

Editorial



From our background as both experienced navigators and successful businessmen, we at CNB know that there are certain principals to which one must absolutely adhere. Taking care of one's ship, preparing carefully for a voyage, tracking the weather forecasts, and maintaining a well-trained crew are all measures of guaranteeing success. We are pleased to announce that at the beginning of this summer, due to holding our course, careful capital and human resource investments, and renewed confidence on all levels, CNB is doing very well indeed. Shortly after the distribution of our last newsletter, we contracted for the construction of the aluminum CNB 70 N° 4 at the Düsseldorf Boat Show; a few weeks later a composite Sparkman and Stephens 65' was signed, that just after the signing of two Bruce Farr designed composite CNB 64's and an aluminum Philippe Cabon designed 93' cutter... All of which means a job well done and work to be done for the design team and the workers at CNB. Encouraged by these results, we are taking advantage of the moment and are continuing to modernise our infrastructure – increasing and improving our computer system (both software and hardware), renovating our offices to make them more comfortable and productive, and above all fine-tuning our new production site, 6000 m² dedicated to composite construction, to be inaugurated this fall. We are on course, the sea is calm, after all, the best conditions that all cruising sailors could hope for...

Olivier Lafourcade
In charge of Custom Yachts



Don Juan, Frers 95', 1999

Internet

As CNB evolves, so does our website! Now undergoing an overhaul, for a "new look", cnb.fr will very soon be up-to-date with even more information and an intuitive user-friendly navigation, and is the quickest way to initiate yourself and stay in tune with the world of luxury cruising yachts. The pages titled "News" are growing and are regularly updated. Can't wait for one of our brochures to be sent through the mail? You can download it from our web page and print it.

Boat shows

The CNB stand in the SuperYacht section

of the Düsseldorf Boat Show was the setting for the signing of the CNB 70 N°4 (please refer back to newsletter N°2 for the description of the CNB 70 N°3). A great way to end the winter boat show season... and starting this fall, we look forward to with anticipation and pleasure to seeing you at :

- Monaco September 22-25 on board "Don Juan"
- Fort Lauderdale Oct 28 – Nov 1 at our stand 618-619 in the "Yacht Builders Tent"
- Paris December 3-12 at our stand
- Düsseldorf January 22-30 at our stand



Custom

After a long period of rigorous tests and sea trials, Don Juan has been delivered to her Argentine owner.

The most recent yacht to come out of our boatyard, she is an aluminum sloop designed by

boom are carbon fiber). The hydraulic system also operates the lifting keel and telescoping rudder for easy handling.

Forward, her anchoring system swings completely under the teak deck leaving it completely unobstructed with "flush" hatches and a smooth sloping deck. The central cockpit houses the main companionway, and has a teak table that



German Frers. She was conceived, per her owner's express desires, for fast, comfortable cruising, and especially to be able to be sailed by only 2 people. A sophisticated hydraulic circuit allows one person, with the help of a "joystick", to hoist 200 m² of fully-battened mainsail in less than 2 minutes, and furl it inside the boom in 1'45" (both mast and

accommodates 12 people. The aft cockpit, with its 2 wide steering wheels, is more dedicated to boathandling (halyards and sheets are run underdeck), the engine controls, the bow thruster, the autopilot, and all hydraulic controls are located here. The reverse sheer transom houses the dinghy tender.

Much different than a charter boat, Don Juan is





specifically an owner's boat, reflecting to the smallest detail his preferences regarding the interior layout and design. No compromises were made concerning the choice of materials nor the creation and installation of the furnishings and accessories, and great care was taken to completely soundproof any noise-producing appliances.

Corresponding to his singular style of sailing, the interior layout is as follows:

a forward crew's cabin and salon, then, heading towards the stern, the galley, the main salon, three guest cabins and their respective washrooms, then the owner's suite with its "queen-size" berth, vanity, washroom, and navigation station where all the electronics are

located around the chart table, as well as personal access to the aft cockpit.

