

**NEW**  
**Grand Sturdy 45.0**  
**Sedan & AC**  
**INTERO**

# WE TAKE YOUR **PLEASURE** SERIOUSLY®

Last year, after the summer holidays, this is what I wrote: The Netherlands is beautiful!

I experienced that again this year. Stunning waterways, with the most splendid houses, we saw them all in the country's "green heart". The canalised Hollandse IJssel and the river Vecht, are both very much worth a visit. But the Biesbosch estuary was also beautiful and, of all the harbours, Pliushaven in Tilburg was the real number one. What a friendly harbour master and stunning location in the very heart of Tilburg!

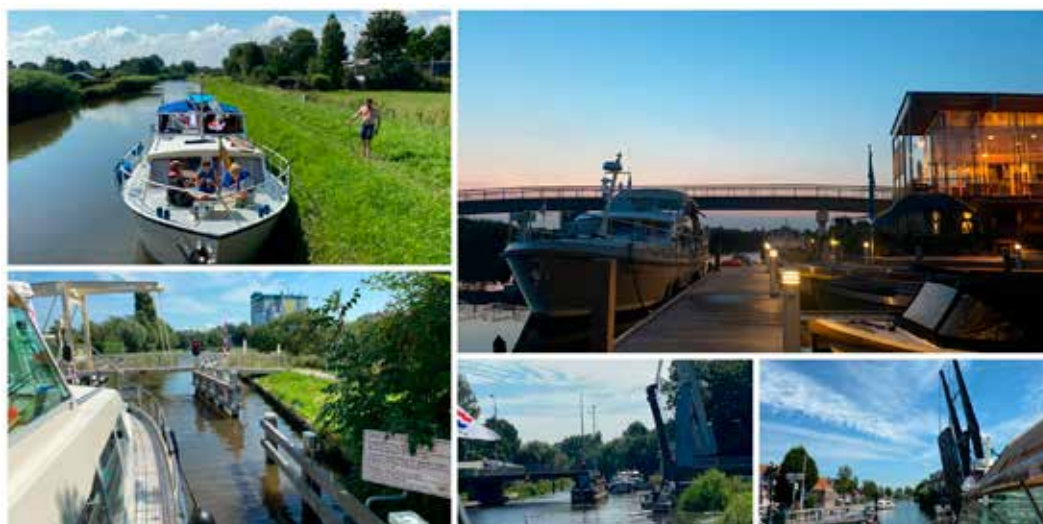
But the Dutch weather... that wasn't as good this year (compared with last year). It didn't spoil the fun, though. It was sheer enjoyment.

This year, we started out from where we ended our trip last year: Port Zélande Marina in Ouddorp. While we were enjoying a few days in Austria, our colleague Remco and his family were bringing the St Omer to Zeeland. There, we stepped on board on 6 August and kicked off with a nice surprise party for Sasja Tammer who turned 50 that day (Sorry, Sasja.... now everyone knows!) and was surprised by Alexander (Jonkers), her son Sip and daughter Romy. It was a great start to the holiday!

Finally, we left Zeeland on Monday for a wonderful tour of the Netherlands. More about this later - I will expand on the tour by popular demand.

You may have followed our route via our "Linssen Yachts Cruising Group" Facebook page. The group is still growing every day and we enjoy hearing about everyone's travels and adventures. Please keep sharing your travel stories, it's much appreciated.

However, our holiday also had a low point: the death of our good friend and former colleague André Suntjens. Although we knew the moment would come, it came





far too quickly and was still unexpected. We interrupted our holiday to be able to attend his funeral. The family gave me the opportunity to say a few words during the service and I was happy to do so for Dré. If you'd like to leave a message for Henriëtte or the Suntjens family, you can sign the online condolence register on our homepage. We will always remember him as a wonderful person, much loved by Linssen customers. For us personally, he was more than a colleague, he was also a friend and mentor. Acting as a special registrar, he married Paul and me in 2010, which was unforgettable! Mathijs and Sophie, who knew him well from the Easter tour, always called him "Grandpa Dré". That's what he was to them, an "occasional grandpa", with whom they had great times on board. From 2022, the Easter tour will therefore be officially known as the "André Suntjens Easter Tour". We hope many of you will sign up!

With the holidays still fresh in our minds, we're once again focusing on the upcoming boat show season, which will hopefully take place (or at least most of it) this year. We're all back in the showroom and can't wait to welcome you here in Maasbracht, at one of our dealers' premises or perhaps at a show....?

See you soon!



Yvonne Linssen



Join the  
Linssen Yachts  
Cruising Group



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 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

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](http://www.linssenyachts.com).**

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



### In the spotlight: GRAND STURDY 35.0 Sedan

Ref. 3389

Year of construction: 2018

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

Engine: 1x Volvo Penta D2-75

1x 55 kW/75 HP

**Price:**

€ 275.000,- (incl. VAT)

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## WITH THE COOPERATION OF

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## PUBLISHER/PRODUCTION

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## TRANSLATIONS:

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

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# IN MEMORIAM

We are deeply saddened by the death of our former colleague and founder of our staff association.

**André (Dré) Suntjens**

\* 14.10.1946 † 07.08.2021

We thank him for everything he has done for our company, always with great dedication. We remember him as a great colleague and mentor to many in our company.

Your former colleagues at Linssen Yachts BV  
Family Linssen

*We goan dich misse Dré...*

Because many members of our large, sailing Linssen family knew André and hold him and his family dear, we would like to offer you the opportunity to sign the book of condolences.

We will ensure that your condolences are delivered to the family.

Scan the QR code below to go to the book of condolences:



# PRESENTATION GRAND STURDY 45.0 AC INTERO

The introduction of the Grand Sturdy 45.0 AC has gone relatively unnoticed due to the COVID-19 situation. For a select number of invited guests, this was nevertheless celebrated with a VIP evening on 23 July, safely in the open air, in the bright evening sun.

With the 45.0 AC prominently displayed for all guests to see, Yvonne Linssen opened the evening from the deck, after which everyone could take a look at the boat.

As usual, house caterer Wolfhagen supplied an excellent buffet. Also present was Martin Winter of Winters Brandschätze, with a delicious Linssen gin cocktail.

## „MeerGin“ - Premium Blue Gin

A "real guy", a storm, a hurricane in a glass - that's the Premium Blue Gin made with twelve botanicals from the Baltic Sea coast and the Kaiserstuhl district of the Baden wine region. "Infused by the sea", MeerGin captivates with its deep blue colour. The taste of this gin is dominated by a delicate juniper note, combined with a play of flavours from "seaweed washed up on the beach" and baked lemon in salt. Spicy notes of bay leaf and Szechuan pepper are combined with fruity notes of a brandy pear and rape blossom, rounded off with a note of fine fresh algae.

MeerGin - (translates as "Sea Gin") - looks like SEA - smells like SEA - tastes like SEA!

## "Blue Water - Gin & Tonic the Linssen way"

We've already had a chance to sample this very special Gin & Tonic as a long drink with the elegantly dry "Fever Tree Mediterranean Tonic". We are thrilled and have christened this drink "Blue Water - Gin & Tonic the Linssen way".

Martin Winter is himself an enthusiastic owner of a Linssen yacht and is offering you exclusive discount coupons.





# INVITATION to the Linssen

The international Linssen family invites you to the Linssen Yachts Advent Weeks from Saturday 20 November to Wednesday 22 December.

Opening hours are daily\* from 9 a.m. to 5 p.m.  
(\* Sundays by appointment only)





# Linssen Advent Weeks 2021

During the Linssen Yachts Advent Weeks, as in 2020, we will surprise you with a convivial Advent atmosphere with mulled wine, hot chocolate and atmospheric Christmas music by the Christmas tree. You can take a look at the new and pre-owned Linssen yachts on display and take part in a guided tour of the shipyard at your leisure and without obligation.

During your visit, you will receive our Advent Welcome Pack including our latest brochure. If you have any questions, our staff will be ready to help you.

**Please notify us of your visit so that we can ensure an undisturbed and safe atmosphere.**

[www.linssenyachts.com/advent](http://www.linssenyachts.com/advent)





# Grand Sturdy 500 Sedan

Our largest Sedan, also for small waterways









# Grand Sturdy 500 Sedan

Our largest Sedan, also for small waterways

In our last issue we were able to show you the first photos and some of the special USPs of our new Grand Sturdy 500 Sedan Variodeck. The first two yachts have now been delivered and the next two are in production. Editors of international boating magazines have been putting the 500 Sedan through its paces and the first articles have been published. We've also made a 15-minute film in which Yvonne Linssen highlights all the USPs.

## One-Touch Cockpit Cover®

The large open cockpit can be closed and opened with the electrically operated One-Touch Cockpit Cover. You undo one zipper and a few snap buttons, press the remote control and the entire cover is automatically retracted. The sections disappear into special storage cassettes in the corner of the cockpit.



## Bifold Variodoors

Opening the glass Bifold Variodoors turns the saloon and cockpit into one large, spacious living area, with plenty of light and comfort.





### **Bifold Variodoors - insect screens (option)**

Insect screens are also integrated into the coves behind the Bifold Variodoors. They can be easily extended so that fresh air can enter, but any insects are kept out.



### **One-touch e-Variodeck**

You can let in even more light and air by opening the e-Variodeck. An insect screen and blinds can also be fitted to provide even more comfort, if desired.



