

LINSSEN

M A G A Z I N E



LINSSEN 55 SL AC VARIOTOP®

75 Edition

75TH ANNIVERSARY
LINSSEN YACHTS USHERS
IN ITS ANNIVERSARY YEAR

TRAVEL STORY
JONKERS/LINSSEN
LONDON TOUR 2023



#64
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Linszen Yachts B.V. | Brouwersstraat 17, NL-6051 AA Maasbracht
+31(0)475 439 999 | www.linszenyachts.com

DEAR READER

Summer is already behind us, but we are still enjoying a bit of the beautiful "Indian Summer" we have been granted this year.

A couple of very nice September (and October!) weekends still bring crowds to the Maasplassen. As far as I am concerned, it may stay like this until the Christmas holidays.

In the previous edition, I promised to report to you on St Omer's experience at sea.

In short: it was wobbly without stabilisers, but a great experience!

You can read the whole story further on in this issue. At least the four of us can't stop talking about it. It will be a difficult task to top this boating holiday in 2024. Fortunately, we still have plenty of time to plan it.

In our Cruising Group on facebook, we have been able to follow many of you this year. What wonderful cruises we have seen passing by in Norway, Sweden, Denmark, Germany, the Netherlands, Belgium, France, Switzerland and many more wonderful destinations.

We have enjoyed it all. It is an inspiration for all Linssen skippers and we also see that a lot of information is exchanged. We see the group growing and the enthusiasm to share is also increasing. By all means, keep on sharing your experiences.

For now, we are preparing for our anniversary year. We have an annual programme (in draft) ready to surprise you with all kinds of activities throughout the year. Follow our website and socials for more information.

What I do want to share with you in advance is that we have selected 3 charities that we will support throughout the anniversary year.

You can help us do this. We will donate €750 to each charity plus €75 per "75 Edition" yacht sold.

You can find an explanation of the selected charities later in this issue.

We would like to usher in our anniversary year together with you at the traditional "Linssen Yachts Boat Show", this year from 18 - 20 November. You are all very welcome.

We will proudly present our new jubilee models and propose a toast to 75 years of Linssen Yachts.

I'm sure grandpa and grandma up there are very proud of us.

And you as Linssen sailors hopefully too.

On to the next 75 years!



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COLOPHON

Editors:

Yvonne Linssen, Wendy Linssen, Paul Beelen

With the cooperation of:

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Linssen Yachts B.V.
Brouwersstraat 17, NL-6051 AA Maasbracht
Postbus 7172, NL-6050 AD Maasbracht
Tel. +31 (0)475 - 43 99 99
Fax +31 (0)475 - 43 99 90
info@linssenyachts.com
www.linssenyachts.com

Design:

JJ'Style
info@jjstyle.nl

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EAST WEST

On May 11 we were guests of the yacht centre in Zehdenick, Yachtzentrum am Prerauer Stich, where they were holding the grand opening for their new halls and expansion of service and marina facilities. The afternoon was organised exceptionally well and they had thought of everything.

The marina with over 150 berths offers both permanent as well as transient berths. There is a large parking lot and the marina is equipped with modern washrooms with showers, toilets and washer/dryer facilities. A harbour shop for daily groceries, boat supplies and leisure items is available on site.

The 35-tonne crane can be used for service work or winter storage with certified employees working on your Linssen. Yachtzentrum am Prerauer Stich also took this opportunity to introduce its new name. From now on it will be called EastWest.



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Anniversaries

And once again this spring we had a number of employees celebrating anniversaries. **John van Ool** (hull department) marked 25 years of service on 18 May, and **Robert Deneer** (engineering department) celebrated an impressive 40 years of service on 13 June. Together with family, colleagues and the Linssen family, both veterans were put in the spotlight. Yvonne Linssen gave a customary speech, looking back on everyone's careers in a playful, personal way, and fellow colleagues had prepared personal gifts. The evening sun was shining brightly and the drinks and snacks were well appreciated, making for a great evening.



Linssen Club Bodensee, Switzerland

On the weekend of 17 and 18 June, the annual meeting of the 'Linssen Club Bodensee' was held.

They even took care of organising great weather for the event: it was nice, warm and dry all weekend, the sun was doing its best to shine and the water was already at a reasonable temperature. The meeting took place at the Yacht Club Ludwigshafen Bodensee in Ludwigshafen, the northwesternmost tip of Lake Constance. The local Linssen owners - Elke and Ralf Thimm, and Andrea and Uli Klink - had everything perfectly organised for the 16 participating Linssen yachts. Patrick, the local master butcher, and his partner Mareike provided several culinary delights, which along with the drinks and musical trio 'Moon Lights' made for a fantastic evening. There was an official note from Yvonne Linssen, who congratulated the club via a video message, while the gifts that had been sent in advance were handed out.



Opening new showroom Kreuzsch

An important milestone was reached in Schweich on 23 September with the festive opening of the new showroom and service buildings of Kreuzsch Wassersport & Freizeitzentrum, a valued partner of Linssen Yachts. A delegation from Linssen was invited to attend this momentous occasion. These impressive new facilities demonstrate Kreuzsch's commitment to quality and service in the water sports sector.

The celebratory opening highlighted the cooperation between Linssen and Kreuzsch Wassersport & Freizeitzentrum, and both companies look forward to further strengthening their partnership in the future. Both Linssen and Kreuzsch Wassersport & Freizeitzentrum confidently look forward to the future and are determined to offer their customers the best possible experience in the world of luxury yachting and

water sports. The opening of these new facilities marks a new chapter in their shared journey, and the future promises even more exciting adventures on the water.



Solar panels for the hull hall

The summer holiday was taken as an opportunity to install solar panels on the hull hall. A total of 552 panels have been installed, with a combined output of 257 mWh, which Linssen

Yachts can use to offset its own power consumption. The solar panels fit perfectly within the context of greening and sustainability as well as the 'Zero Emission

Timeline' set for the yachts heading toward 2030.





Staff outing to Ghent

The Linsens Yachts staff association always organises a variety of smaller activities throughout the year. Every few years, however, a larger event or outing is also organised. This year, it was a two-day trip to Ghent. On Saturday, 24 June, we set off for Belgium in buses with a full schedule

ahead of us. This included a lunch and subsequent visit to Gruut Brewery for beer tasting, combined with a boat ride on the Lys River. After dinner, there was a fantastic party night at SGOL accompanied by the music of the Blizzert band with colleague Eric Duijckers on drums. The party continued into the wee hours

of the morning. We won't mention all the details here, but the next morning there were a lot of droopy eyelids at breakfast. Afterwards, the morning was free to spend in Ghent, before the buses drove back to Maasbracht.





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SINCE 1949



**LINSSEN YACHTS USHERS
IN ITS ANNIVERSARY YEAR**



LINSSEN
YACHTS



“We are looking forward to celebrating our 75th anniversary next year and are delighted to reach this milestone,” said Yvonne Linssen, Commercial Director of Linssen Yachts. “We have worked hard to grow our business over the past several years and are proud of what we have accomplished. The Linssen 55 SL AC Variotop® will be prominent at the show and has been attracting a lot of attention since the Hiswa te Water boat show due to its powerful colour of Mahogany Red. Not to mention its younger sibling, the Linssen 35 SL Sedan and the Velvet Green Grand Sturdy 35.0 AC. Other models from both the Linssen SL and Grand Sturdy series are still in production. The festivities will begin during the Linssen Yachts Boat Show this year (18-20 November), and in 2024 – our anniversary year – we will organise various activities.”

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The highlight of the anniversary year is undoubtedly the release of the 75 edition anniversary yachts, several of which are already in production. These exclusive yachts will be produced in two unique colours. They embody the spirit of craftsmanship and innovation that Linssen Yachts is known for and are a tribute to the company’s rich history. The Linssen 55 SL AC Variotop® is the first to be executed in this unique design and colour. The Hiswa te Water boat show was the world premiere for this yacht, which is now on display at the show in Maasbracht.

2024 marks a special milestone for Linssen Yachts. That’s when the company will celebrate its 75th anniversary. To honour and celebrate this impressive achievement, a number of festivities and events have been planned throughout the anniversary year. The festivities will already begin this year, however, with the Linssen Yachts Boat Show that will take place from 18 to 20 November. After that event, the showroom will remain open and attractively decorated during the four weeks of Advent through to 20 December. The Linssen Yachts Boat Show and Advent Weeks are the ideal opportunity to usher in the anniversary in a unique way and get a glimpse of the special anniversary yachts that are in production.





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Velvet Green for the Grand Sturdy series

This attractive and elegant colour reflects the peace and serenity of nature. The deep green evokes images of lush forests and babbling brooks. It is

a colour that represents relaxation and enjoying the natural beauty around us. The Velvet Green anniversary yachts exude a sense of tranquillity and

beckon you to embark on adventures in nature.





Mahogany Red for the Linssen SL series

At the other end of the spectrum is the powerful and striking colour Mahogany Red. This deep red hue is inspired by the warm and rich colour of mahog-

any timber. It symbolises passion, daring and adventure. The Mahogany Red anniversary yachts are perfect

for those who love to stand out and explore the world with style and flair.





LINSSEN YACHTS BOAT SHOW: 18 – 20 NOVEMBER 2023



LINSSEN YACHTS
BOAT SHOW
18 – 20
November 2023

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The 75 edition anniversary yachts not only embody the highest quality and craftsmanship that Linssen Yachts is known for, but also feature technologies and design elements that represent the future of yacht building. Each yacht is a masterpiece in itself and a tribute to the company's rich history.

In addition to admiring these special anniversary yachts, visitors can also participate in a number of other activities and special events, lectures, training sessions for our customers and much more during the upcoming anniversary year. More information will be announced at the Linssen Yachts Boat Show. As usual, there will again be opportunities for trial runs during our spring 2024 show. Experience for yourself the excellent cruising characteristics of Linssen yachts by participating in sea trials. This is a unique opportunity to feel what it is like to be at the helm of a Linssen yacht. Keep an eye on our calendar and newsletters for this.

It promises to be an extraordinary event that celebrates the rich history and promising future of Linssen Yachts and is not to be missed. For 75 years, Linssen Yachts has been a symbol of craftsmanship, dedication and passion for building the best yachts in the world. The company began as a humble family business and has grown into an internationally recognised player in motor yacht building. The anniversary year is not only a celebration of its successes to date, but also a look at its exciting future ahead.

We hope you will join us during these festivities and celebrate the 75 year history of Linssen Yachts with us. ◆



INVITATION

Linssen Yachts Boat Show 18 – 20 November 2023

Our anniversary year 2024 will see a number of special events. Save the following dates!

