

NEW
Linssen 30 SL Sedan



WE TAKE YOUR **HEALTH** SERIOUSLY®

Dear reader,
These are turbulent and uncertain times...

At the time of writing (beginning of April) we are in the middle of the corona crisis. Which way do we go? Nobody knows. But we do know that it's serious.

We, too, are concerned about everyone who has already been affected, both personally and professionally. Like many, we hope that we can quickly turn this situation around and that everyone can get on with his or her "normal" life again. But what's "normal"? Are we going to continue at this pace? Travelling a lot, rushing around, seeing the world? Or will we opt for a little more peace and quiet and family? Spending more time together, at home or on the boat. Getting some rest and enjoying it. This is what water sports used to be like, when the boat was a firm part of family life because it was carefree and many beautiful moments were experienced. From driven by "dividend" to driven by "intangible dividend" (enjoying time with your loved ones).

In the meantime (for the time being) deliveries will continue and we are preparing for the upcoming sailing season in a different way. Together with our team, we are now preparing a scenario in which we can responsibly guarantee as much continuity as possible, within the existing constraints, from construction to delivery, from accessibility to after-sales, taking into account customers, visitors and employees and their families.

Many of you have already told us that you are going to the boat right now (if and where allowed) because you feel safe or safer there, away from crowds. We understand that. We will do our utmost, as far as we are allowed, to be ready to answer all your questions. Modern media certainly makes this easier.

As long as it is justified and permitted, we are there for you personally. But right now it's hard to see what lies ahead. There are still too many people who underestimate the situation and act accordingly. Together, we must try to convince them. Together, we will hopefully turn this situation around.

It's going to be a different start to the sailing season, that's for sure. Take care of yourself and your loved ones. If everyone does that, we'll be back enjoying European waters together again in the shortest possible time. Currently, you have to do that alone, with your loved ones.

We hope to be able to shake your hand again soon. But not right now. We're temporarily replacing "We take your pleasure seriously" with "We take your health seriously"!

Stay strong and healthy.
Yvonne Linssen

P.S. Due to the corona crisis, this issue of the Linssen Magazine will be published in digital form only.
We trust you will understand our decision.



Yvonne Linssen

In memoriam



Jac. Linssen

** 24.01.1922 - † 19.03.2020*

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World
first

Linssen 35 SL AC

Sporting and individual

Text: Linssen Yachts; Artists impressions: KesselsGranger Designworks

In the previous edition of our magazine, we announced the Linssen 30 SL Sedan as the first of the brand new Linssen SL series. Its launch at the Düsseldorf Boat Show in January was particularly successful. The reactions were extremely positive, especially with regard to the new interplay of lines, the new fresh colour combinations and the innovative interior, all achieved while retaining the Linssen DNA. Now, barely six months after that first announcement, we can launch the second yacht in the series as a world first: the Linssen 35 SL AC.

Passion, durability and refinement: the SL is the hallmark of a Linssen yacht developed for the most demanding lovers of a sporty lifestyle.

SL is the abbreviation for "Sport Luxury". For the SL, the Prototyping & Engineering team at Linssen Yachts, working closely with KesselsGranger DesignWorks, has developed a series of yachts that combine the unmistakably luxurious Linssen identity with refinements that are in keeping with the greatest sporting traditions.

The most important character lines of the yacht have been accentuated to reflect the sport's philosophy. The exterior design is characterised by details that are unique to this SL series.

One of the most striking features of the SL design is the floating roof on the Sedan versions. This was

achieved by finishing the window frames and jambs of the saloon in anthracite, visually connecting the glass façade into one element and appearing to be separate from the roof.

This design reflects the legacy and lineage of earlier Linssen S generations (SE/SX) with an avant-garde evolution.

The anthracite-coloured rear sections of the saloon form the perfect backdrop for the contrasting, stainless steel logos in the shape of a wing. These have an extra inlay in anthracite for the meticulously detailed Linssen SL logo.

As with the saloon windows, the portholes are masked with anthracite to visually reduce the number of individual shapes and increase the length of the yacht.

LINSSEN 35 SL AC

Great care was taken with the design of the stainless steel railing. The rear section is curved and provides a powerful yet elegant look. In keeping with this design, the AC's bulwark has a unique shape with a subtly curved and shaped profile.

The sheer of the boat is accentuated by a PVC bumper, which results in a sleek and purposeful appearance.

The end caps from the fendering to the swimming platform are finished in black for optimal integration. Appearing to raise the bow out of the water, the bow line emphasises the shape of the hull to give a stronger appearance.

Further details include the unique air gate with the Sport Luxury logo engraved in stainless steel.

Interested?

If you'd like to come and admire the Linssen 35 SL AC or the Linssen 30 SL Sedan for yourself, just make an appointment for a live or online viewing. Contact us by phone, e-mail, Whatsapp, Skype or the chat function on our website.



KesselsGranger
DESIGN WORKS



New design incorporated into high-quality series production

The completely new Linssen SL series is, of course, just like any other Linssen, built to high-quality standards throughout the entire production process.

Just to mention a few points:

- the steel is cut using a laser cutting machine
- despite the use of pre-blasted steel, the hull is fully blast-cleaned in our own blasting cabin
- the hull is preserved using high-quality four-layer coating systems in our own spray booths
- FIS system in the hull for integrated installation of cables and pipes and also floor support

- high-quality interior construction with CNC milling machines, edge gluing machines and modular construction
- modular engine room design following the Linssen TMM system (Ten Main Modules)
- CANbus-controlled printed circuit boards with control via ICCCESS control panels

and much more...

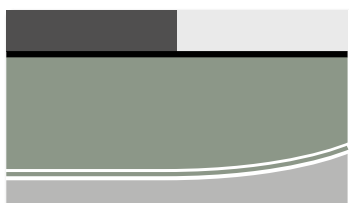


Standard colour

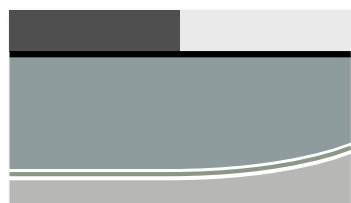


Eggshell White

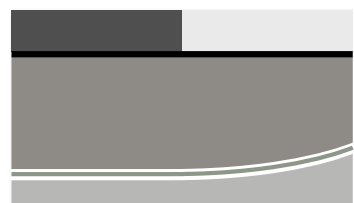
Colour options (surcharge)



Cove Green



Fjord Blue



Haven Grey

BASIC SPECIFICATIONS

30 SL

35 SL

Construction:	HPH® (Hardchine Prestressed Hull)	HPH® (Hardchine Prestressed Hull)
Bottom/hull/decks/superstructure:	5/4/4/4 mm	5/4/4/4 mm
Weight/displacement:	AC: ± 8,000 kg / ± 8 m ³ Sedan: ± 7,500 kg / ± 7.5 m ³	AC: ± 9,000 kg / ± 9 m ³ Sedan: ± 8,500 kg / ± 8.5 m ³
LOA x beam x draft:	± 9.70 x 3.30 x 1.00 m	± 10.70 x 3.35 x 1.00 m
Minimum air draft:	AC: ± 2.45 m Sedan: ± 2.30 m (2.37 m with Linssen Variodeck®)	AC: ± 2.45 m Sedan: ± 2.30 m (2.37 m with Linssen Variodeck®)
Headroom FC/saloon/AC:	± 1.83 / 1.94 x 1.87 m	± 1.83 / 1.94 x 1.87 m
CE-classification:	C (coast)	C (coast)
Fuel tank capacity:	± 240 ltr	± 240 ltr
Water tank capacity:	± 220 ltr	± 220 ltr
Holding tank capacity:	± 240 ltr	± 240 ltr
Engine:	1x 4 cil. Volvo Penta Diesel, type D2-50 1x 37.5 kW (51 PK) ZF 25-H / 2.8 : 1, 3000 rpm Alternator: 115A-12V	1x 4 cil. Volvo Penta Diesel type D2-75 1x 55 kW (75 PK) ZF 25-H / 2.8 : 1, 3000 rpm ALternator: 115A-12V
Emission compliance:	EPA Tier 3, EU RCD Stage II, BSO II	EPA Tier 3, EU RCD Stage II, BSO II

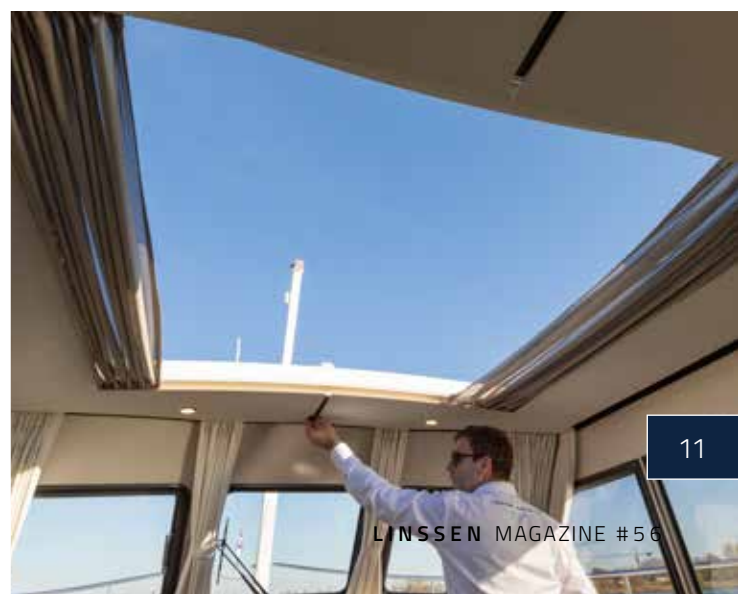


Linssen 35 SL AC layout



Linssen 30 SL Sedan







Linssen 30 SL Sedan





Linssen Variotop® versus Porsche Targa.

