

LINSSSEN

M A G A Z I N E



Invitation

**LINSSSEN YACHTS
BOAT SHOW**

**NEW:
LINSSSEN 55 SL AC VARIOTOP®**

**TRAVEL STORY:
MAIDEN VOYAGE TO DORDRECHT**
From sail to engine



**THE LINSSSEN 45 SL
ELEGANT APPEARANCE**

#61

VOLUME 35
APRIL 2022

Book now:
Grand Sturdy 500
AC Variotop "Blueberry"
and join this fantastic journey.



BLUE WATER HOLIDAYS

LUXURY FLOTILLA CHARTER

Blue Water's maiden voyage to England

Blue Water's maiden voyage will take place from 1 to 21 July 2022. It will be a unique journey from Willemstad in the Netherlands to the south coast of England. Other places will be visited each day during the trip, including Nieuwstad, Brighton and Cowes on the Isle of Wight.

It's a fully guided trip, where the flotilla leader has prepared everything and nothing is left to chance. You can bring along your own Linssen yacht, but you can also charter a Linssen Grand Sturdy 500 AC Variotop®, subject to availability. If interested, please contact wendy.linssen@linssenyachts.com. Only a limited number of places are still available.



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DEAR READER

As I write this (mid-March), I'm in a cosy cottage in the Ardennes with my family, enjoying the peace and the countryside and doing fun things together.

What a contrast with other people in this world, who are forced to leave their homes to take themselves to safety.... How is it possible for such a situation to still exist in 2022? We and our team are in almost daily contact with our partner in Ukraine, but also with some acquaintances in Russia, who are communicating with us on pain of imprisonment about what they think of these abuses. We hope, as you probably do, that this inhumane suffering will end as soon as possible.

In the meantime, our "normal" work in Maasbracht also continues. We are preparing for the upcoming delivery season, still contending with COVID's challenges, such as staff shortages due to quarantine and the sluggishness of supplies, which the purchasing department faces daily.

Fortunately, there is also still a bright side to our daily work: making you, as a Linssen owner, happy with your new or pre-owned boat. The joy we see on your faces every time you take delivery of your yacht is what we do it for! All of us, the whole Linssen team, are genuinely happy about that.

Sometimes we get to celebrate with you - that's great. "Our boys" (and girls, but they're in the minority) love it when they feel the appreciation they deserve. After all, they're all working to make your dream come true. Can you imagine a more wonderful job?

Despite the challenges we now face every day, we will be continuing to work at full tilt to ensure that your beautiful yacht is ready on time and (as) complete (as possible) so that you and many other Linssen boaters can enjoy the water, the environment and each other's company. Keep waving to each other, take pictures, send us your travel stories or experiences, follow others through our Linssen Yachts Cruising Group on Facebook. By doing so, you will be helping us reinforce the Linssen feeling: a family bond that no one else understands.

Hopefully we can see each other again soon in Maasbracht or on the water!
Yvonne Linssen



CONTENT



FEATURED

Linssen 45 SL AC and Sedan



The production of the Grand Sturdy 45.0 AC Interio "Op Jöck" in pictures



Linssen 55 SL AC variotop®



TRAVELSTORY

Maiden voyage to Dordrecht From sail to engine



PARTNER

Photographer Peter de Ronde of Zebra Fotostudio's



DEALER PORTRAIT

Sturdy Yachts. Only the best is good enough





LINSSSEN

M A G A Z I N E

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Centerfold spread:

Welcome to the world of Linssen Yachts

PRESENTATION OF THE GRAND STURDY 45.0 AC AND SEDAN

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In October 2021, during the Linssen Yachts River Trials, we presented the Grand Sturdy 45.0 AC and Sedan at a VIP evening - a more modest event than usual due to the coronavirus pandemic. Our salespeople on both boats explained the USPs and special features of each model type. Afterwards, the guests enjoyed a delicious barbecue meal supplied by Linssen partner and in-house caterer Wolfhagen.

Several test sailings of these and other Linssen yachts were run over the weekend.

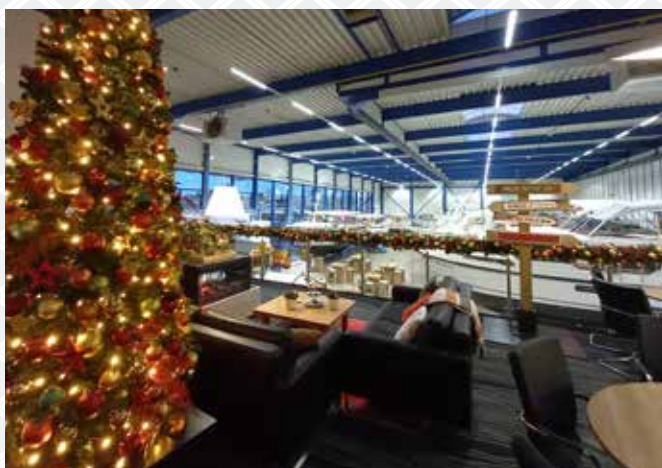




Join the Linssen Yachts
Cruising Group



Subscribe to our
YouTube channel



Advent Weeks

As in 2020, we organised the Linssen Advent Weeks again last winter. For almost five weeks, the showroom was tastefully decorated to evoke a convivial Advent atmosphere with mulled wine, hot chocolate and atmospheric festive music around the Christmas tree. Visitors were able to view the new and pre-owned Linssen yachts on display at their leisure and with no obligation.

Every day during the Advent Weeks, you could watch short videos on our YouTube channel made both by our salespeople



and international dealers and by Linssen Boating Holidays® partners who sent a personal Christmas message. You can watch the full playlist - or other videos from Linssen Yachts - on our YouTube channel.

And while you're there, you can subscribe to our channel right away so you'll be automatically notified of new videos.

New brochures



We also presented our new documentation for 2022 at the start of the Linssen Advent Weeks. This consists of two beautiful hardback books, one of which shows the entire boatyard, history and production process, with the other showing all our yachts from the Grand Sturdy, Linssen SL, Variotop® and Variodeck series packed with photographs in a generous 176 pages. A must-have for the coffee table. Whether you're looking for a "small" 30-footer or our flagship 500 AC Variotop®, they're all covered.

If you'd like to receive the printed documentation, please send an email to info@linssenyachts.com.

Social media

You can find both Linssen Yachts and Linssen Boating Holidays on the various social media. On an almost daily basis we post interesting news items about the yard, sailing reports on chartering a yacht from our LBH partners in Europe, videos about new developments, the above-mentioned advent videos, new or used yachts under the spotlight and our twins Rennie and Lennie comparing Linssen types. The number of subscribers to our YouTube channel has more than doubled in a year, the two Facebook accounts reach more than 10,000 followers and the Linssen Cruising Group already has more than 1,000 members.

Subscribe to our socials

We will of course continue to provide you with extensive information in our Linssen Magazine and monthly newsletters, but keeping an eye on the socials will also make sure you're permanently in the loop.





INVITATION

LINSSEN SPRING BOAT SHOW

Would you like to test sail a Linssen?

You can take this opportunity during the southern Netherlands' premier test sailing event: the Linssen Spring Boat Show. We have a wide selection of Linssen yachts in various lengths and designs ready and waiting for you at our marina. So you can experience for yourself all their features and excellent sailing characteristics.

Dates: Friday 13 to Thursday 19 May 2022

Compare the AC with the Sedan and find out what you like best. Or are you hesitating between 30 and 35 or maybe 40 and 45? Or are you considering a yacht with the Linssen Variotop® or our biggest Sedan, the Grand Sturdy 500? We would be happy to show you the differences and similarities between the models.*

We also have several new and pre-owned yachts on display in the showroom, which allows you to take your time viewing your dream yacht in detail.

Please pre-book your visit at info@linssenyachts.com so that we can account for the numbers of visitors and ensure a safe visit. ♦

* Check out the Linssen Spring Boat Show page of our website to see the current list of yachts we will have available during this week.

Our advisors will be happy to help you with all your questions before, during and after the construction process in the Linssen Journey.

- Boatyard tour
- Test sailings
- Trade-in valuation
- Grand Sturdy, Linssen SL, Variodeck or Variotop®?
- AC (with aft cabin) or Sedan (with open cockpit)?
- What length, how many cabins?
- Advice on financing
- Clear order acknowledgement
- Prompt delivery date
- Transparent building process
- Viewing your yacht during construction
- Comprehensive quality checks and tests
- Exterior and interior cleaning
- Official handover
- Sailing training (customised if required)
- Insurance advice
- Free mooring at boatyard
- Help with VHF and special documents
- Interior styling
- Transport service
- Maintenance service
- Damage and repair service
- Cleaning and washing
- Arranging moorings

Note:
13 to 19 May 2022
daily from 10 a.m. - 4 p.m.
Linssen Yachts
Maasbracht



LINSSEN 45 SL AC AND SEDAN

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In our last issue we provided you with an overview of our model series. The Grand Sturdy series (with the 30.0, 35.0, 40.0 and 45.0) was complete but the SL series was still "missing" the 45.0 AC and Sedan versions. By the time you receive this magazine, the Linssen 45 SL AC will be just a hair's breadth away from completion in our production system. This magnificent yacht will be premièred during the Linssen Spring Boat Show (13-19 May; see page 8 and 9). The Linssen 45 SL Sedan will be ready a few months later and will be presented as a world first at the Hiswa te Water show (from 31 August to 4 September).





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The Linssen 45 SL Sedan.