Linssen Yachts Season Opening: 1 – 6 March 2024
 Linssen Yachts Spring Edition: 24 – 29 May 2024
 Linssen Yachts River Trials: 3 – 10 October 2024
 Linssen Yachts Boat Show: 15 – 18 November 2024

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SINCE 1949



FEATURED

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LINSSEN 55 SL AC VARIOTOP®

75 Edition



VARIOTOP®
ONE TOUCH CABRIO

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In the spotlight of this edition of Linssen Magazine we proudly present the showpiece of Linssen Yachts: the Linssen 55 SL AC Variotop® 75 Edition. Finished in the powerful anniversary colour of Mahogany Red, this yacht is a true eye-catcher. Not only on the water but also most certainly in our showroom.



Variotop® Wheelhouse: A Masterpiece of Innovation

One of the striking features of the Linssen 55 SL AC is its impressive Variotop® wheelhouse. This technological masterpiece takes the concept of inside and outside steering to a whole new level. With just a push of a button, the wheelhouse instantly transforms, offering you the freedom to choose between an open-air experience or enjoying the shelter of a closed wheelhouse. Whether you want to bask in the brilliant sunshine or prefer to seek protection from unexpected weather, the Variotop® adapts to your needs and makes sure you can always cruise in style.



The Mahogany Red theme and special 75 Edition elements are subtly reflected in the interior and exterior

Luxury interior: where comfort and elegance meet

When you step aboard the Linssen 55 SL AC Variotop® you are welcomed by an interior that is the epitome of luxury and sophistication. The Mahogany Red theme and special 75 Edition elements are subtly reflected in the interior and exterior, providing a seamless transition from the outside world to the inside of the yacht. The spacious saloon

exudes warmth and comfort, with beautifully crafted woodwork and stylish upholstery. The attention to detail is seen throughout the yacht, from the custom-made furniture to the exquisite finishing touches.

The galley is equipped with state-of-the-art appliances, offering everything you need to prepare your culinary delights. Dine with your guests at the

elegant dining table, surrounded by large windows that offer excellent views of the water.

The cabins are an oasis of tranquillity and comfort, featuring en-suite wet rooms. Each cabin is carefully designed to create an atmosphere of relaxation and privacy, allowing you to enjoy a well-deserved rest during your adventures at sea.



Layout 1



Layout 2





SPECIFICATIONS

Linssen 55 SL AC Variotop® 75 Edition



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/SALON/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

The Linssen 55 SL AC Variotop® is not just any yacht; it is a model of elegance and comfort on the water. From the innovative Variotop® wheelhouse to the opulent interior, this flagship embodies the legacy of Linssen Yachts while also continuing to set the standard for what is possible in the world of luxury cruising. Step aboard and experience the magic of the Linssen 55 SL AC Variotop® for yourself.◆





TJEU VAN BRAGT BRINGS THE ST. JOZEF-VLET 700 BACK TO (NEAR) ORIGINAL CONDITION

Tjeu van Bragt had never sailed or worked on a boat before. Despite this lack of experience, in September 2020 he bought a St. Jozef-vlet 700 from 1971. A Linssen from the first series-produced yachts. He disassembled the boat down to its hull to return the cruiser to its original condition. „I reused 95% of the materials. That really says something about Linssen excellence. Especially for a boat that had been sitting around in a field for 15 years.“

Tjeu enjoys working with his hands alongside his office job for UPS. That includes model making as well as restoring ‚real‘ vehicles. Tjeu: „I made a car once. The last project I completed before buying the cruiser was a radio-controlled submarine. My wife asked me if I shouldn't refurbish a real boat sometime, as that had not yet been checked off my list. I thought that was a good idea.“

Keeping the boat in the garden was not an option, so Tjeu, who lives in Venlo with his wife, turned to Shipyard Smits in Velden. He asked them if he would be able to refurbish a boat there if he found one. Tjeu: „I got more than what I asked for. Smits Sr. actually happened to have a boat lying around. He had bought the St. Jozef-vlet 700 himself with the intention of refurbishing it after his retirement. But that was not going to happen now due to his health. For me, that meant twice the joy, or actually triple. I bought a boat, had a place to work on it, and also got amazing advice from Smits Sr.“

Intertwined with nature

The boat had been in the field for so long that it and field had become intertwined. A crane had to be used to remove the Linssen. And that's when the real work could begin. Tjeu: „I stripped down the boat completely. Really everything out and off, except the engine, which only needed an overhaul. It's a Norwegian engine, actually for fishing vessels, a SABB 1 cylinder diesel G 10HP. A reliable one that almost never breaks down. It will be very special to soon be cruising around with a 1971 engine. The steel was measured and appears to be as thick as it was back then, so it hasn't suffered any damage.“





Woodwork

Throughout the 2020/2021 winter season, Tjeu was busy with the woodwork. „I first sanded all the planks and slats, about 300 wooden parts in total, until they were smooth and bare. Then I put on seven coats of varnish.“ Sanding the parts was done in the barn, while the painting was done in the attic. „With the exception of three planks, everything was still in good condition. That says a lot about the quality.“ A timber showpiece is the original Linssen steering wheel that Tjeu completely took apart, varnished and reassembled. „Back then, Linssen steering wheels were a symbol of the best of the best, and they still are today. They are made of hardwood and very stable.“

Tjeu sanded the outside of the boat bare, as well as primed and varnished it at the Smits shipyard. The shipyard employees took care of the boat below the waterline. Tjeu: „I was happy to leave that to the professionals. They also had to weld a few little things here and there. To be on the safe side and guarantee that the boat would be truly waterproof, I didn't feel comfortable doing it myself.“

No deadline

After sanding and varnishing, there was a pile of other work waiting. Tjeu: „I laid new wires for the electrics and updated the gas line, because you don't want to take any chances with that. I had the cushions reupholstered, which were otherwise still great. And I replaced the toilet bowl.“ Tjeu did allow himself a few modernisations. „I installed a heater and incorporated better ventilation. After all, we do intend to use it to go on holiday. This boat is meant to be loved and enjoyed.“

Initially, it was also planned to have the boat ready for his wedding anniversary (9 August), but that turned out not to be feasible, in part because of the heavy rains. „I got stressed out a bit until my wife said 'You started this hobby to relax, so let's turn it down a notch'. And I've been taking it easier ever since. When you are able to work without deadlines, it stays fun. I have loved restoring the boat to its former glory. And preserving as much material as possible. My main goal is not necessarily to get it ready to sail, which could have been done much faster, but to restore it.“

Good for body and soul

Tjeu firmly believes that restoring the Linssen has also contributed to his physical and mental wellbeing. „It has really done me good. Especially during the first lockdown. I had to work from home straight away and had nowhere else to go. If I had not had this boat, I would have started wasting away behind my laptop and the TV. It was also very nice that my brother often came along to help me. He's an electrician and we often work together on projects.“

Tjeu has gotten his boating licence, even though his yacht type does not require it. If all continues to go well, the *maiden voyage* will be in November. With Smits Sr. at the helm. „Without him, I never would have succeeded. I was allowed to use his tools and his workspace, but even more importantly – his advice. That was priceless. For example, he really knows everything about paint. If I was doing something and he saw that there was a smarter, faster or better way of doing it, he would give me all kinds of tips. He also didn't ask too much for his St. Jozef-vlet, he practically gave it to me. And he is thrilled that he will soon be able to see the boat



HISTORY



Many of the St. Jozef-vlet cruisers still sail around Europe's inland waterways today. We regularly see them pass by, and sometimes they come to visit our port for a while when they are near Maasbracht. For example, in June of this year a couple from Krommenie came for a cup of coffee in their St. Jozef-vlet 750 OC. And in 2021 (page 34 of Linssen Magazine 59), we covered an in-depth story of a couple who had been sailing in their St. Jozef-vlet 950 Salon for 40 years. It is fantastic to see and hear that they are still having so much fun out boating with our yachts after so many years.

sailing. I look forward to standing next to him during the first trip out."

Scheepswerf en Houtindustrie St. Jozef

St. Jozef-vlet cruisers were built in large numbers and in a wide range of designs in Maasbracht from the early 1960s to the mid 1980s. It started with the St. Jozef-vlet 500, which had the dimensions of 5.00 x 2.00 m and a draught of only 0.35 m. This increased over the years to the 1050 in 1983, which had the dimensions of 10.60 x 3.70 and a draught of 1.10 m. The first vessels mainly had an open cockpit. A compact saloon with small galley and forward cabin with v-berth and a toilet. Initially the smaller boats were equipped with outboard motors, but soon it was also possible to have the yachts with inboard (diesel) engines.





"Linssen New Classic Sturdy 28 Sedac (2012)

St. Jozef Maasbracht PRESENTEERT

'n nieuwe lijn motorvletten in meervoudig knikspant.

Ontwerp: J. Linssen jr.

4 ECHTE SCHEPEN

„ST. JOZEF“ VLET 1030

NIEUW

„St. Jozef 825“

Afm. 8,25 m lang, 2,75 m breed, diepgang 0,70 cm, romp geheel uit 4 mm staalbleet, opbouw 3 mm. Stahoogte 1,85 m. Vaste stuurhut met afneembare zijpanelen van forstax.

3 slaapplekken in vooronder. Midscheeps 4 persoons eetruimte, ombouwbaar tot 2 pers. slaapplekken. Toilet 90x75 cm met onderwatersluis. R.v.a. aanrecht met voelpomp voor drinkwater. Tank van 10 l onder vloer. Keukenkast en grote hangkast. „Lafa“ schuiframen en 2 paarspoorren.

Het gehele interieur in blank gelakt mahoniehout bekleemd en geheel geïsoleerd met glasw. Complete elektrische binnen- en buitenverlichting, 12 volt.

Voortbeweging met 40 pk Peugeot dieselmotor 4 cyl. met hybr. keerkoppeling met red. 2:1. Het geheel met 1 handje te bedienen. Lucht stuurwiel (St. Jozef patent) 50 cm, en zwaar balansroer.

Bereijde preekstoel op voordek, handelingen op kajuit, achterlenging en zweemtrap aan spiegel. Luik op voordek en vooronder. Opgelandsheid stellen enkel in kuis en ankerlier met gepatenteerde kasting.

Bij het stuurwiel een uitgebreid dashboard van waaruit alle bedienbaar is, zoals verlichting, signaalhoorn enz.

Voor het plaatsen van buutaf is een afzonderlijke geventileerde kast achter bij de spiegel ingebouwd.

ZEER STOERE EN COMFORTABELE BOOT.

„St. Jozef 750“

Afm. 7,50 m lang, 2,50 m breed, diepgang 55 cm. Geheel staalbleet 3 mm, doch vlak van 4 mm. Vaste stuurhut met dak tot heft van kuip. Stahoogte 1,80 m.

In kajuit een met glasw. geïsoleerd mahonie hecht hout plafond.

In vooronder (afsluitbaar) 2 of 3 slaapplekken. Midscheeps eetruimte (ombouw bed) met flinke kistbanken. Gesloten W.C. met spoelpompe. R.v.a. aanrecht op kast, keukenkastje, kleine hangkast.

Drinkwaterpomp bij aanrecht en tank onder vloer (100 l).

2 Rufe schuiframen en 1 ontuchingspedestael. In de kuip langs de zijpanelen grote kasten met schuifdeuren. Alle houtwerk in blank geverniad hout.