Same feeling. Different design.



Text: Man van het Woord; Photos: Kurt Vandeweerd

Both are world-class. High-end and unique. Outstanding, in terms of both quality and engineering. We're talking about Linssen's Variotop® and Porsche's Targa: two convertibles that for years have captured people's imagination. They're part of a lifestyle. A conscious choice for luxury and ultimate freedom.

The Targa and the Variotop® did not appear overnight. Their emergence was preceded by long development processes. The techniques and details were continually refined and sharpened. Again and again. The result: two convertibles, unique in their own class. Both state-of-the-art. Unbeatable.

Set your own course

The Variotop® and the Targa are synonymous with a certain lifestyle. Choosing luxury and ultimate freedom. On the water, on the road and in all other facets of life. It's not about the destination, it's about the journey. Everyday life is forgotten as soon as the engine starts and the folding roof opens. Experience the adventure, relax and enjoy. Take a seat behind the steering wheel and set your course and pace. Wind in your hair, sun on your face. Get your speed up. Or just proceed at a comfortable cruising speed.

Fun for two and more

There are many similarities between a Linssen Variotop® and a Porsche Targa. The engineering, the quality, the experience, the feeling. Of course there are also "subtle" differences. A Porsche Targa means fun for two. A Linssen Variotop® provides enough space

to allow you to be together with the whole family, friends or relatives. On board a Linssen Variotop® you can have weeks of fun without having to return home. After all, you're already home.

The Linssen Variotop® under the microscope

In fact, a Linssen Variotop® combines a helmsman's position inside, a helmsman's position outside and a flybridge. By opening or closing the folding roof, you can create a large indoor or outdoor space and everyone can get together. With the roof closed, the wheelhouse is waterproof, insulated and pleasantly comfortable. With the roof open, it's wonderful to enjoy the sun; the fully fledged bimini top provides just the right amount of cooling. The Variotop® is fully electric and can be operated at the push of a button. The convertible section can be conveniently closed off with hinged doors.

Showpiece

The cockpit bench of the Linssen Variotop® is infinitely adjustable in height so that everyone can enjoy the view above the edge of the windscreen. The steering wheel and luxury dashboard are always comfortable to operate, whether sitting or standing. Of course, this

showpiece has many more ingenious details and technical features. What about the superior interior, the overwhelming comfort, the lovely private terrace and the movable swimming platform? And of course the excellent sailing and engine characteristics.

The Linssen standard

The Variotop® models are the classics of our time with a modern, sleek appearance. The architecture of the interior has been harmonised with the elegant lines in the exterior. The interior finish is second to none. We select the best materials and only work with reputable suppliers who meet the high Linssen standard. Leather upholstery, beautiful double seams, time-

less cherry wood, durable Corian, high gloss polished stainless steel and solid teak. These are just a few of the materials we use to make our quality tangible and visible in the interior.

See with your own eyes

Every detail of a Linssen Variotop® has been thought about, just like a Porsche Targa. Nothing is left to chance. We invite you to come and see our Variotop® models with your own eyes. You are most welcome to visit our showroom in Maasbracht. Because our yachts are even more beautiful in reality than in pictures.

For more information: www.linssenyachts.com.

Three models in the Variotop® series:

Grand Sturdy 450 AC Variotop®



(13.75 x 4.65 m)

Grand Sturdy 480 AC Variotop®



(14.95 x 4.65 m)

Grand Sturdy 500 AC Variotop®



(16.45 x 4.88 m)

Ever lasting love

In fact, there is another important similarity between a Linssen Variotop® and a Porsche Targa: you can fall head over heels in love with both. Sometimes as a child, sometimes after the first grey hairs have started to appear. But once love is there, it never dies. You want it. There's no alternative.



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.

DID YOU BUY YOUR PRE-OWNED LINSSSEN NEW ELSEWHERE?

No problem. In that case too, we're pleased that you've joined the "Linssen family". Apply for a Linssen Owners Card and keep up to speed with all our news, in-house boat shows, our dealers' open days, etc.

Would you like to visit us?

Have you ever been to the Linssen boatyard in Maasbracht? If not, register for a site visit as well when you request the Owners Card. We'll be happy to show you how your Linssen is built. Of course, you can drop in to our showroom for a cup of coffee at the bar at any time. We're open six days a week. Please visit our website for current opening hours.

Servicing

If you bought your Linssen elsewhere and have technical queries or would like to have it serviced, please contact your vendor first. After all, they're best placed to know the service status of your yacht. In addition, you can contact one of our service partners in Europe. They have received technical training from us and know our yachts inside out.

For our current list of pre-owned yachts, go to:
www.linssenyachts.com/used-yachts

For details of our service partners in Europe, go to:
www.linssenyachts.com/as

To request a Linssen Owners Card and visit to the boatyard, go to:
www.linssenyachts.com/ownerscard

You can also download the Linssen app.

FRED SPADLO RETIRES

On Friday, 7 February, our highly esteemed colleague Fred Spadlo embarked on his well-deserved retirement after 36 years of loyal service.

During this afternoon Fred personally thanked the guests for their trust, the many personal conversations and pleasant moments. At the same time, the guests were able to meet their new contact person on the Linssen sales team.

In the course of his career, Fred went through many Linssen Yachts production departments before getting

into sales. He therefore has an in-depth knowledge of all the technical aspects of a motor yacht. This knowledge was of course very useful in a sales conversation, as many of you will have noticed.

If you weren't able to be there, Fred still puts in a regular appearance to assist in the sales process where necessary and of course because he can't do without his colleagues, or indeed without you as a loyal customer! If you'd like to drop by, please make an appointment first (info@linssenyachts.com).





WINDOWS

WINDSCREENS

DOORS

PORTLIGHTS

(SLIDING) HATCHES

Honey, look, a Linssen yacht with Gebo ships' windows! Isn't that beautiful?



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Discover our annual
Linssen cruise.

SUCCESSFUL LAUNCH OF LINSSSEN 30 SL SEDAN

This year, the Düsseldorf Boat Show opened a completely new hall: Hall 1. It's a bright, well-lit hall, with a completely new South main entrance. Linssen Yachts was privileged to occupy a prominent position right next to the hall entrance.

Five yachts

This year, we had five yachts on show on a completely new stand, with the new Linssen 30 SL Sedan being the world first.

During the official launch of the yacht on Saturday 18 January, many of you were there to view it for the first time and together toast the new year and this new yacht.

Hobbs of Henley – Linssen 35 SL AC

Hobbs of Henley had brought along "Hobbs Gin" to toast the fact that they will be chartering the second SL, a 35 SL AC.

More information

For more information on the new Linssen 30 and 35 SL visit our website www.linssenyachts.com.

Chartering

Would you like to charter a Linssen 35 SL AC?

If so, please check out www.linssenboatingholidays.com and search for LBH partner Hobbs of Henley.



LINSSEN YACHTS IN THE UNITED STATES

Linssen Yachts continues to expand its international dealer network

This means that you can always find a local partner who speaks your language and who you can contact to answer your questions. They are also your first point of contact for service-related questions after your purchase, or for assistance with a berth, winter storage, maintenance, etc.

United States

At the beginning of this century, Linssen was already taking its first steps across the pond, in the United States. Then, the American magazine *PassageMaker* headlined this introduction with an article about the company and the yachts we built at the time, with the telling title "A real Dutch treat".

We're now almost twenty years further on and have once again been active on the

American market for several years with Discovery Yachts as importer for the United States.

The United States is criss-crossed with beautiful and very extensive, long waterways, such as the Atlantic Intracoastal Waterway on the eastern side of the country. Or how about the Great Loop, a cruising route that runs from Florida, up the east coast (via the Intracoastal Waterway), the Great Lakes, the Canadian Heritage Canals and the great American rivers (such as the Tennessee and the Mississippi) right through the interior and back to Florida. This is a journey, spread over several years, that many Americans feel "compelled" to do.

