



NEW
Linssen Grand Sturdy
40.0 AC INTERO

WE TAKE YOUR **PLEASURE** SERIOUSLY®

Our stay-at-home holiday

"Staycationing" has never been so popular as it is in 2020. We boaters have long known that there's nothing like exploring your own country (and surrounding countries) on your own boat, discovering new places, major rivers, small streams, an anchorage or a harbour. Viewed from the water, everything is different. More beautiful. More peaceful. Relaxing.

On 18 July we christened our new Grand Sturdy 40.0 AC "St. Omer.", surrounded by family and friends, and on Saturday, 25 July, we cast off for a tour of the Netherlands. Three weeks of fun.

The plan was to visit Friesland and end up in Zeeland. Nothing else had been planned. "Op Dreef" was just behind us.

In the end we had a great trip, starting out from Maasbracht via Well (Leukermeer), Giethoorn and Lemmer to Sneek. We sailed via the IJsselmeer and Markermeer to Volendam, through Amsterdam and Rotterdam and via the Spui to Willemstad. It was then on to Bruinisse, Scharendijke and, our last port of call, Port Zélande Marina, on Alexander Jonkers' doorstep. That's where we left the St. Omer. to be photographed.

We came across a lot of Linssens, sometimes the same boats two or three times. Thanks to our new Facebook group, "Linssen Yachts Cruising Group", we were also able to experience each other's adventures up close. We had a lot of nice responses to the group and also enjoyed seeing where you were all sailing and what you experienced with and on your Linssen.

Back to our holiday. It was a very varied trip including swimming and sunbathing, especially as there was lots of good weather, a BBQ, a glass of wine or a (St.) Omer. In short, it was all about having fun together.



Standup paddleboarding (SUP) behind the boat, swimming, the Waal, the IJsselmeer, through Amsterdam (a takeaway steak dinner from Café Loetje!), beautiful houses along the Amstel, across Rotterdam, under the Erasmus bridge, etc.

For Mathijs and Sophie, this was their first really long trip. What was the highlight for them? Probably catching crabs (and jellyfish) on the Grevelingen. But the beaches and SUP adventures were great too. Exploring the canals of Giethoorn on a punter. The waves on the Markermeer. "Flying" on the Aqua Park in the Leukermeer. Pizza at Roberto's. Making tails in Sven's hair. Or maybe the jet-ski trip with Peet? It's all well worth repeating.

I'll probably "plan" for next season. Only to adjust this plan on a daily basis. Because that's the beauty of boating. Freedom. You take your home with you and every day you can decide to go in a different direction, stay another night or continue sailing.

Hopefully you've also had a great summer's boating. We're keeping our fingers crossed for a fine autumn, so our sailing season this year will be extra long and pleasurable. We've all earned it.



~~Yvonne Linssen~~



INVITATION

Grand Sturdy 40.0 AC & Sedan INTERO Pre-launch week

2 - 6 SEPTEMBER 2020



Following the presentation of the Grand Sturdy 30.0 and 35.0 INTERO in 2019, it is now the turn of the 40.0 INTERO.

We invite you to the PRE-LAUNCH WEEK of the 40.0 AC and Sedan INTERO from 2 to 6 September. Both models will be available in model year 2021.

Location: Linssen Yachts - Maasbracht

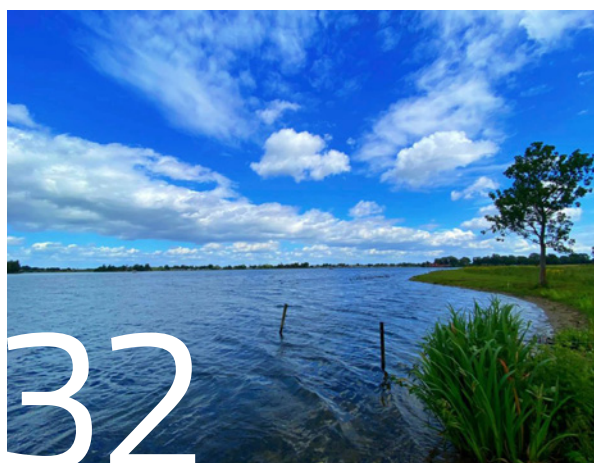
Opening hours: daily from 10 a.m. to 4 p.m

Visitor numbers are limited. We have taken various hygiene measures as laid down in Dutch government guidelines and made it easy for people to stay a safe distance apart.

to register, visit: www.linssenyachts.com/prelaunch

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EDITORS

Yvonne Linssen, Wendy Linssen, Paul Beelen

WITH THE COOPERATION OF

Linssen Yachts, Linssen Boating Holidays®, Zebra Fotostudio's, Dick van der Veer Fotografie, Patrick de Bot, Sue Coryndon, Sven Rehn, Inland Waterways International, KesselsGranger Designworks

PUBLISHER/PRODUCTION

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

TRANSLATIONS:

Balance/Livewords, Maastricht (NL)
maastricht@livewords.com

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World
first



Linssen Grand Sturdy 40.0 AC INTERO

Modern yet enduring style

Text: Linssen Yachts; Photos: Zebra Fotostudio's

Light and space, these are the key concepts in the INTERO style that we have developed in collaboration with design studio KesselsGranger DesignWorks. Following in the wake of the Grand Sturdy 30.0 and 35.0, the 40.0 AC and Sedan have also been completely revamped this year.

What immediately stands out are the flowing lines. A striking example of this is the curved three-part window section with its extra-large glass surface. This is not only beautiful, it's functional as well. The large surface area allows a maximum amount of daylight to enter, which makes for a pleasant living environment. The lights are incorporated into the flush fitted pillar trims.

The larger portholes in the front and rear cabin also let more light into the interior. Having the same style elements, it looks like one big window.

Deliberate choice of 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 the INTERO we

have deliberately chosen a lighter cherry shade that contrasts beautifully with the leather upholstery of the furniture.

Colour combinations

As you can see, several colour combinations are also available for the hull, for example a Midnight Blue or Super Jet Black hull with Eggshell White superstructure. The photographs show the first 40.0 AC INTERO with an Olive Green hull and Sand Beige superstructure. Beautiful colour styling. Once again modern but still timeless...

Enduring space-saving wonder

The Grand Sturdy 40.0 has been a true space-saving wonder since the first generation (the 40.9 was first presented in 2007). With the three spacious cabins (AC) and therefore six berths, a spacious saloon with L-shaped sofa and pantry to starboard and vis-à-vis dinette to port, you can stay on board very

comfortably for longer periods of time and make long trips on European waterways.

New aft cabin

The Grand Sturdy 40.0 AC INTERO's master cabin has been redesigned. This has created even more space around the bed and there's a handy walk-in closet on the port side next to the combined toilet/shower. In the saloon the stairs to and from the aft deck have been upgraded. They have been widened at the bottom for more convenience. Together with the vertical handrail, this greatly increases safety. The rear wall in the saloon has also been modified. On the inside, of course, the windows immediately

catch your eye as well. They look as beautiful and stylish on the outside as they are light and spacious on the inside.



