

LINSSEN

M A G A Z I N E



INNOVATION
THE DEVELOPMENT OF
ELECTRIC-POWERED LINSSEN
MOTOR YACHTS

TRAVEL STORY
JONKERS/LINSSEN
BELGIUM TOUR 2024

INVITATION
LINSSEN YACHTS
BOAT SHOW
16 - 18
November 2024



LINSSEN YACHTS BOAT SHOW

16 - 18 NOVEMBER 2024

#66
VOLUME 37
OCTOBER 2024

Offered for takeover: **Linssen sales point in Auxerre, France**



Aquarelle France

Accueil et services nautiques. Porte de Plaisance d'Auxerre.
Concessionnaire Linssen Yachts.

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



Aquarelle France

Accueil et services nautiques. Porte de Plaisance d'Auxerre.
Concessionnaire Linssen Yachts.

SINCE 1949...

Dear reader,

This year's sailing season is already nearing its end... But first, we are enjoying a beautiful "Indian summer". At the time of writing this foreword, I'm sitting on the aft deck of the St. Omer. in Roermond, with nine other Linssens, and we're getting ready for the traditional lantern procession in Roermond. It's 24 degrees and there's glorious sunshine.... Enjoyment with a capital E.

This season, we were able to sail for the first time with our new St. Omer., the Linssen 45 SL AC – 75 Edition. We had many spectators along the way with our "Mahogany Red" hull.

The first journey this year was the traditional Easter tour. It remains a wonderful trip, where friendships are forged every year. This year with a beautiful evening accompanied by guitarist Jochen. (Time to start practising Dutch tearjerkers, Jochen!)

We also navigated other waters. For example, we were the first to hire "La Barrique", the 40 SL AC – 75 Edition that joined the fleet at our partner 3 Lacs Yacht in Switzerland. In May, over the Ascension weekend, we headed to Le Landeron and enjoyed the Jura & Three-Lakes region. I've been sailing there myself since I was young, as my parents had a Linssen Grand Sturdy 29.9 Sedan there. It is and remains a beautiful area for sailing. Dad and mum also sailed with us for a few days.

On 1 June, we celebrated our 75th anniversary with the entire staff – what a party! In a fabulous marquee on our own grounds, a band, delicious food by our house caterer Wolfhagen and lots of fun. We were also able to sleep in the marina, on the boat of course.

Another highlight was the anniversary party at Jonkers Yachts, especially the fleet parade. Wow, how proud I was when we sailed 26 Linssens one behind the other on the Grevelingen. We were also there with a large part of the family and all the children were with us. Very nice to be able to share moments like these with your family and other relatives.

In summer, we were able to join the annual Jonkers tour again. Not across the sea this year (we've just got stabilisers...) but on the beautiful inland waterways of Belgium. You can read all about it later in this magazine (p 22). It really was a fantastic trip with an incredibly nice group of people.

We also followed your trips with interest on the Linssen Yachts Cruising Group on Facebook. It's great that you share your travels and experiences there. A special community with a shared passion.

And now Let's continue to enjoy the tail end of the season and get ready for the rest of the show season, with the hope of making our large Linssen family a little larger.

I hope we'll see you in the showroom this autumn, to reflect on the season or look ahead to the next one! See you in Maasbracht!



CONTENT



LINSSEN YACHTS BOAT SHOW

First:
Linssen 50 SL Sedan



Linssen Yachts Boat Show

A unique experience for water sports enthusiasts



TRAVEL STORY

**Jonkers/Linssen Belgium tour
2024**



OUR PEOPLE

**Wendy Stoffels and Madelon
Lamers. The faces of Linssen
Yachts**



INNOVATION

**The development of electric-
powered Linssen motor
yachts**





COLOPHON

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The illustrations may show certain functions or special features which are not included in our standard package. Please check with the boatyard or your Linssen representative.

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INVESTING

**Investing in a Linssen yacht for charter:
The benefits at a glance.**



AND ALSO...

- 6-11 News
- 17 Charities
- 33 Benefit from short delivery times for various yachts
- 36 Nordlicht goes Round Britain, Part 2
- 48 A harmonious and homely atmosphere
- 50 Want to try out a Linssen yacht?
- 52 Start Boating at Linssen



Hiswa te Water, Lelystad (NL)



Båter i Sjøen, Oslo (NO)



3 Lacs Yacht, Le Landeron (CH)



Interboot, Friedrichshafen (DE)

SHOW SEASON

6

Once the summer holidays and production break are over, the autumn show season starts immediately. A lot of organisation is always needed to get everything right. Transporting boats. Supplying furniture, stand materials, brochures, etc. Building a stand or having one built. And of course, several of our salespeople and a number of our sales partners will be present during the show so that you can talk to them.

Before the end of our holiday period, Finland was already hosting the Helsinki In-Water Boat Show **Uiva Flytande** (15-18.08). The end of August saw both the **Hiswa te Water** in Lelystad (28.08-01.09) and the **Båter i Sjøen** in Oslo (29.08-01.09). Both our German partner **Hennings Yacht-Vertrieb** in Papenburg (21.09-22.09) and **3 Lacs Yacht** in Le Landeron, Switzerland (14.09-15.09) had their own trade fairs locally. After that, there is a brief break, but then **Interboot** in Friedrichshafen is already being set up, to be held from 25.09 to 29.09.

Linssen River Trials

Then there is our own 'in-house' show, of course. When this magazine has been printed, the River Trials will have just ended (04.10-10.10), during which various new and used yachts were on display in the showroom and seven yachts could be test-sailed in our marina.

Linssen Yachts Boat Show

Our biggest show, as you are no doubt aware, is the Linssen Yachts Boat Show, which is always held in November. This year, the dates are 15.11 to 18.11. Make a note of it in your diary and be sure to come to Maasbracht. The Linssen 50 SL Sedan is our world first – not to be missed. See also the article later in this magazine.

However, the year is not over yet. Even after the Linssen Yachts Boat Show, our showroom will remain decorated for the festive season and you can come and see the yacht of your dreams during the Advent period in the run-up to Christmas.

The show season concludes with Boot & Fun in Berlin (28.11-01.12). You are, of course, very welcome there too. In Berlin, we will show you both the compact Linssen 35 SL Sedan with open cockpit and the spacious Grand Sturdy 40.0 AC with aft cabin and six berths.

For all shows, including next year's, be sure to keep an eye on our website and social media posts, or better still, subscribe to our newsletter. ◆

www.linssenyachts.com/news

400th yacht on the Logicam II production line

Our last issue of the magazine reported that the 600th yacht was 'on the line' on the Logicam I production platform, where the 30' and 35' Linssen yachts are built. On the Logicam II line – where we build our 40' and 45' motor yachts – the 400th yacht is currently in one of the last positions in the production process.

This is a Grand Sturdy 40.0 AC - 75 Edition in Velvet Green and it will be ready by the time you are holding this magazine.

Within our series production, there are yachts that are in production but have not yet been sold. This enables you to buy a new Linssen and benefit from a short delivery time.

In addition to the comprehensive standard specification, this yacht is equipped with: Velvet Green colour scheme, Raymarine Ray90 VHF radio telephone, magnesium anodes, indirect lighting in saloon staircase and stairs to fore and aft cabin. USB connections, TV connection and Glomex TV antenna in saloon, blackout/mosquito screens on the hatches in fore cabin, guest cabin and aft cabin, height adjustment system for cockpit cover. ◆



Electric forklifts

We replaced our diesel forklifts in the boatyard this spring with state-of-the-art electric forklifts from the renowned Mitsubishi brand, supplied through our local partner, Lima. One has a lifting capacity of 2,500 kg and the other has a capacity of 5,500 kg.

Moving the yachts through the boatyard is basically very simple. From the start of production, the

hull is placed on a cradle. Linked to the large forklift is a hydraulic platform that lifts the cradle including the yacht, so that it can easily drive the yacht from one hall to another, to the Travelift or the showroom. The large forklift is used for this purpose, while the smaller one is used exclusively for pallets, materials and other lifting operations. ◆



25 Years of Jonkers Yachts

In the weekend of 21 to 24 June, Jonkers Yachts celebrated its 25th anniversary and its 20-year partnership with Linssen Yachts.

It threw a lively 'Crew' party on the Friday for employees, subcontractors, and also a large contingent of Linssen staff from Maasbracht. There was a big barbecue and the evening was buzzing with a large crowd and live music.

Saturday 22 June saw an impressive parade on Grevelingenmeer at noon, with a beautiful fleet of Linssen yachts sailing past Port Zélande Marina.

A VIP party awaited valued customers and prospects of Jonkers Yachts on the evening of 22 June, with a sumptuous buffet dinner, live entertainment and exciting surprises. VIP guests were pampered with exclusive shuttle

services provided by Porsche, Bentley and Lamborghini vehicles, for a stylish arrival



Safety first

Like two years ago, there was another major fire drill on our premises this autumn. While last time the drill was focused on the water, this year a major emergency was staged in our production halls. Large smoke machines created a particularly realistic setting.

Various colleagues joined in. 'LOTUS victims' (professional 'victims') simulated injuries and the fire service was present with several teams and fire trucks to 'put out the fire'. ◆



Advert

WHAT HAPPENS WHEN A LINSSEN OWNER PUTS PEN TO PAPER?

André Bergen, long-time skipper of a Grand Sturdy 460 AC and passionate collector of nautical artefacts, has selected more than 50 objects from his maritime collection and written often human and moving stories about them. Using these objects, the author tries to paint a picture of the fascinating world of the sea.



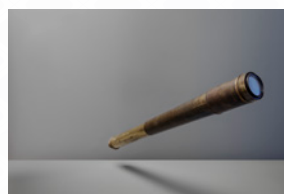
'De spullen van de zeeman' (The Sailor's Stuff) will be published by Lectoris in Eindhoven in November. Dutch photographer Eddo Hartmann took the frankly stunning photos for this book.

NUR 680, ISBN 9789462265288

Hardcover, size 240 x 330 mm

€ 45,-

www.spullenvandezeeman.com



This book is not a catalogue raisonné, a handbook for motor yacht skippers or a course in navigation! It isn't even a book about objects. It's about the people behind these objects, or "stuff", as the author somewhat irreverently calls them.

But out of deep respect, André gives these people a voice through these objects. And often they are simple people: fishers, sailmakers, ship cooks ... People who tied their fate to the sea.

Four times 25 adds up to 100 years of service for Björn Michels, Rennie Hénuuy, Jan Vaes and Paul Beelen

In almost every edition of our magazine, we allow ourselves to highlight one or more work anniversaries. This year we celebrate a special milestone with four of our colleagues celebrating 25 years of service.