Last year, a Grand Sturdy 35.0 Sedan and a Grand Sturdy 40.0 Sedan were transported long haul to the United States. The 35.0 went to the east coast and the 40.0 to the west coast.



Linssen Yachts with the Grand Sturdy 35.0 Sedan at the Annapolis Boat Show on the east coast and with an information stand at the Seattle Boat Show on the west coast.



MORE INFORMATION:



DISCOVERY YACHTS

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T: +1 206 285 1096
mlocatell@aol.com
www.discoveryyachts.net



The Great Loop



Because they're perfectly suited to cruising the Great Loop, Linssen yachts are referred to here as "the ultimate loopers".

America's Great Loop Cruisers' Association (AGLCA) is an organisation that is a source of information and inspiration to anyone wanting to explore some or all of the route. Visit www.greatloop.org.

CHRISTENING PARTY FOR BERINGS-ZEE

It's not done that often any more – unfortunately. The official christening of a motor yacht. However, Tuesday, 18 February, was the day when a Grand Sturdy 40.0 AC was christened "Berings-Zee".

The invitation was very personal. The boat itself invited the guests: "Looking forward to heading out to sea, on 17 February 2020 I will be embarking on this adventure with my family for the first time. The Linssen family is going to christen me and I would like to meet you then. Will you come to my christening party on Tuesday, 18 February 2020?"

Owners Krista and Edwin Berings, owners of a catering company in Lummen, Belgium, provided

the snacks themselves, while Linssen Yachts took care of the drinks and decorations. The christening was performed by grandson Vince, assisted by Yvonne Linssen.

All in all, it was a very successful afternoon which – although it was still the middle of winter – was particularly mild, dry and sunny.

We wish the Berings-Zee a safe journey!



What's in a name...

The story behind the name of a yacht.

Every year, 70 new and around 30 to 35 pre-owned Linssen yachts leave the yard. They all have their own name. And behind every name is a story. They are personal stories, some emotional, others quite rational, many of them very surprising. We asked some randomly selected owners how their yacht got its name.

TRITONUS - Grand Sturdy 500 AC Variotop®

"Besides my work and my job as a recreational boater, I have another identity: I'm a musician, body and soul. Jazz, bossa, funk. I'm a saxophonist and practise on board almost every day.

TRITONUS is a musical term. It's stressed on the first syllable, i.e. TRÍ-tonus. It's Latin and literally means three-tone.

TRITONUS, or tritone in English, describes the interval between a tone and the fundamental (the third after two minor thirds, therefore three-tone) and plays an important role in improvising on jazz harmonies as a "diminished fifth" or "flatted fifth".

Less theoretically:

Think of the melody of Leonard Bernstein's "Maria". Take the first three tones. The second tone on the i in Maria is the tritone, a half tone below the fifth (one of many, but probably the most famous example of a tritone).

To me, improvising is the greatest thing about jazz music. That's why I've named my Linssen gem after what's so dear to me."

Friederike and Martin Pahnke



WHITSUNDAY ISLAND - Classic Sturdy 32 AC

"Over the turn of the year 2018/2019, we undertook a three-week Australian tour with our friends, which we had planned and worked out in detail beforehand.

A highlight of the tour was our two-day sailing trip from Early Beach in the east of Australia. We wanted to go snorkelling to explore the Barrier Reef with its breathtaking underwater world.

The peaks of this famous underwater mountain range rise out of the waters of the Pacific Ocean to form a group of 74 islands, the Whitsunday Islands.

The lasting dreamlike memory of this paradise-like world made it easy for us to find a name for our Linssen Classic Sturdy 32 AC.

We are looking forward to a hopefully long, similarly wonderful time with our "Whitsunday Island", with the best care and attention from the Linssen yard in Maasbracht.

Klaudia and Klaus Brandhofe



Di VIDENDE- Grand Sturdy 40.0 AC

"The decision to buy a new yacht of your own inevitably raises the question of naming.

For my life partner, one thing was clear from the start: "The boat's not going to be named after me! Maybe something as a tribute to your father." He had taught us children a long time ago how to make clever investments in shares.

These investments paid dividends, which were also used to pay for part of our new yacht, and so the name was born: "DI VIDENDE".



At the same time we want it to be understood as a life dividend at the end of our professional life, because we hope that our "DI VIDENDE" will give us many more wonderful hours on the water, almost as emotional interest (quote from Hennings-Yacht-Distribution) on an investment in a life dream.

P.S.: We still need a small tender, which could come later as a "BONUS"..."

Christoph and Susi Lausch

LA WIKA - Grand Sturdy 450 AC Variotop®

La Wika – Grand Sturdy 450 AC Variotop®

""La Wika" is the name of the new Linssen Grand Sturdy 450 AC Variotop, which is available for hire from Sanzi Yacht Charter starting this season. "La Wika" stands for Wilhelm and Karin, who have made their dream come true."

Wilhelm en Karin Burgdorf



What's in a name...

The story behind the name of a yacht.

HANOUNA - Grand Sturdy 40.0 AC

"The story behind Hanouna is a gripping tale that we'd like to share with you. Hanouna is the name of a girl we met ten years ago in Turkey. She had been sent from her native Tunisia to work and earn money in order to take care of her youngest brother. She had experienced difficult times. Her parents and eldest brother had died in a traffic accident a few months earlier.

However, it was not easy for her to return from Turkey to Tunisia and in the end we personally helped her get a visa and accompanied her to the airport. Since then, we've stayed in touch. However, her prospects and opportunities in Tunisia were not very promising. We therefore decided to pay for her studies and some of her living expenses.

Unfortunately, fate struck again in 2018. Her youngest brother also died in a traffic accident, so she is now all alone.

Despite all her setbacks, she retains a positive outlook on life. So when we bought our boat in 2019, we named it Hanouna. It's a name that for us symbolises friendship, hope and the future.

We'll definitely be inviting Hanouna to join us on a great trip."

Edgard and Denise Stijven-Coolen



MAXIMA - Classic Sturdy 42 AC

"It was the Classic Sturdy 42 AC, which premièred at the Hiswa Boat Show in Amsterdam, together with the Classic Sturdy 32 AC, which was named "Beatrix".

The Dutch royal family visited and viewed the yachts at the show, then the "Maxima" came to Maasbracht and the Weber family fell in love with "Maxima" at first sight. And because their son's name is Max, the Weber family stuck with "Maxima" for Linssen Yachts Nos. 2 and 3. The "Pia Maria", a Grand Sturdy 500 AC Variotop from the Sanzi charter fleet, bears the name of their daughter Pia. And so the family is complete."

Hans Weber



DER KLEINE MANN - Grand Sturdy 350 AC, Classic Sturdy 32 AC, Grand Sturdy 40.0 AC

"Der Kleine Mann (The Little Man) is a tribute to the owners' deceased dog, who is still on board and accompanies them. The first "Little Man" was a Bayliner, followed by "Little Man 2.0", a Classic Sturdy 32 AC, "Little Man 3.0", a 350 AC and now we're on "Little Man 4.0", a Grand Sturdy 40.0 AC, heading for Europe from its home port of Norderney.

And "The Little Man" is now a minor celebrity."

Uli and Margot Schulte-Austum





Islands and a Canal: A Summer in Norway

Text and photos: Michael Backhurst

In May 2017 my wife and I and our two (long-suffering) long-haired miniature dachshunds, Ross and Sonny, arrived in Maasbracht to start our adventures on board Marylla, our new Linssen Grand Sturdy 410 AC. That first summer was spent with family and friends exploring Holland from Maasbracht to Scharendijke and then to Groningen and back to Maasbracht to overwinter at the Van der Laan yard. The summer of 2018 was a gloriously sunny one and we cruised through Germany along the Mittelland Canal to Poland, eventually following the coast west to Travemünde. Later we sailed from there to Denmark, across to Sweden and finally to Norway.

Marylla spent the winter in the Wector Yachting yard at Stathelle. Our initial plan was to spend a month going south along the east coast of Norway and in particular exploring the Blindleia (Blind Alley) between Grimstad and Kristiansand, a further month exploring the West Coast between Stavanger and Bergen and a final month on the return journey before laying up for the winter of 2019/20 at Kungshamn in Sweden. We accepted from the outset that Marylla was not primarily designed for the open seas so we knew that getting to the West Coast of Norway might not be achievable unless the weather was good enough. Many Norwegians have motor boats, but they tend to be gliders or half-gliders and can do at least 18 knots, which means they can escape bad weather, although the speed limit is generally 5 knots between the islands.

