdy 30.0 AC
- WORLD FIRST: Grand Sturdy 35.0 Sedan
- WORLD FIRST: Grand Sturdy 35.0 AC

- Grand Sturdy 40.0 AC
- Grand Sturdy 40.0 Sedan
- Grand Sturdy 45.0 Sedan
- Grand Sturdy 450 AC Variotop®
- WORLD FIRST: Grand Sturdy 480 AC Variotop®
- Grand Sturdy 500 AC Variotop®

Available for river trials:

- Grand Sturdy 40.0 AC
- Grand Sturdy 40.0 Sedan
- Grand Sturdy 30.0 Sedan

WE LOOK FORWARD TO SEEING YOU IN MAASBRACHT ON 16, 17 OR 18 NOVEMBER.

Daily from 10.00 am to 4.00 pm

There is no need to register.

World
first



World first: Grand Sturdy 35.0 AC and Sedan

Text: Man van het Woord; Photos: Zebra Fotostudio's

Our Linssen Yachts Boat Show in November is traditionally the moment when we present our new models to you. However, in this Linssen Magazine we are providing a number of previews of the world firsts that will be waiting for you next month. One of them is our completely remodelled Grand Sturdy 35.0 'Intero'. Intero is a style that we started for the first time last year with the Grand Sturdy 30.0. And we've now also applied it to the AC and Sedan versions of the compact but extremely full-featured Grand Sturdy 35.0. If you can't wait until November, you can admire the new 35.0 now by booking a preview appointment at our showroom in Maasbracht.

Light and space, these are the key concepts in the Intero style that we have developed in collaboration with design studio KesselsGranger DesignWorks. Some will call the new elements in the interior and exterior 'sporty', others perhaps 'elegant' or 'contemporary'. We are curious to know what words will come to mind when you board the new Grand Sturdy 35.0 for the first time. What you will certainly notice are the flowing lines. The curved three-part window section with its extra-large glass surface is a striking example of this. This is not only beautiful, it's functional as well. The large surface area allows a maximum amount of daylight to enter, which contributes to a pleasant living environment.

Balanced materials

Compared to the interiors of previous models, the new interior is lighter and more contrasting. It starts with the floor with a warm, deep brown Wenge finish, laid

in wide strips for optimum depth. Okoumé hardwood with a cherry finish has always been used as our interior finish. However, with Intero we have deliberately chosen a lighter cherry shade that contrasts beautifully with the leather upholstery of the furniture.

More space, more functionality

The Grand Sturdy 35.0 is an exceptionally universal boat with a large amount of flexible storage space. The extra length (10.70 m) compared with our Grand Sturdy 30.0 (9.70 m) has allowed us to add various functions to the interior. And let's not forget the functions that are often taken for granted on a Linssen but should absolutely not be, when you compare it with other yachts on our market. A number of highlights from the interior and exterior of the new 35.0 AC and 35.0 Sedan are listed below. You will get the complete picture in our showroom.

What do you need on board?

You temporarily move your living and working space on land to a comfortable place on the water. We create this space on board our Grand Sturdy yachts. The question we always ask ourselves is: what needs do Linssen owners have in terms of space, functionality and ease of use when they stay on board for a longer period of time? We also focused strongly on this in the development of the 35.0 'Interro'.

AC or Sedan?

You can choose a Grand Sturdy 35.0 AC or 35.0 Sedan based on the composition of your travel group (not to mention your taste and style preferences). At Linssen Yachts we say: the 35.0 AC is the ideal boat for 4+2 people, the 35.0 Sedan for 2+2 people. The AC has two cabins used as permanent sleeping quarters and one flexible sleeping option in the saloon. The Sedan has one cabin used as permanent sleeping quarters and one flexible sleeping option. The Easy Convert Sleep System, which transforms the saloon couch into a double bed in no time at all, provides this flexible sleeping option.

Easy Convert Sleep System



Grand Sturdy 35.0 AC





Grand Sturdy 35.0 AC. For 4+2 people

No lack of (storage) space

Unlike day trips, a longer stay on board requires more space and storage space. We meet this need in a number of ways. For example, the saloon and both bedrooms are very spacious, especially considering the size of the 35.0.

Over the past seventy years, we have been able to outdo ourselves on several occasions in making the most of the available space. It's perhaps best reflected in the aft cabin of the 35.0 AC. Not only does it contain a large, almost free-standing bed, it also boasts a spacious wardrobe and plenty of storage space.

Under the large hatch in the saloon floor is the storage basement. The plastic boxes allow you to organise your provisions the way you want them. We at Linszen have even thought about that.

Multifunctional desk

In the AC version of the 35.0 you will find a proper workstation in the form of a desk in the saloon next to the L-shaped saloon couch. This desk can be used, for example, as a navigation table. Here you can take your time to study your navigation charts and prepare your trips. Or maybe to write a new blog or vlog or just to Skype with the family at home.

Grand Sturdy 35.0 Sedan. For 2+2 people

Saloon sofa and sofa bed

A large saloon and a large open cockpit together form the central living space of the completely remodelled Grand Sturdy 35.0 Sedan. A lot of handy storage space is provided under the rear cockpit floor, where you can store your bicycles, for example.

The L-shaped saloon sofa is special because of the many guises it can take on easily. First of all, of course, it's a comfortable sofa. By partially sliding the table under the desk on the starboard side, you can also use the Easy Sleep Convert System to turn it into a sofa bed. Depending on your preferences and the number of people on board, you can configure it to your needs.

Additional boating chair

When one person is sailing, the other one wants to watch and "actively" sail. From now on, that will be perfectly possible on the 35.0 Sedan. As an option, we can install a second high seat for you, so that together you have a comfortable place to sit behind the steering position. When the backrests are folded down, the



boating seats become an extension of the saloon sofa. This creates a U-shaped layout that can accommodate 6 to 7 people.

Desk

On the port side, we have created a two-tier desk in line with the kitchen worktop. The top tier is a flap that flips up. Optionally, a display can be attached to the inside of this flap, which can be used as a TV or PC screen.

Solar technology gives you a sense of freedom

We can install high-quality solar panels on the roof of the 35.0 Sedan (or 35.0 AC) as an option. That gives you even more freedom. After all, why should you moor in a marina, when you can also find a quiet spot in the countryside?



If you're curious about the Grand Sturdy 35.0 AC and/or 35.0 Sedan 'Interio', we'll be delighted to welcome you to our showroom in Maasbracht. And of course to our Linssen Yachts Boat Show in November.

Grand Sturdy 35.0 Sedan



GRAND STURDY 35.0 SEDAN



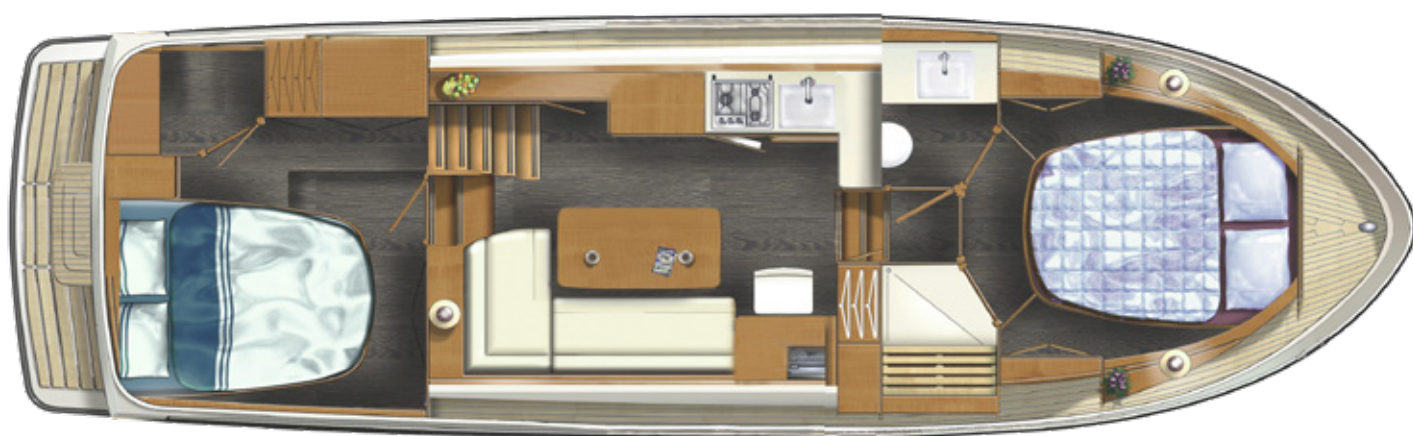


Basic specifications Grand Sturdy 35.0 Sedan

- Construction: HPH® (Hardchine Prestressed Hull)
- Bottom/hull/decks/superstructure: 5/4/4/4 mm
- Weight/displacement: ±8.500 kg / ±8,5 m³
- LOA x beam x draft: ± 10.70 x 3.40 x 1.00 m
- Minimum air draft: ± 2.30 m. (2.37 m. with Linssen Variodeck®)
- Headroom FC/saloon: ± 1.83/1.94m
- CE-classification: C (coast)
- Engine: 1 x 4 cyl. Volvo Penta Diesel type D2-75, 55 kW (75 HP)
ZF 25-H / 2,8:1, 3000 rpm
Alternator: 115A-12V
- Fuel tank capacity: ± 240 l
- Water tank capacity: ± 220 l
- Holding tank capacity: ± 240 l

GRAND STURDY 35.0 AC





Basic specifications Grand Sturdy 35.0 AC

- Construction: HPH® (Hardchine Prestressed Hull)
- Bottom/hull/decks/superstructure: 5/4/4/4 mm
- Weight/displacement: $\pm 9.000 \text{ kg} / \pm 9 \text{ m}^3$
- LOA x beam x draft: $\pm 10.70 \times 3.40 \times 1.00 \text{ m}$
- Minimum air draft: $\pm 2.45 \text{ m}$
- Headroom FC/saloon/AC: $\pm 1.83/1.94/1.87 \text{ m}$
- CE-classification: C (coast)
- Engine: 1 x 4 cyl. Volvo Penta Diesel type D2-75, 55 kW (75 HP)
ZF 25-H / 2,8:1, 3000 rpm
Alternator: 115A-12V
- Fuel tank capacity: $\pm 240 \text{ l}$
- Water tank capacity: $\pm 220 \text{ l}$
- Holding tank capacity: $\pm 240 \text{ l}$







The four variables of the Variotop®

Text: Man van het Woord; Photos: Zebra Fotostudio's / Kurt Vandeweerd

Nothing is as changeable as the weather. Especially in our own wet country. Sun, rain, cloudy skies. They alternate faster than we'd sometimes like. In order to deal with these vicissitudes and fluctuations in a pleasant way, we developed our Variotop® wheelhouse system. Varying in order to adapt to the elements, that's the thought behind it. With the arrival of the new Grand Sturdy 480 AC Variotop®, this is the perfect time to home in on this folding roof, which is much more than just a roof.

