

## Editorial



Season of launchings...

the activity undergone these past months is ending with a frenzy of launchings and deliveries: in May **Blue Sky Messenger**, the Sparkman & Stephens, **Havana** CNB 64 Australian flag, in June **Grand Cru** CNB 64 Irish flag, and in September, **Kimosabi** CNB 64 Gibraltar flag, **Virgo** Cabon 93' and finally **Deep Blue** the first CNB 77 which is being delivered. But the Assembly Hall is not empty for long!

Moving the Frers 104' from the Composite facility to the Assembly Hall in a few days will not be a simple affair, but it will mark an important step in the industrial evolution at CNB.

Concerning the motor yachts, the **Classic Cruiser 80** is meeting with great interest and the construction of the mold is on the horizon.

Furthermore, not aiming to make this newsletter a forum for political commentary, certain events are too important to leave unmentioned. We want to let our American friends the horror that we all felt following the catastrophe in the USA on September 11. As in most of the French businesses, we observed three minutes of silence in expression of our deepest solidarity.

Olivier Lafourcade  
In charge of Custom Yachts



Virgo, Cabon 93

# Focus on... Grand Bleu V (Briand 95)

After Grand Bleu II and Grand Bleu III, here is Grand Bleu V ...

Entrusting the construction of his new yacht to CNB, the owner of the Grand Bleus renews his confidence as well. Naval architect Philippe Briand was guided in his work by the owner's involvement:

## ■ Optimization of the space:

- The saloon is raised and the engine room is located under the floor.
- To favor comfort, the space reserved for the guests as well as the spacious owners stateroom are located forward, well lit and well ventilated.
- A third guest cabin is located aft.
- The very comfortable crew quarters is comprised of two cabins a small salon and the galley.
- The technical area is grouped in the large engine room with plenty of headroom and equipment worthy of a motor yacht.
- To balance esthetic and the roof height, this yacht is put into perspective by a low superstructure. The large lateral windows, protected by shutters, provide a perfect view.
- The interior decoration, entrusted to the architectural office of Vripack Design, features an elegant blending of teak and white lacquer.



## ■ The general ergonomics of the deck were carefully designed:

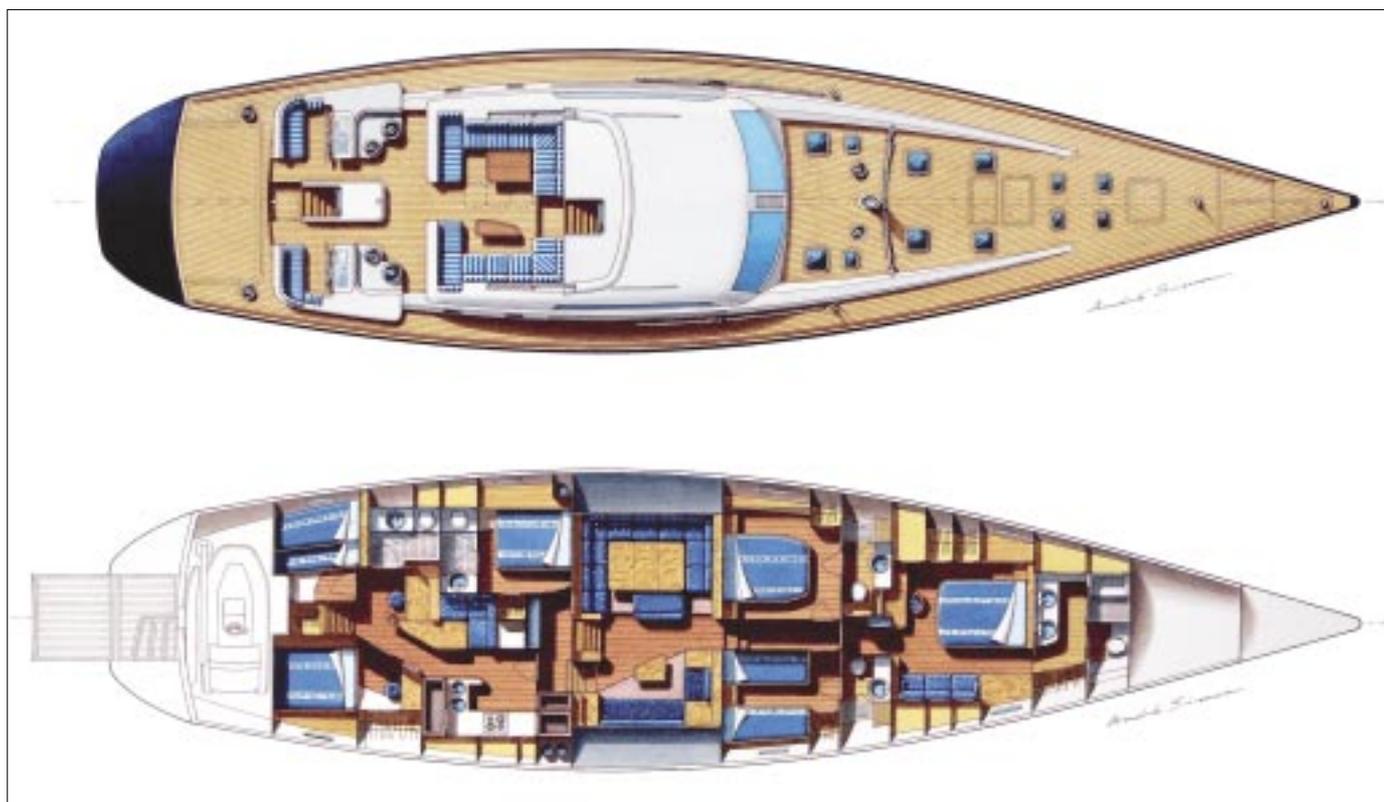
- Large cockpit at the deck level provides comfortable seating at anchor as well as under sail.
- Two steering stations placed far apart allow good visibility and create a central passage to the transom.
- The tender is accessible by the aft deck.
- Self-tacking cutter rig with shallow draft (3.50 m / 11'6") simplify maneuvers and accessibility at anchor.