For the first three weeks the weather was variable, but we managed to sail to Kragerø, a very pretty town and then to Risør, the white town, where we stayed for several days in pouring rain. From Risør it was smooth through the islands, but it was quite bumpy when there were stretches out at sea. From there we

went through the fjord to Arendal which is a largish town with two alternative moorings: one in the centre of the town and the other in a more exposed marina. At the end of May, we left Arendal for Grimstad, where Henrik Ibsen once lived and then on a lovely sunny day we motored the 20 kilometres through the delightful narrow channels of the Blindleia to Kristiansand. We were fortunate to have 1:50,000 scale charts lent to us by friends. These charts had clear routes marked on them by kind Norwegian friends they had met in Kristiansand the year before. We stayed in Kristiansand waiting for a fair wind and flat sea to enable us to sail around the exposed south coast and then north to Stavanger. Due to strong winds and heavy rain we had to stay there for two weeks and abandoned our initial plans.

We therefore turned north and retraced our steps, revisiting Grimstad and Risør, with much greater confidence than on the journey south.

By the end of June, we were back in Stathelle and decided to go up the Telemark Canal. The weather was now quite sunny and although it did not last, the temperature reached 28°C one day on the canal at Lunde, which was the highest we experienced in 2019.

The Telemark Canal was built between 1861 and 1892 to bring timber down from the mountains. It runs from the town of Skien near Larvik for a distance of 105 kilometres to Dalen in the southern mountains, taking in eight locks involving 18 chambers and three large lakes. The scenery is spectacular throughout and we are told that the northern sector on Lake Bandak is not unlike the Norwegian Fjords on the west coast. The advantage for us with our two dogs was that friends and family who were due to visit would be able to follow a plan without being overly dependent on the weather.

We were one of the larger boats using the canal and whilst most locks were 100ft long, we were pleased when we had a lock to ourselves or with one other boat in front of us, in particular when ascending. All the locks, except one, are manually operated, principally by students, who drop lines fore and aft as boats enter and when there are multiple chambers, they retrieve them and drop them down in the next chamber.

We opted for a summer pass at a total cost of about £400 which included all the locks and use of the canal and lakeside moorings and pump-out stations but not, as we later learnt, all the marinas. The canal is only open to private boats from 21 June to 15 August, although the three steamers that ply the canal operate throughout the summer.

Boats with an air draft of less than 12.8m are able to navigate the whole canal and boats with an air draft of more than 12.8m and less than 16m can go as far as the Ulefoss locks and then up the northern part of Lake Norsjø as far as Notodden.

We left the Wector Yard near Stathelle and headed up Frierfjorden to Skien where we entered our first lock, which is the official entrance to the canal and where you buy the pass.

On exiting the lock, we motored a further five miles to the flight of three locks at Skotfoss. The channel



The Pollen, Arendal

was quite narrow in places but clearly marked with topmarks on poles showing which way we had to go. We arrived at the eastern end of the Løveid locks just before 5.00 pm where we decided to spend the night. Shortly after, the bow of the steamer Victoria appeared towering above us in the lock before descending. She was built in 1878 and has been in constant use on the canal ever since.

The next morning was pleasantly warm with little or no wind. At about 9 am we watched the Victoria ascending (now on the upstream journey to Dalen where she arrives about 6 pm). We were called into the lock at 9.30 am, a little fearful as the three flights rising in a narrow gorge looked quite daunting, but in the end we climbed up all three chambers easily, emerging in less than an hour onto Lake Norsjø, a long and attractive lake which reminded us of larger lochs in the Scottish Highlands.

After breakfast we motored the six miles across the lake to Ulefoss, having an impromptu MOB drill en route when our dog, Ross, lost his favourite ball over the side. It was successfully retrieved with the aid of a fishing net and boat hook!

Beautiful city of Risør, Norway



Entrance to Blindleia





The Løveid locks on the Telemark canal

We arrived at the Ulefoss locks and decided to spend the night in the marina and enjoy the sunshine and most importantly, it seems these days, to catch up on emails. Our experience in Norway is that as few marinas have good Wi-Fi connections, the best place to catch up with the world is to find the nearest Co-Op shop.

The next morning, we awoke to another lovely day with a flat sea. The forecast was for a hot day and we were pleased that a breeze was likely to pick up as the day went on, which is the norm in this part of Norway. After breakfast, we decided to pump out the black water tank. As often happens, we didn't have the right connection between the boat deck fitting and the shore pump but with the help of the bag of spares lent to us by the harbourmaster (who also ran the marina café) we went alongside in less than 1.5 metres of water and managed the pump-out with ease. We still don't understand why most of the pump-out stations we have come across, both in Norway and elsewhere, either do not work or are inaccessible to all but the shallowest draught vessels. Surely if countries want boat owners to protect the environment and pump out, they should provide the equipment to do so in a place which is reasonably accessible to all potential users. As a result of the time spent pumping out, we

did not leave Ulefoss until noon and had to wait at the lock for about three-quarters of an hour while the Henrik Ibsen descended. At all times on the Telemark Canal pleasure boats have to give way to the steamers. Finally, we were called into the first chamber behind a Norwegian Grand Banks type motorboat of about 40 ft with whom we were to stay for all of the locks during the next two days. It was hard work and we were extremely relieved to have the large balloon fenders (at least a metre in diameter) which were lent to us on arrival and which we were allowed to keep until we returned on the downstream journey. We were through the two flights of Ulefoss by 2.30 pm and then enjoyed a pleasant motor up to the Eidsfoss lock with lunch en route, arriving about 3.30 pm, when we were told we had about an hour to wait for the two Steamers, Victoria and Telemark (the third and smallest steamer) to come through. They arrived about 4.00 pm when we were asked to pull back to give them room to manoeuvre. On exiting the lock, we were told that the crew at Vrangfoss locks would wait for our arrival if we wished to push through that day. We opted to do this and arrived at the five-flight lock at about 5.20 pm, exiting at 6.10 pm.

The next morning, we took a walk to a viewpoint with

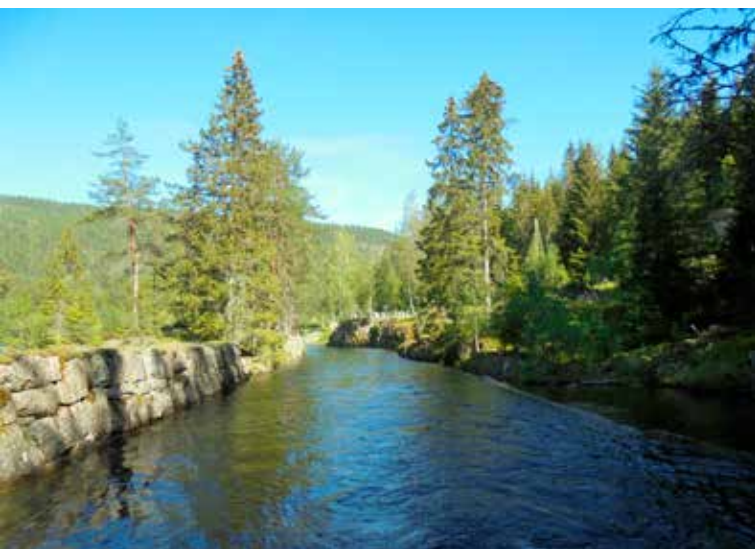
lovely views over the mini waterfalls on the rock face. We left the mooring late morning and motored the six miles to Lunde lock. The scenery, which was becoming much more mountainous, reminded us of Switzerland. All the way up we had been leaving the white channel markers to starboard and the red to port. Why white? We suspect this is because green markers would blend in too easily with the trees. On arriving at Lunde lock we were told that two steamers (the Victoria ascending and the Henrik Ibsen descending) were about to come through and there were two more boats ahead of us waiting to be lifted. We pulled back so as to allow the Telemark, which stops there, to turn around. It was the one and only time that we came across all three steamers at the same place at almost the same time. There is a good marina next to a campsite on the northern side of the lock where we spent the night. The two supermarkets are about a kilometre away. Next morning, we left at 10.00 am going into Kjeldal lock, which was open and waiting for us, at 10.15 am. The final lock was the double chamber at Hogga where we arrived at 10.40 am.

We tied up at 11.15 am to the NW of the lock for breakfast and walk the dogs with rain threatening and much cooler than the day before.

Away again by midday and still on the canal, we passed the Victoria heading towards Skien. By 1.00 pm we were halfway down Lake Flåvatn when there were a few short sharp showers. The scenery was very attractive, becoming more dramatic and steep-sided and hills looking more like mountains. The water in the lake was very deep, ranging from 76m to 120m.

The canal between Flåvatn and Kviteseid is very narrow at its eastern end and at one point it was difficult to see where it went until we were right on top of it.

Narrowest part of the Telemarc Canal between Flåvatn and Kviteseid



At the entrance to Kviteseid, where we planned to spend the night, there are two bridges across the channel, the first very high but the second, a swing bridge, had an air draft of 4m. Our air draft is 3.8m with the mast down and I was reluctant to pass under it, especially as the swing bridge was due to open an hour later. When we approached, the lady bridge operator was waiting and opened the road barriers and the bridge for us.