Het zichtbare staalwerk in lichte kleuren geschilderd.

Ingebouwd 40 pk Peugeot dieselmotor, 4 cyl. (als bij de „St. Jozef 825“) of 29 pk 4 cyl. „Watermota“ benzinemotor, met volledige elektrische installatie, 12 volt.

De „St. Jozef 750“ kan ook worden ingericht voor buitenboordmotor en heeft dan maximaal 18 pk nodig.

St. Jozef 825

BIJ DE TEKENING:

1. peuk	7. aanrecht
2. bed	8. kast
3. bed	9. kast
4. hangkast	10. kast
5. dinette	11. motor
6. W.C.	

St. Jozef 750

BIJ DE TEKENING:

1. vliegpluizen (2 of 3)	5. wandkastje
2. drijvende (ombouw bed)	6. motorluik
3. w.c.	7. achterbank met klappen
4. aanrecht	8. gepolst kuis
	9. voelpomp voor drinkwater

Several different designs were possible. For example, the St. Jozef-vlet 850 was available in 850 S, 850 S-AK, 850 G-AK, 850 GZ, 850 GZ-AK and even as an 850-MS with support sail. The S-AK and GZ-AK in particular were notable models. In fact, these were open cockpit versions, with a small aft cabin in the cockpit. Linssen Yachts revisited this version in 2012 in the new Classic Sturdy 28 Sedac' as a retro design.

Classic Sturdy series

In the late 1980s, the St. Jozef-vlet 1030 and 1180 came out on the market, which marked the beginning of a transition to an entirely new motor yacht series: the Classic Sturdy series. ◆

EXCELLENT CHOICE FOR FIRST-TIME BOAT-OWNERS

With its promise of adventure and freedom on the water, the world of motor yachts can be enchanting for both experienced and novice sailors. For those looking to take their first steps into this exciting world, the compact 30-foot and 35-foot motor yachts of the Grand Sturdy and Linssen SL series may be especially intriguing. These 'entry-level' boats offer the perfect balance between compactness, easy handling and ample on-board space for longer trips.



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Grand Sturdy 30.0/Linssen 30 SL: Compact yet spacious

The 30-foot yachts in Sedan style (with open cockpit) or AC (with aft cabin) versions serve as an excellent choice for novice powerboat enthusiasts. At 9.70 metres in length, these compact motor yachts offer a surprising amount of space. The saloon, equipped with large windows, allows abundant natural light to shine through, creating a bright and open atmosphere. The cosy seating area can be converted into an additional berth using the Easy Sleep Convert System, making the 30-footer great for families and longer trips.

Grand Sturdy 35.0/Linssen 35 SL: Elegance and comfort

For those looking for even more space and comfort, yachts in the 35-foot segment represent an excellent choice. At 10.70 metres in length, these yachts offer even more interior space. The spacious aft deck and aft cabin make it ideal for longer trips or family holidays. The compact galley offers all the conveniences of home. The comfortable saloon offers beautiful views of the water and is the perfect place to relax after a day out boating.

Sailing characteristics and sustainability

Both models in the Linssen Yachts compact series of motor yachts offer excellent cruising characteristics, while also making manoeuvring a breeze, even for beginners. The motor yacht is powered by an efficient and reliable motor, which keeps the fuel consumption low.

Linssen Yachts is also known for its commitment to sustainability. The materials and production



processes are aimed at minimising the ecological impact. This means that owners of Linssen motor yachts can not only enjoy the pleasure of boating, but can also be proud of their environmentally conscious decision.

The yachts offer the perfect combination of compactness, easy handling, spaciousness and comfort. With Linssen Yachts, you can experience your first encounters on the water with confidence, embarking on countless adventures along Europe's most beautiful waterways.

75 Editions

The compact Linssen models are also available in the special anniversary edition colour of Velvet Green for the Grand Sturdy and Mahogany Red for the SL series.

Ask now about delivery times, specifications and options. ◆



www.linssenyachts.com/75



DULCIBELLA OR HOW I GOT A MOTOR YACHT

Having grown up surrounded by grandparents, uncles, and aunts who sailed, I finally bought a sailing boat at the age of forty after having had four children. This boat was a Neptune 22, admittedly a bit too small. Larger sailing boats thus followed, and we will never forget our family holidays with the children on their own keel. For a long time, I dreamt of crossing the Atlantic single-handedly once I retired. Almost a quarter of a century later, things are looking a little different as I actually approach retirement.

Wyk auf Föhr in the exceptionally warm summer of 2018: yet again, my dock neighbours wanted to talk about the name *Dulcibella*. Inspired by the beautiful little wooden yacht in the film adaptation of Erskine Childers' novel 'The Riddle of the Sands', the name is familiar to many. We felt it fitting for our

motor yacht, a Linssen 350. We had unexpectedly fallen in love with it in Papenburg in October 2016. The name evokes feelings of longing, especially among sailors. It recalls the adventures of two English friends who not only conquer the stormy North Sea and sandy shoals around the island of

Memmert in a small boat, but also manage to spy on the secretive activities of the Germans before the First World War. Amazingly, many of the sailors who approach us muse that they would have also liked a boat like our *Dulcibella*. This always makes me feel a little proud and dispels the occasional doubts I have about that moment in the summer of 2016 when I said: 'I'm going to say something I never even dared think about: *Why don't we go and buy a motorboat?*' How did it come about? Read on to find out:

August 2016, Hörnum, Sylt:

For days the wind had been blowing more than 30 knots. We were waiting with our Nauticat 35 in the harbour and wanted to get to Heligoland as soon as possible. When the forecast went down to 25 knots, I decided it was time for us - me, my wife, and my youngest child - to cast off. - As my mother-in-law pointed out: 'Come on, even the Adler ferries aren't sailing today...' - But the adventure went without any significant problems (notwithstanding the various bruises which I got because of the waves on the way to the toilet, and we spent a few really beautiful days on Heligoland with time to relax, reflect, and chat. Over the course of our conversations, we came to the following general conclusions: I had spent the spring in Büsum making various minor repairs to the boat. So far, so normal, but this time I was missing the butterflies in my stomach in anticipation of the season. Not just because of Büsum. I just didn't feel like doing repairs anymore. And more importantly, with a sensitivity that is unusual for men (it only took me seven years to realize this!), I felt that my wife seemed to have accepted sailing as a necessary evil to be suffered in exchange for longer stays in port; she certainly did not see the journey as the destination. Another important, though not *yet* serious factor was that the older you get, the more difficult it becomes for you to safely navigate a sailing vessel alone in all situations. I could not rely 100% on my wife as a skipper (see above). All these kinds of thoughts were buzzing around my head as we passed a ketch-rigged Stavoren cutter on our way to the Eider Barrage. I thought the boat was wonderfully pretty. The owner told me briefly about his boat when we got to the lock. This piqued my curiosity so much that I looked for more information online when we got



to the next port. It turned out that the dockyard now only built these boats as motorboats. This led to the rather „forbidden“ thought mentioned above, one which even brought a faint smile to my wife's face.

Hesitation is generally not my thing unless the situation requires me to engage my brain. At our next stop I went and bought one or two motorboat magazines (which pricked my conscience as a sailor). Just to satisfy my curiosity, of course, and it was important to be informed. Further research led me to motorboat adverts, testimonials from the proud owners of a motor yacht with Caterpillar 2 engines on YouTube, and all kinds of other stuff. This research quickly made clear what it was we wanted. It needed to be something cosy and solid, so a boat from the Netherlands was the obvious choice. As a sailor, however, I didn't have the faintest idea when it came to motor yacht brands, so I rummaged around a bit before eventually coming across an address in Papenburg. I sent an email (just for information purposes, of course!) with my phone number and was promptly called back after the weekend by a gentleman who works in sales for a dealer in Papenburg. I remember the conversation so well because, after a brief description of my situation, I had the feeling that my counterpart knew exactly what my problem was without me having to explain



HISTORY

it at length. Now I know this nice person a little better, I can explain this phenomenon by the fact that he is a fine chap and a good salesman with a lot of experience with people in my situation. He already knows this so can read these lines without blushing.

A visit to Papenburg followed at the end of August; we were really excited, and the first boat we were shown was a new Linssen Grand Sturdy 350. Wonderful to look at, all in white (though I had actually wanted one in blue), and with classic lines that made her look shipshape. The interior was bright and friendly. I can still see my wife sitting on the steps to the companionway as she said: 'This is our boat'. There was and is nothing more to add. After viewing other options, it was clear that this was indeed our boat. We then negotiated trading in my Nauticat and successfully managed to get financing in place.

In spring 2017, it was time to christen and adopt our *Dulcibella* in Papenburg on our wedding anniversary. First, we toured the rivers and canals and travelled across the Baltic Sea to the Schlei in moderately warm though not always dry weather.

We soon realised that the large canopy onboard which is high enough to stand under provided wonderful shelter from the wind and bad weather despite lacking in sporty elegance. We were the envy of everyone sailing on the Kiel Canal in Easter 2017 as repeated cold showers came in. The ship proved very easy to sail. The only challenge was passing through the Otterndorf lock; we had to dismantle the windows and planned to put them back once we arrived at the marina. Who knows why we didn't follow through. We then got soaked as wind and rain on the Elbe brought waves over the ship. This almost cost the coffee machine its life. Reinstalling the windows at the Brunsbüttel lock was also dramatic, as the gate opened faster than expected so we had to set off with half-mounted windows. Rookie error...

In the summer I left the Schlei for Augustenborg in the Danish South Sea. I had sprained my foot right at the beginning of the trip on the rain-soaked non-teak deck, meaning I could hardly walk for the next few weeks. But what did that matter, I no longer had to go forward to operate the sails, I didn't even have to help with mooring. Now I could line the ship against the dock and my wife could climb over the side on the folding ladder to tie the rope in peace. Though not particularly sporty, it was highly convenient, and at my age you have nothing more to prove... It was easy to drive too: just check the weather forecast to make sure there's not *too* much wind, cast off, put your sprained foot up, and guide the boat to the next port.

The conclusion after two summers without a sailing boat: when we meet sailors on our travels these days, it still evokes a certain longing! But you can't have everything, and admittedly we did a lot of motoring with the sailor, especially in tidal waters where you have to go with the tide at the right time. And when we do use the motor on our *Dulcibella*, all you hear is a low hum from below and the waves at the stern. Anything else would be unbearable for us...





