

LINSEN MAGAZINE


LINSEN
YACHTS

NEW
Linssen 40 SL
Sedan & AC



BOATING & LIFESTYLE MAGAZINE FROM LINSEN YACHTS
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WE TAKE YOUR **SAFETY** SERIOUSLY®

We are once again preparing for the new sailing season, although this year will be different too.

We were all hoping for a thrilling start to the season with people from all over the world once again allowed to travel to Linssen Yachts, raise their glasses and go sailing together. Fortunately, the latter is still possible. In your own 'bubble' and perhaps in your own country, but there is often much beauty to be discovered there too. We also saw that last year.

You can read the report on our 2020 trip in this magazine. We are now making plans for this summer. Those who follow us via the Linssen Yachts Cruising Group on Facebook know that we are all waving at each other online. I invite all of you to do the same this year. If you are not yet a member of our group, take a quick look on Facebook and follow everyone's sailing adventures, ask for tips and advice from others or join in.

We would usually start our Easter tour at Easter, sailing via the Willemsroute to Maastricht; a nice trip through Belgium and the Netherlands. Unfortunately, the tour could not take place last year. This year, we have chosen to sail, but only within the Netherlands and with some extra rules and advice. In this way, we hope to help new Linssen sailors to get to know their yacht and the large sailing family, and provide them with advice about 'life on board'.

In the past year, we have communicated with each other in many different ways and, in the process, discovered a new phenomenon (for our industry): video calling. Who would have thought that we, as a fairly traditional industry, would start using video to conduct sales?! And yet this happened several times in 2020. It is 'different', of course, and certainly not as nice as exploring your wishes in person and looking at



Join the
Linssen Yachts
Cruising Group



the boat in detail together, but if there is no alternative, we make it work. We have also noticed a significant increase in our YouTube subscribers. We have produced lots of videos for you over the past year. To inform you about how things are going, keep you up to date on the development of new models and give you an insight into our production process.

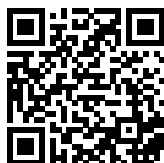
We are currently still working on a very nice project. A Linssen built from small blocks. Keep following our YouTube channel, there will be more news soon. The marketing and sales department will soon be running at full speed. Despite the fact that we have fewer actual visitors in our showroom and no trade fairs at the moment.

Contact with you and with potential new owners is what we miss the most. We hope that we can all get together in our showroom again soon. Until then, please call us for a face-to-face appointment at 1.5 metres... or a video call, we have become quite skilled at them!

I wish all of you a great start to the season and hope to see you 'soon' in Maasbracht!




Yvonne Linssen



Subscribe to
our Youtube
channel

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.

For a complete overview, please visit www.linssenyachts.com.

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

In the spotlight: GRAND STURDY 470 Sedan Wheelhouse



Ref. 3609

Year of construction: 2015

Dimensions: 14,45 x 4,40 x 1,30 m

Engines: 2x Volvo Penta D3-110. 2x 84 kW/2x 110 HP

Price:

€ 606.500,- (incl. VAT)

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CRAWFORD'S MARINA, DEALER FOR IRELAND AND NORTHERN IRELAND

Crawford's Marina for luxury yachts is situated in the heart of beautiful 'Lough Erne' at Carrybridge in County Fermanagh's Lakelands. It offers easy access to major road links to and from Dublin and Belfast.

Crawford's Marina is a very versatile business, offering berths with full harbour facilities, including modern shower and toilet facilities, repair and maintenance, all in the picturesque location of the Fermanagh Lakelands, which connect Upper and Lower Lough Erne with the Shannon-Erne waterway network. Adventurous skippers have the chance to sail from Belleek to Limerick, where beautiful scenery awaits and adventure is guaranteed.

Yvonne Linssen: "We are delighted to have found a solid partner like Crawford's Marina in North Ireland and that Ronnie and Gareth Crawford will represent the Linssen brand in Ireland and Northern Ireland from 2021 onwards. The first Grand Sturdy 45.0 AC has now arrived in Carrybridge and number 2 is on order. The beautiful waters and excellent facilities make Ireland a perfect country in which to sail our yachts. Our charter partner Cruise Ireland, with bases in Carrick-on-Shannon, Banagher and Bellanaleck, has already demonstrated the high demand for Linssen yachts with five in its fleet. And the fact that Crawford's Marina, like Linssen Yachts, is a family business only adds to the sense of togetherness.



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Marina**
CARRYBRIDGE



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START BOATING WEEKS FROM 15 MAY - 15 JUNE

From 15 May until 15 June, Linssen Yachts will be focusing on "Start Boating".

During this time, Linssen will provide information on adventurous sailing routes, insurance, yacht financing, sailing courses, boat styling and Linssen rentals (Linssen Boating Holidays®). Service questions will also be answered by selected service partners across Europe.

In short, you will receive all relevant information to get the boating season off to a good start in your own way.

Linssen Yachts hopes in this way to inform novice water sports enthusiasts about all the possibilities and provide them with a full-service solution.

This information is also a source of inspiration for Linssen enthusiasts with a little more experience.

Yvonne Linssen: "Especially in times when sailing offers such a wonderful opportunity for safe holidays, we as a boatyard want to lower the threshold and remove uncertainties for novice water sports enthusiasts. We would also like to let our loyal Linssen owners know that we are ready to help them get the 2021 boating season off to a good start."

Linssen Yachts is at your disposal, both in person (by appointment) and digitally, to answer your questions or refer you to the right contacts.

Dates from 15 May - 15 June

From Monday to Saturday

Opening hours from 9.00 a.m. to 5.00 p.m.



NEW
2021



Grand Sturdy 500 Sedan

Our largest Sedan, also suitable for small waterways

It is the largest yacht with an open cockpit that we have built since our company was founded in 1949: the Grand Sturdy 500 Sedan Variodeck®. A luxury 'traveller' with the ideal dimensions of 15.50 x 4.65 x 1.20 m. And with a more than ideal clearance height of only 3.00 m*. The Grand Sturdy 500 Sedan Variodeck® clears the (water)way for many comfortable cruises, even through the sailing mecca of France. This is the ultimate Linssen for skippers who like to think in terms of possibilities, rather than limitations.

Since 2003, the open cockpit concept has gained a permanent place in the Linssen Yachts product range. In recent years, an extensive line of sedans has been developed, from small (such as the 25.9) to large (most recently the 45.0). And now the flagship, the Grand Sturdy 500 AC Variotop®, is also getting a sedan version. But didn't that flagship already have everything you could wish for as a sailing enthusiast? "That was our first challenge in developing this 500 Sedan," says managing director Ed Houben. "How do you remain faithful to the 500 AC Variotop® and at the same time manage to create something new with a unique added value, but without the Variotop? But we managed to do it again."

Perfected concept

With the Grand Sturdy 500 AC Variotop®, Linssen Yachts has already created the perfect motor yacht with an aft cabin. The Grand Sturdy 500 Sedan Variodeck® matches that achievement, only this time

for a yacht with an open cockpit. Ed: "AC and Sedan are two different concepts, but both are unique and incredibly versatile in their own category."

Returning briefly to the clearance height, this has been kept deliberately low in this sedan concept in order to maximise the potential sailing area. Ed: "Take France, for example. For many people, it is a dream destination but, at the same time, it's many tunnels and bridges can also make people nervous. The Grand Sturdy 500 Sedan allows you to relax and sail comfortably everywhere without having to perform stressful manoeuvres with only millimetres to spare."

Single-handed sailing

That comfortable sailing is made possible by Linssen Slide and Pop-out-doors (LSP®) on both port and starboard side of the yacht. These high-quality sliding doors allow you to sail the 500 Sedan single-handed and moor with great ease. In addition, the LIPPON®

system provides intelligent control of the bow and stern thrusters.

Ed: "You enter a lock, set the bow and stern thrusters using the LIPPCON® system and the boat gently drifts to the quayside. From the steering position, the side door leads directly to the exit and the mooring cleat where you can tie off the lines yourself. With no stress and no help needed. That's the strength of this sedan concept. This is not a boat for tough all-rounders, but for everyone. Also for skippers who don't yet have many sailing hours under their belts."

E-Variodeck®

The Grand Sturdy 500 Sedan Variodeck® is a genuine all-season yacht that enables you to enjoy the sailing season from beginning to end on both small and large waterways. Light and transparency are the common thread throughout the design. Take the E-Variodeck, where the 'E' refers to the electric operation of this large sliding roof.

Bifold Variodoors

Or the Bifold Variodoors: the fully opening four part glass doors that separate the saloon and the open cockpit.

** standard clearance height 3.30 m. can optionally be reduced tot 3.00 m*

Ed: "Maximum natural light is allowed to enter because everything is designed to be very open. You may be on board a yacht, but all these elements make you feel like you're in the open air. And that's a fantastic feeling."

Independence

Going your own way, avoiding the crowds, enjoying the seclusion. The 500 Sedan is built and fully equipped for this. The large surface area of solar panels on the roof, for example, provides a high degree of independence. The panels provide enough power to run all of the installations on board. Ed: "With this 500 Sedan, you create your own cocoon, regardless of the time of year. The only times you have to go off board are to get provisions or to fill up the water tank."

Traditional and modern

The 500 Sedan bears the unmistakable Linssen signature. At the same time, room has been created for new elements. Words like contemporary, sturdy and sleek are certainly applicable to the version in grey. Ed: "The maritime character is, of course, still clearly visible. On the other hand, we have very deliberately opted for smooth, sleek lines in the design. The affinity with the 500 AC is obvious. At the same time, this sedan version features many innovations. Exactly as you would expect from Linssen."



NEW
2021



Saloon



Front cabin





Front cabin toilet



Front cabin shower



Guest cabin shower/toilet



Guest cabin



Smart Helm Console

One such innovation can be found at the 500 Sedan's steering position. Here, an extendable console (Smart Helm Console) has been specially designed with all the important controllers for operation and steering. Ed: "As skipper, you sit directly next to the side door, but would prefer to have the controls within easy reach. You can now rest your right arm on this console and stay in full control of the boat. This innovation also provides extra sailing comfort."

One Touch Cockpit Cover®

Another new Linssen Yachts invention is the One Touch Cockpit Cover. In other words, an electrically operated cabrio. Ed: "Zipping up a canvas hood on a cockpit can be quite an operation on many sedans. But not on our 500 Sedan. You undo one zip and a few press-studs, press the remote control and the entire canvas is automatically retracted. The sheets disappear into the corner of the cockpit in special storage cassettes. Thanks to the One Touch Cockpit Cover®, you can have an open or closed cockpit in just a couple of minutes."

Too many to mention

Unfortunately, we cannot cover all of the 500 Sedan's special features here. But we would like to highlight a couple of stand-out features. For example, there is a new U-shaped sofa in the saloon, the end chair of which can be turned 180 degrees for an optimal view outside. The 24-inch LED TV in the bedroom is cleverly concealed in the cupboard and swings up 90 degrees when opened. Also worth mentioning is the organiser

system in the 'cellar'. A place for everything has been set aside here. Of course, there is also a list of further options. This includes a hydraulically operated adjustable swimming platform, a stabilisation system and air conditioning.

The Grand Sturdy 500 Sedan Variodeck® is available in three exterior colours and five interior colours. For more details, options and technical specifications, please visit our website.

Are you interested?