ARTIST'S IMPRESSION

Newest yacht in the Linssen SL series

The Linssen 45 SL is the newest yacht in our SL series of sporty displacement yachts. It has an elegant appearance that is particularly suitable for longer cruises across Europe with family and friends, safe "in your own bubble". But of course it's also ideal for a long weekend in your own country.

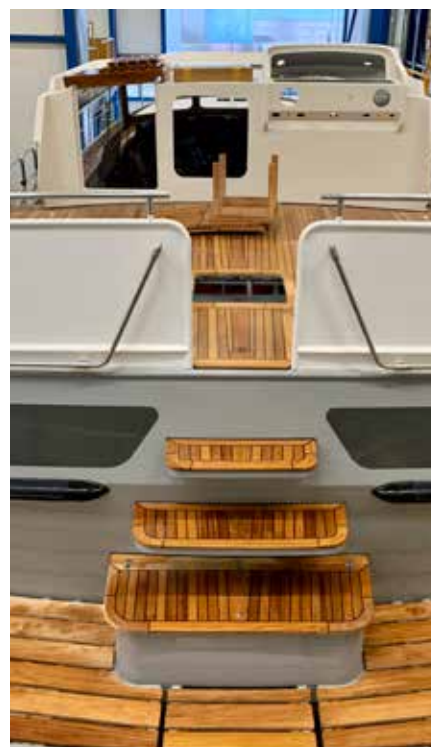
Anyone looking at the 45 SL from the outside will be visually attracted by the anthracite colour accents, the high-quality stainless steel elements and the powerful bow line. They are the eye-catchers in our new SL series. A style in which we make a conscious choice to go for innovation in design, colour and interior.

On board the 45 SL you'll experience the luxury of space. And you'll find plenty of space for luxury. The functional layout and optimal utilisation of the available square footage allows you to easily store everything you bring from home on your cruising trips. With three cabins on the AC and two on the





The Linssen 45 SL AC at the first workstation in the Logiam II hall



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Sedan, as many as six people can be comfortably accommodated on board. Our designers paid a lot of attention to the exterior and interior of our SL series. The main features of the interior are its lightness and the use of contrasting materials. In the 45 SL it is literally light, because a lot of daylight

can enter through the large, continuous saloon windows and various port-holes. To create a sporty look, these windows are finished in anthracite on the outside. ♦

Our designers paid a lot of attention to the exterior and interior of our SL series.





Linssen 45 SL AC



Linssen 45 SL Sedan





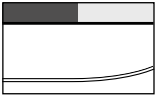
ARTIST'S IMPRESSION

SPECIFICATIES

Linssen 45 SL AC and Sedan

LOA X BEAM OVERALL X DRAFT:	± 13,98 x 4,30 x 1,20 m / ± 45'10" x 14'1.3" x 4'
MINIMUM AIR DRAFT:	± 2,93 m / ± 9'7.3"
HEADROOM FC/SALOON/AC:	± 1,97 / 2,01 / 1,99 m / ± 6'5.5" / 6'7.1" / 6'6.3"
CE-CLASSIFICATION:	B (sea)
TANK CAPACITY:	± 1080 ltr diesel fuel / ± 285 gallons
WATER CAPACITY:	± 440 ltr / ± 116 gallons
HOLDING TANK CAPACITY:	± 300 ltr / ± 79 gallons
WEIGHT/DISPLACEMENT:	± 20.000 kg / ± 20 m3 ± 44090 lbs
ENGINE:	1x 4 cil. Mercury Diesel, type MD2.0L 112 kW (150 HP), 3000 rpm
EMISSION COMPLIANCE:	EPA Tier 3, EU RCD Stage II, BSO II

Standard color:
Egg shell White



Color options:
Cove Green



Fjord Blue



Haven Grey



MAIDEN VOYAGE TO DORDRECHT

FROM SAIL TO ENGINE

After ten years of cruising under sail, Jan and Ria Borkent decided to purchase a motor yacht. First they sailed a conventional trawler and then, eight years later, they wanted something "smaller and more modern". Ria loves reading and writing. That goes well with sailing and enjoying new areas in the Netherlands and abroad, it provides inspiration for writing. As an architect, Jan loves design and attaches great importance to things being beautifully made. "So when you're looking for a boat that is carefully and well made and also looks good, where do you go? Well yes, Linssen Yachts." Read the story of their first trip.

Camping was our thing, not boating. Yet we bought a new boat with a mainsail and red genoa and sailed the Frisian waters. After ten years of sailing, it was time for a motor boat, and eight more years of sailing pleasure. After that, we wanted a smaller boat.

Tekst: Ria Borkent



Champagne on the Linssen GS 30 Sedan



March 2020 saw the coronavirus outbreak. Bridges and locks were out of operation for the first few months. Later that year, we moved into an apartment. We didn't go sailing again that summer and autumn but were coming round to the idea of having a boat that would better suit our stage in life. Since the kids left home, we have wanted to downsize everything, including our home and a car with the smallest possible caravan. And so on 20 December we found ourselves at Linssen in Maasbracht.

Remco showed us round among the Christmas greenery, we asked all sorts of questions from behind our face masks, looked at boats in the hall, made a tour of the premises and were showered with attention. A list of options was discussed and everything

was clearly explained. The quality was what appealed to us so much.

It ended with champagne when we signed the papers for a Linssen Grand Sturdy 30.0 Sedan. We said to each other what a wonderful day out it was in those dull times of lockdown. Our daughter Joska, who works in the Emergency Department at an Amsterdam hospital, joined us and, like us, felt as if she was on a mini-break.

Like a white mermaid, the Stedevaart was waiting for us in the marina.

It was so nice to talk about something else: our purchase, new cruising areas, how beautifully the ship is made based on traditional craftsmanship, the amount of space in it, eye-catching details, what we're going to name it.

"And we won't put up a canopy on the stern," we decided firmly. Without a canopy, the beauty of the design is more apparent, while the freer view of water and clouds captivates us from the outset. Less is more. As over-70s, we are not entry-level but exit-level people, for whom a Linssen 30.0 Sedan is just fantastic. There would be six months of consultation between Remco and Jan, with Remco regularly sending photos during construction of the hull, from the keel-laying to the cabling. At a viewing during construction, it's all about taking photographs



and measuring cabinets, drawers and hatches, nooks and crannies – can we pack everything away? Oh yes, easily. You can possibly sleep three or even four people on board.

Friday, 9 July 2021, it's the big day: hand-over. We're going to take possession of our boat! At ten o'clock the cappuccino was ready at Linssen Yachts. Like a white mermaid, the Stedevaart was waiting for us in the marina. Full of anticipation we went on board: flowers on the table, bubbly in the fridge, the photo opportunity, our many oohs and ahs!! The beautiful counter top, the light-coloured wood. A lengthy explanation followed, involving control panel and navigation screen, engine, bilge pump, water, power. Port side is the wet side, starboard the electric, that much I do remember. As regards the rest, I jotted down half sentences that would come in handy later ("didn't Paul say ..."). And everything else was in the manual we were sent. Setting off. The first day. We furnished the yacht and rolled into the soft bed. The first night.

"And that's where you put the folding bikes"

Saturday was an instruction day: Sanne and Peter came aboard, cheerful Belgians, both boating instructors. "Look, the line comes from the right to the left on the cleat," said Sanne. A lesson in how to secure a line neatly. She taught me sign language for communicating in locks and a few more useful things I'm not familiar with. In a lock, dirty underwater bollards are released along which you have to play out your line, that much we know. "I just put all the lines in the washing machine after the holidays. That way they stay flexible and clean," said Sanne. During this tour of Roermond, Peter was standing next to Jan explaining the do's and don'ts. They brought flans for lunch, which were handed round generously to accompany our sandwiches. A life of luxury. Then Sanne looked into the hatch on the stern and saw the space below: "Oh, the folding bikes will fit nicely in there!"

Flooding in Limburg

A lot of rain fell over the next few days. To achieve the obligatory mileage for a technical inspection day on 15 July, we sailed to Maastricht. Once there, it was so squally and wet that we abandoned Maastricht and sailed back in

the pouring rain. A day later, it wouldn't have been possible, in retrospect. On Wednesday 14, in Maasbracht, we made a cool plan for a cruise starting on Friday, but those technicians wouldn't be coming until Thursday and we'd have a day out in the car.

That Thursday, during lunch, we had a phone call from Linssen's marina. "Will you please come back? As a precaution we are removing all vessels from the water with immediate effect."

As we were walking to the car park, a message pinged on my watch: Crime reporter Peter R. de Vries has been killed. Oh dear! Crime has won! When we arrived at the marina, the Stedevaart was just being lifted out of the water, like Moses out of the Nile, using professional hoisting equipment, and was then placed on the trestle. It was good that they did this, although it was a sorry sight to see all those boats on dry land. We used the steps supplied to go up and empty the cupboards again. A box of coffee cups could stay under the step, but vegetables came back with us. The Meuse kept rising. Would Roermond withstand it? The water entered the country at 3,160 cubic metres per second. In the evening on TV, one news item was quickly displaced by another. With brute force the Meuse carried all before it, including refrigerators, tree trunks, half tents, cars and cows. There were many deaths in Germany and Belgium.

Harbours were choked with branches and plastic, while Linssen's jetties looked like submerged chutes, sticking up out of the mud at an angle. Little did we know that morning that we would be back in Apeldoorn in the evening.