Björn Michels is a production manager on the Logicam production lines and internal transport. Björn comes from a family where working at Linssen is in the blood. His father Jan and his brother Piet Michels worked with us for more than 50 and 45 years respectively before retiring. Even now, they still visit the yard regularly. With such a background, Björn cannot help but take the same path!

Rennie Hénuuy made a move from procurement to sales in 2016, after managing procurement processes for many years. Thanks to his extensive knowledge of our yachts' specifications and features, this transition was logical and seamless. For eight years now, he has been a familiar face in our showroom and at various national and international trade fairs.

The central warehouse ('Logimag') is the domain of **Jan Vaes**. He manages the flow of incoming goods, which automatically pass by his station via a roller conveyor. Whether he is dealing with stock orders to be picked or project orders that lie ready, arranged by hull number, Jan makes sure everything runs smoothly for production and module construction.

With training and a background in design and advertising, **Paul Beelen** has been making sure for years that this magazine comes out on time, the websites are up to date, photography and video are organised properly and much more besides. Having started 'under the wing' of then commercial director Peter Linssen, Paul is naturally continuing to develop in the field of new digital techniques, Social Media and AI applications.

A wealth of experience

At Linssen Yachts, we work with a close-knit team of just over 100 employees, no fewer than 35 of whom bring with them more than 25 years of experience. We also have 13 colleagues with between 20 and 25

years of experience. This rich experience is a great advantage, but it is essential that this knowledge is passed on to the younger generation.

The future boat builders

We are aware that some of our valued colleagues will retire in the coming years. Therefore, it is important that we attract and train a new generation of boat builders to pass on our knowledge and craftsmanship. Interns from various schools are working in a number of departments, such as the hull plant, the furniture factory, Logicam, module construction, and in preparation and engineering. They often get the opportunity to join us after their training. We maintain close ties with local schools and training institutes (see Linssen Magazine no. 63) to inspire young people to train in engineering and manufacturing. This will ensure we continue to have sufficient experienced workers in the future. ◆

From left to right Björn Michels, Jan Vaes, Renny Hénuuy en Paul Beelen



Roermond Illuminated Cruise

Every year, Roermond hosts the enchanting Lichtjesvaart (Illuminated Cruise), an event that brings boating enthusiasts together for an atmospheric and magical evening. This special tour starts at Hatendoer and takes participants south via the Zuidplas and the Meuse. After a

brief turnaround, the boats sail past Roermond, under the iconic bridge, and then return to finish the trip.

Every year, a number of Linszen customers take part in this wonderful event. This year, 12 Linszen yachts sailed with the tour.

Each one more beautifully and lavishly illuminated than the next. ◆



Watch on:
 YouTube





LINSSEN YACHTS BOAT SHOW

LINSSEN YACHTS ANNIVERSARY YEAR 2024



12

75 EDITIONS
GRAND STURDY - VELVET GREEN



INVITATION
LINSSEN YACHTS
BOAT SHOW
16 - 18
November 2024

After launching our 75th anniversary celebrations at the Linssen Yachts Boat Show at the end of last year, we can look back with great satisfaction on a fantastic anniversary year. The special 75 Edition yachts in stylish Velvet Green and powerful Mahogany Red were in great demand and you have undoubtedly seen them cruising the waters.

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 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.

In addition, the exclusive character is accentuated by the unique 75 Edition logo. The robust teak 75 Edition steering wheel features the 75 Edition logo in the hub. The exterior cushions on the aft deck (or cockpit) are subtly branded with the 75 Edition logo and have stitching in the exterior colour. In the interior, the stainless steel badge with serial number proves the special limited edition.

Can it still be ordered?

Ordered? No, but we still have a few yachts in production, which are available for delivery at short notice. That is our method of production. We don't wait for an order, but build yachts even when they have not yet been sold. This gives you the opportunity to buy a new 75-Edition yacht (or any other model) "from stock", which you can start sailing straight away in the next season. Contact your local Linssen sales representative soon to find out more. ◆

75 EDITIONS

LINSSEN SL - MAHOGANY RED





LINSSEN YACHTS BOAT SHOW A UNIQUE EXPERIENCE FOR WATER SPORTS ENTHUSIASTS

From 16 to 18 November 2024, we will open our doors for the annual Linssen Yachts Boat Show. This three-day event is the ideal opportunity for water sports enthusiasts to immerse themselves in the world of Linssen motor yachts. Whether you are looking for a new yacht, interested in a used Linssen, or simply want to be inspired by the beautiful designs and innovative technologies, this show offers something for everyone.

14

**INVITATION
LINSSEN YACHTS
BOAT SHOW**
16 - 18
November 2024

NEW YACHTS IN OUR SHOWROOM



DISCOVER THE LATEST LINSSEN MODELS



During the Linssen Yachts Boat Show 2024, we will again present various models from the Grand Sturdy, Linssen-SL, Variotop®, and Variodeck series. This year's new yacht is the Linssen 50 SL Sedan. Each yacht is designed with attention to detail, comfort and ease of use, as you would expect from us. We also have a wide selection of used Linssen yachts available, all in excellent condition and ready for new adventures on the water.

PLAN YOUR NEXT HOLIDAY ON THE WATER WITH LINSSEN BOATING HOLIDAYS®

As well as the impressive collection of yachts, the Linssen Yachts Boat Show offers you the opportunity to plan your next boating holiday. The team at Linssen Boating Holidays, our extensive charter network, is on hand to help you put together the perfect boating holiday for the 2025 season. Whether you want to cruise the tranquil rivers and canals of the Netherlands or Germany, explore the Thames in England or plan an adventurous trip on the lakes of Finland, our team is on hand to answer your questions and guide you in booking an unforgettable boating experience.



15

SINCE

BOATYARD TOURS



A unique look behind the scenes

Throughout the Boat Show, we organise daily tours of the boatyard. This offers you the chance to take a look behind the scenes of our production facility. From the construction of the steel hulls to the fine engineering and interior finishing, you will get a complete picture of the craftsmanship and technologies involved in building a Linssen yacht. ◆



LINSSEN YACHTS BOAT SHOW

The Linssen Yachts Boat Show is an event not to be missed. Whether you're a seasoned water sports enthusiast or just starting to discover the freedom of boating, this event will provide you with inspiration, information and, above all, a great experience. Register today and make sure you don't miss this unique opportunity to take part in one of the highlights of the water sports season.

WE LOOK FORWARD TO WELCOMING YOU TO MAASBRACHT!

INFORMATION:

Date: 16-18 November 2024

Location: Linssen Yachts

Brouwersstraat 17, 6051 AA Maasbracht, the Netherlands

Opening times: Daily, from 10 a.m. to 4 p.m.



2025 • 2025 • 2025 • 2025 • 2025 • 2025 • 2025 • 2025 • 2025 • 2025

Want to jot down the dates for 2025 in your calendar?

Linssen Yachts Season Opening: 14 – 19 March 2025

Linssen Yachts Spring Edition: 16 – 21 May 2025

Linssen Yachts River Trials: 3 – 8 October 2025

Linssen Yachts Boat Show: 21 – 24 November 2025



Last year, everyone took a selfie in our Photo booth...

GOOD CAUSES

In honour of our anniversary, we are making a one-off donation of €750 to the charities listed below. We will also donate €25 for every 75 Edition yacht sold. We are delighted to see that many of you have already answered our call to contribute to these wonderful causes.

Will you help us?

During the Linssen Yachts Boat Show at the end of November this year, we will announce the final amount raised and present the cheques to the charities. Will you help make this amount as large as possible? All donations – large or small – are welcome.

You can still transfer your donation until 8 November. Any contribution, large or small, is welcome. Scan the QR code below and help out!

Water for Toubacouta

An initiative of Aqua Libra/ Boatstyling, Water for Toubacouta is an organisation dedicated to providing access to clean drinking water in remote areas of Toubacouta, Senegal.

Action Pepernoot (Children's Aid Foundation):

Action Pepernoot, supported by the Children's Aid Foundation, works to give children from financially vulnerable families an unforgettable St Nicholas experience.

Maas Cleanup:

The third good cause we sponsor is Maas Cleanup. This organisation is dedicated to removing waste and pollution from the Meuse River and its banks. We don't just sponsor this – we actively take part!



Actie Pepernoot



Maas Cleanup



Water for Toubacouta



FIRST

FIRST

18

LINSSEN 50 SL SEDAN

75 Edition

Artist's impression



At the upcoming Linssen Yachts Boat Show, we will present this Linssen 50 SL Sedan - 75 Edition for the first time.

Like its sister model - the Grand Sturdy 500 Sedan - it too is packed with valuable innovations and useful USPs that improve handling, life on board, comfort and safety.

Check out the following pages for a selection...



Slide and pop-out Door

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



One touch e-Variodeck

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



One-Touch Cockpit Cover®

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



Cockpit lounge bed (option)

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





SPECIFICATIONS LINSSEN 50 SL SEDAN

LOA X BEAM OVERALL X DRAFT: ± 15.50 x 4.65 x 1.20 m

MINIMUM AIR DRAFT: ± 2.75 m

HEADROOM FC/SALOON: ± 2.00/2.05 m

CE-CLASSIFICATION: B (sea)

TANK CAPACITY: ± 2 x 750 ltr

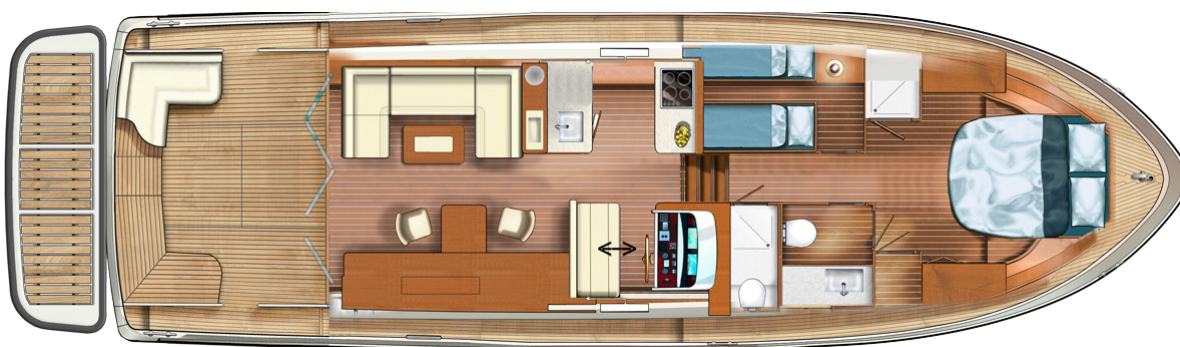
WATER CAPACITY: ± 720 ltr

HOLDING TANK CAPACITY: ± 400 ltr

WEIGHT/DISPLACEMENT: ± 27,000 kg / ± 27 m³

ENGINE: 2x 4 cyl. Yanmar Diesel, type 4JH110,
80.9 kW (110 HP), 3200 rpm

EMISSION COMPLIANCE: EPA Tier 3, EU RCD Stage II, BSO II



Scan the QR code for more information on the
Linssen 50 SL Sedan and/or the Grand Sturdy 500
Sedan.