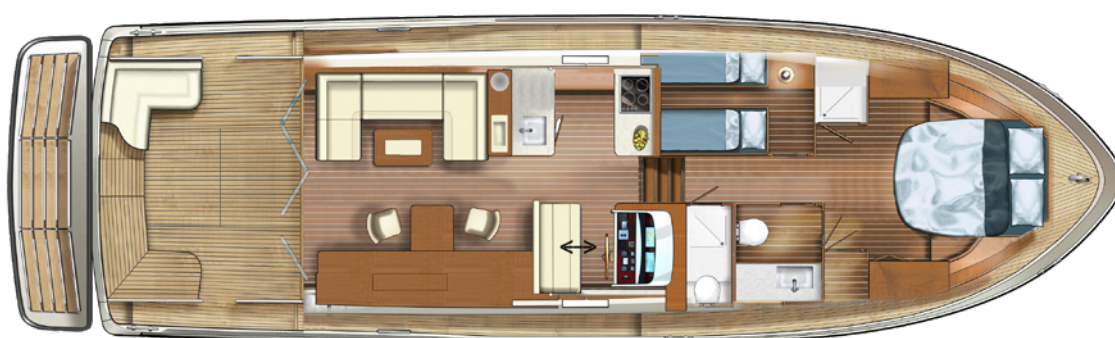
Would you like a private viewing of our Grand Sturdy 500 Sedan Variodeck® in our showroom? Or to gain a first impression of this newcomer to our Grand Sturdy series via a video call? Please contact info@linssen-yachts.com or bel +31 475 439999.



BASIC SPECIFICATIONS

Grand Sturdy 500 Sedan

Construction:	SPH® (Softchine Prestressed Hull)
Weight/displacement:	± 27.000 kg / ± 27 m ³
LOA x beam x draft:	± 15,50 x 4,65 x 1,20 m
Minimum air draft:	± 3,30 m (can optionally be reduced to ± 2,75 m)
Headroom FC/saloon:	± 2,00/2,05 m
CE-classification:	B (sea)
Tank capacity diesel / water / holding tank	± 2 x 750 ltr / ± 720 ltr / ± 400 ltr
Engine:	2 x 5 cil. Volvo Penta Diesel, type D3-110 2 x 82 kW (110 HP), ZF 45-H / 3,031:1, 3000 rpm Alternator: 2x 180A-12V





Tour of the Netherlands

Summer holidays in your own country

Text and photos: Yvonne Linssen

On 25 July 2020, we set off in the St. Omer. for our first sailing holiday with our new Linssen! Mathijs and Sophie were still a little sad about the Henri Mer but, fortunately, they gradually came around during the holiday.

We had arranged to meet the 'Op Dreef' in Well on the Leukermeer Lake. The plan was to sail together for a week and then each go our own way.

We didn't have a detailed plan, but the goal was to reach Friesland and our final destination was Zeeland, Marina Port Zélande, because St. Omer. had to remain there for additional photography.

When we departed Maasbracht, there were 36.7 hours on the clock and we arrived in Well at around 9.00 p.m.

We have a drink with the 'Op Dreef' and 'Be-you-tiful' crews and go to bed early. Starting the holiday with colleagues does leave traces of fatigue....

The next day, we take the children to the beach for a swim, some SUPing and, of course, a visit to the Aquapark. The award for the highest flight went to Dex!

On 27 July at 9.30 a.m. we cast off, our neighbour and the boys have boarded and sail with us for a day and spend the night on board. They have never sailed on the Waal, so it is quite an experience. The same goes for Op Dreef. Not every crew member was happy about it.

Around 5.00 p.m. we check the possible destinations and arrival times on PC Navigo and decide to sail to Loowaard.

We arrive there around dusk in a tiny harbour with an extremely friendly harbourmaster. We receive a warm welcome and are allowed to use a cosy 'tent' on the jetty, equipped with all conveniences and even party lights. We decide to fire up the COBB BBQs and drink an 'Omerke'. The kindly gentleman has a big fishing net and keeps all of the children entertained. A nice, relaxing evening for us!

The next morning, our neighbour takes our guests

off board and brings us some delicious fresh rolls and croissants and a load of meat, since the freezer needs replenishing after the previous night's BBQ.

Limburgse Roots

We wave goodbye to our guests and leave for our next destination at around 10.45 a.m. We are heading to Hattem (IJsseldelta Marina). When we register by phone, we find out that the owner has Limburg roots, which - chauvinistic as we are - immediately leads to a nice Limburgish conversation. We are given restaurant tips on arrival and the children are allowed to grab a present, success guaranteed.

Limoncello spritzer in Giethoorn

On 29 July at 10.15 a.m., we set sail for Giethoorn, one of the destinations on our 'must see again' list. We moor in Giethoorn at 2.30 p.m. and are surprised to find a berth on the Beukersgracht.

The men and children hop in the Pirelli and take a tour of the Giethoorn canals. Carla and I go shopping but decide on the way that a limoncello spritzer on the terrace would be nice as well.

We stay in Giethoorn for 2 more days and behave like tourists; we rent a punt, have a delicious meal at Fratelli's and enjoy a terrace every now and then. We cast off again on the 31st, on our way to Blokzijl. But first we anchor for a few hours on the Giethoornse Lake. It's sweltering hot, so we go for a swim. At

around six o'clock we continue sailing and arrive at the lock a little later. There is quite a lot of traffic. We think we can fit alongside another boat, but her skipper thinks otherwise... We decide to be magnanimous and sail away. We moor behind a houseboat right behind the inner harbour on the Vollenhover Canal. We decide to light up the COBBs again and have plenty of room to BBQ.

Richting Lemmer

On 1 August, we take a stroll through the town, do some shopping and leave Blokzijl just before noon. We set sail for Lemmer. When we arrive, they immediately tell us at the lock that we can fit side by side, no problem at all. The owners of 'Nostri Navis' are already standing by to take a rope, what a difference from the boat in Blokzijl!

We moor in the centre of Lemmer and make a toast to this beautiful place with an Omer.

Since the children are having fun amusing themselves, we decide to get something to eat. We discuss what to do next over dinner. Should we cross the IJsselmeer tomorrow or go to Sneek first? We all have a soft spot for Sneek and decide to go and visit Sandra and Sven at Sanzi.

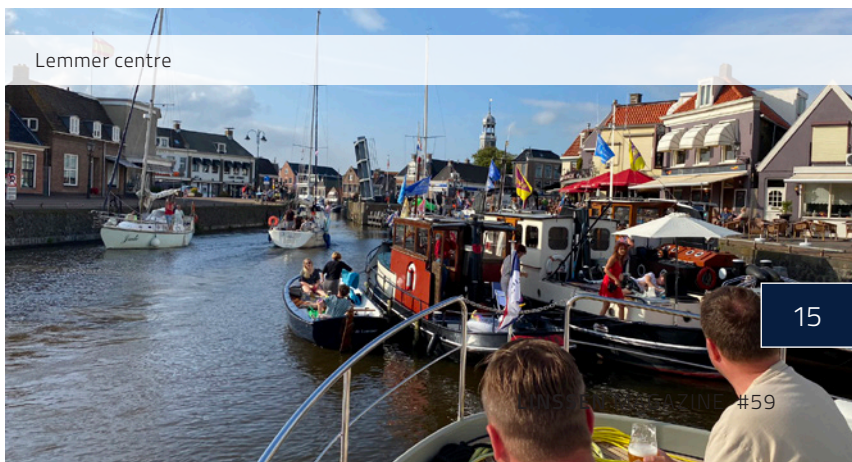
With the sloop through Giethoorn



Crabbing in Bruinisse



Lemmer centre



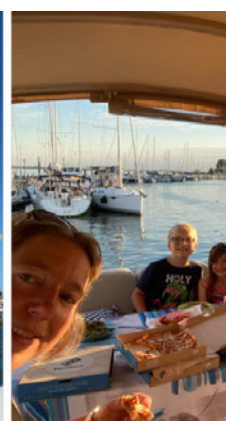


Sneek centre

Sanzi Yacht Charter in Sneek

The next morning, we go for a walk to the shop with the children and then we leave for Sneek. A nice trip on the Frisian waterways, some hairy moments as we navigate through the traffic in the centre of Sneek, but also great fun! We moor in front of Sanzi at about 3.00 p.m. There's plenty of room because all the yachts are rented out. Sandra lets us use the terrace, so we sit down with the iPad (okay, yes, and an Omer...) to watch Formula 1. The children are ecstatic that they FINALLY have Wi-Fi (ha ha) and are delighted to be connected to the real world again. They have video calls with grandparents and friends and can watch and play what they like on the iPad again. The youthful crew also don't mind at all when we tell them we will be staying in Sneek for another day....

3 August is a changeover day at Sanzi. What a well-oiled machine! Rennie and I chat with the returning and departing customers and have some nice conversations. In the evening, we go for a meal with Sandra and Sven at 't Vaticaen in Sneek... this restaurant with this company? It's guaranteed to be a riot! Unfortunately, we can't reveal anything more about that....



Open waters

On Tuesday 4 August, we continue our journey, not too early, but around noon, after a few good strong coffees. The Sanzi crew waves us goodbye and we continue in the direction of Stavoren, where we enter the open waters of the IJsselmeer.

We make the crossing on calm water with not a ripple in sight, to Enkhuizen and arrive there at half past five. The 'Infinite' comes sailing in as we're having a drink on the jetty. We dine in the Mastenbar and then have a drink together with the crew of the Infinite on board the St. Omer.

The next day, in the afternoon, we leave via the Markermeer and head towards Volendam, but the weather has worsened and there is a strong wind and some waves.

When the St. Omer. crew put on their automatic life jackets in the lock (drilled into them by Alexander), the female crew of the Op Dreef turn white and wonder

what on earth they are doing there... they weren't prepared for that...

We arrive in Volendam at around four o'clock and solemnly swear that we will NEVER do that again.

Nice spot in the heart of Volendam

We find a nice spot in the heart of Volendam and, of course, head out for a stroll. We wander through the town and have a drink on a terrace. Then it's back on board for a nice, cosy dinner.

The next day, we're on our way to Amsterdam! But first we need to find a nice place to anchor.

We find it on the Buiten-IJ, near Durgerdam. We have a lovely swim because it's warm.

After a few hours, we sail on to Amsterdam. We go to the NDSM wharf, 'our' old Hiswa spot and of course because we fancy a nice steak from Loetje! We find a spot in the harbour and moor there at 7.30 p.m. We order from Loetje and eat a delicious steak Bali on board.

Through the heart of Amsterdam

Since 'Amsterdam' is on the programme and then sailing up the Amstel to eventually reach Rotterdam, we decide to leave early for once.

We set sail at 9.00 a.m. and head for the Dutch East India Company shipping museum, which is a wonderful place to sail past. We sail under the Kortjewantsbrug bridge onto the Nieuwe Herengracht.

When the Walter Süsskind Bridge finally opens after a long wait, we turn onto the Amstel and find ourselves in the heart of Amsterdam. We sail through the open Amstel locks past the Amstel Hotel towards Uithoorn, Gouda and via the Hollandse IJssel towards Rotterdam. After a lovely, long day of sailing from 9.00 a.m. to 7.45 p.m., we moor at Watersports Association IJsselmonde on the Nieuwe Maas. Erwin and Wendy visit us at around 8.00 p.m. with a new supply of Omer. They stay the night and will sail with us to Willemstad the next day. We celebrate Wendy's birthday at midnight (the children make a beautiful birthday crown and use a bit too much confetti).