### **Rotating Saloon Seat**

Thanks to the flexible layout of the saloon seat, you can easily turn part of the seat to face your guests in the cockpit using the Rotating Saloon Seat.



### **Dinette**

You'd like to have a cosy breakfast together but don't want to use the whole saloon table? All you need to do is fold out the dinette table and take a seat...



### **Cockpit lounge bed (option)**

The fixed table in the cockpit can be electrically lowered, after which the set of cushions supplied can be used to create an enormous lounge bed.



### **43" TV in cabinet lift**

From the saloon seat you have a good view of the built-in TV. Press the button on the remote control to raise the TV and enjoy your favourite programmes.



### Slide and pop-out Door

The Slide and Pop-out Doors on the port and starboard side make it extremely easy to get to the centre cleats quickly from the inside. These high-quality sliding doors on both sides allow you to steer the 500 Sedan with one hand and moor with great ease.



### Adjustable Steering Bench

Flick a switch to adjust the comfortable steering bench forwards and backwards to obtain the optimum steering position.



### Smart Helm Console

The Smart Helm Console has been developed to keep the controllers for operation and steering within reach while sailing, despite the Slide and Pop-out Doors. This pull-out console ensures even greater sailing comfort and safety.



### Storage

The 500 Sedan has a lot of storage space. For example, under the stairs to the front cabin, there's a cupboard with room for six storage crates for your supplies.



### TV solution in forward cabin

A TV is stored very conveniently in the cupboard in the forward cabin. It can be very conveniently folded out so you can watch TV comfortably from bed.





### Ten Main Modules

The engine room of every Linssen is particularly efficiently designed and clean. In the 500 Sedan it has been constructed in accordance with the Linssen Ten Main Modules principle, whereby each component has its own place.



### Storage space under the cockpit floor

The large open cockpit not only provides a lot of living space but also offers a lot of storage space underneath. This consists of handy flexible compartments in which all supplies can be stored safely and securely.



### ICCESS®

The Linssen Integrated Canbus Controlled Energy Supply System controls all the energy consumers on board via displays in the saloon and at the helm.



### Solar Panels

The 500 Sedan has eight solar panels as standard, divided into two groups. As many as 16 panels can be fitted if desired, in four separate groups, using the Smart Solar Charge Controller to ensure optimal power distribution.



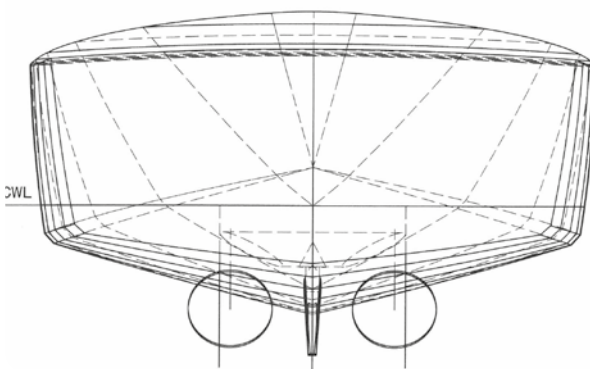
### LIPPCON®

The Linssen Integrated Power and Propulsion Control System controls the 400 V bow and stern thrusters via the generator and can also be used for larger consumers such as the ceramic hob, washing machine, etc.



### SPH® hull shape

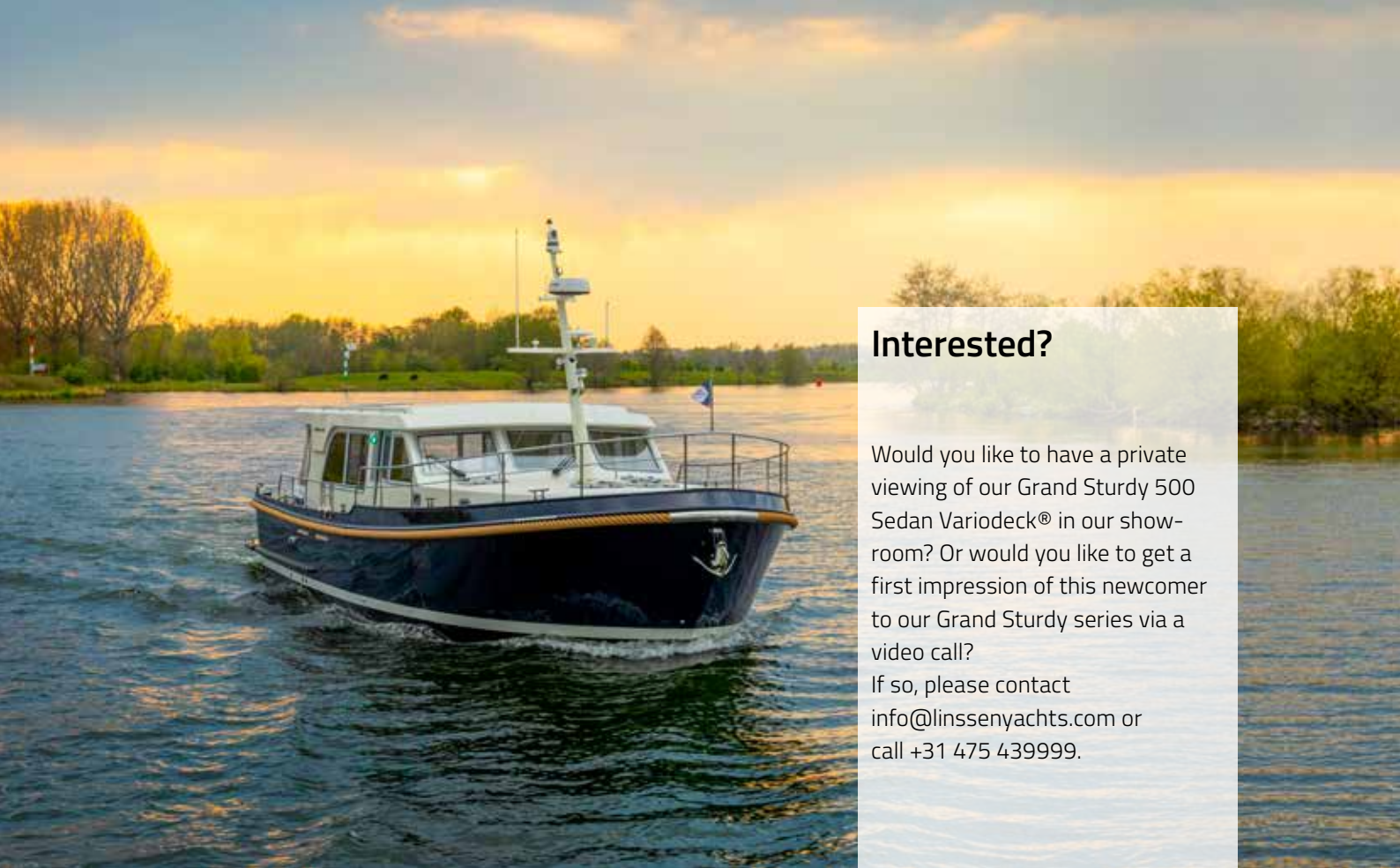
The Softchine Prestressed Hull (SPH®) is the basis of the excellent sailing characteristics of our yachts. Do you remember them? Less resistance when sailing, less noise and lower fuel consumption.











## Interested?

Would you like to have a private viewing of our Grand Sturdy 500 Sedan Variodeck® in our show-room? Or would you like to get a first impression of this newcomer to our Grand Sturdy series via a video call?

If so, please contact  
[info@linssenyachts.com](mailto:info@linssenyachts.com) or  
call +31 475 439999.

## BASIC SPECIFICATIONS

Construction:	SPH® (Softchine Prestressed Hull)
Weight/displacement:	± 24.000 kg / ± 24 m³
LOA x beam x draft:	± 15,50 x 4,65 x 1,20 m
Minimum air draft:	± 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

## Grand Sturdy 500 Sedan



Watch the video of  
the Grand Sturdy  
500 Sedan



LINSSSEN MAGAZINE #60





# Father and son Kramp are Linssen fans:

**"Everything you see and touch is quality."**

Text: Man van het Woord; photographs: Dick van der Veer Fotografie

**Harry Kramp bought a Classic Sturdy 400 AC from Peter Linssen in Maasbracht in the 1990s. His son Jim Kramp recently bought a Grand Sturdy 590 AC Wheelhouse from the official Linssen dealer Jonkers Yachts in Ouddorp (South Holland). Father and son both praise the quality and service provided by Linssen. They talk about it while they are on the boat in Cadzand, where they arrived the previous evening.**

"I passed on the love of boats to Jim," Harry says. "That love started with me. I didn't get the sailing bug from my parents, who didn't have a boat." Kramp senior already had a sloop with his family on lake Kagerplas, and he thought it would be fun to sail longer and further with his wife and children. "I read all kinds of boating magazines and brochures and toured the Netherlands, visiting various dealers, including suppliers of hybrid boats with a sail. I thought the Linssen yachts were the most beautiful. I had heard the best stories about them, too. At 12.5 metres, it was the biggest boat they had at the time."

## **Looking at the construction**

"I was about 10 years old when that boat arrived," Jim says. "A great boat. I have fond memories of those days." During the year and a half it took to build the boat, Jim and his father regularly drove to the yard in Maasbracht, two and a half hours there and two and a half hours back.