Thereafter it was only a short motor of about half an hour to the marina at Kviteseid where we moored, with some difficulty, with a strong beam wind pushing us off.

The next day, we woke to a sunny but windy morning and so decided to stay put.

Kviteseid is a good place to stay with marina fees at about £15 per night inclusive of water and electricity and with several shops.

After four nights we left Kviteseid and arrived at the swing bridge at 10.45 am, just in time as the morning opening time was between 09.00 am and 11.00 am. We initially thought the bridge operator had gone home but a toot on the horn brought him back and we passed through with waves all round.

Shortly afterwards, we reached the bridge at Spjotsodd. This was the beginning of a long interconnecting channel leading to Lake Bandak. By the time we arrived there, the wind had freshened and the lake was quite choppy.

Despite the wind and spray, it was an easy and enjoyable journey up Lake Bandak, Ross was a little uneasy and sat on Marie-Louise's lap, but Sonny was much happier and seemed to be finding his sea legs!

At 11.45 am we were abeam of Lardal, which is six miles to the east of Dalen, and decided to stay there for the rest of the day and overnight. It was very quiet, and we were the only boat there. There was no water or electricity but no mooring fee either.

The dogs woke me at 06.15 am the next day to a fine but cold morning with a temperature of only 8°C.



Leaving Dalen on lake Bandak

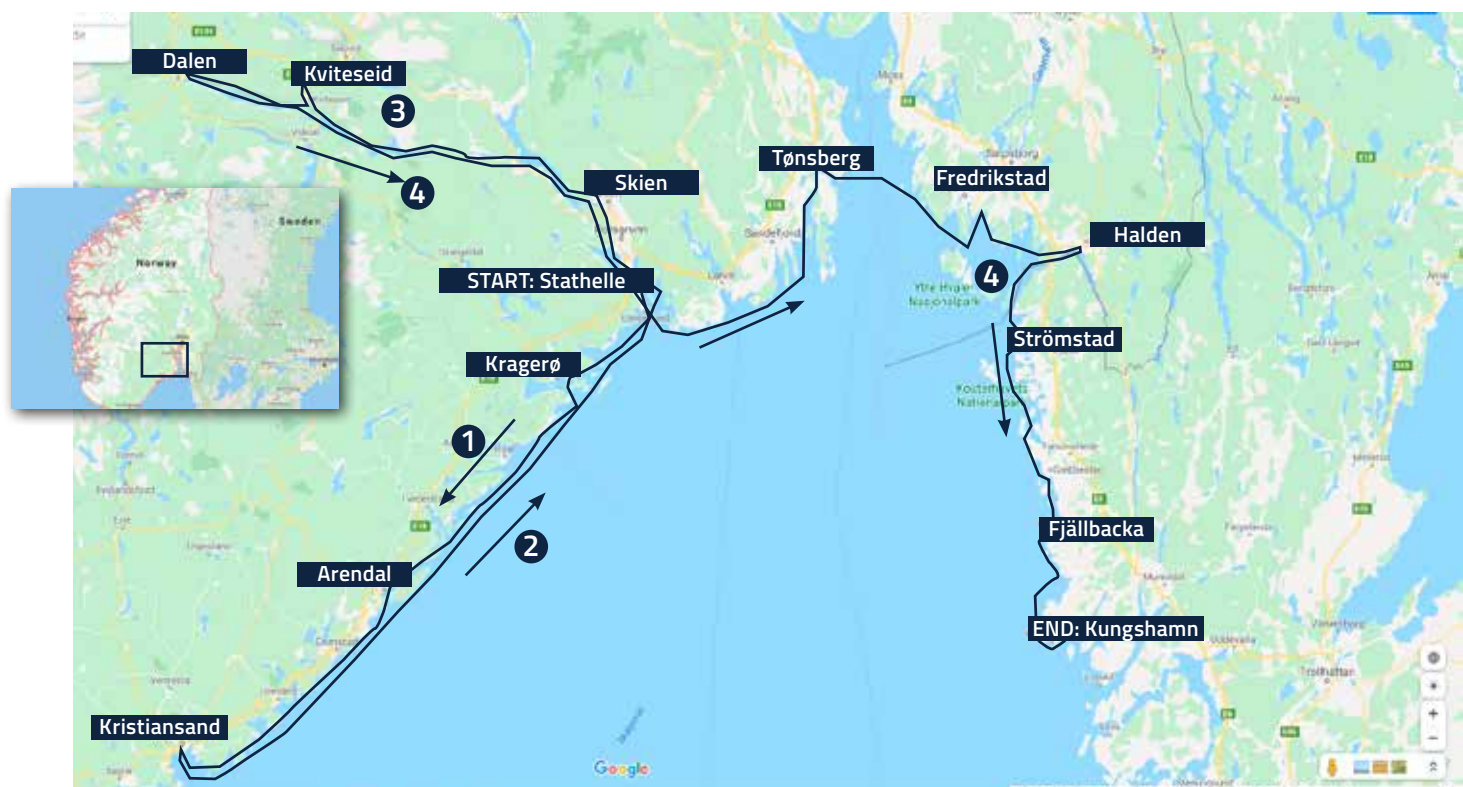


Lake Norsjø, a long and attractive lake which reminded us of larger lochs in the Scottish Highlands.

The depth sounder was behaving erratically which I later realised was due to the depth of water on Lake Bandak which at its maximum depth of 325 metres sometimes exceeded the working parameters of our depth sounder. We motored slowly up Lake Bandak at about 5 knots enjoying the weather and the views and arrived at Dalen in about an hour.

Dalen has moorings for about six large boats and several smaller ones, with strong pontoons and cleats, water and electricity and only 100 Norwegian Kroner a night or 70 Kr without electricity. It is interesting that the motor homes in the adjoining camp site run by the same people charged 300 Kr or 250 Kr without electricity.

Over the next few days, while waiting for two grandsons to arrive, we explored the coastal trails around Dalen. There were lovely views, colours and wildflowers. The rivers and streams from the mountains were running fast. This explained the downstream current on the lakes and canals and also the drop in water temperature from 20°C lower down to 8°C at Dalen. With our two grandsons on board, the downward trip was swift, and we were back in Stathelle in three days. We stayed in the pretty town of Brevik and then explored the aptly named inlet of Paradisbukta on the island of Håøya where our grandsons could swim.



D3



On a later trip, again with very variable weather, we took Marylla from Stathelle to Stavern, then to Tønsberg where there is an interesting museum with old houses. After a few days waiting for the weather we crossed the lower part of Oslo Fjord to the well-known and delightful island of Hankø which is a famous place for Norwegian sailors. By now the season was almost finished, so there were only a couple of other boats there. Going to Fredrikstad was a pleasant journey through islands and then up the channel to the new town where we stayed just by the first bridge. The small ferries make staying in the town quite bumpy. Again, because of bad weather we stayed there for several days, exploring the old fortress town by ferry. When three of our friends joined us, we left for Halden and had a beautiful day with a stop at a new marina at Endholm en route. Halden has a nice harbour surrounded by restaurants and a castle on the hill above. The rain did not stop us exploring, and we walked along the Halden canal which had just closed.

From Halden we had a pleasant trip to Strömstad across the border in Sweden, which was very busy with Norwegian boats whose owners were using the weekend to buy duty free. We were lucky to be invited to moor alongside another Linssen Grand Sturdy 410AC "De Goede Fee" whose Swiss owners were very friendly. The harbourmaster was very helpful. The sun then shone for a further two days while we wended our way to the pretty town of Fjällbacka where Ingrid Bergman had a summer house on one of the islands. Then another lovely day through the Hamburgsund to our new winter storage with West Boat at Kungshamn, where Marylla is safely indoors and ready for our next adventures in Sweden in 2020. Although it was not quite the summer we had planned, we met very friendly Norwegians and saw a lot of Norway with many lovely places which are waiting to be explored another time.



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

Easy Boating

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

www.volvopenta.com.



Linssen Journey

The perfect “journey” for every Linssen customer

Text: Man van het Woord; Photos: Linssen Yachts

1

You are introduced to Linssen Yachts

The purchase of a pleasure yacht like the ones we make at Linssen Yachts is a purchase that you won't make overnight. You prepare everything well. As do we for our part. Of course we will give you sound purchasing advice, an extensive tour of our production facilities, a detailed tour of your favourite models, a clear explanation of the possibilities and technical details and a well-founded valuation of your current yacht, if any. And, of course, this is followed by a clear quotation.

But it's often the little things that make the difference. The details. Such as arranging transport to and from a train station or airport. Booking a hotel. Or arranging a test sailing in the yacht that will make your heart beat faster. We'll take care of all that for you, too.