The next morning, we leave at 9.45 a.m. for Willemstad. It promises to be another nice trip through the port area of Rotterdam (Nieuwe Maas) and via the Oude Maas and Spui towards Haringvliet. The Nieuwe Maas is beautiful but a bit bumpy, as we also hear later from the Op Dreef crew members, who were bounced around a lot.

At the Hellegatsplein recreation area (Ooltgensplaat) in Hollands Diep, we drop anchor to swim for a while





before heading for the harbour. After firing up the COBB again (luckily we have a freezer on board!), we sail to the Batterij in the dark.

On the morning of Sunday 9 August, we all have breakfast and, unfortunately, after 2 weeks, we have to say goodbye to the crew of Op Dreef. They are sailing back to Limburg and we are continuing to Zeeland. Saar, Dex, Mathijs and Sophie think it's stupid and don't agree.

We talk to Paul-Michiel of Dutch Yacht Rentals, who is also very busy with the fleet and has to give an instruction class. We go shopping in Erwin's car (replenishing stocks) and try to figure out how to get their car to Bruinisse so they can sail with us for another day. We call Henk, who is always happy to help, and it turns that he is in Bruinisse. He comes to Willemstad with Lidwien and after we all have a coffee together, they leave for Bruinisse in 2 cars.

At 1.00 p.m., we wave goodbye to Op Dreef, and St. Omer. sets sail for Bruinisse alone.

We arrive at Bruinisse at 6.15 p.m. and invite Henk and Lidwien for dinner in the harbour as a way of saying thank you. Mathijs and Sophie barely sit down at the table; they are too busy catching crabs and building sandcastles with their new friends from the harbour. We decide to stay another day in Bruinisse, as there is plenty to do.

The next day, our guests leave and we set sail for Scharendijke. Not to Ouddorp just yet, because that is our final destination. We anchor on the Grevelingen for a while and go for a swim, even though we can see (too) many big jellyfish. At around 8.30 p.m., we find a spot on the jetty of the small passers-by harbour on the Brouwersdam inner side (West Report).

On 12 August, we decide to stay another day in Scharendijke and go to the beach. We walk under the Brouwersdam to the North Sea beach and spend another hot day on the sand, sunbathing, swimming, building sandcastles and with Mathijs catching jelly-fish. At around five o'clock, we walk to meet Alexander, Sasja and Florentine with whom we have a nice dinner at Da Roberto in Scharendijke.

One day later (13/8) and the time has come.... We slowly make our way to our final destination. But not before one more circuit of Grevelingen and some anchoring, swimming and SUPing.

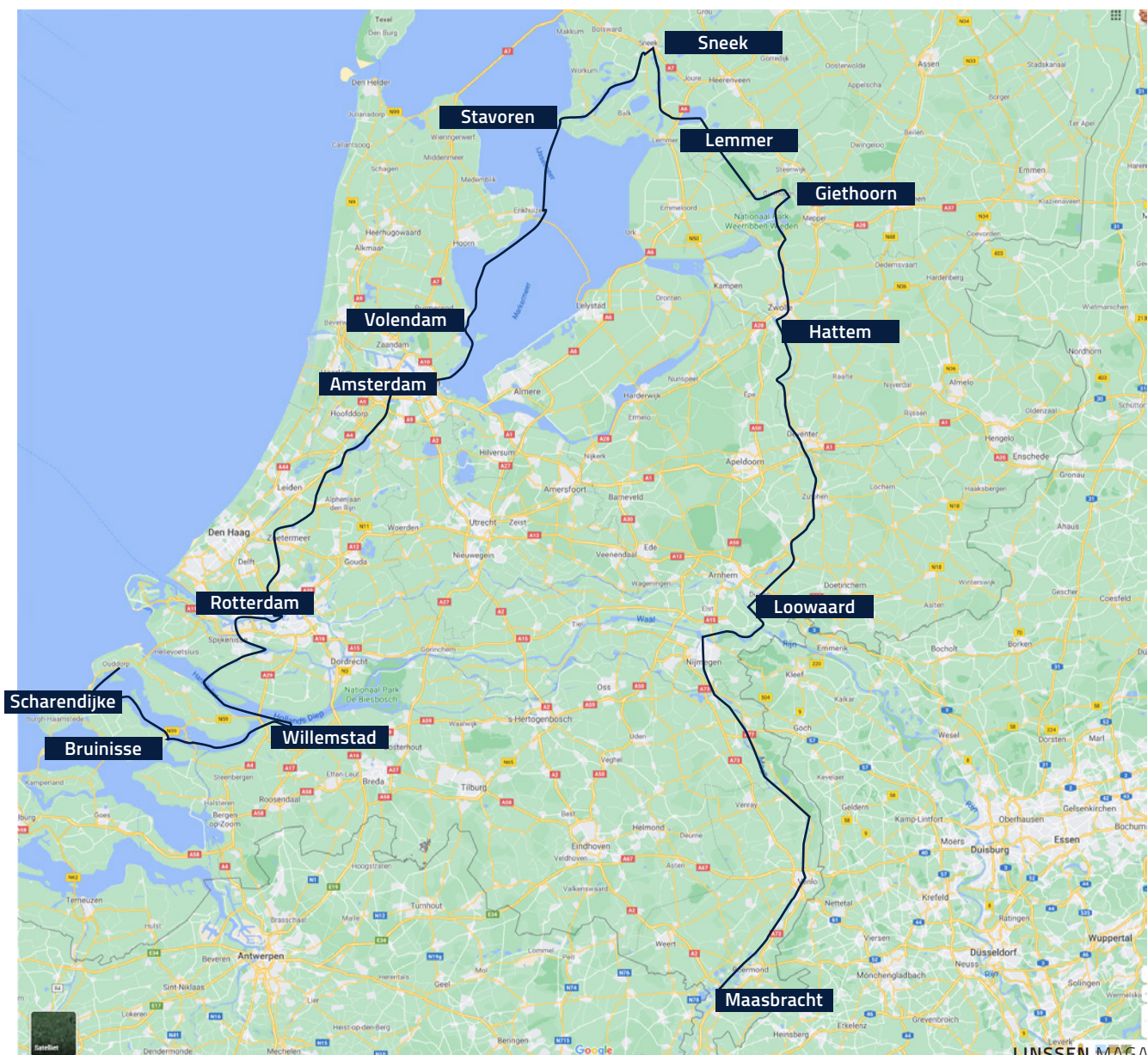
We moor at 6.00 p.m. in front of Jonkers Yachts in Marina Port Zélande, next to.... The Be-you-tiful! In the harbour, we are welcomed with open arms aboard the 'Stoffel', a Beneteau Oceanis 45, owned by Peet and Yvonne (and Chevy). They know how to do drinks on board there too We have a lovely evening. We stay in Marina Port Zélande for a few more days and celebrate my birthday there on 15 August, pay

another visit to 'A Seal' and finish off with a delicious dinner at Roberto and Tanja's.

The final sailing day... We enter the Grevelingen and anchor at Ossehoek. Still enjoying ourselves. We have a final dinner with friends. And then it's really over.... Our final night on St. Omer. followed by some cleaning, saying goodbye and taking the car home. It was a wonderful summer.... We're already making plans for 2021!

Total travelled: 22 days / 670,1 km. / 81,3 hours

Maasbracht – Well – Loowaard – Hattem – Giethoorn – Lemmer – Sneek – Enkhuizen – Volendam – Amsterdam – Rotterdam – Willemstad – Bruinisse – Scharendijke – Ouddorp.





Linssen Grand Sturdy INTERO

30.0 | 35.0 | 40.0 | 45.0
Sedan / AC

Text: Linssen Yachts; Photos: Dick van der Veer Fotografie / Zebra Fotostudio's

We often mention the design term INTERO in our magazine. It stands for the unique look and feel of the latest models in the Grand Sturdy yacht series. With a modern appearance, light wood tones and white wall and ceiling panels. Large windows for lots of light but, combined with the dark floor, the overall feeling is one of warmth.

But any impression that this is just about an (even) more beautiful exterior and interior style does not do justice to the concept as a whole. The Grand Sturdy INTERO series has actually been redesigned from the keel up. The full soft-chine hull shape (from 40 feet), the underwater hull including the free-hanging rudder construction, and the deck design provide remarkably good (initial) stability, excellent 'rough water' handling, good manoeuvrability in general, a low freeboard, wide gangways and a rigid construction that nips vibrations and noise in the bud.

The engine room and all the technology and modules it contains are an integral part of the design process, in accordance with the Linssen Ten-Main-Modules (TMM) principle. The Linssen-ICCESS CAN-bus system is in control here, which results in fewer breakdowns and the whole thing is extremely maintenance-friendly.

It's all in the details

The layouts of the various lengths and types have been thought out and elaborated in great detail, including small details that you may not even notice at first glance but which only make life on board easier for you. For example, the ergonomics of the saloon stairway and hand rail from the aft deck to the saloon (on the AC versions) provide greater comfort and a safer stairway. Striking style elements and many practical details make it a unique yacht.

Grand Sturdy 45.0 AC

The series started at the end of 2018 with the Grand Sturdy 30.0 AC and Sedan. The 'smallest' yachts in the series. These were followed in 2019 by the 35.0, also in AC and Sedan versions.

Last year, the two 40.0s were presented at the pre-launch in September and this year the Grand Sturdy 45.0 will complete the series.

This makes the entire Grand Sturdy series a comprehensive yacht series in lengths from 9 to 14 metres. All yachts are available in AC versions with aft cabin and Sedan versions with open cockpit.

The composition of the crew, the number of berths required, the location of the steering position and your own skills are just some of the considerations to take into account when making your choice.

Extensive range of options

Despite the high standard specification, every Linssen yacht has an extensive range of options that allows you to equip your boat with interesting extras* such as:

- Stabilisation system
- Generator
- Navigation packages; tailored to your sailing region
- Communication packages with marine VHF and AIS, for example
- Linssen Tender solutions for your tender
- Kitchen appliances, such as dishwasher, microwave/oven/grill, induction hob
- audio and video equipment

In addition, you have countless options to adjust the equipment to your taste in the form of practical extras, such as (additional) mood lighting, wall sockets, additional cooling and freezing capacity, fly and blackout screens, etc.

Transport, paperwork and winter storage

We can also help you with all kinds of other things associated with owning a Linssen yacht. For example, we can provide a sailing training course, a course in marine VHF or navigation equipment and we offer help with applying for special documents and registering marine telephone numbers. During this introductory period, a free berth is available to you in our own marina.

We can even supply the cradle on which to place your yacht during winter storage and we can also shrink-wrap the yacht for transport, so it arrives in the same pristine condition as when it leaves the yard.

