

Editorial



CNB has taken the big step toward building pleasure motor yachts with the development of the **Classic Cruiser 80**.

In the yachting world, few people are aware that CNB has a detailed knowledge and total command of the construction and mechanization of power boats acquired as a result of building many passenger ferries between 18 and 30 meters (60-100 ft).

A few "privileged" owners and professionals have seen the first illustrations and this motor yacht, designed by the architectural office of Joubert-Nivelt, promises tremendous success for the American as well as the European markets.

Here is another example illustrating the absolute necessity to rethink every new project that any shipyard worth its name undertakes. Once again, classicism and technology, esthetic and savoir-faire are in harmony with good fortune. Good fortune, here is the last word for the beginning of the millennium, very sincerely, it is CNB's wish for all of you: good fortune on land and on the sea...

Olivier Lafourcade
In charge of Custom Yachts



Focus on... the CNB 77

The CNB 77 takes up the torch of the 9 CNB 76's like "Grand Bleu II and III" which greatly contributed to CNB's reputation.

Fruit of a close collaboration between our marketing department and our design office with the offices of naval architect Philippe Briand, the CNB 77 has already seduced two clients.

Its evolution is found in the areas of:

Equipment

Modernized with even more refined construction standards and finishing, the CNB 77 is ready for the 2000's...

Deck layout

A bigger central cockpit with easy circulation, the

aft cockpit is "more habitable" with two watch seats and a large spray hood for protection.

Interior layouts

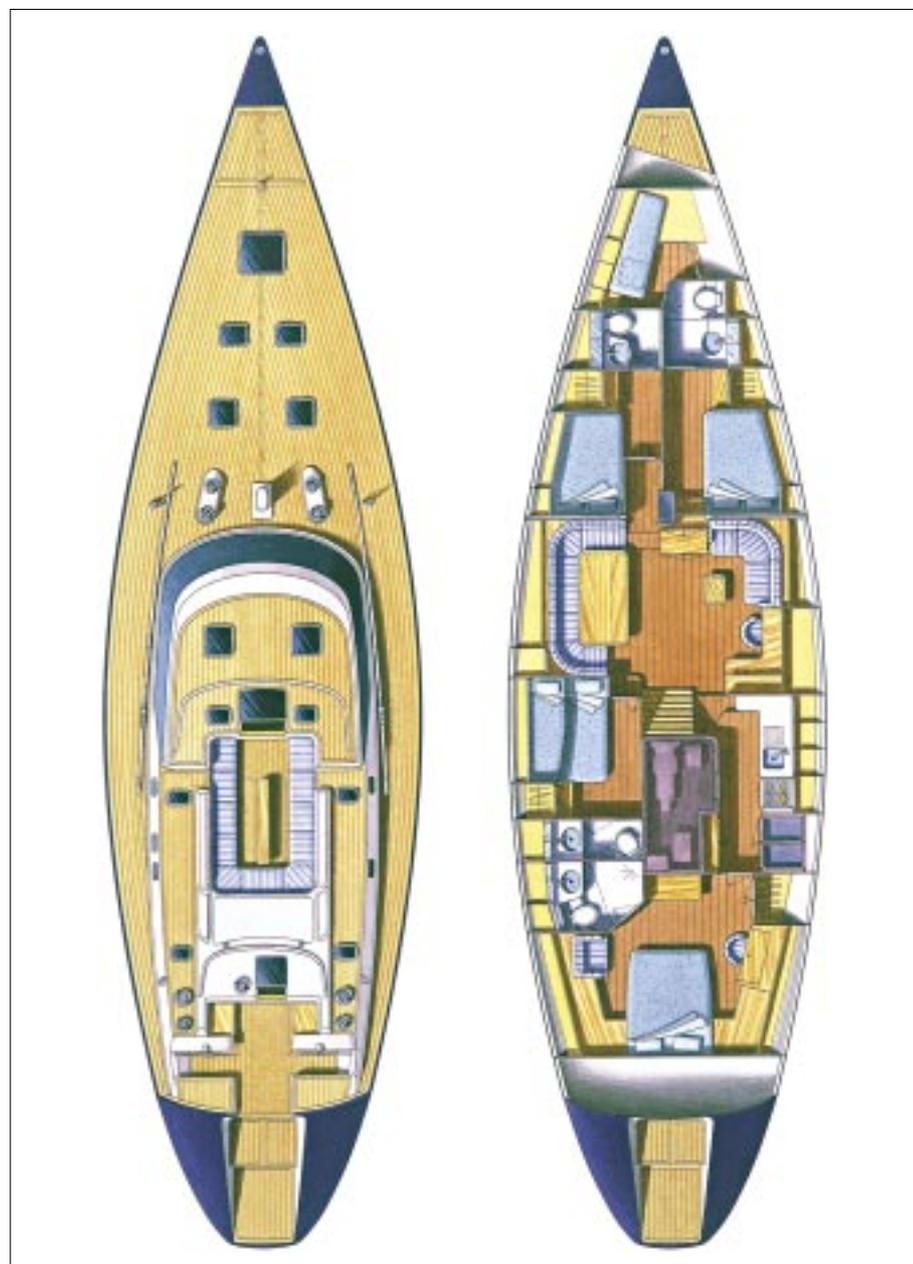
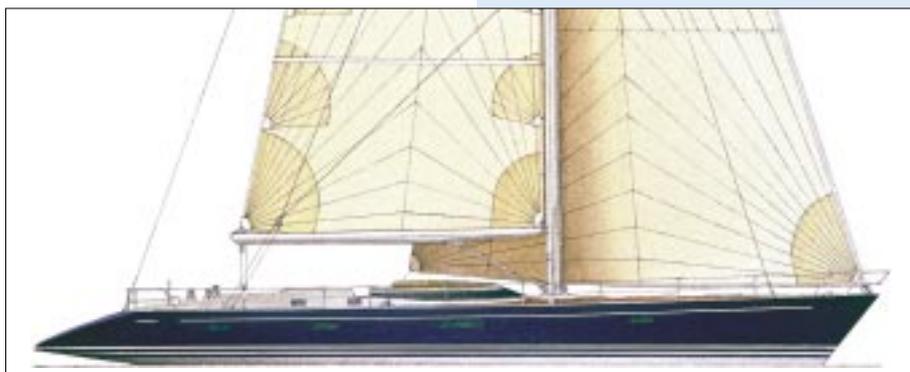
The CNB 77 is offered with five cabins for charter and an "owners" version with a very large aft cabin, two guest cabins, one skipper cabin and a crew cabin.

