



GILLISSENVAAARDERS Foundation

www.gillissenvaarders.nl

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English version summarized from the original newsletter in the Dutch Language

Newsletter from and for Gillissenvaarders

No. 10, December 2022

The aim of our newsletters is to stimulate the contacts between Gillissenvaarders



From our chairman

To start with: we have got no response to our call for new board members. The present board resign in June 2023!

This newsletter has again interesting information, for instance about electric propulsion in a Gillissen kotter.

The board is busy organising a Gillissenvaarders event in March and our regular Whit Sunday event in the Eenshaven in Amersfoort. This beautiful town will be a perfect place for our yearly meeting.

The board wished you all a merry Christmas and fantastic 2023.

Wout Kraaijeveld
bestuur@gillissenvaarders.nl

*MERRY CHRISTMAS AND A HAPPY NEW YEAR
FRÖHLICHE WEIHNACHTEN UND EIN GLÜCKLICHES
NEUES JAHR
GLÆDELIG JUL OG GODT NYTÅR
JOYEUX NOËL ET BONNE ANNÉE*

Report on our autumn meeting

For this meeting on 29 October, the board had chosen to visit the National Dredging Museum in Sliedrecht. And that was an excellent choice!

The museum is situated in the former home and office of Adriaan Volker, founder of the Volker dredging company in 1854. The fact that Sliedrecht became the cradle of the dredging industry in a broad sense, both nationally and internationally, was not yet foreseeable at the time. Two experienced retired employees of Volker took the Gillissenvaarders into the background of the dredging industry. After lunch there was a tour



of the museum.

With the help of attractive scale models, everything was put into practice about the various dredging techniques. It was a great excursion in the dredging industry and therefore also a gathering that we as Gillissenvaarders will remember for a long time!



Electrification Gillissenkotter Kalypso

Joke and Fed Heukels are the owners of the 12.20 m. Gillissen kotter 'Kalypso'. They have decided to transfer the propulsion of the Kalypso into electric. In this newsletter Fred would like to focus on the "why", the different options of electrification and the starting points for the many choices for the design of the electric sailing system. (the editors will publish the full story on our website)



The 6 seagoing cutter yachts of the Potvis-type

Initiator and co-founder of the Gillissen sailors, Michiel Maters, has sent us the following story. In the early sixties, Theo Gillissen designed his first seagoing cutter of the Potvis type. As far as known, 6 Gillissen yachts of this type were built.

Potvis:

In 1964/65 the first cutter of this type was built by shipyard J. Jongsma in Wieringen. The 12.50 m long Potvis was on the Hiswa in 1966 and is still in operation (with an aluminium wheelhouse).



Seahorse:

In 1965 the 2nd Potvis-type Gillissenkotter was built. Unfortunately, a photo is not available.



Johanna Maria II:

In 1966/1967 the 3rd cutter of the Potvis-type, was built. The windows of the roof are a little smaller than those of the Potvis. The ship has been rebuilt over the years.

Zilvermeeuw:

The hull of the Zilvermeeuw was built in 1966 at the Bak BV shipyard in Broek in Waterland and is the same as the Potvis. The current owners found the ship in Zwartewaal as a wreck. The

beautiful line of the ship was immediately noticed and despite the very poor condition the ship was bought. After 5 years of hard work and with the help of many, the Zilvermeeuw was launched again in 2006. The result of the refit was stunning; the Gull was both new and new from the outside.



Grote Beer:

In 1969, the fifth Potvis-type ship the 'Grote Beer' was launched in Zwartsluis as Hillegonde and is still in its original state. This ship has been owned by Michiel Maters since 1998. Michiel renamed it Grote Beer. The name Grote Beer was chosen in response to the constellation 'Big Bear' that the Arctic Star points to. With the Northern Pole Star as a navigation benchmark, you can always find your way home. The name Grote Beer thus gives the connection of distant journeys and safe return home.

Argovia:

At the beginning of 1970 the sixth Potvis-type was built at shipyard P. Valk in Franeker. The ship has a slightly different hull, lower head and less freeboard.



Vikingbank

With the pension in sight, Jan and Margriet Dekker wanted to move into a smaller home and were looking for a larger ship. They would like to be on board a little longer and with more living space. They find through a real estate agent a Gillissen cutter from 13.20. The ship was built in 1974 by Kuipers in Schoorlham. It was once built as a large seagoing cutter, has also sailed a lot at sea but has been used in recent years to live on. They fall a little in love with the ship but



also saw the many overdue maintenance. After the purchase and transfer a trip was planned from the centre of the country to our home port in Groningen. They did not know the ship well and are uncertain whether it is wise to take a large cruise directly. The confidence in the "Viking Bank" is growing rapidly, especially due to the pleasant sailing behaviour and the solid engine (DAF

615). After this first trips the maintenance period started with a large 'to do'-list. In 2022 Jan and Margriet joined the Whit Sun weekend of the Gillissenvaarders and enjoyed it very much. In the new sailing season a trip to Denmark and a part of the southern Swedish coast is planned. It is nice to be preparing and dreaming about the voyage with a ship in which they gained confidence.

Next newsletter

The next newsletter will be distributed around April 2023. Contributions are very welcome; in this newsletter you can read and see how nice it is to be in contact with each other through these newsletters.

Disclaimer

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The board is not responsible for mistakes etc. in this newsletter.



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