

# BOAT REPORT

From Southampton to Shepperton — three days and 90 gallons of diesel. Linssen's latest displacement model proved an economical and comfortable cruiser.



TALK steel, and you're talking Dutch. Run through the Netherlands' premier production builders in the 30-40ft range, and the name Linssen will appear amongst the leaders in terms of quality.

Entering their fifth decade as a family-run business producing traditional round-bilge Vlets and modern hard-chine displacement cruisers, they expanded the range a few years back to include the faster semi-displacement SX models (see MBM Feb 89). But, successful as these speedier craft have proved, Linssen are still producing a steady stream of displacement models, the most recent being the 36ft Select.

With the hull speed on this length restricting any form of efficient progress to around the 8-knot mark, it would be all too easy to assume that single-screw displacement motorboats are compromised in their abilities. Not so, as we confirmed on a three-day delivery trip from Southampton to Shepperton.

## Design

Responsible for all the latter day Linssens is the German naval architect Winnfried Wilke, whose appreciation of the problems of efficient steel fabrication has kept costly curvature of plating and strengthening members to a minimum, but without resorting to slab sides and hard angles. The underwater sections employ two chines before letting into the full-length keel, providing support for the shaft log and protection for the propeller.

Hull and superstructure are kept pleasantly in proportion. The bulk of the latter is partly incorporated into the raised aft deck — with the master cabin beneath — while the extension of the topsides above deck level forms



# LINSSSEN 36 SL HOMEWARD BOUND





# BOAT REPORT

# LINSSEN 36 SL



◀ a substantial low bulwark, which effectively reduces the stepped profile of the coachroof.

Finish is extremely high, computer-controlled precision cutting and welding equipment having been employed to create the fairest of surfaces. By the time the exterior has been finally coated in two-part epoxy in Linssen's temperature and humidity-controlled spray booths, it could easily be mistaken for GRP.

## Exterior

Towards the break of the bow and amidships, substantial stainless bollards are welded to raised plinths attached to the mini-bulwark, with a further pair sited on either quarter taking care of the stern lines. Mounted clear of obstructions, and manufactured with lugs towards the top, these proved easy to work with, whether just taking a turn whilst manoeuvring alongside or securing two or three lines.

A bow roller-stowed anchor and warp are supplied as standard, but Linssen's UK agent Boat Showrooms

of London normally import the boats with the builder's Optionset, which includes a manual anchor winch. Further items within this package include the bathing platform with teak treads and accompanying stainless steel ladder, Webasto warm-air heating system and a bowthruster tunnel. The bowthruster itself is a further £2261 option.

A good-sized hatch covers the foredeck locker, which is segmented into a chain locker and general stowage — although a reasonable proportion of the latter will be filled by the gas bottles. Moving around the decks, or on and off the boat, is effected safely, even for those of a nervous disposition. The freeboard, although certainly adequate, is low enough to give ready access to the wide side-decks from the pontoon, whilst an effective non-slip coating and the raised gunwale ensure safe footwork, the latter topped off with a solid stainless steel guardrail.

Although our passage plan allowed us to scrape just under Hammersmith Bridge, we thought it prudent to give

**Above: practical luxury — most of the wheelhouse sole comprises individually carpeted hatches which lift to give good access to the engine (far right). Above right: the half-tiled toilet compartment features a separate shower area.**

the arch mast a trial lowering. This was easily achieved thanks to its lightweight aluminium construction, the whole lot hinging forward to lie neatly on the coachroof and give an air draught of just 8ft 4in (2.55m).

The raised aft deck is devoid of anywhere to sit unless you drag out some deckchairs from down below. This is all very well on a river boat, but substantial fixed seating would be preferable when setting out to sea; a couple of good-sized bench-lockers would also have given much-needed additional deck stowage. The large expanse of coachroof forward of the central exterior helm position is sheltered by a deep coaming, which could readily accommodate a couple of sunbathers.

The outer helm's only additional



equipment, apart from the wheel itself and single-lever throttle, is the bow-thruster control. Although the ignition switch at the interior helm is only a few yards away down the companionway, we would have preferred an exterior method of starting, along with some basic instrumentation.

