

LINSSEN

M A G A Z I N E



75
SINCE 1949

HISTORY
IT'S ME,
YOUR NEW LINSSEN

TRAVEL STORY
NORDLICHT GOES
ROUND BRITAIN

SPRING EDITION

LINSSEN YACHTS BOAT SHOW

#65

VOLUME 37
APRIL 2024

Offered for takeover:

Linssen sales point in Auxerre, France



A fantastic opportunity at Linssen France in the heart of Burgundy.

After more than 15 years as sole agent for Linssen Yachts in France, Mike Gardner-Roberts is retiring at the age of 66.

Consequently, there is now a unique opportunity for another dedicated Linssen enthusiast to take the helm, set up at the Capitainerie in the Port de Plaisance in Auxerre and take over the promotion, sales and charter of Linssen yachts on the French market.



Facts relating to the possible takeover of Aquarelle SARL:

- Concerns lease until 31 December 2029 via VNF; to be obtained again via tender
- Concerns lease of workshop/winter storage and hall/showroom via private owner
- Auxerre municipality supports developments relating to the Linssen brand and port operation

Because of the long history of Linssen Yachts and Aquarelle, which goes back more than 30 years, the Linssen Yachts management would like the Linssen flag to continue flying on the mast in the port of Auxerre. Therefore, the new Linssen agent can count on the continued support of the entire Maasbracht team.

If you are that dedicated Linssen enthusiast looking to take over an established Linssen agency and inland marina in central France, contact Linssen Yachts (sales@linssenyachts.com). He will be happy to go through the activities and business details with you.

- Including Linssen Yachts sales dealership (if basic conditions are met)
- Including Linssen Boating Holidays® charter basis (if basic conditions are met)
- Brokering for pre-owned Linssen yachts
- Repair, maintenance, service and refit work on pre-owned Linssen yachts
- Berth rental on right bank (left bank on the instructions of VNF)
- Winter storage for approximately 40 yachts in the water and on the quay
- Winter storage for approximately 12 yachts in the workshop/hall



SINCE 1949...

The time has come: in 2024, we're marking our birthday and would love to celebrate it with all of you. We kicked off the anniversary year back in November 2023, during the annual Linssen Yachts Boat Show, and we plan to carry out all kinds of activities with and for you throughout this year.

As I write this foreword, the season opening is behind us and so is our 'real' birthday on 1 April. The fact that this date was during our traditional André Suintjens Easter Tour made it extra special. On the morning of 1 April, all 19 Linssen crews gathered on the jetty and, accompanied by Thomas Lorenz on trumpet, the whole crowd sang Happy Birthday. A magical moment!

But to go back in time, I grew up in Maasbracht, in the shipyard. Our bungalow, where my aunt Miep (sister of Jos, Harry, Jan and Peter) used to live, was at the Linssen harbour. We lived there until I was 12 and then 'the hull plant had to grow', so our house had to go. A real shame, because I always loved being in the yard. After school, I first went to the site to have chocolate milk in the canteen with 'the boys'. I thought that was great fun.

Mum always made soup at lunchtime, basically for anyone who wanted it. Dad and his brothers always came anyway, and then (all of them!) took a brief nap on the sofa. Fortunately not all at once... Back then, I already knew I wanted to be 'Uncle Peter'. Commercial director, although I didn't know exactly what that meant at the time. He was always talking to customers and I found that really interesting. (And I still do.)

As I remember, we all did our bit. Dad 24 hours a day (well, almost); mum who, together with Netty (Peter's wife), cleaned all the boats before delivery (and in the process once received a tip from a customer who had no idea he was tipping 'Frau Linssen', which he found out months later when 'the cleaning lady' stood next to Jos Linssen during BOOT Düsseldorf... still a great story!); and, when



I was a bit older, I was allowed to help out during the holidays and also go along to BOOT Düsseldorf at the weekend.

Our children are now already doing the latter. Wonderful to see how Mathijs and Sophie (children of Paul & me – Grandpa Jos) but also Maurits and Laurens (children of Jac & Wendy – Grandpa Jan), Fleur and Bas (children of Wendy & Geert-Jan – Grandpa Peter) and Valentijn and Florian (children of Paulien & Noël – Grandpa Jan) are also already helping out regularly at events. The 4th generation is in the starting blocks!

Many thanks to all the top-notch people at Linssen Yachts who work extremely hard day in, day out! Your commitment and professionalism have made this anniversary possible. And to all our wonderful customers around the world: a big thank you for your loyalty and trust. Without your support, we wouldn't be here. You're all terrific!

While we reflect on the past 75 years, we also look forward with anticipation to the many adventures and successes that still await us. Together with you, we aim to reach even more milestones in the coming years and continue to share the passion for life on the water.

Have a great sailing season and we hope to see you soon in Maasbracht – or on the water!

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Jacky Cruijsberg: "I only get one chance..."



WE ARE FAMILY

Four brothers. United by a passion.



COLOPHON

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TRAVEL STORY

Part 1

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Linssen Yachts' participation at BOOT Düsseldorf was again a great success this year. With five splendid yachts, including two special models to mark our 75th anniversary, we attracted a lot of attention at this prestigious water sports show.

The Grand Sturdy 35.0 AC 75 Edition and the Linssen 35 SL Sedan 75 Edition, both designed to celebrate our 75th anniversary, were the absolute eye-catchers. These anniversary yachts embody not only craftsmanship and luxury, but also the timeless style for which Linssen Yachts is renowned.

During the show, we welcomed numerous visitors, both familiar customers and newcomers who were introduced to our fleet for the first time. Our international sales team was on hand to provide everyone with comprehensive information and guidance and to answer questions. Interacting with visitors, sharing our professionalism and celebrating our 75th anniversary made the atmosphere at BOOT Düsseldorf particularly special. Daily presentations were given on various topics such as maintenance, new developments (including electric propulsion), LBH destinations and more. ♦



600th yacht on the Logicam 1 production line

Linssen Yachts builds its motor yachts on three production platforms: the Logicam production. Logicam 1 is the line where we build the 30' and 35' yachts (both Grand Sturdys and Linssen SLs in AC and Sedan versions). The Logicam 2 line is for the 40' and 45' yachts, and then there is Logicam 3 for the high-end Variotop® yachts and the 500 Sedan.

In January, the 600th yacht since the launch of Logicam 1 in mid-2006 rolled off the line: the Linssen 35 SL Sedan 75 Edition in Mahogany Red. The Logicam production lines have played a crucial role in achieving efficient production while optimising and increasing integral quality. Production started with the Grand Sturdy 29.9 (introduced in late 2004) and then the 33.9, both available in AC with aft cabin and Sedan with open cockpit. These yachts have evolved over the years into today's modern lines of Grand Sturdy and Linssen SL motor yachts.



Every year, Linssen Yachts builds an average of about 70 motor yachts in this manner. In those 17 years of Logicam production, we have therefore built a total of around 1,200 yachts. In our entire 75-year history, we have now built close to 4,000 motor yachts! ◆



Eric Leblanc and Huub Briels together celebrate 80 years of dedication to Linssen Yachts



In January, two of our valued team members, Eric Leblanc and Huub Briels, celebrated an impressive milestone: each having worked for 40 years at Linssen Yachts. This milestone represents not only their dedication to our company, but also their contribution to the Logiwood department, where the interiors of our yachts are manufactured.

Eric and Huub are invaluable members of our team, having accumulated a tremendous amount of experience and professionalism over their four decades of service. Their commitment to excellence and passion for their work are evident in every detail of their craft.



New staff photo marks start of a new year at Linssen Yachts

Just before the Christmas break last December, during our festive Christmas drinks party, we captured a special moment: our new staff photo. Featuring all the proud faces of our esteemed colleagues, this photo is a wonderful reflection of the close-knit team and strong community that make Linssen Yachts so special. These are the faces of the people who work day in and day out to make our customers' dreams come true. ♦

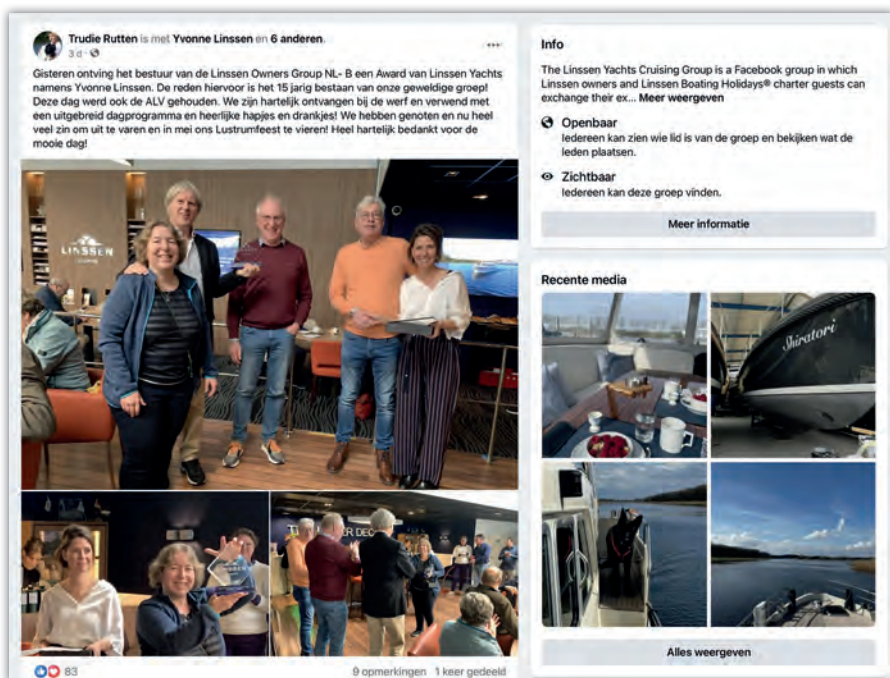


As masters of their trade, Eric and Huub have played a crucial role in maintaining the high standards of quality for which Linssen Yachts is renowned. Their dedication to teamwork, positive attitude and willingness to share knowledge with younger generations of colleagues are inspiring to all of us. They are not only colleagues but also mentors and friends to many within our company.

We are extremely grateful for the past 40 years of dedication and commitment Eric Leblanc and Huub Briels have given to Linssen Yachts and hope that many more years will follow. On behalf of the Linssen family and the entire Linssen team, we warmly congratulate Eric and Huub on this special milestone. ◆



Discover the Linssen Cruising Group on Facebook: your Linssen community on the water



Whether you are a seasoned captain or just taking your first steps into the world of boating, you will find a warm welcome and valuable insights here. But it is not just about practical knowledge - it is also a place where friendships are forged and stories are shared about the most memorable trips and picturesque destinations.