The wood finish is in sycamore, the floorboards are varnished teak covered by plush carpeting. Forced air heating, air conditioning, Hi-Fi stereo, plasma-screen television, linked mini M telephones all combine for a luxurious final touch on this fabulous cruising yacht.



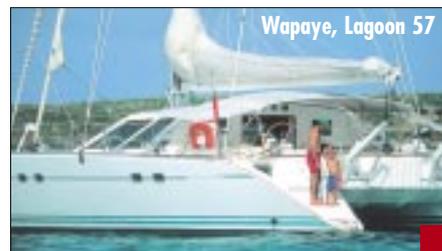


Maricea, Frers 76

Our subsidiary Merex now has more to offer: Its website has grown. You can now see these boats at www.merexyachts.com:

Wapaye (Lagoon 57), and Maricea (Frers 76 built by CNB and completely refitted last winter). Like the Blues, Sagittario (CNB 70) and Caresse (Bénéteau 62), these boats are available for crewed charter in the Caribbean (charter program

descriptions and details on the website). Looking further ahead for a truly unique experience, Grand Bleu II will be sailing this winter in the Ilha Grande archipelago off the coast of Brazil.

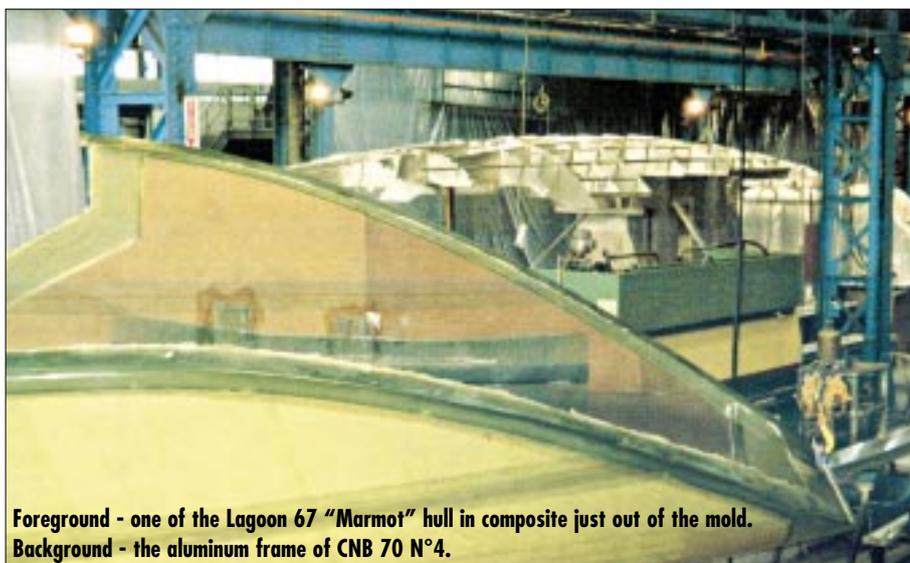


Wapaye, Lagoon 57

Aluminum? Composite?

Among the major boatbuilders who build custom SuperYachts, the opinions are often varied and... boldly stated. Every owner, every architect, every captain, from their individual experiences have all come to their own strong opinion regarding the ideal material for boatbuilding, an opinion that is often unyielding. However, with technological improvements on both sides, aluminum and high-tech composites have come to the forefront with regards to lightness, reliability, and strength. CNB, in its desire to

provide to its clients the widest range of choices, has had the foresight to keep at the center of its organisation the best available workers in each of these two categories. Working alongside each other at the two production facilities separated by only several hundred meters are the industrial metalworkers (here for more than a hundred years!) and the vacuum-bag infusion specialists. Two distinctly different technologies that, when perfectly mastered, set the stage for the other tradesmen at CNB (carpenters, cabinetmakers, electricians, mechanics, plumbers, hydraulic technicians, riggers, etc.) to work their art.



Foreground - one of the Lagoon 67 "Marmot" hull in composite just out of the mold.
Background - the aluminum frame of CNB 70 N°4.

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