

Editorial



Created 12 years ago, with the construction of over

30 vessels measuring from 20 to 32 meters, CNB has acquired an unequalled reputation for the quality of its aluminum construction and impeccable finishing.

In 1993, composite construction became a reality when we undertook the finishing and interior fittings for the maxi racers "La Poste" and "Merit", destined for the Whitbred 1993-94.

Today's market requires us to increase our supply and production capabilities by creating a facility dedicated to and designed around the specifics of composite. This location will be officially inaugurated on November 15, by Ms. Annette Roux, President of the Bénéteau Group, and attended by Mr. Alain Juppé, Mayor of Bordeaux and former Prime Minister.

We are now equipped with an efficient installation, ultra modern and already occupied, you will notice in this newsletter, by several large vessels. Aluminum construction, however, has not slowed down. The new boats introduced in the preceding newsletter have now finished the design stage and entered the construction phase.

A well filled order book and two production sites to build them; that is an auspicious sign to usher in the new millennium...

Olivier Lafourcade
in charge of Custom Yachts



Excalibur, CNB 70, 1998

The CNB Composite Facility



The total renovation of this building was successfully concluded in six months

in consultation with engineering specialists.

The features of this completely new building are:

- 6000 m² covered building, 6000 m² paved open area
- 9 m high ceilings
- 2 traveling lifts per bay, each with a 10 T capacity
- bays measure 21 m wide and 90 m long

- compressed and vacuum air system network
- gas heated environment
- 250 Kva of electric power installed
- working stations for 100 employees

The composite construction team is lead by Bruno Belmont, graduate of the Southampton School of Naval Architecture. For many years Bruno was with, Jeanneau Techniques Avancées. World renowned for their composite construction, JTA* (Lagoon) has been working in collaboration with CNB since 1995.

** A reminder; JTA is the builder of the multihulls : Fleury Michon VII (Joubert/Nivelt), Fleury Michon VIII (Nigel Irens), Fleury Michon IX (plan Nigel Irens), Pierre 1er (Van Peteghem/Lauriot Prévost), Primagaz (Van Peteghem/Lauriot Prévost), Fleury Michon X1 (Van Peteghem/Lauriot Prévost), Waterworld 1&2 (Van Peteghem/Lauriot Prévost). And the monohulls : Monaco, CGI, CGI 2 (Andrieu), Fleury Michon X (Briand), Lab1, Lab2 ACC, America's Cup Challengers F4 & F5 (1995) (Briand)*

Composite under construction

Apart from the LAGOON 570 and 67 :

- 65' Sparkman & Stephens - From the famous New York naval architects, Sparkman & Stephens,

and constructed for an American client. Delivery set for June, 2000.

- 2 CNB 64's - The first for a Greek owner.

For delivery in February, 2000.

The second for an Australian client. For delivery in June, 2000.



65' S&S



65' S&S



The CNB Composite Technique

Six years of continuous research have resulted in our construction technique

of vacuum bagged wet lay-up at -0.9 Bar in epoxy resin, vinylester or polyester ; after comparative laboratory trials, this technique gives excellent engineering results. These results are equal to or superior to pre-preg in as much as fabric compaction is achieved without the slightest possibility of air being captured in the composite. The fabric is positioned with the same precision used in pre-preg. This technology also allows us to construct simultaneously the outer skin, core and inner skin, as well as the structure (in case of female mould construction). Using glue between each layer is unnecessary.

For each hull made, a sample can be saved for engineering or chemical testing. The Tg obtained is at least 80°C (110°C in vinylester).

THE ADVANTAGES

Excellent fabric compaction • Absolutely airless
• Difference in weight between a 100' hull using the CNB technique and a honey comb composite hull: 300 Kg • 50% savings in materials and labor compared to pre-preg • Tg ± 110° C without baking (with resin vinylester) • Less fragile on impact than honey comb sandwich • Better acoustic and thermal insulation.



▲ 1 - Infusion starts as resin flows through the fabric, pumped in by the vacuum system.



▲ 2 - The whole hull is infused.



▼ 3 - End of infusion, the composite is homogeneous.



▼ 4 - Throughout the process, temperature is infra-red controlled.



Deck 65' S&S



CNB 64



XTC, CNB 76, who's violet hull doesn't go unnoticed, joins the fleet marketed by our subsidiary Merex : it is available in the Caribbean, for crewed charter cruises. Maricea (Frers 76), Sagittario and Blues (CNB 70'), Cresse (Bénéteau 62') and Wapaye

(Lagoon 57') sail from Grenada to Tortola. Cruising programs and crew profiles can be found on the web.

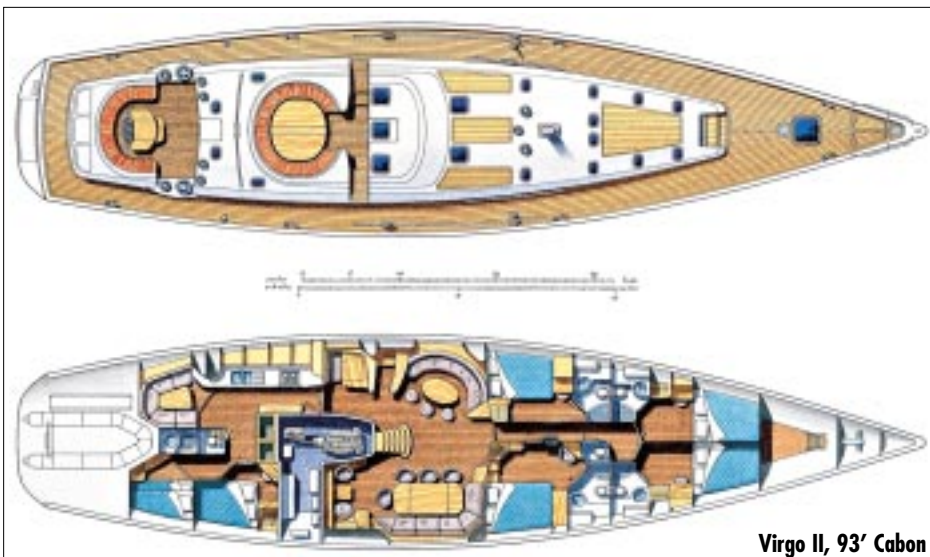
The Millennium in Brazil : Grand Bleu II (CNB 76') crosses the Atlantic to Brazil for delightful cruising in the archipelago, Ilha Grande (near Rio).

Website : www.merexyachts.com



Aluminium under construction

- 93' aluminum construction designed by Philippe Cabon, for a Turkish client. Delivery set for March, 2001.
- The CNB 70 Hull number 4, for a German client. Delivery planned for April, 2000.



Virgo II, 93' Cabon

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