## Interior

Access to the interior is from the aft deck, through a stout teak-laid sliding hatch and hinged half-height door. The relatively steep companionway opens out into a well-proportioned, split-level saloon.

The raised wheelhouse area, with its helm position to port, offers U-settee seating for five around a low free-standing table. A main windscreen (whose centre portion opens for ventilation) and deep side-windows allow excellent visibility for seated crew and guests, as well as shedding plenty of natural light on the abundance of well-fitted teak joinery.

A free-standing fully-adjustable pilot chair caters for the skipper, standard instrumentation on the

angled teak console being restricted to the bare VDO engine-monitoring essentials. The console itself is hinged to allow access to the instrument heads and to the rear of the ready-use switch panel. Further panels at the helmsman's feet reveal the battery charger, AC (a mains ring and shore connection come as standard) and main junction boxes, with all wiring protected in conduit.

Although Linssen had thoughtfully provided glass panels in both the access door and after bulkhead, the dodgers around the aft deck stanchions effectively curtailed off the view astern on our test boat; we are assured, however, that these have been modified with clear plastic inserts. In the absence of any reasonably-sized uncluttered area at the helm, the upper dinette doubles as a chart table.

A short companionway leads to the lower saloon, with the galley lying to port and the main dinette opposite. The latter will seat five people, or four in comfort, and converts into a double berth.

The galley comes well appointed with three-burner gas hob, oven with separate grill compartment and larger than average (80lt) fridge. The oven unit is actually an extra, taking the place of a cupboard unit, and storage is therefore limited to a pair of shallow outboard lockers and a single draw-cum-cupboard unit beneath the counter top. A large locker in the after lobby of the upper saloon could readily be converted to a bar, thus relieving the galley of bottles and glasses. Further general stowage is found under the settees in painted-out lockers, and in cupboards along the port side of the upper saloon. To relieve the usual inconvenient scrambling under seat cushions to gain access to the former areas — one of which houses a manual bilge pump — Linssen will fit draws and doors to the bunk bases.

The forecabin can either be fitted with a vee-berth or with a double offset to starboard. The former option gives a pair of well-proportioned single berths. There are cupboards beneath the bunks, and a three-quarter-height ▶



# BOAT REPORT

locker in the adjacent dinette. Although small, the forecabin is bright and airy, with three windows (including the centre port) set in the forward slope of the coachroof.

The master cabin and the adjoining toilet compartment back aft were the only areas where the tallest of our test team, at 6ft 2in, could not stand upright. A central double berth dominates this cabin and provides cupboard stowage beneath, along with ready access to the steering gear and weed hatch. This feature makes it possible to clear the prop of flotsam without a volunteer taking a turn over the side. Further stowage is provided by way of a large hanging locker to starboard.

The toilet compartment, with access both from the main saloon and the aft cabin, is three-quarter tiled, and extends into the separate shower cubicle.

## On passage

Top priority before getting underway was to give the Sabre Lehman 135hp diesel under the main saloon sole the usual pre-flight checks. There is none of the tedious rolling up of carpeting for a Linssen owner in order to lift the hatches: the carpet is fixed to each individual hatch, making the whole business a swift one-handed operation. The underside of each hatch is insulated, and bearers are finished with rubber bedding strips to ensure a snug, rattle-free fit.

With the compartment stretching the full beam of the boat, there is plenty of room for the usual checks and servicing, both of the main engine and stern gland, and of the various auxiliaries — water pumps, calorifier, Webasto heater unit and batteries. This particular boat had been fitted with extra tanks to double its usual 48gal (220lt) capacity of both diesel

and water, and we were pleased to see them manufactured with large inspection plates.

In general everything is well sited and engineered, piping and wiring being protected in conduit and well secured out of harm's way. Piping from the two stage fuel-filter and water trap to the engine is armour braided pipe. Our only misgivings were the rather tricky accesses to the header tank and the fuel shut-off; the latter is reached through two mini-hatches in the base of the main saloon's settee. An electric bilge pump is standard, although fire-extinguishers are extra.

Other engine options are from the Volvo stable, and again only single-screw is available. Linssen list the 100hp Volvo TMD31 as the standard unit, and this comes out £4000 cheaper than the Lehman 135.

