

LINSSEN

M A G A Z I N E



LINSSEN YACHTS
ONWARDS TO 75 YEARS

HISTORY
DUTCH STURDY-SERIE:
AN ENGAGING APPEARANCE

75
SINCE 1949



GRAND STURDY 550 AC VARIOTOP®

#63

VOLUME 36
APRIL 2023

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DEAR READER

Once again, the André Suintjens Easter Tour, the 21st, is behind us. This year it involved 18 yachts sailing from Wessem (Schipperdock) to Bocholt via the Willems Route. On Day 2 we went from Bocholt to Maasmechelen, Day 3 to Maastricht and Day 4 back to Maasbracht via the Juliana Canal. It's still a special trip, each year in different company, but always with enthusiastic feedback ranging from "learned so much", "made new boating friends", "got to know Linssen as a real family", to "what a pleasure". And all of that suits us. We ourselves have been sailing with the tour for many years. Even when André organised it in the early years, we were there. First with customers on board, later on a borrowed or rented boat and now for several years on our own boat as well as with the whole family.

People often ask me, "Don't you find that tiring, being with all those customers all the time?"

No, on the contrary! It actually energises me! You get to know your customers better and in a different way and you get to hear that they're happy with their Linssen and enjoying it. Now that's just great, that's what we do it for.

Following the Easter tour, when Mathijs and Sophie had to share their parents with 50 other people, we went to "the Efteling" theme park for a few days. Just the four of us, having some quality time. We very much enjoyed being together.

Now we get to come back to work and start preparing for our 75th anniversary, which will take place in 2024. We'll be offering you fun activities throughout the year, as well as a beautiful anniversary edition of the 30, 40 and 50-foot models in both the Grand Sturdy and the SL series. Meet the 75 Edition. Inspired by our own history, family, values and standards, with a nod to brands like Porsche and Landrover who know better than anyone how to make someone even more enthusiastic about your brand. We personally think we've made a great success of it. I'm curious to know what you think.

In addition, we are of course preparing for our Linssen Yachts Boat Show – Spring edition, the first weekend in June, when we'll again be hosting a friendly Cruising Group Barbecue.

But holiday plans were also forged again with the St. Omer. This year we're not cruising on "Op Dreef", but with the Jonkers Linssen Blue Water tour to London. The whole crew is very much looking forward to that. Mathijs both because it's cool to cross the sea to England and because Alexander lets him join the weather team, Sophie because she wants to go shopping in London with mum and Sasja (I'm not sure I should be so happy about that yet... you'll hear more about it later in the year), and Paul and I because we're going to fill up on energy. Energy from a new group of enthusiasts who share the same interest: sailing a Linssen. (Yes, OK, and probably drinking wine too). We're looking forward to this fascinating sea cruise, although we clearly have more experience on inland waterways, to learn from Alexander's experience. So keep an eye on our (and my personal) social media channels for the first three weeks in July, I'm going to be letting you in on as many of the "adventures of St. Omer. at sea" as possible. Without stabilisers. That's pretty cool, right?

Wishing you all a good season and you're always welcome to drop in for a cup of coffee (or a glass of wine) in Maasbracht!



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Ferrying our "Abuela"**





LINSSEN

M A G A Z I N E

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COLOPHON

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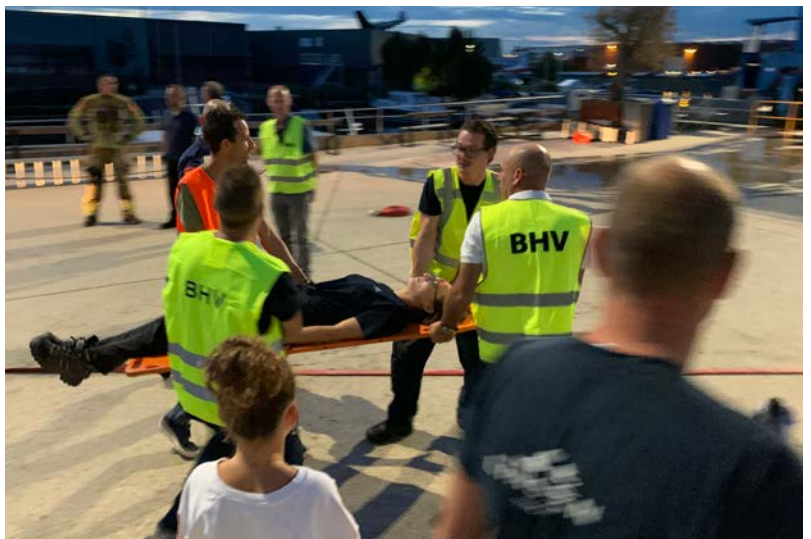
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FIREFIGHTING EXERCISE

Our colleagues include two employees who – in addition to being part of Linszen Yachts’ emergency response team – are also members of the volunteer fire brigade. Conducting exercises based on realistic scenarios is an important part of firefighters’ training. Since the fire brigade also has to operate on and near the water on a regular basis, the Linszen Yachts site was used for a firefighting exercise staged last year. Several colleagues were involved. Volunteers trained to act as casualties simulated injuries and the fire brigade was in attendance with several crews, vehicles and boats to put out the “fire”. The progress of the exercise was observed to facilitate proper analysis afterwards, so that if something really happened somewhere later, everyone would know exactly what to do.



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Cruising Group



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YouTube channel



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Photography and film

Linssen Yachts continues to launch new models and upgrade existing ones. This means we also have to do some regular travelling again to build up a comprehensive picture portfolio of these new models. Each model is extensively photo-



graphed and filmed, both externally and internally, for all our communication tools. The photographs are, of course, used in all our brochures, leaflets and our website, and the films appear on social media channels.



Women's sailing training

Several times a year, Linssen organises a women's sailing training day. It's a day when our instructors explain the intricacies and give you just the tips you need to manoeuvre even more confidently on the water. Anyone can sail straight ahead... It's negotiating the locks, mooring, casting off (with a bit of a headwind), entering and leaving the box etc. that sometimes make things challenging. After this training, you will eventually board your own Linssen yacht with more self-assurance and confidence.

Interested? Let us know at info@linssenyachts.com



360-degree virtual tours

As well as shooting lots of "ordinary" photographs, we also create "virtual tours" of the interiors of all our yachts. These are panoramic photographs (360-degree view) taken with a special camera. The end result is a photograph that completely captures an entire interior from left to right and top to bottom. Using "hot spots", you can move from one room to another, enjoying a detailed view of the entire yacht.

See: <https://www.linssenyachts.com/nl/onze-jachten/virtual-tours.html>

TIP: Do you have virtual reality glasses? If so, you can also view the interiors with them, creating an almost 3D effect and making you feel like you are literally right there in the room.



350th Logicam II yacht

There are regular milestones at Linssen that more or less go unnoticed. Our yachts are produced on the Logicam production lines. We have been doing this since 2004, with the launch of the Logicam I line where 30- and 35-foot yachts are now being built. Two years later, Logicam II started where the 40- and 45-foot yachts are built.

At the end of last year, the 350th yacht, a Grand Sturdy 45.0 Sedan, was at the end of this line, ready to be handed over to its owner. What's more, this was the first yacht to be equipped with the new Mercury engines that we announced last year.

By the way, you can rent this yacht from Aqua Libra Yachtcharter in Antwerp, Belgium. For further information, please go to <https://linssenboatingholidays.com>



Visit by Schweizerischer Schleusenschiffer Klub

Every year, the Schweizerischer Schleusenschiffer Klub, a Swiss boaters' club, comes to the Netherlands to visit for a few days. The club travels around the Netherlands visiting various boatyards, yacht brokers and marinas. A visit to Linssen Yachts has long been the main attraction of this visit. Guests view the yachts in the showroom and get a tour of the boatyard.

Every year, we receive several requests for groups to visit the boatyard. Are you a member or board member of an association with a number of members interested in buying a luxury motor yacht or perhaps chartering a Linssen? If so, please apply to info@linssenyachts.com. We have limited places and are therefore selective about who we admit.



Today's student, tomorrow's employee?

We're probably not saying anything new when we say that the supply side of the labour market has been tightening in recent years. Fewer people are choosing a career in engineering, fewer people are choosing a hands-on occupation or a job in manufacturing, the employment rate is getting lower, young people can choose from very many and sometimes specific fields of study and so on.

We at Linsens Yachts have therefore established links with the education system. Not that we didn't have before, but now they're stronger and broader. In the past, of course, we always had trainees. In recent years, the focus on trainees has further intensified and we can welcome talent from secondary, higher and university education. At certain times of the year, there are as many as five or six trainees working simultaneously at various levels and in various trades; this is often how we get to know the new employees of the future. Traineeships not only involve doing or assisting with a job. Often, serious assignments are awarded, resulting in a tangible project, which we can make grateful use of later.

We have also sought direct links with training institutes in order to work with them at various levels; projects that students work on within the schools, challenges that multiple courses and groups sign up to, and collaborative projects between education and business. We now collaborate with about a dozen courses within a 50-km radius around the boatyard. The beauty of this close collaboration is that we also learn a lot; how young people think and react, how education works today, new techniques and ways of thinking, but also what their needs are.



The latter, in particular, ensures that the product also evolves with this new generation. But also that education evolves along with our product; that really is a win-win situation!

We even have a great project running with primary schools, which aims to introduce pupils to manufacturing jobs at an early stage. In this way we hope that eventually a group of people will remain who choose to work with their hands and contribute their creativity, enthusiasm and motivation. To this end, we are working with two local companies, both active in inland navigation, where students have been tasked with building a raft "to scale" for the Maasgouw Festival, an event for young people, held on the Meuse lakes. Creativity is bursting forth and one creation is even better than the last. One thing we know for sure: these young people at least know, thanks in part to the factory tours they are given, what a job in manufacturing can offer them!

A year ago, this close collaboration with the education system led to a unique step. A specialisation leading to first mechatronics engineer in marine engineering and engineering technician in marine engineering is currently being developed in cooperation with Vista College on the basis of a mechatronics course. We're proud that this is possible in our province, despite the fact that it is far from the coast, and look forward to welcoming the first apprentices and trainees from the course to our workshops.

We feel all this is going to lead to even more spin-offs in many directions, including collaborations, research and innovations. The great thing about this is that educational establishments and employers are definitely seeking each other out to the benefit of both parties. Optimal synergy!



