

Editorial



Summer vacation is rapidly arriving but the activity at our shipyard isn't slowing down, not by a long shot...

Only just delivered, the CNB 70 (hull #4) **INO** quickens its stride toward the Mediterranean. At the same time we are busy at our various facilities, building **Virgo II**, 93' in aluminum, an all-new CNB 77 (the successor to the CNB 76, with the hull and deck made of aluminum and the superstructures of composite), as well as yachts made of composite: a Frers 104', an all new CNB 70 composite, a Sparkman & Stevens 65', along with three CNB 64's. However, this full calendar doesn't disturb the collaboration between our sales department, our design office and the naval architects. This cooperation has born fruit with the studies begun for several magnificent projects, such as an 80' motor yacht and a variety of sailboats from 70' to 140' in aluminum or in composite. We will certainly report on them in our future Newsletters.

Internationally recognized for the quality finish of its boats along with the capability to construct aluminum or composite hulls indoors, CNB has become an uncontested leader, and point of reference for the construction of yachts and super-yachts. We know that to maintain this advantage we must persevere in our search for quality implementation, imagination and the services we offer our clients. With passion.

Olivier Lafourcade
In charge of Custom Yachts



CNB 70, aluminum or composite?

Composite



CNB 70 in composite ! An excellent sailor, very gentle motion at sea,

exceptional interior comfort, and a finish worthy of its elders with its different choices of interior layout, the CNB 70 enjoys a genuine commercial success.

To respond to the growing demand for composite boats, we have begun the construction of a mould (after the delivery of hull #4) to build hull #5 in composite!

The initial concept of the boat remains the same and the owners of composite boats will find all the same elements, which created the interest in

the CNB 70: performance, comfort, security and elegance.

The yacht will be built by putting to use our exclusive infusion technology, which was written up in the last Newsletter.

From now on we propose the CNB 70 in both a composite and aluminum version.

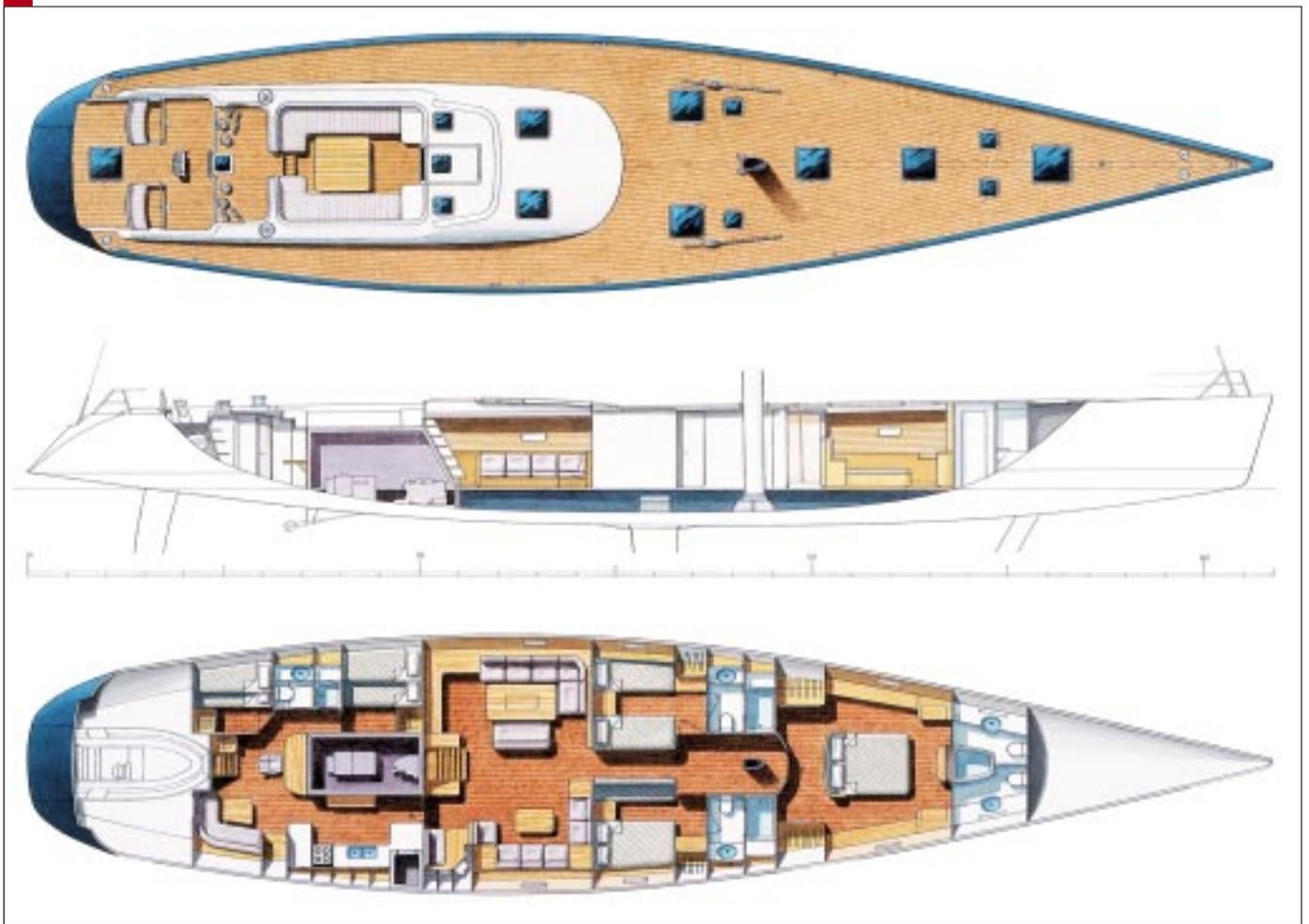
Focus on ...