** The options available differ per model. Not all options mentioned are available on all models. During your orientation process, our advisers would be glad to help you make the right decisions.*



Grand Sturdy 30.0 AC / Sedan



Dimensions: $\pm 9,70 \times 3,35 \times 1,00$ m
Minimum air draft: $\pm 2,45$ m (AC), $\pm 2,30/2,37$ m (Sedan)
Engine: 1x 4 cyl. Volvo Penta Diesel, type D2-50
 1x 37,5 kW (51 HP)

Grand Sturdy 35.0 AC / Sedan



Dimensions: $\pm 10,70 \times 3,40 \times 1,00$ m
Minimum air draft: $\pm 2,45$ m (AC), $\pm 2,30/2,37$ m (Sedan)
Engine: 1x 4 cyl. Volvo Penta Diesel, type D2-75
 1x 55 kW (75 HP)

Grand Sturdy 40.0 AC / Sedan



Dimensions: $\pm 12,85 \times 4,30 \times 1,20$ m
 Minimum air draft: $\pm 2,93$ m (AC), $\pm 2,65/2,72$ m (Sedan)
 Engine: 1x 5 cyl. Volvo Penta Diesel, type D3-110
 1x 82 kW (110 HP)



in production

Grand Sturdy 45.0 AC / Sedan



Dimensions: $\pm 13,98 \times 4,35 \times 1,20$ m
 Minimum air draft: $\pm 2,93$ m (AC), $\pm 2,75$ m (Sedan)
 Engine: 1x 4 cyl. Volvo Penta Diesel, type D4-180
 1x 132 kW (180 HP)

Artists Impression



Linssen teak deck

A valuable addition to your yacht

Text: Linssen Yachts; photos: Zebra Fotostudio's

Enjoy a nice glass of wine with family and friends on the aft deck or play games with the children at the large teak table. These are just some of the many pleasures possible on board your motor yacht. Especially if that aft deck is fitted with teak decking. The warm appearance of the wood tones and its comfort give your yacht an attractive and luxurious finish. But a teak deck also has practical benefits.

A new teak deck has a beautiful, warm, natural wood tone. Over time, it naturally changes colour from gold-brown to its final appearance: a natural silver-grey colour. That's part of the charm of a real teak deck.

17 mm certified teak

It starts with the selection of the material. Teak of certified origin and of fine quality with a high oil content. Our purchasers select only the best. Linssen teak decks are laid by professionals. All teak pieces are 17 mm thick and accurately cut to size in a T-shape. Take a closer look at the borders that runs all the way around and the rounded shapes along the hull. All planks are first sawn to size and pre-assembled. They are then numbered, so they all end up in the right place, and then removed again. This is very complex work that takes a lot of time, both to prepare and to lay.

A thin layer of Sikaflex is then applied to the steel hull. The teak slats are placed on this and are then screwed into the steel in the caulking seam. Sikaflex is also applied between the slats and teak plugs cut to size are glued into all the screw holes using a polyurethane glue. After the Sikaflex has dried, the deck is finished by stripping off the excess sealant and it is then coarsely and finely machine-sanded to give it a nice even surface that will last for years.

Aft deck / side decks / foredeck / cabin deck

Many clients choose to have teak installed on the aft deck. But often the side decks and foredeck are also included. You can then walk around the entire ship comfortably and safely.



Benefits of your teak deck

1 Anti-slip

Teak wood has natural grip, both when dry and wet. A teak deck increases safety on board; it has good anti-slip properties in all weather conditions.

2 Deck temperature

In high outdoor temperatures, a teak deck stays relatively cool, which is nice if you like to walk around on deck without shoes.

3 Insulating effect

In addition, the teak deck has a very good insulating effect on the interior.



Maintenance of your teak deck

To keep your teak deck in good condition, the following maintenance is recommended.

Weekly

Rinse the teak deck weekly with ordinary fresh or salt water without detergents to prevent contamination. Algae and mould can settle in the wood structure (the teak deck turns green), making the deck slippery and attracting dirt.

Once or twice a year

Proceed as follows to clean the teak deck:

- Prepare a soap solution of 1% soft soap (also called green soap) in a bucket of warm water.
- Take a soft brush and scrub the deck with limited pressure on the brush across the direction of the wood or make circular movements.

In this way, any contaminants can be removed from the deck without damaging the deck.

In addition to the aforementioned maintenance, we recommend that you have your teak deck checked at the shipyard every five years for damage to the deck and the condition of the sealant seams. Over time, sealant seams can become worn, which is noticeable in the form of small (hairline) cracks that become visible. It is important to replace/repair these worn sealant seams in time to prevent moisture from getting between or under the teak deck parts.

After many years of use, the structure of the teak sometimes becomes rougher. The fine teak fibres can be worn away by use, cleaning and weathering. At that point, it is advisable to have the deck sanded by a professional to make it like new again. Thanks to the thickness of our teak slats (17 mm), it is possible to do this several times.

What you should definitely not do

- 1 Never use a high-pressure cleaner to clean your teak deck.

This seems to clean the teak deck quickly, but the use of a high-pressure cleaner removes the softer wood particles from the deck. This makes the wood structure much rougher, which means that dirt can settle much more easily in the teak deck causing it to wear down quickly and become thinner.

- 2 Never use a hard brush; using a hard brush can also scrub the soft wood particles from the teak deck.
- 3 Never use household detergents other than mild soap, and certainly do not use washing-up liquid.

Other detergents contain strong degreasers. These can damage the wood and possibly the sealant seams as well.

Detergent is also bad for the paintwork on board because of its strong degreasing effect.

Be careful when using "professional" teak cleaners too. These cleaners try to restore the teak deck to its original golden-brown colour, but this is short-lived; after a while, the teak deck turns silver-grey again. These cleaners are usually based on strong chemical agents.

If these cleaners are not used properly, i.e. not diluted properly or not rinsed off properly, they can damage other exterior components, such as your paintwork or the aluminium profiles of your windows.

If you follow the aforementioned maintenance instructions, you can expect problem-free enjoyment of your teak deck for many years.

Construction

The type and thickness of the teak decking, the method of construction and the way in which the teak decking is fixed to the deck are crucial factors in ensuring that you can enjoy your teak deck for many years to come. Linssen Yachts has a great deal of experience in this field and has developed a unique, high-quality teak deck construction that has certainly proved its worth over the years.

The following also applies in this respect: cheap can end up being expensive, but by the time you realise that, it's usually too late...

Is it time to update your charter fleet?

Linssen Yachts & Linssen Boating Holidays® are looking for **new destinations**

Linssen 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.

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.

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.

**START
Season 2022
NEW CONCEPT**

Blue Water Holidays

Your private flotilla cruise

In our last issue, we introduced you to Blue Water Holidays. With Blue Water Holidays, we set sail for new destinations. We leave the inland waterways and sail along the coast and over the sea. Together, we discover how much fun it is to sail on open water and we moor in harbours you would never have thought of visiting on board *your own* yacht!

A luxury sailing holiday with Blue Water Holidays offers you everything you could imagine and more. From total relaxation on board to adventure and cherished family moments, it is the ultimate escape from today's hectic life.

Five routes

Five routes are now available. Each one with its own characteristics, charms and highlights. Each route lasts three weeks and the starting and finishing points are in different places.

Entirely carefree

A flotilla cruise is characterised by the fact that everything is fully prepared for you. All you have to do is pack your bags and step aboard. The ships are fully equipped for a comfortable and, above all, safe journey. The yachts have several cabins with toilets and shower(s), a spacious and well-equipped galley, comfortable seating areas and plenty of space on deck to enjoy the surroundings.

The flotilla leader guides the entire trip on board one of the yachts. He spends each day on a different yacht, so everyone can benefit from his expertise. Cleaning on board and technical support are also provided.

Something for you?

Interested in joining one of the flotilla routes or perhaps taking part in your own Linssen yacht?

Visit www.linssenboatingholidays.com or send an e-mail to wendy.linssen@linssenyachts.com



Guernsey & Normandie



Zuidoost UK & Kanaaleilanden



Oostkust UK & Londen



Flanders & Pas de Calais



Nederlandse en Duitse Wad



Jis Cuijpers

loves engineering in wood

Text: Linssen Yachts; Photos: Zebra Fotostudio's

Our people are what makes Linssen Yachts. For this reason, we regularly reserve space in Linssen Magazine for the stories of our colleagues, who often carry out their specialist work behind the scenes. This time we talk to Jis Cuijpers. As a planner/draftsman, he works in our business office, where he is jointly responsible for “the engineering of timber constructions”.

Jis officially started working for us after the 2013 construction holidays. “I think I was very lucky,” he says on the phone. “Linssen didn’t really have a definite vacancy at that time. Maarten Greijn, who works here in the furniture workshop, advised me to send an open application nonetheless. Initially, they didn’t have a position for me, but after a while Thijs Moonen from HR called to ask if I was still interested. And of course I was. I remember my first day at work very well. Especially how big, luxurious, neat and tidy everywhere was. That really impressed me.”

Sint-Jansberg

Jis Cuijpers took the 7-year Wood/TSO course at the well-known Sint-Jansberg technical school in Maaseik, Belgium. His first work experience was with an interior design company in Venlo, which unfortunately went out of business after eighteen months. He learned a lot about drawing, planning and constructing custom-made furniture for high-end clients while there.

Jis is father to daughter Vana (16 months) and son

Kiran (born 13-01-21). He has been living in Neerbeek with his wife Denise for about a year now, where he has been working on an extensive home renovation. DIY is his biggest hobby at the moment. Jis: “I don’t have time for other hobbies, the renovation takes up most of my time. With my background as a carpenter, I naturally try to do as much as possible myself. Hanging doors, installing walls, making ceilings... I’ve learned to work with my hands. And if I don’t know something, I just Google it. Or I ask my colleagues, because there are a lot of handymen among them.”

Engineering in wood

As a planner/draftsman, Jis has his office at the Linssen Yachts location on Kokstraat, within walking distance of the showroom. Along with 10 other engineers, together they form the business office. His duties include drawing and preparing wood-related projects, managing the furniture workshop and engineering new developments. Jis: “Incidentally, as a result of the coronavirus measures, I now work from home several days a week. I alternate with my col-

leagues in the business office, so that the office is always manned by someone."

A typical working day

Jis: "I usually start my day by working on new developments. At the moment, for example, it's the engineering for the Grand Sturdy 45.0 AC Interio. During the day, I regularly receive phone calls from colleagues on the Logicam production lines or from the furniture workshop. They sometimes have questions or run into challenges. If it's urgent, I go and have a look myself and we try to find a solution as quickly as possible. I then go back to my normal engineering work. I enjoy working on new developments. But I also like figuring out the cause of a problem and what the best solution is."

Pénichette Evolution

What is the most challenging project on which Jis has worked at Linssen Yachts?

Jis: "That has to be the development of the Pénichette Evolution in 2015, the special boat for the French charter company Locaboat Holidays. That was also my first major project. I was allowed to design the complete interior of that boat. It's the only boat whose construction differs from the other yachts we build at Linssen. In terms of the interior, it had to be robust and able to take a beating. As an engineer, you then have to ensure that the timber constructions are technically correct and everything fits perfectly."

At the beginning of his career, Jis was also largely occupied with working out special customer wishes.