THE DESIGNERS POINT OF VIEW

The CNB 76, with 9 built in the past 10 years has become a reference in its size.

It is not always easy to improve the design of such a success. We have been bound to maintain its fundamental characteristics:

- A fast and balanced hull, which makes the boat perform well and is especially easy to steer.



- Comfortable interior design for both the guests and what is more unusual for the crew, whose quarters are located aft near the working cockpit.

- A cutter sail plan which allows simple sail handling and reefing.

- A broad access to the water, which is currently copied by many other boats.

- Finally, the main trademark, a panoramic roof that interpenetrates above decks and below decks.

For further improvements we wanted to incorporate our 15 years of subsequent architectural experience. This is how it turned out in the CNB 77:

- The shape has evolved in several details: the roof has been restyled for better integration, the forward freeboard has been slightly raised to lessen the forward deck camber and to lighten it visually.

- One part of the deck, the entire superstructure, is now built of composite to save weight and lessen the maintenance of this exposed surface.

- The appendages are more efficient with a bulb integrated at the end of the keel, resulting in lowering the center of gravity and achieving the plate effect. The rudder blade has a more elliptical form close to those of the latest racers.

Thus evolved, the CNB 77, like the wine of Bordeaux, preserves its identity, everlasting and at the same time, renewed with each vintage...

Philippe Briand

SPECIFICATIONS

• Architect	Philippe Briand
• Interior styling	Hervé Couëdel
• Type	Cutter
• Construction	Marine grade aluminum
• L.O.A	23 m / 75,50 ft
• Beam	6,04 m / 19,70 ft
• Draught	2,70 m / 8,80 ft
• Displacement	45 tonnes / 99,208 lbs.
• Sail area	255 m ² / 2,745 ft ²
• Engine	116 hp
• Generator	16KW - 220V - 50HZ



The Classic Cruiser 80, for the sole pleasure of yachting

The elegance and class of the early 20th century, designed and created for the 21st. High tech composite materials, superb finishing, custom interior decoration, powered by reliable Caterpillar engines... and a particularly well developed phonic insulation. A real CNB, with the

marketing and commissioning in the US entrusted to Luke Brown & Associates.

