

LINSSSEN

M A G A Z I N E



FEATURED:

LINSSSEN 55 SL AC VARIOTOP®

TRAVEL STORY:

SWEDEN - A BIG SURPRISE FOR US

**THE LATEST LINSSSEN SLs:
THE LINSSSEN 45 SL AC AND SEDAN**

#62

VOLUME 35
OCTOBER 2022



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DEAR READER

There's never a dull moment in the world of water sports. Last summer we had too much water. This year, we had too little in many places.

This year, the crew of the St. Omer. actually wanted to sail through Belgium, from east to west, so from Limburg all the way to the coast. At least, that was the plan. But reports of delays and the approaching "low water" failed to reassure us. As our holiday approached, many locks in France had already been closed. So we would have to make a new plan.

Finally, the destination decided on was Zeeland, calling at Kortgene, Vlissingen, Breskens, Yerseke, St. Annaland and Oude Tonge. Of course, we couldn't miss out Grevelingen Lake. We completed a nice round trip, 81 sailing hours, 700 km, and in 3 weeks, too. What glorious weather we had. We met a lot of happy water sports enthusiasts. And, as always, we had many people looking at our olive-green St. Omer., which we are quietly rather proud of. Even the harbourmasters regularly came over to admire our boat.

Another fine excursion had been planned for after our holiday. Many of you now know why our boat is called St. Omer. She was named after the crew's favourite Belgian special beer, Omer.

Also a family business, the brewery celebrated its 130-year anniversary in September. Of course, as genuine connoisseurs, we absolutely had to be there. To get a ticket for the brewery tour, you had to send in a photo of yourself with a "perfectly poured Omer." So we took a photo of an Omer. on our St. Omer. A guaranteed success, naturally!

So, on 10 September, we departed for Bellegem, where hundreds of other Omer. fans were congregating. At the entrance, Omer Jean Vander Ghinste - a fourth-generation Omer. - was being interviewed by a local TV station. After they were finished, I decided to be bold and explain to Mr Vander Ghinste that we too are a family business and why we named our boat after his beer. An hour later, we met him again, now accompanied by a journalist from the Belgian newspaper "Het Laatste Nieuws". He asked me if I would tell my story again. Of course! It was a real pleasure for me to tell the journalist about our business, our love for Omer. and our boat. A day later, our photo and the story featured in the paper.

With September drawing to an end, we are busy preparing for the river trials in October as well as the Linssen Yachts Boat Show - Advent Days, which this year will (hopefully!) take place again from 19 November to 21 December. We will shortly be presenting the full programme for these days on linssenyachts.com/advent. Do take a look at it, it will be really worth your while.

I hope to be able to welcome you to our showroom (again) one of these days!

Yvonne Linssen

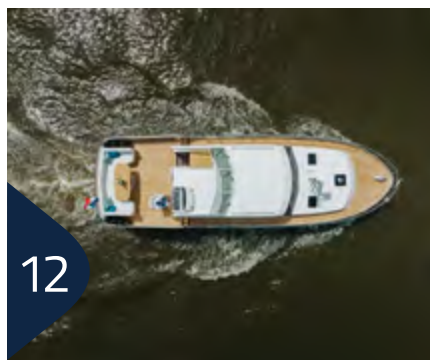


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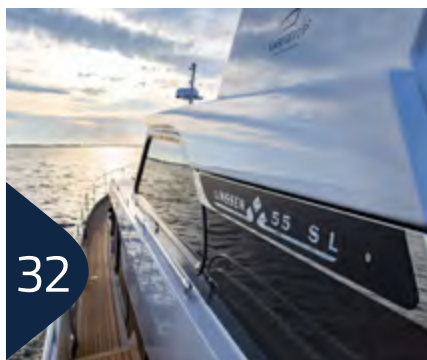


FEATURED

**The latest Linssen SLS
The Linssen 45 SL AC and
Sedan**



Linssen 55 SL AC Variotop®



PARTNER

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TRAVEL STORIES

Sweden - A big surprise for us



**Belgium - The opening of the
season is always an adventure**



**Sailing on the Rhine, with tips
from Peter Weidner**





COLOPHON

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20TH ANDRÉ SUNTJENS EASTER TOUR

This year the 20th Easter Tour took place. To honour the passing of our valued colleague André Suintjens – who organised this tour for many years – the trip will henceforth be known as the André Suintjens Easter Tour. From 15 to 18 April, as many as 21 Linssen yachts travelled the “Limburg round trip” from Maasbracht via Bocht, Maasmechelen to Maastricht and back again to Maasbracht along the Juliana Canal. It’s a real organisational feat to schedule so many yachts into the harbours and make all the arrangements. With a wide variety of yachts and Linssen yacht owners taking part, people shared fun moments, enjoyed the beautiful surroundings on the water and exchanged their rich experiences, all of this while enjoying a glass of wine or beer on the jetty, having nibbles on board each other’s boats or dining together at a local restaurant.

Maas Binnenvaartmuseum

The Maas Binnenvaartmuseum recounts the rich history of the boatmen’s fair and the past and present of inland navigation. For example, you will find a model of the “ships’ cemetery”: a disaster that struck inland navigation on 30 September 1944 in which 240 ships in the port of Maasbracht were sunk by enemy troops using dynamite. This model was made by Jac. Linssen Sr., so the museum and Linssen Yachts are closely intertwined



Combine
your visit to Linssen
Yachts with the Maas
Binnenvaartmuseum

The museum also contains various scale models of ships that sailed the inland waterways in the distant past. Even a Viking ship from the far north was found to have sailed the Meuse! A model of this appears alongside scale models of *skûtsjes*, clippers, *tjalken* and many other vessels in the blue wave on the museum floor! Major marine works have been beautifully recreated with functionally operating models.

Sand and gravel extraction is also depicted. This sand and gravel extraction provided work not only for ships but also for many other businesses. Finally, after the dredging was completed, new natural areas of Limburg’s Meuse lakes were created which are very suitable for water sports and where you can regularly see many a Linssen yacht at anchor.

Havenstraat 12, 6051 CR Maasbracht



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ANNIVERSARIES

This year too, there are a number of anniversaries within the family business. As many as our six people had 25 years of service, one person 40 years and one even had 50 years. And, naturally enough, we celebrated that.

25th anniversary

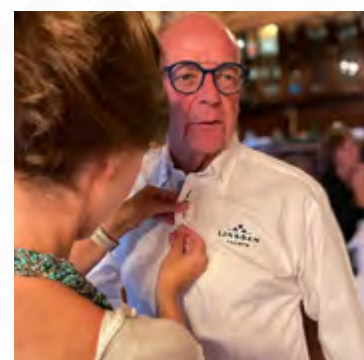
Jo Linssen has spent years setting up the many national and international boat shows and has also long attended to internal transport, the boat lift and loading our yachts on trucks. Like many of his colleagues at Linssen Yachts who have a long record of service, **Rick Fusers** has worked in different departments and progressed through the business, from programming the first wood router, via planner in the office to sales support, and now the purchasing department has been his domain for many years.

Thijs Moonen has been in charge of personnel administration and everything that goes with it for years now. When he started, systems were not as advanced as they are now and a lot of information had to be entered manually. Fortunately, that's not the case nowadays and he can focus on HR management. **Roy Jacobs** has progressed from warehouse and final assembly mechanic to responsible technical mechanic on the Logicam I production line. **Robert Beelen** is a top electrical engineer and is at the forefront of many technical innovations at Linssen. Finally, **Nicole Hendriks** in the administration department knows her way around Linssen's ERP system, effortlessly keeping all projects on track.

40th and 50th anniversary

Miriam Joris has now been executive secretary for many years and is also a member of the management team. Her many years of experience make her an indispensable asset.

Jan Linssen has now been 50 years "in service" ... Jan also went through many departments at Linssen in the past, but you now know him mainly from the sailing training sessions that all new Linssen owners receive from him after taking delivery of their boat. Jan has also been our regular skipper during the many photo shoots that have taken place in recent years. Jan can be found on his Grand Sturdy 30.0 Sedan almost all year round.





HISWA TE WATER

Fortunately, it's allowed again: visiting boat shows. Hiswa te Water in Lelystad (31 August – 4 September) was the first show in a long time. And it was immediately a big hit. The organisation had created an excellent setting. Our salespeople had been looking forward to it and visitors were also extremely positive and came in large numbers. The weather was fantastic, ensuring our world firsts – the Linssen 45 SL Sedan and the Linssen 55 SL AC Variotop® – looked their best.



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Nomination for European Powerboat of the Year 2023

This award is presented on the basis of the opinion of leading international water sport journalists, who nominate products for the award in various categories. They test for quality, product innovation, price/quality ratio, sailing characteristics and construction.

The European Powerboat Award is awarded by powerboat magazines BOOTE (Germany), Boatmag.it (Italy), Båtmagasinet (Norway), Marina.ch (Switzerland), Motorboot (Netherlands), Náutica y Yates (Spain), Neptune (France) and Yachtrevue (Austria).

The award will be presented during the opening ceremony of the Düsseldorf Boat Show, on Saturday, 21 January 2023.


werkenbijlinssen.nl

Maritime Maasgouw

It is becoming increasingly difficult to find good technical staff. Ever-decreasing numbers of young people are choosing technical training in manufacturing industry. To encourage young people to opt for a technical education at an early age, the Municipality of Maasgouw, Keyport, the Sparktechlab, Tinnemans Floating Solutions, Vissers & van Dijk and Linssen Yachts have teamed up to initiate a project aimed at introducing children from groups 7 and 8 onwards (11/12 years old) to the possibilities that a career in marine engineering has to offer. This will eventually lead to a vocational course in Marine Engineering which will be offered by Gilde Opleiding, a training organisation, commencing in 2023. This is a specialist vocational training course that meets the needs of our industry.

Students can go straight into "hands-on" practice to apply the latest techniques, for example in the use of hydrogen and electric propulsion, as well as 3D printing, Internet of Things and robotisation.





INVITATION



INTRODUCING
Linssen 45 SL Sedan
and Linssen 55 SL AC
Variotop®

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INVITATION TO THE LINSSSEN YACHTS BOAT SHOW ADVENT WEEKS 2022

The international Linssen family invites you to the
Linssen Yachts Boat Show Advent Weeks 2022 from Saturday
19 November to Wednesday 21 December 2022.

During the Linssen Yachts Advent Weeks we will be surprising you once again by creating a convivial Advent atmosphere in our showroom with delicious mulled wine, hot chocolate and traditional festive music around the Christmas tree. You can have a look at the new and pre-owned Linssen yachts on display and take part in a guided tour of the boatyard at your leisure and without obligation.