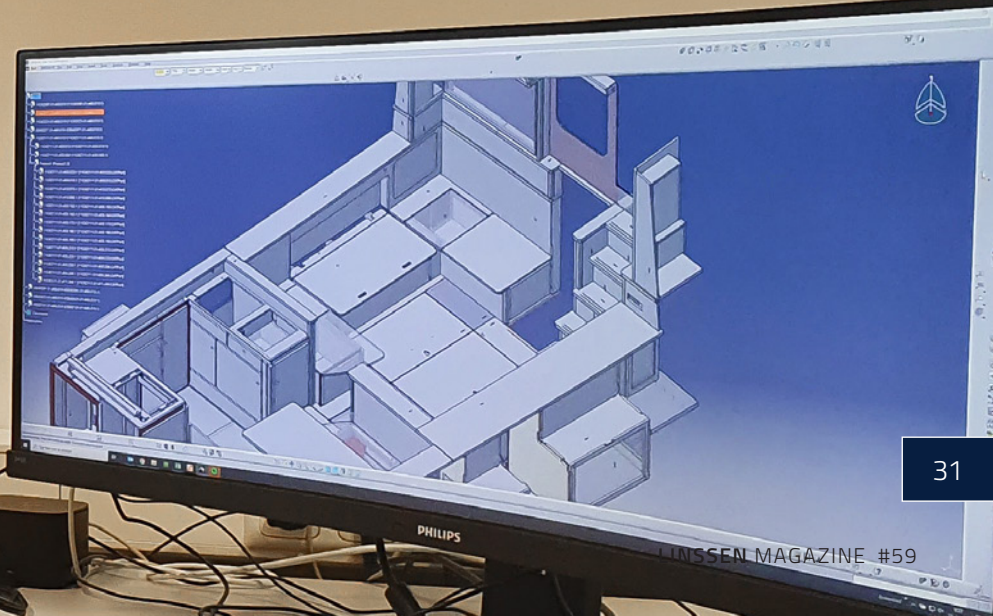
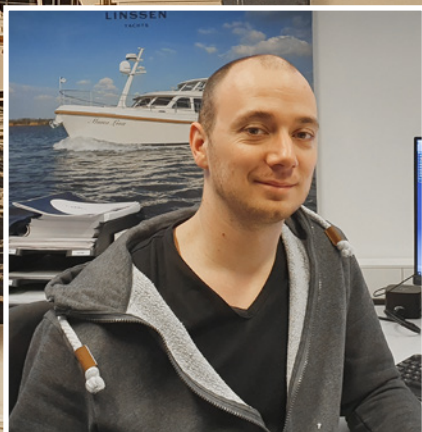
Jis: "I enjoyed doing that too, because you have to get

the right information from all sorts of places within Production. You see and learn a lot that way, especially if you haven't worked here long."

Family business

Before Jis joined Linssen Yachts, he was not very familiar with the world of yacht building and pleasure yachts. Jis laughs: "I used to get seasick just standing in a harbour. It's not like I've become an avid water sportsman, but I do look at water sports and motor yachts in a different way now. When I'm cycling over a bridge on the Meuse, I'm always curious to see what's sailing by down below."

Jis has felt completely at home at Linssen Yachts from his very first day there in 2013. And nothing has changed after almost 8 years. Jis: "Linssen is a real family business, you can sense that all around you. If you have a problem or a concern, you can talk to anyone. It's very informal and people are approachable, and I really like that. Before coronavirus reared its ugly head, there was always time for a sociable drink with colleagues on a Friday afternoon. I hope that will soon be possible again."



Delos Yachtcharter

representing LBH in the Green Heart

Text Man van het Woord; photos: Linssen Yachts

While most sailing enthusiasts need no introduction to the Frisian Lakes, the sailing area around the Green Heart of the Netherlands is less well known. With the addition of Delos Yacht Charter to its partner network, LBH is about to change that. Marnemoende yacht marina in IJsselstein is the home base of Delos, which is run by Peter and Maaïke Nijhuis. Holidaymakers from all over the world rent a yacht from them for multi-day cruises on the Vecht, the Hollandse IJssel and the Loosdrechtse Plassen, among other places. Since season 2021, this has also been possible with the latest Linssen 35 SL AC.

Peter Nijhuis comes from a family of skippers. Sailing is in his blood. Although he initially chose a career as a graphic designer, he always had the ambition to do something in the water sports industry. Peter: "I have always been interested in yachts and their maintenance. In 1992, I bought a 'Doerak' together with a friend to refurbish and rent out. I did this in addition to my job at the time. In 1994, Maaïke and I officially started our yacht rental business. In the years that followed, we gradually expanded our fleet."

Doeraks and Roggers

In the winter, Maaïke works part-time in care, but in the sailing season she and Peter are the face of Delos Yacht Charter. Maaïke: "In addition to the charter business, we have a water sports shop in the marina. Peter also carries out maintenance on yachts belonging to private owners that are moored here in the marina."

Peter and Maaïke built the company together from scratch. Peter: "We financed everything ourselves. I have refurbished or completely rebuilt most of the yachts from an empty shell. Initially, these were Doeraks and Roggers, but then we also added Veba cruisers for the luxury segment. For example, I built the Delos 1430 that you can see in our charter fleet myself to my own design."

Surprising sailing area

The Delos fleet is extremely diverse. The range consists of family yachts, comfort yachts and luxury yachts, and attracts sailing enthusiasts from Europe and beyond. Maaïke: "We are located in IJsselstein near Utrecht, in the middle of the Green Heart of the Netherlands.

The marina is a so-called Tourist Transfer Point (TTP). Lots of people leave their cars here and go for a scenic bicycle ride or walk in the surrounding area. In terms of

sailing, we are situated between Amsterdam, Gouda and Utrecht. You can go on pleasant cruising trips here and excursions to cities. Depending on how many hours a day you want to sail, you can extend your range and sail to Haarlem and Katwijk, for example. Or just enjoy spending a few days in Amsterdam."

The Green Heart is a sailing area with something for everyone. Here, you can alternate peace and nature with the charms of city life. Maaïke: "It's a good move for Linssen Yachts to have a partner in this area too. A lot of our customers have sailed in Friesland for years. They are really amazed by our sailing area and the beautiful places they can see. The Green Heart is still relatively unknown, but we're about to change that together with Linssen."

LBH partner

Peter and Maaïke had always appreciated Linssen Yachts and there was already a connection between Delos and Linssen. "We were approached by Linssen because they were looking for an LBH partner in the middle of the Netherlands. They thought this place was charming. And us too," Maaïke adds, laughing. "There was an immediate click. They are extremely hospitable and deliver a product that we feel very good about."

The first Linssen yacht to be added to the Delos fleet is the new Linssen 35 SL AC. Maaïke: "This is aimed at a different segment to our other yachts. That's why we will be marketing this and future Linssen yachts under the name Blue Wave Yachting by Delos."

Instruction videos

Delos Yacht Charter pays a lot of attention to the maintenance of its fleet and provides instructions to its customers. Maaïke: "We are very precise about that. If you do that well, you benefit as a charter cus-

tomers and as a charter company. The customer wants to go on holiday relaxed and we want to get our yacht back in good condition. When you book with us, you get a lot of instructions in advance. Due to the coronavirus crisis, this year for the first time we made instructional videos for all of the yachts. These explain all of the technical details very well. The customer receives these videos from us in advance, but can also refer to them while they are sailing, of course."

Looking ahead positively

Coronavirus also had a major impact on the yacht charter business. Peter: "Normally, we start chartering in April, but last year we could only start in June. We had a lot of cancellations from foreign customers who couldn't or didn't want to travel. That's when we got a bit scared." Maaïke: "But we're not complaining; other sectors are much worse off. We gave all of the customers who booked a sailing holiday vouchers that are valid for one year. All of the gaps in our planning were then filled by Dutch people who decided to holiday in their own country. So we came through it reasonably well. Setbacks are part of life, we have to keep looking ahead positively. In any case, with our LBH partnership we have great prospects for this year."



Blue Wave Yachting - by Delos
Maaïke en Peter Nijhuis
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Tel.: +31 (0)348-451 803
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www.delosyachtcharter.nl



On board
with...



"We have loved this boat for 40 years."

Text: Man van het Woord; Photos: Linssen Yachts

Mr and Mrs Cappendijk from Rhoon, aged 79 and 84 respectively, have been sailing the same boat for almost 40 years. A St. Jozef Vlet 950 Salon which they bought in March 1981. Throughout all of the intervening years, they have lovingly maintained their boat, which is still almost in its original condition. "We have enjoyed 'the Vlet' for almost 40 years, but you have to stop sometime, don't you? You just have to be sufficiently realistic to say 'enough is enough'."

During their holiday in 1980, Mr and Mrs Cappendijk toured Limburg in their 8.5 m Target. "We'd seen an advertisement for Linssen Yachts somewhere along the way and wanted to have a look," Mrs Cappendijk recalls. "We then took an 850 out for a test sail. "It was fine, but it did make an unbelievable amount of noise. And it had an enclosed wheelhouse, which we don't like. The 950 was already part of Linssen's range at the time and we fell in love with it. It was just a lovely boat, a good model, nice and sturdy. It was love at first sight. The tinted glass, the imposing doors and the aluminium window frames were not standard at the time, so we had them added. The boat is still beautiful 40 years later. It's a timeless model."

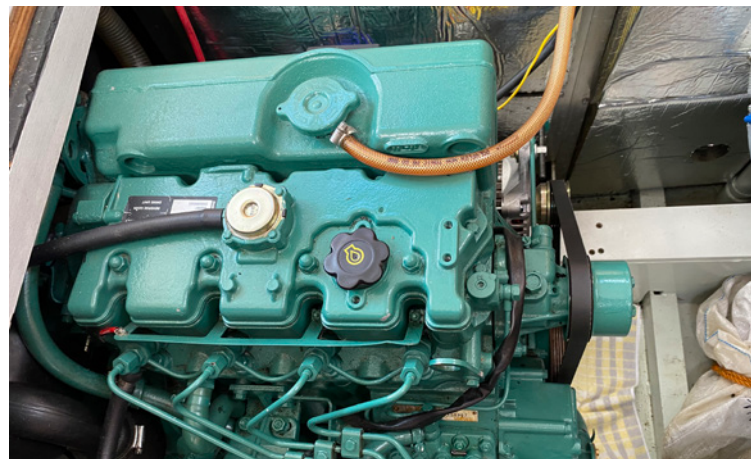
Many hours of sailing

Mr Cappendijk had a bicycle shop in Rotterdam. "The shop still exists, but I sold it when I was 62. So we've had our freedom for a long time. That gave us plenty of time to enjoy the boat." This is also apparent in the number of hours that the St. Jozef Vlet has sailed.

The original Peugeot engine was replaced by a Volvo engine after 6380 hours. That engine has since clocked up 4285 hours. That's 10,665 sailing hours in almost 40 years, which is about 267 sailing hours per year, a good 100 hours more per year than our clients sail on average. Which makes it an even greater achievement that the boat still looks pristine.

In original condition

As well as the engine, the mast has also been replaced. "We literally sailed the previous one off in 2012," says





Mrs Cappendijk. "We then wanted a new wooden mast, not one of those aluminium things. A boat like this deserves a wooden mast." The floor, the decks, the panelling... it's all still original. The few adjustments that the couple made were to the interior. The shelves in the kitchen cupboards, the toilet, the kitchen worktop. Even the equipment, such as the steering position, is still as it was 40 years ago. Mr Cappendijk: "We've never added new or modern electronics. It all still functions as it should. Everything works. You don't need that extra technology on inland waterways in any case."

Mrs Cappendijk: "We don't go out to sea much. Only occasionally at the Haringvliet for a few hours of fun on a Sunday afternoon. These boats are not intended for sailing at sea. Although they can handle it. The Oosterschelde and Westerschelde can also be heavy sailing. We usually go to Belgium via the Westerschelde."