A Linssen with a Variotop® means that you, as a boating enthusiast, can be flexible enough to adapt to all weathers. When the sun shines, you want to be outside enjoying the open air. When it rains, you prefer to hide away and seek shelter. In addition, when the weather is bad, it often gets colder. Then you don't just want a roof over your head, but preferably a well insulated roof. Our Variotop® wheelhouse system contains four variables that you can control to cool and/or heat the wheelhouse. These four variables are: the Variotop® folding roof, the height-adjustable cockpit bench, the doors and the bimini function.

More than a roof

Of course, we don't have to explain anything more to Linssen owners. But people who don't know us very well often don't have the full picture of our Variotop® wheelhouse system. They see Variotop® only as the name for the roof, whereas it is in fact an integrated system for the wheelhouse. Variotop® means the entire room, the layout of the steering saloon and the steering position. Of course, the folding roof is an iconic feature, but it's only one part of the system.

Cockpit bench up, wind in your hair

Sailing means making contact with the elements. And preferably with the pleasant elements such as sun and wind. The slightest breeze is a breath of fresh air in hot weather. Have you opened the folding roof to get a breath of fresh air? The cockpit bench for two people is electrically adjustable in height and depth. If you raise the bench, you can sit with the wind in your hair. It also gives you a perfect view of the water. If you want to cool down a bit more, a compact wet bar with sink and refrigerator is always within easy reach.

Outside or inside space

The wheelhouse of the Grand Sturdy 450, 480 and 500 is a high-quality finished space in which you will want for nothing. Here you can sit behind the chic steering position with all the necessary instruments around it. At the push of a button, the Variotop® roof can be fully opened and folded back. This creates an enormous amount of outdoor space on the aft deck. Within a few seconds you can control your 450, 480 or 500 from a real flybridge. When you close the roof again, you create a comfortable extra interior space with lots of privacy.

Open and yet windproof

The wheelhouse doors are an important part of the Variotop® system. In spring, when the sun is shining but the temperature could be a little higher, you can still sail with the roof open. If you keep the doors closed, you won't be in the wind but you will be in the sun. As the weather gradually warms up, you open the doors and let the wind do its work in the wheelhouse.

Bimini: keeps out the sun, lets in the wind

You can also use the Variotop® folding roof as a fully-fledged bimini top. This extra function is very pleasant, especially if you're sailing in warmer areas such as southern Europe. In the bimini position, the roof is kept slightly open. This means that you have a sunroof over your head, while the wind can simply pass under the roof. Exactly what you need in a Mediterranean climate or during those increasingly hot Western European summers.

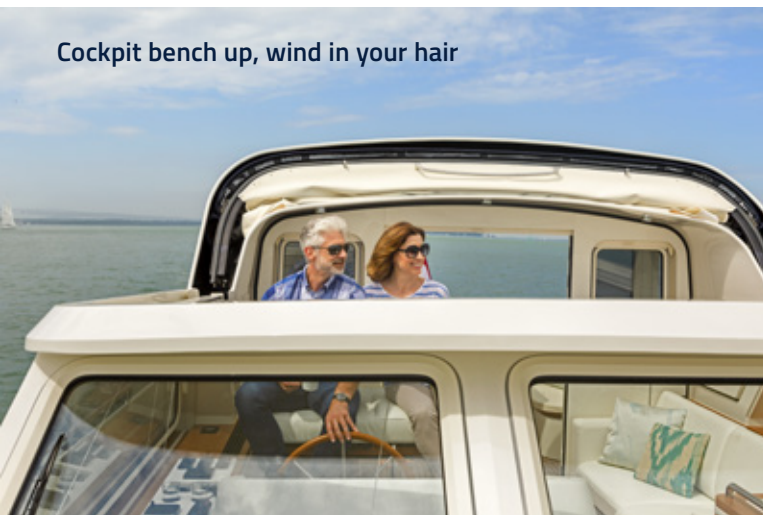
Folding arch

As we write about this in the article on the new Grand Sturdy 480 AC Variotop® on page 32: not every yacht can cross France without any problems and set course for the Mediterranean. The 450 can and the 480 will be able to shortly. This is not only because of the dimensions of these two stars of the Variotop® series. The well thought-out Variotop® system also makes a significant contribution. The fact that the arch in which the Variotop® roof disappears when it is opened can be folded down, means that the clearance height is reduced. And your sailing opportunities in France considerably increased.

Variotop® series

Since its introduction on our first Grand Sturdy 500 in 1996, Variotop® has become a household name in the Dutch yacht building industry. A striking and sympathetic product that many boating enthusiasts have fallen for over the years. With our Variotop® model line, consisting of the 450, the new 480 and the 500, we want to let an even larger audience enjoy this still revolutionary invention.

Cockpit bench up, wind in your hair



Outside or inside space



Bimini: keeps out the sun, lets in the wind



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.

ANNIVERSARY CELEBRATIONS AT LINSSSEN YACHTS

Several anniversary celebrations were held at Linssen Yachts in 2019. At a company that has existed for 70 years and has many permanent, loyal employees, it is not surprising that anniversaries commemorating 25 years and more are regularly celebrated.

Tom Leblanc, Rob Coelen, Jacky Cruijsberg, Wendy Linssen-Stoffels, Martijn Soentjens and Jos Schmitz have been in service for 12.5 years (Tom as of March 2018).

Tony Hodzelmans, Frits Geraets, Thijs Jeurinck, André Lamerichs and Robert Heilkens celebrated 25 years' service.

This year we had a 50th anniversary, which trumps them all. Something that's almost impossible to imagine in this day and age. Piet Michels of our

internal transport department joined us in 1969 and celebrated by holding a big party in the showroom this summer together with family, friends and colleagues to mark his anniversary.

Ten years ago, the 2009 Linssen Yachts Boat Show – the 60th anniversary show – got off to a special start, when Piet and his brother Jan Michels received a royal distinction, awarded by the mayor of Maasbracht. Both brothers were appointed members of the Order of Orange-Nassau: "It has pleased Her Majesty..."



Congratulations on behalf of the editorial staff at Linssen Magazine!



EXERCISE BY VOLUNTARY FIRE BRIGADE

Two Linssen Yachts employees are members of the voluntary fire brigade. As part of their role, they may be called up from their workplace to attend an emergency.

On 15 March, a major exercise was carried out at Linssen Yachts by the voluntary fire brigade and Linssen Yachts' emergency response team. Various disasters were simulated, which were adequately resolved thanks to the excellent cooperation between the emergency response team and the fire brigade.



NOMINATION **LINSSEN GRAND STURDY 35.0 SEDAN**



The Grand Sturdy 35.0 Sedan has been nominated for European Powerboat of the Year 2020 in the displacement category.



This award is presented on the basis of the opinion of leading international industry journalists, who nominate products for the award in various categories. They test for quality, product innovation, price/quality ratio, sailing characteristics and construction.

The award will be presented during the opening ceremony of the Düsseldorf Boat Show, on Saturday, 18 January 2020.

STAFF PARTY TO CELEBRATE **LINSSEN YACHTS'** 70TH BIRTHDAY

The whole of 2019 has been dominated by the 70th anniversary of Linssen Yachts. Since the Linssen Yachts Boat Show at the end of 2018 we have organised a variety of activities involving a large number of participants.

Linssen Yachts was founded on 1 April 1949. To mark the occasion, a staff party was organised on the 'Upper Deck' in the showroom. With DJ L'Yves providing the music and regular caterer Wolfhagen laying on a delicious buffet, it was a very pleasant evening.



"OUR" SEAL STURDY



Over the Ascension weekend, we visited the "A Seal" seal sanctuary in Stellendam together with Alexander Jonkers. During a conversation on the spot with Karola van der Velde who told us about the sanctuary and the possibility of adopting a seal, we became more and more enthusiastic about the adoption plan.

Adoption supports A Seal, a charity that depends on visitors, gifts, donations, sponsors and donors.

The territory covered extends from the Belgian border along the coast to IJmuiden. A Seal rescues sick, injured, weakened and orphaned seals.

There are two types of seal in the Netherlands: the common seal and the grey seal. The seal is the largest predator in the Netherlands. An adult grey seal (male) can grow up to almost 3 metres long and weigh about 300 kilos!

A Seal believes it's important for the public to learn a lot about the seal and its habitat. That's why the centre provides a lot of information on the animals, as well as on other subjects relating to nature and the environment. An exhibition on sustainable fishing staged in collaboration with Stellendam's fishing community and the Good Fish Foundation is running until the end of 2019.

A Seal also provides an educational programme for children at primary schools with teaching packages for several age groups and the possibility of an educational outing to A Seal itself.

In the specially built seal hospital, financed from a bequest, A Seal's vet can examine animals on site, operate, perform ultrasounds and even perform X-rays.

We spontaneously decided that Linssen Yachts, together with Jonkers Yachts, wanted to help a seal pup and we signed up for adoption.

On 21 June, we were informed that Seal 659 was available for adoption. It was a seal pup of the common seal species. The animal had been found on the beach at Renesse. He was thought to be about a week old. He weighed less than 10 kilos.

Adopters may give the seal a name, and ours became - very appropriately - "Sturdy".

Sturdy grew well, had some difficulty eating, but at the end of August we received the message that Sturdy



was now strong enough and could be released by us on the beach in Ouddorp.

At 7 p.m. on Friday evening, 7 September, the time had come. Under the watchful eye of Mathijs and Sophie, Sturdy was first "lured" into a basket and then transferred into a crate.

The crate was placed on the beach and Mathijs and Sophie were allowed to open it. Sturdy was in no hurry, but he eventually crawled curiously into the sea.

We wish you all the best, Sturdy!



If you'd like to visit A Seal or adopt a seal yourself, go to:

A Seal Stellendam
Haringvlietplein 3 A
NL-3251 LD Stellendam
Tel: +31 (0)88 27 47 780
info@aseal.nl



Sunny side up...

**Sailing in Dutch and Belgian Limburg.
A feast for all the senses.**



Text: Peter Linssen. Photos: Zebra Fotostudio's. Map: Transmanche Publications

It started promisingly right away and the water was quickly up to temperature. We even had tropical moments, but there were also refreshing periods of cooling weather. In short, this was another fantastic summer. You know that feeling: when the weather is nice, you only want one thing and that is to go travelling! To pack your things and go. To experience the charm of the strange and the distant, of anonymity and tranquillity. Unfortunately, it isn't always possible to just jump on a plane. It's just as well that such experiences are perfectly possible here too, yes, here, in our own back yard! Just get aboard your boat. Every weekend if you want. And the stress seems very far away as soon as you take the first turn out of the harbour. It's like you've left on a long voyage...

Beautiful Limburg

Limburg's beautiful Meuse Valley is a unique lifeline in a remarkably sunny, warm and dry microclimate. The Meuse and the Meuse Lakes form and connect a vast, continuous network of large and small lakes, created by thousands of years of Meuse water flowing through and by decades of gravel extraction, after which the landscape and the remaining gravel pits have been beautifully redesigned. It's still not well enough known – or is it just a well-kept secret? – that the Meuse Lakes, with a surface area of over 3,000 hectares, form the largest continuous water sports area in Benelux. To get an impression of the size and

beauty of the Meuse and its lakes, you are recommended to take an introductory tour on one of the beautiful tour vessels of the Limburg shipping companies.