Wide variety of yachts on display

Once again, we will have a wide selection of new and pre-owned yachts on display, ranging from 30-55 ft (9.70 - 16.50 m) from the three different Linssen yacht-series: the Grand Sturdy series, the SL series and the Variotop® series.

Please notify us of your visit in advance so that we can ensure you have undisturbed and safe access to the displays.

The registration form and more up-to-date information is available from www.linssenyachts.com/advent.

Data: Saturday 19 November to Wednesday 21 December 2022

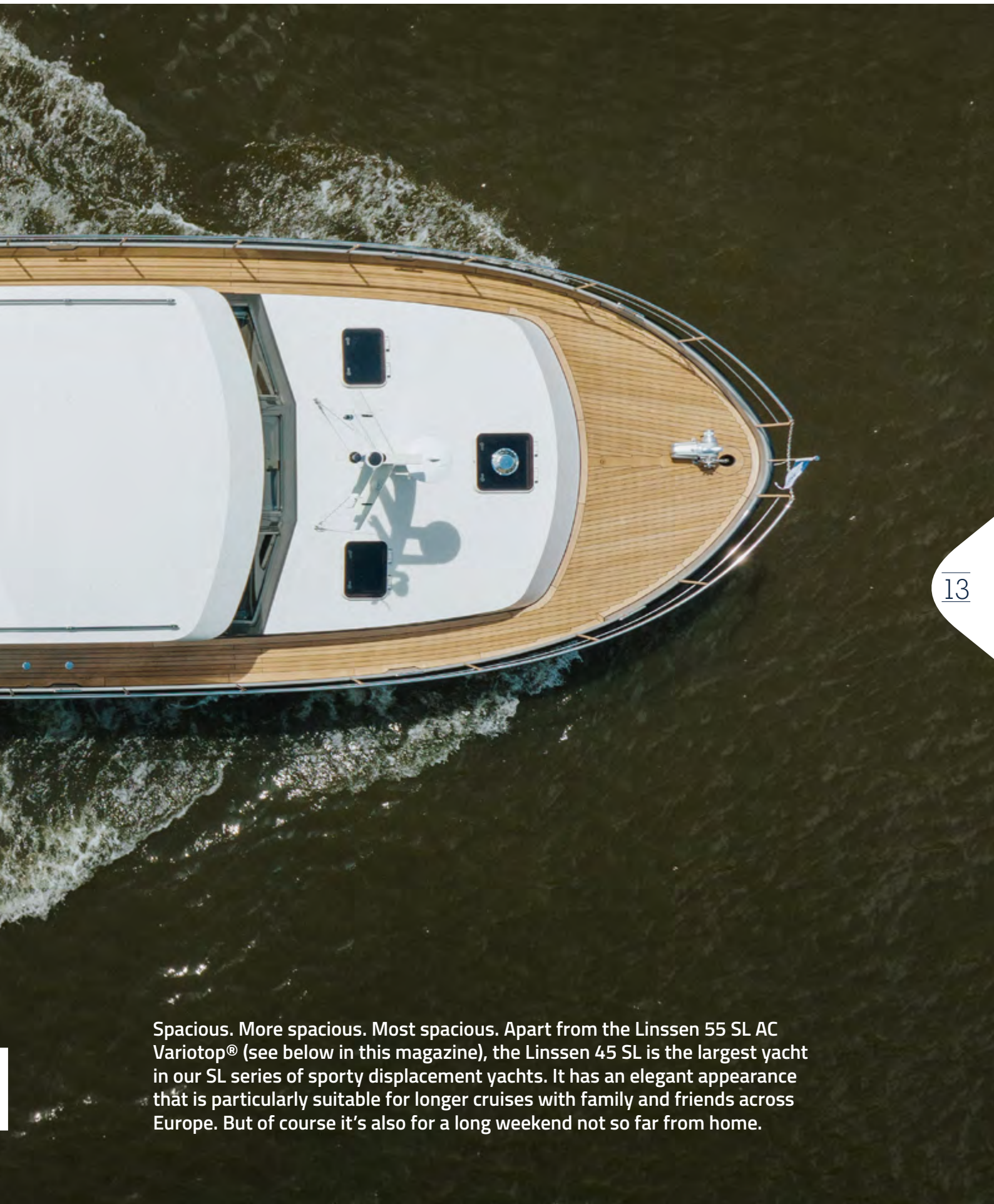
Opening hours: weekdays: 9 a.m. to 5 p.m.
Saturdays: 10 a.m. to 4 p.m.
Sundays by appointment only



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THE LATEST LINSSSEN SLS: THE LINSSSEN 45 SL AC AND SEDAN



Spacious. More spacious. Most spacious. Apart from the Linssen 55 SL AC Variotop® (see below in this magazine), the Linssen 45 SL is the largest yacht in our SL series of sporty displacement yachts. It has an elegant appearance that is particularly suitable for longer cruises with family and friends across Europe. But of course it's also for a long weekend not so far from home.



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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 SL series. A style in which we make a conscious decision to go for a fresh design, colour and interior.

On board the Linssen 45 SL you'll experience the luxury of space. And you'll find plenty of space for luxury. The functional layout and optimum use of the available square metres make every room a comfortable place to be. Everything you need is there and everything you bring from home on your trips can be easily stored.



On board the Linssen 45 SL you'll experience the luxury of space. And you'll find plenty of space for luxury.

In addition to comfort and class on board, the basic equipment supplied is also exceptionally extensive and contains too much to be listed here. Nevertheless, we'd like to highlight a few features:

- The yacht is powered by the quiet and economical Mercury engine.
- The powerful Side Power bow thruster ensures safe manoeuvring.
- The on-board electrics are controlled via our operation- and maintenance-friendly ICCCESS® CAN bus system.
- You don't need to worry about the power supply. Depending on your consumption, power will come from the on-board and starter batteries, via the automatic battery charger/inverter or the 230 V/16 Ah shore connector complete with long shore cable.
- The Sedan also has four 110 Wp solar panels installed as standard on the Longtop roof, including a Smart Solar charge controller.
- To aid navigation, you have the Raymarine i70S Multifunction instrument at your disposal for reading depth and log.
- The 45 SL also comes with the Easy Sleep Convert System to turn the saloon couch into a bed for when you have more guests than you expected.
- All the interior lighting consists of energy-saving, dimmable LEDs.
- You'll be able to conjure up the tastiest meals with ease in the spacious U-shaped pantry with its 110-litre fridge-freezer and 3-burner stainless steel gas cooker.
- Finally there's the cockpit cover, which closes off the whole aft deck, ensuring comfortable sailing from the early pre-season until late autumn (AC version only).
- The Sedan has a convenient sliding door next to the inside helmsman's position on the port side to allow quick and safe mooring.
- The open cockpit on the Sedan is fitted with a cockpit cover to ensure you can stay there in comfort even in less than ideal weather.



In the 45 SL it is literally light, because a lot of daylight can enter through the large, continuous saloon windows and various portholes.



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 portholes. To create a sporty look, these windows are finished in anthracite on the outside.

AC or Sedan

The 45 SL is also available as an AC version with aft cabin and a Sedan version with a spacious open cockpit. The choice is yours and it's a very personal one.



The AC version has three cabins with six berths and the aft cabin is all yours. There's also a generously proportioned saloon with a couch, pantry and dinette. The spacious aft deck has ample seating for you and your family or guests plus the helmsman's position with fixed helm seat. The lacquered stainless steel swimming platform with solid teak boards can be accessed via the safe teak steps and hand rail to port and starboard.

The Sedan has a similar amount of space on board but the forward cabin is the owner's cabin with en-suite toilet and shower. Guests in the side cabin can use the toilet/shower combination in the hallway. You can get from the saloon to the open cockpit on one level. ◆



Linssen 45 SL AC



Linssen 45 SL Sedan

Today, I couldn't say when we first dreamed of having a Linssen.

Sabine thinks it was during our holiday on the Maas in the late 1990s. Our Lab bitch Santa was just a year old and we'd been motoring through Belgium and France. One day, we were sitting in a café with the Maas below us and two or three Linssen boats tied up at the jetties. We didn't have anything to do and watched how the boaters moored up, helped each other, had a drink on the jetty and then changed for a walk through town. Exactly what it was that inspired us, I can't now recall. I guess it was that tremendous sense of freedom you get if you can live like that.

Sven and Sabine Heinrich and Labrador Lotta

SWEDEN – A BIG SURPRISE FOR US

After many years of chartering, we bought "Santa", our first Linssen Grand Sturdy 380 Sedan, in 2011. What a great feeling it was to have a dream come true. We spent many happy hours on Santa, the three of us, or with friends but it wasn't suitable for extended stays. By a lucky coincidence, we found our dream yacht in 2014 at Alexander Jonkers in Zeeland. Since then, apart from short breaks because of work, we have been travelling on "Arche", our Linssen Grand Sturdy 430 Sedan.





In 2021, we cruised around Sweden. It's a cruising area recommended to us by people and by its natural beauty. We report on our trip below:

April 2021

This year, planning our travel arrangements was very exciting. Because of the various travel restrictions in place, we decided to travel direct to Sweden from our starting point in Kiel. Our crossing route passed Lolland on the way to Kalvehave. We made good progress thanks to a wind speed of around 2-3 on the Beaufort scale and calm seas.

At lunchtime, we made a short stop at Vejrø, a very isolated, idyllic island, where Lotta, our Labrador, stretched her legs, as did we. Unfortunately, we couldn't stay as we had to sail into Sweden the following evening.

May 2021

On 1 May 2021, we were on our way to Skanör. The onward journey in the Bøgestrøm strait between Møn and Nyord had required our full attention. We landed in Skanör, Sweden, at about 4.30pm.

We liked Skanör. You can walk around, there are a lot of beautiful villas to admire and we were able to buy fresh fish in the harbour. There we learned that Swedish people "swish" to pay, using a Swedish system similar to Apple Pay. Anywhere – whether it's a restaurant, fish counter or flea market – people pay by Swish. However, you need to have a Swedish bank account to use the system so we always had to have some cash on us.

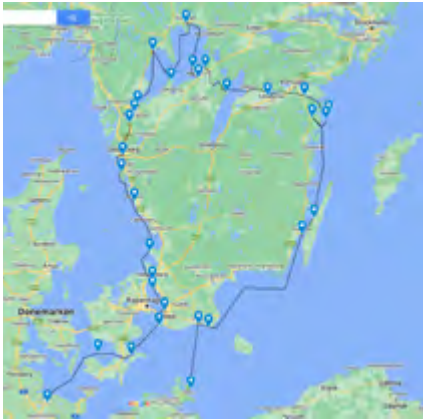
We actually wanted to stay a bit longer but high winds were forecast for the next few days. So we escaped to Malmö, to the Dockan Marina, where

we found a very nice berth (at the very end) in which to weather the storm.