Linssen marina after the flood



Kessel ferry

Three weeks later: Meuse and Merwede

With coffee and crates in the car, we drove back to Maasbracht. Our Stedevaart was happy to see us again. We had three weeks holiday. A wonderful treat! We stocked up on groceries at Plus, drew off 200 litres of water and we were done!

The Meuse was calm when we started out. Once underway, we really enjoyed our new boat and pointed things out to each other. How convenient to have everything on the same level, how wonderful to have those doors opening on to the cockpit. From there I had a beautiful view of the river with herons and cormorants. The banks of the Meuse had suffered badly from extreme currents and high water. As far as the Biesbosch estuary we would see whole sections washed away. That summer, the water was seven metres deep, whereas it normally reaches four metres in winter. Along the entire route, elongated ferries crossed the Meuse. With their front and tail ends up, they look like hungry crocodiles, but they're harmless as long as you don't sail into their tow line.

Every day there is a lock: Heel, Belfeld, the Maxima Lock in Grave. Somewhere inside me a line rang out: 'We give the water level!' - "Grave" used to be mentioned on the radio when listing "this morning's water levels"; from the sound of it, the poem Radiobericht (Radio report) alludes to that. Ida Gerhardt wrote it in an emergency: At Grave below the lock/beyond the

Along the entire route, elongated ferries crossed the Meuse. With their front and tail ends up, they look like hungry crocodiles, but they're harmless as long as you don't sail into their tow line.

heavy doors/may the water drag me/ and topple me with its rushing sound. Like Heusden, Grave is a beautiful fortified city. Our three grandchildren came aboard in Heusden. It was the last sunny day, so we went for a leisurely walk on the ramparts and then went outside via the Herptse Poort and the white bridge back past the mill to the pancake bakery in the friendly town centre.

Passenger seat

The weather changed to cloudy, wind force 5, and we felt it was time to set off again, towards the Biesbosch estuary. Everything went really well. The Meuse was lumpy and you had to be extra alert now and again. The boat handled like a dream and sometimes bucked like a rocking horse on the stern waves of other river users. All was well. From the elevated passenger seat I had a beautiful view of the Bergse Maas canal. It's a new option developed by Linssen, so I sent Remco an enthusiastic email with a photo. The chair sits well, looks good, feels good and supports the feet and I saw everything there was to see. Remco emailed back that Linssen had tried to make this a convenient, safe, stow-away system. We liked it a lot.

Entering an unfamiliar harbour is sometimes exciting in high winds. In Drimmelen marina, opposite the entrance to the Biesbosch estuary, everything was spacious and new and we arrived at Hans Horrevoets quay, a long jetty named after the Dutch sailor who died during the Volvo Ocean Race in 2006. There was a Spar supermarket there, where contrary to my usual practice (as far as the type of shop is concerned) I bought a book, "The Orphan Girl", because of the sticker on the cover: "Downton Abbey in Augsburg, 1913". Holidays are all about temptation, and how wonderful it is to give in to it once in a while, with no regrets.





Drimmelen marina

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In the evening we heard geese approaching, honking loudly, a magical sound at dusk. They were flying over us heading north in large Vs. I was filled with a sense of homesickness and melancholy as I stared after them. We stayed ashore one rainy day, ran a load of laundry and made a detour to the Spar to get some supplies. From the yacht we saw many black Biesbosch boats passing by with whole families in rain gear.

Biesbosch

Filling up with diesel, "Isn't it full yet?" I accidentally read the fill level of the waste water tank on the display, so Jan wondered why it shut off at 63%. It had to be full. After filling up with 152 litres of diesel for EUR 268.75 we sailed into the Biesbosch estuary, avoiding the shallows. From the bosom of the Stedevaart, there was a bit of grumbling about my control panel mishap, but then the skipper discovered the key for the marina's washing machine still in his pocket and we chuckled as we drank our coffee. Our efforts to find somewhere to moor on the main route, meanwhile, were disappointing. Eventually we found a jetty at Nauw van Paulus strait, where unfortunately we couldn't get off the boat. Wet

grass, tall reeds and silence, the ideal conditions for reading a book on board, with the encouragement of families of geese. On the dyke opposite, lone cyclists were beautifully silhouetted against the low sky.

The next morning we arrived in Werkendam marina. We got the folding bikes out of the hold. After some puzzling, Jan found a way of putting them almost upright under the rear hatch, so they weren't damaged by the ribs of the boat and were easy to get hold of. Once in the Noordwaard we soon spotted a beaver in a thicket alongside, and after junction 15 we could even pick blackberries. They were wonderfully sweet and the sky was blue. I really felt I was among the dunes.

Then we spotted large ponds where geese were foraging, departing and arriving, a vast avian airport with numerous flights taking off to their ideal heights. From the other side, whole flocks came gliding in. In this vast area, people are quiet and birds are loud.

In the dead of the wave

"Hold on! Hold on, Ria!" I was just taking a picture of extreme propeller water from a water giant. I quickly

secured myself. We had hardly sailed up the Merwede towards Dordrecht, wind force 1, when a huge barge of coal approached with an orange and white pusher boat behind it. Shipping company "Veerhaven". It was drawing a man-deep trough behind it that multiplied to become high stern waves heading our way. The Stedevaart dived by the bow deep down into the frightening metres-deep maw of the first hollow wave, then the bow rose and took another deep dive. The bow water crashed over us, things sailed off the counter and waterway maps went sliding across the floor. After the third wave, it went quiet.



pusher boat Veerhaven

I was trembling all over. For a moment I saw us going down in the depths of the wave. No barge had ever done this to us, either on the IJssel or the Princess Margriet Canal. All the drawers had stayed closed, I saw, thanks to Paul's example which I have made my own: pushing in each button carefully after closing.

In Dordrecht, at the Wijnhaven marina an hour later, we found our bedding was soaked through to the mattress, as the top hatch had been left open a little. But the sun was shining, so we hung everything from the mast and over the bench seat in the open cockpit and went shopping in good spirits, leaving our yacht like a strangely rigged sailboat.

Dordrecht

Around the Wijnhaven is the oldest part of town with quirky shops selling curios, old maps, statuettes, kitschy lamps, school posters and battered dolls. At Groothoofd quay, Jan treated me to ice cream with hot cherries because that was once a top experience at this place. The next day, we bought vinyl records from an antique dealer-cum-bookshop for our grandson who was turning 17, everything from Louis Armstrong to Elvis. Early the next morning we were offshore at the busy junction where the rivers Noord, Dordtse Kil and Merwede meet. There's always something magical about setting off. We're allowed to again! That day I was at the wheel and quietly heading south on the Dordtse Kil, where we encountered sailing yachts with outboard motors among all the inland waterway traffic. Oh yes, this was the standing-mast route, the North-South line for sailboat enthusiasts. In Drimmelen, we stopped briefly to return the washing machine key.

The wide water beyond, the Bergse Maas, is the ribbon along which greater white-fronted geese orient themselves. The migration had begun,

*Ria en Jan Borkent
in hun Grand Sturdy
30.0 Sedan*



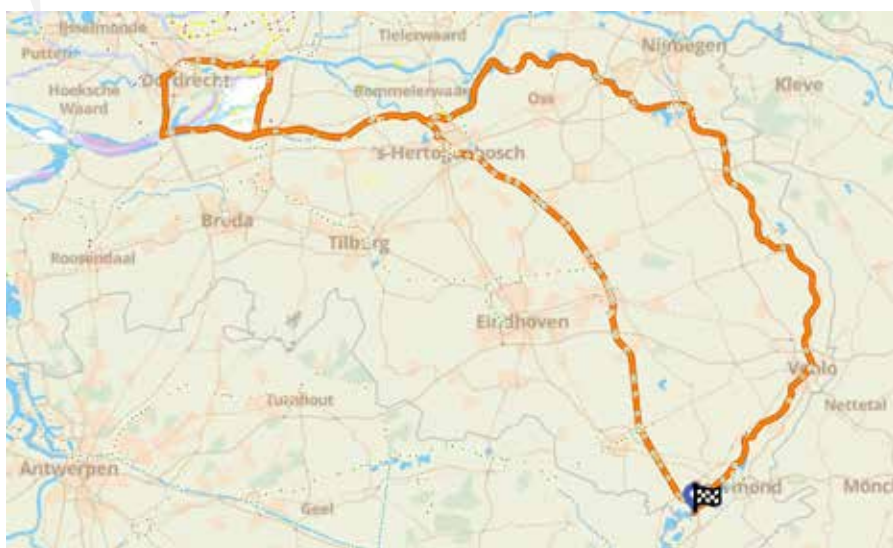
they tempted me to catch them on camera but would often fly too high for the camera. When they fly low - oh, how pathetic a photo looks compared to reality.

's-Hertogenbosch

From the Meuse we sailed up the Dieze. Den Bosch approached with graffiti walls and a fairground as its urban entrance and after a few turns we moored in the Dommel between bulwark 2 and 3, as the harbour master called it. It's so close to the city that we were at the North Brabant Museum within ten minutes, our first museum visit in a year and a half of coronavirus.

Never eaten a Bossche bol before? The ice cream man has them in miniature, on an ice cream, delicious!!!

Thus ended our first boating holiday on the Stedevaart, our beautiful, powerful, smart Linssen. We took the Zuid-Willemsvaart canal back to Limburg, and Maasbracht, via Aarle-Rixtel. It was a two-day trip with more than fifteen locks and sluices. After a short interruption due to the floods in Limburg, we sailed for 21 days, 350 km, called at 12 marinas, in six of which we stayed for more than one day. It was literally an experience! ♦



New LBH partner in Switzerland

Starting next season, you'll be able to explore the Three Lakes Region (Lakes Neuchâtel, Biel and Murten) in Switzerland with your "own" charter yacht from Linssen Boating Holidays® partner *3 Lacs Yacht Charter*.