This water sports area with its excellent water quality is diverse and therefore a Mecca for anyone who wants to stay on or near the water. You can go boating, sailing, surfing, rowing, canoeing, swimming or diving. But there is also room for young, dynamic water sports such as water-skiing, flyboarding and wakeboarding. As well as cycling, hiking, playing sports and horse-riding on well-maintained roads alongside

the water. In the summer months, the lovely, clean beaches and trendy beach clubs are the places to be. In other words, everyone is covered. Young and old alike.

The Meuse and its lakes are a particularly pleasant and varied sailing area for larger motor or sailing boats. You can comfortably sail to and from a lake or to a harbour, village or city, navigating green, meandering waterways. Boat owners and charterers can moor and spend the night in the many atmospheric marinas, which are equipped with all the latest facilities and where the friendliest of harbour masters give you a warm welcome. Or maybe you'd prefer to be in the middle of the city, in the passer-by harbour, surrounded by nice boutiques, shops, pubs and restaurants? Or would you rather be in the middle of the countryside enjoying a BBQ? Then look for a nice spot on one of the well-constructed landing stages. Limburg has it all.

If you don't own an open sloop, motorboat or sailboat (yet) but are passionate about sailing, then chartering is definitely an option, possibly in combination with a short training or sailing course.

Living like God in France? Better yet.

You are in the Limburgs!

Over the centuries, Flemish, French, Dutch and also German cultural aspects have influenced the development of the Dutch and Belgian provinces of Limburg

and the Limburgers. This gives them their work ethic, their pleasant manner and their natural sense of savoir-vivre.

Beautiful historic towns and lovely villages on the lake shores await you. You can soak up the rich history, the unique cultural mix and great variety wherever you go or stay. Figuratively, but also literally.

In the heart of the Meuse Valley, for example, you will find Europe's northernmost pinot vineyards, on a sunny south-eastern slope in the picturesque village of Aldeneik – just a stone's throw from the town of Maaseik with its many outdoor cafés and cultural venues. It's another well-kept secret that we're only too happy to reveal.

Karel and Tine Henckens-Linssen grow excellent wines with passion on their 10 hectare Aldeneyck Wine Estate, including: Pinot Blanc, Pinot Gris, Pinot Noir and a sparkling Pinot Brut.

Blessed with the warm and dry microclimate in the stony Meuse Valley and the unique mineral-rich Meuse gravel terroir, they grow wines with an incomparably elegant, fruity and mineral taste. The pinot wines produced by the Aldeneyck Wine Estate have been voted Best Belgian Wine several times.

When cruising through Limburg, a visit to the tasting room on the beautiful domain is a must!
 (www.wijndomein-aldeneyck.be)

Enjoying the Meuse Valley...

Dream away and imagine ... you moor up with your brand new Linssen at the Aldeneyck vineyard and enjoy a delicious meal and a prize-winning Pinot Gris Barrique there with family and friends, sitting among the vines...

Slow down... and start living!



The Zuid-Willemsvaart. The Canal du Midi of the two Limburgs?

In 1821, the visionary 'Canal King', King William I, approved the plans for a new canal to be constructed, the Zuid-Willemsvaart. In doing so, he was continuing Napoleon Bonaparte's ambitious plan for the construction of the 'Grand Canal du Nord', some sections of which were actually completed (1803-1810) and put into use. The Neuss-Neersen section was used until 1840, as well as the Nederweert-Beringen section (Noordervaart) and the Nederweert-Lozen-Maastricht section, which later became part of the Zuid-Willemsvaart. Most of the section built in Belgium became the Kempen Canal.

On 11 November 1822, Governor De Brouckère of Limburg laid the first cornerstone at lock 1 in 's-Hertogenbosch for the Zuid-Willemsvaart, as we know it today.*

The Zuid-Willemsvaart initially became an economically and strategically important north-south waterway connection between Maastricht and 's-Hertogenbosch, and later took on a more historically important role. The canal passes through the provinces of Dutch Limburg, Belgian Limburg and Noord-Brabant. On the 123 km long route, the Zuid-Willemsvaart takes you

past wonderful natural (and hiking and cycling) areas, through one of the greenest regions of Flanders, with the Hoge Kempen National Park, Meuse Valley River Park and the Kempen-Broek Border Park as its top attractions. It is definitely worth mooring there and exploring by bike, on foot or with the dog. You are sure to be surprised by the hospitality, the local products and the varied landscape you find there. You can also visit many cities or villages, often steeped in history. Striking examples include 's-Hertogenbosch, Helmond, Weert, Bocholt, Bree, Maaseik, Neeroeteren, Dilsen-Stokkem, Maasmechelen, Lanaken and Maastricht.

The canal still has enormous economic potential in 2019. It offers great opportunities for tourism. The rich history (the mines, the wars, even a newspaper 'De Zuidwillemsvaart' was published in 1881), the beer museum in Bocholt, attractive locations such as Rekem ('Most beautiful village in Flanders'), Neeroeteren, the restaurants 't Eilandje and Oud Oteren, the Maasmechelen Village outlet centre, excellent gastronomy and much more besides, are still waiting to be discovered.

The fact that it crosses the border twice makes the canal even more exciting and unique.

Around the Limburgs. The Willems Route...



This illustrates the great historical significance of Canal King William I. A bronze statue of King William I was unveiled on 20 October 2018 on the Bisdomkaai in Ghent. Remarkable. King William I was the founder of the United Kingdom of the Netherlands in 1815, which then also included Ghent. William I took important decisions that still define Ghent today. He is regarded as the founder of Ghent University in 1817, the man who commissioned the Ghent-Terneuzen canal, an important artery of Ghent's economy, and the man who made Ghent the textile capital of the continent.

Sailing without borders in Dutch and Belgian Limburg: Meuse Lakes – Border Meuse – Zuid-Willemsvaart
In 2010, the Dutch Directorate-General for Public Works and Water Management (RWS) launched the campaign 'The Willems Route: an attractive alternative for recreational shipping', with the aim of relieving the pressure on the Juliana Canal to allow the extensive renovation work for the four-layer container shipping industry. The Willems Route was promoted as an alternative route for getting from Roermond to 's-Hertogenbosch or to Maastricht and vice versa. The recommended route (from Maasbracht-Roermond) runs via the Wessem-Nederweert Canal to the Zuid-Willemsvaart. There are several convenient mooring facilities.

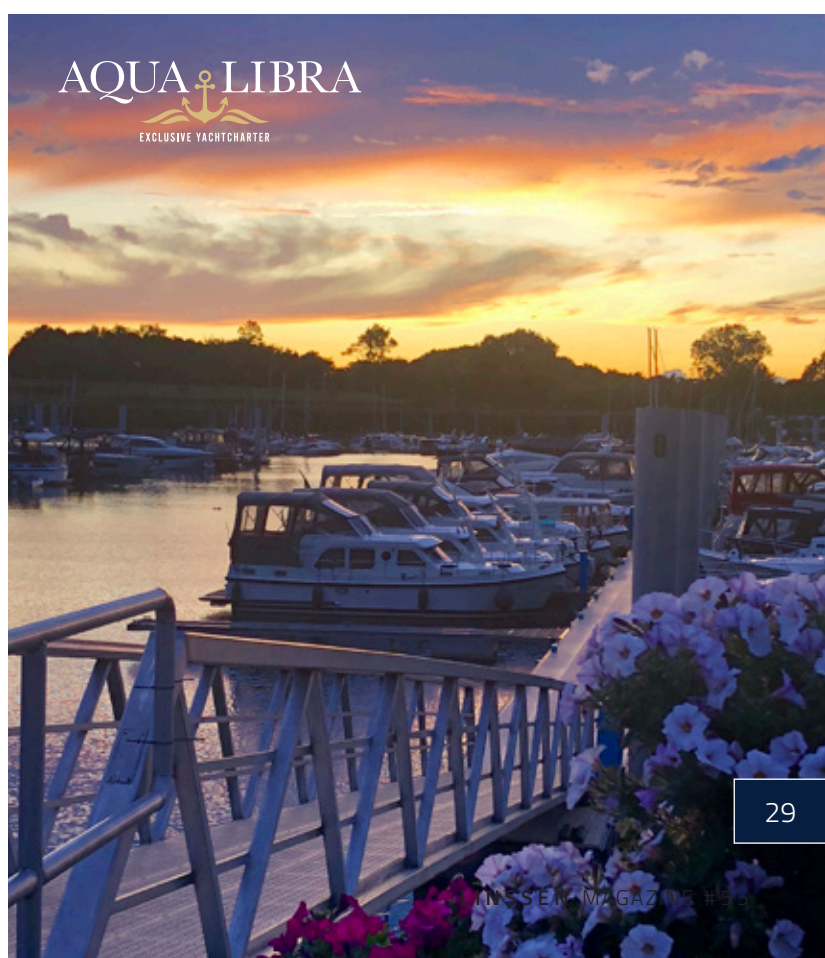
It is a beautiful route for recreational sailing, easy to navigate and quiet. The maximum clearance height on the Willems Route is five metres. The only exception to this is the historic route through Maastricht via lock 19, directly to the Bassin, with a clearance height of approximately 3.30 metres. There is an alternative route via Bosscherveld lock to get to the beautiful Bassin via a short stretch of Meuse and lock 20.

Shall we reveal another well-kept secret? A special recommendation is the 'detour' through a beautiful part of Flanders: the Bocholt-Herentals Canal and the Canal to Beverlo heading towards Lommel and Leopoldsburg.

The RWS campaign was remarkably successful and to this day this is borne out by the many enthusiastic sounds of crews who have actually sailed the Zuid-Willemsvaart.

Experience the Limburgs with Aqua Libra Yachtcharter

Aqua Libra, run by Arlette and Luc Vanthoor, is one of the few professional yacht charter companies in Limburg. Their base and home port is the De Spaanjerd Marina in Kinrooi (B). Aqua Libra is a proud member of the international Linssen Boating Holidays® (LBH) network, which was created in 2006 to support the Linssen charter companies in Europe by providing an umbrella marketing label. Now, season 2019/20, fifteen LBH partners in ten countries are offering around 85 Linssen motor yachts.



AQUA LIBRA
EXCLUSIVE YACHTCHARTER

Special holidays are 'in'. Sailing with your 'own' motor yacht is still, increasingly, a tempting option. Aqua Libra aims to offer its customers an impeccable and unforgettable 'boating experience' and to let them enjoy all that the Limburgs have to offer. In addition, they provide bespoke packages for companies and groups, focusing on the region's highlights in a special way.

The positive word of mouth advertising is a natural consequence of the experience their customers have had. For Arlette and Luc, the concept of hospitality is embedded in all their actions. Their number one priority is to keep their customers satisfied. They invite them to become 'members of the family' and sincerely embrace 'Mother' Linssen's slogan 'We take your pleasure seriously!®'. That is why many regular customers are convinced: 'Once Limburg. Always Limburg!'

In view of the expansion of their fleet to feature ten of the latest yachts from the Linssen range and the number of customers from distant continents and almost all European countries, Aqua Libra proves

every day that the experienced water-borne tourist has a great interest in and appreciation of Limburg as a sailing area.