Although it rained hard for three days, we were able to explore Malmö on our city walks and found it to be green and modern with an open waterfront.

When the weather improved, we travelled a further 20 nm to the idyllic island of Ven. This island has much to offer the traveller. Lotta's interest was mostly aroused by pheasants and hares. But those who enjoy a tipple aren't left out either, because this is the home of the famous Spirit of Hven whisky distillery.

From Ven we proceeded to the modern city of Helsingborg, where a large number of green city parks link up to form a "Green Ribbon". Our cruise took us to Mölle, a small town, both picturesque and atmospheric. We strolled up the 188 m "high" Kullaberg to enjoy the view.



In Torekov, we came across an excellent fish merchant, right there in the harbour. Scenic walking tours are also available.

Varberg is dominated by its 13th-century fortress. Seafarers are spoiled with a large marina, where shops and restaurants tempt you to stay awhile.

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Our next stop in Sandö Hamn gave us our first taste of what lay ahead in the archipelago. In the Vallda Sandö nature reserve we enjoyed the views of the island worlds beneath our feet. The marina was built to accommodate 350 boats. There was usually nothing much happening in the marinas as it was early in the season. This would not change until the brief high season from midsummer to mid-August. Sweden provides an excellent infrastructure for us boaters.

We reached Gothenburg on 22 May and had no problems finding a berth in the Lilla Bommen marina right in the city centre. It would certainly be advisable to book ahead during the season. The city can be easily explored on foot. Our highlight was the market hall, where there were all kinds of treats for on-board meals.

After three days, we continued our journey, as we wanted to get to the Göta Canal. Although we imagined that the Göta Canal had to start

in Gothenburg, it was actually the Trollhättan Canal. This canal first passes through an industrial landscape towards Lilla Edet, which is then followed by the Trollhättan lock system at Åkersvass. We were quite alone in the lock. The staff there didn't take payment of the EUR 100 canal fees as the computer system was down and they didn't accept cash. That was fine with us.

We moored in a pleasant spot above the lock system. During our walks we saw the old canal works, which began with the first passageway in 1800. Everything was properly explained for visitors and it was exciting to read about how the locks are constructed and operated.

The Trollhättan Canal ends in Vänersborg, where we stopped as the ancient table mountains, Halleberg and Hunneberg, lay 5 km to the east. Besides pine forests, moors and lakes, we were told we could see elk there. We embarked on a very long walk but didn't see any elk. It would have been better to book an expert guided tour with "guaranteed elk".

June 2021

Lake Vänern now lay ahead of us. It would be better described as an inland sea. Measuring 75 km wide, 140 km long and containing about 22,000 islands, this lake was our

biggest surprise and a blessing for our cruise.

We now had a "Scandinavian high" over us, which would drive out the month of May, which had been somewhat too cool and rainy. The water temperatures were approaching 20°C, tempting us to indulge in some fresh water swimming. We were still on a northerly course. During the day, we encountered one or two boats at most. We had Lake Vänern almost entirely to ourselves.

We explored the lake with the aid of Hamnguiden (Harbour Guide) No. 9, which describes every mooring or anchorage in detail. First, we headed up the west side towards Åmål. In Köpmannebro we moored at the outlet of the Dalsland Canal, but it didn't open until midsummer night and is also better suited to smaller boats.

There were so many delightful places, often with basic moorings or anchorages, and there was always enough space available. You pay by leaving a "donation" in the jetty operator's honesty box. Most jetties have barbecue areas, waste disposal facilities and basic toilets. We didn't attempt the "Swedish mooring technique" with the bow moored to rocks as we felt it would be too unsafe to keep our 23-tonne yacht head-up to the rocks. It's usually significantly lighter GFK boats that use this mooring technique. A stern anchor winch and bow ladder would also be definitely required.

The dinghy was very useful on this trip. The electric motor meant that we could glide almost silently through the archipelago – experiencing nature at its best.

We moored alone in Floghall, Sjöfalle Sandö. It started raining at midday. Eventually, we also found a sauna on a "rock". The stove heated up quickly and we sweated in the bastu (sauna), cooled off in the lake and listened to nature. This is more or less how we had imagined Sweden. By evening the clouds had cleared and we were treated to a wonderful evening ambience. Barbecued lamb and a bottle of red wine did the rest.

As more wind from the SW had been forecast for the next few days, we changed sides of the lake and headed for the larger island of Kålandsö and

the offshore archipelago, where we found a nice spot in the fishing village of Spiken. Alternatively, Läckö Castle (the White Castle) would have been another atmospheric spot. The Sjoboden restaurant in Spiken, where we had a wonderful meal, is what made the difference.

After this detour to the south, we headed north again. Vithall remains etched into our memories. Here, too, we moored at a small jetty in the middle of the archipelago. The water was so clear that we could see the rocks underneath us. Karlstad has a very beautiful marina, the best ice cream in Sweden (up to this point in our trip) and a pleasant atmosphere. Time was slipping away and we were relaxed, which was also due to the long northern days. On 20

June 2021, the sun rose at 3.47 am and set at 10.23 pm.

Midsummer night, that great Swedish festival, was approaching. We decided to head for Fallholmarna. We celebrated the longest day with our own camp fire and barbecue. Swedish people usually celebrate the following weekend. Everywhere there are folk festivals, concerts and everyone is out and about. To join in the celebrations, we called at Mariestad, but there were no major events there either due to the virus.

After experiencing the very quiet midsummer festival in Mariestad, we continued on our way to Brommö. We covered the 20 km to circle the island. Then, an hour later, we rested up in Lindökroken, a very beautiful bay, in wonderful evening light.





In Skeberga, we met up with friends from Germany who were travelling in Sweden in their motor home with three dogs. We had a pleasant evening.

July 2021

We had now been in Lake Vänern for four weeks. There were so many beautiful places that we could easily have stayed another four weeks. But now it was finally time to enter the Göta Canal. We sailed in at Sjötorp and worked our way up the locks. This took a lot more effort but was simple:

One person is dropped off in front of the lock, goes with the fore and aft lines to the lock chamber, pulls the lines through the rings and feeds them back. The stern line is tied and the fore line is let go. This takes until about four boats are in the 30 m-long chamber. Usually, there are groups of locks, each containing two or more locks. On several occasions, we had to wait as the Swedish holiday season had started and the proportion of "tourists" was increasing, so you should take your time and relax. Most Swedish people can apparently do this, as everything passed off "peacefully". And there were fresh rolls available from the lock café – what more do you want...

Our enthusiasm increased with each kilometre. The canal had beautiful stretches in store for us, some of them a bit narrow, so you should concentrate when steering. Our reward was a

unique cruising area between Sjötorp and Karlsborg.

And now we were already on the next lake, not quite so big this time – Lake Vättern. We sailed the northern section as far as picturesque Vadstena. In Medevi, we moored at a bridge for a few days. From there it was a pleasant walk into "Sweden's Baden-Baden", as the locals introduced their ancient spa town to us. It has a pump room, spa park with café and concerts – everything from another age. To us, it was a magical place and we celebrated the climax of our journey.

The next section of the Göta Canal took us as far as Mem but before that we had to "conquer" the flight of locks at Berg. Carl Johans Lock system lowered us 18.8 m through seven locks. At the foot of the last lock, we found a mooring, watched the "lock theatre" for a day and went for walks. We cruised along the Göta canal for 5 km. Generally, boating was a relaxed affair around there. Most people were in control of their boats and everything went slowly and carefully. The infrastructure in the canal was excellent. The 6 Amp fuses were a minor niggle, but they were sufficient to charge the batteries. Sufficient water, waste disposal facilities and sometimes washing machines and driers were available. There are good restaurants, but you have to look for them.

Söderköping is a bustling tourist town with the best ice cream parlour in Sweden which opens at 10.00 am every day. By that time, a 50 - 100 m queue of ice cream lovers is already waiting outside. The number of customers does not diminish during the course of the day.

And the best thing was the Scandinavian High which had accompanied us since May. It's quite strange – we used our on-board air conditioning for the first time and were glad to have it. And in Sweden too!

August 2021

We had now actually been sailing in Sweden for nine weeks. We had sailed into the Trollhätten Canal near Gothenburg at the end of May and now, at the end of July, we were leaving the Göta Canal in Mem.

On that day we were at a lonely anchorage in a bay off Harstena harbour. The harbour and the "trendy" bays were full. So we sailed from our anchorage in the dinghy to the town, went for a walk, ate ice cream and bought rolls for the next morning. That evening we had freshly smoked shrimps, caught locally, smoked and sold while still warm. Incidentally, Lotta loved Swedish ice cream (blueberry, melon, mango).

It's worth making a detour to Valdemarsvik, where there's a club that restores historic fishing boats and a very fine restaurant twenty minutes outside the town. We went to eat there with our new-found friends Silke and Holger from Warnemünde and had a pleasant evening.

And again we discovered a completely different cruising area and ventured into the East Swedish archipelago. Over three weeks we roamed through the maze of islands. Now we were anchoring a lot. We stayed several days in Trollholmen. Sabine went kayaking and I went on trips in the dinghy so we were able to observe colonies of sea eagles.

The archipelago was slowly coming to an end. We longed for some "open water" and crossed over to Öland. There, we anchored in the northernmost bay and waited for the wind to subside. There was plenty to do as we could go on walks in a wonderful nature reserve. Our next destination was Kalmarsund.

Our visit to Borgholm on Öland had several surprises in store for us. First of all, a classic car rally is held there every year. The Swedish royal couple take part in the event in a vintage Volvo. The cars can be admired and there are monarchs within touching distance.

Then, on Friday evening, we had a nasty surprise. When checking the engines, I discovered the V-belt on the port engine had been damaged. The Steyr network wasn't accessi-

ble but Stefan Jansson from the local boat service centre came on board at 9.00 am (!!!) on a Sunday and changed the belt.

Our next stop was Kalmar in Kalmar Sound. The castle gardens and the market square with the cathedral and the many historic buildings are worth a visit.

Hanö is situated to the north of Hanö Bay. With its enchanting landscape, very trusting deer and stags and welcoming harbour, this small island is a dream destination.

Kåseberga and its "Ales stenar" standing stones are a must to visit and are very popular with the Swedes. In the fish shop you'll find everything your heart desires. And the hiking trail to the largest stone ship burial site in Sweden is not far away.

It felt like the end of our adventure in Sweden, because there, too, the season was drawing to a close and the weather was showing signs that autumn was approaching.