Lake Neuchâtel is a magnificent and versatile water sports destination, located in one of the most beautiful nature areas in Europe. This is the largest interconnected lake and river area in Switzerland and it's well worthwhile exploring this pristine, wonderful landscape. Lake Neuchâtel is the largest of the three lakes, extending from such towns as Estavayer-le-Lac and Yverdon-les-Bains all the way to the south, and of course Neuchâtel itself. Taking the Zihl Canal, you can make the crossing to Lake Biel, where you will be immediately surprised by the peninsula of St Peter's Island and the town of Erlach. On the north side of Lake Biel is Biel itself, which has a particularly beautiful old town. The third lake, Lake Murten, can also be reached from Lake Neuchâtel via the Broye Canal. This is where pure relaxation goes hand in hand with top-quality Swiss gastronomy and hospitality. From Mont Vully you look out over all three lakes and you can also visit the caves there. ♦



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CH-2562 Port, Schweiz
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Neuchâtel



Lake Murten



Linssen Grand Sturdy-series

30.0 | 35.0 | 40.0 | 45.0 AC & Sedan



**WELCOME TO THE WORLD
OF LINSSEN YACHTS**



Linssen Variotop®-serie

450 | 480 | 500 | 55 SL



The Linssen Grand Sturdy-series

30.0 | 35.0 | 40.0 | 45.0 AC & Sedan

Grand Sturdy 30.0 AC INTERO

± 9,70 x 3,35 x 1,00 m



Grand Sturdy 30.0 Sedan INTERO

± 9,70 x 3,35 x 1,00 m



Grand Sturdy 40.0 AC INTERO

± 12,85 x 4,30 x 1,20 m



Grand Sturdy 40.0 Sedan INTERO

± 12,85 x 4,30 x 1,20 m



Grand Sturdy 35.0 AC INTERO

± 10,70 x 3,40 x 1,00 m



Grand Sturdy 35.0 Sedan INTERO

± 10,70 x 3,40 x 1,00 m



Grand Sturdy 45.0 AC INTERO

± 13,98 x 4,35 x 1,20 m



Grand Sturdy 45.0 Sedan INTERO

± 13,98 x 4,35 x 1,20 m



The Linssen SL-series

30 | 35 | 40 | 45 AC & Sedan

Linssen 30 SL AC

± 9,70 x 3,30 x 1,00 m



Linssen 30 SL Sedan

± 9,70 x 3,30 x 1,00 m



Linssen 40 SL AC

± 12,85 x 4,25 x 1,20 m



Linssen 40 SL Sedan

± 12,85 x 4,25 x 1,20 m



Linssen 35 SL AC

± 10,70 x 3,35 x 1,00 m



Linssen 35 SL Sedan

± 10,70 x 3,35 x 1,00 m



Linssen 45 SL AC

± 13,98 x 4,30 x 1,20 m



Linssen 45 SL Sedan

± 13,98 x 4,30 x 1,20 m



The Linssen-Variotop® series

450 | 480 | 500 | 55 SL

Grand Sturdy 450 AC Variotop®

± 13,75 x 4,65 x 1,20 m



Grand Sturdy 480 AC Variotop®

± 14,95 x 4,65 x 1,20 m



Grand Sturdy 500 AC Variotop®

± 16,45 x 4,88 x 1,29 m



The Linssen-Variodeck series

500 Sedan

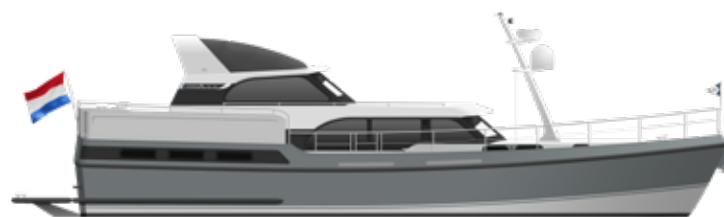
Grand Sturdy 500 Sedan Variodeck

± 15,50 x 4,65 x 1,20 m



Linssen 55 SL AC Variotop®

± 16,50 x 4,90 x 1,29 m





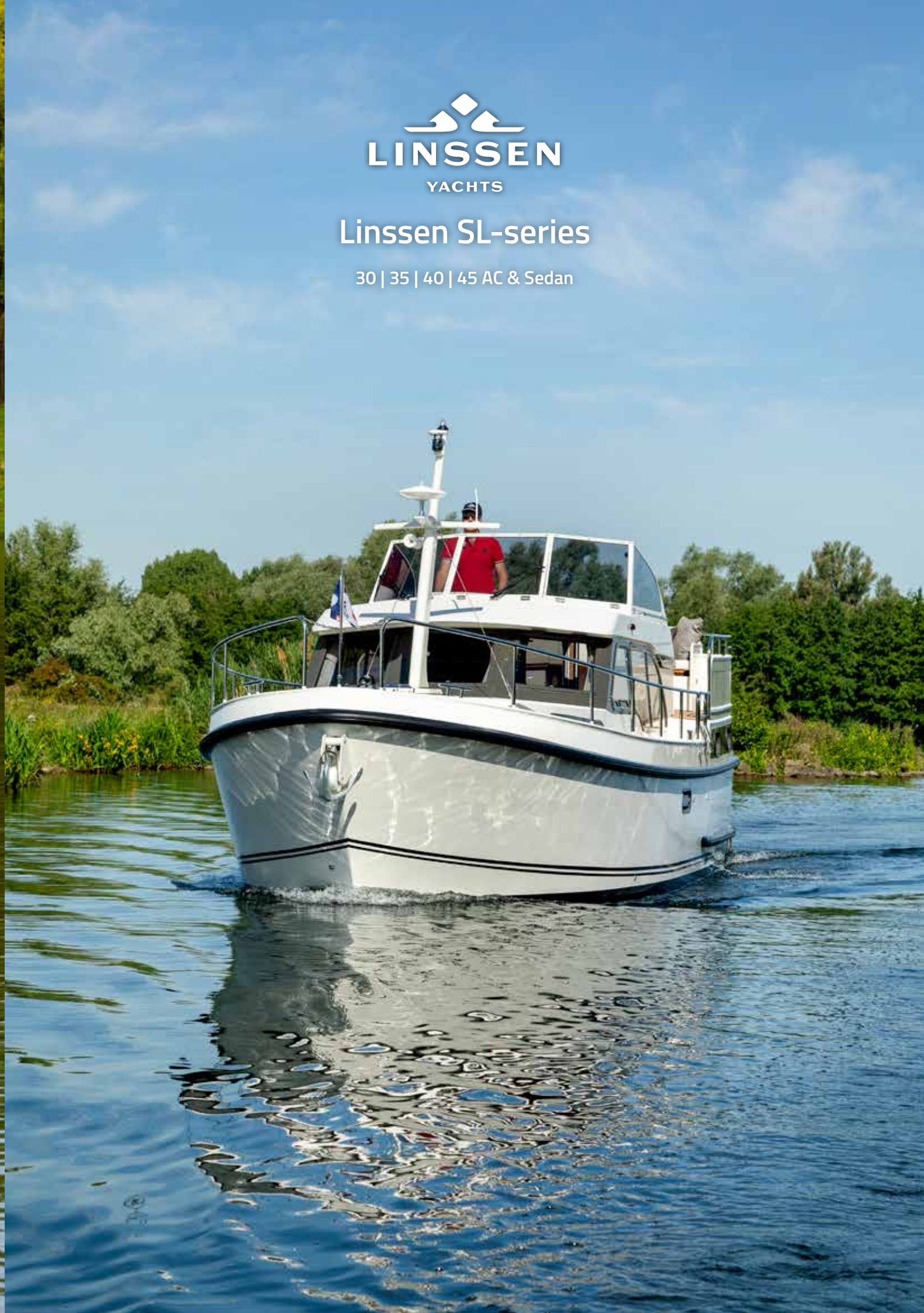
Linssen Variodeck-series

500 Sedan



Linssen SL-series

30 | 35 | 40 | 45 AC & Sedan





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PHOTOGRAPHER PETER DE RONDE OF ZEBRA FOTOSTUDIO'S

“LINSSSEN YACHTS HAS SET THE QUALITY STANDARD FOR ME”

Have you seen a Linssen Yachts photo online or in print? Chances are that Peter de Ronde of Zebra Fotostudio's in Venlo was behind the lens. Peter has been our regular photographer since the early 1990s and has shot many images for us. It's time to turn the tables and put Zebra Fotostudio's in the picture.

Zebra Fotostudio's is a well-known name in the world of commercial photography. The studio was founded in 1980 under the name Holthuis & Stevens, named after the owners at the time. Current owner and photographer Egon Notermans joined the company in 1983 and the name was changed shortly afterwards. "When Stevens left the company, we needed a new name," Egon says. "We didn't want another combination of surnames, but a name that is entirely unique to us. That name was Zebra. A name that stands out and endures to this day." Besides Egon, the current team consists of picture editor Wim van Groenendaal and, of course, Peter de Ronde.