JONKERS/LINSSSEN BELGIUM TOUR 2024

22

After a particularly enjoyable tour to London and Windsor in 2023 (featured in Linssen Magazine No. 64), the crew of the St.Omer. had really got the bug. Such a trip with Alexander Jonkers is truly an experience, and fortunately we were allowed to join him again this year. The destination this time: Belgium.

Belgium? I hear you thinking, surely that's not very spectacular... Just read on and then draw your own conclusion...

We gather at Linssen Yachts on Friday 26 July. We usher in the summer holidays with our people in traditional fashion from 3:30 p.m. At 5:30 p.m., the participants in the tour can join us. Over a glass of beer/wine/soft drink and some chips, we have an enjoyable evening together.

Saturday, 27 July Maasbracht – Maastricht

The first stage is to Maastricht. At 9:30 a.m., a "pow-wow" in our showroom, accompanied by a nice piece of flan offered by the crew of the Opal. At 10:30 a.m., the mooring lines are cast off and we sail around the corner to the first exceptional "work of art" on this trip – Maasbracht lock. Between showers, we arrive in dry weather at Maastricht Marina at 4

p.m.. We meet for drinks here and there and by midnight, the lights on the St. Omer. have gone out.

Sunday, 28 July Maastricht, rest day

A good start is half the battle and we immediately have a rest day. Maastricht is a beautiful and convivial city. Perfect for a day out. Claudine from the La Cardinale is a city guide (among other things) and offers to show us around



Maastricht's highlights. And we won't say no!

After the walk, we sit down at "In den Ouden Vogelstruys" on Vrijthof square and watch Formula 1. Sophie naturally wants to do some shopping, so we do that too. In the evening, almost the entire group has dinner at Momus restaurant and we're also treated to an impromptu piano performance by Fenneke of the Andante. A wonderful evening!
Off to Belgium tomorrow!

Monday, 29 July: Maastricht – Visé

After the pow-wow, with clear instructions from our chief Alexander, the flotilla sets off at 11 a.m. towards our first "obstacle" – Ternaaien lock. From now on, "La Cardinale" sails ahead of the others. As Belgians, Paul & Claudine are perfectly familiar with Belgian regulations, as well as being fluent in French. That's very handy in Wallonia. You normally have to go into the office here (boat by boat) with all your boat's papers to get permission to enter Walloon waters. (A boating permit with a MET number). Since there's no registration requirement in the Netherlands, it's a bit more difficult to prove ownership. Alexander and Paul enter the office with a



Linszen fleet in front of the Citadel in Namur

complete set of CE and insurance papers for each boat. One hour later, we can all sail out of the lock and everything has been sorted! At 16:30 p.m., we moor in Visé. Today, we invite everyone onto the St. Omer. for a drink. We discover that a lot of people fit on our aft deck! We have dinner together in the harbour, sitting outside, and the children also have a swim.

Tuesday, 30 July: Visé – Beez

A nice, long and, above all, warm day today from Visé to Beez. At 7:30 a.m., the mooring lines are cast and at 5:15 p.m., we moor in Beez. We meander through Liège and Huy, among other places. Urban areas alternate with beautiful countryside, with high cliffs, but also industry. On arrival, almost everyone jumps into the water, as it's really hot. The children get to go on the Opal's paddle board and are even towed by Maurice with the dinghy. Sasja and I settle ourselves on the Côte's swimming platform with a glass of rosé and go for an occasional swim. Astrid makes delicious pancakes for all of us. It was another beautiful day and what a lot of variety we've had already!

Wednesday, 31 July: Beez – Namur

Today is a short sailing day to Namur. Why this short day? You can't make reservations in Namur. In that case, with 11 yachts, it isn't convenient to arrive "late". Alexander & Paul therefore came up with the plan to sail to just before Namur (Beez), call the following day to see if there's room, and then set off immediately. Paul calls at 9 a.m. (it isn't possible earlier) and is told that there would be plenty of room. We leave Beez at 10 a.m., pass through one lock and arrive in Namur at 11:45 a.m. We're moored with the whole fleet at the citadel. I'm very proud and happy with the photo from the other side, which shows almost all the Linszens. Fantastic! The men help with some technical issues and we do some shopping. Luc and Arlette stop by with Luna, and we have a pleasant dinner together on the Côte. Alexander "cooks".

Thursday, 1 August: rest day in Namur

Woken up by the rain today. Turned over and went back to sleep. A lot of rain is forecast, but in the afternoon, when we need to



head towards the citadel, it's dry. Armed with an umbrella, just to be on the safe side, we walk to the "gondola" cable car. We've booked the underground tunnel tour and it was really worth a visit. Also for the children. There's a lot of 3D animation imagery, which makes the story clearer and more vivid. We walk down to the centre of Namur and have lunch and a drink at an outdoor café. Some more shopping and then back to the Côte. Astrid makes tasty chicken for us. On our way to the boat, the crew of the Jade and Divertiamo calls out to ask if we fancy a glass of wine... well, that's an offer you can't refuse! Eventually, we do get to the Côte and have a delicious meal there! Not too late to bed, as departure time tomorrow is 6 a.m.! And that during the holidays.

Friday, 2 August: Namur – Seneffe Alexander wants to leave at 6 a.m., as it's a long trip with 10 locks.

It's still foggy but we cast off in Namur anyway. Today we're off to Seneffe through the mainly industrial area. The last stretch is also beautifully green. At 5 p.m., the first group docks in Seneffe and about 45 minutes later the second group arrives. We walk to the restaurant (Le Petit Baigneur) at a little before 7 p.m. and have a nice meal (and sing...) together there. Afterwards, a nightcap and then a good night's sleep. Tomorrow, we're off to Mons.

Saturday, 3 August: Seneffe – Mons

Everyone is talking about it as we leave at 10 a.m. Today, we're going to take the Strépy-Thieu boat lift...! Our 2 photographers are also ready for it. At 11:50 a.m., we sail into the 'caisson'. All 11 of us can get in together and no one else joins us – great! What a beautiful sight! We all disembark and walk around. The height to be bridged is 73.15m. It's really

extremely impressive to see that difference in altitude and to experience how it's bridged in just under 10 minutes. On the way down, we suddenly see the tourist train arriving. We're watched from a bridge like monkeys in a cage. How lucky those people are to see 11 Linssens in the lift. When we sail out below, we're all impressed by the experience. The app group is overflowing with photos and videos. Now about 2 more hours to Mons, where we sail in a few more nice formations for the photographer and moor in the harbour at 3:30 p.m. We end the day with a welcome drink sponsored by CCA Yachtcleaners (thanks for that!) and have dinner at the harbour restaurant with a large part of the group. Very convivial again!

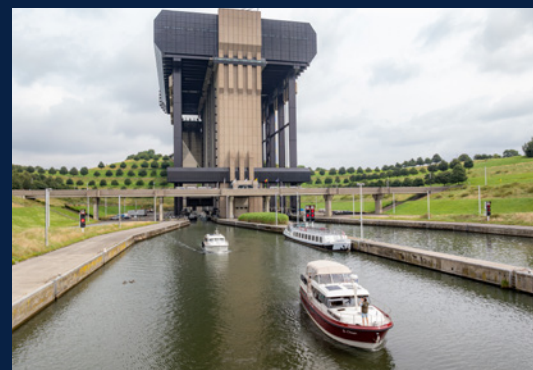
Sunday, 4 August: rest day in Mons

Today is a rest day, though that's only relative during such a tour. I'm enjoying my morning coffee on

STRÉPY-THIEU BOAT LIFT

The Strépy-Thieu boat lift can be found on the Canal du Centre, in the province of Hainaut in the Walloon region of Belgium. The lift is located on the border of Strépy-Bracquegnies and Thieu, hence the double name Strépy-Thieu. This technological marvel was commissioned at the beginning of the millennium and bridges the difference in altitude with the Plateau Hainaut of no less than 73.15 metres, making it the largest boat lift in Europe. The lift consists of two independent caissons. Each caisson

is 118.6m long, 16.5m wide and 8m deep. The caissons are suitable for vessels up to 1,350 tonnes. The empty weight of a caisson is 2,200 tonnes. On average, there are about 3.75 metres of water in the caisson and, depending on the amount of water in the caisson, the total weight is between 7,200 and 8,400 tonnes. There are four motors to move the caisson vertically, each hanging from eight counterweights via 144 steel cables. See www.canalducentre.be



the aft deck and suddenly see a camera team approaching. They'd heard that we were moored here with 11 Linssens; could they have a brief interview with us? So it's down to work! Fortunately, it doesn't feel that way. Alexander, Rob, Paul & Claudine and I are interviewed for Belgian RTL info. They finish at 12:00, then we have a quick bite to eat because at 2 p.m., we have to gather at the Côte – for those who want to – to go karting. Indeed, opposite the harbour is a go-kart track. We form two groups – the men and the women/children – and take to the track in the e-karts. Sjonnie had the fastest time of the day and won among the men. Mathijs was the winner among the women/children. Afterwards, we played a few games of air hockey and went bowling together, where Alexander and Sophie emerged as the big winners. Back at the harbour, the children swam and paddle boarded for a while. It was another wonderful day. Tomorrow, we sail to Péronnes.

Monday, 5 August: Mons – Péronnes-lez-Antoing

We leave at 11 a.m. for another short sailing day with just one lock. We're only allowed to cruise at 8 km/h, so the trip takes some time anyway. At 3:30 p.m., we moor in the harbour at a beautiful long guest jetty. Once again, we have a lot of spectators with our whole fleet of yachts. Pedestrians and cyclists regularly pass by to admire the fleet. The children go swimming and paddle boarding, and we also take a dip to cool off. We decide that we'll

have a welcome drink at 6 p.m. Everyone takes something with them. The JBL box with microphone performs well again. We keep the videos for ourselves – "what happens in Péronnes, stays in Péronnes".

Tuesday 6 August: rest day in Péronnes-lez-Antoing

Today is a lovely rest day! It's Sasja's birthday, so we have cake for breakfast. Rebecca and Marga have decorated the Côte with bunting, which looks very festive. As it's so nice and warm, we soon plunge into the water. We have fun paddle boarding and swimming. The new Jobe seascooter is popular and there's a lot of swimming around with it. Alexander instructs the children to fill up all the water tanks, as we aren't sure whether we'll make it to Kortrijk tomorrow. Afterwards, we have a joint bbq at L'Escale bar, sponsored by Yanmar and Kuiper. Super! Casting off tomorrow is at 5:45 a.m., so it's off to sleep now!