More than just a different style

If you think the INTERO is just about a different style and different colours, you're wrong.

From a technical point of view, the 40.0 INTERO is a completely different yacht.

- **SPH hull shape.** Just like its bigger sisters, the 45.0 and the 450, 480 and 500 AC Variotop, the 40.0 INTERO now also has the Softchine Prestressed Hull shape. Combined with the Linssen stern gear construction with free-hanging NACA profile rudders and propeller and propeller shaft supported by a P-bracket, this ensures even better sailing characteristics on rougher water.
- **Reinforced ribs** on the inside.
- All **metal parts are laser-cut** for even better dimensional stability.
- This allows for **better preservation** of both the inside and the outside.
- Completely **new Floor Integrated System (FIS®)** for even more efficient housing of all pipes and cabling.
- **New engine room design.** The biggest difference you see when you open the hatch to the engine room is its orderly design, spacious and clearly laid out. The TMM® system (Ten Main Modules) provides excellent access to all components.
- **ICCESS®.** The 40.0 is now also fitted with the Integrated CAN-bus Controlled Electric Supply

System. The two ICCESS control panels are centrally located in the living area, right next to the helmsman's position.

- **New helmsman's position.** The layout of the helmsman's position has also been reconsidered. It is more fully integrated into the deck, providing more space for equipment and lowering the minimum clearance height from 3.00 to 2.93 m (with mast and windows folded down).
- **Slide and pop-out door.** On the 40.0 Sedan INTERO, a Linssen slide and pop-out door has been added on the port side, next to the helmsman's position. Due to changes in construction and design, the door is fully integrated into the INTERO style. Handy to be able to reach the cleat easily from the helmsman's position to quickly cast a rope in a lock or marina, and then manoeuvre the yacht into position in peace and quiet.
- **Longtop with drainage.** The Sedan has been given a new Longtop roof with integrated drainage.
- **Cockpit layout.** The swimming platform can be accessed from the port side of the cockpit. This leaves room for a spacious integrated L-shaped sofa.

Interested?

If you'd like to come and admire the Grand Sturdy 40.0 AC INTERO or the Grand Sturdy 40.0 Sedan INTERO for yourself, visit the Pre-launch Week from 2 to 6 September, or make an appointment for a live or online viewing. Contact us by phone, e-mail, Whatsapp, Skype or the chat function on our website.

BASIC SPECIFICATIONS

40.0 AC

40.0 Sedan

Construction:	SPH® (Softchine Prestressed Hull)	SPH® (Softchine Prestressed Hull)
Bottom/hull/decks/superstructure:	6/5/4/4 mm	6/5/4/4 mm
Weight/displacement:	± 16,500 kg / ± 16.5 m³	± 15,500 kg / ± 15.5 m³
LOA x beam x draft:	± 12.85 x 4.30 x 1.20 m	± 12.85 x 4.30 x 1.20 m
Minimum air draft:	± 2.93 m	± 2.65 m (2.72 m with Linssen Variodeck®)
Headroom FC/saloon/AC:	± 1.97 / 2.01 x 1.99 m	± 1.97 / 2.01 m
CE-classification:	B (sea)	B (sea)
Fuel tank capacity:	± 820 ltr diesel	± 820 ltr diesel
Water tank capacity:	± 440 ltr	± 440 ltr
Holding tank capacity:	± 240 ltr	± 240 ltr
Engine:	1x 5 cyl. Volvo Penta Diesel type D3-110 1x 82 kW (110 HP) ZF 45-H / 3,031:1, 3000 rpm Alternator: 180A-12V	1x 5 cyl. Volvo Penta Diesel type D3-110 1x 82 kW (110 HP) ZF 45-H / 3,031:1, 3000 rpm Alternator: 180A-12V
Emission compliance:	EPA Tier 3, EU RCD Stage II, BSO II	EPA Tier 3, EU RCD Stage II, BSO II



Linssen Grand Sturdy 40.0 AC INTERO layout



Linssen Grand Sturdy 40.0 Sedan INTERO layout

40.0 AC INTERO





40.0 AC INTERO





Saloon



40.0 AC INTERO



Front cabin



Aft cabin



Guest cabin



Toilet/Shower aft cabin

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.

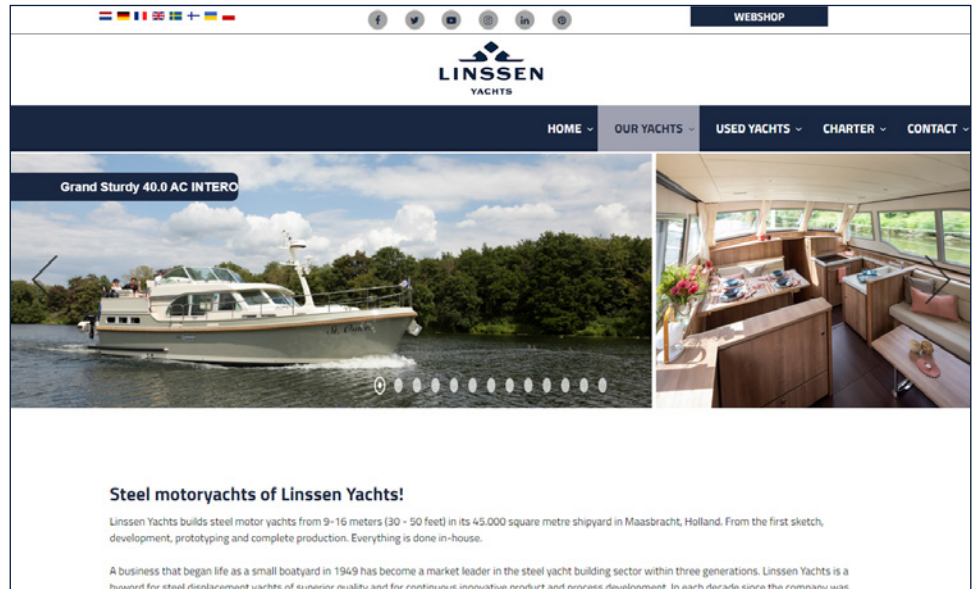


If you are interested in becoming an LBH partner or would like to know more about the terms and conditions, please contact **wendy.linssen@linssenyachts.com**. without obligation.

WEBSITE MAKEOVER

Maybe you've already noticed. The Linssen Yachts website has undergone a complete makeover in recent weeks. With a clear menu structure, new layout and design and of course a lot of information about our models, yard, production, history and our international dealer network.

From the main menu you have direct access to new and pre-owned yachts, Linssen charters, information on the yard and its long history, production departments and, of course, all contact details.



RETIREES

Several employees have retired this year. Peter Zentjens, Jan Niessen, Har Golsteijn and Piet Michels have racked up a combined total of 136 years at Linssen Yachts.