September 2021

At the beginning of September we enjoyed a beautiful crossing from Ystad to Sassnitz Rügen in sunny weather. Our season ended with a four-week round trip around Rügen and the German Baltic coast with its beautiful seaside resorts.

We said goodbye to Sweden, having fallen in love with the country and its friendly people. The Swedes we met were very friendly, approachable and helpful. We had never experienced the contrast between cruising the sea and



inland waterways before. Many destinations will have to wait until we can arrange further trips to this country. Stockholm with its archipelago and Lake Mälaren are further reasons for travelling north.

Sometimes our thoughts return to the Maas, where a unique journey began that would change our lives. We have learnt a lot about seafaring and our yacht on the joint cruises we made with many international Linssen owners and from Alexander Jonkers. That's why we have confidence in ourselves and our "Arche" and we can experience adventures like these. We're already looking forward to next season...◆

TRAVEL DETAILS:

Boat Linssen Grand Sturdy 430 Sedan

Duration 5 months

Distance 1,500 nm

Engine hours 280 hrs

Generator 113 h

Plotter 90 individual routes

MARINE SERVICE SCHULLER/BOAT EQUIPMENT WATERSPORT

“WE HAVE SHORT LINES OF COMMUNICATION WITH LINSSSEN AND CAN ALWAYS ADAPT QUICKLY.”



Marine Service Schuller has been an official Linssen Service Partner for many years. Based in Kloosterstraat in Maasbracht, the company is not far from the Linssen boatyard. As well as the service company, the watersport shop Boat Equipment is also located at that address.

Proprietor Erwin Schuller, himself a trained diesel mechanic, has a long history with Linssen. He talks enthusiastically about their collaboration, which is entirely based on mutual trust: “We know each other extremely well. Sometimes it’s as if we’re an outside department of Linssen Yachts.”



Erwin doesn’t speak with a local accent. How did someone born in Zoetermeer end up in Maasbracht? Erwin laughs: “I often used to come to Limburg on holiday. I met my wife Miranda here and then just stayed on. After I did my military service, I landed my first job in Maasbracht as a diesel mechanic at Maessen, a machine shop. Linssen Yachts used to hire me from time to time. As a result, I spent another couple of years at Linssen working as a service technician before I started up Marine Service Schuller. So I’ve been familiar with the engines they use in their yachts for more years than I care to remember.”

All over Europe

Erwin started out as a self-employed service technician in 2004 under the name Marine Service Schuller. He now runs the business with his wife Miranda and has a close-knit team of experienced staff around him. Erwin: “When I was still on my own, I didn’t have permanent business premises. I was operating out of my service bus. I’ve seen all of Europe, including when working for Linssen Yachts. From the first day I started working for myself I’ve been working for Linssen. Harry Linssen had heard about it through the grapevine. On my first working day, I was sitting in his office being given my first assignments. That’s basically how the ball started rolling.”

When in 2010 the opportunity arose to acquire Wim Houben’s watersport shop in Maasbracht, Erwin didn’t hesitate for a moment. Erwin: “I had hoped that having Boat Equipment Watersport and our service company on the same premises would give us a little more peace and mean that we wouldn’t be

on the road so much. The latter did indeed happen. However, the work has only increased since then. But you won't hear us complaining. We can only be grateful to Linssen Yachts."

Linssen Service Partner

For Linssen Yachts, Marine Service Schuller is one of the regular partners who provides its after-sales service. The team tackles and resolves technical issues that arise on new yachts within the warranty period. In addition, Marine Service Schuller is also responsible for preparing all engines for installation. Erwin: "We are an official Volvo Penta dealer. Engines destined for new Linssen yachts are shipped to us. We then carry out a quality check and assemble the engines the way Linssen wants them. Next, we take them to Linssen, where we prepare them for installation. Once the production process is over and a yacht is launched, we commission the engine."

There has been a run on pre-owned yachts since the coronavirus pandemic. Erwin has noticed this in his day-to-day work, as he and his colleagues are also responsible for preparing pre-owned yachts from the Linssen Collection for sale. Erwin: "We used to prepare a pre-owned yacht for sale and it would then go into the showroom. Now these yachts are already sold before they even get to us."

Quality requirements

What's it like in practice being a Linssen Yachts Service Partner? Erwin: "The outside world sometimes thinks this is 'dead easy' because you are given assignments automatically. That is, of course, true. But don't forget that Linssen Yachts has particularly high standards. I sometimes work for other brands as well but Linssen's product quality, standard of finish and after-sales service are second to none. They are not just any yacht and Linssen customers are very demanding. But we like this challenge. We deliver the quality Linssen demands and that is appreciated."

A wealth of knowledge

Over the years, Marine Service Schuller has accumulated a wealth of technical knowledge. "We're very close to Linssen Yachts", says Erwin. "That is, of course, a distinct advantage. We are also a fount of technical knowledge for service dealers and charter operators who work for Linssen. We do of

course get involved in the technical decisions that Linssen takes, like the recent decision to switch from Volvo Penta to Mercury engines for certain Linssen models (yachts 12.85 m and over). Linssen also keeps us right up to date about this. The first Mercury training courses have already been scheduled.

Diesel or electric?

The future of diesel engines on pleasure yachts also came up during the interview. Erwin Schuller is keeping a close eye on developments. Erwin: "Every course I attend is about electric sailing. I regularly sell electric outboard motors in my watersport shop, but I can't honestly see fully electric engines for yachts happening yet. A whole lot of problems will have to be solved first – charging, for example. This will take too much time and, what's more, you often pay three times the normal price for electricity in marinas. In commercial shipping, you certainly see electric and especially hybrid sailing taking off. For example, the Port of Antwerp's patrol vessels are now 100% electric. These are positive developments. Incidentally, diesel engines for yachts are set to become cleaner thanks to the use of catalytic converters and afterburners."

Boat Equipment Watersport

From toilet rolls to electric scooters and soap dispensers to dinghies, the range of products you find at Boat Equipment Watersport is truly mind-boggling. The shop also stocks many Linssen-related products. Erwin: Any boating enthusiast can come to us and, nine times out of ten, they'll find what they are looking for. If a product is out of stock or even discontinued, we will still try to find a solution.

We've built up a large network of suppliers and can often still get parts even for older Linssen model series. By the way, we are not only there for private individuals, we also serve other companies in the maritime sector."

Would you like to know more about the services provided by Marine Service Schuller? Or would you like to find out whether Boat Equipment Watersport can supply the product you're looking for? If so, please visit www.boatequipment.nl. ◆

"We know each other extremely well. Sometimes it's as if we're an external department of Linssen Yachts."

Erwin Schuller

PETER WEIDNER

“SAILING ON THE RHINE IS NO MORE NERVE-RACKING THAN DRIVING WITH A CARAVAN ON THE MOTORWAY.”

Peter Weidner from Mannheim has been sailing for over 30 years. In 2013, he and his wife Sabine bought a Linssen Grand Sturdy 40.9 Sedan. It became their second home, which they used to make extended tours of the French canals and other European waterways. Speaking from experience, Peter explains why sailing on the Rhine is no more dangerous or challenging than sailing on other rivers, contrary to what many boaters wrongly believe. Peter: “If you are properly prepared and steer clear of any commercial shipping, nothing can happen.”

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Blue sign on commercial vessel

Peter worked in a German bank for a long time and his wife was a physiotherapist. In 2010, they started a delicatessen business in Mannheim selling products from the south of France, Provence in particular. However, as a result of the coronavirus restrictions, they decided to close the business after ten years. Since then, they've been sailing on their Linssen yacht even more. Peter laughs: “We haven't retired yet, but we're practising for it now.”

Tool trolley

Peter had a nice anecdote about the purchase of their 40.9 sedan: “We had our first experience of a Linssen during a sailing holiday in Zeeland, when we chartered a yacht from Linssen Boating Holidays. We liked it so much that we stopped at Linssen Yachts in Maasbracht on the way back home. Ed Cuijpers gave us some very good advice that day. He accompanied us into the production hall and showed us a 40.9 Sedan which was under construction. We chose this model as it met all our requirements. My father-in-law was also with us. He didn't actually have to see the boat but he did have a look at the first tool trolley he came across in the production hall. When he pulled open one of



Approaching Cologne

the drawers and saw how neatly and cleanly the tools were arranged, he said: you can buy a yacht here with confidence."

The Rhine is an autobahn

With his years of experience, Peter could almost write a book about sailing on the Rhine. He also regularly talks to yacht owners who are reluctant to venture on to this busy river, whereas Peter considers sailing on the Rhine no more dangerous than sailing on other rivers. Peter: "Of course, the Rhine is heavily used by commercial shipping and that puts boaters off. But if someone is wondering if it's possible to sail on the Rhine on a slow displacement yacht, I would always ask a counter-question: could you drive a car and caravan on the motorway? On the Rhine, you are the one who is going slowly and being overtaken by commercial shipping. That's the situation and you have to accept

Sailing on the Rhine? How to be well prepared

- Study in advance your cruising route and important information on marinas, locks, water levels, etc.
- Make sure you have the right manuals and navigation charts. And of course the right papers.
- Memorise or note down the meaning of special buoys, e.g. to indicate when a fairway splits.
- Always keep right and watch out for the blue signs on commercial vessels. This sign means that the vessels pass each other starboard to starboard. As a boater you don't have to obey these signs, but it's better if you do.
- Get your anchor ready.
- Don't sail at night or in poor visibility.
- Don't underestimate the speed of commercial shipping. Commercial vessels achieve speeds of 20 to 25 kilometres an hour travelling downstream and 15 to 20 kilometres an hour upstream.
- Stay behind commercial shipping so you'll be sure you won't get into difficulties. Do keep a safe distance (at least 10 metres). That way you'll get the best out of the Rhine.
- If you have a VHF radio on board and are in possession of the appropriate certificate, listen in to channel 10.
- Do not sail upstream when water levels are high (Hochwassermarkel), as the current in the Rhine will then be too strong in some places.
- Follow the latest shipping news on www.elwis.de.



Rheingau.

it, just like when you're on the motorway with your caravan being overtaken by trucks. Moreover, you don't drive all over the road with your caravan. You keep right wherever possible. It's no different on the Rhine. And when a traffic jam occurs, you automatically slow down on the motorway. You also adjust your speed on the Rhine."

Downstream or upstream

If you sail downstream from Basel to Rotterdam, things will go somewhat faster and you can reasonably keep up with the commercial shipping. Peter: "You will be sailing at an average speed of 15 km/h. Upstream is a different story, however. Say the Rhine is flowing at a speed of 5 km an hour and you are travelling at 10 km an hour. In reality, you will then be moving ahead at a speed of 5 km. This often makes boaters uneasy as commercial shipping is passing by at speeds of up to 20 km an hour. My advice is: just stay calm and keep right when you're being overtaken. Or even better... plan your holiday as a round trip so that you can sail home down the Rhine."