Darkroom

After completing his studies at the art academy in 1980, Peter de Ronde started working one day a week at the photography shop of the above-mentioned Stevens in Tegelen. Although he had studied design in metals and plastics, photography always had his special attention. In 1985 he had the opportunity to start work at Zebra in the darkroom. Peter: "That was a great time. We did everything ourselves: developing and printing. A few years later, I took my first steps as a photographer. I started from scratch. I did go to photography school, but that was mostly theory. You then think you can do something, but in fact you can't do anything at all. Photography is something you only really learn on the job."

The perfect picture

Peter, Egon and Wim can safely be called professionals. They do everything to achieve the perfect



Peter de Ronde aan het werk tijdens een fotoshoot.



picture, whether it's product photography, food photography, architectural photography or a corporate shoot. No concessions are made on quality. Never.

Peter: "We set high standards for ourselves and want to create beautiful work. That's where we derive our satisfaction. I enjoy quality immensely and am constantly looking at the work of others to learn from it. Fine exhibitions, art, visual objects, they inspire me." Egon: "We want only the best and can't stand behind substandard work, even if the client would like it. That's not a benchmark for us."

First jobs

Contact with Linssen Yachts was established in the early 1990s through Harrie Linssen, who at the time was the neighbour of a friend of Peter's. Peter: "I did my first job for Linssen in November 1993. The interior of the Linssen 45 HT, the first Linssen yacht with a Variotop, was to be photographed. At the time, Peter Linssen was the board member responsible for sales and PR. I have often worked with him."

In the early years, Peter de Ronde photographed the yachts from the waterfront and mainly at locations in the Netherlands. Gradually, the need for international visual material increased and it was decided more and more often to have a photo shoot abroad. Peter: "My first international job for Linssen was in Zingst on the Baltic Sea in northern Germany. Along with Peter Linssen. And with Jan Linssen as skipper." Peter laughs: "I think I had Jan sail up and down about 50 times. Anything for the best quality, you know."

Taking photographs from a yacht

Peter had never been aboard a yacht until Linssen Yachts became a Zebra Fotostudio's customer. Since then, he has seen a large part of Europe with Linssen and captured countless Linssen yachts from the water. Peter: "Taking photographs from a second boat works better because you're more flexible. Although it's still challenging. You're standing with your camera on a boat that is constantly moving due to the current and wind. And you want to 'paint a picture' of another boat that's not staying still for a moment either. Your composition needs to be right, but can be gone in a flash. Fortunately, I've developed a kind of intuition for it over the years. The ideal moment can suddenly be there. That's why I always shoot a lot of photo material."



Influenced by Linssen

During the interview, Peter de Ronde emphasised that Peter Linssen had been very important to him. "He has set the quality standard for me. I wanted to respond to that as a photographer and that's where my work ethic came from. Linssen constantly challenged me. By pushing your boundaries each time and just doing it, you discover that many things are possible. What you have in you and what you want to make of it, that's what it's all about. That's the attitude I see at Linssen Yachts and at Zebra Fotostudio's, which is why I think we are such a good match."

Responding to the moment

Photography used to be analogue, now it's digital. But, essentially, nothing has changed for Peter. "It still has to do with your creative view of what's happening at any given moment. You can't think it up in advance. When I'm taking photos with Linssen in Maastricht and we're sailing towards Belgium, I can't guess at the Bassin harbour what's going to happen further on at the cycle bridge. It depends on the position of the boat, the light and the setting. I respond to the moment with my camera. You just have to want to do the very best work. Then you start looking and with a little luck you find the ideal conditions and the end result is amazing." ♦

If you would like Linssen-quality photographs as well, please contact Zebra Fotostudio's:
Tel: +31 77 320 00 00. Or visit www.zebra.nl.

"I enjoy quality immensely and am constantly looking at the work of others to learn from it."

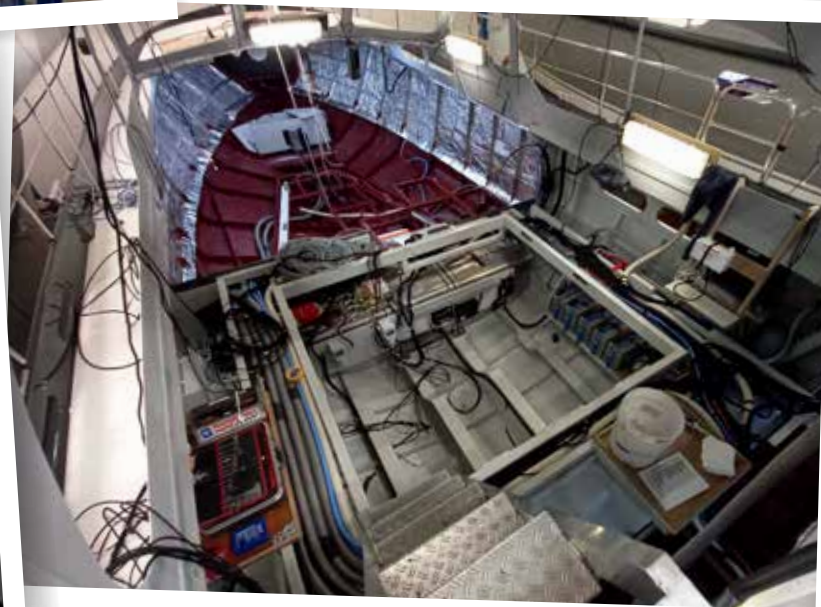
Peter de Ronde



ZEBRA FOTOSTUDIO'S

THE PRODUCTION OF THE GRAND STURDY 45.0 AC INTERO “OP JÖCK” IN PICTURES

Thanks to Birgit and Markus Bördgen





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AQUA LIBRA
EXCLUSIVE YACHTCHARTER

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MERCURY MARINE

MERCURY MD2.0 115 PK

Following an extensive selection procedure, Linssen Yachts is entering into a strategic partnership with Mercury Marine to use their diesel engines in yachts of 12.85 m and above (starting with the Grand Sturdy 40.0/Linssen 40 SL).

Linssen teamed up with a specialist company to conduct endurance tests on various engines and also take measurements to ascertain noise, vibration, speed and fuel consumption levels. Yvonne Linssen: "We make exceptionally high demands on the characteristics of the engines we use. That's why we also conducted a large number of tests. Mercury's engine came out on top in these tests. The Mercury MD2.0 diesel engine was extremely

quiet, produced little vibration and had favourable fuel consumption."

Mercury Marine

Mercury Marine is a big name in outboard engines and racing, but it certainly has a wide range of diesel engines in the displacement segment as well. Also, its global network of dealers and service points is very extensive. In addition, Mercury's development department has all the know-how to take the next step towards the future with engines in various segments.

Massimiliano Mucchietto (Vice President Sales & Marketing, Mercury Marine EMEA): "Mercury began producing engines in 1939, so over 80 years ago. Over the years, it has won itself a very good place in the market and is recognised as an innovative company with excellent, progressive engines. But it's not just about the engines we supply. We are always evolving our products to provide the market with the right solutions and deliver a unique experience for our customers."

The Mercury MD2.0 115 HP is a two-litre turbocharged diesel engine. The basics of this engine have been part of our offering for 17 years. It has proven to be reliable and is considered a real workhorse.

Selection procedure

"Our engineers did a scan of the market to choose the best replacement for the Volvo Penta engine. They looked at the market first and then came up with a shortlist. Armed with this shortlist, we looked at all the features of those engines and finally selected two engines that we wanted to test in practice to see, hear and feel how they would perform. We installed both engines one by one in



From left to right: John Lasschuit - Product Manager Engines, Mercury Marine EMEA
Massimiliano Mucchietto - Vice President Sales & Marketing, Mercury Marine EMEA
Jac Linssen - Technical Director, Linssen Yachts
Yvonne Linssen - Commercial Director, Linssen Yachts





our Grand Sturdy 40.0 AC and did the same intensive testing twice. Based on these intensive tests, we came to the conclusion that the Mercury engine was the best choice and the best fit for our brand, being quieter, with less vibration and even slightly lower fuel consumption," according to Yvonne Linssen.

Noise prevention is better than insulation

John Lasschuit (Product Manager Engines, Mercury Marine EMEA): "Like Linssen, Mercury also spends a great deal of time and energy on noise reduction and prevention. In our dedicated noise and vibration laboratory, we analyse the noise to determine the steps needed to eliminate it or change it so that it is less disruptive. The Mercury MD2.0 115 HP is a two-litre turbocharged diesel engine. The basics of this engine have been part of our offering for 17

years. It has proven to be reliable and is considered a real workhorse. The engine has been refined and improved over the years. It has been upgraded from a mechanical system to an electronic common rail injection system. This not only runs very smoothly but also conforms to the latest emission levels for diesel propulsion systems." ♦

Test sailings

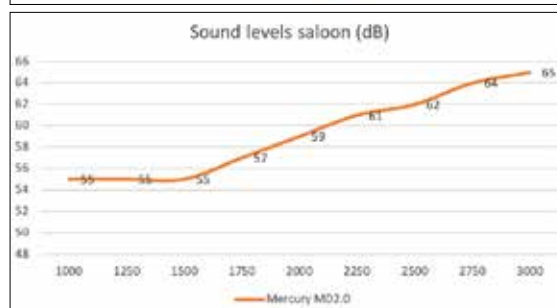
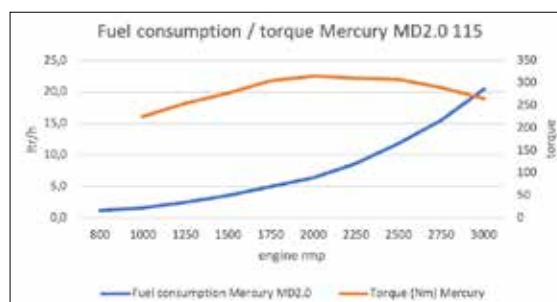
The first Mercury MD2.0 has been installed in a Linssen Grand Sturdy 40.0 AC. This vessel is available to both press and individuals for test sailings at the boatyard in Maasbracht. Contact Linssen Yachts for details.