Piet Michels celebrated his 50th anniversary last year (see Linssen Magazine No. 55) and will now, after 51 years, be enjoying his life in retirement.

On their last working day, the pensioners are picked up at home - in the convertible in fine weather - and then brought to Maasbracht, where they attend a reception together with their colleagues, family and friends after a farewell tour of the yard.



YARD UPGRADE

Over the past few months, we've been working hard to get the whole yard in tip-top condition. The hull plant has been rebuilt with a new entrance and routing system. A covered walkway has been created from the hull plant to the preservation area, with a new office above it for the planners, with a view over the halls. And the whole marina's been taken in hand. For example, the concrete walls have been cleaned, a fence has been erected around the boat lift, the berths have been marked and a comfortable seating area has been created for handovers.

The Logicam halls have also been tidied up, repainted and provided with markings and safety stickers. The prefabricated module department has been redesigned with ergonomic workstations, and the integrated construction of the Variotop® frame now takes place on the Logicam I shop floor.

Finally, the showroom has also been given a facelift. The entrance has been remodelled with a fine display cabinet containing all the accessories you can find in our webshop, such as clothing, flags and pennants, pens, models, etc.

Come to Maasbracht.

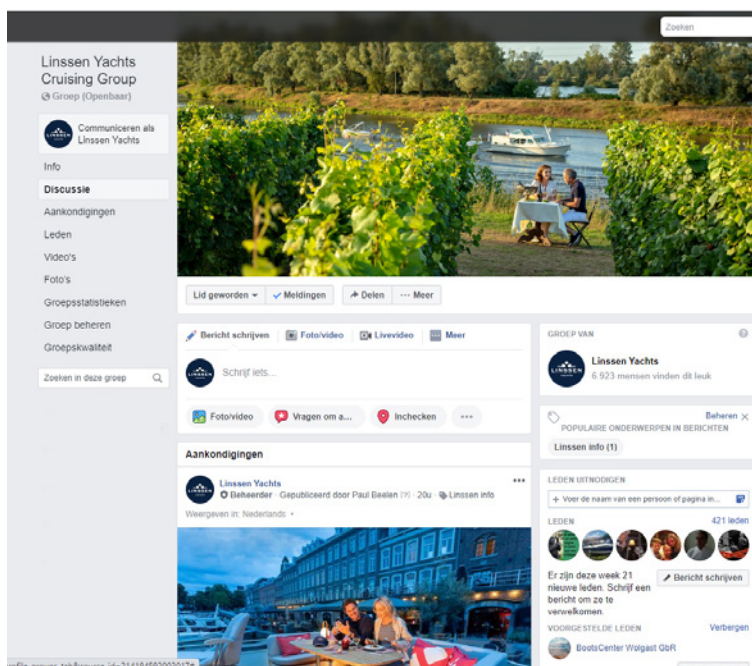


FACEBOOK LINSSSEN CRUISING GROUP

A few months ago, Linssen Yachts set up the Facebook Linssen Cruising Group. A group in which members can exchange information on cruises, experiences, technology, photos and tips about where to find unique or scenic sailing areas.

In the first few months, the group has grown considerably to over 400 members.

Do you have a Linssen? If so, why not join the group and share your experiences with like-minded people?



#STURDYTRAVELS

Since early this summer, everyone has been taking part in our #sturdytravels promotion, with our cuddly friend Sturdy the Seal on board.

After adopting a seal last year at A Seal in Stellendam, we want to give this charity - with a special connection to water sports - an extra boost.

Linssen Yachts will adopt a seal for every boat sold at the yard in August and September.

The buyer/owner of the yacht 'gets' a seal and can choose a name and possibly go to Zeeland for the release of the seal after his or her recovery.

In addition, we will of course continue to follow all the Sturdys on our social media with the hashtag #sturdytravels.



If you'd like to visit A Seal or adopt a seal yourself, please contact

A Seal Stellendam

Haringvlietplein 3 A

NL-3251 LD Stellendam

Tel: +31 (0)88 27 47 780

info@aseal.nl



Stellendam (NL)



Weurth (NL)



Nijmegen (NL)



Roermond (NL)



Rotterdam (NL)



Maastricht (NL)



Wereld-
primeur

Linssen 35 SL AC

Sporty and individual

Since we presented the 30 SL Sedan in our previous magazine, the 35 SL AC is now also ready to go. Enjoy the many and varied pictures of this beautiful yacht here.

LINSSEN 35 SL AC



"Egg Shell White" (standard)





YOU CAN VIEW THE NEW LINSSEN 35 SL AC THIS AUTUMN AT THE FOLLOWING LOCATIONS:




▪ Pre-Launch Week Linssen Yachts	Maasbracht (NL)	02.09 - 06.09.2020
▪ Interboot	Friedrichshafen (D)	19.09 - 27.09.2020
▪ Boot und Fun	Berlijn (D)	18.11 - 22.11.2020

BOAT SHOWS 2020


Subject to and depending on any restrictions imposed by governments.

The Linssen Shows have been scaled down and visitor numbers are limited. We have taken various hygiene measures as laid down in Dutch government guidelines and made it easy for people to stay a safe distance apart.



SEPTEMBER 2020

	Hiswa te Water - virtual	online	02.09 - 06.09.2020
	Linssen Pre Launch 40.0 AC/Sedan INTERO	Maasbracht (NL)	02.09 - 06.09.2020
	Interboot	Friedrichshafen (D)	19.09 - 27.09.2020

OCTOBER 2020

	Linssen River trials	Maasbracht (NL)	09.10 - 12.10.2020
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NOVEMBER 2020

	Linssen Yachts Boat Show	Maasbracht (NL)	14.11 - 16.11.2020
	Boot und Fun	Berlin (D)	18.11 - 22.11.2020



LINSSEN 35 SL AC





Employees
have their say...

Jos Schmitz “hops” between the Preservation and Hull departments

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

Our people make Linssen Yachts. In this issue of Linssen Magazine, we are therefore happy to reserve space for the stories of employees who carry out their specialist work, often behind the scenes. This time, it's an interview with Jos Schmitz, who works in the Preservation department, but assists in the Hull department if necessary. “This variety in my work appeals to me enormously. I'm always looking for new challenges.”

Jos Schmitz (50) celebrated his 12.5-year work anniversary last year. He was born in Gulpen, right next to the famous brewery of that name, and lives in Groot Genhout, in the municipality of Beek. After completing his vocational technical training in metalworking, he started work at an air systems installer. Not long after that, he joined the car manufacturer Nedcar. Jos: “I had various jobs at Nedcar. I worked on the assembly line, in the paint shop and in the bodywork department. But after almost 18 years, I was ready for something new. I noticed a vacancy for an employee in the Hull department at Linssen Yachts. I was hired and still really enjoy working here every day. The corporate culture is great. Everything is well organised and special treats are often arranged for the staff.”