Whether you dream of relaxing cruises on quiet canals, bustling city visits along the coast or adventurous voyages on open water, the Linssen Cruising Group is your virtual port. Join today and be inspired by the passion for boating that makes our community so special. We look forward to exploring the wonders of water with you.

Sail with us and discover the magic of the Linssen Cruising Group - where every wave promises a new adventure! ♦

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Since the start of 2020, the Facebook Linssen Cruising Group has steadily expanded and today we have more than 2,100 enthusiastic members. This lively community comprises a diverse mix of Linssen relations, charter guests of Linssen Boating Holidays

and passionate motor yacht enthusiasts.

The Linssen Cruising Group provides a unique space where like-minded individuals come together to share experiences, exchange tips and plan new adventures.

INVITATION
24.05.2024
CRUISING GROUP
BARBEQUE



Join the Linssen Yachts Cruising Group



Subscribe to our YouTube channel



Follow us on Instagram



Support Linssen Yachts in celebrating 75 years by donating to our good causes



This year, we are celebrating a special milestone: Linssen Yachts is 75 years old! A moment to look back on our stellar history, but also to look forward to the future. And what better way to celebrate than by giving something back to others?

In our previous magazine, we presented our three chosen good causes: Maas Cleanup (River Litter Foundation), Action Pepernoot (Children's Aid Foundation) and Water for Toubacouta. These organisations are all dedicated to improving the world around us and we are proud to support them.

But we need your help to make a difference! No matter how big or small, every donation counts. Whether it is €5, €10 or more, your contribution can really change the lives of others. By donating to Maas Cleanup, you are helping to keep our waterways clean, allowing us to enjoy clean and healthy rivers together. With Action Pepernoot, you give children who are less fortunate an unforgettable St Nicholas celebration, full of warmth and presents. And with Water for Toubacouta, you contribute to providing clean drinking water to the people of Toubacouta, Senegal.

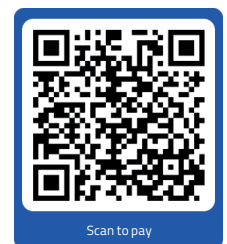
So let's celebrate our anniversary together by giving something back to the world. Let's show what Linssen Yachts stands for: commitment to our community and the pursuit of a better future for all. Get involved today and make a difference! Together, we can achieve more than we ever could on our own. Thank you for your support and contribution to our good causes. The QR codes below allow you to donate automatically and securely via your own banking app. ♦



Action Pepernoot



Maas Cleanup



Water for Toubacouta



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LINSSEN YACHTS BOAT SHOW SPRING EDITION

It's that time of year again that many of you are eagerly awaiting: the Linssen Yachts Boat Show - Spring Edition! From 24 up to and including 29 May, we will open our doors for an unforgettable experience in the world of Linssen Yachts. Whether you are an experienced motor boat enthusiast wanting to obtain an overview, a sailor considering the switch to motor, or just curious about life on board a Linssen yacht, this show has something for everyone.



Discover new and pre-owned boats in our showroom

Step inside our showroom and be enchanted by our latest models and beautifully maintained recently pre-owned boats. Whether you are looking for a compact motor yacht or a more spacious Sedan for long journeys, our Grand Sturdy, Linssen SL and Variotop® series offer you a wide range of options.

We will be happy to show you the differences and similarities between the various models and versions. On an AC yacht with aft cabin, you have an overview of the water. On a Sedan yacht with open cockpit, you are closer to the water, which you may be used to from sailing. Do you need two, four or maybe six berths? Then that will help in your choice between a 30 or 35, or perhaps a 40 or 45?

And let's not forget our flagships with the Linssen Variotop®, or our largest Sedan, the Grand Sturdy 500 Sedan.

PROGRAMME

◆ Test sailing selected yachts

Experience the feeling of freedom on the water while test sailing a yacht of your choice (or a similar yacht). Enjoy the peace and quiet on board, the smooth manoeuvring and the luxury and comfort that our boats have to offer.

◆ 75 Edition motor yachts

This year, we celebrate our 75th anniversary. Drop by and admire our special 75 Edition yachts. The Linssen SL series in bold Mahogany Red and the Grand Sturdy series in classic Velvet Green.

◆ Seminars

A variety of interesting seminars will be held during the day. Keep an eye on our newsletter, social media channels and website for the up-to-date programme.

◆ Rotorswing stabilisers

Experience the twin-engine Linssen 45 SL AC 75 Edition with the latest Rotorswing stabilisation systems for roll damping. Would you like to experience how this works? Then don't miss the Spring Edition Boat Show.

◆ Explore European charter locations with Linssen Boating Holidays®

Discover the various European charter locations of Linssen Boating Holidays® and find inspiration for your next trip.

◆ Take a look behind the scenes

Join one of our boatyard tours and find out about the production process from start to finish.

◆ Landrover Defender 75th Limited Edition

The Landrover Defender also turns 75 this year. You can admire the special 75th Limited Edition next to our own 75 Edition models..

We will be pleased to welcome you on board!



INVITATION

Dates/times: 24-29 May - Daily from 10 a.m.-4 p.m.

Location: Linssen showroom and marina



FESTIVE 75TH ANNIVERSARY KICK-OFF AT LINSSEN YACHTS BOAT SHOW

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2024 is the year of our 75th anniversary. A milestone that not only reminds us of our stellar history, but also looks ahead to a future full of exciting opportunities. As a tribute to this extraordinary voyage, we introduced you to the special Linssen 75 Editions anniversary versions in our previous issue. Every yacht in this special edition is steeped in our 75 years of experience. The Linssen Yachts Boat Show last November saw the festive launch of our 75th anniversary. The Grand Sturdy 35.0 AC 75 Edition and the Linssen 35 SL Sedan 75 Edition were prominently displayed in our showroom decorated in the spirit of Christmas. Our flagship, the Linssen 55 SL AC Variotop® 75 Edition, also stood out thanks to its bold colour and appearance.

More than 20 yachts of this unique design are now in production and some of them have been or will be delivered as early as this spring, and our series production will of course continue throughout the year. There is a good mix between the Grand Sturdy series in Velvet Green and the Linssen SL series

in Mahogany Red. You can charter some of them next season at various Linssen Boating Holidays locations, where they will be ready for new adventures. In any event: you will definitely come across a Linssen 75 Edition somewhere on European waters.

SINCE 1949



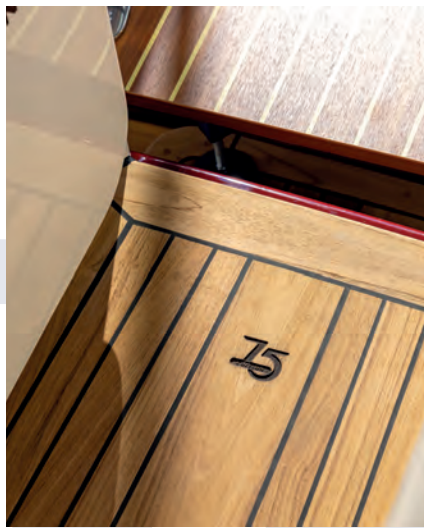
Unique new Linssen colours

Within the existing model series, these yachts will have their own distinct and recognisable identity. For example, the 75 Edition models will feature a unique new Linssen colour. The Grand Sturdy series will be finished in Velvet Green while the Linssen SL series will display the bold Mahogany Red colour. Each one is a unique colour that gives the yachts a distinctive look that is sure to attract attention on the water.

Exclusive extras

The 75 Edition yachts come equipped with a number of exclusive extras as standard, including a navigation package, an electric anchor winch, a teak table on the aft deck (AC) or in the cockpit (Sedan), an original Linssen teak





The robust teak 75 Edition steering wheel features the 75 Edition logo in the hub.



deck on the aft deck and teak steps on the transom (AC), an electric stern thruster and wireless remote control for bow and stern thrusters and much more.

75 Edition exterior and interior accents

To give each yacht an even more exclusive character, the 75 Edition logo is applied in several places to further emphasise the unique look. The robust teak 75 Edition steering wheel features the 75 Edition logo in the hub. The exterior cushions on the rear deck (or cockpit) are subtly

branded with the 75 Edition logo and has stitching in the exterior colour. The stainless steel badge with serial number denotes the special limited edition.

To be ordered until August

Needless to say, it is not too late to order a Linssen yacht in the 75 Edition version. Contact Linssen for more information and the detailed specifications.

We warmly invite you to be part of our 75th anniversary by joining

the Linssen family. Whether it is the 75 Editions series or one of our other stunning models, we are ready to guide you on your journey to the ultimate in yachting pleasure.

Contact our experienced team today to find out more about the 75 Editions series and how you can make your dream yacht a reality. Together, we can create new memories and celebrate the next 75 years of Linssen Yachts in style. ♦



www.linssenyachts.com/75

Interior package

The interior package also includes a cushion set, exclusive plaid and scarf specially designed by Marylène Madou, with high-quality finishes that enhance the luxurious appearance of your motor yacht. All this in collaboration with yacht stylist Arlette Casters of Boatstyling.

Marylène graduated from LUCA School of Arts in 2015 with a Master's in Textile Design. In 2014, she won the international fashion competition 'The Silhouette of The Future / 2039', organised by the Hasselt Fashion Museum, and was given the opportunity to do an international internship in Los Angeles and London, where she learned all the ins and outs of designing textile prints. In 2017, she founded her own design studio and launched a successful collection of print scarves. Print is still the ultimate starting point in her collections and this is also true of the items developed for Linssen. Each textile print is created in-house by the designer herself, using only her own original paintings and digital illustrations. This makes a Marylène Madou print unique.

The individual items in the package can also be ordered separately from our web shop. Check out shop.linssenyachts.com



MARYLÈNE MADOU

 [instagram.com/marylenemadou](https://www.instagram.com/marylenemadou)

 marylenemadou.com

Boatstyling

BY AQUA LIBRA

 www.boatstyling.eu





Grand Sturdy 35.0 AC & Sedan 75 Edition





Here's to another 75 years of fantastic adventures on the water!

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Linssen 45 SL AC - 75 Edition
Linssen 35 SL AC - 75 Edition



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2006
2007
2008
2009
2010
2011
2012

IT'S ME, YOUR NEW LINSSSEN

During the Linssen Yachts Boat Show in late 2010, the Range Cruiser 430 Sedan Variotop® was the first of the new series to be presented with the 'It's me, your new Linssen' campaign. The only Linssen yachts in the Sedan version with the unique Linssen Variotop®. A year later, the slightly larger Range Cruiser 450 Sedan was presented in both Wheelhouse and Variotop® versions. In the world of luxury yacht building, Linssen Yachts is known for its uncompromising commitment to quality, comfort and innovation. The Linssen Range Cruiser 430 and 450 Sedan were no exception to this rule; they represented the pinnacle of craftsmanship and technological advancement.