"I thought it was super to see how the boat was made, how the boat moved along the different 'workstations'. My brother and sister were less interested in that."

After about ten years, the Kramp family bought a summer house in France where they spent as much free time as possible. The Linssen was sold. Harry: "But we couldn't do without a boat. In France we had an open boat, a Boston Whaler."

## **You see and feel quality**

Jim has four children and, about a year ago, he thought "now is the ideal time to get a boat, the children are the right age and they all still tag along". It was a no-brainer that it would be the Linssen he's had for a few months now. "Linssen only delivers quality-build boats. Everything you see and touch is quality, you just feel it." And the finish is super neat, which makes everything look nice," Jim says. "'Verarbeitung' is what they call it in German," his father adds. "Sound work-



manship. A Linssen is still the Mercedes of the boating world." The fact that it's a steel boat is an added bonus for Jim. "That does make you feel extra safe and sound." He already has the first holiday plans in his head. "Next year we'd like to go to southern England. And the year after we'll maybe head for Scandinavia or sail along the French coast. In any case, we intend to stay on board for longer, at least a few weeks. That's easy to do, because it's all there: kitchen, toilet and plenty of living space."

Jim and his family chose the 590, the largest yacht that Linssen has built to date. "We really wanted this model, because we have a big family, so we need a lot of space. The boat has spacious cabins with air conditioning and is very comfortable."

### Going the extra mile

The reason Jim never wants another brand of boat is not only the quality, but especially the service as well. "Alexander Jonkers and his team have lavished all their attention on me and my requirements since the first

time I came to look round. In total I have been there ten times, sometimes with the children in tow. It is of course a major purchase and you want some advice on that. Alexander can do that like no other. And that doesn't stop once you've taken possession of the boat. If something's not quite right, or I see a light on, for example, and I don't know what it means, I call or send an app and he responds immediately. Linssen does that very well, I think they only sell their boats through people who go the extra mile for their customers." That's exactly the memory Harry has of buying one in the 1990s. "Fred Spadlo was the salesman at the time. He provided me with excellent guidance and often gave more information than I asked for. A great guy."



Harry (l) and Jim (r) Kramp on board the Grand Sturdy 590 AC Wheelhouse



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Jochen Tromsdorf (D)



Christian Kurtén, Üto (F)



Sven Heinrich, Valdemarsvik (S)



Thomas ter Stege, Groningen (NL)



Ria Borkent, Drimmelen (NL)

Patrick Loth, Terherne (NL)



Ferenc Husta, Heusden (NL)



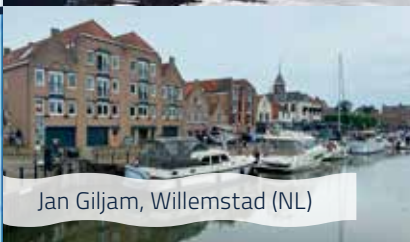
Conny Röthlisberger



Jack Keijer, Tournai (F)



Jan Giljam, Willemstad (NL)



Lothar Middel



Trudie Rutten, Zaandam (NL)



Christhard Wendt, Norderney (D)



Jörg Moss - Marine Emmerich





# Linssen Grand Sturdy INTERO

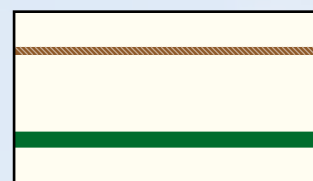
30.0 | 35.0 | 40.0 | 45.0  
Sedan / AC





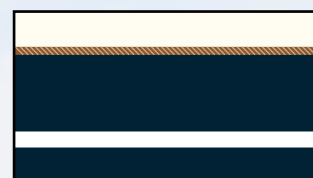


### Standard colour



Sand Beige

### Colour options



Midnight Blue



Dark Grey



Olive Green



## 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:*           ± 12,85 x 4,30 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)



## Grand Sturdy 45.0 AC / Sedan



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





# Charter your new Linssen at Linssen Boating Holidays®.

Our Linssen Boating Holidays® partners are looking for new **charter yachts**.

Renting luxury motor yachts for holidays has been on the rise in recent years. Therefore, to further expand and renew the charter fleet, Linssen Boating Holidays® is looking for customers who would like to offer their boat for charter at one of the LBH locations in Europe.

The LBH Buy & Charter Formula gives you the opportunity to own a boat at a dream location in Europe and to spend your holidays on your own boat, while the rental income helps to cover operational costs and even generate a return in many cases.

It's very simple:

- 1 You purchase your Linssen in consultation with the Linssen Yachts contact person and the LBH partner.
- 2 Your boat will then be part of the LBH fleet at a specific destination.
- 3 Your boat will be chartered from one of the many LBH bases.
- 4 You will be completely care-free as our premium partners know better than anyone how to take care of your ship.
- 5 In consultation with the relevant LBH partner, you will have your Linssen available for your own use for a number of weeks each season.

If you are interested in participating or want to know more about the conditions, please contact [wendy.linssen@linssenyachts.com](mailto:wendy.linssen@linssenyachts.com).

Here too, the same applies: become a member of the Linssen family!





# "Without a boat our life is incomplete"

Text: Man van het Woord; photographs: Mr and Mrs Dijkstra/Mr and Mrs De Vries/Dick van der Veer Fotografie

**After years of sailing, Rob and Tonneke de Vries and Fokko and Rianne Dijkstra recently exchanged their sailing boat for a Linssen motor yacht. Both couples are so satisfied with their Linssen and with Jonkers Yachts' good service that they both ordered a new boat on which they plan to make many more trips at home and abroad. "A powerboat is less challenging than a sailing boat, but it's enjoyment without stress."**

In the 1980s, Rob and Tonneke regularly cycled from Beverwijk to Uitgeest to look at boats. They bought their first sailing boat, an Aloa 25, in 1991. "How proud we were," Rob recalls. "We rented a mooring in Uitgeest, where we could be found every weekend. On long weekends and holidays we used to sail to the IJsselmeer." One summer day, Rob and Tonneke fell in love with a Vindo 29. They bought the boat and put a lot of work into it. "The mahogany superstructure was stripped back and stained during the winter. And then

refurbished with 10 coats of lacquer. After a weekend of sailing, a big tent had to be put over it to protect the lacquer." In 1996 Rob and Tonneke took over a Hallberg Rassy 31 from friends, including a mooring in Enkhuizen. "The sea was beckoning to us and in 1997 we joined a flotilla. We sailed to London via the Belgian coast. We had glorious weather. On the way back, we completed the crossing in one go from Ipswich to IJmuiden." The HR 31 was followed by an HR 36, on which the couple sailed to the English and

*The Hallberg Rassy 43 of Rob and Tonneke de Vries*





French coasts. They went on to buy a new HR 37 and finally an HR 43. "We also made wonderful trips to the English coast on these boats."

### **Sailing teenagers**

Fokko and Rianne's love affair with sailing goes back even further. "In our teens we used to go out in open sailing boats," says Fokko. "After we were married, we bought our first 6.5-metre motor boat in 1970. As our family (4 children) grew, so did the boats: from 6.5 to 7.8 and 8.5 and finally 10.6 metres. We had a small sailing boat and surfboards on board." In 1986 they sold their last motor boat. After that, the family regularly rented sailing boats, on the IJsselmeer and in Greece. "In 1996, I got more leisure time. We bought a Hallberg Rassy 42, on which we explored the Belgian and Dutch coasts and later sailed to Texel and across the IJsselmeer." Because the children often brought friends along, the boat became too small. In 1999, the family bought an HR 46 with an extra cabin. "Every year we used to cross the Channel for lovely holidays." Ten years later came the HR 54, which was faster and more stable. "We think back with great pleasure to beautiful sailing trips along the south coast of England, the Channel Islands and the French coast."

### **No more waiting**

Rob and Tonneke didn't always reach the English coast. "In 2019 we were heading for England but, as is so often the case, the wind was a south-westerly

and we were only using the engine. We moored in Stellendam. Besides boating, we love cycling and hiking and that's what we did. Discovering all kinds of places at our leisure." Other than that, 2019 was a disastrous year. The couple lost six friends and family members, all around 60 years old. "We often said we would buy a motor boat later. Because of the deaths, we decided not to wait any longer." They found their dream boat on the Jonkers Yachts website. "We went to the yard and did test sailings on a Sedan and a Grand Sturdy 430 AC. The AC appealed to us the most because you're outside when steering. We bought the Grand Sturdy 430 Mark II, a beautiful, complete boat." The couple sing the praises of the service provided by Jonkers Yachts and Linssen. "Our contact with them is pleasant and informal. If we ask them a question, they respond immediately and if they don't know the answer straight away, they call us back as soon as possible."

### **Linssen is the only option**

Fokko and Rianne also came to Jonkers Yachts. They had stopped sailing after thirty years because Rianne had problems with her knees. "We absolutely wanted to keep sailing as, without a boat, our life is incomplete. We knew Alexander from our regular mooring, Port Zélande Marina. He had said many times that a Linssen was the only option if we stopped sailing." Fokko and Rianne visited a Linssen boat show and discovered that they could quickly become owners of

*The Hallberg Rassy 54 of Fokko and Rianne Dijkstra*





a demo boat. "That Linssen Grand Sturdy 470 Sedan Wheelhouse was with a dealer in Papenburg, northern Germany. We took an option on it and two days later we drove there with Alexander. We were thrilled, signed the contract immediately and two weeks later the boat arrived." Wonderful tours through the Netherlands and Belgium followed, on the Meuse, the Lower Rhine, the Waal, the IJssel and the lakes. Their sailing season starts at the end of April each year and takes place mainly in Zeeland. Twice a year they make a longer trip lasting about three weeks. "We dream of long journeys like a tour of the Meuse, Moselle and Rhine or a trip to Berlin. We don't have to get up early to catch the following tide any more. Of course a motor boat is less challenging to sail, but we are 75 and 73. We can enjoy ourselves without stress."