“Wow” feeling

Jos: “When I walked in here on my first day of work, I really got this ‘wow’ feeling. Yachts, of course, are big

compared to cars. The work process is also very different here. In the automotive industry, everything happens fast. Everything has to fit together perfectly. On an assembly line like that, you're really talking about completing tasks in seconds. Here at Linssen, we work in an innovative way using the Logicam production method. Where you used to build a complete yacht in one place, the yachts now move in series past the various specialists who carry out their set of tasks. Only you don't see any robots here, just traditional craftsmanship. Making something yourself, with your own hands, that's just the best thing there is. Especially when you see the end result.”

Itinerant worker

Both metalworking and woodworking are in Jos' family. His grandfather was a blacksmith in Spaubeek. After 18 years at Nedcar, Jos made the move to Linssen Yachts in 2007. Since 2014 he has spent most

of his time working in the Preservation department. Jos: "They needed extra hands there. I learned things like filling and priming here on the shop floor. In addition, if I can, I carry out maintenance work and repairs on our machines myself."

At Linssen Yachts, Jos is one of the few people who hops between different departments to do his job. If he's not working in the Preservation department, he can be found in the Hull department, where his career at Linssen Yachts began. Jos: "I'm actually a kind of multitasker and I feel very comfortable in that role. If they need me in the Hull department at any time, I'll just be scheduled there."

Jos laughs: "This isn't an unsolicited application, but if they ever want to ask me to go to another department, I wouldn't immediately say no. I like variety. I think installing the engines is also very interesting. That's because I've always tinkered a lot with cars in my spare time."

Water sports and camping

Jos has always had a great affinity with water sports and sailing. Something that is of course a good thing when you work for a company like Linssen Yachts.

Jos: "We often used to go to the Meuse lakes from Beek. I would go with my parents to what was then the De Kis beach in Stevensweert. Jet-skiing, water-skiing, taking a boat out on to the Meuse. That love of water has always stayed with me. I now have my own 5-metre motorboat, on which I enjoy the pleasure of sailing with my wife and two daughters."

Another of Jos' hobbies is going on holiday with the camper van. Jos: "I once built a camper van myself based on a bus with an old grey licence plate. We drove it across Europe for 13 years. We now have a ready-made camper van. Usually our boat also goes on holiday with us, on a trailer towed behind the camper van."

Sailing a Linssen across Croatia

Four years ago Jos and his family chartered a Grand Sturdy 30.9 AC from Linssen Boating Holidays in Croatia. For two weeks they sailed the Croatian waterways together. Jos: "That was a really great experience. Croatia is a beautiful country anyway. If you can also explore it from the water with a genuine Linssen, it's absolutely fantastic. We'll definitely be doing that again in future. But if my daughters' boy-friends have to come along as well, we'll need a bigger Linssen."

Enjoy life. That's Jos' motto. And he's definitely going to do so even more, once his kids have left home in a couple of years. Jos: "Then I'll go travelling in the camper van with my wife more often. And, of course, with our motorboat."





Stowing the Memories

In liebevoller Erinnerung an Mike Perry

Text and Photos: Sue Coryndon

This is a love story between a man, his wife and a boat. A love triangle you could say, except the wife loved the boat as much as her husband did.

Late September 2019, Sluis Linne. Watery sunshine; a feeling of ending. We know it is the last time. We are so smooth. We slide in, hook up, no fuss, and wait for the water to lift us.

More than ten years ago, we had fumbled our way into this lock as novices heading for Amsterdam in our brand new Linssen Grand Sturdy 40.9. We had named her Salamander.

Now look at us, seasoned boaters, in our second Linssen Grand Sturdy 43.9, Salamander II. She had seen us through such adventures: rough seas, dragging anchors, complicated moorings, difficult locks, long tunnels, boat lifts and boat transporters. She was always devoted, never complained.

We are coming full circle. Sluis Linne for the last time, with Maasbracht just around the corner. The end of a fabulous affair.

And so many memories to stow away.

The coffee cups come from BHV in Paris. We were berthed in the Arsenal. We were on cloud nine; exhilarated after coming all the way up the Seine from Le Havre right into the heart of Paris on our very first trip from Guernsey.

The heavy glass vase used as a candle holder joined us in Strasbourg after an eventful passage on the Marne-Rhine Canal when the hot water tank sprung sprang a leak. The sales assistant had just done the pilgrimage to Santiago de Compostela. He said the candle-vase would bring us happiness and he was right.

In the saloon, the six embroidered cushions from Bozburun in Turkey were bought while waiting for the harbourmaster to complete our exit papers for Greece. We left next morning on a sea like glass, heading for Simi.

The rag rugs come from the little Greek island of Kythnos. We walked up to the Chora from Loutra harbour and found them. It was spring; there were wild flowers everywhere. We grew to love Loutra, a port discovered in a storm after a lumpy crossing from Kea. The stormy weather hung around and so did we.

And then there's the bedding. Bedding for all seasons: cool sheets for the Med; light duvets for European summers; heavy duvets bought in Kaufhof in Trier. It was late September and the weather had turned cold. Morning mists hung over the Moselle. It got colder still as we worked our way down the Rhine, so there are also drawers of thick socks, slippers, woollen hats and gloves.

Will anyone want the box of courtesy flags, some more worn than others? France, Belgium, Holland and Germany are all faded and in tatters. The same goes for Greece and Turkey, but Albania is almost as good as new. Albania was a grand adventure. We made the crossing from Corfu to Sarande Saranda on a gentle sea and spent four long, happy days exploring amazing ruins and learning about life under communist President Enver Hoxha.

And what about all the maps and charts and books? History? His story? There's Heikell's "Turkish and Greek Waters Pilot", well-thumbed, page corners turned down. We referred to it as "The Holy Heikell" when we were all at sea in strange lands. Then there are the guides to the great rivers of Europe: the Seine, the Marne, the Moselle, the Maas, the Rhône, the Rhine. We did the Rhine four times, using it as a fast motorway back to base. One time we forced our way up against the current from Strasbourg to Basel going flat out at 2 knots. It seemed to take forever.

And there, under the hatch in the fore cabin - jars and jars of jam. Each jar preserves a memory: mirabelle plum jam, prepared as we waited to go through the Mauvages tunnel; apricot jam made in Nisos harbour, Greece; more plum jam made on the Rhône-Rhine canal. We called it the Fruit & Nut Canal because in the autumn there are apples, plums, grapes and walnuts ripe for the picking at the locks and bankside moorings.

Along with the jam, there's marmalade. So much marmalade. Each batch involving an adventure to find the special bitter oranges. In Turkey, we found them growing among the ruins at Teos. In Greece, we stopped to talk to a man tending his garden near Khalkoutsis and he filled our basket with oranges and lemons, fresh eggs and lettuces.