Wednesday, 7 August: Péronnes – Kortrijk

It's still unclear whether we'll make it to the centre of Kortrijk today due to limited lock capacity. So we leave early, at 5:45 a.m.

The first lock immediately determines whether the group can stay together. Eight of us are eventually allowed in. The Fiddlers Green, Andante and Seal wait outside. As the rest of the group has to wait for passage through Tournai/Doornik, the last three rejoin us in good time. Really great to sail right through this city like this. At 2:15 p.m., we're at lock 9, where we can all go through. After the lock, we all moor. A short sail the rest of the way to the city centre tomorrow morning.

Thursday, 8 August: Kortrijk – Kortrijk centre

This morning, we pass through two very small locks (locks 10 and 11) in good time, so that by 8:30 a.m. we're already moored at our spot on the Handelskaai, the site of Maxial Yacht Charter (our LBH partner)/Cruise 46. We get some breakfast and can then take a tour with Cruise 46's sloop – brilliant! This brings us into the centre, where we can't go with our Linssens. At 4:30 p.m., André Bergen (also a Linssen owner) arrives with a local guide and we're given a tour of the city. Very interesting and fun! Afterwards, we have drinks at Balthazar's and

Unique experience at Omer Vander Ghinste beers in Kortrijk.





Antwerpen, Willemdok (picture: BBothphotography)

eat dinner there with most of the group. It was another enjoyable day. Off to Omer tomorrow!

26

Friday 9 August: rest day in Kortrijk

Today is a rest day in Kortrijk. This afternoon, we'll take a bus (sponsored by Van de Wetering) to Bellegem to visit the Omer Vander Ghinste brewery. Our guide, Dominic, tells us the story of the family, the origins of the brewery and the brewing process. Like Linssen, it's a great family business! At the first stop, Omer Jean (the current CEO) comes to greet us! After the tour, we receive an extra gift from him. We finish at Het Brouwershuys (The Brewer's House), where we get to savour another beer of our choice. Then back to Kortrijk, where we enjoy chips and a snack together on the jetty (provided by Webasto).

Saturday, 10 August: Kortrijk – Ghent

Today, a beautiful journey in bright sunshine from Kortrijk to Ghent

along the Leie. They sometimes say the Leie is the Belgian Vecht, but personally I think the Leie is more beautiful. Magnificent villas alternate with countryside, a meandering river through the green landscape, pretty restaurants and narrow passages. Or maybe I have secretly become a bit integrated into the land of the Belgians after all. After passing through the centre of Ghent, we moor at Portus Ganda Marina at 6:30 p.m. Our tour leader, Alexander, intervenes to enable everyone to pass through the last lock and bridge.

Sunday 11 August: rest day in Ghent

Today is a rest day in Ghent. That's certainly no punishment! I love Ghent – always have done. I'm not really sure why. Probably the variety. Water, city, nature, history and friendly people. After a visit from a journalist from Belgian magazine Varen, we walk into town. With part of the group, we go on a canal cruise through the

centre of Ghent. It wasn't the first time for us, but you always learn something new about the city. After the canal cruise, we find a café where we can sit outdoors in the shade and enjoy our surroundings a while longer. Our boating holiday traditions include buying a bracelet with Sophie. Before we eat at a nice Italian restaurant on the corner of Vrijdagmarkt, we make a quick stop at Ghent City Brewery Gruut. Once back at the boat, we have one last drink and then it's off to bed.

Monday 12 August: second rest day in Ghent

We agreed not to grumble when it's hot, after this spring and half a summer full of rain... But... at 35 degrees, it really is boiling hot. So we grumble anyway. We seek out shade on the boat and don't do too much. The children go paddle boarding with Mireille and the dogs. In the afternoon, we get an ice cream at Valeir, but don't do much more. The group has gone to do some crossbow shooting, but

we didn't join them. At 5:30 p.m., Bernard and Tineke are organising an AIX rosé get-together. We had received the hats and cooler a few days earlier. It was great fun. The children were on the paddle board together with Joëlle and Stefan, and Berend just had to go too. We have a nice dinner with Côte and Seal at 't Pakhuis and also bump into some acquaintances there, from Maaseik! How great is that? After dinner, we "cool off" on the aft deck and then get a good night's sleep.

Tuesday, 13 August: Ghent – Temse

We leave Ghent at 10 a.m. Today, we'll be coming from Merelbeke, where we enter the Scheldt, on tidal waters. We arrive in Temse at 5 p.m. and have a delicious dinner with the whole group at PetiBato, sponsored by Raymarine and Van Dijke Volvo Penta service. Off to bed early today for once and onwards to Antwerp tomorrow.

Wednesday, 14 August: Temse – Antwerp

At 10 a.m., we set off in Temse to sail across the Scheldt to our final destination – Antwerp. Alexander phoned the Kattendijk lock and arranged that we would be there at noon. On arrival, we only have to wait a short time and then the bridge and lock open for us. After that, we wait around 15 minutes more for the Londen Bridge and then sail with 10 boats into the Willemdok. The crew of the Raya sail to the Asiadok, where they have to return the boat on Friday. We all moor together in a big U in a great spot in front of the harbour office. Brilliantly organised! Later, the Grand Sturdy 40.9 AC "Aura" also joins us. We're invited by the Fiddlers Green crew for an Aperol (made by Eelco himself!), and at 4:30 p.m., Luc & Arlette from Aqua Libra come and provide a Belgian beer tasting with a bite to eat. They also have a jar of cocktail nuts for each yacht. Afterwards, we have another drink on the



Opal and then gather on the aft deck of the St. Omer. to celebrate my birthday with the children and Alexander and Sasja.

Thursday, 15 August: Antwerp, rest day

When I wake up and walk into the saloon, Rebecca and Jan (Côte) have already decorated the boat with bunting for my birthday. That's nice to wake up to! Sasja has fetched rolls, so we have a delicious, luxurious breakfast. Today we visit Antwerp's "Ruien". These form an eight-kilometre system of underground city canals, 1.7 km of which we can walk along with a guide (see www.ruien.be). Alexander booked the tour a fortnight ago and it's good that he did so. We already can't go in a single group. The crews of Côte, St. Omer.



Antwerp's "Ruien"

Belgian fries at the boat in Kortrijk



and Seal are in group 1 and go at 11 a.m., and the others at 3 p.m. We're given a waterproof coverall, helmet and boots, and descend under the city. Wow...! It stinks (sewage pipes run through it, too), rats are running around and there are spiders. But it really is an experience to walk through these tunnels like this. With iPad in hand, we're given explanations about the places where we stop. I thought it was great, but not everyone agreed with me...

After two hours, we're back on the street. How crowded the city is! We shuffle through the crowd,

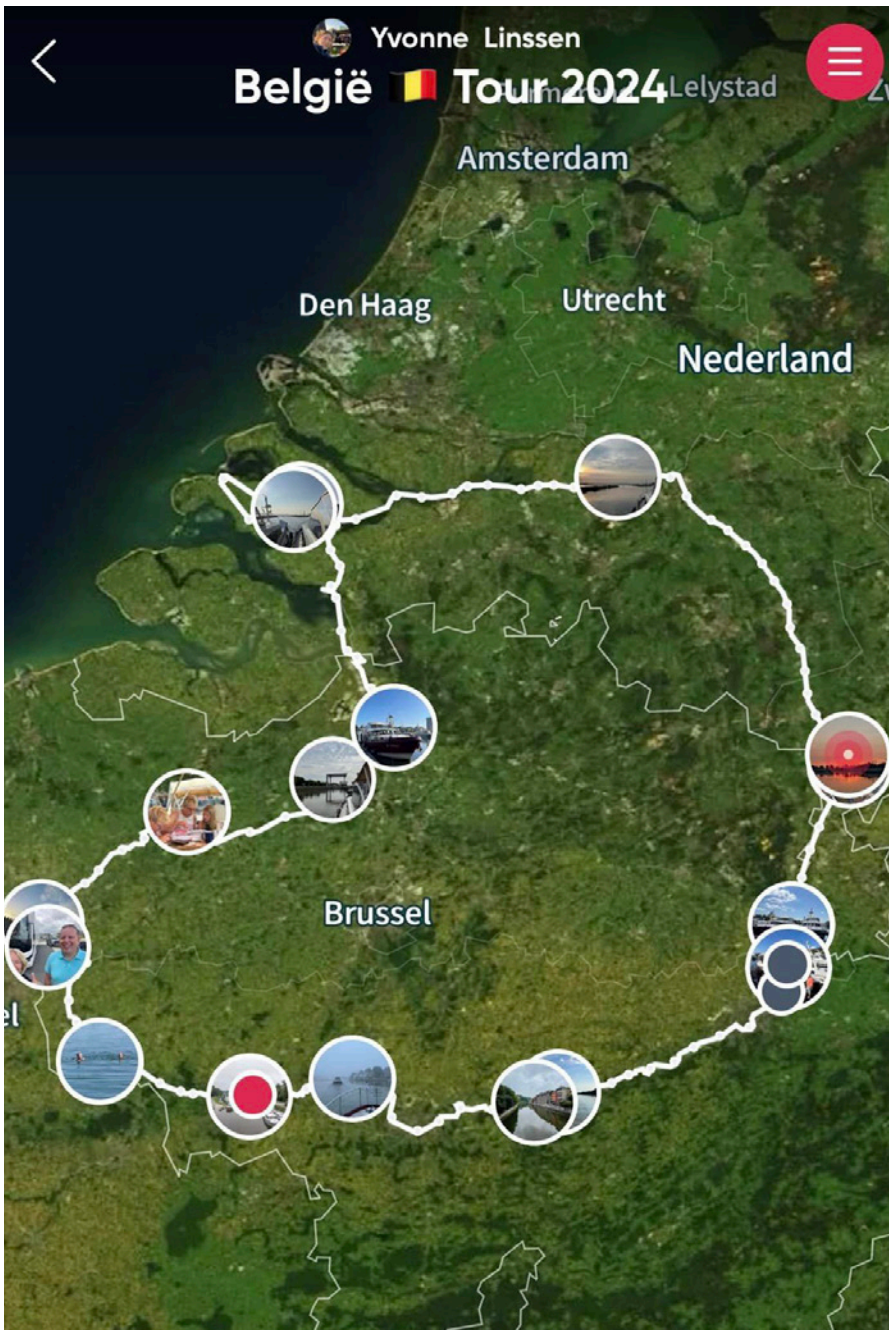
step by step, looking for a place where we can sit outside. We end up at 'de Bomma', a nice restaurant with an attractive terrace and a view of 'Het Steen' (a castle that is part of a former circular rampart on the right bank of the Scheldt). After lunch, we score another bracelet with Sophie and visit the 'Cathedral of Our Lady', and after a tasty waffle, we walk back to the port via the 'Stapelhuis' (Warehouse). We wait for our 'house caterer' Wolfhagen, who's coming to prepare a bbq especially for us here, on the port's rooftop terrace. Really wonderful! Thank

you Thijs, Lilian and Camiel for this top-notch sponsorship initiative!