INVITATION



LINSSEN YACHTS BOAT SHOW SPRING EDITION from 1 to 7 June



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LINSSEN YACHTS BOAT SHOW

SPRING EDITION

Linssen Yachts is organising the Linssen Yachts Boat Show - Spring Edition at the boatyard in Maasbracht from 1 to 7 June. This is a great opportunity to view a number of new and used Linssen yachts. Various models and versions are displayed on the water or in the showroom.

If you like having an all-round view of the water, you may prefer an AC yacht with aft cabin. If you have done a lot of sailing and are used to being close to the water, a Sedan with open cockpit could be the yacht for you. If you need two, four or maybe six berths, that would help you to choose between a 30 or 35 or maybe 40 or 45? You can always create (temporary) extra berths using the Linssen Easy Sleep Convert system to convert the sofa in the saloon into a double bed in no time at all.

Or are you considering a yacht with the Linssen Variotop® or our biggest Sedan, the Grand Sturdy 500? We would be happy to show you the differences and similarities between the models.

Test sailings

From our marina, you can have a test sailing on the yacht of your choice (or a similar yacht) under the guidance of an experienced skipper. This gives you the chance to experience the benefits of a Linssen yacht for yourself, such as low noise levels. Discover the space on board and what it's like to sail in one of these beautiful yachts so you can make an informed choice when buying a yacht.

The range of yachts on offer at the Linssen Yachts Boat Show is extremely diverse. A cross-section of our model range is always available (check our website for the current overview). Several pre-owned yachts are also on display.

Linssen Journey

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

- Trade-in valuation
- Advice on financing
- Clear order acknowledgement
- Prompt delivery date
- Transparent building process
- Viewing your yacht during construction
- Comprehensive quality checks and tests
- Exterior and interior cleaning
- Official handover
- Sailing training (customised if required)
- Insurance advice
- Help with VHF and special documents
- Interior styling
- Transport service
- Maintenance service
- Damage and repair service
- Arranging moorings

Linssen Boating Holidays® seeks new investors

You might also consider investing in a Linssen yacht and lodging it with one of the Linssen Boating Holidays® partners. We're always looking for sympathetic investors to help us expand and upgrade the charter fleet. There is huge potential for further expansion.

The Linssen Yachts Boat Show - Spring Edition is therefore an excellent opportunity to get acquainted with the extensive range of yacht services offered by Linssen Yachts. Don't miss this opportunity. Visit our boatyard in Maasbracht from 1 to 7 June.



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GRAND STURDY 550 AC VARIOTOP®



VARIOTOP®
ONE TOUCH CABRIO

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In the last issue of our magazine, we presented the Linssen 55 SL AC Variotop®, the flagship of the SL series. Now we are proud to introduce you to the Grand Sturdy 550 AC Variotop®, the largest model in the Grand Sturdy series.



Linssen Variotop® wheelhouse

The Linssen Variotop® is the ultimate combination of indoor and outdoor helmsman's position, bimini and flybridge. You can adjust the Variotop® to the position that offers you the most comfort in all weather conditions. But the space provides for much more than just the helmsman's position. Your partner, children, family or friends can sit just as comfortably on the port side seat and enjoy the passing scenery together.

Even more space is created when the doors to the aft deck are opened. You can set out the tastiest snacks and drinks for your guests on the U-shaped seat on the aft deck and the large table. If you lower the electrically powered table and lay the



You can set out the tastiest snacks and drinks for your guests on the U-shaped seat on the aft deck and the large table

lounge cushions flat, you can relax – lying on the aft deck – and soak in your surroundings. You don't have to walk far to fetch the champagne. You get it from the fridge in the wet bar directly behind the helm seat.

Mini mega yacht

When it gets chillier in the evening, you can continue to enjoy yourself below deck. The spacious saloon has a comfortable U-shaped saloon couch to starboard and, depending on your personal preference, the U-shaped

pantry is located to starboard and an L-shaped dinette to port. If you don't need a dinette, but instead would like more living space and a more generously proportioned kitchen, this is also possible. The kitchen is then divided between port and starboard, making the saloon couch one size larger.

Waste water treatment

The Grand Sturdy 550 AC Variotop® is fitted with a fully automated biological waste water treatment

plant as standard. This system uses micro-organisms to break down waste products without using environmentally harmful chemicals. With this system, you can say goodbye to unpleasant odours. After passing through a sediment filter and a UV filter, the treated water is finally pumped out below the waterline. The discharged water is free from residues and bacteria and certified to internationally required effluent limits.

Electronics, instruments and



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Layout 1



Layout 2



Everything has been designed so that the technology works in the background and ensures that you can focus on enjoying yourself.



navigation

When you're on board the Grand Sturdy 550 AC Variotop®, you don't have to think about power consumption, or about having to switch systems on or off. Everything has been designed so that the technology works in the

background and ensures that you can focus on enjoying yourself.

Behind all this is the Linssen ICESS® system which controls all 12-volt systems from the on-board power supply. Heavier consumers require the use of the generator and the Linssen LIPPCON system. This controls the

bow and stern thrusters and optional stabilisers (400V), the ceramic hob, washing machine, etc. Of course, you also have access to an inverter (3000 W) and 960 Wp of solar panels yourself. This allows you to be on the water for quite some time independently of shore power.



The lake navigation package gives you virtually everything you could want at the helm. Of course, it comes with an autopilot and two multifunctional colour displays. ◆

SPECIFICATIONS

Grand Sturdy 550 AC Variotop®



LOA X BEAM OVERALL X DRAFT:	± 16,50 x 4,90 x 1,29 m
AIR DRAFT:	Mast down ± 4,20 m
MINIMUM (VARIOTOP ARCH OPENED):	± 3,49 m
HEADROOM FC/SALOON/AC/STEERING SALOON:	± 2,00 / 2,00 / 2,00 / 2,00 m
CE-CLASSIFICATION:	B (sea)
TANK CAPACITY:	± 2.370 ltr diesel fuel
WATER CAPACITY:	± 960 ltr
HOLDING TANK CAPACITY:	± 400 ltr
WEIGHT/DISPLACEMENT:	± 30.000 kg / ± 30 m3
ENGINE:	2x 4 cil Mercury MD2.0L 2x 112 kW / 2x 150 HP
EMISSION COMPLIANCE:	EPA Tier 3, EU RCD Stage II, BSO II





ONWARDS TO 75 YEARS

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In 2024, Linssen Yachts will celebrate its 75th anniversary. To mark this milestone, Linssen Yachts is introducing special '75 Edition' anniversary models in the Grand Sturdy and Linssen SL series.

Unique new Linssen colours

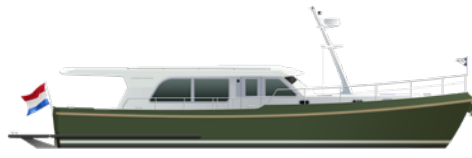
Within the existing model series, these yachts will be given a completely unique and recognisable identity. The 75 Edition models, for example, will feature a unique new Linssen colour. The Grand Sturdy series

will be finished in Velvet Green, while the Linssen SL series will be given the powerful Mahogany Red colour. Each of these unique colours will give the yachts a distinctive look that is sure to attract attention on the water.





GrandSturdy 35-0-AC 75edition



Grand Sturdy 500 Sedan Variodeck 75 edition



Linssen 40 SL Sedan 75 Edition



Linssen 50 SL AC Variotop 75-edition

75 Edition

The '75 Edition' yachts will be fitted with a number of exclusive extras as standard, including a navigation package, an electric windlass, teak table on aft deck (AC) or cockpit (Sedan), original Linssen teak deck on aft deck and steps on transom (AC), an electric stern thruster and wireless remote control for bow and stern thrusters and lots more.

75 Edition exterior and interior package

To give each yacht an even more exclusive character, the 75 Edition logo is applied in several places to further emphasise the unique look.

- For example, the exterior is recognisable by the stainless steel 75 Edition logo on the port and starboard side under the rope fender/pvc fender
- You get a unique teak 75 Edition steering wheel with 75 Edition logo in the hub.

- The already special Linssen teak deck will be fitted with a burnt-in 75 Edition stamp.
- The exterior cushions on the aft deck (or cockpit) will be subtly stamped with the 75 Edition logo.
- On the helm, the stainless steel badge with serial number proves the special limited edition.
- The interior upholstery is specially selected for the 75 Edition, including stitching in exterior colour.
- You get a 75 Edition decorative cushion set for the interior.
- Finally, the interior will also feature a unique stainless steel 75 Edition logo.

The 75 Edition yachts can be ordered from today. Contact Linssen for more information and the detailed specifications.

www.linssenyachts.com/75 ◆





Jac Linssen:
“Maintaining good relationships with customers, employees and suppliers is what matters to us”

Anna Maria. That’s the name of Jac Linssen’s yacht, named after his grandmother. Jac, the 43-year-old son of Jan Linssen, and himself named after his grandfather Jac. Linssen, considers this symbolism to be important. He has great respect for the work of previous generations of Linssens. And he is proud to have been working since 2005 in the company that his grandfather, father and uncles built with great passion. “From when I was about six years old, I often used to walk around here with my father. In those days, I would drink hot chocolate from the drinks machine in the canteen. The fact that I now work there myself is fantastic. The thought of one day getting into this business myself has always attracted me.”

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Jac Linssen has been technical director of Linssen Yachts since 2011. He is a member of the management team, together with his cousin Yvonne Linssen and Ed Houben. As such, Jac is responsible for Purchasing, Development (together with Ed) and Aftersales. Jac studied Technical Business Administration and joined the company in 2005, right after graduating. Jac: “My first job was in the Back Office (Engineering). I then went on to the Purchasing Department, my father’s department. I liked that too. My father and I are quite different, but we are both strong negotiators with wide technical knowledge. You have to have that for Purchasing too.”

Third generation

In 2010, the second generation of Linssens decided to step back and make way for the third generation. Jac joined the board at the same time as Yvonne and cousin Ruben and became a joint shareholder. Jac: “There are eight of us third-generation children. At that

time, any of us interested in taking up a position within Linssen Yachts had to undergo an extensive assessment. So becoming an actual board member was not a foregone conclusion. The assessment turned out well. Each of us also preferred a different area of focus and so we weren’t in each other’s way. It was great that we were given this opportunity and confidence.”

“Each of us also preferred a different area of focus and so we weren’t in each other’s way. It was great that we were given this opportunity and confidence.”