It wasn't that we needed such quantities of marmalade or jam. It was just the fun of tracking down the fruit, the sugar, the jars, and making it on board, afloat. It was somehow so much more satisfying than in the kitchen at home.

So now, as we pass through Sluis Linne, the familiar cooling towers of Maasbracht come into view. Here is the fork in the river; here the entrance to the Polderveld – often the first or last tie tie-up of the season and a first or last swim – here the entrance to the Linssen Yard. We take the turning one final time.

Mike died a week after saying goodbye to Salamander.





Vita Nova - Summer cruise on the Grevelingenmeer

Text and Photos: Sven Rehn / Classic Sturdy 360 AC Vita Nova

Summer cruise 2020 - After the very late start of the season we wanted to really enjoy our summer cruise. As well as transferring to our new home port, we took a trip to the Grevelingenmeer and spent many pleasant hours on the water. It's a cruise report that will inspire you to follow in our wake, I promise.

Before the sailing fun, Neptune (or was it Poseidon?) set out our work for us. We had to provision Vita Nova for the trip. Fresh food and drink were stowed away just before the start of the cruise, and 370 litres of water were pumped into the tanks, so that we could wash up and also have a shower or two on the way. The two diesel tanks were each about 75-80 litres short. We would top them up once we were underway.

We'd been flirting with the idea of getting new deck chairs for some time. And the time was just right, so we quickly drove to the Kampeer Oase in Elst to buy new chairs for the cockpit. We decided on the Crespo Air Deluxe.

We have the latest digital map material on four devices (iPad Air2, iPad Pro, 2x iPhone) to ensure reliability. As we were setting off on the cruise, we had no idea just how important the map material would turn out to be. We had been using the Navionics "Boating" app for many years. We really appreciated its functionali-

ties, the daily updates and the community edits. We've already written an article about it.

Day 1:

We cast off from our home port of 't Loo in Linden at 7:30 on 19 June 2020, as we were keen to get to know new ports and the Grevelingenmeer. Being "early birds", we love to get underway promptly. The waterways were wonderfully empty and we were left alone to enjoy the silence and the countryside for some time.

Comfortably and quietly the Volvo Penta pushed us through the Kraaijbergse Plassen towards the Meuse. We turned to port on to the Meuse at kilometre 167.

We were already quite familiar with the Meuse in this area from our Roermond - Biesbosch cruise. Kilometres 167 to 176 on the river were fun and the joy of cruising was unbounded. At KM 176 we came to the first lock of the day. Grave lock. They can be con-

tacted via VHF channel 20 or by telephone on 0031-88 797 4142. We duly reported in properly shortly before reaching the lock harbour. Due to poor voice quality, no exchange was possible. We moored at the leisure craft jetty in the outer harbour and waited.

A commercial vessel came out of the lock. The traffic light was and stayed red, and the lock gate closed again. After another inquiry at the lock, communication improved. The commercial vessels were bumper-to-bumper in the tailwater so the lock was emptying quickly. After an hour and a half we sailed the Vita Nova out of the lock in the tailwater. Now we had a few kilometres of free motoring in which to enjoy the Meuse and the surrounding countryside. Time and again we had to stay alert when we passed one of the many ferries. It can sometimes seem as if the ferries are waiting for you to get close up and then set off. Whatever, as Michael Wendler would sing.

We passed Niftrik and De Gouden Ham in Maasbommel and called ahead shortly before reaching the outer harbour of Prinses Maxima lock (VHF channel 22 or telephone 0031-88 7944135) at kilometre 200 for the downhill lock. A commercial vessel came out and we were able to sail right in without waiting. It went like clockwork.

Now we had only about four kilometres to get to the jetty in De Lithse Ham marina. We moored at the registration jetty and then moved the Vita Nova into Box 46. It had been a leisurely and relaxing day's cruising. Now the ship's dog was allowed out and afterwards the crew got something to eat.

We paid €18.45 for one night (boat size: 11 m x 3.6 m).

Statistics:

Distance travelled: 42 km | Locks: 2 | Engine hours: 4



Day 2:

What a day – more eventful than expected.

Cast off at 7:30 from De Lithse Ham marina. The harbour is OK for an overnight stay. That's all you need. Although the marina is in a beautiful location, it has no real ambiance. Although there were a few boats at the jetties, the place looked half dead.

Today we had planned to cover about 47 kilometres and arrive at a convenient jetty in Aakvlaai or Biesbosch. Apart from a few encounters with ferries, cruising down the Meuse to the Amer was again quite leisurely and relaxing. As we had made good time, we were looking forward to getting to the jetty early. We know the area (Biesbosch/Aakvlaai) from 2016, when we had an annual berth there. It must have been due to the circumstances (Corona, weather, etc.), but it was much busier than usual. There was no suitable berth to be had for the Vita Nova in Aakvlaai. Most of the best jetties were no longer available, which further reduced the number of berthing options.

So we left Aakvlaai and went back into the Biesbosch, where we also knew two or three great moorings.





Jachthaven Biesbosch, Drimmelen

How could it be otherwise, they were all occupied too. An excursion boat followed in our wake. We waited until we reached a suitable spot and then let it pass. The draft of the Vita Nova (1.10 m) is close to the limit for the Biesbosch. As anyone familiar with the area knows... it's a freshwater tidal area and a difference in level of 20-30 cm is normal there. If you have 40 cm! (0.4 m) water under the keel as you sail along, you ought to know the area and its peculiarities! Thanks to our rather outdated knowledge of the area and up-to-date maps from Navionics, we made it through the entire Biesbosch without touching the bottom. As already mentioned at the beginning of the cruise report, you can have problems in the Biesbosch if your maps aren't up to date! We're glad to report that we came through safely thanks to the daily sonar chart updates provided by Navionics! As we didn't want to drop anchor, we decided to sail right through the Biesbosch, turn to port on to the Amer at Hollandsch Diep and call at our 2016 home port. The journey through Aakvlaai and Biesbosch extended the planned stage by 27 kilometres and three hours' sailing. Sometimes it's worth leaving even earlier.

We moored in the Biesbosch Drimmelen marina at 14:10, where jetty neighbours helped us to tie up. The marina had also been hospitable and well organised back in 2016.

Now the ship's dog was the first one off to lift his leg while the crew took care of the formalities in the new harbourmaster's office.

We paid €26.00 for one night (boat size: 11 m x 3.6 m).

Statistics:

Distance travelled: 76 km | Locks: 0 | Engine hours: 7,5 h

Day 3:

Yesterday we were treated to a great sunset in the Biesbosch marina. It had been a quiet night and we cast off the lines as the sun was rising over the Biesbosch. We sailed along the Amer under the Moerdijk bridges to the Hollandsch Diep and on to Willemstad. The Hollandsch Diep separates North Brabant from South Holland and is about two kilometres wide. Some commercial vessels were around but, due to the vastness of the Hollandsch Diep, it was a very leisurely journey. Especially since two extremely generous stretches of water are set aside for leisure craft.