## ■ Optimized performance:

- By carbon rigging, the shape of the ballast, water tanks placed at the two extremities and used as ballast. The hull is the result of recent experience, designed with a U-shaped transom, very vertical free boards and fine water entries

## ■ Construction:

- Classified by the Bureau Veritas, the hull and deck of Grand Bleu V are built of aluminum. This guarantees the reliability of this multifunctional yacht: it will be as capable of long crossings as for racing during the Antigua Race Week...



# Motor-yachts



In our last Newsletter we presented the Classic Cruiser 80 sparked a strong infatuation. In response to our client's interest, several interior layouts are under study in particular one version, which measures over 96'. A new brochure is at your disposal by simple request. Remember that this motor yacht is being marketed in the US by Luke Brown & Associates and by CNB for the rest of the world.



## Internet



All new and very beautiful, our website has been completely revised: new ergonomics, new pictures, more information about our boats, those which are sailing, those under construction, the latest news kept up to date as promised, and our activity constructing professional boats which is becoming "independent" with it's own site [www.cnbpro.com](http://www.cnbpro.com) in a few days...

## Composite

And here is the biggest "item" ever built of carbon fiber using vacuum infusion.

Soon it will leave our composite construction facility and move to the assembly and finishing workshop. After assembling the hull and the deck, "Only Now" 104' designed by German Frers, with the aid of a 400 ton floating crane will "navigate in the air" -ahead of time- over the Garonne river.



# Charter



Havana

The sun in winter...and some new models to try:

Merex caraïbes suggests cruises with crew aboard Deep Blue (CNB 77) and Virgo (Cabon 93), both launched in September 2001. The boats, their

interior layouts and their crews can be seen at the website: [www.merexyachts.com](http://www.merexyachts.com) starting in November.

After a great season in the Mediterranean, Havana (CNB 64 – Nov. 2000) will be available for charter in the Virgin Islands, like the beautiful

Espagnoles (Culebra, Vieques, etc.), which still have a few completely preserved anchorages. XTC and Grand Bleu II (CNB 76), or Sagittario (CNB 70) also sail in the Caribbean.

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Havana

# Aluminum



The welders are not on holiday -nor are the other craftsmen- here is a photo taken on September 10 in the aluminum and finishing facility.

In the foreground the structure of the Briand 95 "Grand Bleu V", to the right is the Cabon 93 "Virgo" (now in the water), behind and to the left, the CNB 77 N°2 (by Briand, aluminum hull, composite superstructures) and finally, in the background: the CNB 77 N°1 (also in the water today). In this photo we don't see the CNB 70 of composite which is being finished in the adjacent facility...



CNB 77

# Contacts

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