Call +31 475 43 99 99 or send an e-mail to: info@linssen-yachts.com.

SPECIFICATIONS

Mercury Marine MD2.0 - 115

ENGINE TYPE:	4 cylinder engine
POWER @ RPM:	115 HP @ 3.000 rpm
BORE/STROKE:	83 x 92 mm
EMISSION COMPLIANCE:	BSO2, RCD2, IMO2, EPA Tier 3
GEARBOX:	ZF HSW25 / 2,8 : 1
CONTROL:	electronic
ELECTRICAL SYSTEM:	12 Volt system and 110 A alternator
EMISSIONS:	EPA Tier 3 / RCD / IMO 2 / BSO 2
NOISE LEVEL:	68 dB



LINSSEN 55 SL AC VARIOTOP®



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ARTIST'S IMPRESSION

The Grand Sturdy 500 AC Variotop® has always been the company flagship. Since 1996, this yacht has been built with this unique convertible top, which means that the 500 AC Variotop® has always been in a class of its own. Its little sisters, the 450 and 480 AC Variotop®, from the same Grand Sturdy series, have been on the market for several years now. A new yacht in the Linssen SL series will be out by the end of 2022: the Linssen 55 SL AC Variotop®.

The Grand Sturdy 500 AC Variotop® has been regularly improved and updated over the years. The engineering has been upgraded to a newer generation, with small details and sometimes major components being replaced and improved. The exterior has been given the latest SPH® hull shape to ensure even better sailing characteristics and the interior is fresh, modern and yet timeless. In addition, the latest generation of Variotops is a true "one touch" version with the latest electronic control system.

First Variotop® in the SL series

The Grand Sturdy 500 AC Variotop is now getting a real "sister" in the SL series. With a length overall of 16.50 metres, this is the Linssen 55 SL AC Variotop®. The design of this SL was also produced in collaboration with KesselsGranger Designworks, and that is clearly reflected in the consistently implemented style. The clean, modern look with contrasting shades of grey in the saloon windows and Variotop wheelhouse really stands out. The rising waterline and bow shape also create the immediately recognisable "Sports Luxury" look.

Tough but stylish

No-one will be able to resist the visual appeal of this Linssen 55 SL AC Variotop®. Robust and sophisticated. Tough, but stylish. It is precisely this modest, subtle appearance that gives the yacht a real "look".

Like the 500 AC Variotop®, the 55 SL AC Variotop® has a spacious stairway to the swimming platform on the port and starboard sides of the transom. In the case of the 55 SL, these steps are again just a bit more refined. They are now even safer thanks to the wider bottom step and the hand rail over the entire transom and on the side. Combine that with the LED lighting in the steps and you can feel safe going from the swimming platform to the aft deck even at night.

Interior

The Linssen 55 SL AC Variotop® has a three-cabin layout. The spacious aft cabin containing a generously proportioned free-standing double bed, large toilet with sink and connecting shower room is your private domain. There's an extraordinary amount of storage space in wardrobes and cupboards and drawers around the bed. Comfortable high-quality carpeting is laid right next

Some highlights

- SPH single-chine hull: high initial stability and a great deal of space and comfort in the interior.
- Mirror design with stern gate on the port and starboard side with steps to the swimming platform.
- Integrated profiled steel bulwark with fixed deck boxes, intermediate section and cushions.
- Three fully-fledged cabins, two showers and two (electric) toilets.
- A lot of storage space.
- Linssen Climate Control, independent day/night heating adjustable in various compartments.





ARTIST'S IMPRESSION

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to the bed. You can relax in style and watch TV from the bed. The passage to the aft cabin provides even more storage space on both sides and room for an additional refrigerator, wine cooler, etc.

The forward cabin and guest cabin are located at the front of the boat, on the port side. They share the toilet and shower in the passage to the forward cabin. The shower also houses the standard combined washer/dryer.

The saloon has all the luxury and comfort you are used to at home. The pantry is fully equipped, including a 110-litre refrigerator, induction hob with four cooking zones, extractor hood and microwave/oven/grill. This means you can have fun cooking together and then enjoying the meal with a glass of wine at the L-shaped dining table situated opposite. The saloon also contains a TV mounted against the aft cabin wall. If you don't want to miss your favourite sports programme or TV show, you can watch it together from the U-shaped saloon sofa. Thanks to excellent insulation, double glazing and radiator heating, you will have the comfort you want all year round.

Variotop® wheelhouse

The most recognisable location of the Variotop® is, of course, the wheel-

house. It's really well heated and sheltered under the Variotop® when the weather's not so good, or open when the sun's shining - but sheltered from the wind - when weather conditions permit. By adjusting the electric helm seat to the highest position, you can raise yourself above the windscreen to enjoy a clear view. The carbon fibre dashboard is finished in genuine leather and equipped with all the navigation equipment you'll need. The two Raymarine Axiom XL16 screens provide all the information you could wish for while sailing. Combine this with the autopilot, triducer, tiller control, AIS receiver, VHF radio and powerful bow and stern thruster (3-phase, 400 Volt) with proportional control and there's nowhere you couldn't sail.

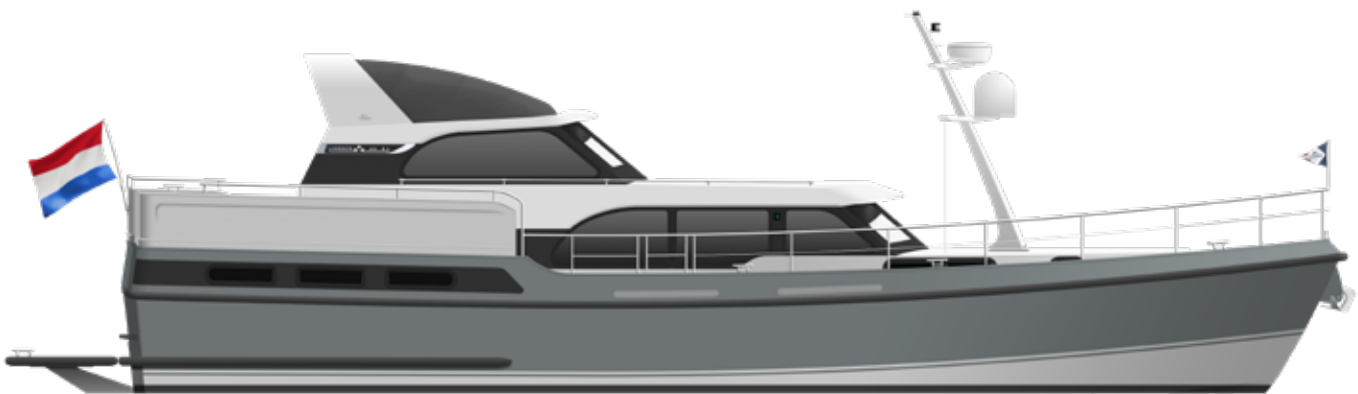
ICCESS and LIPPCON

On board the 55 SL AC Variotop® there are - as in all Linssen yachts - two ICCESS control panels. One panel is located at a central point in the saloon and the other is in the helmsman's position. This CAN bus system makes it easy to switch all the 12V on-board systems on and off. The large consumers on board (230V/400V) are controlled by the LIPPCON system. Switching on the 17.5 kW generator immediately provides enough power at

any time to actuate the bow and stern thrusters, the stabilisers if any and the hotel functions on board such as hob, dishwasher, etc.

Engine room

The engine room contains two powerful but whisper-quiet Mercury engines (150 HP at 3,000 rpm) to drive the boat and a set of lithium-ion batteries ensures there is sufficient on-board energy. The sophisticated energy management system ensures that the boat supplies the skipper with energy almost independently. It can come from the running engines, the generator, shore power, or the integrated solar panels that follow the curvature of the deck. Independence is also ensured by the ingenious system that breaks down waste matter so that only pure water is discharged overboard. So no more discharging black water! If you still choose the optional freshwater cleaner, there is nothing stopping you from staying out of marinas for weeks at a time, except of course when you feel the need to get back among people a bit more. ♦



Hiswa te Water

You can admire the Linssen 55 SL AC Variotop® for the first time at the Hiswa te Water boat show in Lelystad. We're certain she's going to be a particularly striking sight and would like to invite you to come and admire her.

If you can't or won't wait that long, please get in touch with your contact person at Linssen or one of our international partners right now to make an appointment.