Quiet force

Jac is not a man who enjoys the limelight. Just like his grandmother Anna-Maria, who was behind the scenes making sure the home front was well supplied and her husband Jac. Linssen Sr. could do his job, Jac also prefers to be a quiet force in the background. Modest and quiet. Jac laughs: “I prefer to leave it to Yvonne to work under the spotlight. Yvonne, Ed and I complement each other very well in that respect. Each of us does what he or she has the qualities for. This works very nicely.”

Family on the shop floor

Jac’s wife, Wendy Linssen-Stoffels, also works at Linssen Yachts, not to be confused with Jac’s cousin Wendy Linssen who works in the company as Marketing Manager. And the fourth generation, though still somewhat young, is also slowly starting to warm up. Jac: “We have two sons, Maurits (12) and Laurens (10). Maurits also wants to ‘come and build boats’, while Laurens



wants to become a vet. Of course, we leave them a completely free choice in that regard, as my parents always did. Of course, it would be great if there were a few from the fourth generation of Linssens who can and want to continue our family business. I'm happy to give them that chance, just as I was once given it myself."

Jac's sister Paulien doesn't work in the family business, but is also a successful entrepreneur. She runs her own womenswear shop in Maasbracht, Paulien Linssen Mode. Jac: "Yet she is indirectly linked to our company again. In fact, her husband, my brother-in-law, Noël Laumen, is on the Linssen Yachts Supervisory Board."

Boating holidays

As a child, Jac often went on boating holidays with his parents. Now he does the same with his own family on their 'Anna Maria', a Grand Sturdy 34.9 AC. Jac: "The sense of freedom that having your own yacht gives you is great. If I didn't have a yacht, I wouldn't feel complete," he says with a laugh. "Coming home after a stressful day and then going out in the evening in good weather is just wonderful. And then mooring somewhere to enjoy a snack

and a drink. Slow down, as we say at Linssen. Next summer holiday, we will be sailing around the Netherlands for three weeks. Which route it will be?

No idea yet. This freedom, that's the beauty of boating. You can decide at the last minute which way you want to go."

Customers and employees

For Jac, the Linssen family also emphatically includes all employees, customers and suppliers. Jac: "Traditionally, many Dutch boat builders are family businesses, but a lot of them have now been taken over. Things then become less personal anyway. Maintaining good relationships with employees, customers and suppliers is what is most important to us. They also know that, as a family business, we value continuity. We're not going after short-term profits, but want to stay healthy and continue to invest in our business and innovation. In the background, for instance, we are engaging with developments in electric propulsion and the Internet of Things (IoT). We also owe it to our reputation to do so. Customers expect that from us because we are called Linssen and are the market leader."

Healthy pressure

Finally, the question of whether Jac feels extra pressure as director because his surname is Linssen?

Jac: "Let me call it healthy pressure. Of course, you do feel the pressure to at least maintain what our parents and grandparents achieved and preferably build on that. That's a serious challenge. After all, you have about 100 employees and their families in your care. I am committed to this every day and proud of the achievements we make together, even in more difficult times, within our beautiful family business." ◆





In this new section of Linssen Magazine, we look back over our rich history in steel yacht building and focus on one of the model series from the past. This time it's the Dutch Sturdy series, which was built and delivered between 1996 and 2005.

DUTCH STURDY-SERIE: AN ENGAGING APPEARANCE

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It began in 1995. Ship designer Dick Lefeber (+) succeeded in designing a new series of motor yachts that "with their distinctive hulls and ingenious layouts, created unexpected space in the interiors", as the brochure at the time said. The classic dark hull colour, red bulwark and yellow waterline gave the yacht a striking appearance. After the SL series, the SE/SX series and the Classic Sturdy series (which will undoubtedly also be covered in a later issue), the Dutch Sturdys were a whole new series of motor yachts that attracted a lot of attention at the many international boat shows. Over 140 of them were sold during the nine years this model was built.

260 – 320 – 380

The Dutch Sturdys were built in three lengths, 8 m, 10.10 m and 11.50 m.

The smallest was the Dutch Sturdy 260 OC. It was only built in an open cockpit version and was just under 3 metres wide. This compact yacht had a self-bailing open cockpit with ample storage space underneath. All on one level, you then walked into the wheelhouse with the helmsman's position to starboard and the small pantry to port. A set of steps led to the cabin with a generous dinette to port and toilet/shower combination to starboard. The forward cabin was open and consisted of two V-berths.

The Dutch Sturdy 320 was the best-running model of the series. It also provided a lot of living and storage space for the time. The 320 was available in OC (with open cockpit) and AC (with aft cabin). Again, with the OC version you could walk into the saloon with helmsman's position and L-shaped couch on one level. One step down was the cabin with pantry and shower/toilet combination and the enclosed forward cabin with a double bed.

Both the 320 AC and 380 AC had three layout variants, with the classic forward cabin with integrated round bow dinette being the most eye-catching version. The spacious saloon had an L- or U-shaped couch, pantry in the forecabin and a vis-a-vis dinette. The spacious aft cabin had room for two people and contained a separate shower/toilet area.

50th anniversary

To mark the 50th anniversary of Linssen Yachts in 1999, a Gold Edition of the Dutch Sturdy 320 AC was released with various extras on top of



The interior of the Dutch Sturdy 320.

the already full set of equipment, to make for an attractive anniversary price. A total of 11 yachts of this particular model were delivered.

Evergreen

Another special edition was the Dutch Sturdy 320 AC Evergreen. With its striking moss-green hull colour and yellow waterline, it was unmistakably a Dutch Sturdy, and yet different. The Evergreen was an "entry-level" Dutch Sturdy model with a slightly less comprehensive specification.

Dick Lefeber

Dick Lefeber started out as a designer of working boats, tugs, barges and fishing cutters. He then earned his spurs by designing the Doerak models (among others) for the well-known "Eista" yacht builders in the 1960s and 1970s, which formed the basis for the Linssen Dutch Sturdys.



Dutch Sturdy 320 AC Evergreen

Over 35,000 kilometres on a Dutch Sturdy 320 AC Royal

In 2000 – after years of sailing – Luise and Manfred Riedhammer bought a Linssen Dutch Sturdy 320 AC Royal. The home port they chose was Marina Saal on the Danube in south-east Germany. Peter Linssen, who sold the ship at the time, said *“Wir sind nichts für die Donau oder Rhein”* [We are not suited to the Danube or Rhine]. But after more than 20 years of experience, Riedhammer knew better: Linssen yachts were just as suitable for the Danube or Rhine. *“For the first 18 years, there were hardly any water displacement steel motor yachts to be seen on the Danube. For several years now, however, we have had a number of other Linssen owners as neighbours, including a Dutch Sturdy 320 Evergreen.”*

Riedhammer undertook long voyages on his 320 and spent a lot of time on board. The Danube and the Main-Danube Canal are of course a much sailed area from his home port, but large and long voyages were also made every year. Germany and the Netherlands were visited several times,



Dutch Sturdy 260 OC

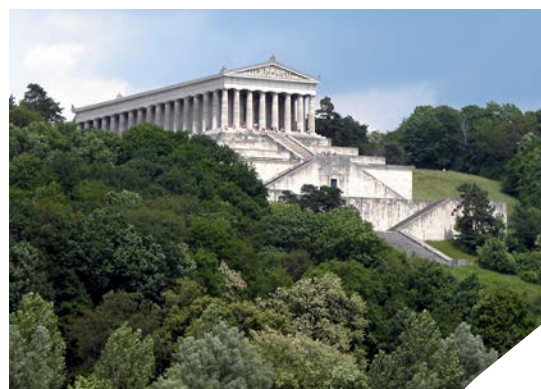


Dutch Sturdy 380 AC





The Linssen Dutch Sturdy 320 AC Royal from Luise and Manfred Riedhammer.



without avoiding the IJsselmeer, the Wadden Sea, the North Sea or the Ems.

He had always dreamt of going to the Baltic Sea. The Danish coast, Kattegat and Swedish skerries. This journey began in 2006. The first leg took the couple as far as Lübeck, where the yacht stayed for the winter. A journey of over 1,600 km. In 2007, the trip resumed, sailing along the east coast of Sweden to Stockholm and back via Copenhagen. An impressive journey of over 2,000 km.

The years 2009 and 2010 saw another impressive two-year trip. Then it was via Kattegat along the west coast of Sweden to Gothenburg – a journey of over 1,700 km and 51 days. We kept extensive logbooks of all our trips, allowing us to show impressive statistics, says Riedhammer: over 35,000 km, over 1,300 locks, 3,362 cruising hours and 2,250 days on board (both sailing and in ports). And all on a single-engine boat with an 85 hp engine.

It's impossible to describe all these voyages but the number of miles sailed, the great diversity of waters, from small rivers to open coastal waters and the Rhine and Danube, do indicate how much the Dutch Sturdy 320 felt at home. For several years, Riedhammer has mainly enjoyed short day

trips on the Danube. *"We are now sailing between the locks at Kehlheim and Bad Abbach. A short stretch, but very beautiful and with some nice anchorages. This is where we still enjoy our Dutch Sturdy."*

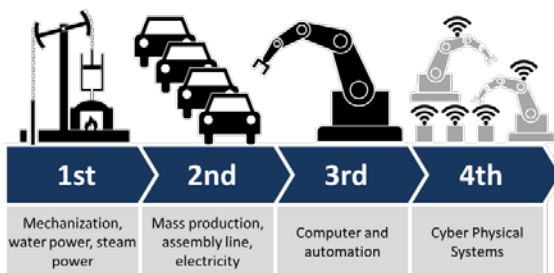
Why did it have to be a Linssen Dutch Sturdy 320 AC?

Riedhammer: *"Firstly, it had to be a 'vlet': the voluminous foreship promised good sailing characteristics and also provided plenty of space on the foredeck and in the forward section. Secondly, the boat could not be longer than 32 to 33 feet: the marinas on the Main and Danube, which were mainly intended for shorter planing boats, were only just adequate to accommodate a length of 10 metres. Thirdly, the boat had to have an aft cabin: lots of space below deck, but on top of that also a safe outside helmsman's position with good all-round visibility. And fourth, it had to be a Linssen, because we appreciated the good quality provided by this leading steel yacht builder, even then. Moreover, the Dutch Sturdy series in particular stood out thanks to its unmistakably 'classic car like' design."* ◆

INNOVATING INTO THE FUTURE

Tradition still plays a major role in the yacht building trade. The use of a wide range of materials, the broad knowledge required by everyone and the wide variety of technologies have to meld together to create a unique, high-quality and reliable product. So far, so familiar. But when you see that series are small, automation rates are low, that there is little scope for basic research and the supply industry can also offer limited support due to its small scale, it requires a lot of human talent and commitment to ensure the further development of the industry. Innovation is an elementary part of the day-to-day process and is best viewed from two aspects: product and process. By innovating in a smart way, one benefits from the other.