It was a leisurely day's cruising. We were sailing from 7:35 to 10:10, covering just under 30 kilometres. We then settled into the "De Batterij" marina at jetty G-14, which we had already reserved by phone the day before. That worked out wonderfully.

We completed the administrative procedures in the marina and enjoyed the rest of the day. But we also take time to take pictures of Willemstad. We had been tipped off that we should definitely call at Willemstad on our trip. That was a really good tip. Willemstad is a beautiful town and a pleasant place to stroll and linger. From the marina you can reach the town in under

10 minutes. If you're in the town harbour, it's only five steps up to the promenade with shops and a few restaurants. We walked once completely around the town (3.4 km) and then settled down in a restaurant at the harbour. The harbour appears to be a very popular meeting place. Many motorcyclists had parked their motorcycles there in order to fortify themselves on their tour as well.

We paid €25.29 for one night (boat size: 11 m x 3.6 m).

Statistics:

Distance travelled: 15 km | Locks: 0 | Engine hours: 2,6 h

Day 4:

Willemstad to Bruinisse

We cast off from the De Batterij marina shortly after 7:00. We wanted to leave early again to get through the locks. All three locks have special sections for leisure craft. Calling ahead by radio worked great.

In front of the Volkerak lock, we met the Linssen Grand Sturdy 460 - Quincy. As we had the same destination for the day, we decided to travel together.

The short ride from Willemstad via the Hollandsch Diep was quick and easy. We had to wait 20 minutes in front of the Volkerak lock.

The locks (all three!) were easy to handle and thanks to the small lift they were always completed in 15 minutes (pure lock time). Coming from Willemstad, the Volkerak and Krammer locks sluice downhill and the Grevelingen lock then runs uphill.

Cruising in the Volkerak was leisurely and was similar to the part of the IJsselmeer that comes before

Lemmer. There were many wind turbines and a lot of water, wonderful. The fairways are so wide that commercial vessels and leisure craft don't get in each other's way. Great! We were lucky with the weather too. The water and the sky were equally blue. Really beautiful.

The crew of the Quincy had a moment of shock. An OK steel displacement yacht cut the Quincy up so close that it would have crashed into the rear of the displacement yacht if it had not fully stopped. Totally unimpressed by blasts of the horn and the near collision, the steel displacement yacht continued on its way. Incredible and really a close-run thing. If any of you encounter this displacement yacht, be very careful!

In the Krammer and Grevelingen locks, things got a bit busier, with 7-10 boats passing through at the same time. You notice straight away when the lock gate opens and you have salt water under the keel. The smell is unmistakable.

Only a few hundred metres after leaving the Grevelingen lock we turned to port together with the Quincy into the Bruinisse marina. Both Linssens had been given a place at the registration jetty and were allowed to stay there overnight.

All I can say about Bruinisse marina is that it's really big and well equipped. Sheer poetry! The sanitary building was new and was very well maintained. It had showers with hand basin and mirror and plenty of space.

In the marina we also got the sticker that allowed us

Jachthaven Bruinisse





Grevelingenmeer

to moor at the vacant berths in the Grevelingenmeer (€12.50 per week).

After Day 6 you will find many answers to questions about the Grevelingenmeer itself, which we were asked during the trip.

As our fresh food was slowly running out, we decided to visit the nearby Albert Heijn supermarket on our e-scooters. It's only 1.8 kilometres from the marina. So we drove the route twice and, in addition to the fresh food, we also stowed away 45 litres of fresh water. This worked really well with the e-scooters.

Early the next morning (but not sooo early), we would fill the water and diesel tanks.

Then we would be off to the Grevelingenmeer.

We paid €32.29 for one night (boat size: 11 m x 3.6 m).

Statistics:

Distance travelled: 29 km | Locks: 3 | Engine hours: 3,2 h

Day 5:

We started the day at 8:00 by filling the fresh water tanks and hauling the Vita Nova 50 metres to the filling station, which is located right next to the registration jetty in front of the harbour office. We have two 250-litre diesel tanks (a total of 500 litres), and had already used up an estimated 200 litres on our trip. We told the harbourmaster to fill her up.

Result: two spills, diesel on the gangway and a lot of rags used. We filled up with 178.51 litres at €1.24 per litre, making a total of €221.35.

As of that day, we would be in the Grevelingenmeer for one week. It's the largest salt-water lake in Europe. Our first port of call was at "Dwars in Den Weg" island near Stampersplaat, virtually opposite the Brouwershaven, and just under 14 kilometres from Bruinisse marina and one of the southernmost ports of call in the Grevelingenmeer. You can berth on the inside (cleats) and outside (wooden posts) of the jetty. Water depth is about 3 metres. The jetty leads ashore, so it was ideal for the ship's dog. Waste bins are also provided. The journey from Bruinisse to Dwars in Den Weg was leisurely and made for some great photography. Our Mavic Air drone was also in the air again. We enjoyed the day and we would see how long we would stuck around.

Basically, we would still be calling at the Brouwersdam at Port Zélande and the archipelago, as we had plenty of time.

Statistics:

Distance travelled: 8 km | Locks: 0 | Engine hours: 1,3 h

Day 6:

The Vita Nova moved on. From "Dwars in Den Weg," we entered the Grevelingen Archipelago. Only about eight kilometres (through the safe fairway) separate the two moorings.

So our trip only took about 43 minutes. As we had been given a fantastic berth, we intended to make full use of the three days we were allowed to moor there. We then headed to the far west of the Grevelingenmeer. We head for one of the two natural

harbours and anchorages at the Brouwersdam. They are located in the immediate vicinity of Port Zélande and Renesse.

Statistics:

Distance travelled: 9 km | Locks: 0 | Engine hours: 0,8 h

Day 7:

Nothing is as constant as change. And this is especially true of the weather. Actually, we wanted to stay two more days in the archipelago. But then the storm that had been forecast changed our plans. We didn't want to experience rain, thunderstorms and gusts of wind up to 50 km/h unprotected in an unknown area.

The lovely weather... 28-32 degrees. Sun-soaked. But as every skipper knows... nothing lasts for ever – the weekend was set to bring thunderstorms and a lot of wind. In gusts of up to 50 km/h. Especially around Scharendijke it was forecast to be extremely and continuously windy. Otherwise, it would be blowing hard on the Grevelingenmeer and also the Hollandsch Diep. It was set to be very windy until Tuesday, 30 June 2020.

We therefore rescheduled our plans. The Vita Nova left the archipelago and set off for the Brouwersdam/Scharendijke. Unfortunately, the two natural jetties were full up. Boats were even rafting up. Neither was there any more space to be had in the beautifully situated "Haven aan de Middelpaalt" marina. Too bad – about the location. The marina itself is tiny and hardly worth a visit.



Jachthaven Bruinisse

When we moored in Bruinisse marina again, a large yacht was just leaving:

Once again we paid €32.29 for one night.