The rising sheer curve and the aluminium bulwark with high-quality powder coating, 'floating' between the highly polished stainless steel railings, give each Range Cruiser a recognisable silhouette with a powerful presence. Add the unmistakable Linssen Variotop® and the picture of a timeless

Linssen with modern appeal is complete.

The centre of your vessel

From the open cockpit, walk into the Variotop® wheelhouse with spacious L-shaped bench. You and your partner sit on the steering bench behind the convenient helmsman's position, while

children or friends sail along on the L-shaped bench and enjoy the scenery quietly gliding by. The wet bar means that everything is on hand to make even longer trips a pleasure.

Just a few steps down is the spacious L-shaped galley to starboard and facing it the dinette to

port. Prepare dinner in comfort and enjoy a delicious meal together. The same level continues towards the front of the boat, where a roomy forward cabin with spacious double bed and side cabin with two single beds ensure a good night's sleep for everyone. With separate shower and toilet, there is sufficient privacy for owner and guests from all angles. The 450 even allows for a fully private toilet and shower in the owners' cabin, while guests use the shower/toilet combination in the forward corridor.

Transom

The designer transom was a real eye-catcher in the Range Cruiser. The integrated recessed alcove, finished in high-gloss lacquered teak, makes the boat exude class. The stern doors on both starboard and port sides provide comfortable



Our customers' stories

For eight years we were the proud owners of a 'small' Linssen Grand Sturdy 30.9, which we had ordered from Linssen and which we used to explore Lake Constance from the Swiss shore.

At that time, our desire for a bigger boat was growing, so that we could spend even more time on it and later, upon reaching retirement age, explore the rivers and canals of Europe. We kept ourselves constantly updated on the boat market and had a good look around the Linssen boatyard in Maasbracht and BOOT Düsseldorf to see if there was a boat that we had in mind ...

... and then we suddenly discovered our dream boat: a Linssen Range Cruiser 430 Wheelhouse, commissioned in 2012 - hull number 3080 - and moored at Lake Neuchâtel, which was for sale! The first time we saw the boat in the flesh, we both fell in love with her instantly! For us, it was clear: this was the boat we wanted! In February 2021, the time had come and we hauled our dream boat across Switzerland to Lake Constance. It was an exciting day and we were oh so happy!

We cleaned and furnished 'our gem' according to our own wishes and needs. After much thought and many discussions, she was given the name aapaam - angel of the water. For us, great times dawned on board and in the company of the aapaam. Contrary to all the predictions of other skippers, we always found a nice spot in the marinas. Usually even the best spots, as a boat of this size almost never fits into a box in the rear corner ...

Since then, we have enjoyed the period between late February and early November on the water even more - in all weathers, rain and snow. We have experienced many wonderful, exciting and also challenging times with the aapaam over the past three years. Karl retired two years ago and lives on the aapaam for almost the entire sailing season. He cares for her diligently and is known along our part of the shore for his thorough cleaning in the morning.

And so we always get many compliments about our beautiful Range Cruiser when we enter a marina, and that fills us with pride!

In the very near future, we will cast off the mooring lines in the harbour on Lake Constance and set sail north with the aapaam to execute our plans. Preparations are in full swing and we are very curious to see what new experiences and adventures await us on the rivers and canals of Europe ...

Karl and Monika Rebsamen, Romanshorn, Switzerland



Our customers' stories

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After many years of chartering boats in the Netherlands, Ireland and France, I wanted to fulfil my dream of owning my own boat at the end of my working life. Because of my charter experience, I knew exactly what I did and didn't want. For almost two years, my wife and I searched the Internet and visited boat shows trying to find the right boat. In the typical Sedan, we found the seating position too low relative to the surface of the water, and in the AC, we found the different levels with many steps not ideal for us.

Fortunately, we then came across the Linssen Range Cruiser series. We immediately liked both the Wheelhouse and Variotop versions.

So the search began on the relevant Internet portals. As relatively few boats were built in the Range Cruiser series, there was little choice of pre-owned boats. At Jonkers Yachts, we finally found what we were looking for, a Range Cruiser 430 Variotop®. After the second viewing in early 2019, we bought our dream boat from Alexander Jonkers at Marina Port Zélande. The very well-maintained boat dated from 2012 and had received a complete service at Jonkers, which included replacing the batteries. Before the start of the season, we had the mattresses replaced and equipped the boat with a washing machine, an oven and a bimini top.

The Range Cruiser has exactly the layout we had in mind. The slightly elevated seating position behind the wheel offers excellent all-round and over-the-bow vision and makes it much easier to moor the boat astern when the wheelhouse doors are open. A particular highlight, of course, is the Linssen patented Variotop. The convertible top can be hydraulically adjusted to different positions at the push of a button. When the sun is shining brightly, it is particularly pleasant to open the top by just 10 to 20 centimetres. This allows you to sit in the shade yourself, while the wind can just pass under the top. Even in strong winds, the top does not make a whistling or clattering noise.

Over the past five years, we have made several short and longer trips. For a short day trip, Grevelingen Lake, where our marina is located, is particularly suitable.

After five years, we can say that buying the Range Cruiser 430 Variotop® was the right choice. We would always choose this layout again, and would prefer a 470 version with two engines or the L-Class version as Variotop® or Wheelhouse. Perhaps the day will come when Linssen builds this dream boat ...

Ulrich-Joachim Gauffres

access to the swimming platform with solid teak. If you had also opted for the hydraulically adjustable swimming platform, even launching the dinghy would have been a doddle.

L-Class

On top of the standard version, the Range Cruiser was also available with the L-Class package that gave the yacht an even more unique appearance with its many high-gloss stainless steel and lacquered

teak elements. For instance, the mast was made of stainless steel combined with luxurious glossy lacquered solid teak. The double bulwark around the entire vessel was fitted with an equally glossy lacquered solid teak gunwale accented with high-gloss stainless steel design bollards. The hand rails on the cabin deck were also varnished solid teak. A unique L-Class logo in high-gloss stainless steel completed the luxurious appearance on the gunwale and



also acted as a protective frame at the railing opening. ◆

Our customers' stories

Linssen Range Cruiser 450 Sedan Wheelhouse L-Class 'Joot Drop'

The Blassen family were very happy with their Grand Sturdy 40.9 Sedan and made many voyages with it.

Yet slowly but surely the desire for a slightly different boat arose. It had to be another steel vessel, but with a modern yet traditional silhouette and interior. «We immediately thought of Linssen's Range Cruiser series, which was new at the time. We contacted Ed Houben, who promptly provided us with advice. We were not always of the same

opinion when it came to equipment, colour, layout and so on, but in the end everything worked out great.”

“We have been the proud owners of this incredibly stylish version of the Range Cruiser 450 Sedan Wheelhouse for ten years now.”

“With Linssen's L-Class teak finish, retractable swimming platform, large sliding roof and anthracite paintwork with a red waterline to match, the result is a boat that is both modern and traditional. In many marinas today, we still get asked which Linssen series it is. Of course, we like to mention the advantages of this boat: very few steps, a large storage space, two toilets and sleeping accommodation for up to eight people thanks to the possibility of converting both seating areas into one large bed each.”

“We have spent countless hours on the boat, sometimes for short trips, sometimes for longer trips, and we have never regretted our decision to buy a Range Cruiser 450 Sedan Wheelhouse.”

“Kind regards and hopefully always a sip of red wine on board”

Iris and Bernd Blassen



New developments in the dealer network



For the Netherlands: Sanzi Yachts, Sneek

Linssen Yachts has appointed Sanzi Yachts in Sneek as official dealer for the northern Netherlands. With this new partnership, Linssen Yachts is strengthening its presence in the northern Netherlands by including this renowned partner. By chartering Linssen yachts under the flag of Sanzi Yacht Charter (partner of Linssen Boating Holidays®), considerable knowledge of and experience with Linssen yachts and their sailing characteristics is already present, greatly improving the quality and service of Linssen Yachts in the northern region of the Netherlands.



«We are proud to be part of the Linssen Yachts team and to represent their premium yachts in the northern Netherlands,» says Sandra Zipp-Reineman, managing director at Sanzi Yachts. «With our passion for the yacht industry and our commitment to quality, we look forward to bringing the Linssen experience to our customers and helping them achieve their dream

of owning an exclusive Linssen yacht.»

Customers in the region can benefit from Sanzi Yachts' expert advice, excellent service and support to find the perfect Linssen yacht to suit their needs and requirements. ♦

See www.sanziyachts.com

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For Switzerland: 3 Lacs Yacht

For the three Jura Lakes and Lake Geneva in Switzerland, 3 Lacs Yacht has joined the Linssen dealer network. A familiar name in the Swiss yachting industry, 3 Lacs Yacht has been successfully chartering Linssen yachts on the three



Jura Lakes from Le Landeron since 2022. Their expertise, dedication and sense of quality make them the ideal partner to represent Linssen Yachts in this important market area.

"We are delighted to expand our partnership with Linssen Yachts and now officially act as a sales partner," says Gabaël Houmard, owner of 3 Lacs Yacht. "It is an

honour to have the privilege of representing the magnificent Linssen yachts and to continue our passion for quality and service in the Swiss sales market."

Switzerland has traditionally been an important and valued market for Linssen Yachts, and this new partnership strengthens our presence in this beautiful country with its breathtaking lakes.

With the addition of 3 Lacs Yacht to our network of dealers, customers in Switzerland can count on expert advice, high-quality service and support in finding their perfect Linssen yacht. ♦

For more information:
www.trois-lacs.ch/yacht-sale

Jubileum Jonkers Yachts



On 22 June 1999, Alexander Jonkers (still in his fourth year of HEAO business school) launched Jonkers Yachts. Thanks to frequent sailing trips with family and friends from Bruinisse across the Grevelingen Lake, the passion for boating was instilled in him from an early age.

In 2004, he took the step of becoming a Linssen Yachts dealer, which marked a new phase. Initially, the focus was mainly on boat maintenance, from which sales opportunities arose. At the same time, boating trips were also organised for Linssen customers,

ranging from trips on inland waterways and along the coast to several crossings to England. Customers who came along on such adventures also became friends.

Besides Linssen Yachts, Jonkers also represents Jeanneau and Fairline Yachts. This combination offers a wide range of possibilities for customers, both for people new to boating and for customers switching from one brand to another or progressing from small to large (or vice versa).

All these developments have led to a thriving company with a dedicated team. With its 1,500 m2 showroom and extensive network of specialists, Jonkers guarantees high-quality service and maintenance, including a spray booth for paint jobs.

A special programme will be organised to mark the 25th anniversary.

- 21-24 June: Boat Show with a varied fleet of new and pre-owned boats (from 10 a.m. to 4 p.m.)