Impressive, the 104' sloop drawn by German Frers which construction recently

begun in our composite facility. This monohull, built of composite carbon fiber and vinylester resin with a balsa "ultra light" core, is equipped with a canting keel, a retractable "canard" and a carbon mast with a furling main sail boom also in carbon. Delivery is scheduled for mid 2001.

The first elements of the deck and hull moulds for the Frers 104 filled up some space in our composite construction shop.





SPECIFICATIONS



Naval Architect: German Frers
Interior layout and decoration:
CNB / Hervé Couëdel

HULL

• L.O.A	31.72 m
• LWL	27.60 m
• Beam	6.63 m
• Draught	4.40 m
• Ballast	24 t
• Displacement (Light ship)	65 t
• Fuel capacity	2 X 2000 l
• Water capacity	2 X 600 l

RIGGING

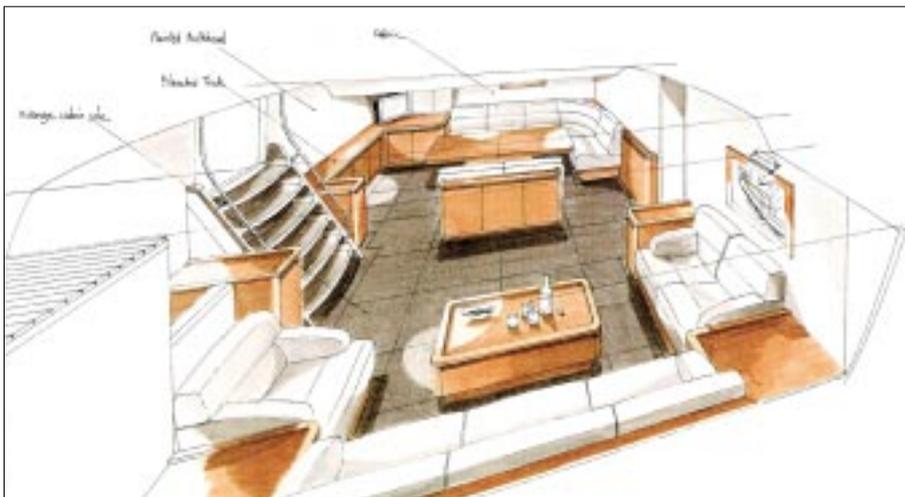
• Sloop	
• I:	43.86 m
• P:	39.86 m
• J:	12.00 m
• E:	12.87 m

MAIN EQUIPMENT

• Engine	340 Hp
• Generator	33 kw - 220 volts
• Bow thruster	30 cv
• Water-maker	50 gal/h
• Air conditioning	72000 BTU

LAYOUT

The interior was specially designed in response to the owner's desires and was realized in a subtle combination of Wenge, ceruse teak, off white enamel and Alcantara. It comprises among other features; one main owners cabin, two guest cabins, two crew cabins, a galley, chart table, complete electronic navigation installation and a multi media system.





Grand Bleu II, CNB 76

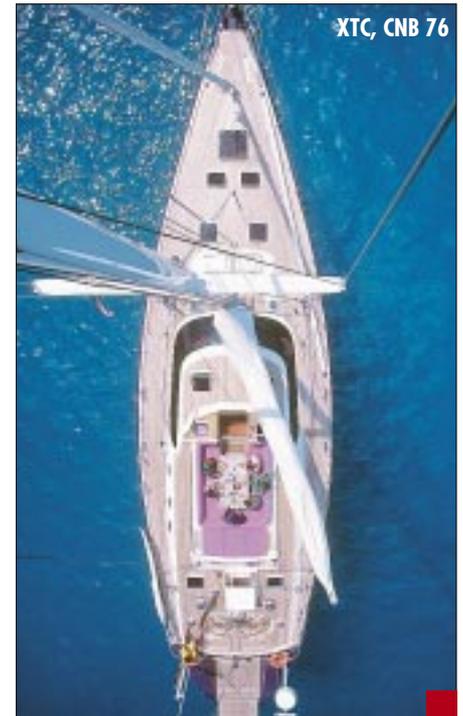
Changing destinations

This summer, Merex Caraïbes suggests cruises in Croatia aboard Grand Bleu II (CNB 76), on Italy

aboard XTC (CNB 76) or in the Grenadines and the Roques Islands, with Blues, Sagittario (CNB 70) and Maricea (Frers 76).

Next winter, Maricea will be sailing in Patagonia, XTC in Belize, Blues and Sagittario in the Virgin Islands, while Wapaye (Lagoon 57) will be in the Grenadines.

For information, rates, and photos, check the website: www.merexyachts.com.



XTC, CNB 76

Aluminum

Delivery of the CNB 70 INO

Ordered during the 1999 Düsseldorf Boatshow, INO, the CNB 70 (hull #4), has recently been delivered to her owner. The sailing program is planned for the family throughout the year. At the time this Newsletter goes to print, INO is in Lisbon, Portugal on its way to the Mediterranean.

Virgo II

The hull is turned over, as the welders put the last touches on the deck and superstructures. The rest of the team readies different elements (electricity, plumbing, mechanics, and interiors) which have been prepared in their respective workshops.



INO, CNB 70



Virgo II, 93' carbon, before the hull plating and its turning

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