Suction effect

Don't get put off by stories of high waves on the Rhine. Peter: "You can't rule out the possibility that your yacht will start rocking. That is the charm of sailing. It may be a good idea to stow away specific items likely to fall over before you go up the Rhine, but there are really no five-metre high waves. However, there may be a powerful current which could exert a suction effect. So if you're too close

to a barge, you'll be sucked in. You should therefore always keep a distance of at least ten metres. If you always keep right alongside the buoys, absolutely nothing will happen.

Sailing licence

Another important tip from Peter is to make sure you have the right papers with you when sailing on the Rhine. Peter: "Boats of 5 HP or more and up to 15 metres in length require you to have a sport boat sailing licence for inland waterways with you. If your yacht exceeds 15 metres (up to 25 metres), you have to be in possession of a Sport Patent in order to sail on the Rhine. The river police monitor this strictly. If you can't show the right papers, your yacht will soon be chained up. International vessels also have to have a VAT certificate with them.

Give commercial shipping space

The success of a cruise on the Rhine depends on good preparation. From Mannheim to Cologne, for example, you don't just sail away. The comparison with driving a car applies in this case as well. Peter: "When you go on holiday, you probably have a checklist of points that you run through before you leave. Another point to be added to the preparation, or rather awareness, is as follows: accept commercial shipping and give it space. They work under time pressure and may be stressed about getting from A to B. We boaters have all the time in the world."



Burg Rheinstein



Burg Gutenfels

Many possibilities

Even without all the sights you encounter along the way, the Rhine is well worth a cruise. Along a total length of 900 kilometres, the landscape varies enormously. One moment, you're sailing past an industrial area and the next you're passing a city or looking out on to vineyards or unspoiled countryside. Peter: "The Rhine offers many possibilities. My wife and I always find the round trips very interesting. We live in Mannheim and sail downstream from there to Koblenz, turn towards the Moselle, where we have various options for returning to the Rhine through France and sailing home again downstream. But our cruises on the Upper Rhine (from Basel to Bingen) or the Middle Rhine (from Bingen to Bonn) also boast impressive landscape along the way. In the area from Iffezheim to Bingen in particular, there are a lot of tributaries of the Old Rhine that can tempt you to drop anchor and have a swim. The clubs there are situated in the middle of the countryside. We can thoroughly recommend these and other routes to anyone." ♦



Deutsches Eck (b)

Beautiful cruising routes and round trips on the Rhine

Cruising routes

- At Mulhouse, head for the Rhine-Rhône Canal and the Mediterranean.
- At Strasbourg, enter the Rhine-Marne Canal heading for France, Belgium and the Netherlands.
- At Mannheim, enter the Neckar, proceed until after Stuttgart and then head for Plochingen.
- At Mainz, enter the Main heading towards the Black Sea and travel via Turkey, Greece, Italy and France to the Rhône and back.
- At Koblenz, enter the Moselle heading for France, Belgium and the Netherlands.
- At Duisburg, enter the Rhine-Herne Canal heading for Berlin, Hamburg, Bremen, the Baltic Sea and the North Sea.
- At Nijmegen, enter the Meuse-Waal Canal heading for Belgium, France and Germany.
- At Tiel, enter the Amsterdam-Rhine Canal and head for Amsterdam. There are many branches in the Netherlands, useful for planning round trips..

Round trips

- Meuse, Rhine-Marne Canal, Moselle. Then either enter the Rhine at Koblenz and back or enter the Rhine at Strasbourg and back.
- Rhine to Mulhouse, Rhine-Rhône Canal to the Saone, enter the Rhône heading for Marseille or Bordeaux.
- Rhine as far as Koblenz and enter the Moselle, then via the Vosges Canal to the Saone and via the Rhine-Rhône Canal to the Rhine
- At Mainz, enter the Main, Main-Danube Canal, Black Sea, Bosphorus, Greece, Italy, France, then enter the Rhône at Marseille and head north to Germany, the Netherlands or Belgium.



THIJS MAKES SURE HR GOES SWIMMINGLY

Like a fish in water. This is how Thijs Moonen (52) from Nederweert feels at Linssen Yachts. So it's no surprise that he celebrated his 25th anniversary there last April. Working in engineering is not for him, but fortunately he is the HR manager (or head of P&O). It's a job where you don't need to be technically-minded. Thijs therefore uses very different skills to ensure that when it comes to personnel and accounting, everything goes swimmingly.

Keeping people on board by allowing them to progress

Over 25 years ago, Thijs was tipped off by a friend that Linssen Yachts was looking for an administrative worker. "I was hired and never left again. My friend did, however. He went; I stayed. That's the way it is. Initially, I worked in timekeeping and accounts. Later, payroll was added. It was a growth process. That's what's great about Linssen Yachts. They gave me and my colleagues room to grow. When a vacancy comes up, we always see if someone from inside the company is suitable and if that person is interested. That's the culture in our company. I'm sure that's the way to keep people on board. It's just so important, especially in these times of labour shortages. And if things work out well – and in most cases they do – this ensures serious commitment."

Good communication gets me a long way

When the previous HR manager stepped down, Thijs was asked if he felt up to the job. Especially because he had a lot of experience dealing with people from the world of football. He thought it would be a challenge and said yes. "Because of its different

facets, my job has a great deal of variety. And, if I'm honest, I don't think it's so intense. Good communication gets me a long way. Added to this are my life experience and the knowledge I've acquired through education and training, which makes it the perfect job for me. It is of course essential for me to be familiar with relevant legislation and regulations. And the Netherlands has plenty of these. I therefore attend upskilling sessions and training courses on a regular basis."



No two days are the same. Everything that happens in the workplace that involves staff and salaries ends up on Thijs's plate.

Empathising with the company and my colleagues

No two days are the same. Everything that happens in the workplace that involves staff and salaries ends up on Thijs's plate. That's everything from grant applications and examining job profiles to setting up a new HR system and from job interviews to exit interviews. "It all comes my way. I like interacting with people. I just like having people around me and empathising with the company and my colleagues. It's no coincidence that I'm one of the few people in the company who actually knows everyone. Added to this is the fact that the unpredictability of the job – you never know what's going to happen – makes it an interesting one."

Thijs runs the HR department single-handedly

You would expect a company with 110 employees to have an HR team working for it. Nothing could be further from the truth. Thijs runs his department completely single-handedly. "I am of course in close contact with my line manager Mariëlle and the managers of all the other departments. And I share an office with the finance department. I also regularly consult



with our general manager Ed Houben, who has the office next door."

The power of Linssen Yachts

The fact that Thijs is enjoying his time at Linssen Yachts is obvious from his many years of service alone. You don't work in a place for 25 years if you don't like it. "It's very pleasant here and there's a good atmosphere. This is also because family businesses attract a certain type of employee. One who is loyal, committed and proud and has the company's best interests at heart. That's the culture I feel at home in. As do many others. Almost everyone knows everyone else. Even the management team knows all the employees. In this atmosphere, we work together in a flat organisation. The records of long service do not therefore come out of the blue. Taken together, this is the power of Linssen Yachts."

Preparing employees for retirement while keeping them fit

In a company like Linssen Yachts with many employees reaching retirement age here, staying fit is therefore a big deal. "I'm happy when everyone enjoys their job and is healthy. Where I can, I help my colleagues achieve this. And

You don't work in a place for 25 years if you don't like it.

yes, when you work somewhere for a long time and are already a bit older, sooner or later ailments will arise. We are fully engaged in preparing our loyal employees for retirement while still fit. Because – let's be honest – some of them don't have the lightest jobs in the world. We therefore try to give older employees lighter work where possible. Workstations are designed to be as ergonomic as possible, with lifting devices and adjustable work benches. In any case, we try to give our employees the best tools possible and provide them with the safest possible work station.

A great working environment

"I started working here 25 years ago. More or less by chance. It is a fantastic company to work for and every time I look at the yachts in the showroom, I think every time: how nice it is to have such a beautiful working environment."◆



Looking for new challenges

Thijs has ended his career as a football trainer and is now going to make more time for his wife Nicole and his three children Kyra (21), Senna (19) and Yentl (12). "For years, in addition to my job at Linssen Yachts, I have trained football clubs, including Fortuna Sittard. And, until recently, I was the trainer at amateur club R.K.V.V. Haalen. After so many busy years, I think I've had enough now. I have more leisure time at last and I'll also be looking for new challenges."

LINSSEN 55 SL AC VARIOTOP®

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In the last edition of our magazine, we were able to announce the latest Linssen yacht with the unique Linssen Variotop®: the Linssen 55 SL AC Variotop®. In the powerful Haven Grey colour scheme with the Linssen "Bow-up" design, this yacht has an imposing appearance. It therefore attracted a lot of interest during the Hiswa te Water in-water boat show (31 August - 4 September).





Linssen Variotop® wheelhouse

The Linssen-Variotop® is more than just a "folding roof": it is an integrated concept for the wheelhouse. Variotop® represents a unique experience. Sailing means making contact with the elements. And preferably with pleasant elements such as sun and wind. The slightest breeze is a breath of fresh air in hot weather. Have you opened the folding roof to get a breath of fresh air? The cockpit bench for two people is electrically adjustable in height and depth. If you raise the bench, you can sit with the wind in your hair. It also gives you a perfect view of the water. If you want to cool down a bit more, a compact wet bar with sink and refrigerator is always within easy reach.

Outside or inside space

The wheelhouse of each Linssen-Variotop® is a high-quality finished space in which you will want for nothing. Here you can sit behind the fully equipped, luxury steering position with all the necessary instruments around it. At the single push of a button, the Variotop® roof can be fully opened and folded back. The combination of an open wheelhouse and the aft deck makes for an imposing outdoor space. Within a few seconds you can control your Variotop® yacht from a real "flybridge". When you close the roof again, you create a comfortable extra interior space with lots of privacy.

Open and yet windproof

The wheelhouse doors are an important part of the Variotop® system. In spring, when the sun is shining but the temperature could be a little higher, you can still sail with the roof open. If you keep the doors closed, you won't be in the wind but you will be in the sun. As the weather gradually warms up, you open the doors and let the wind do its work freshening up the wheelhouse.





Bimini: keep out the sun, let in the wind

You can also use the Variotop® folding roof as a fully-fledged bimini top. This function is very pleasant when the sun is high in the sky and the temperature is rising. In the bimini position, the roof is kept slightly open. This means that you have a sunroof over your head, while the wind can simply pass under the roof. Exactly what you need during those increasingly hot Western European summers.