- 21 June: Crew party for employees and business partners
- 22 June: Parade on the water with as many Linssen boats as possible off Port Zélande harbour. This fleet parade will be captured in photos and videos that will be shared via social media channels. The start is at noon.
- 22 June: VIP evening (for invited guests only)

Will you be bringing your Linssen yacht to Jonkers Yachts Boat Show?

- To participate in the parade on 22 June: register at info@jonkers.org
- For a berth in Port Zélande harbour: reserve via haven@mpz.nl (stating 'Jonkers25')

Be sure to check Jonkers Yachts' website (www.jonkers.org) and social media channels for more information. ♦



JACKY CRUIJSBERG:

“I ONLY GET ONE CHANCE...”

Our people form the basis of Linssen Yachts. In this issue of Linssen Magazine, we are therefore happy to reserve space for the stories of employees who carry out their specialist work, often behind the scenes. This time an interview with Jacky Cruijsberg, who works in the Preservation department and in particular ensures a perfect protective coating on all yachts.

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Jacky Cruijsberg (43) has been working at Linssen for over 17 years, but started his career spraying trucks. “After my secondary technical school training in automotive engineering and body repair, it was more or less a natural progression. I learnt the whole technique of spraying truck cabins in practice. There was no separate training for sprayers back then. After several years in trucks, I felt I wanted something different and was investigating

the possibilities. My father knew this too, of course, and he spoke to Harry Linssen about it, as they were singing in the same choir. Harry then invited me to come and see him and that’s how I ended up here. And I haven’t regretted it for a moment.”

New spray booth

“When I joined Linssen in 2006, the new blasting and spray booths had just been completed, meeting the latest environmental requirements.

The booths were equipped with underfloor heating, modern spraying equipment and most importantly: the ‘Wallmans’. These platforms are attached to the cabin wall on both sides of the boat. They can move along the whole wall and also slide forward so we can easily reach the entire ship. Ladders are almost impossible to find at Linssen anyway. Everything is done using elevated work platforms in the Logicam halls and aerial platforms in the preservation area.”

Back and forth between spray booth and preservation

Every Linssen yacht receives an important protective coat: a coating consisting of several layers that ultimately ensures that the steel is optimally protected. «Before the boat comes to us, it first goes to the blast booth. There care is taken to ensure that the welds are clean, that the hull is free of any impurities that got on it during welding, and that the steel has the right ‘roughness’ for the coating.





It then enters our primer booth and the first protective layer is applied in the form of an epoxy primer. The boat then goes to my colleagues in preservation, who apply filler where needed. The boat then comes back to us for a double coat of high-build epoxy coating. Once again, the boat goes to preservation for touch-up fillings and sanding. Internal transport takes the boat back to the spray booth for a triple coat of epoxy coating. And again the ship goes back to preservation for final sanding and preparation for final coating. We clean and degrease the hull. All parts that should not receive paint are carefully taped off. The parts below the waterline are also completely covered. That preparation often takes longer than the ultimate spraying process."

I only get one chance...

"Then the vessel enters the final coating booth and the last thing it gets is a polyurethane paint, which we spray in three coats. Despite spraying being quite quick in itself,

it is a particularly precise process. It involves a lot of experience and knowledge. For the first spray, we can still see a clear difference from the previous coat, but for the second and third spray, for example for the Egg Shell White of the superstructure, we spray purely by experience and even 'by feel'. The visual difference between the layers is minimal. Too little paint is certainly not good, but neither is too much. We spray every yacht in the same way in great detail, so we always touch every nook and surface the right way. We only get one chance. Everything has to be right in one go."

"In addition, it is important that people from outside never enter the spray booth. Not even when spraying is not taking place. Why? Most perfumes and aftershaves people use contain silicones. If these get into the air of the spray booth, they also get into the paint. Then the spraying process is affected and we may have to start all over again."

Jet skiing and water skiing

It is not only at work that Jacky is involved in water sports. In his spare time too, he can often be found on - and even under - the water. «I have my own jet ski and a fast sports boat behind which you can water ski. I regularly go out on the water with my girlfriend and son or friends. We live in Blerick near Venlo, which is on the River Meuse, just like Maasbracht. As a result, we are very close to the harbour where we have the boat, which we enjoy immensely. I also go diving regularly. I have pretty much all the diving qualifications."





FOUR BROTHERS. UNITED BY A PASSION.

"The 1970s and 1980s at Linssen can safely be described as an absolute pioneering era..." muses Peter Linssen (65), when he thinks back to those days of development, growth and professionalisation. "During my school days, I could be found almost every Saturday in 'the shop' of Scheepswerf St. Jozef, as the company was then called. 'The shop' was a sort of ship's chandler where ship and yacht supplies, paint and maintenance materials, technical items and so on were sold." (Ed.: 'The shop' is the origin of today's Boat Equipment Marine Service Schuller.)

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"Actually, it was an extension of the warehouse of the then shipyard. I enjoyed doing this work and despite the fact that Aunt Mia (the sister of my father Jac. Linssen Sr.) - who at the time did the bookkeeping with extreme meticulousness and was extremely frugal - allowed me to spend very little money on embellishment, the significance of 'the shop' became increasingly important. After secondary school, my brother Jos, who was then running the entire business on his own, thought I could be useful. That's how I got into the business at a young age. That was in 1977. At the time, my brother Jan was working in the Noordoostpolder, where my father had founded a service branch."

The years that followed were very dynamic and the company expanded, and that included both the shop and the yard. The introduction of the St. Jozef vlet boat according to Jos's design was a great success and volumes

increased. And to such an extent that Jos said to me one day: "Peter, I can't handle the entire sales, development and production management alone anymore... You have to do the sales!"

Peter: "That was quite a shock, no more separate anchor winches, but suddenly selling complete boats, that really was something else! But I saw the need and I went for it. And ... (laughs) ... fortunately, it worked! Then we came up with the idea of developing 'a yacht for the German market' and my brother designed the legendary Linssen 35 SL. In no time, the prototype was ready and at Boot Düsseldorf 1982 the

ship was on display. Complete with a tiled bathroom and a sit-down bath(!). In Bahama Beige, of course!" (laughs again).

"The 35 SL had an unprecedented luxury specification for the time, including leather upholstery, teak decks and so on. Then things suddenly progressed rapidly. We really went 'international'. Not only German customers were charmed by this elegant vessel, we also sold to Switzerland, the Netherlands, Belgium and the UK. In Switzerland, we worked with a real professional distributor for the first time, and the foundations for the international



Linssen SL series in the early 1980s



From left to right Jos Linssen, Harry Linssen, Jan Linssen, Peter Linssen

network of dealers and service points had been laid. In the wake of the success of the SL series (there were two smaller variants and a larger one), the St. Jozef vlet boat and subsequent Classic Sturdy series were swept along as a concept, so to speak. The international acceptance and embrace of our 'ugly duckling' was overwhelming."

Rollo Gebhard

"Moreover, this effect was greatly enhanced when, in 1992, famous world sailor Rollo Gebhard and his wife Angelika joined forces with us. Having sailed (and described) the world's seas with their Hallberg Rassy, Europe became their new area of discovery. With their Linssen Classic Sturdy 360 OC (Solveig V) and later the Classic Sturdy 400 AC (Solveig VII), they visited all the European metropolises from '93 to '99, culminating in their expedition through Russia via Moscow to the Caspian Sea." (Ed.: Book published by Delius Klasing, *Unter falscher Flagge*, ISBN 3-7688-1463-7)

"That was a fantastic time. The numerous projects - ranging from book launches, the naming of both

Sturdys, trade fair participations, lectures - that we staged together with Rollo and Angelika were exciting and made the Linssen Sturdy a household name in the European boat market. I enjoy thinking back to the many inspiring meetings with the Gebhards."

From salesman to advertising man

In early 1980, Jan returned from the Noordoostpolder and took

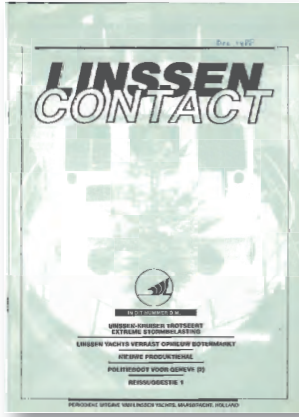
over the shop, ran the purchasing department and supervised new building and remodelling works and investments. Internal and external salespeople joined and Peter increasingly focused on marketing. The advertising campaigns, the magazine, the brochures, supporting the dealers, events, international trade fair participation and so on became a full-time job. "My brother Harry joined the team in 1981. His responsibilities included



Rollo and Angelika



production management, the development of high-quality preservation processes and the service and repair department, relieving Jos of the pressure of production management. This allowed Jos to focus entirely on development."



The Linssen Magazine

"I remember asking permission in 1988 to issue a publication on a regular basis to maintain contact with our regular and potential customers in a friendly and entertaining way. The simple title Linssen Contact was thus born. I can still hear Jos saying: "You have my blessing, but remember that once you start it, there's no turning back!" That was 36 years ago and I am proud that Yvonne and her team still ensure the publication of today's splendid Linssen Magazine with perfect discipline. Really great!"

Meanwhile, with each having their specific areas of work and talents, the four brothers' collaboration developed like a well-oiled machine. The company expanded and, peu à peu, the Linssen brand name - including its SL, SE and SX, Grand Sturdy and '9' series - conquered the market in its

segment. Their passion for boats, boating and quality united them for the rest of their careers.

Linssen Boating Holidays®

"Yes, you can really call that 'my baby'. I became fascinated by it back in the early 1980s, when Jos and I were on a market exploration trip that included Burgundy, where we first met Paul van der Mye, who would prove to be a loyal partner for many years. Paul boarded a Doerak 780 with us, of which he had a few in charter at the time. It was a beautiful day. He folded the windbreak and sailed with us through the first lock on the River Yonne. The cool glass of Chablis was the perfect icing on the cake. We were both instantly in love with this idyllic cruising area, and less than a year later, the first boat specially designed for the French charter market - the St. Jozef vlet boat 1030 - was on display at the Salon Nautique in Paris and the first vlet boats were sailing on the Yonne."

Peter continues: "Chartering boats to our customers considering purchase has never left me as a sales support concept. Then came Heinrich Hennings from Papenburg, who also started cooperating with us via the charter formula. The foundation for today's Linssen Boating Holidays® had been laid. LBH is now part and parcel of the process within the Linssen organisation. After my brothers and I handed over the business to the third generation in 2011, I continued to push the 'LBH cart'. My daughter Wendy, who was then graduating from the Hotel School in Maastricht

and with later a Master's Degree in Marketing (Amsterdam) in her pocket, came to help me because I could no longer do it alone, partly because of the many trade fairs LBH participated in. As a result, Wendy (as the youngest of the grandchildren) ended up in the family business after all, albeit in a roundabout way. Couldn't be better, right?"

Slow down. And start living!