There were drinks afterwards, we thanked Alexander & Sasja, Paul & Claudine, and Eelco & Marga for organising this fantastic trip and, of course, a song penned by Dirk & Fenneke themselves was not to be missed. In short: a lovely evening that we ended with a 'left to right parade' filmed by Berend's drone (the football fans in Germany had nothing on us) and a toast to Mireille's birthday. ◆

Narrow passage on the River Lys





What a special trip...!

Thank you, Alexander, for letting us be part of it again! Thank you to the crews of the Côte, Fiddlers Green, Seal, Divertiamo, Jade, Opal, La Cardinale, SL'Eau, Raya and Andante for the great company! We enjoyed it immensely!

In Antwerp, after a beautiful evening, we bring the tour to a close.

We sail from the Willemdok on 16 August with eight of the 11 boats. Via the Londen Bridge and Mexico Bridge, we sail through the port of Antwerp. Traffic management is very friendly and takes good care of our convoy. At 11:15 a.m., we cross the border on the Scheldt-Rhine Canal and we're back in the Netherlands. Along the way, we bid farewell to the crews of Opal, SL'Eau and Andante, and sail on with Côte, Divertiamo, La Cardinale and Jade to Bruinisse, where we enjoy another day of salty Zeeland waters. On 17 August, we sail back to Maasbracht in two days (via Heusden). On the last night, we stay at the jetty in the lake for a while and on 20 August, we finally head back for our home port.

A few figures:

- 920 km
- 26 days
- 103 cruising hours
- Consumption was only 6.4 litres per hour (2x4 cyl. Yanmar Diesel, type 4JH110 – 110 HP and lots of generator hours)

Want to see more photos? Visit facebook.com/ylinssen or instagram.com/y_linssen

Thank you to all the sponsors (in no particular order) for making this an even more wonderful event:

- Kuiper insurance
- Aqua Libra Yachtcharter/ Boatstyling
- Raymarine Benelux
- Van Dijke Motoren – Volvo Penta Center
- CCA Yachtcleaners
- Yanmar Marine International
- Omer Vander Ghinste Brewery

- Webasto Benelux
- Van de Wetering Internationaal Transport
- Wolfhagen Butcher's Maasbracht
- Linssen Yachts

And special thanks to Alexander Jonkers, Sip Maes and Sasja Tammer for their preparation, guidance and fantastic organisation.

THE DEVELOPMENT OF ELECTRIC-POWERED LINSSSEN MOTOR YACHTS

In Linssen Magazine no. 61 of April 2022, we gave readers a first glimpse of our ideas on electric propulsion and the many challenges it poses. At that time, we only had some assumptions regarding the exact power needed. We have now been able to determine this exactly through testing, so that we could get to work in practice on developing an electric drive.

30

The Linssen E-drive, our own electric propulsion system, is an important step towards an even greener future for water displacement motor yachts. We are designing this system with our customers' specific needs in mind, offering a unique combination of efficiency, versatility and ease of use. We are happy to share with you our deliberations, the technical aspects and the future prospects of the Linssen E-drive.

Considerations during the development of the Linssen E-drive

While developing the Linssen E-drive, we considered a number of important factors in order to arrive at an optimum system:

1. Selection of components: We focused on components suitable for water displacement motor yachts from 9 to 16 metres. We eliminated

systems that were still at a stage of development that was too early. Our focus is on affordable solutions, or systems that will be affordable in the near future.

2. Adaptability and future-proofing: We looked for a system that is easily adaptable to future energy sources, such as hydrogen, and that can be integrated into other ship systems. We closely follow developments in the automotive industry and, where possible and applicable, we will incorporate techniques from it.
3. Efficiency and implementation: The system chosen had to be as efficient as possible and suitable for a relatively small company such as ours. This also means in-house development, with an emphasis on quality over a quick launch.

4. Service and control: The system also offers remote access capabilities, which is important for system and software updates, service and maintenance.

Based on these considerations, we opted for a battery-electric propulsion system with the option of incorporating a range extender. This offers:

- Independence and flexibility: The system is designed to operate independently and allows for easy switching to another energy source in the future.
- Range and efficiency: With a range extender, initially in the form of a diesel generator, which could possibly later switch to hydrogen or another fuel-powered system, the yacht's range could be

increased significantly, making it comparable with our current diesel-powered models.

Technical aspects of the Linssen E-drive

In the technical development of the Linssen E-drive, we carried out thorough performance measurements to determine the power requirements. We made these measurements by placing sensors (strain gauges) on the propeller shaft to measure the force required at different speeds and on different models.

We conducted these tests on our 35', 40', 45' and 50' yachts. At 6.0 knots, a 35' yacht consumes 11 kW, while a 40' yacht consumes 12 kW. At 7.0 knots, this rises to 23 kW for the smaller yacht and 27 kW for the larger model.

So speed is an important factor in the power required. Electric propulsion is possible, provided there is due regard for the speed. Other important factors affecting efficiency include the length of the waterline, the weight of the yacht, the hull shape and the efficiency of the components chosen.

The LIPPCON system as a basis

During development, we based ourselves on our existing diesel-electric LIPPCON (Linssen Integrated Propulsion and Power Configuration) system. This system combines propulsion, manoeuvring and hotel functions, and has already been tested and proven on 39 charter yachts. The new system will include a DRIVE, MANOEUVRE and HOTEL mode, with the aim of achieving a 2-day range.

The technology behind the Linssen E-drive includes the following components:

- **Battery and drive:** The system is powered by a 750-volt 140-kW LiFePo battery. A permanent magnet synchronous motor ensures efficient propeller drive.
- **Steering:** The yacht is steered using an industrial processor with communication via CANBUS J1939 protocol. This system is operated with conventional marine components, such as an electronic Morse lever, bow and stern thruster levers, and joysticks, which preserves the familiar powerboat feel.
- **Charging:** The charging system will be suitable for both single-phase and three-phase connection, with CEE

Test set-up of the different modules in the development of the Linssen electric drive.



connection but also CCS2 standard, which allows a charging capacity of up to 22 kW but also makes it possible to charge the battery on a normal port connection.

Charging infrastructure

We realise that charging infrastructure along the waterfront is not yet in place. Looking back at cars, we saw the same thing: the first AC chargers came in 2010, followed by DC fast chargers from 2013, and look what is already available today!

Once the water sports industry brings out electric products, charging infrastructure will also develop. We see this aspect as an important parallel track in the development of the E-Drive, and we will be contacting politicians and charging infrastructure professionals on this subject well before the first E-Drive has been launched, to see how we can also roll out this extremely important element.

Future extensions and flexibility

To ensure flexibility and freedom of choice for our customers, Linssen Yachts will continue to offer models with diesel engines in addition to electric propulsion, as long as these are widely accepted and produced. The modular design

of the E-drive allows it to be placed on the same engine foundations as diesel engines, making it easy to convert existing diesel yachts to electric propulsion.

Conclusion

The development of the Linssen E-drive represents an important step in the future of yacht building. The system combines the advantages of electric propulsion with the reliability and experience of Linssen Yachts. By choosing a modular, flexible and future-proof system, we continue to serve our customers with the highest quality, both now and in the future. This system not only allows us to respond to the growing demand for sustainable solutions, but also ensures that our yachts maintain their value in an ever-changing world. ◆

Test set-up of the different modules in the development of the Linssen electric drive.



Benefit from short delivery times for various yachts

Linssen Yachts builds steel motor yachts in series. In total, we build about 70 yachts a year between 30' and 55' and at any given time we have about 35 yachts at various stages of production. Of course, most of the yachts in our production have been sold. However, we also have new yachts in our showroom and yachts that are in production but have not yet been sold. This may result in a shorter delivery time if you choose a demo yacht or a yacht already in production.

The following yachts are currently available at short notice:

Grand Sturdy 35.0 AC 75 edition #3902



Price: € 321,355 (excl VAT)

Colour: Olive Green. In addition to the comprehensive standard specification, this yacht is equipped, among other things, with aft-cabin toilet, indirect saloon lighting, USB connections, Wash-basin Grohe Essence, electric toilet in the aft cabin, TV connection in saloon, Glomex TV antenna, LCD TV 24" in saloon, closed cockpit cover over aft deck, sail in front of steering position

Grand Sturdy 35.0 Sedan 75 edition #3911



Price: € 314,990 (excl VAT)

Colour: Olive Green. In addition to the comprehensive standard specification, this yacht is equipped, among other things, with indirect saloon lighting, USB connections, electric toilet in fore cabin, TV connection in saloon, Glomex TV antenna, LCD TV 24" in saloon, fly screen integrated in e-Variodeck®, canvas around open cockpit

Linssen 45 SL AC 75 edition #3909



Price: € 763,525 (excl VAT)

Colour: Mahogany Red. In addition to the extensive standard 75-Edition specification, this yacht is equipped with 2x Yanmar diesel 110 HP, chiller air conditioning, teak on foredeck and gangways, Nothern Lights 7kW generator, Ray90 VHF radio, AIS700, induction cooker, microwave/oven, 32" TV in lift saloon, pocket system for convertible and more.

Linssen 40 SL Sedan #3905



Price: € 531,285 (excl VAT)

Colour: Egg Shell White. In addition to the comprehensive standard specification, this yacht is equipped, among other things, e-Variodeck with mosquito screen, heating in cockpit, stern thruster 100 Kgf, p70R Display, RMK-10 remote keypad, Raymarine GPS sensor RS150, Remote control bow/stern thruster, Raymarine Ray90 VHF, electric anchor winch, and more.



WENDY LINSSSEN-STOFFELS & MADELON LAMERS THE FACES OF LINSSSEN YACHTS

34

“Good morning, Linssen Yachts, Madelon speaking...” Your first introduction to Linssen Yachts – if you call or come to Maasbracht – will be through Wendy Linssen-Stoffels or Madelon Lamers. As our showroom is open six days a week (we are closed only on Sundays), each works on reception and the telephone switchboard three days a week. Together, they form the dynamic duo that makes everyone feel at home with us straight away.