It was the right decision. Even if my sailor's heart still bleeds a little, I console myself with the story of Rollo Gebhard. After a long time as a sailor, he switched to a Linssen and liked it just as much as he used to enjoy sailing. What sailors and motor boaters have in common is a love of water sports, nature, and life on the water. This has stayed the same, even as my/our needs have changed over time. And there has been much to gain too: uninterrupted views across all inland areas. New opportunities to explore are opening up in abundance - but crossing the Atlantic remains a dream. After a few small repairs (the engine control unit was replaced by Volvo Penta, and the fuel gauge of the dirty water tank and the stern light were also replaced), the boat proved solid and really economical (approx. 3 l/h). It offers plenty of space and the greatest comfort imaginable. In a short space of time, our *Dulcibella* has become a home. Craning in autumn and spring is a dream. Fold down the mast (I can do it myself...), put the ship in the straps and you're done. To conclude, as a friend once said: 'A ship must be made of steel.' He's right. What more could you want? ◆

In memoriam Hans Christian Behrendt

There is nothing to add to my husband's report - we had seven wonderful summers on our *Dulci*, our home on the water, with every conceivable comfort. We have not regretted the decision to change. However, we didn't expect the joy to end so quickly, but we had no influence on that - everything has its time. And I am grateful for what was.

Mrs. S. Hansen-Behrendt



CRUISE THROUGH PEENSTROM, KLEINES HAFF AND PEENE VALLEY NATURE PARK

32

aboard a Linssen Grand Sturdy 40.0 AC, the
Anna Sophie.



Friday, 26/05/2023

We reached Kröslin at 15:00 and were very kindly welcomed by Andreas Baum. He briefed us on the Anna Sophie, a Linssen Grand Sturdy 40.0 AC, our motor yacht for the next 2 weeks.

Since we had just completed an 11-hour drive, we didn't leave with the boat right away, but instead treated ourselves to a good dinner at Restaurant Steghouse in the marina.

Saturday, 27/05/2023

We charged our electric car at the marina overnight and then parked it in Hall 3 for the next 2 weeks.

We bought bread rolls and some provisions from the small shop around the corner. After breakfast, we set off in bright sunshine with little wind or waves.

Across the water from Kröslin lies Peenemünde. We took a small tour of Peenemünde harbour and looked at the technical museum from the water. Our destination today was Krummin. First we went 10 km eastwards down the Peenestrom until the Wolgast bridge came into view. As it has a clearance of 5.10 m at its highest point and gets lower as it slopes down on either side, the Anna Sophie had to move well over to portside on the waterway to avoid getting stuck.

After another 4 km on the Peenestrom, and after passing some fishing nets, we turned into Krumminer Wiek. We then sailed down to the Naturhafen Krummin marina. It is important to correctly follow the buoys on the approach; we saw one boat sitting outside the buoyage. The harbour is also suitable for a „big“ boat like the Anna Sophie as there are some moorings for boats of that size.

Naturhafen Krummin is well equipped with sanitary facilities, electricity, and water at the jetty. On Saturday evenings, there is a barbecue on the harbour terrace, and you can order bread rolls for the next morning from the harbourmaster.

Krummin is a small village with two more cafes, a small farm shop, and the church is also worth seeing. After a nice evening walk, we spent the rest of the evening on board.



Sunday, 28/05/2023

As promised, the rolls were ready to collect from the harbourmaster from 8:00.

At 10:45 we set off aboard the Anna Sophie in sunny conditions with almost no wind.

First, we sailed through Krumminer Wiek back to the Peenestrom. We passed the Weißer Berg on the Gnitz peninsula on our port side. We continued along the Peenestrom to the cardinal mark at Hohe Schar Süd, before turning into the Achterwasser between the cardinal marks of Hohe Schar Süd and Warther Haken West. Once in line with the Trockenort cardinal mark, we decided to go east on a small round trip through the eastern Achterwasser.

Before the entrance to Stagnieß harbour, we turned around and sailed close to the shore, watching out for shallow water and fishing nets, towards Zinnowitz harbour.

We reached the port around 15:00. It is only possible to moor boats larger than 12 m outside by the pier, so it is best to call the harbourmaster beforehand to see if the pier is free (it could be occupied by passenger ships or permanent moorings). The

harbourmaster can be reached by phone from 17:00-19:00.

The harbour has electricity and water at the jetty, good sanitary facilities, and acceptable mooring fees.

You can also sate your hunger at Kömbuse 3, the restaurant in the harbour.

The harbour is located in a green area away from the tourist hustle and bustle, but if you want to experience the Baltic Sea and the busy beach, it's only a 30-minute walk away.

We walked to the side of Zinnowitz facing the Baltic Sea, found a cosy restaurant for dinner, and ended the evening with a nightcap at Kombüse 3.

Monday, 29/05/2023

We cast off in Zinnowitz around 11:15. Our route led us through the Achterwasser back to the Peenestrom. As before, today called for careful navigation as we had to watch out for cardinal marks and fishing nets.

We got back to the Peenestrom near Lassan, leaving Lieper Winkel to the left, and from Rankwitz the wide Peenestrom narrowed into a relatively tight channel, the Moderorter Rinne. You must follow the buoy line as

sometimes ships get stuck in the mud outside the buoyage.

Before and after the Zecherin bridge, the navigation channel meanders, and there is a remarkable current on the approach to the bridge (5.20 m clearance).

Today we left the mouth of the Peene to the right and went to Karnin to visit the remnants of the railway lift bridge, now a listed monument.

In front of the monument is the entrance to Karnin marina. The port is located in a green area.

Unfortunately, each mooring section is no wider than 4 m, but we were in luck and could moor the Anna Sophie at berth 61 at the head of the jetty at around 15:00. There are no other options for boats over 4 m wide here, unfortunately. In the customs port of Karnin around the corner, there are still one or two jetties on the quay wall for wider boats.

The harbour has electricity and water on the jetty, sanitary facilities, and reasonable mooring fees too. You can pay at the harbour snack bar in the customs port, 200 m away from Karnin marina. Apart from the harbour snack bar and a café 500 m from the customs port, there are no other options for buying supplies, so you are really at one with nature on your boat.

Tuesday, 30/05/2023

There were no fresh rolls this morning, but we still had bread from the farm shop in Krummin so we could enjoy a hearty breakfast on board again.

At 10:45, we cast off in Karnin and continued eastward through Kleine Haff to Ueckermünde. Here you also have to navigate carefully because there are fishing nets outside the buoy line.

We sailed to buoy H2 according to the buoy line and adjusted the rudder from 84° to 140°. Our destination port today was Ueckermünde.



Up to wind force 4, you can sail through the small Szczecin Lagoon quite well. Stronger winds rock the boat against or across the waves in a way that can be quite unpleasant.

To the west of a fairly large beach, the Uecker flows into the small lagoon (Kleine Haff). Around 13:45, we passed the buoys to enter the Uecker. We then followed a recommendation to sail through to the town harbour and moored at an excellent spot on the west pier. Here there are sanitary facilities, and electricity and water are also available at the pier.

The mooring fee for two people also includes the visitor's tax, and you can get free admission to the Haffmuseum if you show this visitor's card.

The east pier (Neues Bollwerk) is a little quieter than the west pier (Altes Bollwerk) in terms of traffic, but the walk to the sanitary facilities is longer. You can't have everything, after all.

We spent the afternoon touring Ueckermünde.

The old town has been beautifully renovated. The Baroque Marienkirche (St Mary's Church) is especially worth seeing. It is open to visitors every day. There are also good restaurants, and we enjoyed our dinner today at Brauhaus Stadtkrug. A good choice.

Wednesday, 31/05/2023

After breakfast, we made a flying visit to the Haffmuseum and learnt about the history of Ueckermünde from the Bronze Age to the present day.

At 11:30, we cast off and sailed across the calm, almost glassy, Kleine Haff towards Kamminke. The wind blowing from the west was so light that even the mosquitoes on the lagoon came to life.

The port of Kamminke is small and not very deep. We headed for the port through the buoyage and then followed in the wake of a passenger

ship. Unfortunately, there was nowhere for the Anna Sophie to moor here, so we turned around in the harbour and continued westward to today's final port at Usedom.

The wind had picked up, and we sailed against the waves at wind force 3 without any problems. We encountered long fishing nets in the area around Borken Haken, so we had to stick to the buoy line again.

We then turned at the junction buoy PN114/U1 towards Usedom and sailed across the waves. This was a little uncomfortable but still okay. From here to the harbour, you also have to navigate exactly along the buoy line because the water is quite shallow on port and starboard.

The port of Usedom was completed in 2019 and has not been heavily frequented so far. There is electricity and water at the jetty, and the sanitary facilities can be accessed with a personally assigned code. In season, the harbourmaster is on site from 6:30-11:30 in the morning and from 15:30-18:30 in the afternoon.

At the port there is a garden snack bar and around 500 m away in the centre you can find a bakery, bank, and brasserie.

In Usedom, the church and the surrounding square are worth a visit.

Thursday, 01/06/2023

Today we began our cruise on the Peene. We didn't want to miss the opening of the bascule rail bridge in Anklam at 14:10, so we left around 10:30 aboard the Anna Sophie. From Usedom to the bascule rail bridge, it is approx. 25 km. On the Szczecin Lagoon today, we had force 4 headwinds.

As we entered the Peene (the section here is called Richtgraben), we were accompanied by white-tailed eagles, herons, gulls, and cormorants. The bird life was impressive as we chugged slowly upstream.

At 13:30, we arrived at the Anklam bascule rail bridge at km89. Unfortunately, there was nowhere to moor the boat by the bridge, so we had to bob around for 40 minutes. We decided that next time we would plan our arrival time a little tighter as bobbing in the wind is no fun.

The bridge opened right on time at 14:10, and the oncoming traffic had double green before the signal light changed and we could continue on our way.

We sailed through the beautiful natural landscape of the Peene-Hafen Stolpe harbour at km79, our destination today.

The port is small but perfectly formed. Just like the village of Stolpe.





We called the harbourmaster to register and, as promised, he helped us moor. This was helpful because only the stern ropes can be used to moor here. The Anna Sophie was then moored with the fenders against the jetty. An excellent berth.

The village of Stolpe is worth seeing and has a long history. In the twelfth century, the first monastery in Pomerania was founded here, and its ruins still bear witness to that time. Nowadays, you can still find the monks in the form of amusing sculptures along the route. There is a good restaurant at the harbour, the Stolper Fährkrug, and 200 m away, there's even a Michelin-starred country restaurant. Simple cuisine and breakfast rolls are available from the harbourmaster.

This wonderful mooring in nature is a must for any cruise on the Peene.

Friday, 02/06/2023

We left Stolpe at a rather leisurely 11:15. Today the trip would continue upstream along the Peene. For the first six kilometres, we were accompanied by three white-tailed eagles. They flitted between port and starboard. We glided aboard the Anna Sophie through untouched nature.

At kilometre 62 along the Peene, we reached the town of Jarmen.

In Jarmen, there is a snack bar at the quay wall, but no other infrastructure at the pier.

We continued and enjoyed our ride along the Peene. We sailed slowly. The only sound to be heard from the Anna Sophie was the water lapping around the stern. Even at the helm, we could still hear the sounds from the reeds and the woods. Over and over again, we heard the call of the cuckoo and other birdsong.

We met canoeists from time to time, and also encountered traditional

rectangular houseboats along the way.

Directly in front of the bascule bridge, we reached the port of Loitz (pronounced Löötz) around 16:00.