"Step by step, cruising Europe's inland waterways, sailing slowly and enjoying the passing scenery or the flair of a city, low environmental impact and particularly low fuel consumption developed into a real lifestyle. 'Slow down. And start living!' became an apt slogan in today's pace of life that tells our whole story in just a few words."

Brothers!

"Ha, ha, were there never any disagreements in all this time? Needless to say, we sometimes really got on each other's nerves! Wouldn't be good if we hadn't!!! But fortunately, things have always been handled fairly and with respect. It was always about the greater good and continuity of the whole; not about form but about substance. And that was usually sealed on a late Friday afternoon with a nice end-of-week pint! Even now that the younger generation has firmly taken the helm, we still meet regularly and the beer or wine still tastes excellent..." ♦



Jean Frencken (Frencken Wonen)

“LINSSEN DELIVERS A QUALITY PRODUCT THAT INCLUDES OUR OWN QUALITY WORK. ISN'T THAT WONDERFUL?”

The curtains, floor and ceiling coverings of every new Linssen yacht have one thing in common: they come from Frencken Wonen in Maasbracht. A family business known for generations for its craftsmanship in home furnishing and ship panelling. Jean Frencken runs the business with his brother Manolito and their partners Jacqueline and Sylvia. He can be found at the Linssen boatyard almost every week. “Linssen Yachts is an important customer for us, to whom we like to provide the best service.”

The cooperation between Linssen Yachts and Frencken Wonen began in the 1980s, Jean recalls. “Linssen Yachts purchased rolls of flooring from us. When a yacht was ready, my father Math had to come and cut the floor covering and then the job was done. Before we started doing this work for Linssen, two sisters of founder Jac. Linssen made the curtains themselves. Later, we took over and started

upholstering the ceilings as well. We still do that today. We are also regularly asked for upholstery work on used yachts.”

Joiners and furniture makers

The name Frencken is synonymous with carpenters and furniture makers. It started with Dominicus Frencken (see also the box below) who was active as a joiner in Maasbracht in the 19th century.

Many followed in his footsteps. Jean’s grandfather Sjeng Frencken founded the first machine workshop in Brachterbeek in 1936 and specialised in solid oak furniture. His son Jo later took over. On 2 February 1957, Sjeng opened a home furnishing business at Molenweg 20 in Maasbracht. This was run by Math Frencken, Jean’s father. Until late last year, Frencken Wonen was located at that site.

Since 23 December 2023, Frencken Wonen has been housed in a large modern building at Molenweg 48a.

In the genes

Jean joined the family business in 1990 after studying at an interior design and furniture school in Rotterdam. His younger brother Manolito was trained as a carpenter and followed in 1995. In 2006, they took over the business from father Math and mother Diana. Whereas Jean deals mainly with curtains, interior blinds and floor coverings, Manolito is the man for PVC and wooden floors and ship panelling on motor vessels and passenger ships. Jean: "In that respect, my brother does more of the work that my grandfather Sjeng used to do, who was also always busy carpentering ships, building wheelhouses and making wooden ship hatches. That ship carpentry is in the Frenckens' genes. My father and his brothers

Dominicus Lievenheer

Jac. Linssen, founder of Linssen Yachts and historian, published a book in 1997 entitled *Dominicus' Lievenheer* ('Dominicus' Lord'). The title refers to a beautiful oak roadside cross that stood on the corner of Heerenweg and Heuvelstraat in Brachterbeek from 1861 to 1884. Self-employed carpenter Dominicus Frencken, a distant ancestor of Jean Frencken, created this cross. It was named after his patron saint, St Dominic. Colloquially, it was soon called Dominicus Lievenheer. In 1985, a replica of the old cross was unveiled at the same spot.

were also involved. And Manolito's two sons are now also training as carpenters."

Shop and sewing workshop

Jean's wife Jacqueline works in the shop and advises customers. Sylvia, Manolito's wife, manages the sewing workshop and supports Jacqueline. That sewing workshop is a key strength of Frencken Wonen, Jean explains. "Making curtains for a yacht is very different from making them for a home. It is much more customised and precision work. Some home decorators are afraid to venture into it. In a house, everything is straightforward. On board a yacht, you have to deal with all kinds of slants and variations, which means you have to constantly look for solutions to get everything to fit properly. In that respect, we have developed a certain routine."

Quality in quality

Shipping is still important to Frencken Wonen, with Linssen Yachts as a valued regular customer. Jean: "I have to say that without Linssen Yachts, our business would not be where it is today. I think it's great that such a successful company like Linssen works with so many local suppliers who, like them, deliver craftsmanship. So for such a loyal customer,

we and our team are happy to go the extra mile when necessary. Linssen delivers a quality product, which also includes a piece of quality work from us. Isn't that wonderful?"

Best advertisement

After all these years of cooperation, Frencken Wonen knows exactly how the processes run at Linssen Yachts. Jean: "I am often on site at Linssen. We have to provide on average 1.5 yachts a week with curtains, as well as floor and ceiling coverings. If something deviates from the schedule, we are flexible and adapt. It is pleasant to work here. Everything is well thought out. It is clean and attractive work and everything goes together in good harmony. Linssen Yachts is the best advertisement we have. If you say you work on Linssen's yachts, you don't have to make any further sales pitch. Things are then usually settled quickly." ◆

Do you want to know more about Frencken Wonen's services? Then visit www.frenckenwonen.nl



Part 1

NORDLIGHT GOES ROUND BRITAIN 2022



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As we had to abandon our original plan to sail across the eastern Baltic as far as Helsinki and St Petersburg because of the war in Ukraine, we made a trip around the British Isles in 2022 that we had actually planned to make at a later date. After acquiring all the necessary nautical charts and familiarising ourselves with the new UK entry rules for yachts after Brexit, we left our home port of Papenburg on 16 April with our Nordlicht, a Linssen Grand Sturdy 470 AC.

We first sailed through familiar waters via Delfzijl, Sneek and Enkhuizen to IJmuiden. As our plan was to sail counterclockwise around Britain, we travelled from IJmuiden first to Lowestoft and then, after four nights and a sightseeing trip in Norwich, up the British east coast to Grimsby. After about 110 nautical miles and 14.5

hours of travel time, we arrived at our destination. The Nordlicht crew was a little less happy with the British weather - still quite cool at 8 to 10 degrees Celsius combined with frequent rain showers - but otherwise the trip was quite pleasant. And given the sideways swell, this was due in no small part to the well-functioning

Najad stabilisers. Along the UK east coast, you have to watch out for the hundreds of lobster traps, which are usually marked with small jerry cans that act as buoys and are easy to overlook in the waves. What's more, some of these jerrycans are unfortunately quite dark in colour due to dirt or tarnish.

Grimsby harbour is reached via a lock (called the Fishdock), which is permanently open two hours before and after high tide. The oil pumping station in open water off the coast, where oil extracted from the North Sea is pumped into large tankers, is an interesting sight. Moreover, nowhere else in the North Sea did we encounter so many grey seals in such a short

time, swimming curiously close to our boat. Apart from a huge supermarket and a marina, which you can make good use of as a stop-over on your way north, Grimsby has practically nothing to offer. The decline of the local fishing industry is evident everywhere in the dilapidated buildings and piers. In Grimsby, we experienced for the first time the incredible warmth and helpfulness of the British, which we were privileged to experience again and again during our trip. When we asked our 'jetty neighbours' about a supermarket, they immediately offered to take us there with their car. Needless to say, they also wanted to take us back to our boat afterwards. But since we wanted to stretch our legs after the long voyage, we did our shopping on foot anyway.

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As we usually give ourselves a day's rest after longer voyages before sailing on, we continued our journey only two days later with Whitby as our destination. Whitby is a picturesque coastal town about 80 nautical miles north of Grimsby. Like most ports on the British coast, the pleasant port lies on an estuary, namely the River Esk. After passing Whitby Bridge, which opens only on request at certain times, we were assigned a berth by the friendly harbour master. The harbour master was already waiting at the mooring he had assigned us by radio to receive our mooring lines. At that time, dredging work was being carried out in the marina, but fortunately for us, it was on the other side of the jetty. The extremely large dredge barge came perilously close to the boats moored there



The ruins of Whitby Abbey



Moored in Hartlepool

for our liking. The water, which had turned into a filthy sludge due to the churned-up mud, also splashed over the boats in many places, which meant quite a clean-up job for the skippers concerned.

Whitby has a beautiful old town centre with many narrow alleys that are great for strolling through. The Captain Cook Memorial Museum, located in the house where Captain Cook lived during his time as a cabin boy, is highly

recommended. You get a good impression of his travels and the life of sailors at the time. The museum also tells the true story of Captain Bligh, who sailed under Cook as a navigator and is portrayed as a cruel man in the feature film 'Mutiny on the Bounty'. It is incredible to think just what this man achieved in the field of navigation. He managed to manoeuvre the sloop in which he and part of the crew had been left behind more

than 6,700 kilometers to the island of Timor.

The ruins of Whitby Abbey are also impressive, as is the adjacent large cemetery, whose many tombstones are said to have inspired Bram Stoker's novel *Dracula*. In several fish shops you can buy fresh fish at very reasonable prices, which we then prepared and consumed on the boat.

We then sailed to Hartlepool, which is just 28 nautical miles from Whitby. Hartlepool's huge marina can be reached only via a lock that operates 24 hours a day. The marina offers a very good service, including a filling station where we topped up our diesel tanks. Only red diesel is available at UK boat filling stations, although since Brexit, EU-registered pleasure boats have also been allowed to fill up with this fuel. However, you should keep the fuel receipts well for any subsequent checks in the EU. The National Museum of the Royal Navy is an interesting place to visit. Around the marina you will find a large number of restaurants serving dishes from all over the world. We found it funny that Hartlepoolers are nicknamed Monkey Hangers in England and that a fishing trawler in the harbour was called Hartlepool Monkey Hanger. According to legend, a French ship ran aground off the coast of Hartlepool during the Napoleonic Wars. The only survivor on board was a monkey dressed in a French uniform for the entertainment of the crew. Because the Hartlepoolers had never seen a Frenchman or a monkey before, the monkey was questioned

because he was suspected of being a spy. However, the monkey was absolutely uncooperative: it said nothing and refused to make a statement. Therefore, he was hanged as a spy by the Hartlepoolers. Images of a monkey can therefore still be found in many places in the town today.

As we were 'stuck' in Hartlepool for a few days due to the wind, we did not continue our journey until five days later with Amble as our destination. It took us six and a half hours to cover the 44 nautical miles, which we could plan relatively liberally because, according to the harbour master, you could enter the harbour from four hours before to four hours after high tide with a draft of just under 1.50 metres. Amble is a pretty town in beautiful countryside with a lovely marina. Here we took our first ride on English soil with the bikes we brought with us, which did require some getting used to riding on the left. Our destination was Warkworth with a castle of the same name. After four weeks

travelling, a visit to the hairdresser was no luxury for the crew. The large number of salons for this relatively small town made it difficult for us to choose.