At Linssen Yachts, we value a warm welcome for all our visitors, whether they walk into our showroom or call us with a question. That warm welcome starts with Wendy Linssen-Stoffels and Madelon Lamers, the beaming faces behind the reception desk and switchboard.

Wendy Linssen-Stoffels

Wendy usually ‘operates’ Mondays, Tuesdays and Thursdays. Married to technical director of Linssen Yachts, Jac Linssen (see Linssen Magazine

No. 63 of April 2023), she has been doing this job with great pleasure for 18 years.

After the birth of their first son, Wendy started working three days a week. Wendy, Jac and their children Maurits and Laurens go boating regularly – how could it be otherwise? After all, their Velvet Green Grand Sturdy 35.0 AC 75 Edition is always ready in the marina for short or longer trips. “When the weather is good, we go out on the water at weekends and enjoy the peace and quiet there.

We find somewhere to anchor. The kids have a great time swimming, paddle boarding or taking a trip in the dinghy to one of the beaches. In the evening, we bring out the barbecue and have a delicious meal on the aft deck. Last summer, we had almost three weeks of wonderful holidays on board, making a tour of the Netherlands.”

Madelon Lamers

On the other days of the week, including Saturdays (as the showroom is open six days a week),



Wendy Linssen-Stoffels



Madelon Lamers

Madelon is your point of contact. Madelon has also been working at Linssen Yachts for over 12 years now.

Before joining Linssen, she worked at the Kessel brickworks for 15 years. There, she not only worked on reception and answered the phone, but also took care of waybills and administrative tasks, and supported sales.

Madelon made the move to Linssen in 2012. She temporarily replaced Wendy, who was then still working full-time and was due to go on maternity leave. This was later converted to permanent employment and now they job share.

Madelon and her husband Jos like to avoid the busy and hot – or even too hot – summer months for

holidays and instead go before and after high season. “We love going to a holiday cottage in the south of France and enjoying nature and peace and quiet. Reading a good book and taking lots of walks in the woods. Our beagle Enzo goes with us, of course.”





Part 2

NORDLIGHT GOES ROUND BRITAIN

36

The harbour office “funny blue-green house”

In our previous magazine, Annette and Andreas Schumm started their ‘round’ of England with their Linssen Grand Sturdy 470. In part one, we were able to follow their trip along the east coast of England before finally crossing to the west coast via the Caledonian Canal. The end point of part one was Ardfern. Here we pick up the thread for the crossing to Ireland.

Our next major destination was Northern Ireland, and in particular the capital Belfast. We planned to make two stops: one in Port Ellen and one in Glenarm. However, a sailor in Ardfern advised us not to go to Port Ellen, as we would have little chance of finding a suitable free mooring there due to the size of our boat. Even a phone call to the harbour master there yielded nothing: moorings are allocated on a first-come, first-served basis.

We decided to take our chances anyway and continue sailing to Glenarm at night if necessary. To our delight, however, the only really suitable mooring on a jetty was free when we arrived. We also no longer cared that the harbour master imposed a surcharge on top of the normal harbour fee because no more boats could moor at the jetty head. One problem was that we had to pay the harbour fee in cash. We were

able to pay by credit card everywhere throughout our trip, so we did not have British pounds in our pockets. Our search for a working cashpoint machine yielded nothing. The saleswoman in the mini-supermarket, which housed the village’s only but unfortunately broken cashpoint machine, was kind enough to tell us that we could exchange euros for pounds at the post office two streets away. Fortunately, we had enough cash in euros with us to still be able to pay the mooring fee after changing money. We didn’t really need shorts on our trip through Scotland, but warm jackets and jumpers were absolutely essential. During our stay in Port Ellen, this was evident once again. The weather was extremely rough due to the cold and wind combined

with constant drizzle, so we decided to continue our journey in any event the next day. No sooner said than done, though the next day began with dense fog, which fortunately began to lift while we were en route.

During the crossing from Port Ellen to Northern Ireland, you have about 20 nautical miles of the open Atlantic Ocean to starboard, and although we had the wind at our back, the waves came in almost crosswise to starboard. Once again, our stabilisers proved their worth and the crossing was quite comfortable, despite the rainy and grey weather.

A phone call to the harbour master at Glenarm reassured us: he had a berth for us. We had to moor directly at the jetty in front of the "funny blue-green house", which later turned out to be the harbour office. Glenarm is a nice town with an equally nice marina. It almost goes without saying that the two harbour masters were again extremely friendly and helpful, as this was the case in all the ports we visited in Britain and Ireland. Glenarm Castle, which the owners have converted into a kind of event venue, is well worth a visit. You can visit the large castle garden, a vintage car museum and the Heritage Centre, and there are several restaurants to fortify the inner man.

After two days, we sailed on to Belfast. As we could not tell from our harbour guides whether Belfast Harbour Marina would suit us, we opted for the large Bangor Marina, which has all the conveniences but is still quite pleasant. Bangor is a seaside



Titanic museum

resort and sailing centre. You will find everything your boater's heart desires, but there is also a permanent fair, which seems to be very important to British summer holidaymakers and therefore you will find it in every seaside resort.

From Bangor, you can get to Belfast quickly and comfortably by train. A visit to the Titanic Museum, located in the Titanic Quarter, is highly recommended. The very interesting building from an architectural point of view is impressive in its own right. The central theme of the museum is not the sinking of the Titanic, like many other museums of the same name, but rather commercial life in Belfast at the beginning of the 20th century. As Belfast had one of the most important shipyards in the world at the time and the Titanic was built there, that ship and its construction are naturally the focus of the exhibition.

The entire building process from construction to launch is presented very engagingly. You can, for instance, float in gondolas past the 'ship under construction'

and get an idea of the dimensions of shipyard construction at the time. Great importance is attached to giving all the senses the most realistic impression possible. For example, you can hear the sounds of the riveting hammers, smell the odours and feel the heat of the forges. What the individual worker meant in this system is clear from the cynicism of a number that was used in the yard's operations, namely 'Number of workers killed at work in relation to the number of tonnes of steel processed'. Besides shipbuilding, it also covers the textile industry, which also played an important role in Belfast at the time.

We then took the bus to the city centre and explored the city on foot. The town hall is definitely worth seeing and there are many restaurants with a wide variety of cuisines. However, the city did not really appeal to us, so we confined ourselves to a short city walk. Harbour Marina Belfast is located in the Titanic Quarter close to the museum. This marina made a very good impression on us and

is definitely a good choice when visiting Belfast.

After Belfast, Dublin was on the programme, but again with a stopover, this time at Carlingford Lough. In his book 'England immer Links', Otto Schwarz gives the marina there a scathing verdict, which we cannot confirm. The jetties are now in good condition, the £25 mooring fee is certainly acceptable and we had no complaints about the harbour master. We applied for clearance from the UK according to the rules by completing the required Excel file in full and sending it to the relevant authorities. The next day, we travelled to Dún Laoghaire (pronounced Dun Liri), a Dublin suburb with a beautiful marina. We spent a few days here in fine weather and travelled to Dublin several times by train. Dublin is a city with a fantastic atmosphere. It was not so much the various sights, but the flair of this city as a whole that made the visit one of the highlights of the trip for us. We took long walks and enjoyed the bustling streets, the many amazingly good buskers, the wide variety of restaurants and the beautiful architecture. Of course, we also visited the

famous Guinness brewery and Temple Bar. The only thing we did not understand was why a 'tour' of the brewery should cost 30 euros per person. You don't get to see anything of the brewery itself, but are simply shown around a more or less elaborate exhibition area where the process of brewing beer and the history of the Guinness brewery are explained. Fortunately, the price did include a glass of Guinness, which you could enjoy on the top floor of the brewery building with great views over Dublin. The visit to Temple Bar, on the other hand, was a very nice experience. By 2.30 p.m., there was already a party atmosphere in a positive sense. Visitors celebrated happily, and the Irish, warm-hearted as they are, would immediately chat with you and make you feel like you belonged. A musician who played guitar while singing managed to keep the mood up with pop and rock hits.

As we were a little behind on our original itinerary due to our slightly longer-than-planned stay in Inverness, and we had planned a lot of time for the south of England, we decided not to sail further south along the Irish coast, but to head straight to Cornwall,



Carlingford Lough



Dublin



and specifically to Padstow. The distance from Dún Laoghaire to Padstow is about 180 nautical miles. So that would be an overnight trip across the Irish Sea. PredictWind's weather forecast, which we always followed even in the harbours, promised good weather, so we set off on 20 July. Exciting were the so-called overfalls and eddies, which are also marked on the sea charts. In the places with overfalls, the sea was suddenly choppy and short, steep waves created quite a swell on our Nordlicht. Not exactly fine, but not dangerous in the moderate wind. In stronger winds, we would advise against sailing through these areas. Eddies are larger sea swirls we sailed through, but in the weather we had, we fortunately did not notice too much of them. We did have to get used to being alone at sea. During the more than 26-hour journey, we encountered only one sailboat plus a few freighters and ferries. However, 'being alone' relates only to other vessels. Especially at night, we were accompanied by dolphins, sometimes for hours, probably attracted by our position lights.

Padstow is a picturesque coastal town on a beautiful bay in south-west England, which serves as the backdrop for Rosamunde Pilcher films. Some film scenes were shot there. We got a nice mooring right on the pier in Padstow's inner harbour. There was very little space directly behind our boat, so the fast speedboats could only just fit, picking up their passengers and then whizz through the bay at top speed. The speed and precision with which the skippers manoeuvred their boats through the narrow passage was impressive.

We took several long walks in the town and its surroundings and found both to be as beautiful as we had always imagined Cornwall to be. Many small shops invite you to browse around. So we couldn't resist restocking both our wardrobe and fridge. We found it interesting that crabbing, or catching crabs, which you see young children doing on the West and East Frisian islands, is considered an incredibly fun holiday activity by people here into old age. They stood in droves on the harbour wall from early morning to late at night, trying to catch the critters. Unfortunately,

At the pier in Padstow's inner harbour



Clearance of EU boats

The fact that the UK authorities still need to get used to the clearance of EU boats was evident when we re-entered England. As requested, we sent the Excel form for clearance to the three required e-mail addresses the day before arrival. Their reply asked us - contrary to instructions on the Internet - to resend the file after we docked in Padstow. However, in response to our second e-mail in Padstow, we were told to also call the immigration office in southern England. When we called the number provided, we were told that this office was not responsible for Padstow and that we should contact the Bristol office. When we called them, they gave us a different e-mail address to which to resend the Excel sheet and said they would contact us. When this still hadn't happened the next day, we called again. Someone else picked up the phone and we had to explain our issue all over again. Again, we were told we would be contacted. When nothing more happened this time either, we lowered the yellow 'Q' flag, and to date we have heard nothing more from immigration or customs.