Special encounters

"We've always been very satisfied with this boat," says Mrs Cappendijk. "We can take it anywhere we want. This boat is ideal for the low bridges in the north, where we often go. And we can still hop out onto the jetty easily, even at our age."

The couple sailed mainly through the Netherlands, Belgium and France and experienced a lot along the way. Mrs Cappendijk documented everything and filled four logbooks. Places, times, weather conditions. Of all the special encounters they have had, the one that springs to mind first is that with a large group of Congolese musicians. "We were moored at a small jetty somewhere in France. That music group was also there and decided our boat was the perfect backdrop. A little later, a lady came and sang on our deck. That was a lot of fun."

Crowded waters

The boat may have remained virtually unchanged,



but sailing conditions have not. "It has become much busier on the water. Mainly due to the large number of speedboats. They often cause mayhem. They also have a right to be on the water, of course, but it's a completely different world. They have a totally different mentality."

The larger numbers do not detract from the pleasure of sailing. Mr and Mrs Cappendijk remain sailing enthusiasts in their hearts and souls. Nevertheless, they are selling their boat while they are still healthy in body and mind. "We don't want to get to the stage that we have to sell our boat to the first buyer."

Value retention

It will not be difficult for Mr and Mrs Cappendijk to find a buyer. The well-maintained boat has retained its value. The amount for which the couple can sell the boat is almost the same as they paid for it in 1981.



With thanks to Mr and Mrs Cappendijk for the special visit to Linssen Yachts at the end of the 2020 season for this interview.

An adventurous journey...

...past mills and sandbanks



Text Man van het Woord; photos: Start2Boat

In the autumn of 2020, Peter and Sanne undertook a 16-day adventure trip of more than 800 km in the Beluga, a Linssen Grand Sturdy 40.0 Sedan, on the breathtaking Dutch waterways. Among other destinations, the trip took them to the busy Westerschelde estuary, to picturesque Kinderdijk and right through the city of Rotterdam. Via Linssen Boating Holidays, they chartered the Beluga from Aqua Libra Yacht Charter in Ophoven (Belgium). This was the starting point of their adventure.

Peter and Sanne are a young, ambitious couple who put their heads together with three other entrepreneurs to establish Start2Boat. Start2Boat specialises in sailing training and boat transport. Peter, Sanne and the Start2Boat team work on Belgian and Dutch waters, passing on their passion for sailing to novice skippers of fast boats or displacement yachts. Peter: "About three years ago, we chartered our first Linssen from Aqua Libra to enjoy the charms of the inland waterways in peace and quiet. We enjoyed it so much that we have even established a collaboration with Aqua Libra and Linssen Yachts to provide sailing training."

In search of a new adventure

The couple often works six days a week. When Belgium went into lockdown again last November, they unexpectedly had three weeks of free time. The charter season had actually ended, but Aqua Libra was happy to make an exception for them. Due to the rather rough season they'd had, Peter and Sanne

deliberately chose a sedan. "With a sedan, the controls and extensive navigation equipment go hand in hand with the cosiness and comfort of the saloon."

Peter and Sanne have many years of sailing experience and were therefore looking for a new adventure. The objective was to sail from Belgian Limburg to Breskens over several days. "Everything we were promised about the performance of this Linssen turned out to be true. A Grand Sturdy 40.0 Sedan can handle open water just fine." During the high season, the boats are often five rows deep in the marinas. The best advice in such cases is to find a spot in good time. In the late season, Peter and Sanne often found themselves alone in the harbour. "A bizarre experience. But we certainly enjoyed it; an aperitif on the aft deck, an evening stroll in the historic part of Heusden, or a cycle trip to the windmills of Kinderdijk on the Unesco World Heritage list."

Culinary enjoyment

Because of the time of year, there weren't many facilities open in the marinas, but you don't need them with a Linssen. "The Beluga had everything on board: a washing machine, a dryer, a cooker, an oven, a fridge and a freezer. And a generator to keep them all running. In short, a luxury flat on the water. People often get the wrong idea about boating holidays. They think there is no heating on board or only a primitive gas stove to heat up canned food. That's absolutely not the case with a Linssen. Sanne prepared delicious meals in the kitchen every day. From bacon and eggs for breakfast to steak with a creamy pepper sauce and grilled potato slices for dinner."

Riding the waves

The couple rounded off each day by planning the next one, of course, but sometimes they had to change their plans due to the weather conditions. For example, the trip from Willemstad to Zierikzee on day 4 was not planned. "We wanted to go to Wemeldinge via the Oosterschelde, but during our trip the wind increased to 6-7 Beaufort on the Oosterschelde. The waves also got higher because the current was against the wind."

Peter navigated through the high waves while Sanne saved the glasses and plates from being smashed. To prevent the Beluga from rolling too much on the crosswind course to Wemeldinge, they decided to divert to Zierikzee. "It got very lively at the Zeeland Bridge. The waves made us feel like we were free-falling, but the Beluga made it through just fine."

Lost between the sandbanks

After spotting seals during a glowing red sunrise,



Because of the corona measures, no restaurants are open and Sanne cooks every evening on board. The Beluga is so well equipped that anything is possible. Today fresh pizza.

the Beluga passed the Hansweert locks on day 5. After greeting them with a friendly good morning, the lock keeper opened the final lock gate to the Westerschelde and they eventually reached their intended destination: the North Sea. "But the Westerschelde confused us," says Peter. "The buoys were not where they were supposed to be according to the Beluga's chart plotter. Even when Sanne plotted the co-ordinates on the map, the course we were following was too shallow. Thanks to our extensive preparation for the trip, I was easily able to contact the Terneuzen traffic control centre to verify our position. The buoys were indeed positioned differently to those on the map, but we could easily follow them to avoid the sandbanks. The Westerschelde is a dangerous stretch of water and we had to make full use of all our navigating experience. If you follow your GPS blindly, you'll run aground before you know it."

Arrival in Zierikzee. Even in the harbour, there are considerable waves.



The ocean giants gradually appeared on the horizon, looking very small at first. They had reached the North Sea. At a safe distance from these large, fast, sea-going vessels and under a blue sky and radiant sunshine, they arrived in Breskens. They weren't going to miss out on a freshly caught lobster here, prepared by fishmonger Cor. "Cor's fishing boat is a real attraction!"



Time has literally stood still in Middelsharnis...



Arrival in Breskens under a bright blue sky.

Arriving in Kinderdijk, we cycle to the windmill park that is even on the Unesco World Heritage list. There is an impressive collection of windmills in a beautiful natural park.



Exciting and unforgettable

On day 8, the Beluga sailed from Tholen along the Scheldt-Rhine Canal towards the Volkerak, a very busy stretch of water with a lot of commercial traffic. "The big ships passed us one by one in rapid succession. Fortunately, the Beluga has AIS (Automatic Identification System) and we could visualise all the ships around us on our chart plotter."

The couple decided to enjoy the beautiful little harbour in the old town centre of Middelsharnis for two days. A walk around the town centre with a doughnut ball in hand and a bike ride along the Haringvliet made that decision more than worthwhile. "We even sailed with the sunroof open in a 1 Beaufort wind and were able to enjoy the glorious autumn sunshine. What more could you wish for?"

On day 9, the couple made plans for the next day, as they did every evening. But this time they were even more meticulous than usual, because they would be

sailing through the large industrial port of Rotterdam. "A city with a lot of commercial and maritime traffic, where all sailing instructions are communicated by VHF radio and everything is bigger and faster than us. A wonderful experience, never to be forgotten!"

Sailing by night

During the homeward journey, Peter and Sanne were adventurous enough to sail by night from Roermond. After passing the Linne lock, Peter dimmed all of the navigation equipment. Wrapped in a warm blanket, Sanne acted as lookout at the bow. "The beautiful starry sky and the bright moonlight reflecting on the calm water made for a magical conclusion to our memorable trip."

Fully approved

After 16 days of sailing, the Linssen Grand Sturdy 40.0 Sedan had gained Peter and Sanne's full approval. "The water is where our hearts lie and we wish everyone that same feeling. That's why we were able to turn our passion into our job. We are happy to share our knowledge and experience with our Start2Boat trainees, because the more knowledge they have, the more they will enjoy their boat. That's when sailing really becomes carefree enjoyment."

START2BOAT

Start2Boat

Krommehamlaan 32
B-9031 Drongen, België
info@start2boat.be
www.start2boat.be



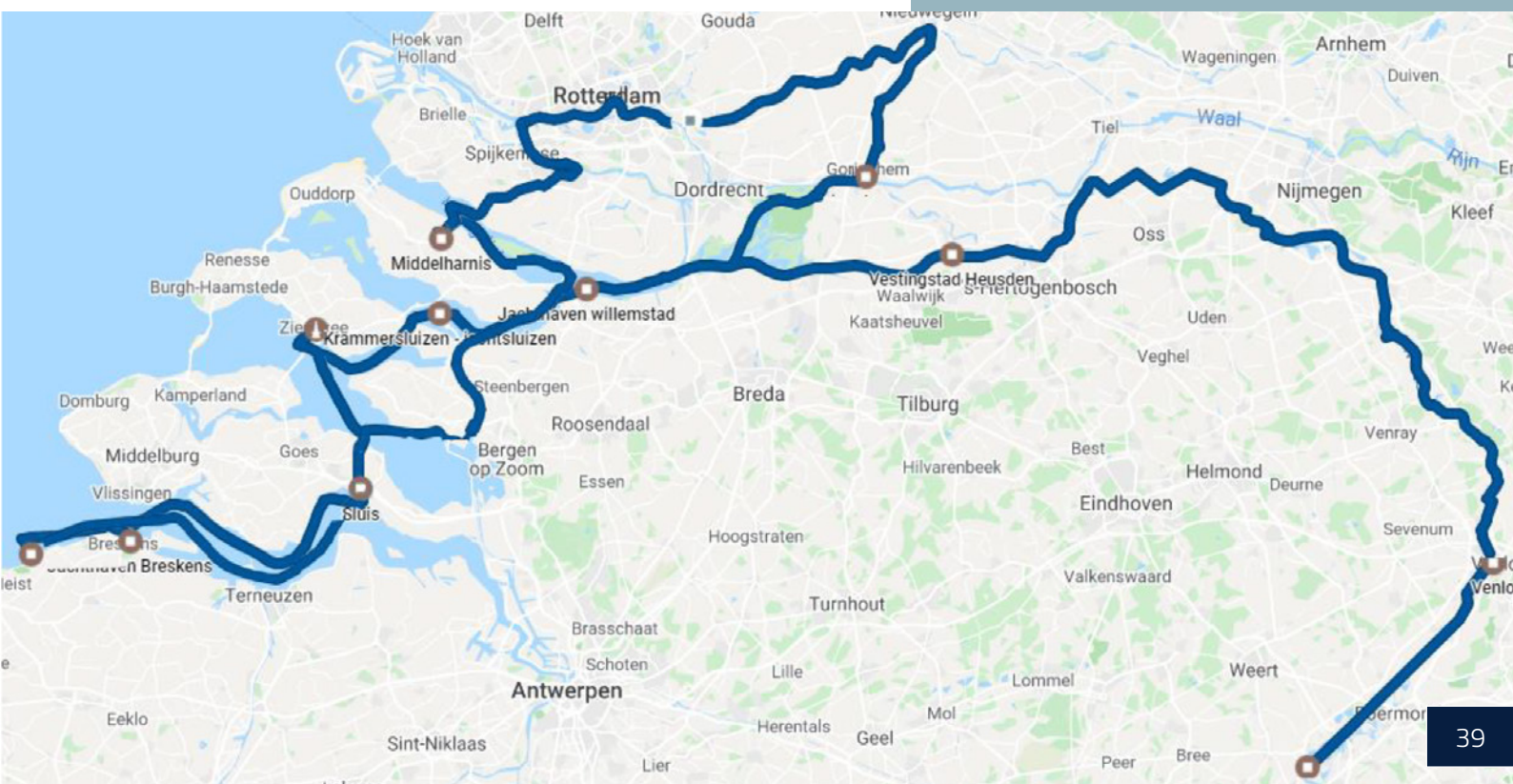
Duration: 16 days.
Distance: 805 kilometres.
Number of locks: 19.