Folding arch

The standard cruising height of the 55 SL AC Variotop® is ± 4.20 metres. This means that major rivers and canals are not a problem. On smaller waterways, do you ever encounter low bridges on your cruises? Or maybe bridges that only open a little or not at all? If so, there is every chance that you can sail the 55 SL AC Variotop® through them. The ingenious concept of the Variotop®, in which the arch in which the Variotop® roof disappears when



SPECIFICATIONS

Linssen 55 SL AC Variotop®

LOA X BEAM OVERALL X DRAFT:	± 30.000 kg / ± 30 m ³
LOA X WIDTH OVERALL X DRAFT:	± 16.50 x 4.85 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/SALOON/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

opened, can be folded down, reduces the clearance height to ± 3.45 metres and significantly increases your cruising options.

Besides this Linssen 55 SL AC Variotop®, the Variotop® is available on the top yachts in the Grand Sturdy series: The Grand Sturdy 450, 480 and 500. Have we aroused your interest? If so, please contact your local representative or the boatyard in Maasbracht for details.


VARIOTOP®
ONE TOUCH CABRIO



THE FOUR VARIABLES OF THE VARIOTOP®

Nothing is as changeable as the weather. Especially in our own wet country. Sun, rain, cloudy skies. They alternate faster than we'd sometimes like. In order to deal with these vicissitudes and fluctuations in a pleasant way, we developed our Variotop® wheelhouse system. Varying in order to adapt to the elements, that's the thought behind it. With the arrival of the new Linssen 55 SL AC Variotop®, this is the perfect time to home in on this folding roof, which is much more than just a roof.

A Linssen with a Variotop® means that you, as a boating enthusiast, can be flexible enough to adapt to all weathers. When the sun shines, you want to be outside enjoying the open air. When it rains, you prefer to hide away and seek shelter. In addition, when the weather is bad, it often gets colder. Then you don't just want a roof over your head, but preferably a well insulated roof. Our Variotop® wheelhouse system contains four variables that you can control to cool

and/or heat the wheelhouse. These four variables are: the Variotop® folding roof, the height-adjustable cockpit bench, the doors and the bimini function.

More than a roof

Of course, we don't have to explain anything more to Linssen owners. But people who don't know us very well often don't have the full picture of our Variotop® wheelhouse system. They see Variotop® only as the name for the roof, whereas it is in fact an integrated system for the wheelhouse. Variotop® means the entire room, the layout of the steering saloon and the steering position. Of course, the folding roof is an iconic feature, but it's only one part of the system.

See the clips of our Variotop® yachts on Youtube



Our Variotop® yachts:

Grand Sturdy 450 AC Variotop®

Dimensions: ± 13.75 x 4.65 x 1.20 m
Min. air draft: ± 3.49 m
Engine: 2x Mercury Diesel 115 pk



Grand Sturdy 500 AC Variotop®

Dimensions: ± 16.45 x 4.88 x 1.29 m
Min. air draft: ± 3.49 m
Engine: 2x Mercury Diesel 150 pk



Grand Sturdy 480 AC Variotop®

Dimensions: ± 14.95 x 4.65 x 1.20 m
Min. air draft: ± 3.44 m
Engine: 2x Mercury Diesel 115 pk



Linssen 55 SL AC Variotop®

Dimensions: ± 16.45 x 4.88 x 1.29 m
Min. air draft: ± 3.49 m
Engine: 2x Mercury Diesel 150 pk



Do you want to sail next season with a Linssen Variotop®?

Then choose from these young pre-owned yachts:

Grand Sturdy 450 AC Variotop®

- Year of construction 2020
- Dimensions 13.75 x 4.65 x 1.20 m
- Engine 2x Volvo Penta D3-110 (110 HP)
- Engine hours 350



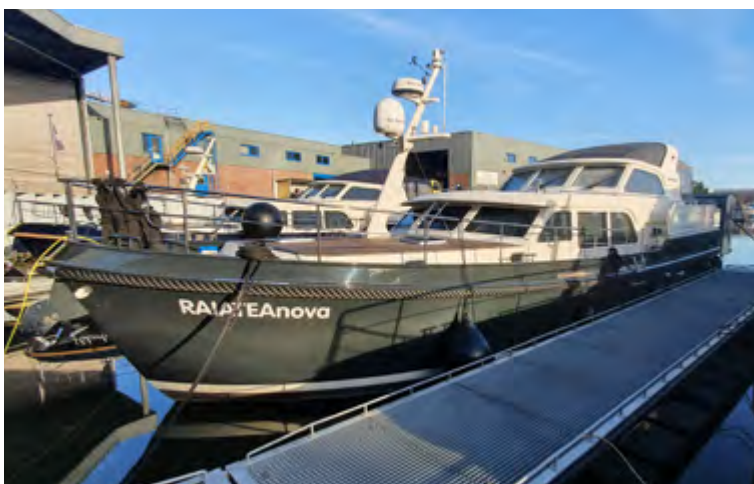
Grand Sturdy 480 AC Variotop®

- Year of construction 2021
- Dimensions 14.95 x 4.65 x 1.20 m
- Engine 2x Volvo Penta D3-110 (110 HP)
- Engine hours 110



Grand Sturdy 500 AC Variotop®

- Year of construction 2020
- Dimensions 16.45 x 4.88 x 1.29 m
- Engine 2x Volvo Penta D3-150 (150 HP)
- Engine hours 640



Welcome to Waterfront Jachtcharter in Zeeland!

Charter luxury, fully equipped Linssen yachts from us to ensure a fantastic sailing holiday. All our luxury Linssen yachts contain, as standard, made-up beds, towels, a Nespresso coffee machine, luxury toiletries and much more besides so that you and your crew can enjoy a carefree sailing holiday.

Our fleet is based in Zeeland's finest marina, "Delta Marina", on Lake Veere.

It's the ideal port of departure for great sailing holidays. This beautiful, clear, calm waterway, 23 km long, with its many islands where you can moor and, if you wish, stay overnight free of charge appeals to many water sports enthusiasts. Seasoned water sports enthusiasts choose the adventurous Oosterschelde which they can reach within 45 minutes after briefly passing through a lock. Or would you like to discover more?

We would be happy to help you on your way with sailing routes and recommendations.

Make your sailing holiday complete and book a stand-up paddleboard for your Linssen yacht. This is a great water sport activity you can experience from your Linssen yacht. Try it, and tackle this challenge!

See you soon in our marina! ♦



WATERFRONT
JACHTCHARTER

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Second base for Aqua Libra Yachtcharter in Antwerp.

On 1 April 2023, Aqua Libra Yachtcharter will be opening a second base in the Belgian port city of Antwerp. They will be working with the "Antwerp Nautical Center", situated at Oostkaai (East quay) in the Asia Dock.

The Asia Dock is situated in the immediate vicinity of the famous Willemdok (Willem Dock), the MAS museum and the Skippers' Quarter and within walking distance of Antwerp city centre.

A number of amazing routes start from this base towards both Belgium and the Netherlands. As most sailing routes in this region pass through the port of Antwerp, it is actually essential to be in possession of a sailing licence and a VHF radio certificate if you want to charter a boat from this new base.

For the very latest information on Aqua Libra Antwerp, the available Linssen

yachts and sailing routes, please refer to the Aqua Libra Yachtcharter website: www.aqua-libra.be.

Aqua Libra is seeking investment partners for this base. For further information on the options available, please contact Luc Vanthoor at linssen.sales@aqua-libra.be or phone +32 477 436 604.

Anyone subscribing to the newsletter via the website will be kept up to date with the latest developments at Aqua Libra. ♦



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AQUA LIBRA
EXCLUSIVE YACHTCHARTER

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De Dender

THE OPENING OF THE SEASON IS ALWAYS AN ADVENTURE

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IT ALL BEGAN WITH A DREAM...

Family De Ruytter made this trip on the Grand Sturdy 40.0 AC "Amalie", which they chartered from LBH partner Aqua Libra in Ophoven.

AQUA LIBRA
EXCLUSIVE YACHTCHARTER

LINSSEN
BOATING HOLIDAYS®

Since 2018, long before Covid, we have been infected by the Linssen virus. We have been sailing the beautiful boats supplied by Aqua Libra for a few years. It's not only the perfect condition of the boats, but also the great selection, and especially the unprecedented service from Luc and Arlette (the owners of Aqua Libra), that made us realise that we had found our favourite boat charterer. Although our initial introduction to boating was in summer, over time

we have made it a sport to open the season every year from Kinrooi.

We normally charter a Linssen for a week. However, one week is not enough to sail from Kinrooi to the lock in Denderbelle and back, especially if you want to build in an allowance for contingencies. So, if we now plan to charter a Linssen for two weeks this time, it immediately becomes clear that we would also be able to tick off



Namen

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other items on our bucket list. For example, the boat lift in Strépy-Thieu, but also the idea of sailing the Scheldt, all the way from its source in Ath to its mouth in Dendermonde, the town where we live.

A study of the available waterways gave us the following route as an option: Kinrooi, Liège, Namur, Charleroi, Strépy-Thieu, Blaton, Ath, Dendermonde, Rupelmonde, Lier, Herentals, Bocholt and back to Kinrooi. These two weeks made it possible to put together a very nice cruise where we could call at a whole lot of interesting towns and cities in Wallonia and Flanders.

The Easter holidays began and with them our journey. The first day was quite chilly, but everything else went according to plan. After nine hours of sailing, we arrived in Liège. However, we were unable to contact the



After five days of cruising, we had the chance to briefly sail into the marina in Mons to fill up the tank with 200 litres.

harbourmaster either by telephone or on VHF radio. So we didn't know where we could moor and just opted for a nice open spot. After we had moored up, a lady who lived in a nearby houseboat

told us that the harbourmaster was in fact not there (and seldom was). This meant that we could perhaps stay overnight free of charge but, unfortunately, there wasn't going to be any shore power or water supply. We therefore switched on the on-board generator, which allowed us to prepare our evening meal and enjoy the overnight stay without any hassle.

Over the next three days, we had similar experiences. It started with Namur. This really is a very pretty town, seen both from shore and from the water, but all that could be found of the marina were a few signposts and a couple of bollards. Likewise, there was no trace of the refuelling facility which we had planned to use there. So we had to moor at the quay below the citadel. There was nothing to complain about. It's not every day you get the chance to stay overnight in the centre of such a beautiful city. Once again, the

on-board generator eliminated any kind of inconvenience.

The next two overnight stops didn't have any power or water either. It felt like we were wild camping again, but now in the comfort of a well-equipped 40-foot motor yacht. Here too, we were really glad that the boat had a generator on board. The size of the water tank (440 litres) also helped to ensure that we could continue our journey for a considerable number of days without having to worry about filling up. After five days of cruising, we had the chance to briefly sail into the marina in Mons to fill up the tank with 200 litres. Maybe it wasn't really necessary at the time but we knew that we would definitely have to continue for three days after Mons without an opportunity to fill up.