#### A new boat is built

Rob and Tonneke were due to pick up their first Linssen in the spring of 2020. But that didn't happen because they weren't allowed to sleep on their boat because of coronavirus. "Fortunately, Alexander knew someone who was allowed to sail professionally and took our boat to Enkhuizen." A little unaccustomed to the yacht, they started their first trips, first to Stavoren and Medemblik and later through Friesland, Groningen, Drenthe and Overijssel. "Life on board is wonderful. We are so happy that we've ordered a new boat: a Linssen Grand Sturdy 45.0 AC, which is now being built in Maasbracht. Our current boat is fine, but

we can't wait for the next one to be ready! We hope to continue sailing for years to come and make trips to Belgium, Germany and Denmark."

#### Fun for a long time to come

Fokko and Rianne also ordered a new Linssen. "Our boat is reliable, has good sailing characteristics and is beautiful to look at. Alexander's excellent service is Linssen's biggest plus. Each year, we give him the keys before winter storage. By the time spring arrives, the boat is well-maintained, gleaming and ready to go. When we handed in the keys at the end of 2019, Alexander showed us drawings of the Grand Sturdy 500 Sedan, a model still in development. We are looking forward to the handover date on 3 May 2022 and hope to enjoy our new Linssen for a long time to come."



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#### With thanks to

Fokko and Rianne Dijkstra with their Grand Sturdy 500 Sedan



Rob and Tonneke de Vries and their Grand Sturdy 45.0 AC (under construction)





Employees  
have their say...

## Team player and leader Eric Leblanc derives energy from teamwork and training people

Text: Man van het Woord; photographs: Linssen Yachts

Our people form the basis of LY. 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 Eric Leblanc. Eric joined Linssen Yachts in 1984. Working with his hands and guiding new colleagues, holiday staff and trainees is what he likes best about his job. Computers are not his thing. "I'm proud of everyone who came here from school and is now part of the very solid foundation of this great company."

Eric was born and raised in Wessem. He grew up in a family of twelve children. He is married and has two daughters. "Although Wessem is located on the water, I don't have a special interest in boats. My hobbies are volleyball, walking, singing in a choir and organising children's holiday work in Wessem." And, in the meantime, he's managing to find time to build a house.

### Into the boat up a ladder

When Eric was 17, he came into contact with Linssen Yachts through his cousin Robert Deneer. He was taken on and given personnel number 18. Eric: "My first job was making steering wheels, a trade that Harrie Linssen taught me. Nice work! You didn't learn anything like that at school." Eric used many wood-working machines such as a jointer, thickness planer, circular saw, lathe and router. "In winter, it was freezing cold in the workshop. The water from the whet-

stone froze and sometimes there was even snow on the machines."

After making the steering wheels, Eric was employed in more and more roles. This is how he came to work inside boats beside Jan Michels, at that time foreman joiner, where he learned the joinery trade. Eric: "In those days, we had to climb into the yacht up a staircase that was next to the boat, holding the boards. Everything you made had to fit together perfectly. But a boat consists of a lot of round and slanting shapes, so that wasn't easy. Fortunately, the joinery work suited me. We used to work a lot of overtime and in the evening Jos Linssen would come by with coffee and biscuits for the hard workers. We had a lot of fun together."

### Wrong place

As more yachts were being sold, Linssen Yachts



became increasingly busy. So a new hall with a raised work floor was built in Kokstraat. "That was real progress." Sales continued to increase and work was outsourced to Westrom in Echt. Jan Michels became too busy to manage everything on his own. "Because I was a real leader on the shop floor, I was put in charge at Kokstraat. We still had to work overtime. On Saturdays, I would mainly work with holiday temps. I really enjoyed training young people. I also got along well with the trainees. Many of these guys are now a much-appreciated fixture within the company." Later Eric was also put in charge at Westrom, which made it impossible for him to continue working on the yachts. Eric continued to progress and eventually, together with Ruben Linssen, he became manager of all the production workers within the company. Eric: "Unfortunately, that meant I had to spend a lot of time on the computer, which wasn't my thing. I didn't feel at home in that job."

### Success and expansion

In 2004 Logicam 1 was started and Eric was put in charge - first with Frans Vrancken and later with Frits Geraeds. "That was quite a challenge but, having the right enthusiastic people in place, we got everything done." Björn Michels (son of Jan Michels) was the biggest achiever on the line and became Eric's right-hand man, just as Eric had been the right-hand man of Björn's father Jan before. Logicam 1 was a success and Logicam 2 and 3 followed. In 2007, Linssen had a

peak year and produced 110 yachts. In 2013, Eric suffered a burnout and stopped being a manager. "That burnout overwhelmed me," Eric says. A tough, difficult period followed. Upon returning, Eric went back to joinery work in the boats. "Björn Michels took over my old job, and deservedly so."

### New challenge

Six years later, Eric was looking for a new challenge, but no other position was available immediately. In 2021, a vacancy came up for a working foreman in the module factory. Eric: "I wrote in and got the job. When I was introduced to the module factory as the new foreman, it felt like a warm bath. I was welcomed with open arms by my colleagues. Really great. Together we're taking on a major challenge with the ultimate aim of optimising the process of manufacturing the modules even further. That'll be quite a job, which will only succeed if everyone works together as one team." Eric has been working at Linssen Yachts for 37 years. "In all these years, there's never been a day when I didn't want to come into work. I'm proud to have been able to play my part in many different roles in this wonderful company."



# Yachtcharter am Prerauer Stich

charters the largest and most modern Linssen fleet in Germany

Text: Man van het Woord; photographs: Shutterstock / Yachtcharter am Prerauer Stich

**Yachtcharter am Prerauer Stich in Berlin-Zehdenick is located in the middle of one of Germany's most beautiful and interesting sailing areas. It's a great starting point for chartering a Linssen yacht, both for beginners and for seasoned skippers. Just like the service and hospitality provided, the charter fleet also leaves nothing to be desired. You have as many as 18 Linssen yachts to choose from, including the new 30 SL AC and 35 SL AC, when you book a boat at Yachtcharter am Prerauer Stich. Kay Bräunicke, who's responsible for the day-to-day running of the charter company, was happy to explain.**

Yacht Charter am Prerauer Stich is a sister company of Marina Zehdenick am Prerauer Stich and Yacht Zentrum am Prerauer Stich (the Yacht Centre). Together these companies form a trinity with a unique full-service offering for yacht owners, from berths and winter storage to repair and maintenance. And not forgetting the sale of new and pre-owned Linssen yachts. After all, the Yacht Centre has also been an official Linssen Yachts dealer since 2017.

## From sales to chartering

"Our company was founded in 2006 by Dirk Fengler as a small family business," explains Kay Bräunicke. "At that time we already had the connection with Linssen Yachts. In his previous job, Dirk Fengler had accumulated a great deal of experience selling and repairing steel Linssen yachts. We have therefore been a certified Linssen Service Point since 2007. Linssen owners can come to us to have their yacht maintained and repaired."

The fact that we sold Linssen yachts prompted our decision to charter out yachts and build up a charter fleet. Kay: "We started with six charter yachts. Thanks to our Yacht Centre and Yacht Service, we had already built up a good reputation as a specialist in Linssen yachts. Through word-of-mouth and internet advertising, we have been able to continue to expand our fleet even further. Slowly but surely, more and more investors are becoming interested, because one Linssen owner knows another Linssen owner. Five new yachts have been added in the past year and two more are in the pipeline."

## Linssen quality

Kay Bräunicke: "We offer our customers a different quality of charter yachts than many of our competitors in the area. That's because we work with Linssen Yachts. When you hire a Linssen, you know you're getting a high quality product. The purchase price we pay



for a Linssen is obviously slightly higher, but for us it's a long-term investment. The yachts hold their value and we can always fall back on the service provided by Linssen. The Linssen yard also ensures that we can still get spare parts, even for a yacht that is, say, twenty years old."

### Contact point

"The yacht chartering business is important for the Yacht Centre because it often leads to sales," says Kay Bräunicke. "After all, charter customers are often also interested buyers. Most people who have chartered once also have the idea of perhaps buying a Linssen. Our yacht chartering activities bring us a growing circle of customers. Chartering a Linssen yacht is an excellent way of getting to know Linssen Yachts. That pays off for us in the long run."

### Ease of use

What makes Linssen yachts so suitable for chartering? Kay Bräunicke doesn't have to think twice: "The quality, finish and unique design of the yachts. Plus the durability and quality of the individual components. Of course there are always exceptions, but with a Linssen you hardly have any problems. Everything works very simply. A Linssen is complete, well thought-out and easy for everyone to understand. Even charter guests who don't have a sailing licence. To put them at ease, we often offer a short training session prior to their boating holiday. You see them quickly getting the hang of handling the yacht. The users find it incredibly easy."