Due to its small-scale nature, yacht building almost always trails behind industrial developments, while the technologies used are familiar to many as they begin to gain importance in businesses, offices and homes. Once you have experienced its conveniences and advantages, you may also ask: why don't I see this in my yacht or its manufacturing process to some extent, if at all? The main reasons are scale, usability and specific knowledge. After all, all these technologies require a decent degree of repetition, it must be possible to use them meaningfully at low numbers, and someone has to master this specific knowledge within their existing range of knowledge and tasks. Although we can't move at the speed of big industry, we do have an innovation agenda that is constantly evolving. We are in regular contact



with fellow regional companies, educational establishments and suppliers to keep up to date and see what opportunities the future holds for us.

Innovations in steel

Among other things, we follow innovations in steel production. Can we build lighter products using the latest construction technologies, calculation methods and materials? And what machines are available to us that it makes sense to use to automate the welding process or increase welding quality, for example?

There is also a lot going on in the area of coatings. We are closely monitoring developments such as robotised blasting or spraying of steel hulls, more efficient paint spray pumps, more precise and finer atomising paint guns, heated paint lines, automated mixing and heat recovery in the spray booths. To take the next step, we consider when an innovation would be applicable and whether the break-even point of the investment is not too far away.

Innovations in woodworking

In the woodworking industry, better and faster machinery is available with more features and intelligence. Although we have been automating the front end of our furniture-making process (with an automatic sheet feeder and CNC nesting milling machine) for many years, innovations are also emerging in this area. It starts with the latest design and CNC programming software that makes processes run more smoothly. The machines are becoming faster, more sophisticated, more reliable and easier to operate and therefore usable in more applications. Whereas in the past it was mainly large parts that were machined, this is now done with every part down to the smallest detail. This is completed by the edge veneering machine that automatically covers even the edges of round, oval, bevelled, straight or sharp parts. You can clearly see from our interiors how this has boosted quality, further extending the life of the yachts. Thanks to the impressive continuing development of the furniture module construction process, this leads to short work processes on board, where



machining work (sawing, planing, sanding) is hardly required any more. In addition, we can see 3D digital work information slowly replacing paper work instructions and drawings.

Innovations in technology

A similar process is taking place in our technical department. Right from the design phase, engineers are working closely with steel and furniture developers so that every opening or even the smallest hole is made by CNC machines rather than by human hand. This is faster, more accurate and less demanding for humans. More and more separate operations are being combined into a module. The basis for this is created in our furniture factory and holds all the necessary assembly details. These modules are built in a dedicated unit outside the boat so that logistics and work instructions can be digitally controlled to best advantage – once again, faster, more accurate and less demanding. The fact that it's the better craftsmen who like to work in this process and we can therefore select the best employees is a great additional advantage.

The added value for you

Of course, you, the reader, will be wondering: that's all very nice, but what good is it to me? Well, it is of course also about adding value for the customer. What could this added value be? Series construction and our high level of experience, combined with extensive further development and automation, are creating a better product! Various aspects play a role here: reliability through precisely defined construction methods, long service life and low maintenance costs through detail quality, refined finishing through high machine utilisation in processes and systems that have been developed

down to the smallest detail. But this added value for you is also determined by your yacht's high residual value or low loss of value through integral product quality, user safety through well thought-out solutions, and an excellent image through all the aforementioned properties together.

There is also – we hardly dare mention it – the subject of sustainability, now unfortunately "elevated" into a catch-all term. The fact is that carbon emissions from production and use are very modest if you are making an intrinsically good product by having a highly effective and efficient process and treating people with respect. The product will then last for at least 50 years with relatively limited maintenance. Also, it won't age with normal maintenance, including visually (despite trends). As a result, such a product can be enjoyed for decades without requiring any special physical, financial or environmental interventions. You can call that sustainable, can't you?

So far, only process innovation has been covered in the above article. Substantive product innovation is a topic in its own right, which we would like to elaborate on in a future issue of the Linsen Magazine. We will then walk you through the way we see the evolution of "our yacht of the future". Will you be reading along then? ◆



GRAND STURDY 500 SEDAN A TRUE ALL-SEASON TRAVELLER



All yachts in the Linssen Grand Sturdy and Linssen SL series are available in AC, with aft cabin and Sedan, with open cockpit. The exception is the Variotop® series (the 450, 500 and 550), which is only available with aft cabin and the unique Linssen Variotop®. The exception is the 500, which has also been available as a Sedan with open cockpit since 2021.



AC and Sedan

The AC and a Sedan are two different concepts, but both unique and incredibly versatile in their own category. The AC offers plenty of berths, space on board, a spacious aft deck with steering position and comfortable integrated seating for crew, family and friends. The captain sits high above the water, has good views all around and is in direct contact with everyone on board. In a Sedan, the spacious cockpit and saloon are the eye-catchers. Everything is on one level and in a spacious layout. The captain steers inside. Is closer to the water and so in touch with his surroundings. If you then choose our largest Sedan, the Grand Sturdy 500 Sedan Variodeck, you will have a



The Grand Sturdy 500 Sedan Variodeck® is a genuine all-season yacht that enables you to enjoy the sailing season from beginning to end on both small and large waterways.

particularly spacious yacht that is also suitable for smaller waterways. The clearance height has been kept deliberately low in this sedan concept in order to maximise the potential sailing area. For many people, France is a dream destination but, at the same time, it's many tunnels and bridges can also make people nervous. The Grand Sturdy 500 Sedan allows you to relax and sail comfortably everywhere without having to perform stressful manoeuvres with only millimetres to spare.

Single-handed sailing

That comfortable sailing is made possible by Linssen Slide and Pop-out-doors (LSP®) on both port and starboard side of the yacht. These high-quality sliding doors allow you to sail the 500 Sedan single-handed and moor with great ease. In addition, the LIPPCON® system provides intelligent control of the bow and stern thrusters.

E-Variodeck®

The Grand Sturdy 500 Sedan Variodeck® is a genuine all-season

yacht that enables you to enjoy the sailing season from beginning to end on both small and large waterways. Light and transparency are the common thread throughout the design. Take the E-Variodeck, where the 'E' refers to the electric operation of this large sliding roof.

Bifold Variodoors

Or the Bifold Variodoors: the fully opening four part glass doors that separate the saloon and the open cockpit. Maximum natural light is



allowed to enter because everything is designed to be very open. You may be on board a yacht, but all these elements make you feel like you're in the open air. And that's a fantastic feeling.

Smart Helm Console

At the 500 Sedan's steering position is an extendable console (Smart Helm Console) designed with all the important controllers for operation and steering. As skipper, you sit directly next to the side door, but would prefer to have the controls within easy reach. You can now rest your right arm on this console and stay in full control of the boat. This

innovation also provides extra sailing comfort.

One Touch Cockpit Cover®

Zipping up a canvas hood on a cockpit can be quite an operation on many sedans. But not on our 500 Sedan. You undo one zip and a few press-studs, press the remote control and the entire canvas is automatically retracted. The sheets disappear into the corner of the cockpit in special storage cassettes. Thanks to the One Touch Cockpit Cover®, you can have an open or closed cockpit in just a couple of minutes.

Linssen 50 SL Sedan Variodeck

Finally, this Grand Sturdy 500 Sedan is also available in the SL series. The boat then gets the unique Linssen SL features such as the grey window sections with the 'floating' roof, the bow-up design hull colour and more.

Are you interested?

Would you like to know more about our Grand Sturdy 500 Sedan Variodeck in our showroom? Or to gain a first impression of the Linssen 50 SL Sedan Variodeck? Please contact info@linssenyachts.com or call +31 475 439999.



SPECIFICATIONS

Grand Sturdy 500 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 cil. Mercury Diesel, type MD2.0L 2x 84 kW (115 PK), 3000 rpm
EMISSION COMPLIANCE:	EPA Tier 3, EU RCD Stage II, BSO II



FROM AUXERRE TO MAASBRACHT FERRYING OUR “ABUELA”

Travel story by Oliver Trzaska.

8 April to 1 May 2022

Excited, Jan and I got into the packed car. Bedding, dishes, clothes, tools, spare parts - it was all there.



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Klaus, who'd actually intended to accompany us as an expert, had cancelled two days before because of a positive coronavirus test. Luckily, his friend Harald stepped in. So we could go after all. That was lucky, because without an expert, the project would have been doomed to failure. We picked up Harald in Cologne and it immediately became apparent that we had the right “chemistry”. We had

fun and interesting conversations on the long, rainy drive to Auxerre. By the time we arrived at the hotel, it was late in the evening. It was two beers in the hotel bar and off to bed. Tomorrow would be an exciting day.

09.04.22 | Handover and departure in Auxerre

We met up with Mike from Aquarelle at 9:30 am for a river trial and handover. Although the boat looked good, it did need some maintenance. Having become proud boat owners, we went on the hunt for a table for the aft deck, which the previous owner didn't think was necessary. Unfortunately, we didn't find one, but we did find a toaster, a vacuum cleaner and an oven. Once underway, Harald noticed that the cooling water was overheating and the exhaust was starting to smoke. We stopped at a lock and let Mike know. After a pleasant dinner, we spent our first night on board.



10.04.22 | First forced break

Mike promised us a technician for the following morning. We used our time at the lock to practise with the drone. Jan had the idea of using the radar dish as a landing pad. So now we had a yacht with a helipad!

The weather was fantastic and we scoured the area looking for fresh baguettes. Yummy! By the time we reached the boat, for some inexplicable reason, our purchase was no longer complete ... hmm. In the evening, we cooked up a delicious meal and went to bed, tired out. We hoped the technician would arrive on time the next morning and solve the problem quickly. All in all, it had been an almost perfect day's holiday.

11.04.22 | Bye bye, Harald

The technician did actually arrive on time at 9:15 am. Wow! After a few minutes, he showed me the impeller, which was perfectly fine. So the search continued. Twenty minutes later I was looking at shells, stones and sand that the technician had extracted from our heat exchanger. Now there was considerably more cooling water splashing out.

We continued our journey in good spirits – in fantastic weather. We really enjoyed our trip on the Yonne. There was a lot of flotsam in the locks. This often causes delays because the lock keepers have to clear it away from the gates before boats can pass through. In general, the state of the locks was, shall we say, rather "special". As an estate agent would say: The locks have character and a great view of the river.