The dock can accommodate boats up to max. 12 m in length, and the quay wall outside is available for larger boats.

We moored at the quay and also had access to electricity. The small sanitary facilities are located right next to Restaurant Korl Loitz, which serves simple yet delicious fare inside the former railway station.

A snack bar is operated by the harbourmaster. There is also an Edeka supermarket within walking distance of the port.

Loitz has a long history and some houses and yards in the town have been beautifully restored. There are plaques attached to some of the houses. These display fitting poems in dialect. Other houses are covered in very beautiful murals. It is worth taking a walk through the town.

We enjoyed a good dinner at the harbour at Restaurant Korl Loitz (closed Mondays).

A wonderful end to a beautiful day.

Saturday, 03/06/2023

The harbour snack bar less than 50 metres away sells fresh fish rolls from 8:30 in the morning, so we went to pick some up for breakfast.

The bascule bridge in Loitz opens twice in the morning. The first opening at 7:20 was too early for us, but 11:00 was just right. After a leisurely breakfast, we cast off five minutes before the bridge opening.

Today was almost windless. The sun was shining, and we continued to glide slowly up the Peene. Houses appeared now and then on the banks of the Peene between Loitz and Demmin, but otherwise we were all alone amid nature.



We adjusted the speed of the Anna Sophie so that we arrived in Demmin five minutes before the opening of the bascule bridge, no bobbing about necessary.

After Demmin, there was a little more activity on the water. We passed through the bridge together with three other boats, and there was also some oncoming traffic.

After a few kilometres, all three boats had overtaken us, and we continued at a leisurely 8 km/h. Soon we were alone again and continued to enjoy our summer journey through nature.

A few small speedboats overtook us, and soon we knew why they were in such a hurry. At km15, just before Lake Kummerow, lies Restaurant Aalbude, a popular meeting place for everyone travelling by road and water. It's no surprise that it is crowded on weekends and we couldn't find a berth for the Anna Sophie.

We entered Lake Kummerow and left again about halfway down to go to the Neukalener Peene. We called the harbourmaster, and he was able to keep a berth free for us at the Neukalen marina.

Around 16:00, we moored in the small harbour. Here there was also electricity at the jetty, small sanitary facilities, a larger snack bar, and a restaurant.

The town of Neukalen does not have much to offer, but it's a very nice place to stop. There's also a Netto supermarket within walking distance in case provisions run low.

Sunday, 04/06/2023

We cast off at around 11:00 in the morning. We sailed across Lake Kummerow to Westpeene as we wanted to reach kilometre 0 of the Peene at Malchin. But a glance at the nautical chart put us off this plan as the average water depth is only 1.10 m between Peene kilometre 0 and kilometre 2. The Anna Sophie meanwhile has a depth of 1.20 m, so we decided to turn back at the Segelverein Malchin marina at Peene kilometre 4.

From then on, the route went downstream, first through Lake Kummerow, which has a longitude of 13 km.

We passed bustling Aalbude again before silently running towards Demmin. The bridge at Demmin would not open again until 17:10, so there was plenty of time to cover those 15 kilometres.

Today was summery and warm with hardly any wind. The eagles were less pleased about this, so we hardly saw any birds of prey in the sky. Yet the swallows were very active and flew deftly through the air.

We arrived in Demmin around 15:30 and were in luck. There was a free place at a jetty just before the bridge. Using the mooring is at one's own risk, so we moored the Anna Sophie very gently and took a break until 17:10.

There was a fair on in Demmin, so we took the opportunity to get a crêpe for our coffee break.

Since we would arrive in Loitz after 18:00, we registered with the harbourmaster by phone. He kindly left the keys to the sanitary facilities at the restaurant. We had already reserved a table for dinner there to be on the safe side.

The mooring fee only needed to be paid the next morning, which was very handy.

The bridge at Demmin opened at 17:10 on the dot, and the downstream boats went through first. We now had until 18:40 to sail the 13 kilometres to the bascule bridge in Loitz. We slipped into a convoy of four boats that probably all wanted to get through the bridge. One boat set the pace, and the others followed. But we still calculated whether the speed was sufficient and readjusted every now and then.

It was wonderful to sail through the early evening sun on the Peene. The colours were much more intense now. But we still did not see any birds of

prey. Maybe they were enjoying their weekend too.

We arrived in Loitz exactly on the dot, but the boat that had been setting the pace turned off towards the boat sheds before the bridge. It's a good thing we had been doing own calculations and didn't just rely on the boat ahead. That could have gone wrong.

Our long beautiful day on the Peene ended with a good dinner and a welcoming fishing ambiance at Restaurant Korl Loitz.



Monday, 05/06/2023

Getting fish rolls from the harbourmaster for breakfast is a point of honour.

We left Loitz at around 11:00. It was a hot summer day, with no wind and the sun burning in the sky. The perfect day for a swim.

For the first 20 kilometres of the Peene there was nothing going on, nothing to see in nature and no other boats on the water. But then we saw dragonflies buzzing around the Anna Sophie; some were even quite large. We had opened all the tarpaulin passages to let some air in. Sometimes the dragonflies got lost on the rear deck and joined us for the ride until they could find their way out again.

At km62, a few eagles reappeared. Sometimes they even came quite close to the boat, and you could see the colours of their plumage well.

At km79, we arrived at Stolpe harbour on the Peene. We moored aft again, and this time we were the only boat at the jetty.

The Peene is an inviting place for a swim and there was even a small swimming spot nearby. Stones and reeds had been removed, making it easier to get into the water. Swimming in the Peene is wonderful. I now recall that the Peene flows upstream (westward). This phenomenon comes from the low gradient of the Peene, only 24

cm over approx. 100 kilometres. If the Baltic Sea or the lagoon imposes on it, such as when there is a north or east wind, the direction of flow can also change sometimes. Swimmers and canoeists might notice this, but it makes no real difference for a motorboat.

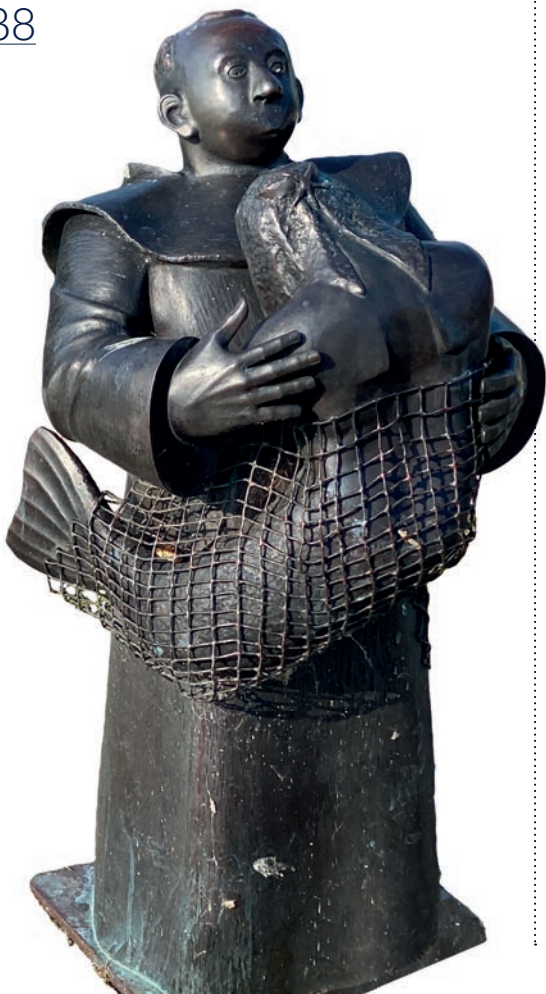
We enjoyed our evening in nature with a good meal at Stolper Fährkrug (closed Tuesdays).

Tuesday, 06/06/2023

We planned to pass through the bridge in Anklam at the later 14:10 opening. This would give us the chance to visit the Museum of Natural History. The building is less than 300 metres from the harbour, and of course there is also an amusing monk sculpture in front of it. Admission is free.

The museum has a very impressive exhibition showing the formation of the Peene valley during the last ice age and its continued development into the Peene Valley Nature Park we know today. There is also information about flora and fauna. The exhibition has been put together by the natural history society with a great deal of dedication, and it is well worth visiting.

We departed from Stolpe at 12:30 in the afternoon. It was sunny again, but not as hot thanks to the breeze. We also noticed plenty of lively bird activity. We were once again able to spend our last day on the Peene



admiring the white-tailed eagles, herons, cormorants, gulls, and even a pair of storks.

We adjusted our speed so that we could arrive at the Anklam railway bridge without having to bob about. The opening began as soon as we were in sight of the bridge. That's good service, because we were in sight at 14:05.

After Anklam, the Peene turns into a delta and the landscape becomes ever more expansive. A white-tailed eagle bid us farewell by accompanying us until we left the Peene for the Peenestrom. I imagined he was waving at us.

We passed the Zecherin bridge and went down the Peenestrom through the buoyage of the Moderorter Rinne. The wind had picked up to force 3, and it was afternoon once more.

We reached Rankwitz, a small harbour on the right side of the Peenestrom, at around 17:00.

There is mooring space here for several large boats, an excellent fish restaurant, smoked fish for sale, and brand-new sanitary facilities in the new „Zum Leuchtturm“ holiday apartment complex. And the mooring fees were moderate at €2 per metre of boat length (all inclusive).

After dinner at the fish restaurant, we watched the sun sink into the Peenestrom from the rear deck of the Anna Sophie as if in a picture book. Almost a little twee.

Wednesday, 07/06/2023

Another beautiful summer day. Today we only had a short distance to Zinnowitz ahead of us, so we took it easy and bought fish rolls for breakfast.

As the cruise boat wanted to dock opposite our berth at 11:45 in the morning, we decided to leave the port of Rankwitz before then.

We sailed around Lieper Winkel into the Achterwasser, again watching out for cardinal marks and fishing nets. The Anna Sophie glided through the water at 1100 revolutions per minute. There was no engine noise and all we could hear was the splashing of the water. Slow travel at its finest.

We moored outside at the pier again upon arriving at Zinnowitz, this time all by ourselves.

The idea of darting to the coast and plunging into the Baltic Sea was enticing in this weather. There was no stopping us. After a 20-minute walk, the beach came into view, and we could continue along the sand. Then another jump and we were in the water, just wonderful.

We ate dinner in the harbour at the restaurant Kombüse 3, yet we couldn't miss the opportunity to walk to the seaside to enjoy an ice cream as the sun went down. The ultimate day on Usedom.

Thursday, 08/06/2023

Our last day on the boat. We left at about 10:30. We were hardly going to speed up for the last 40 km of our trip. Andreas Baum had told us to arrive at the Kröslin marina by 16:00 at the latest, so that there would be enough time for the crane and our departure the next day could be more relaxed.

We sailed through the Achterwasser at 1500 rpm, leaving the Hohe Schar Süd cardinal mark to starboard, and then turned into the Peenestrom. It was almost windless again and very warm on the rear deck. There was only a breeze to be felt when we changed course from north-west to north-east.