- SHUTTLE SERVICE
- HOTEL BOOKING SERVICE
- BOATYARD TOUR
- TEST SAILING
- TRADE-IN VALUATION

2

Your yacht gets built

By then you'll have made the purchase decision. A period of “anticipation” will then begin for you. For us, it's the period of building according to our innovative Logicam production method. But also a period of informing and communicating with you as a customer. At Linssen Yachts, we set great store by open and clear communication with our clients before, during and after the construction process.

Our project manager is your regular contact person and keeps you informed of progress. But you are also always welcome to visit your yacht under construction in Maasbracht. The delivery date that we agree with you is as solid as a rock: nothing will get in the way of it.

- CLEAR ORDER ACKNOWLEDGEMENT
- PUNCTUAL DELIVERY DATE
- TRANSPARENT BUILDING PROCESS
- VIEWING YOUR YACHT DURING CONSTRUCTION
- SPECIALS AND CUSTOMISATION NEGOTIABLE

Perfected down to the last detail. This applies not only to the luxury steel motor yachts that we design and make with great attention to detail at Linssen Yachts. Our pursuit of perfection is reflected in all the steps you take as a future Linssen owner: from the very first introduction to our company to our after-sales service. We take your pleasure extremely seriously. And that pleasure starts long before you actually visit our showroom in Maasbracht. That's why we have carefully mapped out for you the journey you will be taking with a new Linssen as your destination. Among other things, you can expect the following from us.

And much more besides ...

Of course, we can't mention everything: there are too many points in our Linssen Journey to list here. In other words, you get so much more if you decide to purchase a Linssen.

3

Your yacht gets delivered

Before the official handover of your new yacht can take place on the agreed date, we carry out a number of thorough quality checks and tests. Your yacht is checked on a large number of points, carefully cleaned on the outside and inside and also rigorously tested in operation. At Linssen Yachts, we leave nothing to chance. We carry out multiple test sailings and test sessions, including a detailed check of all installed equipment.

We can also help you with all sorts of other matters that arise further down the line when it comes to owning a Linssen yacht. This could involve, for example, providing a sailing training course, a course in VHF or navigation equipment and assisting with applying for special documents or registering VHF numbers. During this introductory period, you will have a free mooring in our own boatyard.

- COMPREHENSIVE QUALITY CHECKS AND TESTS
- EXTERIOR AND INTERIOR CLEANING
- OFFICIAL HANDOVER
- SAILING TRAINING (CUSTOMISED IF NECESSARY)
- FREE MOORING AT BOATYARD
- HELP WITH VHF AND SPECIAL DOCUMENTS

4

After you've bought it

Our service doesn't stop after we deliver your new yacht to you by water or road. In the event of damage or malfunction, we offer you the best possible service throughout Europe via our network of Linssen Service Partners. This also covers periodic maintenance. Reassurance you will enjoy if you have purchased a Linssen.

After-sales includes even more additional services. For example, we can arrange a summer or winter berth for you, have your yacht washed and cleaned regularly or send an interior stylist to visit you to give personal advice on interiors and colours. You will also have the opportunity to join the Linssen Yachts Owners' Association and take part in regular organised sailing trips.

- INTERIOR STYLING
- TRANSPORT SERVICE
- MAINTENANCE SERVICE
- DAMAGE AND REPAIR SERVICE
- CLEANING AND WASHING
- ARRANGING BERTHS



Reshaping landscapes – Waterways in transition

World Canals Conference - Leipzig - 20 t/m 24 september 2020

Tekst / Foto's: Inland Waterways International

Established in 1988, the World Canals Conference (WCC) is an international platform for inland waterways under the patronage of Inland Waterways International (IWI). The UK-based not-for-profit organization dedicates its work to the preservation, development and sustainable management of inland waterways. Every year, the WCC brings together hundreds of scientists, political representatives, members of public administrations, companies, water sports enthusiasts and water tourists from all over the world, most recently in Ireland in 2018 and in China in 2019. The WCC provides delegates with numerous opportunities to exchange experiences, showcase regional expertise and find inspiration in international research results.

International scope

In addition to IWI, Leipzig is partnering with the trade fair organization Leipziger Messe GmbH, the Central German Metropolitan Region and Grüner Ring Leipzig, a group of local authorities coordinating the green belt, as well as a broad platform of supporters from all around Germany.

Leipzig is expecting over 400 experts and guests from all over the world. The conference programme involves 90 presentations and discussion groups. One unique feature will be the involvement of many representatives from Eastern Europe and South America. "Kongresshalle am Zoo" is an attractive conference venue situated in the centre of Leipzig.

Focus on transformation

The main topic of the conference is TRANSFORMATION, the change from a lignite-mining region to diverse and sustainable water landscapes in Central Germany. The conference and excursion programme will illustrate how tourism, regional development, flood prevention, nature protection and urban regeneration can be supported, while adapting to the challenges of climate change – despite the challenges of a structural transformation.

Innovative ideas for managing and developing waterways will be exchanged and refined.

The four conference days have the following focus: Industrial and landscape change / transformation of the living and working environment / challenges and

potentials of the waterways / vibrant and liveable water landscapes.

Excursions make the topics come alive

The conference programme features a fascinating selection of excursions. Traditionally, the WCC offers a wide range of field trips before and after the conference. From Sept. 18th to 19th and 25th to 26th the following sites can be visited: Spreewald and the Lusatian Lake District, Dresden and Saxon Switzerland national park, the Berlin lakes and Niederfinow boat lifts, Saale-Unstrut navigation, the waterway intersection at Magdeburg and the Anhalt-Dessau-Wittenberg world heritage site.

IWI: significant advantages for Leipzig and Central Germany

In 2020, the WCC will be held in Germany for the first time. Leipzig and its partners are organizing the con-

ference with the objective of introducing new incentives for the further positive development of the city of Leipzig, the region, Central Germany and Germany as a whole. "... Finally, we would like to raise awareness in Europe of the extraordinary variety of culture and landscapes in Central Germany – seen from the waterways ..." says David Edwards-May, president of IWI. At the moment, Leipzig cannot be reached by boat, as the river Saale is only partially navigable. The WCC is expected to make the region more attractive for investors and to tap the full potential of the water landscape. Edwards-May sees "... identification with homeland as a central aspect in terms of structural change and transformation."

Goitzsche Bitterfeld (Andreas Schmidt, Leipzig Travel)

Interested? Early birds ...

Registration – also only for single conference days – is available under www.wccleipzig2020.com. Experts will be issuing a call for papers from which to select the conference contributions. The sponsorship scheme, which provides a variety of attractive options for sponsors, ensures a win-win situation.

Contact

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Artisan Baker Dieteren

Second-generation Dieteren supplies third-generation Linssen

Text Man van het Woord; photos: Bakkerij Dieteren

Maasbracht is home to Linssen Yachts. That's where we work daily with passion on the development and production of our yachts. We feel closely involved with our neighbours and like to work with local business people who are just as passionate about their work. Cyrille and Priscilla Dieteren of Artisan Bakker Dieteren ('Echte Bakker' Dieteren), for example. Their family business on Molenweg in Maasbracht, a stone's throw from our showroom, has been in existence since 1978. Fun fact: twenty-two years ago, Priscilla briefly worked at Linssen Yachts.

Her career at Linssen Yachts turned out differently than she expected. Immediately after her training, she started work for us as a receptionist. However, her relationship with Cyrille meant that after a few months she swapped her job with us for a baker's shop. Priscilla laughs: "As a daughter from a boatman's family, I also had my service book for shipping, in case I bumped into a boatman. But it was a baker."

From Born to Maasbracht

Cyrille learned the tricks of the trade from his father, Jan. Together with his wife Lenie, Jan moved from Born to Maasbracht in 1978 to take over what was then the Joosten bakery. Jan's parental home was in Broeksittard, right next to a bakery where he was often to be found. Like two of his brothers, he eventually chose the baking trade.

Cyrille: "After gaining experience at a number of bakeries, my father spent 16 years in Born selling bread and pastries. He made cakes and pastries in a small room at home, buying the bread from a well-known bakery. Using his own VW minibuss, he made deliveries 6 days a week."

Award-winning bakery

At the age of 19, Cyrille joined the business run by his father and mother. He officially took over the business in 2000. He has been an independent entrepreneur for 22 years now and Priscilla has become an integral part of their business. Cyrille leads the team in the bakery, Priscilla leads the team in the shop. The ambitious pair that they are, they have continued to innovate and invest in their bakery and shop in recent years. The most recent metamorphosis of the shop dates from

2014. An excellent move, as it turns out. The business is widely known and regularly wins awards. In 2018, Echte Bakker Dieteren was voted Best Baker Shop in the Netherlands.

The boater community

Cyrille: "We have a large regular clientele of private individuals and, let's not forget, companies such as Linssen Yachts. In this respect, we also owe a lot to boating and the boater community in Maasbracht. Boaters from all corners of the world have made Maasbracht their home port. Most of them have a house on shore and do their shopping here. That's one of the reasons why Maasbracht is such a thriving village."