Epilogue

Limburg as a water sports destination is actually still 'a well-kept secret'. It's almost impossible to list all the facilities, providers and destinations in full. This article has only mentioned a few specific examples and we don't want to leave anything or anyone out. All the stakeholders in the region's hospitality and tourism industry stand shoulder to shoulder to make guests feel at home. With a fantastic product: Limburg. Come sailing here, and experience...

Sources:

**De geschiedenis van de Zuid-Willemsvaart, Cees Verhagen, ISBN 90-9014-027-1*

Waterway maps (ANWB, 'De Willemsroute', Waterway map of Dutch and Belgian Limburg). The Maasplassen Magazine of VVV Midden-Limburg and information about activities on and around the Meuse Lakes can be obtained from the Tourist offices in Central Limburg vvvmiddenlimburg.nl

Book your boating holiday now!

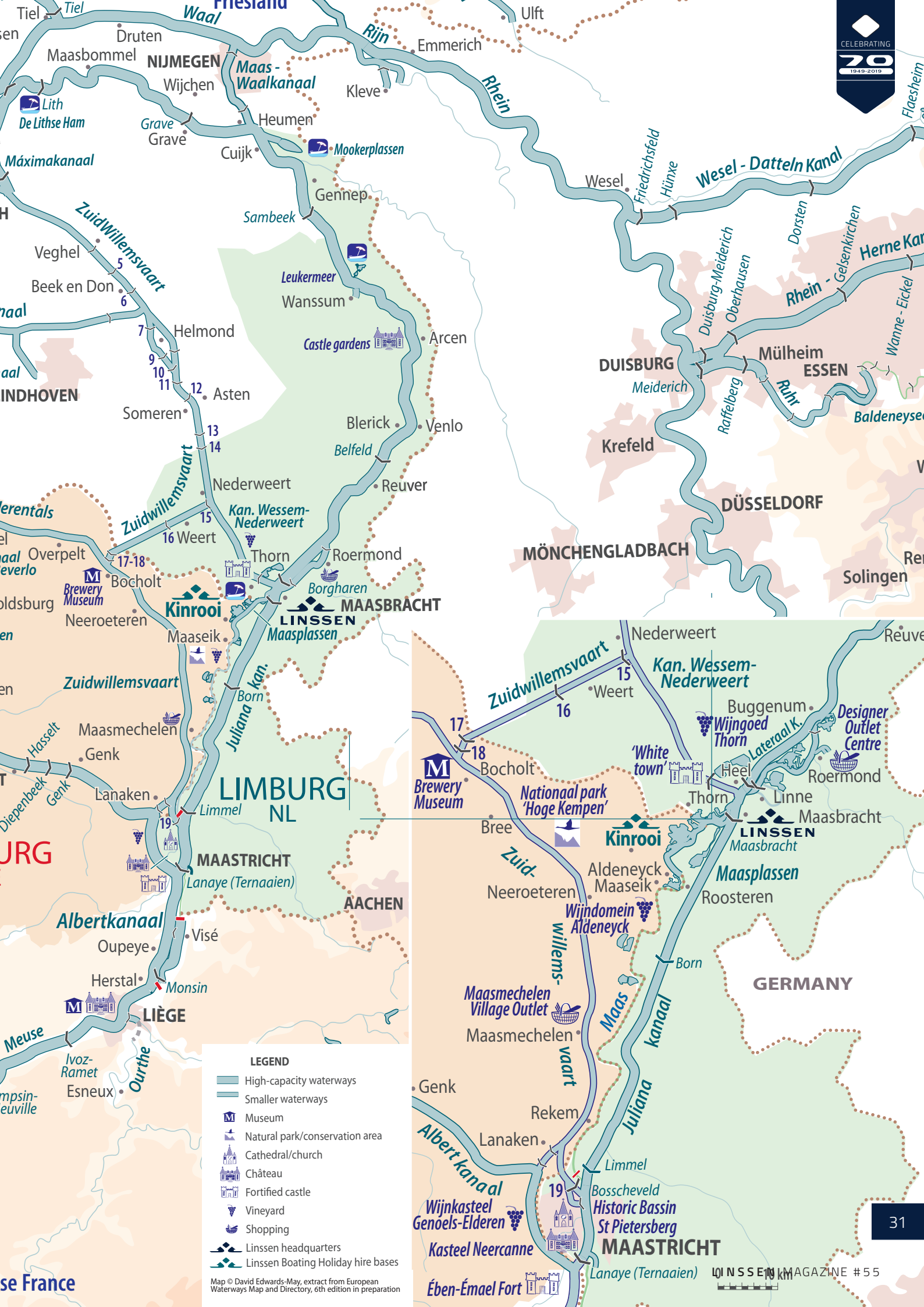
Receive a free wine package from the Aldeneyck wine estate on board when you book a boat from the Aqua Libra fleet for the 2020 season.



Valid for bookings of at least 1 week made before 15 January 2020.

To take advantage of this offer, please mention "Pinot Gris" in your booking request.

For more information, please contact Aqua Libra Yachtcharter at www.aqua-libra.be



LEGEND

- High-capacity waterways
- Smaller waterways
- Museum
- Natural park/conservation area
- Cathedral/church
- Château
- Fortified castle
- Vineyard
- Shopping
- Linssen head-quarters
- Linssen Boating Holiday hire bases

Map © David Edwards-May, extract from European Waterways Map and Directory, 6th edition in preparation

World
first



Text: Man van het Woord; Photos: Zebra Fotostudio's

New number in a sublime series

World first: the Grand Sturdy 480 AC Variotop®

Until now, the Grand Sturdy 450 AC Variotop® and the 500 AC Variotop® have together formed our Grand Sturdy Variotop® series. This will change from November onwards, as the Grand Sturdy 480 AC Variotop® is on its way. It's a small 500. Or a big 450. It just depends on the perspective you're looking at it from. The space of a 16-metre yacht and the agility of a 13-metre yacht have been brought together in the design of this (almost) 15-metre yacht. The official presentation of the 480 AC Variotop® will take place at the Linszen Yachts Boat Show in November. You'll be making your first acquaintance with it ... in this article.

You heard us say it when we launched the Grand Sturdy 450 AC Variotop® and we're repeating it now: the 480 has the same DNA as the 450 and 500. They are soul mates with more similarities than differences. Of course we understand that you want to have something to compare it with. Because if you have to choose between a 450, 480 or 500, you need to consider your options. That's why we are already providing you with the necessary information about the latest model from our top line. By the way, our sales team is always on hand to answer your questions about our new Grand Sturdy 480.

France-proof

At a length of 14.95 metres, the Grand Sturdy 480 AC Variotop® is a good one and a half metres shorter than the 500. This makes it, like the 450, an extremely manoeuvrable boat that allows you to navigate

European inland waters effortlessly.

While you might encounter challenges in 'la belle France' on a 500, you won't on a new 480. The 480's clearance height is just a bit higher than the 450's, namely 3.44 m, but less compared to the 500. It doesn't seem like much, but it will certainly open up a large number of waterways for you in France. Do you prefer sailing on the big rivers, along the coast or maybe even along the shore? Then the 500 AC Variotop® is the yacht for you.

Back to the original 500

In 1996 we launched our first generation Grand Sturdy 500 including the Variotop® wheelhouse system on to the market. We kept that revolutionary yacht in mind when developing the Grand Sturdy 480 AC Variotop®. In fact, the new 480 has exactly the same dimensions (14.95 x 4.65 x 3.42 m) as the first 500. You might call

it getting back to our roots. However, the new 480 AC Variotop® has much more interior space, three instead of two bedrooms and contemporary design and styling.

GRAND STURDY 480 AC VARIOTOP®

Sleeping space for 6 people

The 480 AC Variotop® has a spacious master bedroom and a generously proportioned guest room. We have chosen the layout of the 500 AC Variotop® for the 480 AC Variotop®. This means a third bedroom in the form of a centre cabin, like we introduced for the first time on our second generation Grand Sturdy 500 (2002 and later). Only now it's even more spacious and comfortable.

Master bedroom

In the aft cabin you will find the master bedroom for the captain-owner, which boasts a king-size double bed (1.80 x 2.00 m), lots of cupboard and storage space and an office corner. From this room you have direct access to your own wet room with electric toilet, washbasin and shower. You will find even more storage space in the hallway from the aft cabin to the saloon. This is also the ideal place to install extras such as a second refrigerator.

Guest room

The spacious guest room in the front of the ship has a large double bed with lots of storage space around it, and an en suite shower and toilet. All this is completely separate from the other rooms, guaranteeing your guests' privacy.

Centre cabin

The centre cabin contains two single beds. It's a functional space where, for example, you can let the youngest passengers sleep. You can also offer passengers who are only spending a short time on board a comfortable place to sleep in this cabin. The two single beds can be turned into a double bed in the blink of an eye. Feel free to ask about alternative layouts for this centre cabin.

Centre Line Traffic

Whereas the 500 has two decentralised staircases at the rear, we have followed the line of the 450 when designing the 480 at this point. The aft deck can be accessed from one central point. To use Linssen jargon: the new Grand Sturdy 480 is equipped with Centre Line Traffic. This choice was made in order to achieve the sense of space that we wanted to create in the aft cabin. We wanted to chip away as little space as possible from the master bedroom.

On the aft deck, we have placed a special table next to the U-shaped bench seat. Two leaves can be pushed together to create a single table. And they can be pushed apart again to create a passage to the central staircase.

Photos Grand Sturdy 450 AC Variotop®



Interior styles

The six interior styles designed by Bertine Creemers of PUUR Binnenhuisarchitectuur for the 500 and 450 are also available for the new Grand Sturdy 480 AC Variotop®. You choose the style that suits you. In this way, you can create your own world of experience on board. Will you go for soft natural tones (interior style Sand), restful and pure white (interior style White), a calm Scandinavian atmosphere (interior style Grey), the classic yachting experience (interior style Marine) or for one of the new colour options?

Organised flexibility

At Linssen Yachts, we don't believe in custom building.

There's a simple reason for this. We don't and can't expect you to make all the important choices before your yacht is built. After more than 70 years, we know that it doesn't work that way for most people. It's often only once you're on board that you find out what your needs are, for example with regard to interior design and layout. That's precisely why we build our yachts as universally as possible. We think ahead for you as much as possible. And give you the opportunity to flexibly adapt and complete certain items even after the yacht is handed over.

Modular design

An example of our 'standard customised' approach is



the flexible cabinets in the aft cabin. The layout of the cabinets is fixed, but you can specify the details yourself. If you decide at the last minute that it shouldn't be a wardrobe but a cupboard, that's not a problem. We give you the same freedom of design in the place where a dressing table is often chosen in the aft cabin. If you would rather have a shoe cupboard or a desk there, these modules are also available for you.

Proven quality

Finally, a few unsurprising facts about the new Grand Sturdy 480 AC Variotop®. The styling, the equipment, the choice of materials and the finish are of course up to the Linssen standard. No concessions, only the best. This can be seen for example in the saloon with sofa and table, in the spacious pantry with all conceivable equipment and in the dinette with functional dining table for breakfast, lunch or dinner. By the way, you can also choose a different module for this dinette.

At the heart of the 480, you will find systems and technologies that have already proven their worth in the 450 and 500. The engine room (incl. 2 Volvo Penta engines) and the silent drive concept are identical and the green LIPPCON® (Linssen Integrated Propulsion and Power Configuration) system continues to provide on-board power management by means of smart energy control and a silent generator.