Next, we wanted to visit Edinburgh. There are two ports that qualify for this, namely Port Edgar Marina in Edinburgh and the very small pleasure boat jetty in Berwick-upon-Tweed harbour. One argument against Port Edgar was that boaters we had met had advised us against it and that the public transport ride from Port Edgar to the city centre takes as long as the train journey from Berwick to Edinburgh. Moreover, you have to sail relatively far up the Firth of Forth to reach Port Edgar. We therefore chose Berwick, which turned out to be a good decision, as Berwick itself is also a very pleasant town that is well worth a visit and boasts an excellent Italian restaurant. However, we had to wait three days in Amble until we could secure a spot in Berwick. As we had to leave Amble at 8 a.m. due to water levels, we reached

Warkworth Castle in Amble



Berwick despite our leisurely pace more than an hour before we could enter the harbour and had to wait at sea until the water in the harbour entrance was high enough. When we finally entered the port after more than an hour of waiting, we were very disappointed. Apart from one sailboat, the pleasure boat jetty was fully occupied by all kinds of work boats. Over the radio, the harbour master asked us to take a few laps around the harbour and then appeared at the jetty with two of his colleagues. Together, the three of them shunted the boats moored there so that a nice berth at the jetty became available for us. Typical British hospitality, which we experienced in every port. Of course, we were also pleased with the harbour master's compliments on our Nordlicht: "We don't often have a beauty like this in our port."

During the train journey to Edinburgh, we were able to enjoy the English countryside. What was unusual for us Germans was the cleanliness of the train and the punctuality with which the timetable was adhered to (on all our train journeys in Britain, by the way).

Edinburgh is a beautiful city with fantastic architecture. We were particularly impressed by St Giles Cathedral, the main church of the Church of Scotland, especially its beautiful windows. In England, we had seen the many shop windows decorated in honour of the British Queen's 70th anniversary on the throne. At the time, we had no idea that she would be lying in state here a few months later. Moreover,

the many buskers, who played fantastically without exception, made the walk through the streets a great experience. However, it turned out we were not the only ones who wanted to enjoy this city, as it was packed with people despite the low season. This also applied to the castle, for which tickets can only be ordered online for a specific time slot. The visit to the castle was also very impressive, although the castle was even more crowded than the city.

We visited the military museum in the castle, where we got the impression that the Scots have a rather unique view of war and the military, which somewhat puzzled us. How far the Scots have come in terms of digitalisation we saw in the case of street artists, as you could not only throw your money in a hat like we do, but also pay with a credit card.

Although it was quite touristy, we liked the many whisky shops and



shops where you could buy typical Scottish clothing or fabrics. After a lovely day in Edinburgh, we took the train back to Berwick in the evening, having gathered many impressions, and drifted tiredly into bed after a delicious meal on board.

The next day, we walked around Berwick again and watched as fishermen used a rowboat to lower a net in a circular shape into the River Tweed. They then used their muscle power to retrieve the net containing a number of salmon.

After five days in Berwick, we sailed on to Arbroath, 50 nautical miles against wind and waves. On arrival, our Nordlicht was covered in a thick layer of salt and in need of a thorough cleaning. Arbroath marina is behind a flood gate that is open from about two hours before to two hours after high tide. Arbroath, however, was only a stopover for us to avoid having to sail for too long in a row. We used the day after arrival to stock up on food at the local supermarket and bought lots of fish for dinner at the fantastic fish shop in the harbour. We were later visited on board by an English sailing couple from Southampton who, like us, were cruising around Britain on their Najad-39 and gave us some useful tips for our onward journey. With wine and beer, it became a very enjoyable evening full of English humour that we both love so much.

The next day, we sailed on towards Peterhead. Although we had offshore winds with gusts up to 7 Bft on the way to Peterhead, the trip was unspectacular. Again



Berwick-upon-Tweed

and again, we were fascinated by the Scottish coast with its cliffs and castles. We also enjoyed the numerous seabirds such as razorbills, guillemots and gannets. But what we liked best were the 'clowns of the sea', the puffins. However, we hardly succeeded in getting the little guys photographed properly. It was also great when a large school of dolphins came towards us and swam very close to our boat. It was the first time for us to see dolphins in the wild. But here too, we unfortunately had to conclude that our photographic skills only allowed us to shoot mediocre pictures on which they could be recognised.

Peterhead has a very nice well-maintained marina with extremely friendly and helpful harbour masters. However, it is a fishing village with little else to offer. We did find the port very interesting though, with the large fishing trawlers and supply ships for the oil rigs. In Peterhead, we were 'stuck' for the second time due to strong winds. We decided to sail on towards Inverness only after six days. We enjoyed ourselves reading and, in between showers, short bike rides in and around Peterhead.

The journey from Peterhead to Inverness of just over 100 nautical

miles required careful planning. Firstly, we had to make sure we arrived in the Moray Firth at the right time so that we would not have to sail against the strong currents that occur especially at low tide and can be as much as five knots at Kessock Bridge. Secondly, we did not want to arrive too late in the evening, as we wanted in any event to avoid having to sail into port in the dark. Everything went entirely to plan, so we sailed through the Moray Firth with rising tide and moored in Inverness marina at exactly 10 p.m. just as the sun was setting.

The Moray Firth is famous for its bottlenose dolphins, which to our delight immediately 'greeted' us as we entered the bay. Unfortunately, the following days did not go quite as planned. We wanted to stay in Inverness for two days to rest from the long leg of the voyage and explore the city, then sail into the Caledonian Canal. However, upon leaving the marina, the port engine gave up. The intercooler turned out to be faulty and had to be replaced. Although the actual repair, including fault diagnosis, took a maximum of four hours, this breakdown meant that our stay in Inverness lasted more than three weeks and probably would have lasted even longer without the active support of our service partner Hennings in Papenburg. This major delay was due to the extra holidays to mark the Queen's jubilee, the procurement of spare parts and, most

importantly, the 'express delivery' by UPS from the Netherlands.

But there are undoubtedly worse places for such a delay than Inverness. We had plenty of time to explore the city, take bike rides along the canal, visit restaurants, figure out which whisky we would include in the range of our bar on board and give the whole boat a thorough cleaning. We also took a look at the canal's first flight of locks and asked the friendly lock staff what to consider when travelling through the canal.

On 25 June, our journey through the Caledonian Canal could finally begin. The Caledonian Canal is 96 kilometres long and connects the North Sea coast of Scotland in the east with the Atlantic coast in the west. Of these, however, only 36 kilometres have been dug by humans. Most of it runs

through several natural lakes, of which Loch Ness is probably the most famous. You have to pass through 29 locks, bridging an altitude difference of about 60 metres. In Inverness you first have to pass through two individual locks before exiting into the canal proper via a three-stage lock staircase. On the first day, we sailed as far as the Dochgarroch berth, which was behind another lock. By the afternoon, we had passed a total of six locks and docked at our berth for the night. We could therefore enjoy the rest of the day walking through the beautiful countryside and then watching the passing ships from the aft deck while enjoying a cup of coffee.

We then sailed the length of Loch Ness to Fort Augustus, where the next staircase lock awaited us. Loch Ness is the easternmost of the three lochs in the Great



Annette and Andreas Schumm

Annette and Andreas Schumm have been spending most of their free time on the water during the boating season for more than 30 years. As their experience and the seaworthiness of the boats at their disposal increased, they gradually expanded their horizons. They first sailed on the Frisian lakes in the Netherlands in their 15-metre yawl cruiser and then on the IJsselmeer and the West Frisian Wadden Sea in their first keelboat. When a seaworthy sailboat followed, trips across the North Sea and Baltic Sea, including to the UK, Denmark and Sweden, were also possible from her berth in the Netherlands. In 2009, they traded in their sailboat for a Linssen Grand Sturdy 410.

In 2018, they bought their current boat, the Nordlicht, a Linssen Grand Sturdy 470, and made her seaworthy. Since then, they have been making longer trips with her. In 2022, a long-held wish was on the cards: a trip around the UK, including crossing Scotland via the Caledonian Canal.



Across Loch Ness towards Fort Augustus

Glen. The other two are Loch Oich and Loch Lochy. In one respect, we suffered the same fate as all the other Loch Ness visitors we know: we didn't get to see Nessie. However, the landscape with its lush nature is breathtaking. Due to a lot of rain, the vegetation has an incredible variety of vibrant greens, which we could not get enough of.

We were lucky: during our trip across Loch Ness, it did not rain and we even saw some blue sky. We passed Urquhart Castle, but did not dock. You have so many castle ruins and abbeys in Britain that the motivation to visit them all decreases proportionally with the length of your stay.

Being used to the depths of the North Sea and Baltic, we initially thought the depth sounder was

faulty when it showed only three bars. However, we soon found out that this was because the display only shows depths up to 200 metres - so the depth was more than 200 metres.

We arrived at Fort Augustus around noon and found an almost completely empty jetty so we could choose our berth. Although we had barely seen a boat during the trip, in the evening all moorings were occupied, so some boats went back out onto the lake to find an anchorage.

We used our stay for a long walk through the town, visited the flight of locks we wanted to 'conquer' the next day and walked through the Highland Club's beautiful park to the shore of Loch Ness to enjoy the fantastic views of the lake.

Unfortunately, we had to abandon our plan to eat in a restaurant as we could not find a free table in any of the restaurants we had in mind. So we did our shopping in the small supermarket near the jetty and ate on our boat.

The next day, we got up early to be one of the first boats to join the lock passage if possible. In the morning, the lock keepers scanned the boats moored at the jetty and noted the order in which the boats were allowed to enter the first lock. This avoids the chaotic scenes we sometimes experienced at the locks in Lemmer or Stavoren. The flight of locks is very impressive, especially when the water flows in small cascades over the sluice gates when not in use.

There are plenty of lock staff all along the canal, so you will always get a helping hand in the locks, taking the stern line from the helmsman and putting it around the bollard on top of the lock wall. To lay the front line, a crew member disembarks and walks along from step to step on the lock wall. Fortunately, the lock keepers laughed at us when we asked if it was true that you are not allowed to use the engine in the locks to go from one lock to another and instead have to pull the boat by hand. At least that was what was said in the leaflet we had been given by the first lock keeper when we entered the canal. We were allowed to do that if we wanted, but they would not help pull a ship of our size through the locks by hand.

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The journey continued to Fort William, with an overnight stay before Laggan lock. In Fort William, you will find Neptune's Staircase, consisting of eight separate locks. You can spend the night in many places along the canal, often with electricity and water connections, without worrying about not being able to find a free spot. Along the way, there are always stretches where you have great views of the mountains along the Great Glen. Sometimes you also feel like you are sailing through a forest.