Next generation

"I like the fact that people of our generation are at the helm at Linssen Yachts," says Priscilla. "I recognise in them that drive that we have as independent entrepreneurs. It's fantastic to see it. Who's going to take over after us? That's a good question. Probably not our two daughters. You can easily keep the baker's shop running, but you also need really good bakers. That's what the business is based on. And, unfortunately, they're not so easy to find these days."

Cyrille: "The younger generation is no longer so keen to get up early every day. Sorry to say, the baking trade is dying out. You see more and more bakeries disappearing from village centres. That's the trend in our industry. Thankfully, the path we've taken means that we can continue to buck this trend."

Tradition

Renewing and improving, without abandoning traditional methods. What applies to Linssen Yachts also applies, to a large extent, in the case of Echte Bakker Dieteren. Cyrille: "We've always invested in expertise and machines, both in terms of developing new products and in terms of supplying our products through new channels such as a webshop. It all sounds modern, but the high quality we deliver is traditional and "old-fashioned". You'll see that as soon as you set foot inside our shop."

Regular Linssen supplier

Echte Bakker Dieteren supplies bread and pastries to Linssen Yachts for all kinds of occasions, often celebrations. From an employee's birthday or work anniversary to the annual Linssen Yachts Boat Show. Or, as most recently, special sandwiches for those manning the Linssen stand at the Düsseldorf Boat Show.

Cyrille: "It's just a pleasure to work with Linssen Yachts. They send us the order and we make sure it's ready on the desired day and time. Or we deliver it and set everything out in the right place. From first contact to delivery on site, it has to be good. To me, that's all part of the concept of quality."

Pretzels

Cyrille recounts a nice story. A German customer of Linssen Yachts once wanted to treat Linssen staff to pretzels and beer when buying his new yacht. No sooner said than done. Cyrille: "Pretzels are salty biscuits and, of course, a real German speciality. I hadn't baked them myself before. Eventually, 200 pretzels were delivered to me from Germany by refrigerated truck. I was allowed to bake them off, which was special. I even had telephone contact with the original German baker about that. Very nice. And it was nice to be able to help fulfil that customer's wishes anyway."

If you'd like to know more or order something tasty directly from Echte Bakker Dieteren, visit www.bakkerijdieteren.nl.



Dieteren
De Echte Bakker

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6051 HJ Maasbracht
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www.bakkerijdieteren.nl





Our old canal

Text and photos: Prof. Hartmut Ginnow-Merkert

You couldn't exactly call it lovely, our Finow Canal. Its banks aren't lined with castles and palaces, and you'd be hard pressed to find a friendly café or an inviting restaurant. And little remains of the vineyards cultivated by the monks of Chorin Abbey.

Since the canal was completed in 1620, the region around the Finow Canal has suffered from numerous political conflicts. The canal's construction was followed by war. Hordes of soldiers marched across the region time and again, leaving behind a scene of destruction. What remained fell victim to decades of neglect and industrial pollution during the long period of communist dictatorship.

If you, as a visitor, are in a hurry, follow the parallel Oder-Havel Canal and you'll reach the boat lifts in Niederfinow or the locks in Hohensaaten in a few hours from the Havel.

Or maybe you'd like to take two or three days to complete your boat trip on a unique historic waterway, whose four-hundredth anniversary we're celebrating this year. Maybe you'd be fascinated to see relics from the pioneering period of German industrialisation on the fringes of your journey, to hear their story and to get to know the people along its banks? Maybe you and your crew would find it exciting to experience the twelve historic and still manually operated locks dating from the 1870s? And maybe you don't know many waterways that combine an experience of nature and engineering history in such a diverse way as our Finow Canal?

After entering the part of the Finow Canal near Liebenwalde known as the "Langer Trödel" (long tow), you first pass through a recently restored section of the canal, past the three-kilometre-long ribbon village of Zerpenschleuse, and, after passing the lock there, you cross the Oder-Havel Canal. After a few kilometres you reach Ruhlsdorf lock. Here, another section of the Werbellin Canal, also recently renovated, allows you to make a detour to Lake Werbellin, which attracts visitors with excursions to the Schorfheide-Chorin biosphere reserve and on the bottom of which the wrecks of eleven brick barges are still a sought-after destination for divers from near and far. However, if you continue on the Finow Canal, through the locks at Ruhlsdorf, Leesenbrück and Grafenbrück, you will soon see, on the starboard side, the mouth of the Finow, a small river which gave the canal and the region their name. Soon the jetties of the Eisvogel Marina or the

Finowfurt rest stop will provide you with somewhere to chill out or prepare for the next day's journey.

You then continue through Schöpfung lock, after which a testimony to German industrial history awaits you. Dock in the Messingwerkhafen and visit the Messingwerksiedlung (the harbour and settlement belonging to the now closed brassworks), the over 100-year-old water tower by Paul Mebes or the eight copper-clad houses dating from 1931/32, the youngest and smallest of which, known as "Sans Souci", was designed by the famous Bauhaus architect Walter Gropius. You are welcome to ask for the assistance of the volunteer "Finow Canal pilots", who will be happy to accompany you for part of your journey, if time permits.

Your journey then leads past other relics dating from the time of industrialisation to Eberswalde, where you can supplement your supplies with fresh regional produce at the market held on Tuesdays and Fridays each week. Take a guided tour and learn about the history of Eberswalde. During the last days of the Second World War, the town, which had until then been unharmed, was reduced to rubble after being bombed by the German Luftwaffe. The Finow Canal now descends towards the valley of the Oder. After the peaceful journey through the

unspoiled countryside of the Finow Valley, on whose southern slopes near the village of Niederfinow the monks of the nearby monastery once cultivated their wine, the old and new boat lifts soon rise before you. This is where the Oder-Havel and Finow Canal meet and together they head towards the Oder in the old bed of the historic Finow Canal.

You may encounter a convoy of steamboats or the historic brick barge CONCORDIA on your journey if your trip takes place in the week around 21 May, as we will be holding a series of events then to celebrate the four-hundredth anniversary of our canal.

If you found our canal lovely even without castles and palaces, I will not contradict you.

For further information

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Belgian dealer Aqua Libra

"The personal relationship with customers is particularly important"

Text Patrick de Bot; photos: Aqua Libra & Jachthaven De Spaanjerd in Kinrooi: Tim Boonen, Kessenich

Before also becoming our Belgian dealer in 2018, Luc Vanthoor rented out Linssen yachts for many years. Because of this, he knows exactly what boaters and their passengers do and don't appreciate in a yacht. He's known many of his customers for years. Giving personal advice is very important to Luc. "A yacht is a substantial investment and it's all about true love. Love of sailing and love of the boat."

Sailing is in Luc's blood: he took it up when he was only ten years old. In 2008, he and his wife Arlette founded Aqua Libra Yachtcharter, a company that rented out motor boats from De Spaanjerd marina in Kinrooi. "A friend of mine has a hotel there and some of his guests wanted to go sailing," laughs Luc. "We started with one simple boat." In 2012, the company became a support centre for Linssen Boating Holidays. Luc: "Kinrooi is relatively close to the Linssen boatyard in Maasbracht. That's handy, because many potential customers want to try out a boat before buying." Luc still rents out Linssen charters and, since the end of 2018, he has also been a dealer for Linssen Yachts in Belgium.

Personal relationship with customers

Luc is happy with this dealership. "After chartering a boat for a few years, some people want to buy one," he says. "Over all these years, you build up a sound, personal relationship with your customers. It's nice to be able to assist them when they buy their own boat. You know them and you know what they want. That means you can give good advice." Conversely, the customers also give him valuable tips and advice. "Our

boats chalk up a lot of sailing hours and many of our customers have sailed all over the world. They discover possible areas for improvement or things that could be just that little bit more convenient."

The Linssen Yachts family feeling

Luc will pass these comments on to the Linssen Yachts boatyard in Maasbracht for incorporation in future designs. According to Luc, working with Linssen Yachts is very pleasant and familiar. "As a dealer, you become part of the Linssen family. We feel connected, both with the people and with the Linssen Yachts brand." This also applies to the customers, Luc often remarks. "Anyone who comes across another Linssen in a harbour often has a chat with the owner. This is another very strong indication of that family feeling."

Centre of Europe

The marina in Kinrooi - on the border between the Netherlands and Belgium - welcomes guests of many nationalities every year. "Actually, we're right in the centre of Europe, very central," says Luc. "In a couple of days, you can be in Friesland, Zeeland, France and beyond. There are many canals and natural waterways

nearby. There's also something for young and old to enjoy: Maastricht, Roermond, the historic town of Thorn, outlet centres, nature reserves and the Meuse lakes. In our region you will find a lot of history, culture, gastronomy, nature and shopping – but also peace and quiet. There's something for everyone."