HISWA TE WATER
31 AUGUSTUS - 4 SEPTEMBER 2022

SPECIFICATIONS

Linssen 55 SL AC Variotop®

LOA X BEAM OVERALL X DRAFT:	± 30.000 kg / ± 30 m ³
LOA X BREEDTE OVER ALLES X DIEPGANG:	± 16,50 x 4,90 x 1,29 m
AIR DRAFT WITH LOWERED MAST TO TOP PARKING VARIOTOP FRAME.:	± 4,20 m
MINIMUM AIR DRAFT:	± 3,45 m
HEADROOM FC/SALON/AC:	± 2,00/2,00/2,00/2,00 m
CE-CLASSIFICATION:	B (sea)
ENGINE:	2x 4 cil. Mercury MD2.0L, 2x 112 kW (150 PK), 3.000 rpm ZF 45-H / 3,031:1, Dynamo: 2x 110A-12V
TANK CAPACITY:	± 2x 1.185 ltr
WATER CAPACITY:	± 960 ltr
HOLDING TANK CAPACITY:	± 400 ltr



INTRODUCING

PETER VAN DER VARST

Our people form the basis of Linssen Yachts. In our Linssen Magazine, we are therefore happy to reserve space for the stories of employees who carry out their specialist work, often behind the scenes. Peter van der Varst - now employed at Linssen for more than 35 years - works in the central warehouse. But warehouse may sound a little "simple". Together with colleague Jan Vaes, he currently runs LogiMag, the yard's logistics centre, which ensures that all delivered materials are at the workstations on time and in the correct quantity.

Peter lives with his wife and two children (one of whom flew the nest last year) in "Bracht-beek", or Maasbracht, a stone's throw from the boatyard. In his spare time, he enjoys nature and going for walks in the surrounding area. He also likes to seek out peace and nature in Austria or Italy during the holidays. He can often be found in the garden, where it's not only the plants that need to be maintained. The pool also requires attention. During his vocational technical training, he was able to do an internship in the drawing office at Linssen in his third year. Of course, computers, weren't around yet... it was 1984. Peter: "All the drawings were done manually. From Jos Linssen, I learned the "fairing" process. That's a way of using wooden slats and lead to create a streamlined hull shape." For several years, Peter also helped Jan Linssen after school and at weekends in the shop that was there at the time. At the site where the hull plant stands today, people could buy parts, but the yard as it was at the time was also supplied with materials from there. "A colleague once came to get a tub of ball valves. A whole tub... under the guise of 'then I can get ahead and you have time to order new ones'. There was no real inventory management back then."

Construction of Kokstraat

Peter: "The early 1990s saw the construction of the Kokstraat building. That's where I then set up the first central warehouse. I built that up over several years together with some colleagues. At the time, Jan Linssen did most of the purchasing of materials on his own, but as the boatyard grew and more and more demands were being made on our suppliers, I was given the opportunity to do the purchasing.



"The drivers now unload their own pallets and packages, which are put on the roller conveyor and then come to us automatically."

A new challenge. Instead of running the warehouse, I now had to make sure the warehouse stayed filled." As the numbers of yachts grew and the complexity of the yachts increased (for example, the Variotop developed in the mid-1990s), procurement and logistics within the yard became increasingly important. With the start of the Linssen '9' series in 2004, Jac Linssen (son of Jan Linssen) also joined the company. Jac had logistics training and started setting up Logicam production and the whole logistics process behind it - the basis for today's series production. The central warehouse became the hub of the entire yard and Peter was asked to set up this new warehouse.

Peter: "In the beginning, a lot was done manually in the warehouse. The dozens of pallets, packages and boxes that came in every day were put down 'anywhere'. As soon as there was time, they were recorded, opened, checked and prepared for production. But actually, we spent a lot of time helping to unload the trucks and didn't have enough time to check and process all the products. Most of the materials arrived on the shop floor as "floor stock" items. Project-based products were picked by staff in the warehouse, resulting in a lot of running around and inefficient work."



From central warehouse to LogiMag

At the end of 2019, the warehouse underwent radical changes. A roller conveyor for both parcels and pallets was added. Alongside the roller conveyor were two workstations for Peter and Jan (Vaes) and behind them a very efficiently arranged warehouse. "The drivers now unload their own pallets and packages, which are put on the roller conveyor and then come to us automatically. We can process the incoming goods immediately. Everything is now done with bar codes and scanning equipment, so that not only we, but also purchasing, administration and invoicing know when an order has arrived, has been approved and can therefore also be paid," says Peter. On the shop floor throughout the yard there are now Kanban racks for all the small supplies like nuts, bolts, etc. This two-bin system is fully managed and replenished from LogiMag. In addition, larger products such as cables, pipes, etc. in various sizes, thicknesses and designs are stored as standard stock items in the warehouse.

Stock and project-based

Peter: "All project-based orders can be divided into four phases. We start with the materials for the prefabrication department. This is where all the modules for the engine room are made and the mast is fully rigged with cabling and equipment. This is followed by the engine room itself, so everything that doesn't come from the prefabrication department. Third comes the joinery work. The interior modules arrive on the Logicam line directly from our furniture factory in Echt, but we supply all the other materials that are required for their installation. The final step is the finishing stage, where we again distinguish between prefabricated modules such as the dashboard, and other materials such as the refrigerator, oven/microwave, windows, upholstery, the boating inventory and so on."

"Thinking back to the old days, with the typewriter, telex and video writer, quite a lot has changed. But what hasn't changed is the great working atmosphere and great colleagues."

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All these phases are synchronised with the cycle times of Logicam I, II and III production. All project-based products are called off from suppliers no later than 14 days before the phase begins. For each phase of production, the LogiMag has mobile shelving units ready to go to the shop floor at the right time, ensuring that all the materials needed at that workstation are already there. This virtually eliminates the need for staff to trail back and forth across the shop floor, thereby increasing efficiency.

Counting his period as a trainee, Peter has been working at Linssen for over 38 years. "Thinking back to the old days, with the typewriter, telex and video writer, quite a lot has changed. But what hasn't changed is the great working atmosphere and great colleagues." ♦



Harald Korn

STURDY YACHTS. ONLY THE BEST IS GOOD ENOUGH

Sturdy Yachts has been the Linssen dealer for Norway since 2019. It is located in Vetre, just 20 kilometres from the capital Oslo. Although you see many sailboats and smaller yachts with planing hulls, there is more and more focus on boat brands with that little extra: quality, design, space on board, robustness, sustainability and concern for the environment. The Linssen steel displacement yachts are perfectly suited to this trend and are excellent for the Norwegian waters and fjords.

We are meeting with Harald Korn – our Linssen dealer in Norway – on board one of their demo boats, a Grand Sturdy 45.0 Sedan. The boat is moored at their Leangbukta marina, next to a slightly smaller Grand Sturdy 35.0 AC.

“We certainly feel that more and more people are interested in sustainable solutions – even when dreaming of a new boat,” says Mr Korn. “The Linssen yachts are pure displacement boats, some of the most economical and seaworthy boats on the market.

No one seems to be put off by the fact that you also get plenty of luxury, superb quality and a boat that lasts a lifetime – and retains its value.”

A Linssen Yachts dealer in the middle of the Norwegian archipelago

“The coast of Skagerrak is perfect for boating. The beautiful archipelago and fjords offer a variety of moorings, sheltered waterways and small towns. During summer, the water temperature is normally around 20C. There are literally hundreds of amaz-



The coast of Skagerrak is perfect for boating. The beautiful archipelago and fjords offer a variety of moorings, sheltered waterways, and small towns.

ing places you can moor, the natural harbours are unique, and with next to no tide you can moor directly on the bare rock.

The nature is probably one of the reasons that Norway has one of the highest densities of boats. With more than one million registered boats and a little over five million people, we can safely say that almost every Norwegian has access to a boat! Norwegian boaters are also very helpful. Simply ask for help if you need to! All Norwegians speak English – some even German, Spanish or French. In both Sweden and Norway, everyone is

allowed to move freely on shore even if the land is private, as long as you avoid cultivated gardens and private docks."

A clear focus on the environment

"Norwegians are becoming more and more environmentally conscious. The steel hull lasts almost a lifetime, when properly taken care of. The yard has also developed its own procedure for renewing the hull and restoring all interiors if necessary. The engines are dimensioned and optimized in close collaboration with Volvo and Mercury to provide maximum performance and minimum wear. All models have very

favourable fuel economy and minimal emissions. All this makes us proud to represent Linssen Yachts in Norway."

Experience and knowledge

Sturdy Yachts is a fairly new company, but the team has worked as boat importers for many years and have represented some of the world's largest manufacturers. We asked Mr Korn why they chose to focus more on Linssen Yachts. "We wanted to focus on fewer, but solid brands, so the natural choice was to strengthen our relationship with Linssen Yachts. We prefer to work with boatyards that are family-owned and that have existed for several generations, with sufficient financial strength to be able to think about quality and sustainable production. For us, it is about feeling confident that those who have produced our boats have long traditions of boat building, think in terms of quality at all levels and have a good eye for detail.

Aker Brygge is a large marina close to the city centre, and once you are here, we recommend taking a trip past Akershus Fortress towards the Opera House in Bjørvika.



Aker Brygge

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Middagsbukta



Oskarsborg

"We wanted to focus on fewer, but solid brands, and then the natural choice was to strengthen our relationship with Linssen Yachts."

As we like to put it: a boat can be so much more than just a boat. It can be a Linssen."

Many will probably say that these are boats that best fit the canals in Europe, and not suited to coastal cruising. What do you say to them? "Some of the most important things when assessing whether a boat is seaworthy are factors such as centre of gravity, hull shape, keel type and ballast, stability, strength, buoyancy at heavy loads, reliable propulsion systems and ability to discharge water when it comes overboard. A Linssen yacht receives a high score regarding most of these factors. But all displacement boats will roll. A solution to prevent this is to install stabilizers. We also recommend this on our models from 40 feet and above and

you will greatly improve your comfort on board, even when sailing on rougher seas."

Where to cruise

"Our capital city, Oslo, is situated 'at the top' of the Oslo Fjord, surrounded by woodlands, and the fjord is arguably the nicest way to approach the city. *Aker Brygge* is a large marina close to the city centre, and once you are here, we recommend taking a trip past *Akershus Fortress* towards the *Opera House* in *Bjørvika*.