Once we arrived in Fort William, we replenished our food supplies. One of the lock keepers had told us that the nearest food shop was no more than half a mile away, but that turned out to be a considerable underestimate. We reached the shop only after a long walk.

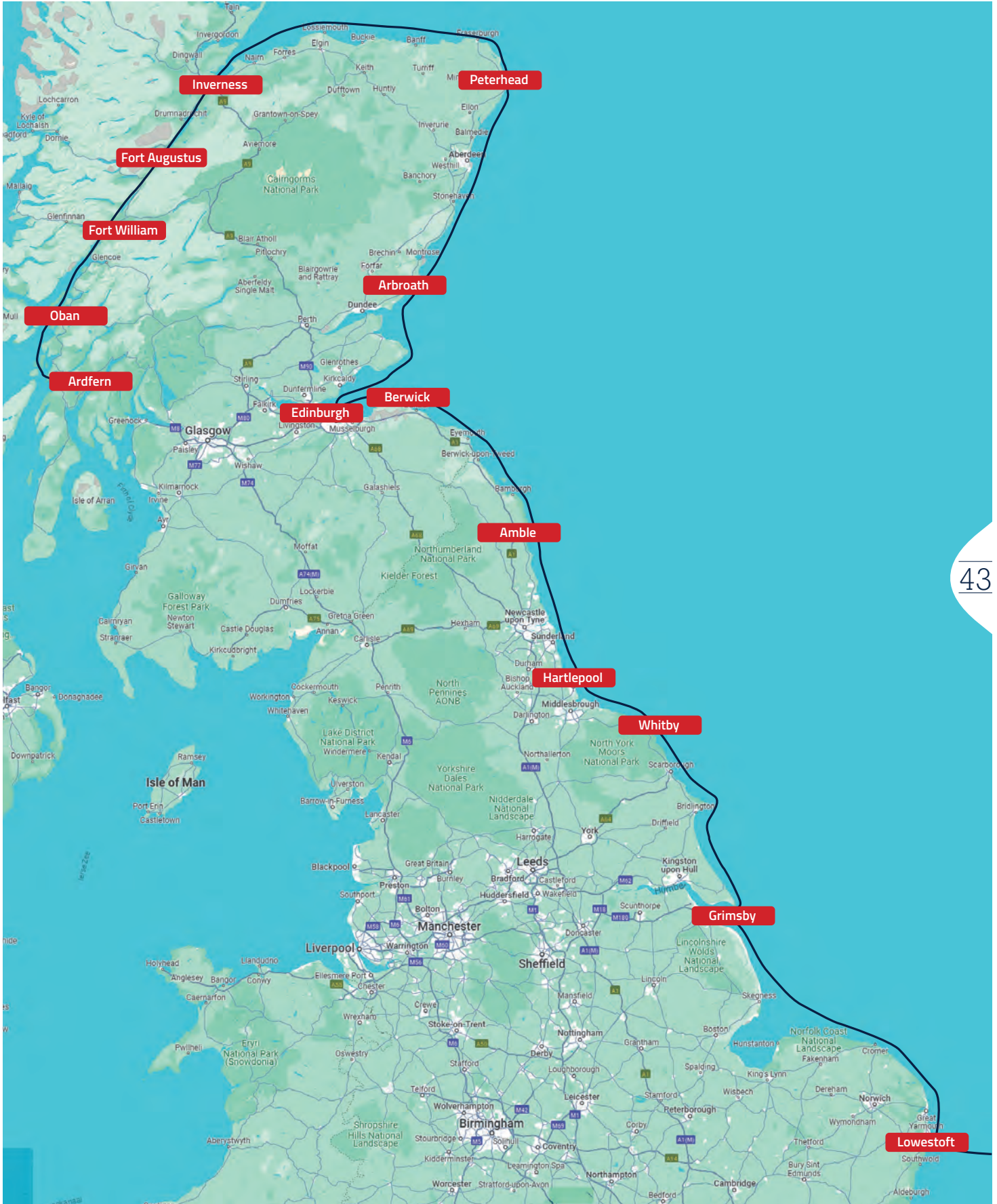


Superb anchorage near Ardfern

Fortunately, we had our backpacks with us, so it was easy to carry our groceries to the boat. The next morning's programme included Neptune's Staircase, and then two more locks until we could sail into Loch Linnhe, which is relatively protected from the Atlantic by several islands. Unlike the locks at Fort Augustus, entering the first lock here was not organised. We had been told that the first lock passage would start at 8 a.m. From 7.30 a.m. onwards, most of the vessels moored in front of the lock became noticeably restless, with everyone trying to secure a place at the front among those waiting directly in front of the lock. At the very front, the Asta - a sailing yacht of the German Navy for training officers - was alone at the jetty. She too was on a tour around Britain. It was clear that the uniforms of the marines on board and the word

'Marine' written in large letters on the bow commanded respect, so no one dared to moor next to the yacht. But we were greeted very kindly and allowed to lie alongside until the lock opened. So we were able to enter the lock as the second yacht. As a souvenir, we even got a photo of the Asta and the Nordlicht taken by one of the sailors hanging in the bosun's chair in the Asta's masthead.

The eight locks of the Neptune's Staircase, some with strong currents, plus the two subsequent locks were quite strenuous, so we were very happy when we finally reached Loch Linnhe and could set course for Oban. We decided not to go all the way to Oban because we would arrive late in the afternoon and we were afraid there would be no suitable mooring left. So we sailed to Dunstaffnage Marina,



about five kilometres northeast of Oban and less crowded than the marinas there. From there, we could easily reach Oban with our bikes. We stayed there for a few days and checked out the city, which we liked. Oban is a busy ferry port connecting the mainland with the Scottish islands. Many ships and ferries from the Caledonian MacBrayne shipping company sail to and fro. However, some fishing trawlers are also moored at the quay and you can buy freshly caught fish cheaply.

A sailor moored at the jetty opposite us recommended Ardfern, an idyllic marina in the middle of nature. We took this tip to heart

and set off. It was a beautiful trip along the islands of Luing, Lunga and Scarba. We were also quite impressed by the Straits of Corryvreckan. This is the strait between the islands of Scarba and Jura with the infamous Corryvreckan whirlpool, one of the strongest whirlpools in the world. Currents of up to eight knots form in this strait and the vortex produces sounds that can reportedly be heard miles away. We had both read Björn Larsson's book 'The Celtic Ring', which dramatically describes a trip through the Corryvreckan during a storm. Although the weather that day was very calm with little wind, we were still glad we did not have to

pass Corryvreckan. But also the current along the islands at up to five knots meant that at our cruising speed of over seven knots through the water, our Nordlicht set a new record of over 12 knots over the ground. Our fellow sailor had not over-promised. We got a fantastic berth in the marina overlooking a well-occupied buoy field and beautiful scenery in the background. We stayed there for two days, took long walks and browsed extensively in the harbour's very well-stocked boat accessories shop. ♦

Part 2 in Linssen Magazine no 66



Are you looking for a holiday experience that broadens your horizons? How about an adventurous trip along the beautiful waterways of Europe? Board a Linssen yacht and be amazed by the beauty of European waters.

A boating holiday with Linssen Yachts offers a unique and unforgettable experience. Whether you dream of calm cruising along scenic rivers and canals, exploring bustling waterfront cities, or enjoying the serenity of secluded lakes, our charter network has something for everyone.

Renowned for their timeless designs and unmatched quality, our motor yachts offer a comfortable home away from home on the water. With their low speed, economical fuel consumption and virtually silent

propulsion, they offer a relaxed and convenient way to travel.

So what are you waiting for? Step on board and let Linssen Yachts take you on a voyage of discovery and adventure. Leave the stress of everyday life behind as you enjoy a holiday on the water, just the way you want it. ◆

Visit www.rentalinssen.com for our charter locations.

Charter in West Flanders, East Flanders and Northern France with Maxial

Welcome aboard our yacht charter Maxial, based in historic Kortrijk, in the enchanting regions of West Flanders, East Flanders and Northern France. From here, you can start your adventures through this picturesque part of Belgium and northern France.

The charming city of Bruges, with its atmospheric canals and medieval architecture, is an absolute must-visit destination. Lose yourself in the romantic alleys and enjoy the delicious chocolate and waffles the city has to offer.

Ghent, a vibrant city rich in history, awaits you with its impressive cathedrals and lively markets. Take a stroll along the banks of the River Leie and discover this city's hidden gems.

Ypres, with its poignant war history and the famous Menin Gate, is a tribute to the bravery of those who fought during the First World War. A visit to this city will touch you deeply and remind you of the sacrifices that were made.

But your trips go beyond the Belgian border, and take you to the north of France. Here you will discover the beautiful French countryside, quaint villages and bustling cities such as Lille and Arras. Enjoy delicious French cuisine, vast vineyards and the rich history of this region. Moreover, we offer you the opportunity to experience the magic of Paris, the city of love, with its iconic sights such as the Eiffel Tower, the Basilique du



Sacré-Cœur and the Louvre. Take a romantic cruise on the majestic Seine River and admire the stunning views from the water. Paris is a city not to be missed during your trip through northern France.

Information:



Maxial Yacht Charter
www.linssenboatingholidays.com

New LBH partner Bohemia Yacht Charter Prague

We are pleased to announce a new partner in our growing charter network for the 2024 season: Bohemia Yacht Charter in Prague, Czech Republic! This addition offers our customers the chance to explore the beautiful city of Prague and enjoy an unforgettable boating experience on the Vltava (Moldau) and Elbe rivers.



cruising experience in this enchanting part of Europe. With its luxury and excellent manoeuvrability, this yacht is ideal for both experienced and novice sailors.

Cultural highlights of Prague

Prague, the capital of the Czech Republic, is an enchanting destination full of history and breathtaking architecture. These include Charles Bridge (Karlův Most), an iconic 14th-century bridge that spans the Vltava River and offers stunning views of Prague's old town. Prague Castle (Pražský Hrad) is an impressive castle complex that has dominated Prague's skyline for over a thousand years, including the imposing St Vitus Cathedral and the Royal Palace. Or the Old Town Square (Staroměstské náměstí). A lively square surrounded by historic buildings, including Prague's Astronomical Clock and the Gothic Týn Church. Another fascinating part of the city is the

Jewish quarter (Josefov) with its long Jewish history, where you can explore synagogues, the Jewish Museum and the old Jewish cemetery.

Cruising on the rivers Vltava and Elbe

With Bohemia Yacht Charter, you can enjoy a relaxing boating experience on the beautiful rivers Vltava (Moldau) and Elbe. These waterways offer breathtaking scenery and the opportunity to explore some of the Czech Republic's most splendid towns and villages.