We would likely be able to pass the bascule bridge at Wolgast well, according to Wolgast Traffic Information. At 11:15, the level was

rising at 503, MW at 513. This would result in 5.30 m clearance at 11:15. We estimated the height of the Anna Sophie including her antenna to be 4.80 m. The level would not rise so much that it would be tight for us.

We got to the bridge at 12:55 and it was open. The lights were double red, meaning that passage was prohibited in our direction of travel.

We steered the Anna Sophie to starboard in the permitted passage of the fixed bridge to catch the highest point of the bridge. There was still a gap of about 20 cm, so everything went well.

Next, we sailed down the Peenestrom to Kröslin among the throng of sailors who had needed to wait for the opening of the bridge.

At 14:00, we arrived at the entrance to the Kröslin marina. Andreas Baum had let us know that he would meet us at the filling station.

We had used 177.7 litres of diesel in 2 weeks during 58 operating hours, i.e. 3 l per operating hour!!!

The Anna Sophie was then driven into the crane by the harbourmaster, before being lifted, checked, confirmed to be in good condition, lowered, and finally „parked“.

We were sad that our voyage through the Peene Valley Nature Park, Kleines Haff, and the Peenestrom had come to an end. We had enjoyed fourteen days aboard the Linssen 40AC Anna Sophie amid beautiful nature and without a drop of rain.

We will be back. ◆

Elke and Hermann Siewert



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JONKERS/ LINSSEN LONDON TOUR 2023

[1-21 JULY]

For several years, joining the Jonkers tour of England has been on our list of things to do. When Alexander told me that the plan for 2023 was London, I immediately said "let's do it!".

And that's what happened. Below, you will read about the adventures of the St. Omer. and crew on a fantastically organised trip and an unforgettable adventure with like-minded, lovely people, all of whom we got to know better.



Nieuwpoort, 30 June 2023 to 5 July 2023.

The junior crew still have to go to school in the morning and in the afternoon we are taken to Nieuwpoort. The holiday can begin! Three tour participants (Gigi, Seal and St. Omer.) are already in Nieuwpoort. The other 12 will arrive together the following day.

After contacting our tour commander, we decide to organise the first briefing digitally, via Teams. Seal & Gigi come aboard the St. Omer. and we call the rest of the fleet, which is still in Bruges. They decide to come and join us in Nieuwpoort. After 1.5 hours of pounding through a turbulent sea, they bounce in one by one in Nieuwpoort. At 8.30 pm, the first real briefing of the trip is to decide whether to make the crossing to Ramsgate the following day. We collectively decide not to do this for the time being. We are waiting for the next favourable wind window, which probably won't be until Thursday. That's just the way it is. On Monday at 11.00 am, the weather and navigation team meet.

On 2 July, we have a good breakfast and then, since we're not going anywhere anyway, get everything ready for the F1 race in Spielberg. We have brought a TV and Apple TV especially so we can enjoy watching it outside. One more walk to Nieuwpoort with the kids and after a nice ice cream, quickly back for the start of the race. Fortunately, it works almost flawlessly and we see Max win again. Very enjoyable! At 6.00 pm, we are expected for drinks offered by Jonkers Yachts. Very nice with all of us together! Afterwards, we have dinner at the now well-known Galjoen restaurant. With full stomachs, we return to our own moorings. The next day at 11.00 am, the weather team meets on the Gigi and the navigation team on the Grand Bleu. We then make another campaign plan.

Day 3 in Nieuwpoort, briefing at 11.00 am, divided into two groups. Group 1 (in charge of weather) led by Norbert Clarijs has a briefing aboard the Gigi. Group 2 (responsible for navigation) led by Björn Bajan has a briefing aboard the Grand Bleu. The conclusion of both

teams is made jointly afterwards. If the forecast stays the same, we will leave for Queenborough at 6.00 am on Thursday.

After lunch, we leave for Ostend with a small group. We go with Sasja and Alexander to the Q-Beach House for a while. A quick photo with Sean d'Hondt and Vincent Fierens, and a cocktail

tasting of course! We meet the rest of the group again at Bavet, take the tram back at 6.30 pm and have dinner at restaurant Du Port in Nieuwpoort. Fun day!

Day 4 in Nieuwpoort, soaking up some culture. The King Albert I monument and visitor centre is very interesting

for aficionados of history and both World Wars. So Mathijs was also very interested. We follow up with a walk with Rob & Tonneke and Jan to Nieuwpoort Bad, about 5 km from the port. There, we rent a 7-seater go-kart and pedal along the promenade. Afterwards, of course, we had earned a drink. Back at the port we have a drink at the Côte and then, instead of frozen French fries and snacks, we eat hot pizza. Cozy! The ships at the main jetties need to check their lines and possibly make them extra secure because it will be stormy that night. Wind gusts up to 100 km/h are expected, so we all need to watch out!

Over morning coffee on Day 5, a quick check of the weather models. Still looks positive for Thursday. After breakfast, we walk to the coastal tram, heading for Middelkerke. The Disney-themed Sand Sculpture Festival is taking place there. That should be fun. And it was. Back by tram and on to the Côte for the 5.00 pm briefing. We jointly decide that the wind window is favourable and we will set sail the next day! The first group is to report at 5.45 am. We will skip Ramsgate and go straight to Queenborough, 81 miles of sailing. So it will be a long day, about 12-14 hours of sailing. So a good night's sleep and hope the undulation is not too bad. We'll post again tomorrow! One last dinner at the Galjoen, get everything seaworthy and... off to bed!

The crossing to Queenborough

6 July. At 5.30 am, the mooring lines are released from the St. Omer. because at 5.45 am Group 1 leaves Nieuwpoort for the UK. Group 2 leaves an hour later. It is – as expected – a bumpy crossing, but manageable. Mathijs and Sophie wake up at 6.00 am and after an hour outside, they go back to sleep for a bit. Meanwhile, we brave the waves and dutifully answer the Côte's call every 2 hours to check that all is well on board with





everyone. By noon, we can already see land (albeit a long way away). We turn in at Margate and enter the Thames Estuary. Finally, at around 5.00 pm, we enter the Queenborough inlet and are directed by the harbour master to berth next to the Côte and the Seal. Cozy! Tonneke cooks macaroni for the whole crew and we make a pleasant evening of it. Off to London tomorrow! Yeah!

London, baby!

7 July, 30 degrees. Heading to London today! Surely that will be the highlight of this trip. We leave Queenborough at 9.45 am UK time with clear blue skies and glorious sunshine. Everyone is looking forward to it, Alexander again ensures a smooth sail and by 3.30 pm the first six ships are in the lock at St Katherine's Dock. How cool, having your own boat in the heart of London! Next up, a drink at the Dickens Inn (it seems they have good pizza there... Or so Tonneke told us the previous evening) provided by Kuiper Yacht Insurances. We all reminisce about the crossing and enjoy being in London – on our own decks.

London, Sophie's ninth birthday

8 July. And then you turn nine in London on a Linssen, surrounded by 40 other people. That's pretty special! When asked by some lovely people when they could come and sing, we arranged a coffee hour on board at 11.00 am. So

at 9.00 am, we head out for 'cake' (in the form of muffins). Sophie walks into the saloon at 9.30 am and is surprised by the streamers. After a special breakfast made by Mathijs, she is ready for the guests, not all of whom she knew very well. But how spoiled she is with nice presents and a chorus of 'happy birthday!' Really great. In the afternoon, we head into the city by tube. Sophie's plan: shopping! So we line up (yes, really) at: 1. The LEGO shop; 2. The M&M shop; 3. A hip café in Soho; 4. Hamleys (for build-a-bear). A top day for someone turning nine! Eventually, we return with full bags to St. Katherine's Dock at 9.00 pm! Now to find a restaurant... And preferably an Italian. Fortunately, Zizzi on the harbour is still open and we eat delicious food! Everyone enjoyed themselves. Back on board, tired and fulfilled, and off to bed! Tomorrow, the whole group goes to the London Eye and for dinner together.

London, group outing

9 July. To Tesco this morning, around the corner from St Katherine's Dock, to get rolls, etc. for breakfast. We gather at 1.00 pm for departure to the London Eye with (almost) the entire group. We do a rotation in the eye in two groups/ cabins. Afterwards, we walk towards Big Ben and Westminster Abbey and after a drink we decide to take the bike – rickshaw – 'Home'. Back on board,

a quick freshen up and then on to the Captains dinner at 'Le Pont de la Tour', beautifully situated on Tower Bridge.

London

10 July. Today, we catch the hop-on-hop-off bus for a scenic ride through London. We get off at Buckingham Palace and look at the guards. We also find a really nice English tea shop for tea. We take the tube for the last leg as Sophie has a 'date' with Alice and Anke on Miss Pea to paint their nails. Briefing at 6.00 pm and the plans for Tuesday and Wednesday are unfolded. To Shepperton tomorrow, where we will be welcomed by Colin, Donna and crew and offered a BBQ. Great fun! This evening, we have a nice dinner at 'our' Italian, Zizzi, in St. Katherine's Dock. Now quickly to sleep, because Group 1 must be ready to depart at 6.15 am.





Shepperton Marina (Shepperton Marina, Shepperton Marina...)

11 July. What a special day again! Sailing your own boat under Tower Bridge, past Big Ben and the Houses of Parliament, and past the London Eye is truly an experience! We then continue up the Thames toward Shepperton Marina. And what a reception awaits us there! Behind the Sunbury lock, the 35 SL sedan is waiting for us and we are professionally led into the harbour in convoy by Sarah. Colin Watts, Donna and their crew await us and organise a welcome drink and BBQ. The evening is still young and after I fetch the JBL box (with microphone...) from on board, we can also enjoy each other's singing and dancing talents. We hear from Colin that we don't have to pay a mooring fee either! Thank you Boat Showrooms of London for this royal treatment! It was awesome to be your guests! Tomorrow, we leave for Windsor.

Windsor, at the castle!

12 July. It's always difficult to top the experiences we've had and yet we succeed every time. Departing Shepperton Marina this morning is already a good start. Sarah, who

accompanied us on the way in, did the same on the way out. Fantastic! St. Omer, St. Omer, St. Omer., this is Shepperton Marina, Shepperton Marina, Shepperton Marina, you have permission for outbound. We continue up the Thames, passing beautiful gardens and idyllic villages. Six locks today and at the 2nd and 4th locks there is no service. Sip and William stay behind to take care of everything there. We get closer and closer to Windsor and suddenly Windsor Castle is in sight. Wow! That's impressive! Group 1 arrives around 4.00 pm and by around 5.45 pm we have a full complement. We quickly get ready and then walk to

The Prince Arthur where Raymarine awaits us and offers us food and drinks. Beautiful evening! A day at Windsor tomorrow and visiting the castle together.