Statistics:

Distance travelled: 27 km | Locks: 0 | Engine hours: 1,9 h

Day 8:

Bruinisse to Heusden

The previous evening we had been treated to a beautiful sunset, which we would like to share with you.

That day, as planned, we made good progress. The Vita Nova got 81.3 kilometres under its keel in just under eight and a quarter hours, including three locks: Grevelingen, Krammer, and Volkerak.

We set off with a beautiful sunrise at 6:45. Only 20 minutes later we were registering at the first lock

Heusden



Some information on the Grevelingenmeer:

During our trip to Grevelingen (as the annual visitors refer to the Grevelingenmeer) we were asked questions through various channels. We'd like to answer these questions briefly below.

The Grevelingenmeer is the largest salt-water lake in Europe. Its salinity is very close to that of the North Sea. There are no tides (ebb and flow) in the Grevelingenmeer. The enclosure formed by Grevelingen lock and Brouwersdam has created a lake that defies the tides.

You have to buy a vignette for the Grevelingenmeer, available from one of the local harbours, if you want to moor at one of the many natural jetties. There are two different vignettes: a weekly vignette (€12.50 - June 2020) and an annual vignette (€49.00 - June 2020). When you buy the annual vignette, you also get a flag. This is flown from the mast throughout the year and enables the inspectors to see from a distance that you are in possession of the vignette. The weekly vignette should be accessible at all times. A check was carried out at the moorings every day we were there.

The rules for unrestricted mooring in the Grevelingenmeer are as follows:

Holders of the vignette may stay at a berth for three days at a time. They must then change to another berth and may not return within a radius of 1,000 m of the old berth for five days.

These rules are supervised. The name of your boat and date of arrival at the berths are noted. We don't know what the penalty is for disobeying the rules.

All the berths we visited were provided with waste bins, which were emptied or replaced EVERY DAY. The berths are in a spotless condition. For example, there are even two toilets on the archipelago.

The German inland leisure craft licence is valid for cruising the Grevelingenmeer.

Salt water and the subject of anodes.

All owners who only go on holiday trips to Grevelingen will probably not replace their anodes just for this. We didn't either. After talking to other owners, we don't think this is necessary for short periods such as holiday trips. We relied on this and our magnesium anodes didn't suffer any damage as a result of our week on Grevelingen.

As the Grevelingenmeer is very shallow in many places, you should stay within the fairway. This will safely get you from A to B. The deepest point is 48 m. With the exception of two marked high-speed routes before Bruinisse and Port Zélande, the speed limit on the entire Grevelingenmeer is 15 km/h!

Information from Wikipedia.org - > Grevelingen (Netherlands)

Grevelingen is situated between the islands of Schouwen-Duiveland (province of Zeeland) and Goeree-Overflakkee (province of Zuid-Holland). On the west side, facing the North Sea, Grevelingen is closed off by the Brouwersdam and, on the east side, facing the Oosterschelde, by the Grevelingendam. A lock was built for shipping at Bruinisse on the Oosterschelde. In this way the largest salt-water lake in Europe was created with a total area of 140 km². The water surface area is 11,000 hectares, of which 7,000 hectares are over 1.50 metres deep. The lake is 23 km long and 4-10 km wide. It is 48 m deep at its greatest depth and the water level is on average 0.20 m below NAP.

Like everywhere else, the weather can change quite fast. As the Grevelingenmeer is a large open area, the winds there should not be underestimated. Coming across the North Sea, they can reach quite considerable speeds. And then you can really feel the waves. As in every cruising area, you should prepare yourself accordingly and leave some room in your time schedule.

We were in the Grevelingenmeer during the low season (June 2020). Various locals told us it would be very empty in the low season. We can confirm this to some extent. At all berths, except for the far west at Scharendijke, we were always able to obtain a berth at the much sought-after free moorings. There, however, boats were already starting to raft up during the low season. How the situation changes during the high season and holiday period, we couldn't say.

However, as the locals say "when the German summer holidays begin, Zeeland sinks by a good metre".

(Grevelingen). That day, passing through all three locks was very smooth and easy.

We sailed from Bruinisse to Krammer lock via Noorder Slaak and Krammer. It took about 20 minutes.

We had hardly got through the yacht lock when we were on Noord-Krammer and turned starboard towards Zuid-Vlije.

We then sailed through the Hellegat fairway to Volkerak yacht lock via Volkerak. It took us a leisurely and peaceful two hours.

Coming out on to the Hollandsch Diep, we passed the Willemstad marina on the starboard side. As always, our early departure paid off. With a few exceptions, we were almost alone on the fairways. Added to that were the morning light and the expanse of water... just perfect.

A couple of commercial vessels then appeared at the Moerdijk bridges, but that's all.

It wasn't until we were off Biesbosch/Aakvlaai and Drimmelen that the number of pleasure craft began to increase rapidly.

Hardly surprising... it was Friday afternoon and we were having great weather.

The fact that virtually nobody adhered to the speed limits to avoid wakes and swell but regarded them as recommendations that needn't be followed, made us

a little annoyed. Shaking our heads, we accepted the conditions. What else can you do?

We continued our journey via the Amer to the Bergsche Maas canal.

No matter whether in front of harbours or ferries, the jet skis and speedboats were going as fast as their engines would allow.

A trend that really makes us think.

But it's not only the riders of glider yachts who should perhaps be rethought the effect on wave propagation. This displacement yacht travelled for kilometres like this. It's really difficult to understand why. No commercial vessel that we encountered along the way produced a stern wave this big. What goes on in these people's heads?

But we were making good progress with all that variety around.

It was well over 30 degrees when we reached our destination, the De Wiel marina in Heusden, a little drained as a result of the long boat ride.

Nevertheless, mooring at the jetty in box G-4 went well and, after phoning to make an appointment, we visited the harbourmaster's office in order to be seen personally.

We covered the distance that day because, as already mentioned in another post, we would rather weather the rain and the thunderstorm a bit further inland. Furthermore, we'd never visited Heusden before and wanted to follow up some recommendations from our boating friends.

First we have to say that Heusden is a great little town. Taking the ship's dog for a walk, shopping in small craft shops and eating delicious food. Everything was great. Heusden's small harbour is the perfect place for these activities! However, overnight stays aren't allowed there. You can moor, stroll, get something to eat or let the ship's dog out without any problems.

Only the De Wiel marina made a less favourable impression.

Statistics:

Distance travelled: 82,1 km | Locks: 3 | Engine hours: 8 h

With a thunderstorm approaching, it was the perfect opportunity to send the drone aloft. Unfortunately I was a little bit inattentive and didn't launch the drone from the De Wiel marina but, as it turned out during



the landing, from private property. The owner was, rightly, not particularly pleased. But we were able to explain everything and an apology settled the matter.