Available for hire from the 2024 season, the Grand Sturdy 40.0 AC offers the perfect comfort and convenience for an unforgettable

We look forward to offering our customers an unforgettable experience in Prague and on the beautiful rivers of the Czech Republic with our new partner, Bohemia Yacht Charter. Explore the cultural treasures of this historic city and enjoy the peace and beauty of boating on the Vltava and Elbe rivers. ◆

Information



Bohemia Yacht Charter
www.linssenboatingholidays.com

Flevostrand marina

More news about the Linssen Boating Holidays® network: Yacht Charter Bly in Harderwijk (NL) has also joined as a new partner. Starting this year, our customers can enjoy an unforgettable holiday experience with their Linssen Grand Sturdy 35.0 AC.

Yacht Charter Bly is beautifully situated on the Flevostrand, with an ideal location on the Veluwemeer lake and right next to the Wolderwijd lake. This picturesque marina offers our guests a perfect base not only for adventurous trips on the Randmeren lakes, but also for relaxing cruises through the enchanting inland waters of Flevoland. Whether you opt for a relaxing cruise along picturesque villages and green banks or for some more adventurous tours, the possibilities are endless!

Besides the beautiful Randmeren lakes, Flevoland offers a wealth of unique boating routes waiting to be discovered. From scenic canals to serene lakes and picturesque towns, there is something



for everyone for an unforgettable holiday on the water.

Explore the Markermeer and IJsselmeer lakes via lock 'De Blauwe Dromer' at the Lovink pumping station. Cruise easily to the Ketelmeer, Markermeer and IJsselmeer lakes. This opens up a whole new world of possibilities for exciting boating adventures and exploring charming port towns along the coast.

With the addition of Yacht Charter Bly to our charter network, our customers can enjoy the beautiful waters of Flevoland and beyond. Step aboard the Linssen Grand

Sturdy 35.0 AC and be enchanted by the natural beauty and splendid history of this breathtaking region! ♦

Information



Yacht Charter Bly
www.linssenboatingholidays.com

AkzoNobel and Linssen

YACHTS: A SMOOTH PARTNERSHIP FOR OVER 35 YEARS

Specially for our 75th anniversary, we presented several special editions of our Grand Sturdy series and Linssen SL series. Together with our coating supplier AkzoNobel, we developed the anniversary colours Velvet Green and Mahogany Red. This took place in an enjoyable collaboration, as it has for more than 35 years. A conversation with Jac Linssen, Richard Epping and Jan Hemmink about quality, colours and knowledge.

48 AkzoNobel is a large multinational coatings company. The company has several divisions. For example, one that focuses on the home decoration market featuring well-known consumer brands such as Flexa and Sikkens. Another division focuses on marine, protective & yacht coatings. Richard Epping (Strategic Accounts Manager) and Jan Hemmink (Sales Manager) work for the Yacht Coatings business unit. Linssen Yachts is one of their long-standing customers.

Awlgripping

With the Awlgrip and International brands, AkzoNobel has built a strong position in the Yacht Coatings market. Jan Hemmink: "In the US, they even talk about the 'Awlgripping' of a yacht. Our brand has become a verb." Richard: "Awlgrip celebrated its 50th anniversary last year. Linssen Yachts is 75 years old. And our

collaboration more than 35 years." Jac Linssen: "That's right. We built our first spray booth in 1985. We were the first yacht builder in our segment to do so. We then started working with Sikkens, which is also part of AkzoNobel."

Corrosion resistance

We also set the bar high when it comes to coatings. That used to be so and still is. What are our requirements for a coating? Jac: "The most important thing for us is corrosion resistance. The hulls of our steel yachts must be perfectly protected against all weather conditions. Awlgrip is number one in terms of corrosion-resistant coatings. When I mention the names Awlgrip and International to customers, they know it's okay. They are also coatings that meet today's sustainability requirements."

Aesthetics

Besides warding off corrosion and stopping algae growth using anti-fouling, the appearance is also important of course. A good coating contributes significantly to the quality appearance of our yachts. Jan: "In addition to a number of functional requirements imposed by Linssen, the cosmetic aspect must naturally be top notch too. We supply high-quality colours and are also constantly developing new colours."



Processability

We purchase from AkzoNobel all the coatings needed for the exterior of our yachts, and for the inside of the steel hull, which is also coated against corrosion. The workability of the coatings is a third important factor. Jac: "The coatings have to be user-friendly for my colleagues in the preservation units and spray booths. The products must be well suited to our production process. And they are." ♦



Past and present

Jac Linssen: "Before 1985, we ordered steel plates that were coated with a welding primer.

The paint system was then applied using rollers. Innovative as we are, we started our first blast and spray booth in 1985. Now each steel hull's exterior is first fully blasted. This ensures that the steel is 100% clean and has the right surface roughness. Then you can start the spraying process. Over the years, we have continued to improve those processes with products and advice from AkzoNobel."

Colour development

We are happy to leave the technical development of a new colour to the experts at AkzoNobel. Determining a new colour is something we do with our in-house design team. Jac: "For the 75 Editions, we were looking for bold colours that matched the Linssen brand. We had an idea for a colour scheme, which we then took to AkzoNobel."

Richard: "If it is not a standard colour, we develop a new colour. We have an entire department dedicated to colour development and colour innovations. Based

on Linssen's submission, we presented several options. We do so, of course, on samples. In the end, Linssen's team selected the colours. Those were Velvet Green and Mahogany Red."

Sharing knowledge

Over the years, we have accumulated a lot of in-house knowledge on coatings and colours. To stay up-to-date, we regularly call on AkzoNobel's expertise. Jac: "Not long ago, a team of sprayers attended a training course at AkzoNobel's Yacht Paint and Application Centre. At first, a bit of theory and then working in a spray booth themselves." Jan: "It is sometimes good to take sprayers out of their regular environment. At our location, they get just a little more peace and quiet to learn new things. This is how we arrive at the best course of action together."

AkzoNobel advises us on the entire paint system, from primer to finishing coat. But also about the way we work, the equipment and other materials we use. Richard: "And let's not forget safety and new product developments. We are constantly working on product

optimisation at AkzoNobel. How can we improve gloss? How can we extend the lifespan of a product? And very importantly, how can we minimise our impact on the environment?"

Premium brand

When asked about the collaboration between Linssen Yachts and AkzoNobel, everyone responds positively. Jac: "It is a pleasant collaboration in which we are well supported by AkzoNobel." Jan: "Very pleasant, indeed. There is a lot of contact between the two parties. If there is a problem, we know where to find each other and solve it." Richard: "Linssen Yachts is a premium brand in our sector. Our products fit that very well. I would say: here's to our 50th anniversary of collaboration!"

Make the most of fast delivery times for various display yachts

**Grand Sturdy 30.0 Sedan
#3873**



In addition to the extensive standard specification, this yacht is equipped with: Olive Green color scheme. E-Variodeck in saloon, side entrance ladders, heating (blower) in cockpit, Electric stern thruster 55kgf, Combi Victron Multi Control, Combi Victron 12/1600-70-16, Axiom7 display, Raymarine GPS sensor RS150, Provisions for auto-pilot, Electric anchor winch Tiger, deck-headlining i.c.w. Variodeck, decor reading lights in the FC, indirect lighting saloon, USB connections, 230 V. socket in the FC head Electric toilet in the FC, TV connection in the saloon, TV antenna type Glomex, blinds/mosquito screen FC hatch, Fly screen integrated e-Variodeck®, cushions for deck boxes in Sandsurf, canvas over cockpit

Prijs: €346,820 (incl. 21% VAT)

**Grand Sturdy 35.0 Sedan
#3871**



In addition to the extensive standard specification, this yacht is equipped with: Olive Green color scheme Indirect lighting saloon USB connections, electric toilet in the FC, TV connection in the saloon TV antenna type Glomex, fly screen integrated e-Variodeck®

Prijs: €379,880 (incl. 21% VAT)

Linssen Yachts builds steel motor yachts in series production. In total we build around 70 yachts per year between 30' and 55' and at any time we have around 35 yachts in our production in different production stages. Naturally, most of the yachts in our production are sold. However, we also have new yachts on display in our showroom and have yachts in production that are not yet sold. This could result in a short(er) delivery time for you if you choose a demo yacht or a yacht already in production. In the 30'-35' range we have these yachts available:

Linssen 35 SL AC 75 Edition #3890



sistership



In addition to the extensive standard Linssen 75 Editions specification, this yacht is equipped with: Linssen 75 Edition Mahogany Red colour scheme Toilet compartment AC in HPL, indirect lighting saloon, USB connections, bathroom fittings AC, washbasin Grohe Essence, electric toilet in the AC, TV connection in the saloon, TV antenna type Glomex, LCD TV 24" in saloon

Prijs: €394,890 (incl. 21% VAT)

Grand Sturdy 35.0 AC 75 Edition #3898



sistership



In addition to the extensive standard Linssen 75 Editions specification, this yacht is equipped with: Linssen 75 Editions Velvet Green colour scheme Toilet compartment AC in HPL, indirect lighting saloon, USB connections, bathroom fittings AC, Wash-basin Grohe Essence, electric toilet in the AC, TV connection in the saloon, TV antenna type Glomex, LCD TV 24" in saloon

Prijs: €388,840 (incl. 21% VAT)

LINSSEN DIARY 2024

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- April**
- ◆ 1 April: official anniversary 1949-2024
 - ◆ 20 - 21 April: Open Days Hennings Yacht-Vertrieb, Papenburg (D)
 - ◆ 27 April: Hausmesse Eastwest Yachtzentrum, Zehdenick (D)
 - ◆ 27 - 28 April: Open Days Kreuzsch Wassersport- & Freizeitzentrum, Schweich (D)
-
- May**
- ◆ 24 - 29 May: Linssen Yachts Boat Show - Spring Edition
New yachts, used yachts, presentations, river trials, shipyard tours and more...
-
- June**
- ◆ 22 June: Jonkers Yachts 25 year anniversary
-
- July**
- ◆ 13 July: visit André Rieu in Maastricht (NL)
-
- August**
- ◆ 28 August - 1 September: Hiswa te Water, Lelystad (NL)
-
- September**
- ◆ 13 - 22 September: Southampton Boat Show, Southampton (UK)
 - ◆ 21 - 22 September: Linssen Cruise Days at Hennings Yacht-Vertrieb, Papenburg (D)
-
- October**
- ◆ 3 - 10 October: Linssen Yachts Boat Show, River trials
New yachts, used yachts, river trials, tours and more...
-
- November**
- ◆ 16, 17 and 18 November: Linssen Yachts Boat Show
The indoor Boat Show packed with news, presentations and more.
 - ◆ 19 - 30 November: Linssen Yachts Advent days
-
- December**
- ◆ 1 - 17 December: Linssen Yachts Advent days
-