Windsor Castle

13 July. We get up nice and early and go for a walk. Just over to Eton College, which certainly is a must-see. On the way back, we pass a coffee place and order scones with clotted cream and strawberry jam for the four of us. For the afternoon tea! The kids certainly wanted to try that in England. Back on board, breakfast for everyone. Mathijs, Oscar and Edwin are going magnet fishing again and the pickings are good in Windsor, lots of coins! At 2.00 pm, we gather to go to Windsor Castle. We walk behind guide Ellen, carrying the British flag. The castle is very impressive. It's a pity that we're not allowed to take pictures inside or we certainly would have. In the evening, we go to dinner at the Greek restaurant with the crew of the Côte and the Seal, which is very nice and enjoyable. Tomorrow, group 1 leaves at 9.00 am and we are in group 4 this time, so we don't leave until 10.00 am. Long sailing day tomorrow to Teddington lock. The return trip is again underway. But still time enough for enjoyment!



Teddington @ the lock

14 July. At 9.00 am, the first group leaves (Côte, Evamar and Miss Pea). Nice view from the bridge, we take a photo of that! A typical English day with lots of rain, and of course you then have to go through eight locks. St. Omer. picks up William at the third lock and moors next to La Cardinale at 5.20 pm. Bodo, Anke and Dirk from the Miss Pea invite all participants for real German currywurst on board. Since it continues to rain, absolutely everyone is on board. The 40 of us devour 160 currywursts! What fun! There is finally room in Miss Pea's wine cooler again... Tomorrow at 10.00 am, weather/navigation briefing and on towards Chatham.

Teddington lock, day 2

15 July. At 10.00 am, weather and navigation team meeting. The weather team believes there is too much wind to sail comfortably and safely to Chatham. We decide to stay an extra day in Teddington. A quick visit to the lock master. Alexander comes up with the grand idea of organising drinks in one of the pubs while we wait. Van Dijke, Volvo Penta Center is happy to sponsor the drinks. So we go looking for a suitable location. At the St. Omer. we play a few more games of Jenga. Everyone goes about their business until 4.00 pm and then we meet again

for drinks at The Tide End Cottage. Afterwards, we have a bite to eat and then return to the boat. Another enjoyable day and we'll take a look again tomorrow.

Chatham

16 July. Beautiful day already! Both the weather and navigation teams decide it is possible to head for Chatham. At 12.30 pm, we cast off; the 500/550s first because they have another challenge at Hammersmith Bridge. We are sailing through London again, really cool! Then through the Thames Barrier and toward Sheerness. We turn the corner at around 8.30 pm – into the Medway – and sail toward the harbour lock. Actually, we are supposed to go through with three ships at the same time, but that turns out not to be possible. So only two. It takes a little longer. We are carefully led in by Norbert in pairs, as the Gigi had been waiting for some time. We all enter in the dark. We are in Chatham at 10.30 pm. Beautiful harbour! Just time for a drink on the Côte to talk about what has again been a wonderful trip.

Chatham, day 2

17 July. Rest day in Chatham. Refuel water tanks, do laundry and hang it outside, bring it back in and hang it out again... Drying between showers.



Quick trip to the shop to buy tickets to the cinema (Film: Elemental). The five children play in the harbour, fishing, magnet fishing and dinghy boating. They even play taxi boat for the neighbour! Weather and navigation team meeting at 4.30 pm. The weather team thinks the weather will be very good tomorrow and a little less so on Wednesday. But going all the way to Blankenberge tomorrow is too far, about 100 miles, so at least 14-16 hours. So tomorrow we'll go to Ramsgate and see from there. We all have drinks on the jetty today. Everyone brings something, it is great fun and the weather is good. We are treated to a live performance by Eelco with 'Fiddlers Green', accompanied by Dirk on the recorder. Then off to see the film with Mathijs and Sophie, along with pizza / hot dog in the cinema! Now





quickly to sleep, leaving tomorrow at 9.00 am.

Ramsgate

18 July. Chatham - Ramsgate! A quiet trip on a smooth sea. We again sail out of the harbour lock in pairs and head for Ramsgate. First, we sail down the Medway again and then continue down the Thames Estuary. The weather is good and we enjoy the scenery. Arriving in Ramsgate,

we fill our diesel tank and almost all moor at a large guest dock. Alexander has made reservations at the Royal Temple Yacht Club for drinks provided by Mercury Marine. We all sign the guest book and also take a look back at 2007. And yes, indeed! There we are, on 2/8/2007 we were also there with our Etap 30i, the Prima Vista! Another nice Italian dinner, and then sleep. Crossing over to Blankenberge tomorrow!

Blankenberge!

19 July. We leave Ramsgate this morning at 9.00 am, shame! Leaving England again, it was so beautiful! Off to Blankenberge today. It all starts out very calm, but as we approach the shipping lane, it gets choppy and choppy. With waves around a metre high coming in at an angle from behind, we are churned around quite a bit. But fortunately, the St. Omer. crew is able to handle it. At around 7.30 pm, we enter the port of Blankenberge. We're all glad to have made it back safely. A quick visit to the harbour master, as the Omer. brewery has had three crates of Omer. brought in for the jetty drinks tomorrow! We think that's totally awesome, of course! Just time for dinner at 'De Lange Muur' and then all off to bed tired but satisfied! A nice rest day in Blankenberge tomorrow.

Blankenberge

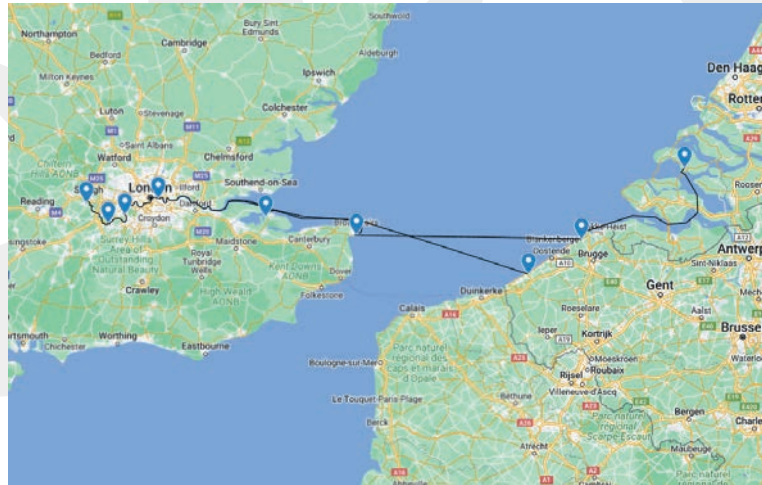
20 July. Rest day in Blankenberge, cleaning the boat, shopping and chilling out. A quick trip to the beach with the kids and then getting everything ready for Omer's jetty drinks. We've been given three crates so that should be enough. We sing our flotilla song together, composed by Dirk Groeneveld, super fun! After drinks (all gone!), we walk to Brasserie José where dinner is provided by Webasto and CCA Yachtcleaners. Delicious food. Another nightcap on the Miss Pea and then a good night's sleep. Zierikzee tomorrow.

Zierikzee

21 July. The last day of the trip, unfortunately... On to Zierikzee! At 11.00 am, we have our last briefing, we look at wind and course and decide to leave. Even though it will be a bit choppy, it should be manageable until the Roompot lock. We are due to leave at 12.30 pm, but first we quickly get some rolls and head for the beach. Get everything seaworthy, and off

we go! We roll on the sea with waves from the side. At 5.10 pm, we reach the Roompot lock. We don't all fit in, so Seal, Opal and St. Omer. wait a while. At 7.15 pm, the last yachts also enter Zierikzee. We quickly head to the Opaal get-together, we are all invited to the Opaal's first birthday. Good times! Afterwards, we have dinner at brasserie Maritime on the harbour. A number of sponsors (main sponsor: Rotorswing, and sponsors Marine Service Schuller, Gommans Zeilen, Whitewhale Yachtbrokers and KesselsGranger Designworks) have already agreed to keep this evening free. Really great! We conclude with Alexander and Sasja on board with us.

What a great trip, what a great experience, unforgettable! Thanks to



the crew from the Côte, Rechter, Miss Pea, Evamar, Grand Bleu, Fiddlers Green, Seal, Gigi aan de Oosterschelde (Sarah!), Antaria, Why Not, Demoiselle, La Cardinale, Opaal and Andante! We

thought it was great to have this adventure with you and get to know you (better)! Tomorrow, everyone goes their own way. We sail with the Opaal toward Breda. ◆

Thank you to all the sponsors for making this an even better event:

- Kuiper Insurances
- Shepperton Marina / Boat Show-rooms of London
- Raymarine
- Van Dijke Motoren - Volvo Penta Center
- CCA Yachtcleaners
- Mercury Marine Benelux
- Omer. Traditional blond
- Webasto Benelux
- Rotorswing Holland
- Gommans Zeilen
- Marine Service Schuller / Boat Equipment Maasbracht
- White Whale Yachtbrokers
- KesselsGranger Designworks

And a special thanks to Alexander Jonkers, Sip Maes and Sasja Tammer for the fantastic organisation and angelic patience.

Like to see more photos? On Facebook, search for the hashtag #londontour2023





CHARITY

Linssen Yachts sponsors three charities and calls on customers to also do their bit for a nicer world.

The chosen charities are: Maas Cleanup (Stichting River Litter Foundation), Actie Pepernoot (Stichting Kinderhulp) & Water for Toubacouta

At Linssen Yachts, we are not only celebrating our 75th anniversary as a leading name in the world of yacht building, but we are also taking this special occasion to give something back to the society and environment that has always inspired us. In our anniversary



year, we are proud to support three great charities that all have a clear link to water, an element so central to our work and passion. We will donate €750 to each charity plus €75 (3x €25) per "75 Edition" yacht sold.

During our 75th anniversary, we encourage everyone to contribute to these charities. Whether it is a donation, volunteering, or creating awareness, your contribution can make a big difference. Together, we can make a difference and have a lasting impact on the world around us.



Water for Toubacouta:

Water is not only the source of our existence, but also of livelihood and well-being for communities

worldwide. This is why we enthusiastically sponsor Water for Toubacouta. Linssen and Linssen Boating Holidays partner Aqua Libra is the initiator of this organisation which works to ensure access to clean drinking water in remote areas of Toubacouta, Senegal. Our deep connection with water allows us to fully understand and appreciate the value of clean water, and we are determined to improve lives elsewhere by sharing this precious resource.

Actie Pepernoot (Stichting Kinderhulp):

Just as water unites us, the festive spirit of St Nicholas unites us all. Action Pepernoot, supported by the Children's Aid Foundation, reaches out to give children from financially vulnerable families an unforgettable Sinterklaas experience. As a company committed to creating unforgettable moments on the water, we also want to contribute to the magic of Sinterklaas for children who need it most.

And of course, every year Saint Nicholas navigates European waters to provide our children with fun presents.

Maas Cleanup:

Our love of water goes hand in hand with our responsibility to protect it. That is why we are also a sponsor of Maasclean-up, an organisation dedicated to removing waste and pollution from the Maas River and its banks. Our anniversary year is an opportunity to strengthen our sustainability efforts and actively participate in preserving our beloved waterways.