GRAND STURDY 480 AC VARIOTOP®

The Softchine Prestressed Hull (SPH®) hull shape we developed for the 500, on which we also built our 450, is also the 480's hull shape. This hull construction is what produces the yacht's excellent sailing characteristics. Do you remember them? Less resistance while sailing, less noise and lower fuel consumption.

Superyachts for the inland waterways

More and more often we hear that Linssen Yachts delivers a quality equal to that delivered in the 25-metre (and larger) yacht segment. Our products are regarded as the most advanced in the market and we are proud of that. As the market leader, this new Grand Sturdy 480 AC Variotop® will enable us to continue our steady course.

With this new Grand Sturdy 480 AC Variotop, we are continuing steadily on course as market leader.



Basic specifications Grand Sturdy 480 AC Variotop®

- Construction: **SPH®** (Softchine Prestressed Hull)
- Bottom/hull/decks/superstructure: **6/5/4/5-4 mm**
- Weight/displacement: **± 25,000 kg / ± 25 m³**
- LOA x beam x draft: **± 14.95 x 4.65 x 1.20 m**
- Minimum air draft: **± 3.44 m**
- Headroom FC/saloon/AC/Wheelhouse:
± 2.00/1.98/1.98/2.00 m
- CE-classification: **B (sea)**
- Engines: **2x 5 cyl. Volvo Penta Diesel**
type D3-110, , 2x 82 kW (110 HP)
ZF 45-H / 3,031:1; 3000 rpm
Alternator: 2x 180A-12V
- Fuel tank capacity: **± 2x 750 ltr**
- Water tank capacity: **± 720 ltr**
- Holding tank capacity: **± 400 ltr**

The Grand Sturdy series

30.0 | 35.0 | 40.0 | 45.0

GRAND STURDY 30.0 AC



9.70 x 3.35 x 1.00 m

GRAND STURDY 30.0 SEDAN



9.70 x 3.35 x 1.00 m

GRAND STURDY 35.0 AC



10.70 x 3.40 x 1.00 m

GRAND STURDY 35.0 SEDAN



10.70 x 3.40 x 1.00 m

GRAND STURDY 40.0 AC



12.85 x 4.30 x 1.20 m

GRAND STURDY 40.0 SEDAN



12.85 x 4.30 x 1.20 m

GRAND STURDY 45.0 AC



13.98 x 4.35 x 1.20 m

GRAND STURDY 45.0 SEDAN



13.98 x 4.35 x 1.20 m

The Variotop® series

450 | 480 | 500

GRAND STURDY 450 AC VARIOTOP®



13.75 x 4.65 x 1.20 m

GRAND STURDY 480 AC VARIOTOP®



14.95 x 4.65 x 1.20 m

GRAND STURDY 500 AC VARIOTOP®



16.45 x 4.88 x 1.29 m

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.

Whichever one you eventually decide on, 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.

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

- the Grand Sturdy 30.0 AC / Sedan
- 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 480 AC Variotop®
- the Grand Sturdy 500 AC Variotop®

MAKE THE MOST OF FAST DELIVERY

These four yachts feature in various trade fairs such as the Düsseldorf Boat Show, Hiswa, Linssen sailing days and photo shoots and are available at special prices. Delivery time by arrangement.

Grand Sturdy 30.0 Sedan



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

Electric anchor winch, stern thruster, side ladder, reading lights FC, heating (blower) in cockpit, indirect lighting saloon, electric toilet in the FC, heating (blower) in FC toilet, TV-connection in the saloon, additional battery, TV-antenna Glomex, battery charger/inverter, cushions for deck boxes in Sandsurf

Now also included: the Linssen Sedan Variodeck and the Base navigation package (rudder indication, Axiom 7 display)

Special price: € 259.000,- (incl. 21% VAT)

Grand Sturdy 35.0 AC



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

Side ladder, stern thruster, heating outlet steering position, additional battery, battery charger/inverter, stainl. steel rope fender caps, electric anchor winch, toilet compartment in the AC, indirect lighting saloon, reading light in the AC and FC, stainless steel banister saloon entrance, electric toilet in the FC and AC, TV-connection in the saloon, TV-antenna Glomex, TV in saloon, removable right arm rest saloon settee, cushions for deck boxes in Sandsurf, cabrio over aft deck, provisions for autopilot

Now also included: the original Linssen teak deck on the aft deck and the base navigation package (rudder indication, Axiom 7 display)

Special price: € 326.000,- (incl. 21% VAT)

TIMES FOR VARIOUS DEMO YACHTS.

Grand Sturdy 40.0 Sedan



sistership



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

Side entrance ladder, heating (blower) in cockpit, smart controller autopilot, VHF Raymarine Ray90, magnesium anodes, electric anchor winch, reading lights in the guest cabin, USB connections, coolbox in saloon settee, TV-connection, Glomex TV-antenna, 32" tv in saloon, blinds/mosquito screens in hatch FC/cabin+head

Now also included: the Linssen Sedan Variodeck, the stern thruster (8,4 HP) and the lake navigation pack (autopilot p70R, Axiom 12 display)

Special price: € 456.000,- (incl. 21% VAT)

Grand Sturdy 40.0 AC



sistership



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

Side entrance ladder, heating at steering position, mid-night blue color scheme, smart controller autopilot, VHF Raymarine Ray90, magnesium anodes, electric anchor winch, teak entrance door, cupboard solution keys/maps, reading lights FC and guest cabin, indirect lights saloon steps/FC/AC steps, USB-connections, coolbox in saloon settee ,TV-connection, Glomex tv-antenna, 32" tv in saloon, blinds/mosquito screens hatch FC/cabin+head/AC, drop down system for cabrio

Now also included: the original Linssen-teak deck on the aft deck, the stern thruster (8,4 HP) and the lake navigation pack (autopilot p70R, Axiom 12 display)

Special price: € 474.000,- (incl. 21% VAT)

Contact us now and take advantage of this unique opportunity to sail a Linssen early in the 2020 season.



Employees
have their say...

After 30 years of building hulls, Peter Zentjes starts to wind down

Text: Man van het Woord. Photos: Zebra Fotostudio's

Sixty-four-year-old Peter Zentjes' last working day will be 1 July 2020. That's his timetable as of today. By that time, he will have spent 50 years in metal fabrication, no less than 30 years of which in the hull department of Linssen Yachts. His career within our company progressed from production worker to foreman to group leader. Together with Jos Linssen he built several prototypes at a time when "not everything had yet been pre-designed by computers". Peter has experienced the growth of Linssen Yachts first hand and looks back on a "very nice time" ahead of his retirement.

Peter's father had a farm in Stramproy and was also a blacksmith who did all kinds of jobs for fellow villagers. This is how Peter's interest in metalworking arose. After completing his vocational technical training, including metalworking, at evening classes, he started work at the age of 15 at the WBM engineering workshop in his home town. In 1978 he went to metal fabricators Stals Constructiewerken, also in Stramproy. And 10 years later, in 1988, he moved to Linssen Yachts. But actually, he had been working for our company for longer. Peter: "Stals Constructiewerken was building the new hulls for Linssen Yachts at the time. I think that was in 1985. That's how I first came into contact with the Linssen family. Later we also started making hulls for Linssen at Stals. The first hull was for the 32 SL. In 1988 I made the move to Linssen, where I actually did the same work as I'd been doing at Stals. And I never left."

Prototypes

When Jos Linssen designed a new yacht, a prototype was built to see if his ideas turned out well in reality. The boat would then be further perfected on the basis of this prototype. One day, Jos asked Peter to build the prototypes. This took place in a corner of the production hall. "It was pure craftsmanship," says Peter. "You did a lot by eye, such as looking, fitting, measuring and making adjustments. And you built this prototype all by yourself. If you were off sick, the building stopped. It was also a lot less high-tech. Now you have computers and CNC machines and a design has been completely worked out in advance. In those days, we had to improvise more, and that had a certain appeal. It was a fantastic time for me."

Much has changed

Although Peter occasionally indulges in nostalgia and harks back to the good old days, he has also seen that much has changed in a positive sense over the years. Peter: "With the advent of modern machines you can now work more accurately, more efficiently and also more safely as a hull builder. The work has become less physically demanding and there is now a solution or tool available for everything."

Yet Peter thinks that, despite increased automation, his trade will always remain people work. "Of course, we get better and more modern machinery. But craft workers such as those employed here at Linssen Yachts will always be needed. This is also because we build small series of different models at the same time on our production lines. If I were to come back here again in 25 years' time, I don't think so much would have changed in that respect."

Pride in the product

In the 70 years of its existence, Linssen Yachts has built up a powerful reputation in the market for luxury motor yachts. And Peter is proud to have been able to make a contribution for 30 years. Peter: "Linssen Yachts is a metalworker's paradise. The bar is set high here in terms of quality. This also means that, as a metal worker, you have to deliver the highest quality all the time. Not everyone can do that. But once you start work here, you'll be able to work on a great product. There's nothing better than seeing a customer sailing away satisfied with a boat that you have built together with your colleagues. That always evokes a certain pride in me."

What is his favourite model from 30 years at Linssen Yachts? Peter: "I still think the 470 was a really great boat. It had a very nice, long aft deck which could comfortably accommodate you and your whole family. I think it's important to get the proportions right. And in my view that was the case with the 470."

Still enough to do

Peter will still be working full-time until August, and one day a week less from August until July 2020. What will he do after his last working day on 1 July 2020?

Peter: "I used to do a lot of cycling. Unfortunately, I suffered a heart arrhythmia 12 years ago and had to take things easy. But cycling is still a big hobby of mine. I am also on the board of the local cycling club. Another hobby is my 1,200 m² garden. And, last but not least, I want to enjoy my family even more. I'm married, have two daughters and one granddaughter. So I certainly won't get bored."

Peter wants to make himself as useful as possible to Linssen Yachts until he retires. "I'm not the type to abruptly stop and close the door behind me. I want to do a proper handover and give help where it's needed. For example, by supervising less experienced colleagues and teaching them the right way to perform certain operations. Or by tackling repair jobs. In that respect, I still have enough to do here."





European Waterway History

Text: Mike Clarke; Photos: Inland Waterways International

Mike Clarke is a Council member of Inland Waterways International, Founder and President of the Leeds & Liverpool Canal Society, and a past President of the Railway & Canal Historical Society. He has been researching waterway history for 50 years, including living on a traditional wooden Leeds & Liverpool Canal boat for five years in the 1970s, and subsequently writing a history of the canal. A lock was named after him in 2016 for his work on that canal's heritage. For the past 25 years, he has travelled widely around Europe, from Portugal to northern Russia, as part of his research. He has been consulted by ICOMOS regarding several applications for World Heritage Status involving waterways. Here he gives a brief overview of the development of inland navigation in Europe.

On a still-water canal, one horse can pull a boat carrying up to 100 tonnes, and even on the flowing waters of a river they can move ten to twenty tonnes. Because of this ease of movement, inland transport on water has been used for millennia, particularly in the countries surrounding the Mediterranean. Egypt is well-known for the 19th century Suez Canal, but had many earlier canals, and the Nile has been used continually for transport. In Mesopotamia, between the Tigris and Euphrates in modern-day Iraq, there were improvements to the rivers as long ago as 3000 BC, with canals for irrigation and transport being built later. In Greece, the Xerxes Canal was built around 480 BC for military use, and the Diolkos, a 'railway' for boats, crossed the Corinth Isthmus as early as the sixth century BC.