**Boat: Linssen Grand Sturdy 40.0 Sedan
"Beluga"**

Rented from:

AQUA LIBRA
EXCLUSIVE YACHTCHARTER

Aqua Libra
Jachthaven "De Spaanjerd"
B-3640 Kinrooi
Tel +32(0)471/47 67 61
info@aqua-libra.be
www.aqua-libra.be



Linssen 40 SL AC / Sedan

'Haven Grey'



Linssen SL series

Modern look with classic elements

Text: Linssen Yachts; Photos: Linssen Yachts

In our previous issue, we reported on the Linssen 40 SL AC and Sedan, which were still in the engine room finishing phase at the time. Now these yachts are also ready and you will soon be able to see them on Europe's waterways. Or you can charter the Linssen 40 SL AC from Aqua Libra Yacht Charter in Belgium, for example.

Enjoy the spacious salon with its large windows. These allow plenty of light to enter and you can take in the slowly passing scenery at your leisure.

The 40 SL Sedan features the Linssen Slide and Pop out door (LSP®) on the port side next to the steering position. This is right next to the Linssen cleat, making it easy to quickly tie a line around one of the moorings in a lock.

In addition, the Sedan has a spacious open cockpit. When you open the double doors from the salon, you walk straight outside without having to go up or down any stairs. Here, you can sit under the Linssen Longtop roof. This provides shelter from the sun if it is too bright, but you can also enjoy being outdoors when the weather is not at its best. The stern door is ideally positioned, off-centre to the port side, thus providing room for a spacious integrated L-bench.

Are you interested?

Would you like to see one of the yachts in the Linssen SL series for yourself? Come to Linssen Yachts or, if that's not possible, make an appointment for a live or online viewing. You can do this by phone and e-mail or via WhatsApp, Skype or the chat function on our website. You can also contact one of our local partners in your own country for all your questions.

Standard colour



Egg shell White

Colour options



Cove Green



Fjord Blue



Haven Grey

Linssen 30 SL AC / Sedan



Dimensions: $\pm 9,70 \times 3,30 \times 1,00$ m
 Minimum air draft: $\pm 2,45$ m (AC), $\pm 2,30/2,37$ m (Sedan)
 Engine: 1x 4 cyl. Volvo Penta Diesel, type D2-50
 1x 37,5 kW (51 HP)



Linssen 35 SL AC / Sedan



Dimensions: $\pm 10,70 \times 3,35 \times 1,00$ m
 Minimum air draft: $\pm 2,45$ m (AC), $\pm 2,30/2,37$ m (Sedan)
 Engine: 1x 4 cyl. Volvo Penta Diesel, type D2-75
 1x 55 kW (75 HP)



Linssen 40 SL AC / Sedan

Linssen 40 SL AC
'Egg Shell white'

Linssen 40 SL Sedan
'Haven Grey'



Dimensions: ± 12,85 x 4,25 x 1,20 m
Minimum air draft: ± 2,93 m (AC), ± 2,65/2,72 m (Sedan)
Engine: 1x 5 cyl. Volvo Penta Diesel, type D3-110
 1x 82 kW (110 HP)





The Kalfire E-one designer fireplace: only the power cord betrays that it is electric

Text Man van het Woord; photos: Kalfire / Linssen Yachts

During our Advent weeks at the end of last year and our Winter weeks in February, they created the warm atmosphere in our showroom that we needed more than ever. We are talking about the award-winning electric Kalfire E-one designer fireplaces. Kalfire is a Limburg-based family business that has been a leading player in the gas and wood fire market for almost 40 years. "Based on our tradition of innovation, we have developed the Kalfire E-one and thereby created a new market segment," says managing director Beijko van Melick.

Kalfire was established in 1981 by Beijko's father. In the years that followed, the company grew to become the market leader in mid- and high-range gas and wood fires. Through an extensive network of dealers and importers, Kalfire's designer fireplaces are now sold in more than 60 countries. The Kalfire E-one was officially launched at the end of last year and quickly won no fewer than three important design awards (Iconic Award, Silver Novum Design Award, GIO Award).

Connecting people as a mission

The story behind the Kalfire E-one fireplace deserves to be told. Beijko explains how the annual Christmas celebration with family in 2016 led to a new company mission. "Just like every year, we celebrated Christmas in the Ardennes. My nieces and nephews were busy all day posting on social media about everything that happened. Until the moment that the wood fire was lit

and then, to my surprise, they put down their smartphones. The fireplace created a connection: everyone was drawn into the conversation around the hearth. That got me thinking. Connecting is a basic need that will never go away. You can bring people closer to each other with a fireplace. But in order to do this, we had to make our fireplaces more accessible to install and use. So, without a chimney, without a gas connection and without complicated installation. From that moment on, we just kept going. Connecting as many people as possible became our mission. It has resulted in the development of the Kalfire E-one."

High-end electric fireplaces

Electric fires are nothing new. What is new is the way Kalfire has interpreted them. Beijko: "In 2000, we developed the world's first LED fireplace but, unfortunately, it wasn't a success. The market for electric fire-

places is new to us. We started research and development in 2017. We talked about all sorts of ideas but we put them all to one side. Until we came to the development of digital fire. I saw increasing potential in this as we went along. Ultimately, that discovery was crucial to the creation of the Kalfire E-one. With this electric fireplace, we are now entering a market that actually did not previously exist. The market for high-end electric fireplaces didn't yet exist, we created it ourselves."

Ultra-realistic fire

"I dare say that our Kalfire E-one fireplace has the most beautiful and realistic fire of any electric fireplace on the market worldwide," Beijko continues. "With the naked eye, you cannot see the difference between our flame projected onto ceramic logs and a real flame. We have researched this extensively and have also noticed it in our own showroom. Customers regularly stand looking at the Kalfire E-one and ask where the electric fireplace is. They think they are looking at a gas fire. That's the best compliment you can get."

Endless possibilities

To make things even more realistic, the Kalfire E-one's fire can be fully adjusted to people's individual wishes: from flame height, glow bed and light colour to even the sound of the fire. At the press of a button, the sound of fully crackling larch wood or quieter beech wood can be heard. In this respect, the possibilities are endless. And there are no limitations. The fireplace is sturdy and can be placed anywhere, as long as there is an electrical outlet nearby. Beijko: "You can now

easily create the experience of a wood or gas fire in any room. You don't need a gas connection or flue/chimney. Of course, there will always be lovers and haters of a product. Some won't like it while others can't live without it. Fortunately, I can say that those who've already bought a Kalfire E-one have become real ambassadors for us."

On a yacht

With the introduction of the Kalfire E-one, Kalfire has not only created a new market segment, but has also tapped into a new target group: the business market. Beijko: "You can't fit gas or wood fires in places of business, such as offices, for many different reasons. An electric fireplace, on the other hand, is a completely different story. Just look at the electric fireplaces we placed in the Linssen Yachts showroom. Our mission is 'connecting people' and that can now be done in almost any place you can imagine." Beijko laughs: "Even on a yacht. In fact, there are already superyachts sailing around with our fireplaces on board. So, who knows... The possibilities of bringing a quality fireplace into your home (or on board) are now endless. It is digital fire, of course, but I can assure you that you will be fascinated by it. And you will stare into it during a good conversation with family or friends."

KALFIRE

FIREPLACES

More information about the Kalfire E-one fireplaces you find on www.kalfire.com/e-one. There you will also find an overview of Kalfire dealers in your neighbourhood.

Kalfire B.V.

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www.kalfire.com





Sailing to Portugal...

...to remain there forever

Text Man van het Woord. Photos: Martine and Willy Vermeylen

A special boat trip that was more adventurous and lasted longer than expected. A journey on a Linssen Grand Sturdy 470 AC Twin that had its highs and lows. Incredible encounters with dolphins and sharks, charming harbours in which to spend the evening and night, pleasant interactions with other skippers. But also closed locks, an overheated engine and loads of driftwood. The most frightening moment was when Willy fell into the water while trying to retrieve a fender. The trip through the most beautiful landscapes on a comfortable ship made up for all the inconvenience. As well as the final destination, of course, the fishing village of Olhão in Portugal. "We live on our beautiful boat in a country where it is never winter, the people are friendly and the most beautiful sailing routes are literally around the corner. We're never going back."

It was obvious to the young couple, Martine Verleene and Willy Vermeylen, that they would need a boat. Both were born and raised on the Belgian coast. Martine's father was a ship owner and fisherman, and she and Willy both worked in Bruges at Outboard Marine (later OMC Europe), the company that manufactured Johnson and Evinrude outboard motors. In 1976, they bought their first boat: a 4.34-metre Shakespeare Clubman 14 with an Evinrude 75 HP motor. "We had no sailing experience at the time and our first attempts were disappointing. Going on the North Sea in a speedboat was difficult. With strong currents, high waves and wind strengths of more than 3 Beaufort, we couldn't really go out." From 1979 to 1988, they sailed on a Shetland 570 with an Evinrude 75 HP motor. "This boat allowed us to get to know the inland waterways. During the holidays, we would

make round trips in Belgium lasting a week or two or take a trip to Lake Veere." When their three-year-old son fell into the water, they were finished with boats for a while. "Fortunately, we had taught him to raise his hand if something like that happened and I was able to pull him out of the water quickly. But it was still a frightening experience."

In love with Portugal

The itch persisted in the meantime. "We were attracted to the water every holiday. We would go to Monaco or Barcelona, for example, not for the museums and the architecture, but for the marinas and the sea." By 2012, they had both retired and the question of 'what to do with the rest of our lives' presented itself. It soon became clear that it would have to involve another boat, but concrete plans would have to wait

a while longer. When granddaughter Femke went to secondary school and the grandparents became 'less interesting' to her, the idea arose to leave Belgium. "In 2017, we first talked about getting a boat on which to live that we could use to sail to southern Europe." The couple had a few requirements. Their new home had to be on the mainland and easily accessible from Belgium. Italy, Spain and France were dismissed for various reasons. Which left Portugal. "We went on holiday there in December of that year and after a few days our decision was made. The temperature never dropped below 15 degrees, the people were friendly and the price-quality ratio of just about everything, especially the marinas, was excellent."