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The first time on this trip that we were able to enjoy shore power was after five days' cruising. By then we were in Ladeuze-Chièvres, just before the fifteenth of the twenty-one locks on the Blaton-Ath Canal. This small but very pleasant and peaceful rest stop is well worth a recommendation. Although we didn't find it on the maps during preparation, this spot was suggested to us by the staff operating the locks and bridges on this canal. It was very windy that day. Force 6 on the Beaufort scale had been forecast and I think we got 100% of it, straight over the port side.

But back to the trip itself. After Namur, we continued towards Charleroi. Unannounced works on a lock on the river Sambre (which opened again the next morning) obliged us to overnight in Chambreville. A convenient pontoon is available there, literally in the backyard of an upgraded Lidl supermarket. This was therefore an ideal opportunity to stock up on provisions and to



Strépy Thieu boat lift

A strong wind was now blowing, but you don't notice the wind at all in the lift. You very quietly descend the 73-metre height difference.

learn about the wartime past of this town.

The next day would be a big day for us. If everything went according to plan, we would be able to take the boat lift in Strépy-Thieu. We left the Sambre in Charleroi and reached our destination after a steady ten-hour cruise via the Brussels-Charleroi Canal and the Canal du Centre. We were just in time for the last lift descent and had the whole caisson to ourselves. A strong wind was now blowing, but you don't notice the wind at all in the lift. You

very quietly descend the 73-metre height difference. You can actually get out of your boat and admire this wonderful piece of engineering while the lift is moving. This lift was inaugurated in 2002, replacing four older lifts (dating from the early 20th century) which can still be viewed as part of a UNESCO heritage site. It's a pity we didn't have time to go and see these antiques. Maybe a good reason for a future trip? Shortly after the lock, we were able to moor up and overnight in a local marina. However, the opening times for the self-service access



Blaton Ath

bridge were already past but a large quay (but without shore power or water) was available free of charge and was an excellent spot for a good night's sleep

The next day was a quiet one. Our only aim was to get as close as possible to Blaton. Halfway there we passed Mons, which gave us a chance to do some shopping and fill up with 200 litres of water. The helpful harbour-master also helped us find out where we would be able to fill up with diesel (after we were unable to fill up with anything in Namur). It quickly became apparent that the only option was Tournai, a considerable detour from our planned route. So it was also clear from this moment that we had to see this cruise through with the full tank we had left with. We spent the night at a large jetty in Bernissart, near a lock that had been (temporarily) closed. We were ready to meet the challenge of the locks on the Blaton-Ath Canal.

So in good spirits and with a plan B in mind, we headed for Blaton to get this canal with its 21 locks under our belt. The previous afternoon we had been in touch with the lock keepers, who had advised us to be at the first lock by about half past eight. Fortunately, we

called them again just before setting off as they now thought that nine o'clock would be a slightly more feasible slot. The operation of the locks is actually controlled by two or three teams, each of which is responsible for a number of locks. The first ten locks are operated by one team. The operating team actually accompany you from shore. They are very helpful people, but if you don't agree when to arrive at the first lock well in advance, you might have to wait a long time if, for example, they are helping another boat in front of you.

We arrived at Lock 1 at ten to nine. Just in time. However, the operating team let us know that they needed a couple of minutes more to arrive at this lock themselves. So we decided to put the ship nose-up into the wind to avoid being blown against the bank. There was something resembling an old turning basin just in front of this first lock, which we thought would be ideal for turning the boat with its nose into the wind. When we started turning, we quickly realised to our horror that the water was very shallow outside the fairway. So we ran aground with the nose on a silt bank. While this is certainly another way of staying on the spot (and not being blown against



Blaton Ath in 6 beaufort weather

the bank), it's not really ideal for keeping the engine cool. After reversing out, we shut off the engine so we could quickly clean the weed filter. We now knew that we had to keep a close eye on the draft in this canal and shouldn't stray too far from the fairway.

The first lock was quickly prepared for us. We could proceed. Everything had to be operated manually, including the bridges on this stretch. Quite an experience. We quickly noticed that teamwork between the lock keepers and ourselves was also becoming vital. We had to adjust our cruising speed to allow the lock keepers enough time to close the lock (or bridge) we had passed through, move to the next lock (or bridge) and then get it ready. It was pretty interesting and a fun exercise, were it not for the fact that the force 6 wind from the side gave us quite a challenge in trying to keep the boat neatly centred in the canal at (very) low speed. Certain stretches of canal had trees on the banks that broke the wind a bit, but these rows of trees then stopped closer to the lock. So the trick was to spend as long as possible between the trees, until you thought the "crossing" to the lock was possible without having to stop. In these situa-

tions, you quickly realise how valuable a humble pair of binoculars can be.

However, the wind force was still increasing. Each lock became a contest requiring extreme concentration and super-fast reactions to deal with each gust of wind and moor the boat neatly in the narrow lock. Some of these (descending) locks also offered very little space between the waterline and the edge of the lock, so the fenders had no chance to do their job when entering. After 10-12 locks, we had seen enough, and looked for a place to moor so we could wait for the better weather, as forecast for the next day. So we were particularly relieved to be able to tie up the boat for a while after Lock 14. This small harbour in Ladeuze-Chièvres did not feature on any maps but was recommended to us by the lock keepers. The cherry on the cake was that even shore power was available there. It was also nice to meet the Flemish owners of a local shop who had ended up there so many years ago and were still enjoying life greatly.

The following days brought us better weather and also the experience of sailing down the Dender from its origin in Ath to its mouth in Dendermonde. It had also become clearly noticeable that the sailing season had started, especially on the stretch between Blaton and Geraardsbergen. The draft in the Blaton-Ath Canal sometimes left a lot to be desired. At two of the locks, we just ran into the silt as we were exiting the lock (where we would normally have expected at least 70 cm under the keel). There was also a lot of dirt on the lock gates. It was not until after Geraardsbergen that we could expect cleaner locks. All in all, everything worked out fine. Also, most lock keepers are always willing to remove some of the floating rubbish before you enter the lock.



Denderbelle lock

And the Dender is a really nice cruising river. It's very quiet, has a tow-path and is embedded in a very rural setting (apart from the section in Aalst).

Geraardsbergen was a nice place to visit. It also had a particularly friendly harbourmaster. We helped him find the WiFi password as this was also the start of the season for him. We also received from him the *VVV Toervaargids 2022*, which is a handy guide to Flemish waterways.

We sailed on towards Dendermonde. At last, we were able to realise our dream and take "our" little lock in Denderbelle. We therefore took our time and moored up before entering Denderbelle lock. The drop in the lock is only a few metres, so you don't spend very long in there, but we enjoyed every second. This was *our* moment.

After the lock, we moored up at a small pontoon belonging to the city of Dendermonde. By now, we were so used to living without water and electricity from shore that we didn't even notice that they weren't availa-

ble there either. A pleasant walk into the city centre, even though we've known this centre for over 20 years, made us feel as if we were "staycationing". Even though our house is only a stone's throw from the pontoon, no-one on board wanted to go home to sleep. No, that wasn't on. Especially at this single, unique and long-awaited moment, when we sailed a beautiful Linssen on the Dender.

The next part of the plan was to sail down the Scheldt towards Rupelmonde, but *after* high tide, as the current in the Scheldt can run quite fast. Sailing with the tide meant that we were able to gain 4 km/h in ground speed, which in turn helped us sail as energy-efficiently as possible and therefore save on diesel.

In Rupelmonde, we moored at the same landing pier used by the ferry. The Rupel has quite a strong current and considerable tidal variations. We had fortunately been able to get prior confirmation from the ferry service that even their boats (with 1.4-metre draft) don't get stuck at low tide. There

was quite a strong current when we were mooring (just between high and low tide), which gave us a chance to try out the technique for mooring in strong countercurrents. It was quite fun to "hang on" while revving the engine at a point level with where you want to moor, and then letting the current push you towards the shore by pointing the nose slightly towards the quay. It worked perfectly.

However, there's nothing much to see from this mooring, but it was the ideal place from which to leave for Lier the next morning a little after low tide. By choosing this time, we could be sure that we would be able to pass under all the bridges on the Nete Canal. Some of these bridges have a clearance height of only 3.5 metres. By departing an hour after low tide and keeping to a speed just slightly slower than the speed at which the tide swells, we were able to keep enough water under the keel and never run into problems with clearance heights. If you're an engineer, these are great moments when you can use your mathematical knowledge to be aware of the situation and keep it under control.

We stopped briefly in Lier to meet friends, before continuing on our way to Herentals. In the process, we also took in a stretch of the Albert Canal, which gave us a chance to let the autopilot do its tricks for a prolonged period and keep us nice and straight on the starboard side of this wide canal. After passing through the first lock on the Herentals-Bocholt Canal, accompanied for a while by three fast canoeists, we finally arrived back at the Herentals marina. As we had called at this marina before, we felt quite at home. We were able to reverse the boat neatly into a narrow berth – after negotiating the many narrow locks on the Biaton-Ath Canal, you quickly gain

experience in manoeuvring, and we felt the benefit.

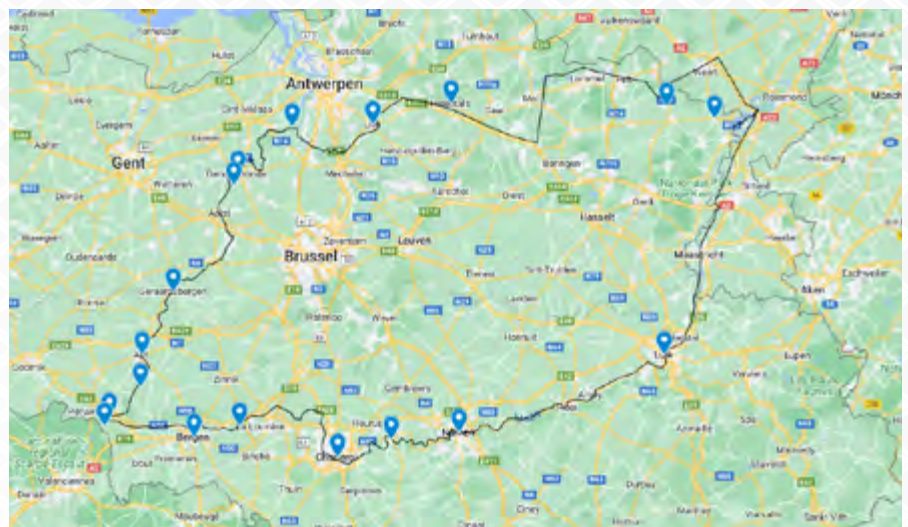
Our last few days were approaching. Actually, it was a pity as after two weeks' cruising, it didn't feel as if this was enough. So we continued to savour every moment. We left Herentals in a light fog, which made for a beautiful series of photos. After the characteristic locks on the first stretch of this canal, we stopped for a pancake at the Pancake Boat. This permanently moored boat is located after Lock 4, where the Dessel-Turnhout-Schoten Canal meets the Herentals-Bocholt Canal. It's highly recommended and it may be better to book in advance on nice days. Bocholt was the last marina we called at before heading for Kinrooi.