We dropped Harald off at the railway station in Sens and, during a convivial evening on board, we looked forward to the "father-and-son tour" that would be starting the next day.



12.04.22 | Two on board and a lesson on wind in locks

Breakfast was great, as was the weather. When we departed at 8 am, the lock had already been prepared for us. That was a good start!

And things were actually going very well. All the locks had been opened for us. The area was gorgeous and the riverbanks offered us a varied backdrop. The rape seed fields just looked great.

I did a full-load test, as we would also be having to cope with passes with countercurrents. I thought it would be good if we could run higher revs there for a while. But after only two minutes the water temperature shot up to well over 90°C. I sent Mike a video of the smoke and asked him to organise a technician.

In the very narrow section of canal near Vinneuf, a large freighter was heading straight for us. We stopped and Jan jumped off to tie up the Abuela, as I thought it was a bit too tight for it to get past.

The next lock proved to be a challenge. Jagged edges, a small jetty directly in front of the gate on the port side and gusty winds from port made manoeuvring difficult. Jan

went into the lock and did everything right, but I rejected the plan to moor with the stern line first, which would have been a sensible manoeuvre. I threw the line, but the wind caught the Abuela and turned it into the lock. Then I also gave Jan the wrong command, which confused him a bit, but he stayed calm and carried on. At the last second, I got a fender between us and the corner of the lock wall. Jan explained to me how foolish I'd been and we swapped places. I started to sort out my mistakes and gave the Abuela a little souvenir of the jetty. It was no longer worth mooring, we were already down.

We sailed into the Seine and found a small marina in Saint-Mammès. The search for a nice restaurant ended in disappointment so we bought a pizza via Lieferando, and took it on board. Mike called and told us a technician would be with us the next day. We ended the very eventful day in comfort and realised that we didn't even have a pack of cards with us ...

13.04.22 | Carlos or a lesson in “Savoir Vivre” ...

We cast off in light rain.

The lock keeper, who was presumably deaf and blind, consistently ignored us. It was only after a call to the control centre that we could finally pass through.

We arrived at the small marina where we had arranged to meet the technician.

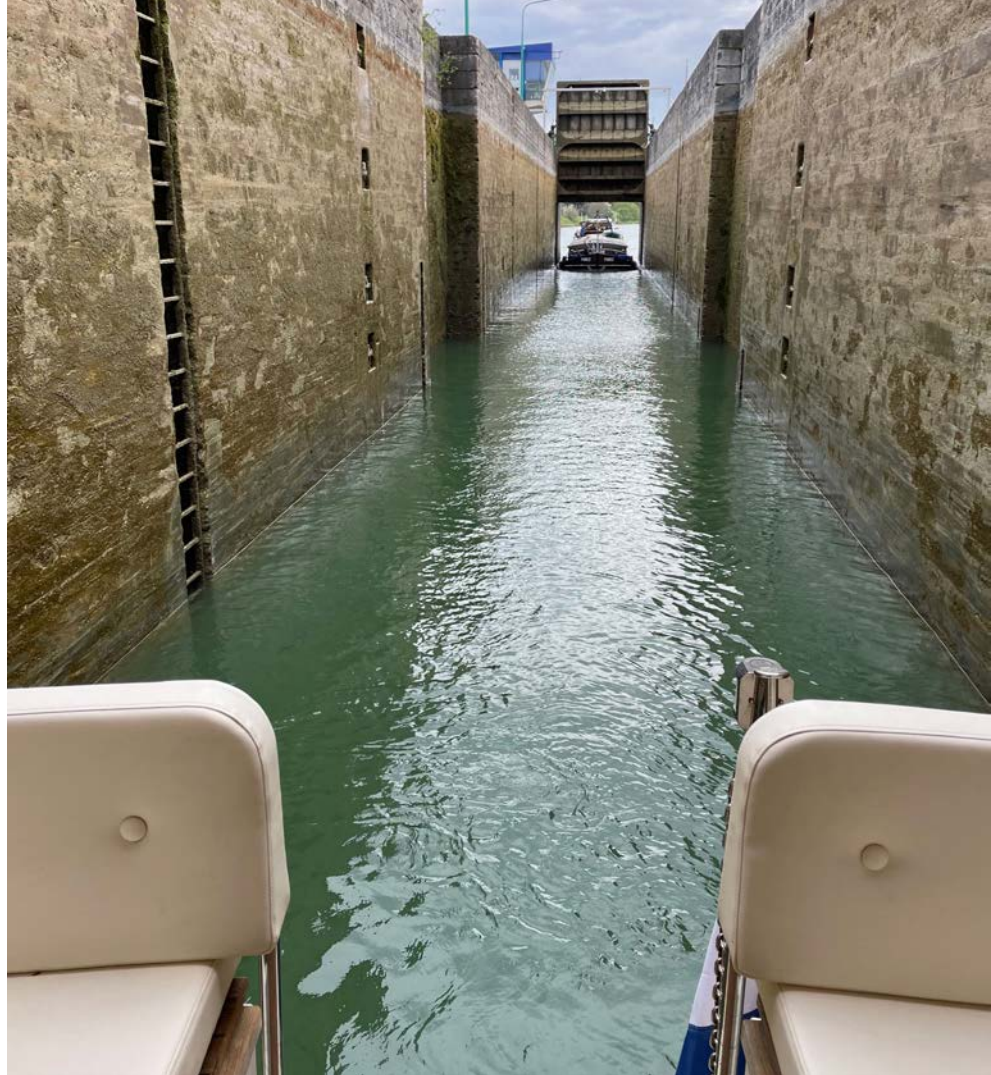
After an hour, the cooling circuit had been flushed and a seal replaced. Now there was much more water. We were happy. We set off and increased the revs to make up for the delay.

After three and a half hours at 1,850 rpm, we were unfortunately well above 90°C again. At 1,500 rpm, the temperature remained within the right range. We decided we would continue on our way and have this checked out at the boatyard in Maasbracht, and inform Mike.

That day’s journey ended at Coudray. Funnily enough, it was exactly the same lock where we were originally supposed to spend the night on the 11th. As we were two days behind schedule, we decided to go through the first lock at 6 am.

14.04.22 | What a day!

Over the first coffee I realised that although the plan to go through the lock at 6 am gave us a time advantage, the sun was still asleep, unlike us. It was pitch black. From then on, I always checked what time sunrise would be before I made the plan for the next day. After the second coffee, I thought to myself that I ought to enjoy the situation. It was bitterly cold. A light fog blanketed the mirror-smooth water and the lights on the lock created an indescribable atmosphere. The powerful marine diesel engines of the commercial ships gave a muffled roar as they passed through the otherwise complete silence around us. Whimsically beautiful.



After coffee number 3 we cleaned the misted-up windows, radioed the lock and cast off the lines.

When the lock gates on the other side opened we were dumbstruck. We couldn’t see our hand in front of our face! It was the densest fog ever. I decided to head for the starboard bank after the lock, directly in front of the weir. Fortunately, I was able to make out the trees on the bank and so knew where the river was. The large map plotter also helped a lot. Slowly the fog lifted and, after a very long 40 minutes, the spooky atmosphere had passed and the sun was smiling ... What an experience!

At this point, the Seine is a dreamy little river that sometimes even seems a little enchanted due to the truly magnificent old houses that line the river there, resembling miniature palaces. Almost all the houses had small private jetties, with a freighter or a houseboat moored between them from time to time.

The surrounding area was becoming more and more urban as the Seine flowed into the Paris suburbs. I didn’t think much of the industrial hustle and bustle. But of course it’s part of the scene.

We cruised past the mouth of the Marne. It was teeming with boats of all kinds, and the swell could measure up to what you face on the Mediterranean.

Suddenly, three rubber dinghies with policemen in full gear and armed with machine guns appeared in front of us. Blue lights and sirens everywhere. We didn’t know what was going on all of a sudden. The crews of the RIBs obviously had great fun bobbing and weaving through the other boats at breakneck speed, leaping over the waves. But they took the time to give us a friendly wave.

I had difficulty identifying the entrance to the lock at Port de l’Arsenal. After five minutes, the tiny lock was opened and I was very proud of myself for



the confident and stress-free way I sailed into the lock through the swell and current. When we emerged from the lock, we were in another world. Crystal-clear, glassy water and what felt like 10,000 boats awaiting us. I spotted the harbourmaster's office and parked right in front of it. We were allowed to moor there. Cost: EUR 47 per night. For a mooring in the middle of Paris with a view of Notre Dame, it was a real bargain. And then we got started. Within five and a half hours we had completed a short tour of Paris. On foot, of course. Notre Dame was just around the corner. On the way to the Louvre there were incredibly good croissants to be had, and one metro stop past the Louvre we visited the Place de la Concorde, took a photo on the Champs-Élysées with the Arc de Triomphe in the background and then of course stopped by the Eiffel Tower. As my back was clearly complaining after all that walking, I negotiated a fare for a ride to the Eiffel Tower with the driver of a cycle rickshaw. Once there, staying calm (after taking a deep breath), I managed to talk him out of the idea that the agreed fare had been per person.

Then it was back along the Seine to the marina. We were dead tired. We knew it was a mistake, but we were

really too weary to cast off again and sail the Seine in the dark. We fell asleep in a stupor.

15.04.22 | The Marne

There was an excellent bakery on Rue de Bercy where I loaded up for a breakfast fit for a king and picked up a few baguettes for the road. We then set off in the direction of Meaux. In St. Maur we passed through a tunnel for the first time on our journey. That was quite exciting. Everything went quite smoothly and we very much enjoyed the cruise along the beautiful and varied Marne. The landscape was magnificent, even "chocolate-box" beautiful in places, and the fact that we were so close to nature was very impressive.

In the evening – thanks to a much shortened stay in Paris – we were exactly on schedule and in front of exactly the same lock that had been planned for that day: Lock No. 14, Chalifert, just before the second tunnel of the journey. We took some beautiful sunset snapshots and tried out the drone a bit more.

16.04.22 | "No Pilot"

After a hearty breakfast, we cast off and radioed the lock. Nothing. No response. We called the lock, but no one picked up. I learned a lesson from

this: first contact the lock, and then cast off. We hung about in front of the lock for another 15 minutes, when suddenly a radio announcement told us that the lock was out of order, but they were working on it. So we moored again. After a long 40 minutes, the lock gate opened and we passed through. We folded down the canopy in the small basin in front of the lock and sailed into the tunnel. But we had a much bigger clearance than expected and so we didn't actually need to fold down the canopy.