Day 9:

We fitted in a scheduled day in port. A few impressions of the De Wiel marina in Heusden: For us, the old harbour (you pass under the white bascule bridge) had more charm than the new marina. This might be because you hardly see a thing by walking over the jetties, as the huge yachts have such a freeboard there that you can't see anything for the paint, stems and swimming platforms. There were some really nice yachts there, no question. From classic to ultramodern. How practical they would be on a cruise at over 20m in length, I can't say. There are few marinas that have transit jetties for yachts of this size.

The area around the marina was very well maintained. Weather permitting, we intended to take a tour of Heusden that day. If we got a smart card that worked. Unfortunately, the first two smart cards didn't let us back on to the jetty.



Prinses Maximasluys

Day 10:

De Wiel marina, Heusden to De Gouden Ham marina, Maasbommel

We cast off from De Wiel marina in Heusden at 8:00. Our destination for the day was De Gouden Ham near Maasbommel. The trip covered 38 kilometres, including one lock. The weather was mixed until we moored at De Gouden Ham. It was dry, but windy and cloudy. We passed through the Prinses Maxima lock in 20

minutes. Calling ahead on VHF channel 22 posed no problems.

We were back at the berth almost to the day (2 July) that we visited on our glider yacht in 2015. It was great to be back.

The harbourmaster came round to collect the mooring fees in the evening. In De Gouden Ham electricity, toilets and showers are provided at the berths with jetties. We moored a little further forward because we didn't need electricity.

Our solar panels provide enough electricity even on cloudy days so we can be self-sufficient. For the ship's dog there's nothing better. Our berth had a view of the Meuse and De Gouden Ham. Perfect.

After mooring, we unpacked our e-scooters and drove once around De Gouden Ham and back to refresh our fond memories.

We made ourselves comfortable at this berth. We probably wouldn't be setting sail until Tuesday to make the last leg of the journey to our home port.



De Gouden Ham

We took a look under the floorboards in the bilge again and sorted out a few minor issues ourselves. There was no engine oil in the bilge. The seawater filter was clean. Our small plastic bowl under the shaft stuffing box was two-thirds full. This is normal for the number of operating hours run. We tipped the water/grease mixture into a bottle, which we always have on board for "waste to be disposed of". The shaft also got another rotation from the grease reservoir. OK!

Maybe some information would help... we empty the

small plastic bowl (holds 150-180 ml) about every 40-50 operating hours.

Statistics:

Distance travelled: 38,1 km | Locks: 1 | Engine hours: 3,7 h

Day 11:

We stayed another day in Maasbommel. We liked it a lot there. An overnight stay costs €12 for boats up to 10 metres and €17 for boats over 10 metres.

Someone comes to collect at about 18:00 every evening. Payments are only possible by EC-Cash and entering a PIN code.

At the back, there are 125 more berths at jetties with electricity and showers are also available. No difference in price, but busier.

The nice thing about this berth was that you had a direct view of the Meuse and also of De Gouden Ham itself. Great.

The wind got up in the evening and was blowing at well over 50 km/h. We have positioned the mooring lines and fenders perfectly. No problems were therefore expected.

Other boats came and went throughout the day. We helped some with mooring and others with casting off. It's a point of honour.

Day 12:

We had spent the previous two days at the natural jetty in De Gouden Ham, Maasbommel. The lovely weather again meant that we could move on. We took our final daily stage at a very leisurely pace. It

took us only about two and a half hours to get from Maasbommel (kilometre 192 on the Meuse) to the entrance to 't Loo in Linden (kilometre 167), despite Grave lock.

We were lucky enough to be able to enter Grave lock with the inland vessel "Tamaris". In this way, we passed through the lock, a process which had taken us a good one and a half hours on the outward journey, in 18 minutes. It's not possible to give details of timings as far as locks are concerned. Once again, our "Grave example" very clearly shows why.

Statistics:

Distance travelled: 28 km | Locks: 1 | Engine hours: 2,5 h

Overall statistics

Distance travelled: 354,80 km

Locks: 10

Engine hours: 35,5 h

Total travel time: 39 hours, 14 minutes

More information:

www.ms-vitanova.de/2020/06/30/logbuch-grevelinger-meer/

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30 MAY — 03 JUNE 2022
LEIPZIG, GERMANY

World Canals Conference 2020 in Leipzig postponed

DUE TO THE PANDEMIC, THE WORLD CANALS CONFERENCE WILL BE POSTPONED TO 2022. NEW DATES ARE: 30 MAY — 03 JUNE 2022. SHORTLY, MORE INFORMATION WILL BE AT HAND.

[Got it!](#)

World Canals Conference - Leipzig - 30 May - 3 June 2022

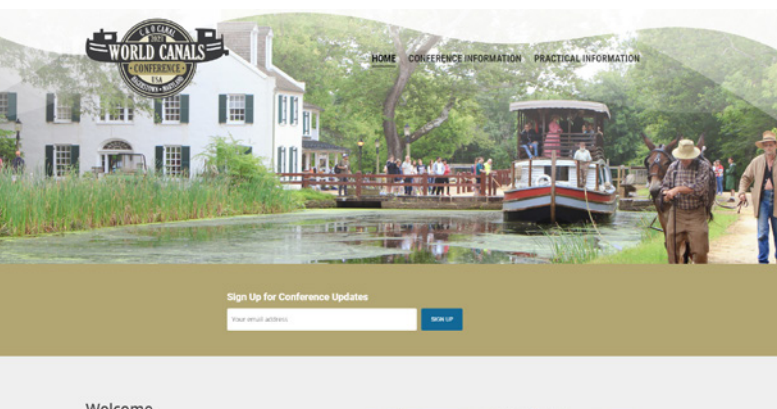
Text / Photos: Inland Waterways International

As a result of the coronavirus crisis, the World Canals Conference 2020 in Leipzig announced in the last edition of our magazine will not be going ahead, having been postponed until 2022. Since 1988, the World Canals Conference (WCC) has been an international platform for inland waterways, established under the auspices of Inland Waterways International (IWI).

Based in the United Kingdom, this organisation is committed to the conservation, development and sustainable management of inland waterways. Every year the WCC brings together hundreds of experts, scientists and representatives from the world of politics and government, associations, businesses and water sports from the four corners of the globe.

This postponement means that the next World Canals Conference will be held in Hagerstown in Maryland on the east coast of the United States.

This conference will run from 30 August to 2 September 2021. We will certainly be providing you with more information about this in a future issue.



To summarise:

WCC 2021: Hagerstown - Maryland, United States
30 August - 2 September 2021
www.wcc2021.org

WCC 2022: Leipzig - Germany
30 May - 3 June 2022
www.wccleipzig2022.com

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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 yachten

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

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



In the spotlight GRAND STURDY 30.0 Sedan



GRAND STURDY 30.0 Sedan

Ref. 34124

Year of construction: 2019

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

Engine: 1x Volvo Penta; D2-50.

37,5 kW/51 HP

Price:

€ 214.000,- (excl. VAT)



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