Falmouth via Land's End

this also attracted masses of seagulls, whose droppings made it necessary to clean the boat completely every day. Because we liked Padstow and because of the south-westerly wind, which we had to face for several days on our trip to Falmouth, we stayed for a total of five days.

Of the approximately 90 nautical mile voyage from Padstow to Falmouth, almost 50 nautical miles cross the open Atlantic. After initially rough seas with waves about two metres high, the sea later calmed down and it became a pleasant voyage. Another highlight of our trip on this leg was Land's End, which we photographed

extensively from every angle from the sea.

Falmouth is a beautiful coastal town located on the Carrick Roads, an elongated bay that forms the mouth of the River Fal. There are several suitable marinas there. We opted for Port Pendennis Marina. The further we travelled south and south-east in England, the higher the prices for moorings and shore power were. The mooring cost almost 70 euros per night, to which was added over 8 euros per day for electricity. However, this was still a bargain compared with Southampton. We launched our dinghy and traversed the bay through seemingly endless buoy fields along beautiful scenery on

both sides. Of course, the many different boats moored there, which we could watch from our dinghy up close, were also very interesting. This was also true of several wrecks that had probably been on the shore for some time and had already partly disappeared underwater in some cases. We took a fascinating tour of the port, where yachts of a size rarely seen in ports on the North and Baltic Seas were docked.

In the centre, you will find many nice shops and restaurants where you can grab a bite to eat. We were especially surprised to find an externally inconspicuous shop where we bought a new water hose because the old

one had ended up in the propeller of one of those speedboats in Padstow when we were filling up with water. We had never come across a shop with such an extensive range. Besides food, you could find almost anything you could imagine: furniture, garden supplies, all kinds of tools, fishing equipment, curtains and even sporting rifles.

In front of our boat lay the Princess 62, which, according to the inscription on the stern, had Fowey (pronounced "Foi") as its home port. Fowey is about 20 nautical miles east of Falmouth. As expected, the two owners had been sailing along the south coast of England for many years and were therefore true connoisseurs. We couldn't pass up the opportunity to benefit from their experience. With the help of our

cruising guide, the two systematically ran through all the coastal towns and we were given valuable tips and recommendations for almost every place and marina. Like most ports on the British coast, Fowey lies on an estuary, that of the River Fowey. Visitors' yachts are docked at one of the six pontoons or at one of the many buoys. Normally, one of the harbour masters comes alongside with his boat immediately after your arrival and assigns you a berth. However, you will need a dinghy or one of the many water taxis to take you ashore, as even the pontoons have no land connection. But neither is a problem. There are plenty of 'parking spaces' for dinghies at the pier and the water taxis are relatively cheap and arrive very quickly after you have ordered them by radio. Fowey is a typical southern

English holiday town as you would imagine. There are many pleasant shops, galleries, nice restaurants, a beautiful small beach bay, hiking trails and interesting destinations for a trip in the area.

We left Cornwall on 1 August and travelled on to Dartmouth, an old port town in the county of Devon. As soon as you cruise up the River Dart, you get a sense of the town's long history. On the eastern shore stands the well-preserved Dartmouth Castle and on the western side Kingswear Castle. After Dartmouth was attacked and looted several times in the 15th century, a chain was stretched across the river between the two forts at night to prevent enemy ships from entering.

Dartmouth has many historic buildings, including The

Dartmouth Castle





Dartmouth

Butterwalk, a row of impressive timber-framed buildings. High above the city is the Britannia Royal Naval College. British naval officers have been trained here since the mid-19th century. The beautiful old town centre with its many shops, restaurants and galleries is well worth a visit, as is Kingswear across the river, which is easily reached by the regular ferry service. There is also the terminus of the Dartmouth Steam Railway, a historic train pulled by steam locomotives that runs back and forth between Kingswear and Paignton.

After three nights on the rather unsettled pontoon due to the constant passing of yachts and water taxis, we continued our journey to Portland. We

had actually wanted to call at Weymouth, but unfortunately the harbour master there told us on the phone that he did not have a berth for our boat at that time. Portland hosted the sailing competitions of the 2012 Summer Olympics. You will also find the Portland National Sailing Academy here. From our mooring at the very edge of the huge marina, we had a fantastic view over the bay, where sailing training courses or regattas were almost constantly taking place. We took advantage of the warm and sunny summer weather to relax on the boat. After more than 30 years on the water, we feel slightly less inclined to make a tour of every marina to look at the boats moored there. But in Portland, we took the opportunity. You will see everything from

historical sailboats in top condition to the Maryslim, a Wavepiercer that looks more like a spaceship. We also found the 'boat closet' interesting, which we had seen in a similar form in magazines but never in real life.

Portland was just a stopover for us to pass the time until we could moor at our reserved berth at Hamble Point Marina. During the 40-plus nautical mile voyage there, you pass the famous Needles with the striking Needles Lighthouse, which has probably been photographed millions of times. Like Neptune's Staircase or Land's End, this is one of the places that will stick with you most during a trip around the UK. Needless to say, we took a lot of pictures there too.



Three days at Eastbourne

Boating enthusiasts from the Mediterranean will probably only shrug their shoulders, but we being used to the prices of marinas on the North and Baltic Seas found the mooring fee at Hamble Point Marina of €100 per night quite hefty. Moreover, this must be paid in advance. This means that you have to pay for the mooring even if weather conditions prevent you from reaching the port at the time reserved.

The Needles lighthouse



From the marina, you can cycle comfortably along Southampton Water to the centre of Southampton. In our view, the much-quoted phrase 'the journey is the destination' applies here absolutely. The bike ride to the city was beautiful, but we found the city itself less so, so after a short tour we cycled back to the boat and had dinner at a nice restaurant in the harbour. Hamble Point Marina is one of several large marinas on the River Hamble. There are also several buoy fields in the river itself, so there is plenty to see if you sail upstream in a dinghy. We moored our dinghy at the Royal Southern Yacht Club marina and took a stroll through the pretty village of Hamble-le-Rice.

Due to bad family news, we had to cut short our stay in the Solent prematurely and remove planned visits to Cowes and Portsmouth from our itinerary. We decided to sail towards mainland Europe as soon as possible so that we could be home in a few hours by train or hire car if necessary. We therefore sailed further east along the south coast of England towards home already on 10 August. So, unfortunately, we only saw the Spinnaker Tower in Portsmouth from the sea.

Our next stop was Eastbourne, which we already knew from a

previous visit, back then with our sailboat. After we sailed around Beachy Head, the sea got a bit rough and we got the northeast wind and its accompanying waves right from the fore. We were lucky and were able to enter the lock as soon as we arrived, and after waiting a while for a fishing boat and another motor boat, we were locked into the harbour. While we were still in the lock, the harbour master, who is also responsible for operating the lock, pointed out a nice berth to us over the radio. Since the situation at home had fortunately improved again in the meantime, we were no longer under time pressure and could continue our journey in peace. We stayed three nights in Eastbourne, enjoyed the bustle of the harbour, visited one of the good Italian restaurants, spent time on the beach and stocked up on food at the huge local supermarket.

Our next destination was Dover, from where we planned to cross the Channel to Nieuwpoort on the Belgian coast. Dover has a new, very beautiful and ultra-modern marina, where boats were already moored when we arrived, but all guests still had to go to the old marina at Granville Dock. The harbour master also insisted on prior registration, even though the marina was far from full. Of



course, we had complied with all the rules and got a berth right next to the entrance to the harbour basin, which opens only at certain times before and after high tide. We had to laugh at the response to a Dutch sailor's radio contact with Port Control. His question was how clearance would be done and when customs would come on board. Port Control's reply over the radio - so audible to all boats in the harbour - was that he could calmly fly the yellow flag and come ashore. Customs were not yet prepared for the new situation after Brexit and would rarely check incoming boats anyway.

After two nights in Dover, we set sail for Nieuwpoort in the afternoon. We sent the required Excel file to the border authority for clearance. This marked the end of our stay in the UK. Due to an incoming ferry, Port Control directed us to the East Entrance to leave the port. Our course took us about 53 nautical miles across the English Channel and we had to cross two shipping lanes. We have

traversed shipping lanes before - mostly in the German Bight - but at that time there was heavy traffic and we had to dodge large ships more often than usual. It is always amazing how you first see those big ships as a speck on the horizon and then suddenly they are very close and you have to swerve in front of them, something where radar and AIS come in handy. When we heard another radio call from a Dutch sailor in the middle of the Channel, we did not know whether to laugh or worry. With his radio call, he informed the UK coastguard that he had just spotted a jet skier just alongside his boat (in waves 1.20 to 1.50 metres high). He had said he did not need help. However, he was said to have asked in which direction France was and in which direction England was. The coastguard radio operator remained silent for a long moment, and you could literally hear him wondering whether he was being taken for a ride or whether he should take the radio call seriously. However, it was clear from the sailor's further

explanation that it was no joke, so the coastguard replied that they would take it further. We arrived in Nieuwpoort around 8:30 p.m. and were able to moor in the box we had reserved as a precaution. But the Belgian harbour master clearly had his own idea of how long a box should be for a 47-foot vessel. For our taste, the box was clearly too short for our boat, almost half of which protruded from the back of the box. But with many lines, we still managed to dock the boat properly.

With that, our adventurous trip around the UK finally came to an end. The rest of the journey was through familiar waters via the Western Scheldt and Dutch inland waters back to the Ems. We now had plenty of time, and so we enjoyed our stays in Breskens, Willemstad, Amsterdam, Enkhuizen, Grou and Delfzijl until we docked in our home port of Papenburg in early September. ◆

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. In 2009, they traded in their sailboat for a Linszen Grand Sturdy 410 and in 2018, they bought their current boat, the Nordlicht, a Linszen Grand Sturdy 470. 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.



Investing in a Linssen yacht for charter: The benefits at a glance.

Buying a motor yacht sounds to many like a luxurious and perhaps unattainable dream, but by investing in a yacht and participating in a Linssen Boating Holidays® charter programme, this dream can become a realistic and smart financial investment.

Participation in a high-quality charter programme

Linssen Boating Holidays® is Linssen's charter network, where private owners can accommodate their yachts. As an investor, you can make your yacht available to this network, which means that your yacht will be rented out to a select group of customers during the year. Linssen Boating Holidays® partners guarantee a high-quality charter experience, keeping your yacht in excellent condition and allowing you to benefit from the network's expertise and level of service.

Financial benefits: Cost savings and revenues

One of the greatest benefits of putting your yacht under charter is the ability to cover the fixed costs of the yacht through rental

income. Examples are mooring costs, maintenance, insurance and a small amount of depreciation.