Unfortunately, when we started the engine in front of the lock, the rudder level indicator stuck. I hoped it would recover. It is very helpful in the locks and in the marina as well. Sure, you can manage without it, but it's much easier with it.

The tunnel was followed by a long, narrow channel, which ended in Meaux. Since Meaux had a small marina and, according to Google Maps, there were some shopping facilities nearby, we decided to replenish our supplies. Our little trolley was groaning under the weight of our shopping as we discussed the cast-off manoeuvre Jan wanted to do on the way back. So we pivoted the boat around the forward spring line and it was a textbook operation. Unfortunately, Jan was a little too hesitant when reversing, which is why we aborted the manoeuvre and bumped into the jetty again. I used a different cleat on the jetty for the spring line and everything worked perfectly at the next attempt. The landscape was an absolute dream. Sometimes you would think you were sailing down the Amazon ...

Due to our shopping trip, we didn't quite make that day's stage, although we sailed until sunset. At Lock No. 10, St. Jean, it was knocking-off time for the day. I did a quick count of the locks we'd passed so far. There were actually 44. It didn't seem like that at all.

17.04.22 | Second forced break

The next morning I was at the helm at 8 am with a coffee in my hand, radioing the lock. Without casting off first, of course ...

Nothing was happening! I called the phone number of the lock and got the following response: "Non, non, monsieur ...tout le jour fermé ...". Excuse me?! That's right, the locks on the Marne were unfortunately closed over the Easter holidays. There was nothing we could do. The forced break gave us time to clean the boat. I grabbed a bucket, sponge, rag and cleaning product and dealt with those strange worms on the paint that leave a yellow smear when removed if you're not thorough enough. There is something meditative about it all.

In the late afternoon we got an unexpected visit from the lock keeper, who stopped by on her walk with her dog. She said she would open the lock for us early the next morning, but didn't believe that the following locks would do the same. Well, that was at least something. So the next day we could sail at a leisurely pace as far as Lock No. 9.



18.04.22 | Easter Monday on the Marne

The next morning at 9 am it was time to cast off. The lock did actually open, but we received confirmation that all the other locks on the route would remain closed. We sailed slowly and at a leisurely pace to the next lock, enjoying that fantastic stretch of the Marne.

After mooring in front of Couraton lock, we relaxed on deck. The weather was sensational. Then I couldn't stand it any longer and reached for the windscreen cleaner. The work had to go on, because everything had to be bright and shiny for when the girls came. Jan was a bit more relaxed and

coped very well with the thought of doing nothing .

19.04.22 | Tiny change of plans

At 8 am sharp, I sent a radio message to the lock. A minute later I pressed the remote control and the lock emptied. Super!

We wanted to make up time so that we could pick up the girls as close to Reims as possible. After the second lock we had almost no countercurrent and therefore made good progress. The engine remained in the green zone.

At Damery lock, the lock keeper approached us and explained that he was of course very happy to let us



through the lock, but that we should know that we couldn't go further than Bisseuil. The canal had been drained in the morning to allow repairs to be carried out. We could wait until 9 June or go back to Paris.

We were happy he told us! We had actually wanted to be there two days earlier, when we would still have got through.

We said thank you – it wasn't the lock keeper's fault – sailed through the lock and moored in Damery to wait for the girls. We were, admittedly, slightly frustrated. We had made very good progress despite the delay due to the mechanical problems, had turbo geared in Paris and were back on schedule. Due to the stupid break over the Easter holidays, we were now two days behind. And now this too! We wanted to restore our good mood by having a good meal in a restaurant. Unfortunately, we were not allowed this pleasure either, because – contrary to what was stated on the internet – all the restaurants in the vicinity were closed. So we had noodles.

The advantage of the new situation, however, was that my girls could sail the beautiful Marne with us once more, and Lena could finally see Paris. She had very much wanted that.

20.04.22 | Nati and Lena arrive

Since Nati and Lena had said they would be arriving at 10 am, we scheduled our breakfast for 9 am. Jan got us fresh croissants and baguettes.

When the two girls arrived, the frustration was as good as forgotten. We were looking forward to the next few days and the beautiful route that now lay ahead of us. We filled up the water tank and cast off. Now that we were sailing with the current, we were really excited to be able to cover the distance to Paris within two days. The ladies first got a refresher course in how to negotiate locks and were happy to take over the helm from time to time.

We made excellent progress. We managed to get back to Lock No. 8, Méry-sur-Marne, in about nine hours. That raised our hopes that we would make it back to Paris the next day.

21.04.22 | Off to Paris

With excellent weather and in fantastic light conditions, we passed through the first lock at 7:30 am. The Marne looked really beautiful. In La Ferté-sous-Jouarre I suddenly spotted an Aldi store right next to the river. This was a good opportunity to stop at the jetty in front of the store and do some shopping. Women have different nutritional requirements

than men. We were happy about our good "Aldi parking space" and the fact that we lost very little time.

We ended our day at Lock 16, Neuilly. We arrived there at 7:15 pm and I prepared myself, somewhat grimly, for the prospect of spending the night under lime trees – which would probably earn me another cleaning day. When mooring, I noticed that a VNF (French navigation authority) vessel was parked directly in front of the lock. Jan spontaneously offered to run to the front and ask what was happening. After five minutes, he returned to the boat with a wide grin and two thumbs up. The lock keeper was kind enough to let us through. Paris, here we come. The next lock was open until 8:30 pm and we thought we should make it.

We were considering spending the night in the Arsenal marina. However, the lock keeper told us that we would make it through one lock, but no way would we get through the other lock in time. And we should definitely not go through the lock to spend the night somewhere around there, because strange people lived there. Of course we took the warning seriously, sailed through the tunnel and moored directly in front of the lock in order to pass through it on time the next morning.

22.04.22 | Paris the Second

We passed through the first lock, completely alone. Everything went like clockwork and we entered the Seine from the Marne.

Jan and I were very surprised. The river showed us a completely different side. On our outward journey, we had encountered an unbelievable amount of traffic, high waves, a mix of different types of boats including three RIBs with blue lights and an armed special task force, but now we were completely alone and the Seine was as smooth as glass.

We had Paris to ourselves. Unlike the tourist boats, which obviously wanted to cover seven sights in six minutes, I picked up speed and we glided pleasurably through old Paris. What a great feeling.

Once we left Paris behind, the Seine became a really wide river. For the first time, I was grateful to have the autopilot. Very pleasant! We turned right into the Oise and, not for the first time, we thought it was a pity that we were doing a ferrying operation and weren't on holiday and

therefore didn't have time to just stop somewhere for a moment and enjoy beautiful places

That day we made good time and got as far as Lock 4, Creil.

23.04.22 | Advanced Locks

We sailed up the Oise with little countercurrent. In Compiègne, I decided to take the Canal du Nord due to time constraints. I had not prepared the route and expected probability of further surprises for this canal to be very remote as it had comparatively few locks. I would have liked to turn off towards Reims to get back on the route we originally planned, but that would have taken us two more days for sure.

The first locks on the Canal du Nord were very exciting because they are high and narrow. Our Linssen is not exactly small, but you still feel like you're being flushed down the toilet. Fortunately, we were now lock professionals and had enough people on board to be able to moor properly at two points despite the lack of options. Jan sailed through the third

lock of this kind and was justifiably very proud of how well it went.

Today we reached Epenancourt and mentally braced ourselves for the fact that the ladies and my son would be disembarking and my brother would be arriving instead.

24.04.22 | Shift change and a surprise in the tunnel!

We made excellent progress the next morning, reached Lock 10 at the exact time we calculated in advance and waited for my brother. After a few minutes, he actually arrived at the lock to a big welcome.

We proudly reported on our experiences and prepared him for the somewhat rough lock climate in the canal. However, it is questionable whether smugly saying "If you can do locks here, you can do them anywhere" would reassure a complete lock novice. And there's no getting away from it: Jan and Lena gave a quick course on how to use the cleats, adjust the fenders and, of course, negotiate the locks. Thomas was a fast learner and, despite the professional stress from which he travelled to us to escape, kept very calm and let everything wash over him. It certainly took a few days before he realised that the slow progress was not a disadvantage and it no longer bothered him. To calm himself down, he had brought half his office with him in two gigantic trunks. With a heavy heart, my wife left the boat with the children, as school would be starting again for everyone the following day.

Ahead of us lay the Ruyaulcourt tunnel, 4,354 metres long. Wow! Feeling a bit anxious, I complied with the instruction to reel in the fenders. We sailed into the tunnel when the light turned green.



This tunnel is very narrow at the beginning and I thought it could be exhausting over four kilometres. But, after a while, the lighting improved and the tunnel doubled in width. At some point in the distance, I could see that the tunnel would become narrower again, and I wondered why the lighting in the narrower section of the tunnel at the back was getting so much worse. Suddenly, I heard my brother ask: "You saw that red light?" I answered: "What red light? We're in a tunnel ..."

All of a sudden, a huge, black wall pushed out of the hole in front of us heading straight for us. Now I understood the reason for the weak lighting. Performing a turbo manoeuvre, I stopped and we tied up at the centre cleat on one of the bollards to starboard, the purpose of which I had previously questioned. Not any more. The pull wasn't as bad as I feared because the freighter was empty. But that made it seem all the more powerful. Feeling rather weak at the knees, we set off and continued towards the end of the tunnel. For my brother, the first hours on board were an eventful introduction to boating. The day was rounded off with a picture-perfect sunset at our overnight berth in front of Lock No. 7, Graincourt-lès-Havrincourt.

25.04.22 | Shopping spree

At 6:30 am we cast off.

Ten locks later we were in the small town of Valenciennes and I moored in a small marina very close to the lock. The harbourmaster said we could also moor there overnight. We wanted to go out and buy a few things. But that wasn't so easy – especially since in France the existence of languages other than French is ignored at best and my school French urgently needs to go in for repairs.

Loaded up with three large shopping bags, we sat in the taxi heading for the

marina, wanting to reward ourselves with a meal in a nice restaurant. But it was not to be: We "dined" at McDonalds, which reminded me again why I don't like going there. Dead tired, we went to bed.