The Romans were great users of inland navigation, and the Tiber up to Rome was navigable, possibly with locks of some sort. However, their greatest waterway achievements were outside Italy, particularly on the Danube. There, Trajan built a towpath into the side of the deep valley of the Iron Gates, making it easier for boats carrying gold, from what is now Romania, to finance the government in Italy. The towpath has disappeared under the deep waters of a hydro-electric scheme, but remains of the Roman bridge and harbour survive below the new locks at Djerdap in Serbia. Further north, they built many forts along the Rhine, partly to protect their northern borders, but also to control river navigation. In Mainz, the Museum of Ancient Shipping displays the remains of five Roman river boats excavated from the old river bed, together

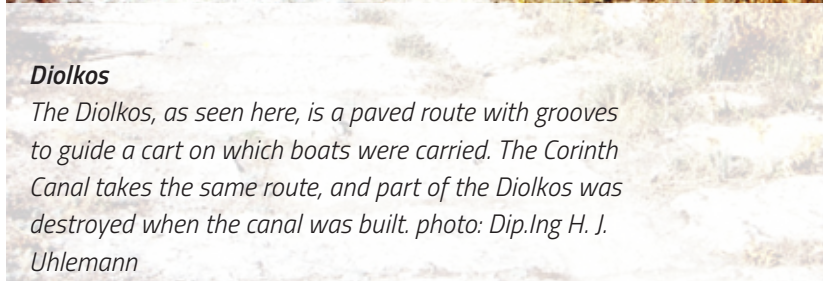
Spaarndam

The embankment that for centuries protected Spaarndam and the Haarlemmermeer from tidal flooding still survives. However, the lock seen here in 2014 was built in the 18th century to replace a simpler opening sluice that was originally used by boats passing between the sea and the inland waters.



Diolkos

The Diolkos, as seen here, is a paved route with grooves to guide a cart on which boats were carried. The Corinth Canal takes the same route, and part of the Diolkos was destroyed when the canal was built. photo: Dip.Ing H. J. Uhlemann



with reconstructions of other Roman river boats. Their size and number gives some idea of the importance of inland waterways to the Romans. (See <https://web.rgzm.de/en/museums/museum-of-ancient-seafaring-mainz/>) Canals were also proposed by the Romans, and a route from the Rhone to the Mosel was considered, whilst in England, they built the Foss Dyke and Car Dyke near Lincoln.

For centuries after the end of the Roman Empire, there are few records of inland shipping until the time of Charlemagne. He wanted to extend the Holy Roman Empire northwards from the Danube, so in 793 AD a canal, now called the Fossa Carolina, was built to link head waters, the Altmühl and Swabian Rezat, of the rivers Main and Danube. Only short, around three kilometres in length, part of the canal's route still holds water today. At the time, locks had not been invented, and the small boats using the canal had to be man-handled over short mud-covered slopes between the various sections. Similar slopes remained in use in northern Russia into the 20th century, and occasionally remains can still be found. Charlemagne's canal seems to have been successful as it did help protect and extend the eastern borders of his Empire, though it does not seem to have remained in use for long. Over a millennium was to pass before the Rhine and Danube were to be connected by a more substantial waterway.

One of the problems for canal and navigation builders was how to move boats from one level to another, such as around a mill weir on a river. This was also a problem for those building flood prevention barriers, with more and more being built, particularly in the Low Countries and Italy. In the former, the first passage for boats through a tidal barrier was at Spaarndam, close to Amsterdam, in 1253, as part of controls for preventing the flooding of Haarlemmermeer. In Italy, an irrigation waterway, the Naviglio Grande, was built in 1179-1209, and by 1269 there was some form of lock allowing access for boats into the centre of Milan. A passage for boats could also have featured in the flood control system built in 1190 by Alberto Pitentino at Governolo between the rivers Mincio and Po. It is probable that these passages for boats had lifting gates, supported by a wooden frame. This meant that boats with masts could pass only if the mast was lowered or removed, restricting the possibility of navigation.



Mainz

The Mainz Museum of Ancient Shipping displays the remains of five Roman boats excavated from the banks of the Rhine, together with several reconstructions and numerous models. Wreck 5, seen on the left, was an 18-metre-long flat-bottomed patrol boat that would have been rowed or sailed upstream.

Trade in salt was, for generations, an important part of the economy, and its carriage by road expensive. The Hansa town of Lübeck was an important centre for the salt trade from the Lüneburg area, and in 1398 a canal, the Stecknitzfahrt, opened for this trade between Lauenburg, on the Elbe, and Lübeck. It had both river and canal sections, and flash locks were used, where a single pair of gates held back the flow of water. When the gates were opened, boats could pass over shallow sections of river or canal on the 'flash' of water released. Rising from the Elbe at Lauenburg, it then crossed the watershed at Mölln, before descending to Lübeck, making it Europe's first summit level canal. The canal remained in operation until the end of the 19th century, when it was replaced by the Elbe-Lübeck Canal. This had the fascinating Hotopp locks, operated by air pressure generated by water flowing over an enclosed weir. (see <http://www.autokaffee.com/DDD/Hotopp2.html> for more information) These are now being replaced by larger conventional locks.

On rivers, flash locks were not liked by mill owners and fishermen, and they were also time-consuming for boatmen. As they used so much water, they were usually operated, at most, only two or three times



Dückersehleuse

The Stecknitzfahrt, from the Elbe to Lübeck, was Europe's first summit level canal. It opened in 1398 AD. It used flash locks, where a single pair of gates were used. This is the Dückersehleuse, near Lauenburg, in 1996. To operate the lock, a wooden beam, swung around a pin fitted into the hole in the stonework on the right, would lodge against the raised stone on the left. Gates were then folded back against the beam to retain the water and give a navigable depth upstream. Opening the gates created a 'flash' of water, giving enough depth for a short time for boats to pass shallows below the lock. Very wasteful of water, they were used only once or twice per week.



Tienhoven

Most early locks associated with land drainage had lifting gates, as seen here on the left in 1997 at Tienhoven, near Utrecht. The frame for lifting the gates made it impossible for sailing boats with fixed masts to use the lock. The windmill was used for pumping water, the water level only changing by perhaps one metre, and sometimes slipways, called 'overtoom', were used instead.



Fossa Carolina.

The Fossa Carolina, at Graben in Bavaria, was built in 793 AD by Charlemagne to provide a way for small boats between the Danube and Rhine. Its waters, seen here in 2018, are higher now than when first built, but much of the route can still be followed quite easily.

per week, so that there was also time for water mills to operate. What was needed was a way of allowing boats to move from one level to another without using large amounts of water. This was achieved by building two flash locks close together, with just sufficient room for a boat between the two pairs of gates. By building walls to connect the gates, the chamber

lock was created. This required only sufficient water to fill the chamber each time a boat passed through. Something of this sort was probably in use on the Hahnenburger locks on the Stecknitzfahrt before 1480.

We will look at the 'true' chamber lock in the next edition.

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

France


www.inlandwaterwaysinternational.org

INTERNATIONAL BOAT SHOWS & LINSSEN EVENTS 2019


OCTOBER 2019

	Linssen River trials Preview Grand Sturdy 480 AC Variotop®	Maasbracht (NL)	11.10 - 14.10.2019
	Belgian Boat Show Float	Nieuwpoort (B)	19.10 - 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
	Boot und Fun Berlin	Berlin (D)	20.11 - 24.11.2019

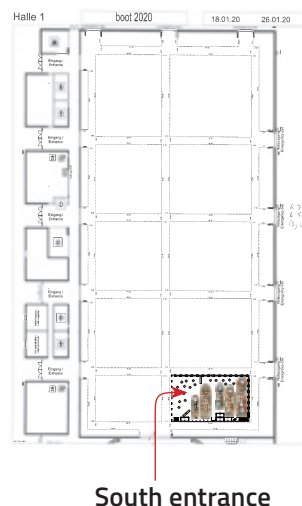
DECEMBER 2019

	Salon Nautique de Paris	Paris (FR)	07.12 - 15.12.2019
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2020

JANUARY 2020


	BOOT Düsseldorf	Düsseldorf (D)	18.01 - 26.01.2020
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 **Linssen Yachts in new HAL 1 at BOOT Düsseldorf 2020**

 **Linssen Boating Holidays® HAL 13**

MARCH 2020

	Linssen Yachts Boat Show <i>Season Opening</i>	Maasbracht (NL)	06.03 - 09.03.2020
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Under development

New series



Linssen SL Series

Timeless class

Artist's Impression
Linssen 30 SL Sedan

If you know Linssen Yachts, you know that our product development never ceases. There are new models, constantly improving interiors, technical innovations and of course the work of setting trends. One of the new trends will be the new Linssen SL series.

Sleek and modern look

This new SL line is characterised by its rising waterline, which perfectly follows the curves of the bow and therefore has a sleek, modern look. The window section in the superstructure is finished in dark contrasting shades of grey, giving it a unique look. The sturdy rubber bumper adds the finishing touch.

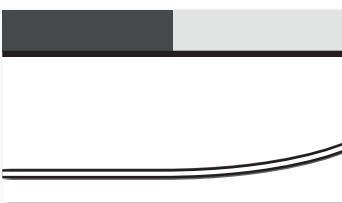
In addition to the standard white hull colour, three unique colour palettes have been created as an optional extra, with a choice of green, blue or grey shades.

Modern yet timeless. That's Linssen.

More information

If you would like to know more about this new Linssen SL series, please contact your representative or contact the boatyard directly. For more information, please visit www.linssenyachts.com/sl

Standard colour

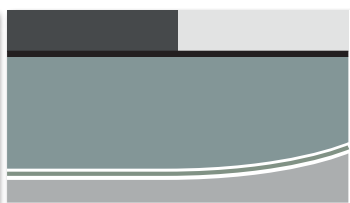


Egg shell White

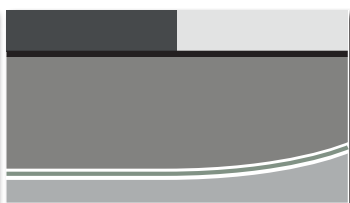
Colour options (surcharge)



Cove Green



Fjord Blue



Haven Grey

Linssen specialist par excellence



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- Linssen Yachts components

Boat Equipment Watersport BV

Kloosterstraat 29, NL-6051 JB Maasbracht

Tel: +31 (0)475 - 43 99 43

www.boatequipment.nl | info@boatequipment.nl

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WATERSPORT B.V.