The following spring, the two went back to get the wheels of bureaucracy turning. And that was easier said than done. "We needed an address on the mainland. A boat with a permanent mooring did not count. So we decided to rent a flat. We couldn't rent furnished flats for very long, as the owners prefer to rent them to tourists during the holidays. Unfurnished flats didn't allow pets and that would mean that we couldn't bring our dogs. Fortunately, we were able to sell our house in Belgium and so we decided to buy a place in Olhão. A small flat near the boat mooring. Once we had arranged all that, we suddenly received the message that there was no longer a berth available for a boat of our size. They were expanding the harbour and we couldn't get in while the work was taking place. And there were still 659 boats ahead of us on the waiting list, which has now grown to 800. To cut a long story short, until we can get into Olhão, we are moored

in Vilamoura. This town has a completely different atmosphere, more like Monaco, but not as pricey. It's beautiful here and we'll see how long it lasts."

'It has to be a Linssen'

For their big trip, the couple absolutely had to have a Linssen boat. "There was no other option." Martine and Willy first saw a Linssen at the Belgian Boat Show in Ghent, where they peppered Luc and Ira with questions. "Very friendly people who quickly convinced us that our next boat would be a Linssen." They later visited the shipyard in Maasbracht. "Once again, we were given a warm and professional reception. All of our questions were answered, we went on a trial run and were given a guided tour. It was wonderful to see the process from flat steel plate to fully finished boat." Unfortunately, the couple were forced to conclude that a new Linssen was not financially feasible. That's how they ended up at Best Boats in Roermond. There, on 14 March 2018, the couple bought a 2001 Linssen Grand Sturdy 470 AC Twin with 833 hours on the clock. The boat had been given a refit in 2016, followed by new instruments and a new interior.

"In Belgium, if your boat is no more than 15 metres long and you sail at less than 20 kilometres an hour, you don't need a licence. We thought that was absurd. So we took all the courses we could. Then we converted our sailing licence into an international ICC." The boat also had a change of name from Crazy Frog to Twilight. "We love the dusk and one of my father-in-law's boats had the same name." A mooring in Belgium proved difficult to find, so Martine and Willy





decided to go to Plasmolen (Eldorado), the place where the previous owner had moored the boat. "We'd never even heard of Plasmolen, let alone knew anyone in the area. But we didn't regret it for a moment. It's a very nice place where people can easily make friends." The Vermeylens hired an experienced barge master to assist them on their first sailing trip from Roermond to Plasmolen. "That was a good decision, as it allowed us to gain experience with locks under his supervision. We were going to come across a lot of them during our trip."

Theory and practice...

On 24 September 2019, the couple left Eldorado feeling a little wistful. They had lived there for more than eight months. The quay was full of people waving them goodbye. The journey started well but by the third day the mast would not fold away. Fortunately, it turned out to be just a loose wire and thanks to a video call with the Eldorado team, Willy was able to repair it himself. In the final Belgian harbour, they mapped out their sailing route through France. In theory, they could cross the country in 20 working days (the locks do not operate on Sundays). "That was wishful thinking," they laugh. "The VNF website we were using didn't mention works, breakdowns and strikes, which we often came across. And the stated depths and clearances weren't always correct either." There were also unexpected benefits. When they came across breakdowns and works and had to take alternative routes, they ended up in the Strépy-Thieu boat lift on the 9th day of their journey, with a drop of more than 73 metres. "Very impressive, a real bonus."

One of the many other adventurous stretches along the way was the Souterrain de Ruyaulcourt through which they sailed on day 13. "We sailed for an hour in this narrow tunnel with our spotlight on, right behind a barge that was causing a lot of swell. This meant that we had to keep correcting all the time and one of the bow thruster circuits burned out. We were only able to solve this problem once we were out of the tunnel. On top of that, we also got stuck because the water depth turned out to be less than stated. Fortunately, that didn't cause any damage."

One foot in the grave

Martine and Willy had their biggest and most unpleasant adventure the following day. They received a call that they had lost a fender at lock 17 on their route. Willy went off board to get the thing ashore with a dragnet. A brick broke off the quayside and fell into the water, followed by Willy. "Terrifying moments. It was the middle of October so I was wearing thick clothes. I wasn't wearing a life jacket, the water was choppy and the quayside was too high to reach. I managed to grab the lock gate, but I soon lost my strength in the cold and couldn't climb up. I don't know how, but suddenly I found a foothold and managed to pull myself up. My wife was panicking."

What had happened to Willy only properly sank in later that day. "I went into shock and didn't feel like continuing the trip at all. I'd had one foot in the grave and wanted to go home straight away." It took them two weeks to recover from the experience and then they decided to continue their journey. Broken down locks, narrow channels, a bridge under which they could only

fit by removing the window from the boat, plants that had come loose, floating tree trunks, an anchor that had come loose... None of this stopped them. "Our boat is comfortable and the surroundings were really beautiful. Nature had taken on its autumn colours, which we enjoyed to the full."

Night frost and fog

On the night of 17/18 November, day 25 of the journey, it froze for the first time. "We were worried that we would be stuck frozen in the canal. We had to scrape the windows every morning from then on. We found the inside wheelhouse difficult to use, so we had to stay up in the cold."

The couple breathed a sigh of relief when they reached the highest point of their journey (352 m above sea level) on day 29. Things didn't get much easier after that, however. There was a period when every day started with thick fog. "You can't see any signs in the fog and, on top of that, the current was fast and there were a lot of thick tree trunks floating around. Waiting for clear visibility became our new ritual."

Due to a strike at the final lock of their voyage, in Saint-Gilles, they had to stay moored for 24 hours in a place that was not really suitable. "We had to tie the boat to a couple of reinforcing bars sticking out of a concrete wall. That was quite tense."

Sailing through the Camargue was a reward well worth the wait. They could even wear shorts. Trotting white Camargue horses and foraging flamingos ensured the ultimate holiday feeling.

And then the sea

On day 42, they bade farewell to the inland waterways and continued their journey over the Mediterranean Sea. "In Sète, we first gathered information from some experienced sailors. The most important lesson: don't sail when the wind is blowing in from the sea, because that makes it difficult to get into the harbour. Sailing at sea took some getting used to, especially the rolling of the boat." They had to wait a long time for better weather in Cap d'Agde. "We were hit by two heavy storms there. We were anchored deep in the harbour and the water was crashing over the quayside. We used our rubber mats to protect the boat but we were still uneasy."

On the way from Blanès to Barcelona, Martine and Willy were joined by dolphins for the first time. Something that would happen several times during the trip. When they arrived in Barcelona, they

felt small and slightly intimidated. "We were moored alongside such large yachts, including the Dilbar (156 m). We were an ant in the midst of elephants." On the way to l'Ampolla, two sharks swam with the boat for a while. On 8 January, the Guardia Civil stopped the boat at sea, just outside the port of Valencia. "A strange experience. The officials were apparently not allowed to come on board, so we passed them our papers in a landing net. After a time-consuming procedure, we later ended up side by side in the harbour. Why the inspection couldn't take place there was never made clear to us. But the officers did compliment us on the beauty of our boat."

Part three

On 27 January, the Linssen Grand Sturdy 470 AC sailed through the Strait of Gibraltar. "In terms of sailing technique, the most difficult part of our journey began here. From then on, we had to take into account the tides, which can rise and fall by 3 metres or more. And then there were ocean tankers, strong currents, a strict traffic separation system and high waves. But first we had to sail between two continents; Europe on the right and Africa on the left. Impressive and very beautiful."

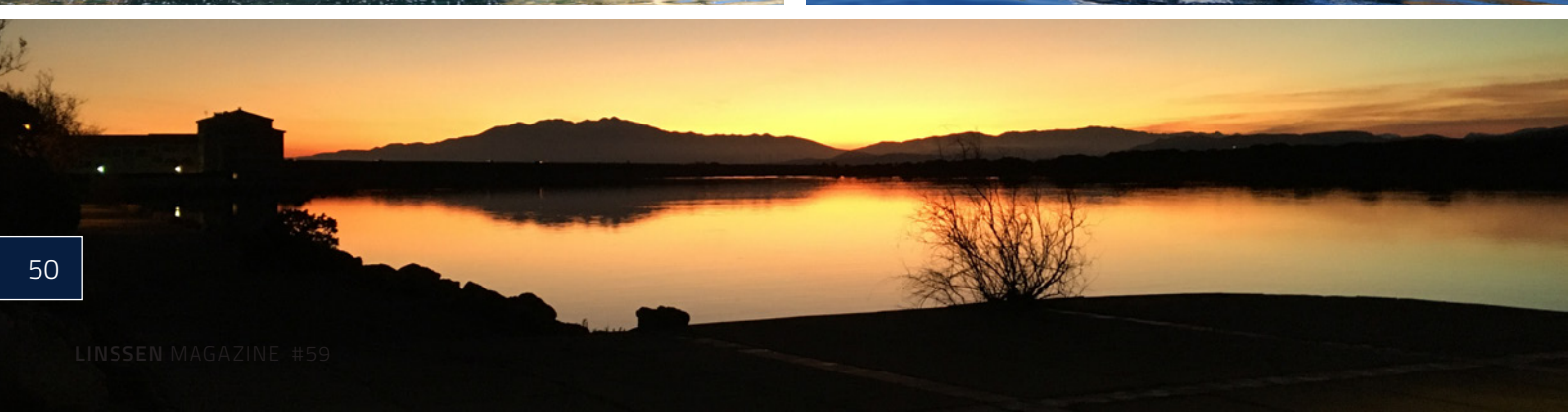
In the port of Mazagón, customs turned "the whole boat inside out" looking for illegal immigrants and contraband. On 31 January, Willy finally steered the boat onto the Guadiana, the river border between Spain and Portugal. "We immediately got a good feeling. What a special moment it was to complete the final stage. Us ordinary folk had managed to reach our



final destination. The people at home were less happy about it. They had been following our photo reports on Facebook and immediately missed the daily updates.”

Looking back on the trip, Willy concludes that it was a very enjoyable experience. “We always felt at home on the boat. And still do. We rarely stay in our flat. Our boat attracts attention. She was often photographed along the way and at our final destination. Lots of people have asked us about the brand, as the Linssen name is not very visible from the shore. We enjoy Portuguese life with a capital E. There’s no stress or time pressure here. People live from day to day and that’s pleasant. What you can’t fit in today you can always do tomorrow. The sun shines at least 300 days a year. You can find the most beautiful mini beaches between the cliffs that are only accessible by water as well as the famous Benagil Cave and Praia Marinha. There are many charming harbours within easy reach where we can moor. We can easily sail to the farthest south-western tip of Europe. Vilamoura is centrally located in the Algarve with its many nature parks. And

in one, two or three years’ time, when we are in Olhão harbour, we will be residents of a very authentic part of Portugal. They speak fluent English, French and sometimes even Dutch here, but we still plan to learn Portuguese to have more contact with the locals. Our future is clear, we don’t want to lose our boat and, apart from family occasions, we won’t be going back to Belgium.”





The journey statistics

departure: 24 September 2019

arrival: 1 February 2020

131 days | 6 countries* | 64 sailing days | 3434 km |
of which 967 nautical miles | 248 locks | 363 running
hours for both engines | 3726 litres of diesel (for 2
engines, heating and power generator) | 3715 photo-
graphs | 36 videos

*Netherlands, Belgium, France, Spain, United Kingdom
(Gibraltar) and Portugal



Martine en Willy Vermeylen
Grand Sturdy 470 AC "Twilight"



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