There are many pleasant islands in the inner parts of the Oslo Fjord. *Middagsbukta* is very close by and is one of the most popular anchorages in the area. You can also moor to shore.

Slightly further out, you will find *Oskarsborg*, a fortress with dramatic history from WWII. It has a very nice marina, a small sandy beach and walking trails." ♦

STURDY YACHTS
SUSTAINABLE BOATING

Sturdy Yachts

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ELECTRIC OR HYBRID DRIVE - ARE WE READY FOR THIS?

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The world of propulsion systems has been turned on its head in recent years. Since the political agenda both nationally and internationally is partly determined by the Green Deal - with the goal of halving carbon emissions by 2030 - numerous sectors are working on this theme. Unlike manufacturers in the automotive sector, a relatively small sector like yacht building does not yet have any specific obligations in this area. However, since we share some of our technology with this sector, this issue is getting closer within our industry as well.

Passenger car versus truck, sports boat versus motor yacht

Although motor yachts are regularly compared to passenger cars, this applies only to small open boats of less than 10 metres. Once yachts become larger and heavier, a comparison with a truck or coach is more appropriate. The weight, power requirements and nature of use (long trips) are more in line with these vehicles. The still limited charging infrastructure is also similar to our industry. Autonomy is highly important.

However, trucks, coaches and our motor yachts also have a lot of mass, and all this mass has to be set in motion and kept moving. This takes a lot of power.

If we multiply the desired autonomy by the required power, we soon see that this leads to a large battery capacity. And batteries are still very expensive. This is also why today we see almost only hybrid solutions: a diesel engine (generator) - no less powerful than usual - supplemented by an additional electric drive with a small battery pack. This is obviously a nice solution, but does it deliver? In fact, they are two separate drives on the same propeller. However, the price is significantly increased by this dual drive, as are the maintenance costs, while there is hardly any positive effect on the environment. Thus, it is not a real solution that contributes to carbon reduction. This is only possible with 100% electric power and then only when the energy is generated responsibly.

At Linssen Yachts, we are specifically working on this subject, but with a focus on 100% electric power. Of course we are also following developments in other areas, such as hydrogen, but this technology may still have a longer way to go than battery power.

Linssen yachts with 100% electric drive?

Back to electric drive. To bring a motor yacht up to cruising speed, a power output of 3 to 4 kW per tonne is required. A steel 35-foot motor yacht weighing 8 to 9 tonnes requires a power output of about 25-30 kW per sailing hour. So you need a 100-150 kW battery pack to sail for a day. This doesn't even take into account the power consumed by the on-board power supply, the bow and stern thruster and the heating. Due to the huge

demand for batteries and their relatively limited production capacity, prices are currently still very high, generally around EUR 1,000 per kWh. Anyone who can do a quick calculation will see that the basic battery pack alone will cost a huge amount. If you then compare that to the low pollution of our diesel engines chosen exactly for hull speed, the current drive is still definitely the least polluting!

Charging

We do believe in the potential of this technology, even for our industry, but it needs time to develop further until all the critical factors are favourable enough to make it practically and economically viable. The energy density, the number of charging cycles and the lifetime of batteries are improving all the time and the price is gradually falling. Solar systems are becoming increasingly efficient and can help to recharge the batteries (to some extent) while the yacht is in use. A charging infrastructure also has to be developed at marinas. This is a matter for marina owners and perhaps politicians as well. In addition, we will of course be looking at ways of reducing the weight of our motor yachts so that less power is needed - while maintaining quality and sailing characteristics.

It takes time to bring all these factors together. Our research team conducts tests and surveys, and interviews leading authorities to gain knowledge. In this way - when the time is right - we will also be able to add electrically powered yachts to our product range. A highly charged event...

We'll keep you informed! ♦



Linssen Pénichette with LIPPCON® propulsion system for Locaboat

We developed the brand new Linssen Pénichette Évolution for Locaboat, one of the biggest players in the charter industry. This prototype is equipped with the LIPPCON® propulsion system. At the heart of the LIPPCON® system is a silent diesel generator. This provides power for the main electric motor that drives the propeller shaft and a separate electric motor that drives the bow thruster and stern thruster. It also powers all the electrical equipment on board, even when the main engine is not running. The boat also has a joystick steering system that makes it easy for any beginner or indeed any expert to manoeuvre the boat, with LIPPCON® determining the interaction between the main engine, bow and stern thruster, all through the use of electric motors.

That's LIPPCON® as well!

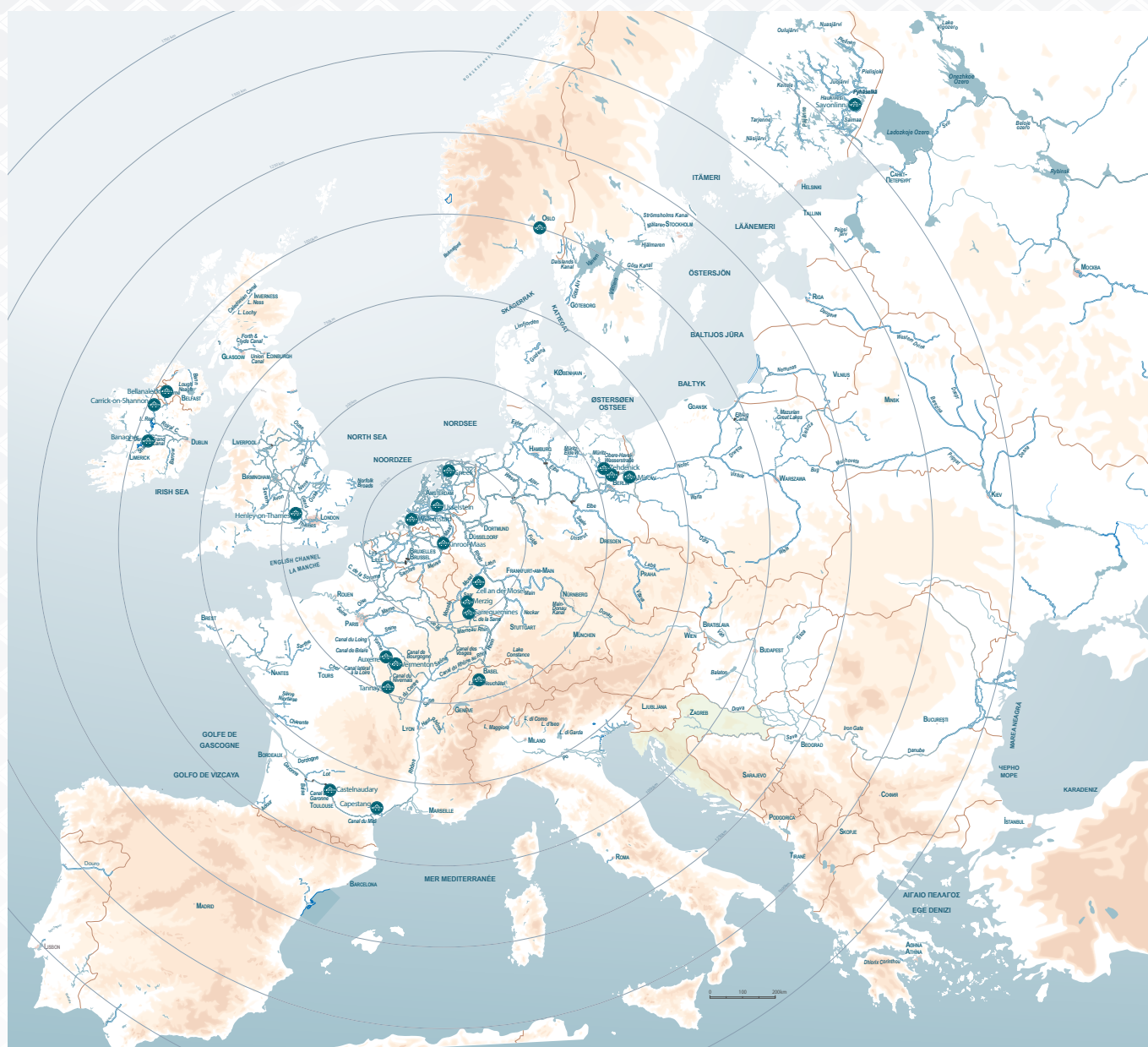


Locaboat has put 38 Pénichettes into service since July 2017. This is an excellent opportunity for us to put our electric drive technology to the test on a large scale and in a real-life situation. Initial results are promising.



Expansion of Linssen Boating Holidays® network

Linssen Yachts' charter network, Linssen Boating Holidays®, continues to show steady growth. There are now more than 100 Linssen yachts sailing in nine countries with the 13 partners, who offer a total of 22 departure locations. So there is always a location to be found where you can have a fantastic boating holiday. Every one of the partners has the high LBH quality in their DNA and will make sure you have an unforgettable experience.





Each country and region has its own unique charms and characteristics. Vast fields and picturesque towns in Friesland, vineyards on the slopes along the Moselle or perhaps Berlin city centre. Enjoy peace and quiet in the Biesbosch, or Vive la France in the heart of Burgundy or on the Canal du Midi. Everything is possible.

New investors and new destinations wanted

In addition, Linssen Boating Holidays® continues to actively seek new destinations in Europe and beyond to make the sailing areas and options even more diverse. Several locations still have room for expansion in the range of yachts available.

For information, please contact Wendy Linssen
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