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SIMPLY SUPERIOR



New LBH locations

New developments around the Berlin region and the Mecklenburg Lake District

Text and photos: Yacht Charter am Prerauer Stich / Puur Yachtcharter / Jean Tinguely

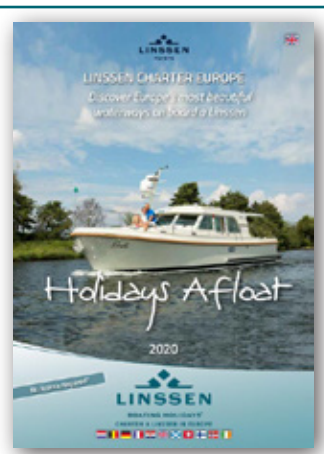
The Linssen Boating Holidays® network continues to expand. More and more Linssen yachts are available for hire in more and more places. The Mecklenburg Lake District is situated in the heart of Mecklenburg-Vorpommern. Together with the waterways of Berlin and Brandenburg, this is the largest and one of the most beautiful water sports areas in Central Europe. More than a thousand lakes, connected by numerous rivers and canals, dominate this unique natural landscape.



The new Linssen Boating Holidays brochure for the 2020 season is out now.

Find out about all the sailing areas and our partners.

Download the brochure from the website or request it from:
www.linssenboatingholidays.com
info@linssenboatingholidays.com



Müritz National Park, Mecklenburg Lake District, Berlin, Potsdam and the Baltic Sea.

Yacht Charter am Prerauer Stich is a new "old acquaintance". Our home port is the brand new Zehdenick Marina on the Prerauer Stich. The two owners Dirk Fengler and Uwe Schorpp and their team are familiar faces in the charter business and are known for their first-class service as well as perfectly maintained and prepared yachts, which allow you a carefree yachting holiday. The newly built modern and convenient jetty alone is worth a visit. With 2.40 m wide main piers and finger piers 1m wide and up to 12m long, you'll have no problem reaching your Linszen charter yacht. There are plenty of parking spaces on land and our new marina building with spacious sanitary facilities, harbour master's office and a well-stocked harbour shop will also be in operation by the start of the 2020 season. Also up and running from the start of the season, the restaurant will get your holiday off to an enjoyable start.

You will have a fantastic cruising area to enjoy. Whether it's the Müritz national park with its countless lakes, the Ruppiner Gewässer lake district, Lake Wannsee, Berlin or the Potsdamer Havel river, lakes such as Scharmützelsee, Werbellinsee or the Stettiner Haff lagoon, no matter whether you are looking for city flair, culture or unspoilt nature, you can get to each of these destinations easily and quickly on our yachts. Many destinations can be reached without the need for a driving licence. This gives

all charter guests the opportunity to experience a holiday on a luxurious yacht – in a breathtakingly beautiful environment.

We have a number of suggestions for you, which will take you through the exciting and varied region to reach the natural and cultural highlights. Fontane, Wallenstein, Schinkel, Humboldt and many other famous figures from the past left their mark here. Industrial heritage sites are waiting to be discovered, e.g. the ship lift in Niederfinow or the train ferry in Fürstenberg, the only free-sailing river train ferry in Germany. The Finow Canal, the country's oldest navigable shipping route, offers a romantic ambience, with many historical sites waiting to reveal their beauty. Swimming and relaxing in unspoilt countryside or simply enjoying the peace and quiet while watching beavers, herons or white-tailed eagles from the aft deck is of course also possible.

We are delighted to have joined the LBH family and to be offering you another attractive location.

Experience the largest continuous water sports area in Europe on one of our Linszen yachts.

Welcome aboard.



Ralph Weil

Yacht Charter am Prerauer Stich

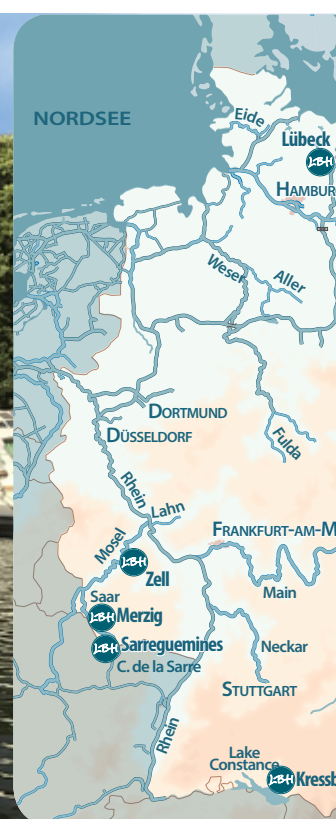
Waldstrasse 10

D-16792 Zehdenick

Tel.: +49 (0)3307 421 80 45

www.marina-zehdenick.de

charter@marina-zehdenick.de



PUUR Yachtcharter: Everything moves, nothing stands still!

This is also true of PUUR Yachtcharter. We are delighted to present our innovations for 2020. We have found efficient and solid partners in the Vulkanwerft marina in Werder on the river Havel and the Alter Hafen marina in Zehdenick-Mildenberg. We've established our fourth location in Werder after Buchholz by the Müritznational park, Zehdenick-Mildenberg on the Havel and Kressbronn on Lake Constance.

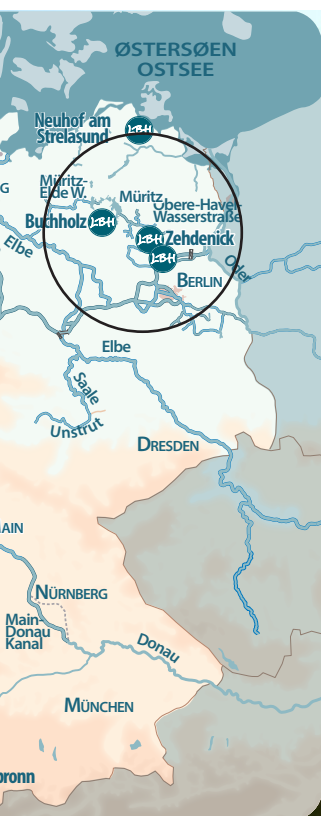
In Zehdenick we've moved to the smaller and more romantic Alter Hafen Marina at the Ziegeleipark industrial museum in the Mildenberg district. In addition to a very beautiful harbour, we offer you a fine-dining restaurant with modern interpretations of traditional dishes. The marina has the complete infrastructure required (crane, sewage pump, diesel tank and a maritime shop). It is located right next to the historic Ziegeleipark industrial museum, which is definitely worth seeing. There are also good public transport links to Gransee and Zehdenick, which can also be reached by bicycle and car as they are just a few kilometres away.

Vulkanwerft Marina is an up-and-coming marina that also offers a full service. Werder railway station is only

300 metres away, and there are very good shopping facilities a few metres further on. Other destinations are easily accessible by public transport. The excellent "Filterhaus" restaurant is located right inside the harbour in a protected industrial building. The renovated wooden beam ceiling construction is a feast for the eyes of connoisseurs of this combination of modern and historical architecture. Let staff know you are a PUUR Yachtcharter guest and be indulged by restaurant manager Lara Sommer.

About 1 km away is Werder island, a jewel in the Havel. It's not called Brandenburg's blossom island for nothing.

We therefore look forward to welcoming you to our old and new locations.



FEINSTER BOOTSURLAUB
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ICCESS

**Making things easier with ICCESS.
Including in the engine room.**

Text: Man van het Woord. Photos: Zebra Fotostudio's

Integrated CAN-bus Controlled Electric Supply System. ICCESS for short. Maybe you've heard the term before. Or read it on the control panels we use in our 30.0, 35.0, 450, new 480 and 500 models. With ICCESS you always have all the important information to hand and you can easily operate the main functions on board your yacht. But ICCESS also provides clarity and convenience in the engine room. It's a highly serviceable system. This is good for you, but also for the service technician you might get on board.

There was a time when we had to pull the necessary metres of cable on board our yachts to make all the electrical systems work. At Linssen Yachts, we thought there had to be a more efficient and better way of doing this. And so our engineers have been working on this issue. With a successful result.

Linssen CAN-bus version

Ed Houben: "Nowadays, shipbuilding is also increasingly using CAN-bus (Controller Area Network) systems. This allows electronic devices to communicate with each other without the need for a separate cable for each communication flow. With most CAN-bus systems, however, you can still see that parts are installed all over the boat. This means that in the event of a malfunction, the user first has to search through countless hatches to trace the component in question. We didn't want that. That's why, being stubborn, we've come up with a Linssen version: ICCESS."

Anything that needs power has a cable attached to it. The idea behind ICCESS is that all these cables come together in one central place in the engine room. From this point, one thin cable runs to the control panel. It's a great example of system integration, if we say so ourselves.

New control panels

You will find two ICCESS control panels on board our 30.0, 35.0, 450, 480 and 500 models. One panel is located in a central position in the living area, one panel next to the steering position. These panels, which used to be larger in size, have also been redesigned for ease of use. Our partner KesselsGranger was responsible for the design, and the pictograms on the panels were also custom-made for us.

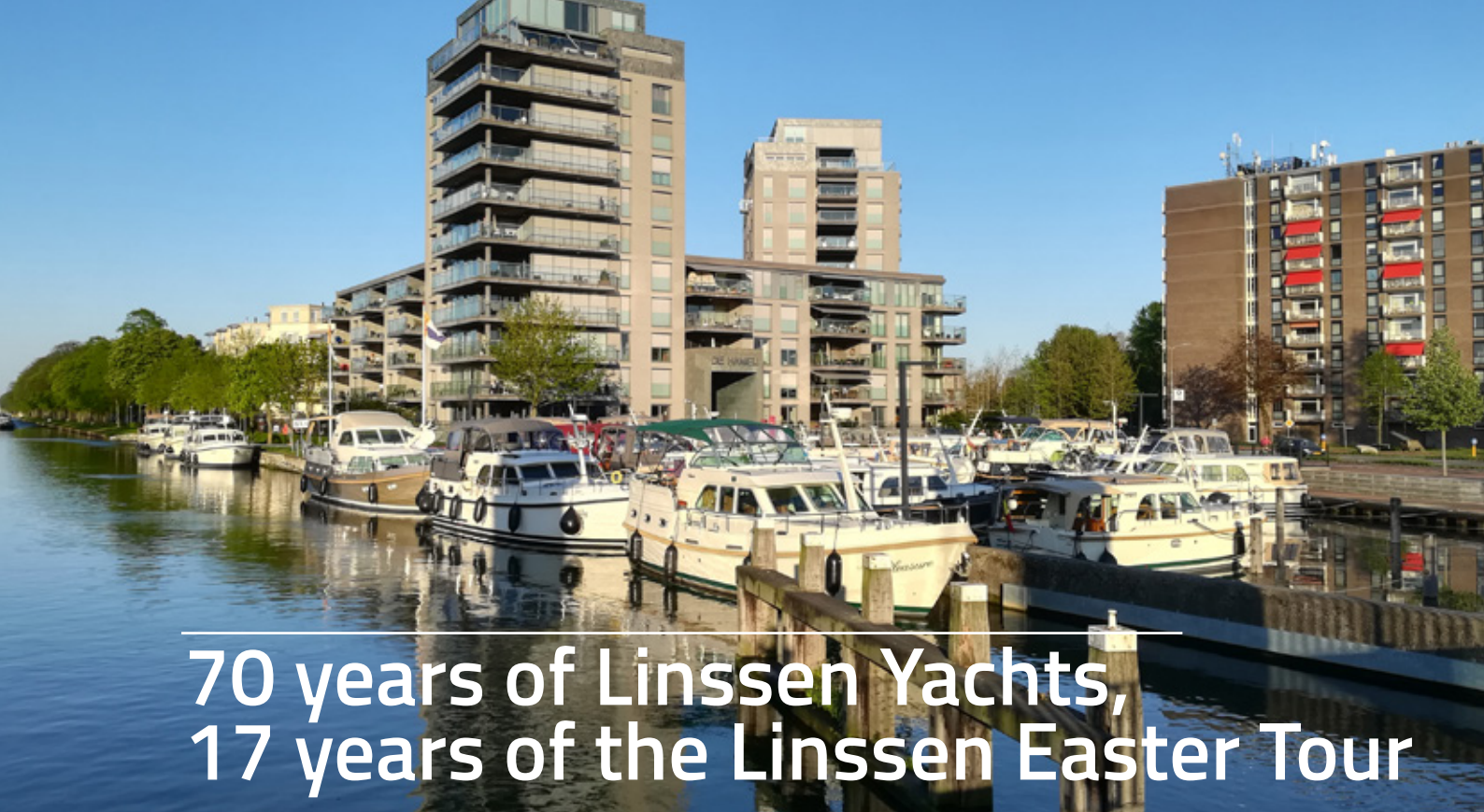
Ed Houben: "A great deal of thought has gone into this. It has become an easy-to-read panel in which the icons make the various functions clear at a glance. From switching on the lights in the engine room to operating the electric anchor winch. It can be done at the push of a button. The display shows information such as the current level of the various tanks and battery voltages. Safety and warning signals from the on-board system also flash up on the panel."