26.04.22 | Up to lofty heights

We treated ourselves to a good breakfast and a slightly more civilised departure time, as we wouldn't reach the lock at Mons before closing time anyway. At 11:30 am, we crossed the border into Belgium. We were full of hope that the Belgians would provide information in languages other than French and that perhaps even one or two lock-keepers had learned English at school. Our disappointment was great when we realised that this was obviously not the case. On the contrary: Whereas in France I understood at least half of what was said – and the important half – in Belgium I somehow only understood a quarter, and I'm not even sure if it was the important quarter. We then had to experience the fact that this linguistic ignorance was not

conducive to the operational safety of the locks. At Obourg-Warton lock, both my brother and I understood that we were supposed to enter the lock BEFORE the commercial boat. But a loud and muffled sound from behind made it clear to us that the professional skipper obviously disagreed.

We were already almost in the lock and he was determinedly heading towards us. Full power astern, with the rudder fully turned and continuous thrust on the bow thruster, I just managed to escape the situation. Thomas immediately threw the line around a bollard at the middle cleat, which probably saved us. The pull was enormous. We were the plaything of physics. I wonder if a more experienced skipper would have simply entered the lock. That would certainly have been less dangerous. And we didn't understand the cursing and swearing of the professional boatman anyway.

As we were making excellent progress, we decided to go through the lock in Mons after all and dock



only at sunset. To our great surprise, we realised that the lock after the lock at Mons was not a lock at all, but a huge boat lift with a height difference of 71 metres.

What a highlight. It was incredibly fascinating to be hosted 70 metres in a huge "bathtub". Unfortunately, I didn't trust myself to launch the drone. In fading daylight we reached a small harbour near Seneffe.

27.04.22 | First ugly, then beautiful...

At 8 am sharp, it was once again time to cast off. The light conditions were fantastic. The water was blanketed by fog, the river was as smooth as glass and some birds provided us with the background music to our exit from the harbour.

We joined the river Sambre in Charleroi. The city is so ugly that it's almost beautiful. Some of the industrial buildings looked so menacing, they could have been the headquarters of a villain in a Bond film. Thomas was totally fascinated and took lots of photos. I thought the Marne was more photogenic, but OK. Shortly after the lock, we moored to port on the lovingly and tastefully concrete-lined bank of the Sambre to replenish our supplies of water and pasta (Tricolore) at Lidl.

The small town of Namur reconciled me a little to our improvised route.

And then we were finally on the Meuse. In a charming marina in front of spectacular rock formations, two colourfully dressed and somewhat crazy Frenchmen gave us to understand, using sign language, that they wanted to help us moor. The cleat on the jetty was secured in a quite frantic way, with a guaranteed non-textbook tangle of loops. Nevertheless, they did provide support. They were really funny and very nice. It seems that humour can be translated into French, Spanish, German and English by means of sign language. We learned that they wanted to sail to Marseille on their rather small, 40-year-old boat. Wow, that was brave. I felt like a spoiled brat with all the luxuries – on my 40-foot Linszen with huge water tank, massive inverter, autopilot, two toilets, two showers and all the other bells and whistles.



28.04.22 | Maastricht

We were rather exhausted and therefore decided to leave at “only” 8 am.

The next morning, as we cast off, we met the two good-humoured Frenchmen, who obviously also want to leave. I turned to climb the ladder, and as I walked to the helm, the boat belonging to the two – who had been standing next to me on the jetty only seconds before – was already passing us with a clatter. I started the engine, snorting, and had to check the rev counter to make sure it was really running. Oh dear, I could only wish them both good luck and a safe journey

We continued downstream, heading for Liège. The locks on the Meuse were a completely different kettle of fish from all the previous ones. Almost “locks for beginners”. And I heard my brother say a sentence he would never have said a week before: “I love floating bollards!” I was very proud of him ...

Apart from a few beautiful homes along the riverbank, Liège did not strike us as particularly attractive. Things did improve a little as we passed beautiful castle gardens and the riverbank lined with crowds of people enjoying the good weather.

Shortly afterwards, we encountered the “Swan”, a member of the Linssen family. The first other Linssen we had met on our journey so far. We greeted each other with eager waves.

We passed the earnest but friendly-looking statue of King Albert I and entered the canal named after him in the direction of Maastricht.

At around 9:20 pm, we reached Maastricht old town in the fading daylight. Maurice had tipped us off that we should moor at the wall in front of the old bridge. That was a good tip. A young couple on a small sailing boat – who also wanted to go

to Marseille – kindly moved their boat a bit to the side to make room for us as well.

Somewhat wistfully, I realised that this was the last night of our ferrying trip. The three weeks on the boat felt more like three months. I had experienced that much. I was sad, but also happy that I had been able to enjoy these many experiences and this great journey. I thought it would probably take me a week to get used to living on land again.

We went to a “proper” restaurant and enjoyed our last evening on the tour. As it was a comparatively short leg from there to our home port, Van der Laan in Maasbracht, and we weren’t expecting our welcoming committee – Thomas’ family – until around 3 pm, we decided to have a leisurely breakfast at 9 am.

29.04.22 | The last day

I went to the bakery and, somewhat naively, I got some croissants. Well, the French may not have been able to speak English, but they could bake croissants.

We set off on time and this last leg went like clockwork. I was a bit excited to be sailing under my own steam in the place where I’d already done short “test runs” with Maurice

so many times and also practised operating locks and mooring during skipper training. And I was looking forward to entering, for the first time, “our box” in the marina.

We pulled in at Van der Laan on time and checked in. Now we’d actually arrived – exactly three weeks after I got into the car to drive to Auxerre.

All that was left to say was: “That’s it!” I was really sad. One last photo with the luggage cart and the setting sun and we got into the car. Bye, my little Abuelita. I found the three weeks with you incredibly beautiful and miss you already. But we’ll see you again on Friday for cleaning. Or on Thursday, or on Wednesday ... Sigh, that was nice! ◆

TRAVEL INFO:

Yacht type Linssen Grand Sturdy 40.9 AC, year of construction 2010.

Engine 1 x Volvo Penta D3-110 (110 hp)

Distance approx. 1,152 kilometres travelled

Fuel 762 litres of diesel

Sailing hours 174 hours’ sailing

Locks 145

Duration 21 days, 1 fantastic experience..



RUUD REIJNDERS:

“SATISFIED CUSTOMERS, THAT’S WHAT YOU DO IT FOR”

Our people form the basis of Linssen Yachts. In this issue of Linssen Magazine, we therefore regularly reserve space for the stories of employees who carry out their specialist work, often behind the scenes. This time, it’s an interview with Ruud Reijnders, our aftersales engineer. As a child, he could be found on the water a lot, always sailing and canoeing. He very consciously chose a new, “third” career at Linssen Yachts six years ago.

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“After graduating from technical college, I joined the Royal Dutch Navy,” Ruud says. “I served as an officer on frigates for 10 years. I then worked in sales and aftersales at Weir Minerals for 17 years and travelled all over the world. When I turned fifty, I decided to look for a job I really liked, something in the nautical world again. Linssen Yachts was looking for a sales engineer and I was hired. So in my ‘third’ career, I have turned my hobby into my profession.”

Making customers happy

For the first few years, Ruud sold yachts. “I really enjoyed convincing customers we had a good product, of good quality. To make their dreams come true with a beautiful boat.” In 2021, he was asked to move over to aftersales, partly because of his great technical background. “That’s fine too. The work is hugely dynamic and you are constantly finding solutions for customers. You keep thinking: how can I best help the customer? A satisfied, happy customer, that’s what you do it for.”

Getting ready for summer

What does the aftersales department actually do? Ruud: “In early spring, our main tasks are to make the boats summer-ready and deliver them. This includes carrying out refits, repairs and maintenance work, such as applying a new coat of antifouling, replacing anodes or engine servicing. We answer customer questions, give advice and issue quotations. Work assignments are strictly planned. As our own Linssen employees are busy

You keep thinking:
how can I best help
the customer?



building new yachts, service work is carried out by regular service partners and subcontractors. This, of course, must be done to Linssen’s high quality standard.”

Solving boating problems

“After Easter, our customers go back to sailing and enjoying themselves,” continues Ruud. “We then get mostly boating-related questions, for example about operation or a malfunction. By asking targeted questions, we try to discover what’s going on. In this area, we do, of course, have to set priorities. A non-working light is less urgent than an engine failure. Customers with guarantees take precedence and less urgent inquiries are received via the ‘service inquiry’ option on the Linssen Yachts website. However, we try to help everyone as well and as quickly as possible. If necessary, we have boats come by in Maasbracht and sometimes we send a Linssen service partner on site.”



Winter season

From September, Ruud and his colleagues Diana and Ceryll focus on advising on and planning for winterising the boats. "We advise customers and arrange all sorts of things: maintenance, cleaning, overhauls, damage repair, painting, storage advice, system checks, etc. Actually, every year has the same cycle of work. We also ensure that traded-in boats are made like new again for sale, refitting them. This is important, because you often see people start with a pre-owned 'family boat' and years later buy a new one

from us. We like to build long-term relationships with our customers."

Contacts at home and abroad

Ruud has many contacts not only with clients, but also with external parties. For example, with insurance companies, if a boat has suffered damage. "In addition, I am in close contact with our Linssen service partners at home and abroad," says Ruud. "They too carry out work for us to the Linssen quality standard." And then, of course, there is the 'Linssen Boating Holidays' (LBH) concept: throughout Europe, you can hire a Linssen yacht from the LBH charter companies. "They engage aftersales to make sure their rental fleet is always in peak condition. This is often a priority for us, as the ultimate experience of a Linssen charter yacht can bring us potential buyers in the long run."

Very satisfying

"The aftersales work is extremely varied and international, which is what I love. At times, it is quite

hectic and stressful. But being able to solve customers' problems is very satisfying. What is also nice is that Linssen Yachts is a real family business. That's why I deliberately chose it at the time. You're not a number here, but part of the family. There is consideration for employees, even if something is going on at home. It's hard work, but we help each other where necessary."

From his own experience

Ruud lives with Lianne and her two daughters (aged 21 and 23) in Venlo, where he was born and raised. His son (23) is serving as a marine in the Royal Dutch Navy. In his spare time Ruud can still often be found on the water and is a board member of a water scouting association for young people. "I just really like water sports. That's why we have our own boat. An additional advantage of this is that I can put myself in customers' shoes. I often speak from my own experience. I've noticed that customers appreciate that. Nice, right?" ♦

New owner for Yachtcharter Holiday Tours



Yachtcharter Holiday Tours has been hiring out motor yachts from Merzig on the Saar since 1994 and, since 2007, this has included Linssen yachts through its collaboration with Linssen Boating Holidays®. Since the beginning of this year, ownership has passed from Heidi and Peter Schönberger to Delphin Tec, and Lydia and Willi Ruff will be your hosts. They immediately

set to work creating an all-new website and a fresh, modern logo and adding a new yacht to the fleet. Starting this season, you can cruise the Saar, Moselle and Rhine-Marne Canal on a new Grand Sturdy 35.0 AC "James Weddell". Enjoy nature and culture, old towns and the many vineyards alongside the waterways.