And if a problem does arise, Yachtcharter am Prerauer Stich can immediately call on the Linssen specialists at its own Yacht Centre. If they can't solve the problem themselves, they'll contact Linssen Yachts for a quick and practical solution.

### New models

The Linssen fleet at Yachtcharter am Prerauer Stich also includes the latest Linssen models. Check them out for yourself at [www.yachtcharter-zehdenick.de](http://www.yachtcharter-zehdenick.de). Kay Bräunicke: "It's very appealing for our Yacht Centre to have the latest models on offer. People wishing to buy a Linssen can view their favourite yacht on the spot at our marina. It's also appealing to charter customers. They look forward to the launch of a new model and sailing it themselves. With our charter yachts we also offer test sailings and even charter weeks. This allows customers to enjoy the yacht first and see how it suits them, so that in the end it becomes a really good purchase."

### Sailing area

As mentioned, Yachtcharter am Prerauer Stich is located in the middle of the Berlin, Brandenburg and Mecklenburg-Western Pomerania region. From the marina you can access Germany's extensive network of waterways. Kay Bräunicke: "Because of our central location, a lot of special destinations can be reached within two days, including, of course, our capital Berlin or the Mecklenburg Lake District, as well as the Baltic Sea or Szczecin on the Polish border: am Prerauer Stich is the perfect base in all cases!"



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# Handover of the Sóleyja

**It was an indescribable feeling to finally be allowed on board our boat**

Text and photographs: Martin and Monica Bolsinger

**The time had finally arrived. We were about to leave for Maasbracht for the handover of our new Linssen Grand Sturdy 40.0 Sedan. During the production phase, we had been regularly kept up to date on progress with e-mails and pictures, so we couldn't wait to see her in real life.**

## **Thursday, 11 March 2021**

Because of the coronavirus pandemic and the rules introduced as a result, which often differed from country to country, the journey from Switzerland to Maasbracht was anything but easy.

We don't much like driving with a roof box, but there was no point debating it: We had so much stuff to transport we could hardly fit into the car ourselves. The next question soon arose: Which border crossing should we choose? Understanding or complying with the mandatory pandemic restrictions was difficult because they varied according to country and region and changed almost daily. We eventually decided to travel through France and cross into Germany at the green border. French customs vehicles were actually lurking at both the road into and the road out of the border town of Leymen. This briefly raised our adrenaline levels... Fortunately, we weren't stopped. In France at that time you were only allowed to move

within a radius of up to 30 km around your home. The route via Weil is 28 km. The border crossing into Germany went smoothly, as did the rest of the journey towards the Netherlands. The weather was quite stormy. Shortly before the Dutch border, a stretch of motorway on the German side had been closed due to storm gusts, resulting in a huge traffic jam. But we took this in our stride as well and arrived, quite tired, at Hotel Crasborn in Thorn in the evening. We were the only guests and the waiting chef made a meal just for us. Due to the coronavirus restrictions we had to have dinner in a repurposed suite room, as all the restaurants were closed because of the virus. After a short walk through the deserted town we returned to the hotel. We resisted the temptation to stop by the boatyard. Very reluctantly though, because the sense of anticipation was enormous. It was fortunate that the outward journey had gone so smoothly and we went to bed quite tired - the next day was the big day!



### **Handover of the Sóleyja: 12.3.2021, Friday**

As we were up early but not expected at the Linssen boatyard until 10.00 am, we took a long walk through Thorn, the white town, down to the water's edge. Apparently, the houses were whitewashed to reflect more daylight into their dark rooms. This happened after the occupying French devised a window tax to raise money during the Napoleonic period. The inhabitants quickly reduced the size of their windows and whitewashed their houses in order to pay less tax...

At last, it was time. We turned up at the boatyard's reception at 10.00 am on the dot, in accordance with their schedule. We were immediately directed to the "Upper Deck", a terrace in the exhibition hall with a view of all the boats on display. This is where we had signed the contract a year and a half before with clammy hands, looking uncertainly at each other. Are we really doing this now? But at the family council after the return trip to Basel, all the children helped us to make the project a reality, even if it had come as a bit of a surprise.

But first, at the boatyard, there were birthday wishes and a huge cherry bee-sting cake for Monica! Everyone was there: Rennie Hénuy, Fred Spadlo, Yvonne Linssen, Angela van Roy and Paul Smits. After coffee and cake, the big moment finally came: We could go aboard the Sóleyja for the first time. It was an indescribable feeling to finally be allowed on board our boat after about one and a half years' wait!

We were met by a pleasant smell of teak. The boat was heated to a comfortable level, which made it really inviting. A bouquet of flowers also decorated the interior. After a short period of genuine admiration on our part, we were given a detailed briefing by Paul, Yvonne's husband. So much technical and practical information - I was quite overwhelmed at times and hoped Martin understood it better and could follow the thread. He seemed to be following it all well, or at least he pretended to...

Around 2.00 pm we had a sandwich lunch and cake again for dessert, after which the instruction continued. To round off the day, we then went on a small excursion. The yacht was wonderfully easy to steer. Everything was slow and leisurely, even the mooring manoeuvre was relaxed. Rennie kindly helped us to transport all our stuff from the car on to the boat. Everything was still new. It had an enormous amount of storage space, which is why we put off tidying everything away until the next day. Slowly we felt the pent-up tension ease and give way to a feeling of

disbelief that the yacht was now a reality.

After this very eventful and quite intense day we went back to the hotel, too tired for a proper dinner.

### **Putting stuff away: 13.3.2021, Saturday**

We went shopping on Saturday morning as we wanted to have breakfast on the Sóleyja. It's a strange feeling to be able to move into such a perfect yacht without having to patch up or correct anything first. Then it was time to put things away, which gave me a lot of pleasure. We discussed where it would be best to put the various items. Time and again we discovered drawers and cupboards. The storage space on the boat seemed to be endless. In no time at all, the entire contents of the Volvo, including the roof box, had been stowed away. Next door, other people were getting a sister ship ready for an outing. A young woman was fixing her hair as she could see her reflection in our lightly tinted windows. Monica waved at her. She kept tweaking her hair and didn't actually see us watching her. A clear sign that we were obviously not easy to see behind the windows. Good to know! Towards evening we drove back to the hotel for the last time and had dinner.

### **Wild horses: 14.3.2021, Sunday**

We brought the hotel breakfast we ordered on board with us, because we couldn't wait: That day we would be making our first trip alone! Exciting!

We set off at 2.00 pm. We spent about three hours on the Maas, heading towards Thorn and aiming for the Van der Laan Yachting marina, the first mooring in the Netherlands. As we weren't paying proper attention, we made a turn too early and ended up in a small side basin with very little draft, so the depth alarm went off. Still a metre under the keel. We had to move forward, further into the small basin, so that we could turn round. All around us were old, rusting scrap barges and a scrapped harbour crane. There were thrills aplenty. Merely sailing in was a challenge: The strong currents in the Maas caused a considerable lateral offset when turning into the side channel. Martin managed to slowly and carefully extricate us from the basin again. Lesson learned: Always plan your trips! The first trip took us to the navigable end of the old Maas and back, past meadows containing wild geese, "wild horses", which are actually ponies, and cattle. We even caught sight of deer. Before entering the marina, Martin did a little more practising to familiarise himself with the steering. The mooring manoeuvre worked out fine at the second attempt and we were happy to have experienced such a pleasant first trip.



Martin cooked dinner for us, a fine porcini risotto with truffle cheese. And now we were looking forward to spending our first night on board!

We headed back because at 5.00 pm we were expecting Rennie, Paul and Yvonne Linssen for the final yacht inspection plus drinks. The obligatory champagne, provided by Linssen, was already in the fridge. It was a very pleasant and informal evening and we got the impression that everyone felt relaxed. After the champagne, the beer ("Chopfab") we brought with us was thoroughly tested. The party broke up only just before curfew time (at the time 9.00 pm), otherwise it could have gone on for ages. That would have been nice, but we were still overwhelmed by the events of the previous few days and were therefore dead tired. We hoped we could do it another time.

Suddenly Rennie took the floor and handed us a framed picture of the three of us, taken on the day of the handover. He asked us why we were sitting around in the marina and not venturing out. That was the cue! Making a split-second decision, we cast off the lines and sailed around on the gravel pits for a bit of practice. Finding a jetty, we practised mooring manoeuvres on both sides. We got better and better at it and, as dusk slowly fell, we returned to the Linssen marina. The mooring went very well and we were optimistic that we would manage the boat in no time. I made us a meal of Asian chicken with green vegetables. To get some fresh air, we went back to the Maasplassen lake the next day and anchored off Thorn. The lake is up to 30 metres deep and we looked for a sandbank under water, which would reach up to 8 metres below the surface. From the cockpit (how chic!) I let the anchor rattle down under Monica's supervision at the bow while gently reversing. After 25 metres of





chain it became taut and... we stopped! We enjoyed the first rays of sun at anchor, sitting in the cockpit. It was so peaceful.