Serviceability

Imagine you're experiencing an electrical fault. When you contact our service organisation, the simplicity of ICCISS means that in many cases we can quickly point you to the right place in the engine room. And often also to the right component, thanks to the standard numbering system we use. A service technician who has little knowledge of CAN-bus and who comes on board with you, will undoubtedly be able to work with ICCISS. This is mainly due to the high degree of uniformity combined with conventional electrical components.

Ed Houben: "ICCISS is pretty dummy-proof. Of course, CAN-bus is a modern technology, but we have cleverly combined it with conventional electrical engineering. An average mechanic can handle that. ICCISS is our innovative answer to the makeshift cabling that you still too often encounter in the engine rooms of 'modern yachts'. We will therefore eventually install it in all other yachts in our Grand Sturdy and Variotop® series."





70 years of Linssen Yachts, 17 years of the Linssen Easter Tour

Text: Yvonne Linssen; Photos: Paul Beelen / Paastour deelnemers

In 2002 André Suintjens, then sales manager at Linssen Yachts, organised the now traditional Linssen Easter Tour for the first time. At that moment he had just taken delivery of his Linssen Grand Sturdy 380 AC named 'Mark Two' and he thought it would be nice to make the maiden trip to Maastricht. The enthusiast that he is, he told a number of people about his idea and so on Good Friday 2002 the first Linssen Easter Tour left for Maastricht with six yachts.

For years, the itinerary was as follows:

Friday Maasbracht–Weert, Saturday Weert–Maastricht. On the Sunday, a few boats would make the short trip to Rekem and back to Maastricht. In Maastricht, the boaters had dinner at café De Perroen, whose proprietor at the time was a Linssen owner. In the Bassin harbour our yachts are visited every year by the Easter Bunny (now assisted by more and more junior Easter Bunnies) and Easter eggs are handed out.

This was followed on the Monday by the return trip to Maasbracht along the Juliana Canal. It's an international tour, through the Netherlands and Belgium, with more and more international participants. The purpose of the trip is to introduce (mostly new) customers to their own boat, enabling them to exchange experiences with other Linssen owners and pass through a variety of locks and harbours in order to gain as much experience as possible. Each part of the tour has its own specific characteristics. In Weert, for example, you have to do a reverse mooring manoeuvre between poles, which is a challenge

for novice sailors. But if they can do it with some help from other skippers, the 'reward' is all the greater. In Belgium, on the Zuid-Willemsvaart canal, there are a few different rules regarding locks. For example, a line has to be tied fore and aft in the lock. This line (a long one!) is paid out to the lock master (using a hook). He winds it around a bollard on shore. This is a different way of securing a vessel than the standard 'on the middle bollard' method, which is used by many skippers.

The number of tour participants has grown, in the first few years there were always about 8-10 and later as many as 10-15. The stops were extended to include a programme of events and connections were made for the following years.

A few years later a stop was added to the programme. Weert was followed by Maasmechelen, where they moored at the jetty at the Maasmechelen Village shopping centre. The ladies (in particular) could do some shopping before setting course for Maastricht



Reception by executive councillor Tessa Geelen at Weert passer-by harbour with welcome drinks

(with a stopover in Rekem to drink a 'Mother Superior' beer at the In de Oude God café) and returning to Maasbracht on Easter Monday.

Anniversary year edition

This was also the programme for this anniversary year edition. But as is often the case in water sports, things did not go according to plan. A defective lock threw a spanner in the works.

On Good Friday, a record number of 19 (!) yachts of all sizes (from a 29.9 Sedan to a Grand Sturdy 500 Mark II) and six nationalities (NL, B, D, F, UK, USA) left after an extensive briefing in the showroom in Maasbracht. In Weert, the group was met by executive councillor Tessa Geelen and Linssen Yachts offered all those taking part a welcome drink. Even the local press was present and the residents of the surrounding apartments were curious to see who was there with all those beautiful yachts. Everyone went to bed early, because the plan was to leave at 8 o'clock on Saturday morning.

On Saturday morning the 'Serious Pleasure' (Grand Sturdy 410 AC) of tour leader André Suintjens cast off the mooring lines but tied up again almost immediately. André got off the boat and informed the group that lock 16 in Weert was blocked due to a malfunction. The lock keeper promised to keep us informed.

Because one of the participants had a birthday (Carlijn Janssen), there was a spontaneous small birthday party (involving flan) on the quayside in Weert. André had indicated that we would have to leave Weert at 11 o'clock at the latest in order to be able to reach the locks in Belgium. We waited and waited. Because there were no messages, we decided to take a look at the lock, in a car that we managed to arrange. In the end we decided at around 10.30 a.m. that it was better to put 'plan B' (which we had devised on the spot) into action.

We called the harbour in Stevensweert and asked if we could come with 19 yachts. The harbour master promised to assess the situation immediately and call us back. Fortunately, after 15 tense minutes, the final answer came. There were 19 places!

Group 1 left and André arranged with the bus company that the group should not be picked up in Maasmechelen, but in Stevensweert.

People were in a good mood, despite the delay. All the participants thought it was wonderful that we were able to solve the problem this way. Moreover, staying on board when it's 28 degrees is not a punishment! Group 2 also departed some 45 minutes later heading for the starting point. About three hours later we

Stevensweert harbour as an alternative base



arrived on the Meuse again, passed Wessem (after which some phone calls were made to find out how it was possible that 'Henri Mer' had been spotted in Wessem and not in Weert), and we set course for Stevensweert. When we arrived, the harbour master was already waiting for us. He pointed everyone to their box and everything went as if it had been planned.

At 5.00 p.m., the bus picked us up to take us to Neeroeteren. After a few years of dining at restaurant Oud Oteren, this time we went to Fabulous on Neeroeteren's idyllic 'Island'. What a beautiful place, it's a real beach bar. You imagine that you're somewhere Mediterranean (especially in hot weather). Tapas were served outside as a starter. The main courses (meat and fish dishes on the table) were served inside. Afterwards, we walked back to the pick-up point for the bus and were safely taken back to Stevensweert.

We had an important visitor on the Sunday!

Every year the Easter Bunny also visits our Linssens and brings a surprise for everyone on board. For some years now, the Easter Bunny has been accompanied by some Easter Bunny helpers, as was the case this year. Early in the morning, three junior bunnies boarded the 'Henri Mer' along with the Easter Bunny. They knocked on the door of each yacht and handed out an Easter surprise. However, the little bunnies returned with more than they had handed out.

In the meantime, house caterer Camiel Wolfhagen from Maasbracht prepared a delicious breakfast buffet near the main jetty. It consisted of bacon and eggs, sandwiches, fruit, yoghurt, etc. Everyone brought their own plates, cutlery and coffee/tea. It turned out to be a very pleasant breakfast.

After breakfast the first yachts sailed off in the direction of the Maasbracht lock. That day the route continued along the Juliana Canal to Maastricht. A trip of about four hours, but with a relatively long wait to get into the Bassin. Only three yachts can pass through the lock at the same time. But the long wait was rewarded and eventually the whole group gathered together in the beautiful, historic inner harbour within walking distance of the centre of Maastricht.

In the evening we had a delicious dinner on the terrace of bistro Allo-Allo. Because of the lovely weather we were able to stay outside until late in the evening. Even a few sea shanties could be heard. Slowly the crews started to go to bed and by around midnight the last members of the group had disappeared from the jetty.

On the Monday, everyone could decide for themselves when the return journey would start. We were guided through the lock again in groups of three. A large part of the group came together for a while in Born lock. A few people expressed their thanks over the radio telephone. Once again this year everyone had fun, but also learned, exchanged experiences and made friends.

Each and every one of them came up to André, and also to me, to thank us. They all told me they thought it was special that Linssen not only preaches family feeling but also lives up to it. That's what I think is the biggest compliment we can get as a boatyard and the Linssen family!

Thank you all for your participation this year, but also in previous years!

Stevensweert harbour with Easter breakfast and a visit from the Easter Bunny on Easter Sunday



Are you interested in joining this tour at Easter 2020?

If so, you can express your interest
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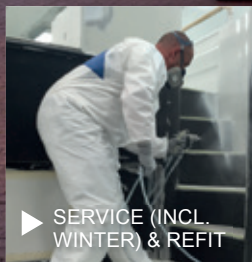
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	Ref.-Nr	Typ Dimensions	Year of construction	Engine(s)	Price
	 2877	Grand Sturdy 34.9 AC 10.70 x 3.40 x 1.00 m	2009	1x Volvo Penta D2-75 55 kW / 75 HP	€ 214,500
 sistership	 3031	Grand Sturdy 34.9 Sedan 10.70 x 3.40 x 1.00 m	2011	1x Volvo Penta D2-75 55 kW / 75 HP	€ 225,000
	 2572	Grand Sturdy 34.9 AC 11.60 x 3.40 x 1.15 m	2010	1x Deutz DT 44 84 kW / 114 HP	€ 259,000

EXPECTED:

 sistership	 2826	Grand Sturdy 40.9 AC 12.85 x 4.30 x 1.20 m	2009	1x Volvo Penta D3-110 82 kW / 110 HP	€ 277,000 excl. MwSt.
 sistership	 2900	Grand Sturdy 40.9 AC 12.85 x 4.30 x 1.20 m	2010	1x Volvo Penta D3-110 82 kW / 110 HP	€ 320,000
 sistership	 3199	Grand Sturdy 40.9 Sedan 12.85 x 4.30 x 1.20 m	2015	2x Volvo Penta D2-75 55 kW / 75 HP	€ 445,000
 sistership	 2913	Grand Sturdy 43.9 AC 13.90 x 4.35 x 1.20 m	2010	1x Steyr M0156K 88 kW / 120 HP	€ 399,000

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