Popularity growing in Belgium

Linssen yachts are becoming increasingly popular in Belgium. On the coast there is traditionally a lot of sailing sport, on sailboats. Luc: "You often find that sailors switch to a motor yacht when they get older. They don't want that Spartan lifestyle any more, they want a little more comfort. That's when they discover Linssen Yachts. Boating enthusiasts from Antwerp, Brabant and Limburg sail the inland waterways and are usually also familiar with Linssen. This is less true for the motor boaters from French-speaking Wallonia. They're not very familiar with Dutch boatyards yet."

True love

That's a nice challenge for Aqua Libra. Luc: "For example, we invite motor yacht clubs from Wallonia for a tour of our marina and a visit to the boatyard in Maasbracht. This allows them to see and experience for themselves the high quality Linssen offers. Of course, we're not selling handbags: a Linssen yacht is a substantial investment that you don't make every year. You also have to feel the love, the real love for sailing and your boat. And the maker's love."

What about the future?

What does the future hold for Aqua Libra? Luc: "With our own office in the marina, we want to set up a support centre for new Linssen owners. We want to give

them a 'welcome home' feeling in Kinrooi. In our port they will be able to forge contacts with other owners. We will be ready to answer any questions they may have about sailing and the technical aspects and maintenance of their yacht. We want to assist and advise existing boat owners as well. When we maintain their boat, clean and refuel it, they can go straight into the water. So they won't be losing precious holiday time any more."

Finishing touch

Luc's wife Arlette has dedicated herself to the styling and nautical design of the boats. "An interior that you've chosen yourself using high-quality materials really finishes your boat off", Luc explains. "In most cases, it's the wives who think it's important to get the total package right: the ambiance, the colours, the towels, the bed linen, kitchen utensils, etc." That's what gives it that personal finishing touch. And, of course, everything has to be functional for use on the water."

Journey more important than destination

So Aqua Libra continues to work hard. Luc: "This makes the personal relationship we have with our customers particularly important. We assist our clients in every way we can, by preparing their boating holiday or mapping out a sailing route. Our objective is to continue improving our service and investing in the quality of our yachts, because that's what it's all about. A boating holiday is an adventure, an experience, in which the journey is more important than the destination."



Aqua Libra

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Webshop for merchandise

shop.linssenyachts.com

Text Paul Beelen; photos: Linssen Yachts / Zebra Fotostudio's

We are regularly asked whether we have Linssen-related merchandise such as polo shirts, jackets, a travel bag, pens, etc. And – to be honest – we always had to say we didn't have any. Until now, that is. In the summer of last year we quietly started work on a webshop. We now have a reasonable selection of clothing, items to have on board and small gadgets for sale online.

When it comes to clothing, we have included very comfortable polo shirts, good-quality jackets, caps and a great travel bag. They are, of course, products that suit us and you with good wearing comfort and the quality you are used to from us.

For use on board, we have a few navigation charts, the Linssen pennant and sets of bath and hand towels. All items are subtly decorated with the Linssen logo, either embroidered or in the form of a high-quality transfer print.

Polo shirts

The stylish Linssen polo shirts are available in pistol grey and navy blue and are made of a mix of cotton, polyester and elastane, ensuring a particularly pleasant wearing comfort.

Linssen-jacket

Made of 100% polyester, the Linssen jacket is water-proof, windproof and yet breathable. All the seams are taped for maximum watertightness.

A unique zip-in system allows this jacket to be combined with a warm, insulating and breathable jacket. So two jackets that can be combined into one, yet worn separately. Each jacket has its own specific features and functions. The shell of this jacket is made of 100% polyester micro-ripstop fabric. So it has a small unobtrusive crosshatch pattern, two zippered side pockets, a narrow elastic waistband and cuff. The waistband also has a drawstring and cord stopper.

The jackets are available in red and royal blue.



Delivery time

Products in our webshop, such as the polo shirts and jackets, are not directly available from stock and are in most cases specially ordered and made for you. We therefore quote a delivery time of approx. 3-5 working days before the products are shipped to you.

Shipping

Final shipping costs will only be determined when you enter your full address, including country, during checkout. If you are not satisfied with an item, you can return it within 14 days for a full refund of the purchase price. However, you will have to pay the cost of the return shipment.

Please note: the products in our web-shop are not available in our showroom.

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

	Linssen Collection	Year of construction	Engine(s)	Price
Type / dimensions				
 sistership	Classic Sturdy 32 Sedan 10.15 x 3.45 x 1.00 m, Ref. nr. 3244	2015	1x Volvo Penta D2-55 41 kW / 55 HP	€ 238,000
 under offer	Grand Sturdy 34.9 Sedan 10.70 x 3.40 x 1.00 m, Ref. nr 3031	2011	1x Volvo Penta D2-75 55 kW / 75 HP	t
	Grand Sturdy 35.0 AC 10.70 x 3.40 x 1.00 m, Ref. nr. 3385	2017	1x Volvo Penta D2-75 55 kW / 75 HP	€ 269,000
	Classic Sturdy 410 Sedan Deckbridge 13.25 x 4.35 x 1.20 m, Ref. nr. 3208	2015	1x Volvo Penta D3-150 112 kW / 150 HP	€ 475,000
	Linssen Pre Owned	Year of construction	Engine(s)	Price
Type / dimensions				
	EXPECTED Grand Sturdy 36.9 AC 11.10 x 3.40 x 1.00 m, Ref. nr. 3073	2012	1x Volvo Penta D2-75 55 kW / 75 HP	€ 202,000 (excl. BTW/VAT/ MwSt.)
 sistership	Grand Sturdy 36.9 AC 11.10 x 3.40 x 1.00 m, Ref. nr. 3012	2011	1x Volvo Penta D2-75 55 kW / 75 HP	€ 245,000
	EXPECTED Grand Sturdy 43.9 AC 13,90 x 4,35 x 1,20 m, Ref. nr. 2913	2010	1x Steyr MO156K 110 kW / 150 HP	€ 399,000
	EXPECTED Grand Sturdy 500 AC Variotop® 15.75 x 4.88 x 1.35 m, Ref. nr. 2528	2008	2x Vetus Deutz DT66 125 kW / 170 HP	€ 825,000
Linssen Brokerage		Year of construction	Engine(s)	Price
Type / dimensions				
 sistership	Classic Sturdy 28 Sedan 9.40 x 3.20 x 1.00 m, Ref. nr. 3233	2015	1x Volvo Penta D2-55 41 kW / 55 HP	€ 185,000
 sistership	Grand Sturdy 35.0 Sedan 10.70 x 3.40 x 1.00 m, Ref. nr. 3410	2019	1x Volvo Penta D2-75 55 kW / 75 HP	€ 216,500 (excl. BTW/VAT/ MwSt.)
 sistership	Grand Sturdy 43.9 AC 13.90 x 4.35 x 1.20 m, Ref. nr. 2988	2012	1x Steyr MO126K25-D 88 kW / 120 HP	€ 343,000 (excl. BTW/VAT/ MwSt.)
 sistership	Grand Sturdy 45.9 AC Twin 14.45 x 4.40 x 1.28 m, Ref. nr. 4501	2010	2x Volvo Penta D3-110 81 kW / 110 HP	€ 429,000

PRE-OWNED LINSSEN YACHTS

TRUST THE PEOPLE WHO KNOW WHAT THEY'VE BUILT!

In addition to our new-build yachts, Linssen Yachts also offers a selection of used yachts. They are divided into three categories: yachts from the Linssen Collection, pre-owned yachts and brokerage yachts.



1. De "Linssen Collection"

The Linssen Collection is a unique selection of recently built (not more than five years old), pre-owned Linssen yachts. All yachts in the Linssen Collection have been extremely well maintained and, if necessary, refitted and are therefore in excellent condition. Yachts from the Collection are supplied with a twelve-month yard warranty*.



2. Pre Owned jachten

Linssen pre-owned yachts are not more than ten years old and have been subjected to a thorough inspection. The engine (and generator, where appropriate) have been serviced. The yachts have also been professionally cleaned, polished and fitted with new anti-fouling and magnesium anodes. Because the yachts in the pre-owned section are owned by Linssen, we give them a three-month yard warranty*.

3. Brokerage yachts

Brokerage yachts get the same thorough inspection as the yachts from the pre-owned section. In this case, however, Linssen Yachts acts as a broker and we are not the yacht owner. We're selling the yacht on behalf of the owner.

(* see terms and conditions for 'Linssen Yachts Warranty Plan for pre-owned yachts')

EN VEDETTE: GRAND STURDY 36.9 AC



GRAND STURDY 36.9 AC

Ref. 3012

Year of construction: 2011

Dimensions: 11.10 x 3.40 x 1.00 m

Engine: 1x Volvo Penta;

D2-75; 55 kW/75 HP

Price:

€ 245,000.- (incl. BTW/MwSt/VAT)



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