### **Skipper training: 19.3.2021, Friday**

At 10.00 am, Jan Linssen, another member of the Linssen clan, was standing by. We departed immediately. He was a little jittery and kept trying to grab the wheel from me. However, he soon realised that I wasn't a beginner. We quickly approached the first lock (Sluis Linne), which brings the old Maas to a lower level. I called ahead for our Sóleyja on the radio. What a thrill. It's a huge lock designed for commercial shipping. We got the green light and sailed in immediately. We kept to the side of the helmsman's position. A siren sounded and the gates closed. In about five minutes, the level in the huge basin fell by about five metres and the downstream gates were opened. We'd got through the first lock. After another lock (this time it took a bit longer for us to enter - maybe I didn't press the button on the radio correctly and the lock control centre didn't hear me. Jan tried on his radio and it worked), we turned into the Linne-Buggenum canal from the Maas at Roermond. In front of us and behind us were heavy barges loaded with sand and oil. They were so fast that it was hard for us to keep up the pace. It was a tight fit in the third lock



shortly before Maasbracht. The lock keeper counted us in as "number 3", so we let the sand carrier go ahead. We waited until both barges had been secured and moored beside them. A friendly conversation was struck up between Jan and the female captain of the sand carrier. On the way out we had to watch out for the huge eddies caused by the barges and only left when they were in the upper lock gate. I accelerated a little too much and an eddy pushed the stern against

the wall. But Jan was already on the spot to rectify the situation. I felt like a rookie. So there is something to be learned after all. Despite the slip, Jan seemed to be satisfied with me and said I was calmness personified and that was good.

### **The Russian: 20.3.2021, Saturday**

We returned to the "Grote Hegge", the lake in front of the beautiful white town of Thorn. At a landing stage in front of the nature reserve we managed to moor securely side-on. I made us some burgers. A "Vespa" wine from Landi supermarket had to go overboard: It was corked. What a shame!

After darkness had fallen, a small rowing boat chugged past. After a while I saw a big guy sitting in it, fiddling with the engine, in the dark. He was holding on to the jetty and looked kind of indecisive. I got dressed and went over to him, as I wanted to know if I could be of assistance. He spoke to me in slurred broken Russian-English: "Yem living hirrr. Nice eevening. Soo peessful. No problem. I am OK, thank you." A little irritated, I went back in. We put out the lights and watched him. He kept fiddling about, smoked and did a few circuits near us a few times. It got a bit creepy. He beached the boat and wandered around on shore. Again and again we saw his head torch, then it went dark again, and we heard the branches cracking but nothing else. He just stood there for ages. Really weird. The Belgian-Dutch border runs exactly along the dam. Maybe that had something to do with it. I really started to wonder if we should go back. He fiddled with his mobile phone and suddenly got into the boat, sailed around in circles indecisively again and moved away towards the outlet of the lake. For a long time I could still see the glow of his cigarette through the binoculars, getting smaller and smaller. We locked our boat and felt relatively safe inside, despite this spooky experience. Actually, it's a 15-tonne safe made of 6 mm steel... Nevertheless, we didn't get a completely relaxed night's sleep...

### **Home port for 2021: 21.3.2021, Sunday**

We moved from the natural jetty to the transit jetty at Thorn and discovered the Russian's rowing boat there. It looked pretty battered and ramshackle. We locked our boat securely and went walking in the nature reserve. It was impressive to see how successfully nature had reclaimed the gravel pits. We saw a lot of trees that had been gnawed on by beavers, but we couldn't find any beaver burrows. Even very large trees had been cut down into the water. A little further on we saw the wild horses we had already seen from the



boat. They were not at all shy and didn't let us stop them from grazing peacefully. One foal even dared to come very close to me and sniffed at my camera, only to perform wild leaps in the air shortly afterwards. It was probably surprised by its own courage.

Deeper into the area we saw free-ranging Galloway cattle and geese and found tracks of other wildlife in the area. Having taken the air, we made ourselves a warming coffee with pastries and enjoyed the view through the Sóleyja's large windows. Towards evening, we went for the first time to our new mooring in the Van der Laan Yachting marina, right next to the ugliest boat in the harbour, the "fat piglet". There will probably be more to report on this...

#### **Warranty inspection: 23.3.2021, Tuesday**

After spending a lazy day strolling around Maasbracht the previous day, we headed off to the scheduled warranty inspection. The yacht had no major defects, only very minor cosmetic flaws. We were also having our LTE/WiFi antenna installed in the top spreader of the mast and the router in the electronics box to give us a better chance of good reception in future. We had also decided to have a deck wash pump installed so we could hose down the anchor as soon as we'd retrieved it, as the high freeboard made it difficult to use a water bucket alone. Everything on this boat is a few sizes bigger than on the Luffe...

Apparently there was an owner in the marina who kept a piglet on the ship as a pet, I learned with an old Belgian with a smoky, beery voice during our first quayside chat. He was only a year older than me.

According to him, the piglet had long since died and so had the owner, two weeks later. The Russian was probably a Pole and had probably been fishing illegally with nets, he said. I still thought it was creepy.

In the late afternoon, we proceeded to the boatyard marina, where Paul met us at 5.00 pm and patiently went through the "list of defects" with us. I called it a "to-do list" because the defects were really minor, almost insignificant flaws. Afterwards we transferred our sleeping quarters back to the Hotel Crasborn in Thorn where, as returning customers, we were given a wonderful suite room.

#### **Drinks as in Estavayer: 27.3.2021, Saturday**

On Wednesday morning, we moved the car to the car park at the Van der Laan Yachting marina and unpacked our new e-bikes for the first time. Although the Netherlands is quite flat, it's always windy. It always feels like a headwind, at least it seems that way. Anyway, we were very happy to be able to ride along the old Maas with electric assistance. In no time at all we'd covered 20 km without any effort. This made going the extra mile really fun.

I went back to the boatyard to check on the progress of the work. The fitter was a bit grumpy because running the hoses for the deck wash pump was not easy as we had had a beautiful bilge floor put in. But by evening most of the work had been done (centring the searchlight, installing the WiFi/GSM router and antenna and fixing a broken LED under the stairs, an unstable floor panel in the owner's cabin, small paint scratches, etc.), only the deck wash pump and the engine check had not been done yet. Since the sun was shining brightly, we had a seat on a park bench with a table directly above the Sóleyja and enjoyed the moment. Paul came over and we briefly discussed the work. Then he said it was so nice that we ought to have a drink and disappeared to get a bottle of wine. Shortly after, Rennie arrived, waving two bottles and three glasses in the air. He said Paul had told Yvonne and Yvonne had told him. Minutes later we were all at the table enjoying a fine Chardonnay and some crisps from the Sóleyja's cellar. The jokes were flying around when Fred Spadlo also showed up and made his rubbish from home disappear into the container at the boatyard. It was a really nice evening, just like in Estavayer. When it definitely got too cool, everyone said goodbye, Yvonne and Paul returning to the office again. They all work hard, but also take the time to have a drink. That seems right.



Although we were able to stay on the boat overnight, we had to get up early in the morning. We passed the time by doing some sightseeing in the area around Maasbracht and found an impressively restored Spanish fort in Stevensweert. When we returned at noon the work was finished and we moved back to the Van der Laan Yachting marina.

On Friday we finally went to pick up our compact vacuum cleaner in Venlo, after several attempts failed (delivery problems in Switzerland, delivered items were returned by Van der Laan Yachting). Venlo has a very attractive town hall. But even here there was no sign of life in the shops and restaurants, despite the cold but beautiful weather.

In spite of the stormy wind, we enjoyed our evenings at the big table in the sheltered cockpit. A whole new feeling.

#### **Long-distance birthday: 29.3.2021, Monday**

Spring had arrived! That day it was forecast to get above 15°C for the first time. After a thorough cleaning of the inside of the boat we got rid of the dust for a short time. It's unbelievable how much dust two people can stir up! We made a perfect casting-off manoeuvre and moved back to the town jetty in Thorn. It was noticeable that Easter was approaching as suddenly there were several motor yachts on the move. We even saw a few kites and a lonely surfer on the "Grote Hegge", the lake in front of Thorn. We again enjoyed a short walk through the nature reserve and later sunbathed under our boat's open convertible roof in dead calm conditions. Towards evening, we made a quick FaceTime call to Gregory to wish him a happy birthday. His siblings had invited him to a birthday dinner. So nice! We made ourselves Beef Stroganoff with mashed potatoes and settled down to enjoy the sunset.

#### **Bike tour: 30.3.2021, Tuesday**

It was another beautiful day and we decided to go on a bike tour. We cycled along the Maas to Maaseik in Belgium, all on cycle paths - great! After some initial uneasiness about being in Belgium, we managed to forget about it and really enjoy the ride. In Maaseik, where we had stayed overnight in October 2019, we had a freshly made sandwich and then headed back home. The bikes were perfect for our needs and we were very happy with our companions.

Back on the boat, Martin had a conference call and was able to log on from the boat. Later he filled the water tank. Our neighbour on the jetty knocked on the window and pointed out that we were filling up with Maas water. He said it was the blue hose, not the yellow one. Bother! We had to empty the tank immediately, refill it and sterilise it with sodium hypochlorite. Martin hadn't noticed the sticker and was annoyed that he had filled the new drinking water tank with dirty Maas water.

#### **First service: 1.4.2021, Thursday**

On Wednesday, we sailed to the Linssen boatyard in Maasbracht. The transmission oil was due to be changed the next day.

The comfort seats we ordered had already arrived and we picked them up from Marine-Shop Schuller - just right for the upcoming Easter tour, we thought. A Volvo service engineer came on board a little later and did the oil service with much eye-rolling. "Everybody wants something done just before Easter," he said. Martin served him a coffee and all was well. In fact, he would remember Martin's name a little later when we met him again in Wessem just before the Easter tour. That never hurts.