SPECIFICATIONS

• Architect	Joubert / Nivelt	• Beam	5,80 m / 19'
• Interior Design	Custom	• Draught	1,40 m / 4'6"
• Construction	Composite or Aluminum	• Displacement (1/2 load)	110 000 lb.
• Length over all	25,25 m / 82'10"	• Fuel capacity	2 x 3,500 l / 2 x 220 gal.
		• Main engines	2 x Caterpillar 3408 C V8 - 800 bhp @ 2300 rpm
		• Speed max.	24 knots
		• Cruising speed	21 knots
		• Range @ 12 knots	1300 nautical miles

Composite

The hull and deck molds of the CNB 70 are in the final phase ...

The CNB 64 (designed by Bruce Farr) "Havana" has just been delivered to its Australian owner and 4 other CNB 64's are being built in the composite factory. The final touches are being given to the Sparkman & Stephens 65' before its imminent delivery, and the construction of the Frers 104' continues... next to the plug of the CNB 77 deck.



Frers 104'



CNB 70



CNB 77

Charter



On the Caribbean side

Merex Caraïbes, proposes cruises in the Grenadines and Venezuelan islands aboard Wapaye (Lagoon 57'), Blues (CNB 70'), XTC

(CNB 76') or Calaf (Bénéteau 62') or in the Virgin Islands aboard Lady Anne (Lagoon 47').

On board each yacht is a crew of 2 or 3 who takes care of all your needs, the cooking and the maneuvers, and will show you the best anchorages, the most beautiful snorkeling spots, and the most unspoiled bays.

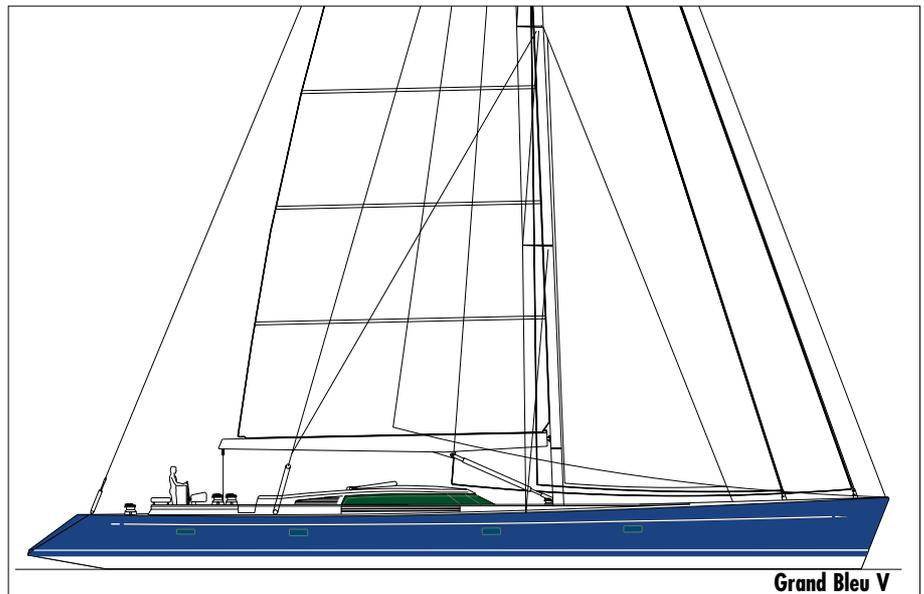
Don't hesitate to visit the website: www.merexyachts.com to see the boats, their crews, the prices and the cruising programs.



Aluminum

Virgo II and two CNB 77's, the aluminum construction hall is almost full! Soon the metalworkers and the welders will begin working on the new Grand Bleu...

And yes! After the II, after the III, here is Grand Bleu V! Our design office along with that of Philippe Briand are putting the final touches on this new Grand Bleu. Following the success encountered by its predecessors, the development of "Grand Bleu V" is a real challenge. Of course a bigger space will be given to this yacht in our following issue.



Grand Bleu V

Here are the main dimensions:

- L.O.A 29,00 m / 95 ft
- Beam 7,00 m / 23 ft
- Draught 3.50 m / 11.5 ft

- Light tonnage 85 T
- Sail area 395 m² / 4,252 sq. ft.
- Engine 350 cv / hp
- Bow thruster 30 cv / hp



Turning of the first CNB 77

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