Without a log aboard, we could only estimate our speed by relating engine revs to readings previously taken from our radar gun. At full throttle (2500rpm) we recorded just under nine knots, which according to Lehman's figures would give a consumption figure around 5.5gph (25lph).

This would only give us a range of some 150 miles, but some quick work with a calculator, engine data sheet and chart showed we could complete the passage without topping up if we maintained 2000rpm. Consumption at these revs would drop to something in the order of 2.5gph (12lph) with speed just a shade under 8 knots but doubling the range to 300 miles.

During our three-day passage around the coast, the wind shifted around the rose, varying in strength but generally building until by the second evening it was blowing a steady Force 5 from the SW, some of the more playful gusts nipping the tops off unpleasantly steep seas. The Linssen took all this with an affable,

easy motion, although we felt it prudent on a couple of occasions to take the larger seas off the bow — especially the sharper ones off Ramsgate and Dover.

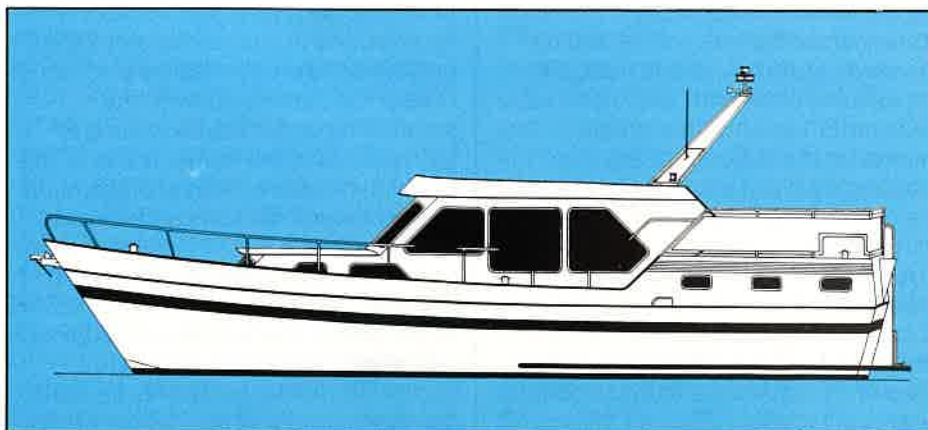
Obviously, without an autopilot, there had to be a steadying hand on the helm, but the Select's long keel gave creditable directional stability and she maintained a steady track no matter which direction the seas came from. Manoeuvring at our various stopovers was made particularly easy by the bow-thruster.

Engine noise is a tiresome ingredient on a long passage, but lack of vibration and sound levels of only 78d(B)A whilst cruising allowed the off-duty watch to sleep.

## Conclusions

After three days on the Select 36 negotiating a variety of conditions — estuary, river and an extended coastal trip — there is no denying she's a versatile craft. Her layout, plus the helping hand of the bow thruster, makes close work along the inland waterways a pleasure, while as a steady passage-maker around the coast or across the Channel she is both well-found and comfortable.

In all aspects this craft exudes an air of restrained quality and, although it should be borne in mind that our test boat had some £12,000 of extras including bow-thruster, heating and bathing platform, Linssen's standard spec is perfectly adequate for taking to the waters.



<b>Loa</b>	36ft 1in (11.0m)
<b>Lwl</b>	31ft 0in (9.45m)
<b>Beam</b>	11ft 3in (3.45m)
<b>Draft</b>	4ft 1in (1.25m)
<b>Displacement</b>	9 tons
<b>Fuel</b>	2 × 48 gal (220lt)
<b>Water</b>	2 × 48 gal (220lt)

### Price ex VAT

basic with 135hp Lehman £67,567  
as tested with Optionset £79,597

**Builder:** Linssen Yachts,  
Industrieweg 2, 6051 AE  
Maasbracht, Netherlands.  
Tel: (31) 4746 3405.

**Supplier:** Boat Showrooms of  
London, Shepperton Marina, Felix  
Lane, Shepperton, Middlesex  
TW17 8NJ. Tel: 0932 243722.