*Martin and Monica Bolsinger aboard their  
Grand Sturdy 40.0 Sedan*

# One-touch Variotop®

Fifth generation of Variotop®: ease of use has evolved

Do you still remember? The introduction of our first version of the Variotop® on the Linssen 45 HT. That was over 25 years ago. As we have done many times in our history, we immediately set the trend in our market with the Variotop®. And we still do, because the ongoing development of our patented convertible top has not stood still in all those years. On 1 April this year we introduced the fifth generation, which is used in all the models in our Variotop® series. It's still that totally unique Linssen convertible top. Only it's even easier to use.

A convertible top should be easy to put up and take down, so that the yacht can be adapted quickly and easily to changing weather conditions. That was our mission when we started development in the early 1990s. An intensive R&D process ended in 1996 with the invention of the Variotop®, inspired by the Mercedes SL series. "The introduction of the Variotop® was all about convenience", explains Ed Houben (General Manager of Linssen Yachts). "Until then, raising

and lowering a hood on a yacht was quite a chore. With our Variotop®, we brought about a major change in that respect."

## Making it easy for the skipper

But times have changed and so have the needs of our customers. Whereas in the past the average boating enthusiast had the necessary technical knowledge or a maritime background, a yacht has now increasingly





become a leisure product for everyone. That's why we think everyone should be able to handle one with ease. And that includes our Variotop®.

Ed Houben: "At Linssen Yachts, we agreed that there was still room for improvement, particularly in the ease of operation of the Variotop®. To improve the Variotop® we drew from our customers' practical experience as a starting point, supplemented by our own ideas. This feedback from the market reaches us through our sales, after-sales and service departments. That's extremely valuable information for us."

### One finger

We have long called our Variotop® a one-touch convertible. In practice, however, this "one touch" had to be with two fingers at the same time for safety reasons. Ed Houben: "The story of a Linssen owner who had difficulty pressing two buttons at once for physical reasons got us thinking. We have adapted the controls for the Variotop® 5.0. You now only need to use one finger to open or close the top. By looking at this, we picked up on even more areas for improvement and sorted them out."

### Aesthetics and finish

Ed Houben: "Of course, when designing the new Variotop®, we didn't just look at technology, we also took account of aesthetics. We wanted to improve the look and feel of the top. If you look closely, you'll see that the top has an even more perfect and smooth finish in a number of respects. To achieve this, we used advanced manufacturing techniques such as 3D printing."

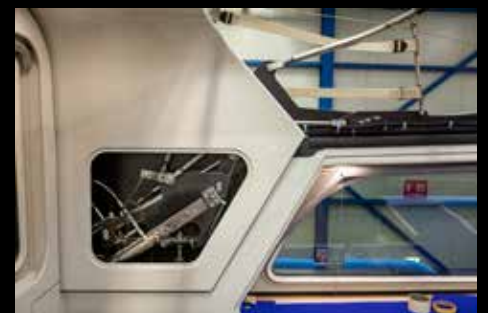
For the techies among us:

- The closing profile of the Variotop® is made of rubber in an extruded profile. We created the design for it ourselves. The profile has a lip seal on top. This provides a perfect seal.

### New on the Variotop®

The following innovations allow you to operate the Variotop® easily and quickly:

- New control panel with intuitive icons. You can use this panel to put the top in bimini position.
- One-touch function as described above: you operate the top with just one finger.
- New, electrically operated locking fingers. No play or tensioning will occur and the Variotop® will close without any problems, even in strong winds or after a prolonged period of non-use,
- Upgraded Variotop Drive Unit (VDU). This simple control allows you to open or close the top manually at any time in case of emergency (e.g. power failure).





- We have 3D-printed a number of moulded parts. This ensures a seamless transition from the extruded profile to the moving part of the top.
- We used a tendon profile to finish the edge of the Variotop® fabric. This is inserted into a special extruded aluminium profile. The transition is therefore very compact and sleek in design.

#### High reliability

In this latest Variotop® generation, we have replaced the last hand-made parts with CNC-manufactured parts. We've also replaced some hydraulic parts with electric parts. All this is to ensure the long-term reliability of the Variotop® and to make it easier to service. These modifications allow us to provide you with any spare parts even more efficiently and faster.

#### Integrated concept

The Variotop® is part of an integrated concept in which the convertible top, wheelhouse, helmsman's position

and bench seat form one ergonomic, comfortable and aesthetic unit. The result is an unbelievable sailing experience on every yacht in our Variotop® range. If you choose the Variotop®, you actually get three yachts in one. Switching between the three takes a matter of seconds. When you close the Variotop®, you create a yacht with a comfortable wheelhouse and excellent all-round visibility. Very pleasant, especially during the cold seasons. When you open the Variotop®, you transform your yacht into an aft-cabin model without canvas. With the cockpit bench in its highest position, you can look out over the windscreen and experience the elements in all their glory. If you want to keep the heat out and let in a cooling breeze on a summer's day, put the Variotop® in the bimini position. This creates a fantastic flybridge.

#### It's never been so easy to have fun

Top open, top closed. The changeability of the weather, especially in the Netherlands, requires a high degree of







ease of use. Opening and closing the Variotop® should be a simple, spontaneous operation that you should be able to perform even while sailing. All by yourself, without any help from your partner. Operating the Variotop® should only be a minor interruption to what you are doing on board a Linssen: enjoying yourself. Ed Houben concludes: "We challenged ourselves to make

the new top as user-friendly as possible. And, in my opinion, we succeeded."

#### **Grand Sturdy 450 AC Variotop®**

The most compact Grand Sturdy with Variotop®. Measuring "only" 13.75 x 4.65 m, it's an extremely manoeuvrable boat. With a spacious saloon and two sleeping cabins, both with spacious toilet and separate shower, this is a very comfortable yacht with the ideal length-to-beam ratio.

#### **Grand Sturdy 480 AC Variotop®**

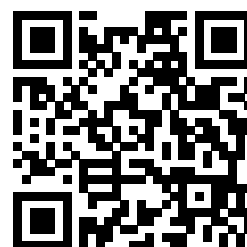
Slightly larger than the 450 (14.95 m), same beam (4.65 m), but with the layout of the 500, i.e. three sleeping cabins, where the aft cabin is the master bedroom with private toilet/shower and the cabins in the forward section share a common toilet/shower.

#### **Grand Sturdy 500 AC Variotop®**

For many years the Linssen flagship and the dream of many a motor boat enthusiast: the Linssen Grand Sturdy 500 AC Variotop®. Plenty of space, a large saloon, three cabins and, of course, the excellent sailing characteristics for which every Linssen is renowned.



Scan the QR code and watch the One touch Variotop® movie on our Youtube channel



# De Roosterhoeve

## Small-scale and family-run

Text: Man van het Woord; photographs: Roosterhoeve / Linssen Yachts

Hotel-Restaurant de Roosterhoeve and Linssen Yachts have enjoyed a good relationship for many years. The Linssens are very happy to refer customers coming long distances to visit the boatyard or the showroom to this hotel in Roosteren. Besides its beautiful location and friendly staff, family-run business De Roosterhoeve receives special praise for the Stroganoff sauce prepared in its restaurant. Recently, the detached part of the hotel was sold to a care cooperative. "Fewer rooms means guests receive even more personal attention."

Welcoming guests and making sure they are well taken care of is the passion that drives owner Marcel Feron and his team. The hotel has gone from 54 to 26 rooms. "This has nothing to do with coronavirus," Marcel begins his story. "We had noticed before that we were having trouble keeping our rooms filled. Many hotels have come to this area in the last few years, mainly from the big chains. We have to compete with them. A lot of people book a hotel with a familiar-sounding name out of habit."

### Personal attention

Marcel and his team brainstormed about whether they should do something to attract more guests and, if so, what. "Do we need to grow and add extra facilities? Do we have to do things completely differently?"

We didn't think so. We don't want to be a typical run-of-the-mill hotel and we don't need to be trendy. We want guests to feel at home. Our small scale and family feel and the personal attention we provide are what sets us apart."

Many of Linssen Yachts' international guests who stay with us come here for the personal touch, the peace and quiet and the surroundings. They specifically choose not to use a large hotel chain.

When someone suggested that De Roosterhoeve would also be a perfect location for a care home, that started the ball rolling. The detached part of the hotel was sold. Zorg & Co, a cooperative of self-employed healthcare and welfare professionals, is converting



this part into a residential care complex for older people. In total there will be 26 residential units, seven of which will be apartments in the main hall for people who will be arranging their own care. "There will definitely be interaction between the care home and our hotel-restaurant, which now has 26 rooms."

### Renovation

The 26 remaining rooms in Hotel-Restaurant de Roosterhoeve are currently being upgraded. On the outside, the traditional, classic look is being preserved, but on the inside, the rooms, corridors and halls are being thoroughly refurbished. "Like Linssen Yachts, we have used the coronavirus time to keep everyone working and helping to improve our facilities. In this way, we will come out of these difficult times stronger and be ready for the future."