The last few kilometres back to "De Spaanjerd" marina went by in a flash. We just had to fill up the boat before we delivered it back and our cruise was over. Quite an experience. And definitely worth the effort. But I now appreciate the qualities of a Linssen yacht all the more. Thanks to the Linssen boatyard for putting these yachts on the market. Thanks to Aqua



Herentals - Bocholt canal

Libra for making them available to a wider public. Very special thanks to Luc Vanthoor for all the support and advice before, during and after the trip. ♦



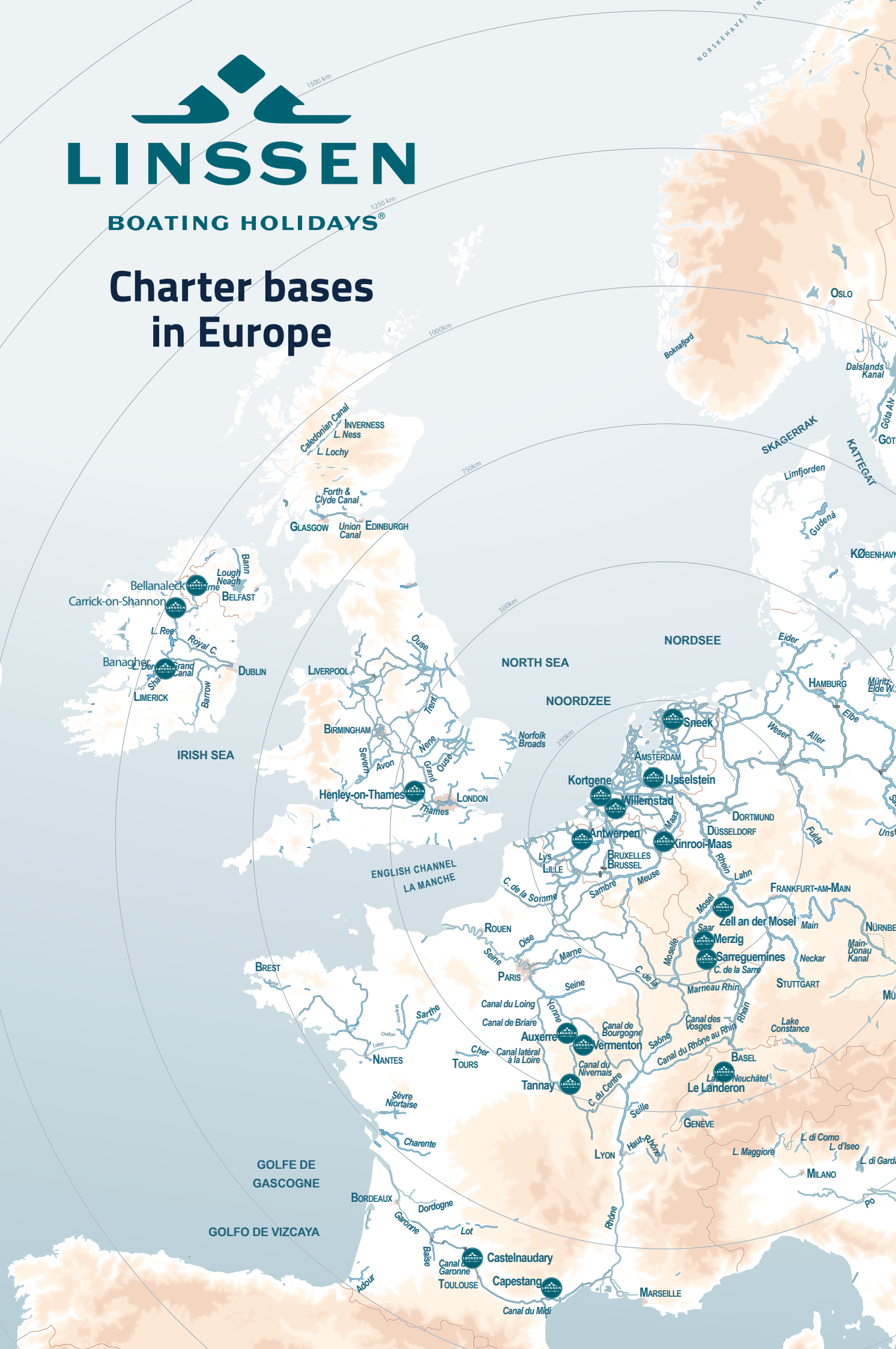
Travel details: 14 travelling days, 12 sailing days, 12 rivers and canals, 70 locks, 84 sailing hours, but only managed to access shore power 3 times and fill up with water once. We consumed a total of 417 litres of diesel and 600 litres of water.

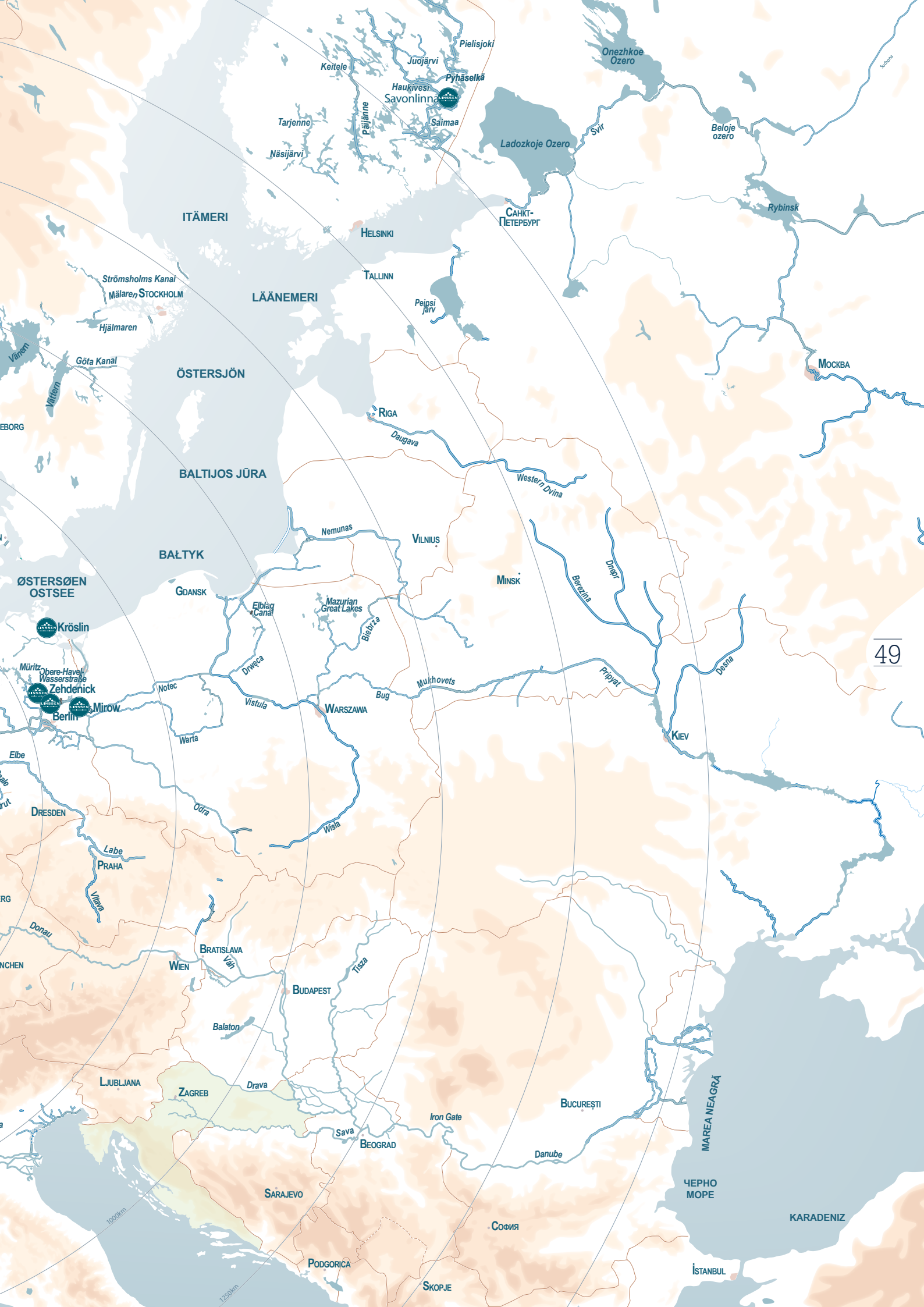


BOATING HOLIDAYS®

Charter bases in Europe

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BLUE WATER FLOTILLA TOUR 2022



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The first Linssen Blue Water Flotilla Tour from 1 to 22 July 2022 was organised by Linssen partner Jonkers Yachts and Linssen Boating Holidays® partner Dutch Yacht Rentals. As many as 11 Linssen yachts took part in the tour. Thanks to the organisers' excellent preparations and the fine weather, it was a particularly successful tour which went like clockwork.

Good preparation is half the work

Crossing over to England and sailing on the sea may not be for everyone, but the threshold will have been lowered considerably by this flotilla tour. All aspects of the tour were explained in the flotilla guide. This, of course, included the daily routes as well as distances, any locks, VHF radio channels, tides, location of marinas (often with aerial photographs), information on UK customs clearance and all the rest. Every

day, all the items on the agenda for the next day/tour were discussed.

The starting point was Willemstad, but the real tour started out from Nieuwpoort in Belgium on 3 July. In the final "pow-wow", all the participants were briefed on the weather forecast, points of interest when crossing the Channel, safety measures and so on. Everyone was ready to go. The crossing to England proceeded via the Belgian and northern French coasts. From there, the tour continued along the south coast of England, past the famous white chalk cliffs of the "Seven Sisters" and Cowes, the furthest point being "The Needles", the iconic lighthouse at the far western tip of the Isle of Wight. Many stunning and iconic locations such as Beaulieu River, Eastbourne, Boulogne and Ostend were also visited. Afterwards, all the participants unanimously agreed that it had been a fantastic trip. ♦




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