Using the QR code below, you can automatically donate an amount for Toubacouta via your own banking app



Using the QR code below, you can automatically donate an amount for Actie Pepernoot via your own banking app



Using the QR code below, you can automatically donate an amount for Maas Cleanup via your own banking app

Yacht Charter Holiday Tours

On Friday 8 September, a festive occasion was celebrated in Merzig on the River Saar, as Linssen Boating Holidays' partner, Yacht Charter Holiday Tours, festively inaugurated the renovated marina with new jetty for Linssen charter yachts. It was a special day well attended by several guests and a representation of Linssen Yachts.

The sun shone brightly in the sky and the atmosphere was upbeat as we gathered to mark this important milestone. The new jetty, specially designed and built to welcome our Linssen charter yachts, embodies Linssen Boating Holidays and Yacht Charter Holiday Tours' ongoing commitment to quality and service.

During the event, guests could admire the charter yachts, and there was also an opportunity to share experiences and exchange stories about previous adventures on the Saar and surrounding waters.

The day was a great opportunity to celebrate what has already been achieved and to look ahead to the many new adventures ahead. We are grateful for the cooperation with Yacht Charter Holiday Tours and look forward to continuing to provide our guests with great experiences on the water.



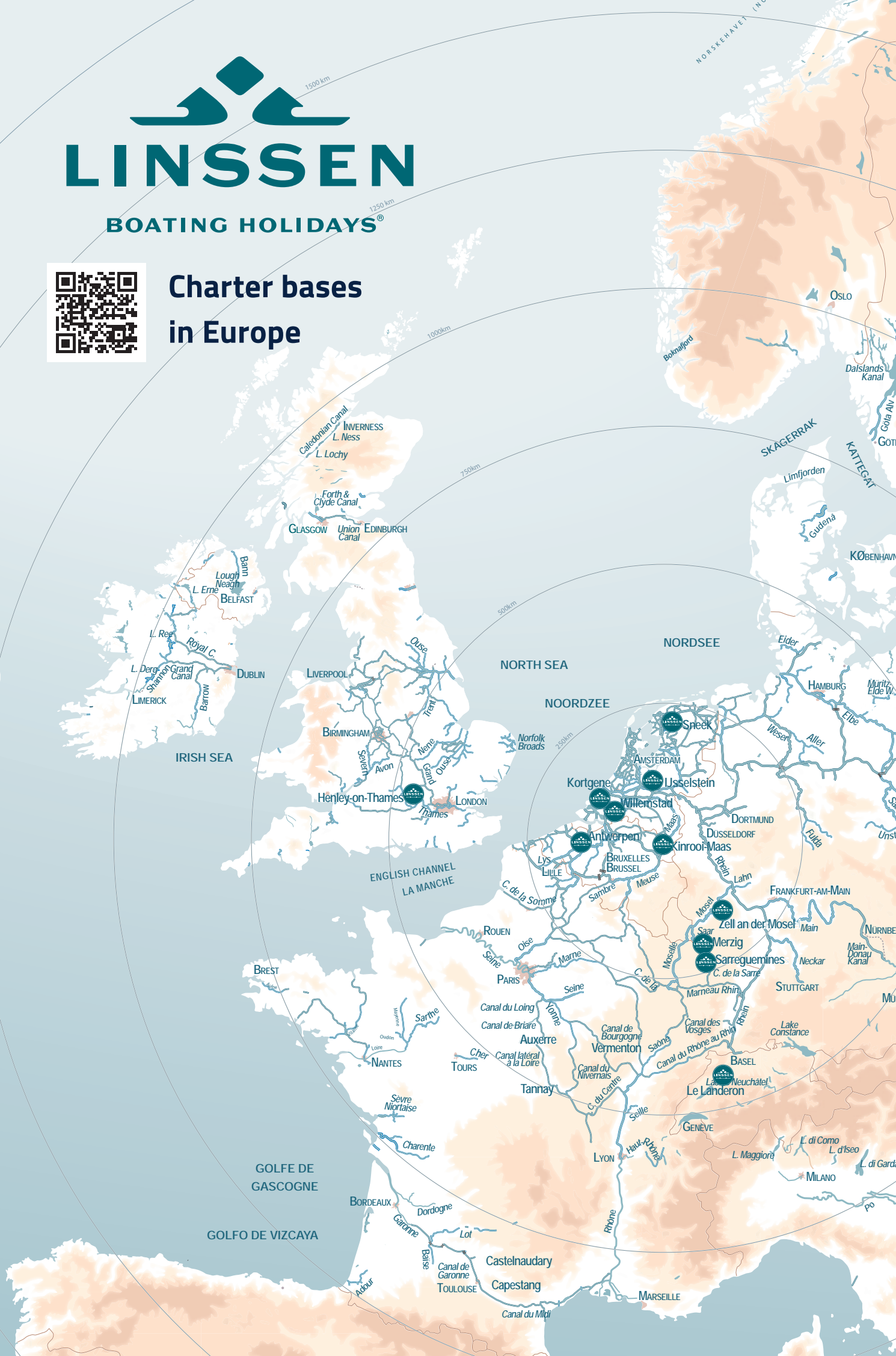
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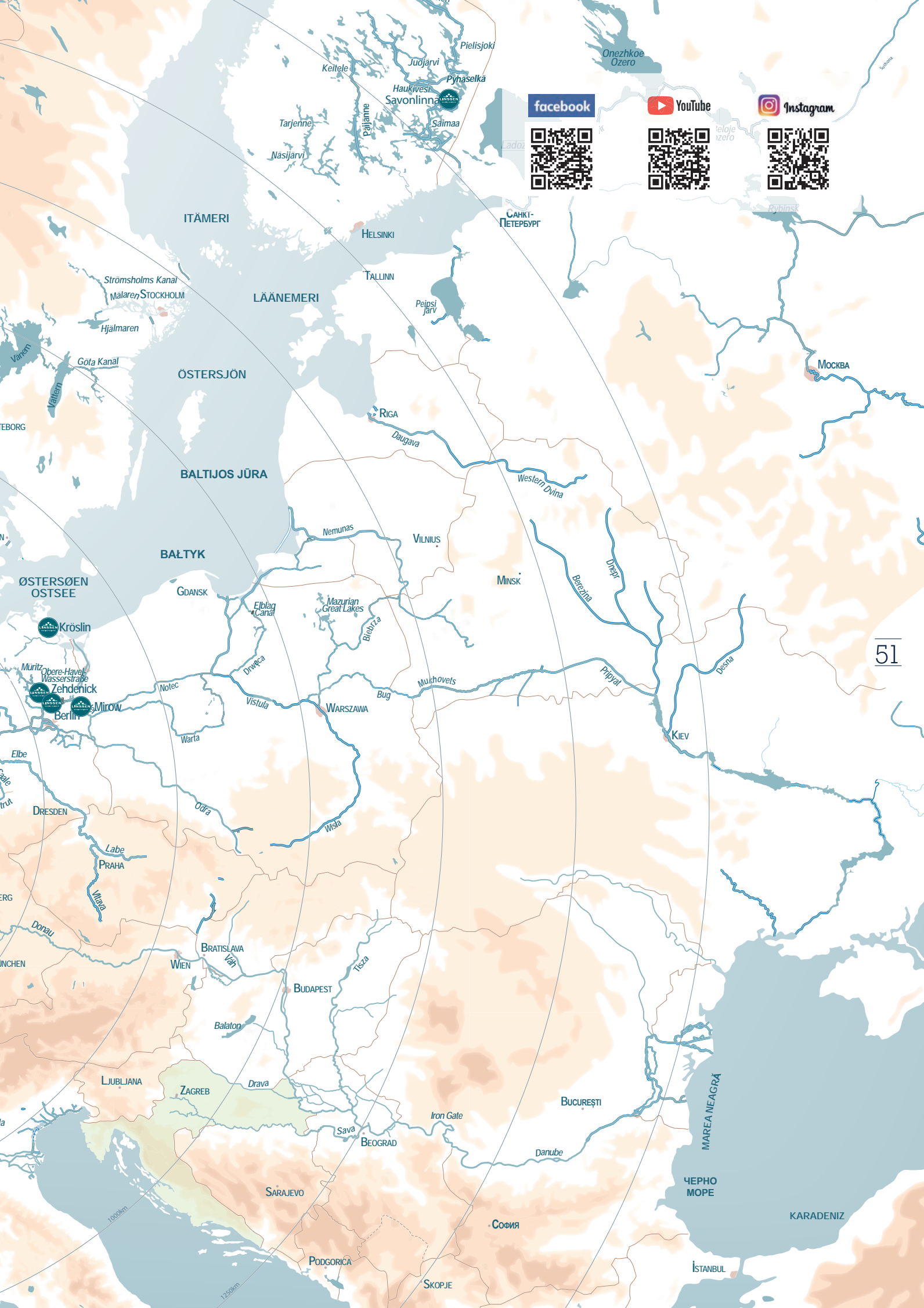
BOATING HOLIDAYS®



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AN UP-TO-DATE LISTING FROM THE LINSSEN PRE-OWNED SECTION

Ref.-Nr	Type Dimensions	Year of construction	Engine	Price
Brokerage				
	3401 Grand Sturdy 35.0 Sedan 10.70 x 3.40 x 1.00 m	SOLD	1x Volvo Penta D2-75 (75 HP)	€ 285.000
	3786 Grand Sturdy 40.0 AC 12.85 x 4.30 x 1.20 m	2023	1x Mercury MD2.0L (115 HP)	€ 505.000 (excl. VAT)
	2992 Range Cruiser 450 Sedan Variotop® 14.45 x 4.40 x 1.22 m	2012	2x Steyr M16TCM (120 HP)	€ 595.000
	3498 Grand Sturdy 500 Sedan 15.50 x 4.65 x 1.20 m	2020	2x Volvo Penta D3-110 (110 HP)	€ 1.250.000
	3482 Grand Sturdy 500 AC Variotop® 16.45 x 4.85 x 1.29 m	2020	2x Volvo Penta D3-150 (150 HP)	€ 1.250.000 (excl. VAT)
	Linssen Collection			
	3635 Grand Sturdy 40.0 Sedan 12.85 x 4.30 x 1.20 m	2021	1x Volvo Penta D3-110 (110 HP)	€ 550.000
Linssen Expected				
2916	Grand Sturdy 29.9 Sedan 9.35 x 3.35 x 1.00 m	SOLD	1x Volvo Penta D2-55 (55 HP)	
2823	Grand Sturdy 40.9 AC 12.85 x 4.30 x 1.20 m	2009	1x Volvo Penta D3-110 (110 HP)	
3618	Grand Sturdy 40.0 AC 12.85 x 4.30 x 1.20 m	2020	1x Volvo Penta D3-110 (110 HP)	
3473	Grand Sturdy 40.0 Sedan 12.85 x 4.30 x 1.20 m	2019	1x Volvo Penta D3-110 (110 HP)	