When buying a valuable yacht that holds its value, tax and VAT issues are also important. We have professional partners to support us and you in this process.

Personal use without compromise

Of course, you can also use your yacht within the Linssen Boating Holidays® charter programme. As an investor, you retain the ability to enjoy sailing your yacht several weeks a year, whenever you wish. The rest of the year, the yacht is managed by the charter partner. This offers you the best of both worlds: the freedom to go off on your own adventure, combined with the financial benefits of the charter.

Value retention and professional maintenance

Linssen Yachts is known for the quality and durability of its yachts. The Grand Sturdy series and the Linssen SL series are timeless designs with high-quality construction. The yachts are known to retain their value particularly well. By bringing the yacht into the charter programme, you will also benefit from professional maintenance. This not only ensures an optimum experience for customers, but also extends the life and value retention of your yacht.

A growing yacht rental market

The recreational water sports sector has continued to grow in Europe in recent years. With the increased popularity of relaxing the pace of life, slow cruising and



“This offers you the best of both worlds: the freedom to go off on your own adventure, combined with the financial benefits of the charter.”

increasingly luxurious holidays, there is greater demand for reliable, comfortable motor yachts such as the Linssen yachts. Accommodating your yacht in a charter programme offers the opportunity to capitalise on this growing market and benefit from the rising demand for yacht rentals.

Flexibility in ownership

Investing in a Linssen yacht for charter also offers flexibility. For example, after the agreed period,

you can decide to use the yacht entirely by yourself and explore other areas.

Conclusion: Smart investment in a Linssen yacht

Investing in a Linssen yacht for charter not only offers financial benefits, but also allows you to enjoy your own yacht without having to worry about costs or maintenance. The high quality of Linssen yachts, the strong demand for charter yachts and the professional management of

the Linssen Boating Holidays® partners make this an excellent investment for anyone considering buying a yacht.

Are you interested in investing in a Linssen for charter? Then don't hesitate to contact Wendy Linssen (wendy.linssen@linssenyachts.com) for more information on the possibilities and benefits. ◆

Let's be specific: we have three yachts for acquisition. These yachts are already sailing with a charter partner and thus already have bookings for next season.

Grand Sturdy 35.0 AC #3855



Price: € 289,000 (excl. VAT)

This Grand Sturdy 35.0 AC "Idefix" has made her start in charter and has 210 engine hours, but "Idefix" is still looking for an owner to look after her in the future.

Dutch Sturdy 310 #3502



Price: € 165,000 (excl. VAT)

The Dutch Sturdy 310 is a unique Linssen that sails on Lake Saima in Finland. Will she become your new charter yacht?

Linssen 35 SL AC #3698



Price: € 249,000 (excl. VAT)

Linssen 35 SL "Omerke" is from 2020 and named after the delicious Belgian beer. You can enjoy that too in Belgium.

Are you interested in investing in one of these – or other – Linssen yachts for charter? If so, please contact wendy.linssen@linssenyachts.com for more information on the possibilities and benefits.

Boatstyling

A HARMONIOUS AND HOMELY ATMOSPHERE

The charter yachts of Aqua Libra, the charter company under the umbrella of Linssen Boating Holidays®, have been styled using particularly tasteful accessories, crockery, bedding and towels in harmonious colours ever since the company was founded. The customer immediately feels right at home. Arlette Casters who, together with her husband Luc Vanthoor, runs Aqua Libra Yachtcharter in Ophoven, Belgium, received so many compliments on her interior design that she has now been doing the same for other Linssen customers for many years.

48

“Look, we’ll take away that grey cushion, we’ll put that red bowl in the cupboard and those purple tea lights will go on the coffee table. You see, that already looks very different.” Boat stylist Arlette Casters steps onto any boat in the Linssen Yachts showroom and immediately starts restyling. Within no time, the saloon radiates harmony, and also has a homely atmosphere. The wooden interior with grey upholstery is freshened up by purple accents. And when the door of a sleeping cabin opens, we see that the colour shades continue in the duvet cover. Even the towels in the shower are in purple and grey, with embroidered logos of Linssen Yachts. Completely finished, right down to the last detail.

“Together with the customer, I add a personal finishing touch to the new yacht. A Linssen yacht is of course extremely well-equipped, but it still lacks the homely atmosphere upon delivery. Early on in the production process, I talk through the requirements with the customer and make sure the interior is completely fitted out during delivery,” says Arlette Casters.

With personalised accessories, bedding, towels, crockery, cutlery and kitchen utensils, Arlette knows perfectly how to create the atmosphere that suits the customer’s taste, making the yacht into a real home. From a classic navy look to a trendy lifestyle, everything is possible. In her designs, Arlette never loses sight of the functionality of the items. “Everything must be suitable for use on board, so nothing should fall over easily or cause scratches. For this reason, for example, I have cups with non-slip properties, unbreakable glassware and crockery, and cushions for the deck that can be attached with a cord. Everything is of superior quality. You feel that; you see it right away.” For the sleeping cabins, she has sheets and duvets custom-made in the right colour to match the rest of the interior. And if the customer wants it, the name of the ship is embroidered on the bedding, for example.



75 Edition Interior package

The Linssen 75 Edition yachts received a special interior package specifically created by designer Marylène Madou in collaboration with yacht stylist Arlette Casters of Boatstyling. The set, consisting of a luxurious cushion set, an exclusive plaid and a scarf with high-quality finish complements the luxurious look of the motor yachts.

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

MARYLÈNE MADOU

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

 marylenemadou.com



“When Linssen Yachts started designing the new 75 Edition models early last year, I developed the 75 Edition interior package together with designer Marylène Madou. A unique package with specially designed motifs and colours, in which striking elements such as the steering wheel, the rope fender and the Classic Sturdy reflect Linssen’s history and heritage.” ◆



Would you like to have the interior of your Linssen yacht styled, whether or not it is new? Please contact Arlette Casters:

Boatstyling
BY AQUA LIBRA

Boatstyling Arlette Casters

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B-3640 Kinrooi, Belgium

Tel. +32 471 47 67 61

boatstyling@aqua-libra.be

www.boatstyling.eu

WANT TO TRY OUT A LINSSEN YACHT? LINSSEN BOATING HOLIDAYS®

Do you dream of cruising on your own motor yacht along serene waterways or coastlines? Are you considering buying a motor yacht but you're still unsure? An excellent way to get a thorough impression of the Linssen yachts, try out their sailing characteristics, experience the space on board and find out the differences between an AC (with aft cabin) and a Sedan (with open cockpit) is to rent a Linssen yacht from one of the Linssen Boating Holidays® partners. Try before you buy...

50

With 13 charter locations in seven countries, you can pick the most beautiful location, enjoy a wonderful holiday and try out the yacht of your choice at the same time.

After a week (or more) of sailing with your family, you will have a good idea of how everything works on board. We would then like to invite you to visit the boatyard in Maasbracht or your local dealer.

Start Boating at Linssen

No doubt you have more questions. About insurance, mooring, radio telephone certificate, winter storage, transport or perhaps financing. No problem. We will help you with all the necessary aspects of owning a boat and

arrange everything for you wherever possible. 'Start Boating' is all about ensuring the carefree enjoyment of your yacht. Whether you are a seasoned sailor or skipper, or just starting to sail, we are here to support you every step of the way.

Free holiday*

At Linssen Yachts, we understand that making the right choice of motor yacht is a major decision. Our Linssen Boating Holidays® network therefore offers you the perfect opportunity to experience a Linssen yacht before you buy one. And the great thing is that if you decide to buy a new Linssen yacht of the same length or larger after a week's hire, the hire price* will be deducted from the purchase price of your new yacht. ◆



Netherlands



Charter a Linssen canal boat in the Netherlands. You can rent a motor yacht from LBH in different locations: Friesland, Zeeland and North Holland.

Germany



Charter a Linssen motor yacht on the Müritz and Berlin's waterways or in the south on the Saar and Moselle!

Belgium



Cruise the rustic waterways of Belgium aboard your Linssen canal boat. Nowhere do the waterways connect so many historic and interesting towns as in Belgium and northern France

Switzerland



The land of three lakes: Neuchâtel, Bienne and Morat: The largest continuous area of lakes and rivers in Switzerland invites you to explore this unspoilt, wonderful landscape.

Finland



Discover 'land of a thousand lakes' Finland on Lake Saimaa from your Linssen yacht.

United Kingdom



For Linssen boaters, the historic town of Henley-on-Thames is located at an ideal distance from the main tourist attractions of Oxford and Windsor.

Czech Republic



Prague is one of the most beautiful cities in Europe and can now be explored from the water with our exclusive Boating Holiday on a luxury Linssen yacht.

* ask for conditions



Start Boating at Linssen

FOR AN ENJOYABLE START TO YOUR LINSSEN ADVENTURE

With **Start Boating at Linssen**, we offer a particularly complete service package, both before, during and after we build your Linssen.

For us, it's the most natural thing in the world. A huge advantage for you!



1. You travel to Maasbracht and visit our yard.

We are at your service.

We will help with your trip planning, hotel booking and any transfers. Once in Maasbracht, we offer: yard viewing, sea trials, info on valuation trade-in, clear explanations and quotation.



2. Wondering about financing and tax issues?

We are specialists in VAT issues and have partners to support us and you with tax issues and possible financing.



3. You buy your dream Linssen yacht. We start constructing the yacht.

You get clear order confirmation and options, fixed contact person during the construction process, regular progress updates and photos of the construction process.



4. You insure your new yacht. You have our assurance of quality.

We provide support in choosing the right insurance from our partners.



5. The handover of your new Linssen in Maasbracht

Your yacht will receive comprehensive quality checks and tests, exterior and interior cleaning. You get a celebratory handover, free (temporary) berth in our marina and 1 day of training. A full diesel tank and complete boating equipment (including fenders, mooring lines, boat hook, life buoy, scrubber, national flag and anchor ball are included.



6. Boating training

We offer additional boating training (tailor-made), assistance in registering marine VHF numbers or applying for special documents, as well as the possibility of taking a VHF or navigation equipment course.



7. Transporting your yacht by road or water?

We work with professional partners who unburden us and you in this respect. Your ship arrives safely at its destination.



8. Interior styling for the personal touch on board?

We have styling experts to support us and you in this. A consultation with Boatstyling is among the options.



9. Mooring and winter storage

We will be happy to help you find a berth and possible winter storage.



10. 3-year warranty as standard, but we continue to provide the best service even after that

Our Customer Service team, together with a European network of Linssen Service Partners, is ready for damage and repair service, cleaning and washing, winter storage, etc.

www.linssenyachts.com/startboating

YOU'RE PART OF THE LINSSEN FAMILY

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