In this narrowest part of Limburg you can make short and long walking and cycling tours through the beautiful countryside. You will see rustic villages and vast expanses of countryside, but it's also possible to take a trip to Maaseik, just across the border in Belgium. "We are situated between the river Meuse, which forms the natural border with Belgium, and the Juliana Canal. The Meuse is no longer navigable here, but if you cycle north along the Meuse towards Ohé and Laak or along the canal, you will probably see some Linssen customers sailing past."

### Chateaubriand with Stroganoff sauce

Of course, the kitchen remains an important aspect of our formula. Our chef uses high-quality produce that comes from local suppliers wherever possible. Marcel: "Many of our guests return time and again to sample our renowned chateaubriand with Stroganoff sauce. Have a delicious glass of red wine with it or, for the beer lover, a Tripel blond abbey beer, and your evening can't go wrong."

Despite this difficult period, Marcel has every confidence in the future. "The revamped, smaller hotel allows us to focus on the little things and provide that personal touch. We hope to be able to welcome you back to De Roosterhoeve soon."

We hope to see you again soon at De Roosterhoeve."



HOTEL - RESTAURANT  
**DE ROOSTERHOEVE**

### Hotel-Restaurant De Roosterhoeve

Hoekstraat 29  
6116 AW Roosteren  
The Netherlands  
T. +31 (0)46 - 44 93 131  
[www.roosterhoeve.nl](http://www.roosterhoeve.nl)  
[info@roosterhoeve.nl](mailto:info@roosterhoeve.nl)



Grüezi !

## Major expansion of our partner network in Switzerland

Linssen Yachts is expanding in Switzerland. In addition to the existing partner Linssen Yachts Bodensee, we have gained as many as five new partners with the aim of being able to offer a very local high-level service. There are currently around 200 Linssen yachts spread around the Swiss lakes (and rivers). This makes it all the more important for Linssen to increase the Linssen Yachts points of contact on the Swiss map.

These Linssen partners are supported by the Maasbracht-based sales and after-sales team. Both existing and new owners will benefit.

Are you interested in sailing within the EU on a Linssen yacht? In that case you can also contact us.

[www.linssenyachts.com/de-ch](http://www.linssenyachts.com/de-ch)

Centre Nautique du Landeron SA  
(Lake of Biel)



Faul Erlach AG  
(Lake of Biel)



Nasta Marine SA  
(Lake Neuchâtel)



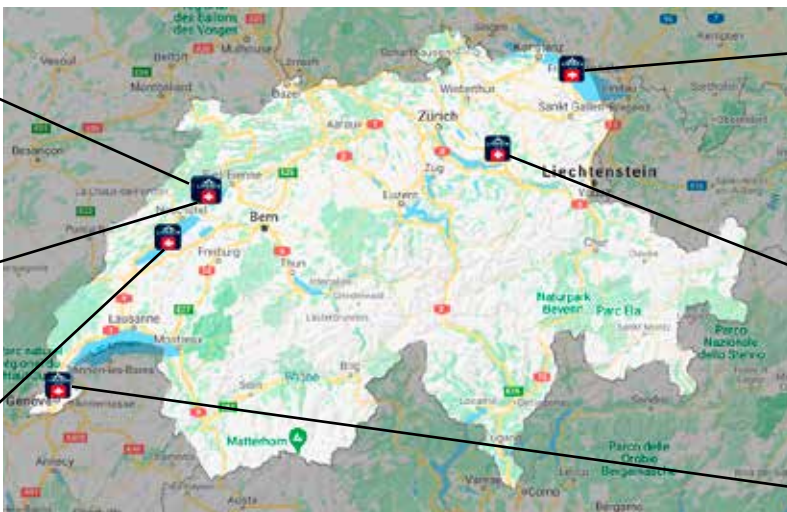
Linssen Yachts Bodensee  
(Lake Constance)



Helbling Bootswerft Schmerikon  
(Lake Zürich)



Genevaboats  
(Lake Geneva)





# Linssen SL

30 | 35 | 40 | 45  
Sedan / AC

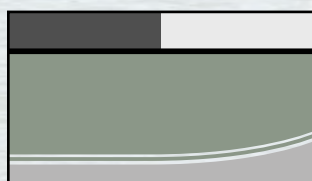


Standard colour

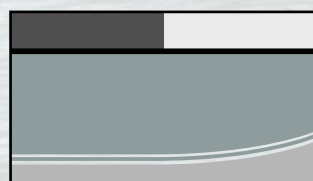


Egg shell White

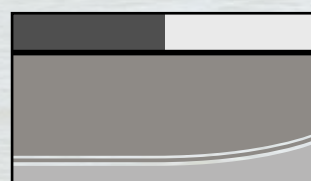
Colour options



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



*Dimensions:*  $\pm 12,85 \times 4,25 \times 1,20$  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)



## Linssen 45 SL AC / Sedan



*Dimensions:*  $\pm 13,98 \times 4,30 \times 1,20$  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*



## World-famous Meissen porcelain manufactory designs table service for Linssen Yachts

Text: Man van het Woord, photographs: Meissen

The name Meissen needs no further introduction. Europe's oldest porcelain manufacturer with the famous maker's mark of crossed swords, is known all over the world. This makes the cooperation between Linssen Yachts and the company from the German town of Meißen in Saxony, founded in 1710 (!), all the more special. We spoke to Dr Tillmann Blaschke (CEO of Meissen) about Meissen's rich history, about the core values of tradition and innovation that we share with Meissen and, of course, about our Linssen table service.

The company's full name is Staatliche Porzellan-Manufaktur Meissen GmbH. The entire handcrafted production takes place in Meißen. What is special is that at Meissen everything is done in-house: from its own mine to its sales outlet. Meissen's special product range is sold through a widespread global network of exclusive dealers.

### Cradle of European porcelain

The Meissen website ([www.meissen.com](http://www.meissen.com)) is highly recommended. It describes in detail over 300 years of Meissen's history. We asked Dr Blaschke to share some of the highlights with us. "The city of Meißen is considered to be the cradle of European porcelain, which we invented here in 1710. In the early years, others often attempted to copy our porcelain and even committed industrial espionage to do so. In those days, it was all about protecting our trade secrets as much as possible, all of which took place in

Albrechtsburg, a castle in Meißen."

### From silver to porcelain

In the years that followed, more and more other companies learned how to manufacture porcelain. From Meißen, porcelain production flourished and expanded to countries all over the world. Meissen's invention also meant a change in table culture, Dr Blaschke explains: "Back then, the nobility ate off silver. That all changed with our invention of European porcelain. A trend that started among the nobility continued later among the middle classes.

### Oldest European Trade Mark

Since 1722 Meissen has been using the famous crossed swords as a maker's mark. Dr Blaschke: "After the invention of porcelain, people thought it was important to put a unique mark on it, because others were constantly trying to copy it. The two swords



are taken from Saxony's coat of arms. They may have been slightly modified over all those years, but they have always remained. We registered the trade mark with the patent and trade mark office in 1875. Why wait until then? Because the patent and trade mark office did not officially open its doors until then. Our trade mark was the first "logo" to be officially registered in Germany. So it's also the oldest trade mark in Europe."

### Pioneering role

Meissen has always been a pioneer. The company developed the very first table service in white, followed by the development of porcelain painting and the production of porcelain figurines. Dr Blaschke: "Of course, the others also adapted later. But the remarkable thing is that our company has passed on everything that was created back then from generation to generation. Passing on and continuing to develop - Meissen has always stuck to this idea. I think we have that in common with Linssen."

### The importance of tradition

Tradition is always important to a company like Meissen. The same applies to Linssen Yachts. We also like to explore new avenues when developing our products, without ever losing sight of our DNA. Dr Blaschke describes it very well: "Every company that considers tradition important also faces the challenge to develop and innovate. We always find ourselves in this dichotomy. A low level of development means standing still. But if you rush ahead too quickly, you will in turn lose out to others. That's the balancing act Meissen has been performing for 300 years."

### Developing a product range

It all started with "crocery" for Meissen. But, by using that word, we are doing Meissen a serious disservice. Dr Blaschke: "We'd rather talk about table service. Crocery has something functional about it. What we make also has aesthetic value." From the beginning, Meissen has served the "table service" segment. Later, segments such as figures, artworks, jewellery and home décor were added. Dr Blaschke: "In essence, these product areas have been

preserved. Within them, there are style epochs that have to be served. This is where modernisation and adaptation take place. We supply products that appeal to traditional tastes, but also products that find favour with young, modern-minded people."

### Two barrow loads of kaolin

Meissen products can easily be categorised as "exclusive". Dr Blaschke: "Every day, two gentlemen fetch two barrow loads of the purest kaolin from our manufactory's own mine. Kaolin is the white clay that is the key to the striking radiance of Meissen porcelain. Two barrow loads a day, that's all. This creates a certain value and puts us in a certain price range."

### Linssen Yachts service

The border design for the Linssen Yachts service was done by KesselsGranger Design Works. The specialists at Meissen then applied this to a customised 5-piece tableware set. Dr Blaschke: "The porcelain for Linssen Yachts is made of the very special white kaolin from our mine in Meißen. Of course, our swords also feature on the service, in this case as a hallmark. The result is very special."

And, although we say so ourselves, it's a must-have for every Linssen owner.

Are you interested in this exclusive Linssen-style Meissen table service?

If so, check out [www.boatstyling.eu](http://www.boatstyling.eu)



**Meissen**

Service hotline: +49 3521 468 6630

[www.meissen.com](http://www.meissen.com)



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