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For more information, go to the website:
www.linssenboatingholidays.com



Yacht Charter Holiday Tours

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Investing in a Linssen yacht



The Linssen Boating Holidays® network is developing dynamically. We are actively looking for new bases to add to the network. If you are an existing charter base, adding Linssen yachts could be a good way of diversifying your range and appealing to a different target group: customers who consciously choose a trusted partner from the LBH network and

the quality, sailing characteristics, and image that go with a Linssen. Besides being accommodated at a new base, our yachts can also be assigned to existing LBH bases, either as an addition to the fleet (as above at Yachtcharter Holiday Tours) or as a replacement for an older yacht exiting the fleet. Last year, for instance, Mariteam GmbH, a water sports company,

placed an order for six yachts, all of which will join the fleet at various LBH locations next season. They consist of three Grand Sturdy 35.0 ACs and one Sedan and one Grand Sturdy 40.0 AC and a Sedan. All the yachts are named after famous explorers, naval officers or adventurers from the past. For example, "James Weddell" will soon be cruising the Saar from Yachtcharter Holiday Tours, "Edward Wilson" from Dutch Yacht Rentals across the Zeeland delta and "Sir Ernest Shackleton" from Delos Yachtcharter across the IJssel.

If you would also be interested in investing in a Linssen motor yacht, please visit: <https://linssenboatingholidays.com/>



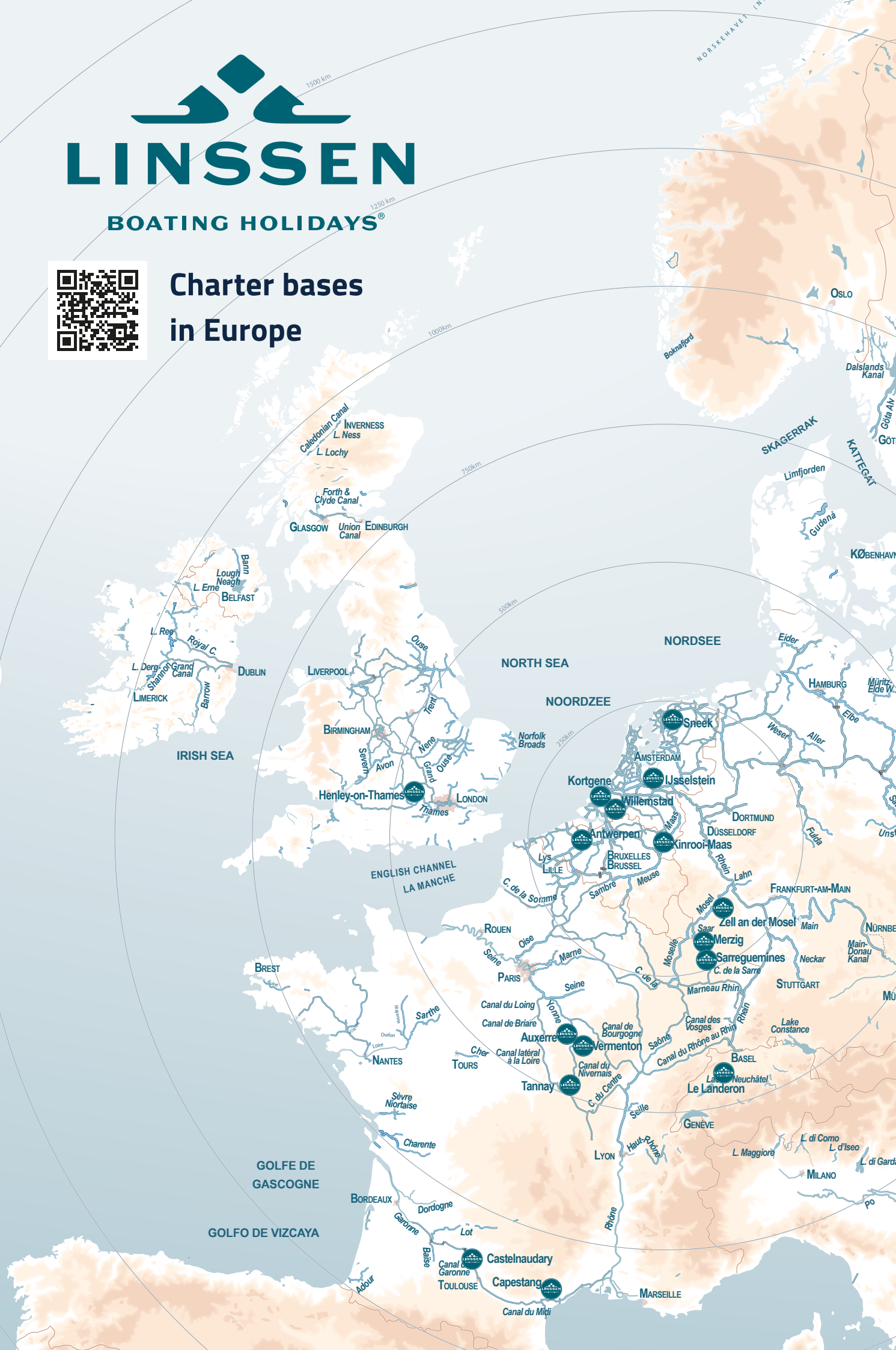


BOATING HOLIDAYS®



Charter bases in Europe

50



1500 km

1250 km

1000 km

750 km

500 km

250 km

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OSLO

Boknafjord

Dalstrand Kanal

Göta Älv

GÖTTA

SKAGERRAK

Limfjorden

Gubena

KØBENHAVN

NORDSEE

NORTH SEA

NOORDZEE

IRISH SEA

ENGLISH CHANNEL
LA MANCHE

BREST

GOLFE DE GASCogne

GOLFO DE VIZCAYA

Caletonian Canal
INVERNESS
L. Ness
L. Lochy

Forth & Clyde Canal

GLASGOW Union Canal EDINBURGH

Bann
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L. Erne
BELFAST

L. Rea
Royal C.
DUBLIN
L. Derg
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Grand Canal
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Canal latéral à la Loire

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NANTES

Sèvre Niortaise

Charente

BORDEAUX

Dordogne

Canal Garonne

Castelnaudary

Canal du Midi

Norfolk Broads

Ouse

Thames

Grand Ouse

Meuse

Weser

Elbe

Elde

Weser

Meuse

Moselle

Canal de la Moselle

Canal de la Sarre

Canal de la Moselle

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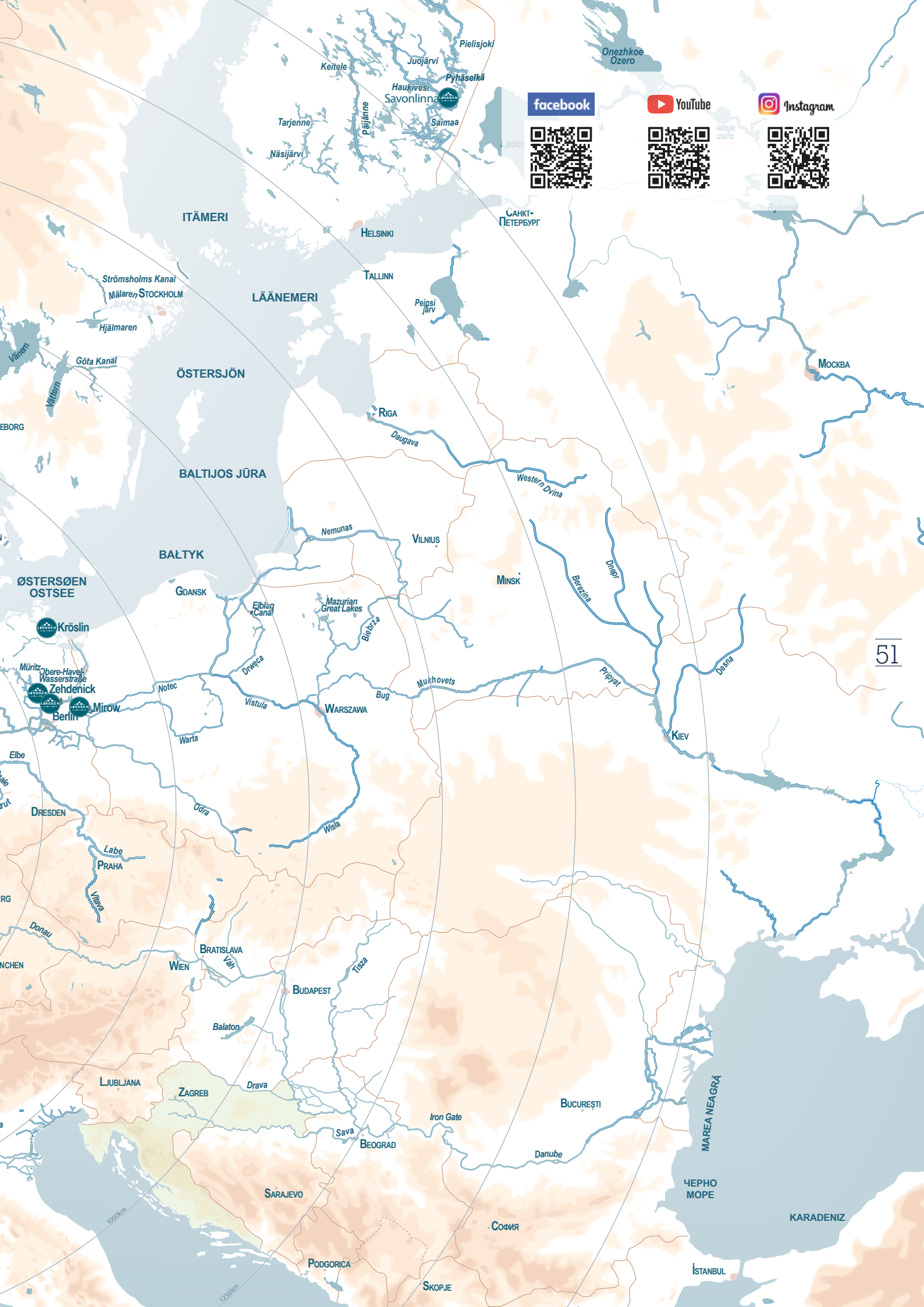
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