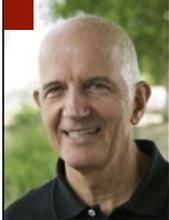


Editorial



What a year!

The 115' Briand has been launched and will be delivered to her owner at the end of October. The construction of the 105' also designed by Philippe Briand, is in full swing, hull (# 50!) and deck will soon be moved to our assembly shop where the interior will be fitted. Meanwhile, in the aluminum shop, the hull (#3) of the CNB 77 is receiving a new transom and will soon be fitted. To accommodate a growing demand, and more importantly, to increase productivity and production capacity, a third facility is under construction and will be completed shortly. With buildings I, II and III our organization is evolving, and becoming even more rigorous. Simultaneous construction of large "one off" custom yachts in both aluminum and composite as well as the composite construction of large Lagoon catamarans is no small undertaking. It is a challenging task to produce finely crafted custom made yachts along with a semi-custom line, but these two methods bring innovation to one another.

Olivier Lafourcade
Custom Yacht Director

PS. At the last minute before printing this newsletter, we have learnt that the CNB 82' Castro design "Simeron" has been chosen as a finalist in the category of "Best Sail 23-36 meters" by the Superyacht Society. This is the 4th consecutive time that CNB has been selected as a finalist. We remember winning the prize in 2003 for "Only Now" and the finalist selection in 2002 for "Deep Blue" and in 2004 for "Grand Bleu Vintage". We thank those who recognize and appreciate our work.



Launching of the Briand 115'

Close up on... the yard

The CNB 77 # 3

Built for a European client, hull # 3 of the CNB 77 semi-custom series recaptures the principal characteristics of the plans drawn by Philippe Briand.

At the client's request, the shape of the transom has been redesigned to adopt a more contemporary look with a closing door that transforms into a swim platform, operated using hydraulic rams.

This transformation also enlarges the deck surrounding the helm stations and made it possible to create a spacious lazarette with plenty of room to store the gangplank, tender, lines etc. Specific to the CNB 77, the superstructures, cockpit and helm stations are made of composite and are assembled with the aluminum deck. The CNB 77 is a comfortable cruising yacht that is also very fast and capable of amazing performances while maintaining a discrete elegance.

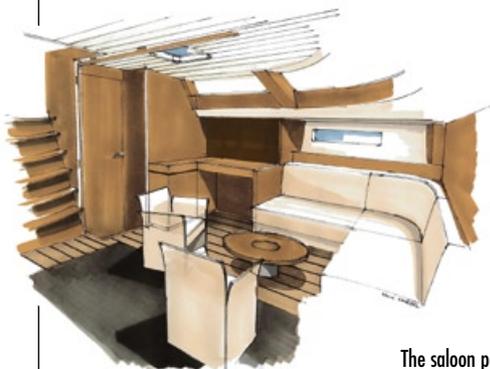
You will find more information about our semi-custom boats on the internet at: www.cnb.fr/semicustom



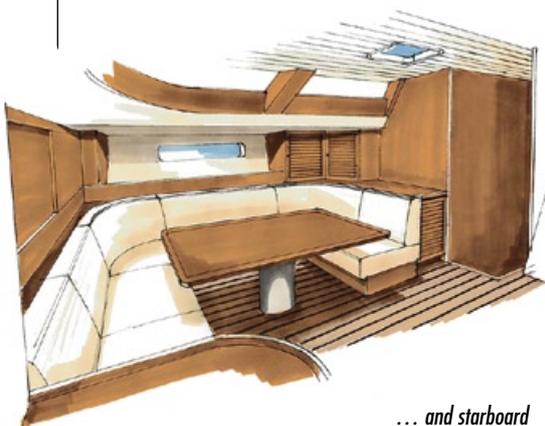
Deep Blue, the first CNB 77



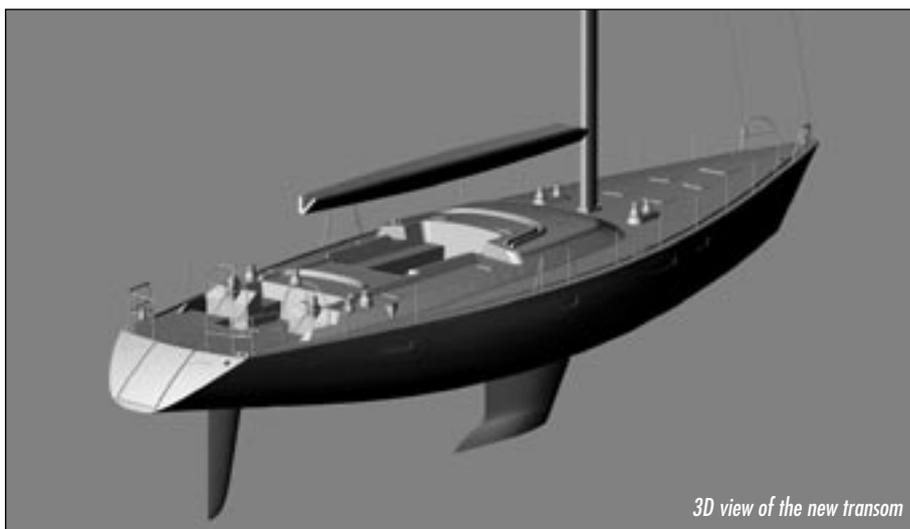
Trial fitting of the composite superstructure on the aluminum deck



The saloon port



... and starboard



3D view of the new transom

Main characteristics

LOA	23,34 m / 76'7"	Mast height	28,91 m / 94'10"
LOL	18,30 m / 60'1"	Light displacement	44,00 T
Beam	6,02 m / 19'9"	Charged displacement	48,00 T
Beam at waterline	4,70 m / 15'5"	Main sail (full batten)	125 m ² / 1,345 sq ft
Draught	2,70 m / 8'10"	125 % genoa	150 m ² / 1,614 sq ft
Ballast	14,20 T	Staysail	62 m ² / 667 sq ft
		Asymmetrical spinnaker	356 m ² / 3,831 sq ft

In the Composite Shop

Following the construction of the 95' Grand Bleu Vintage and the 115', CNB is building the 105', which completes the family of sailing yachts offering exceptionally livable deck plans at sea as well as at anchor and remarkably spacious interiors. The hull and deck are made of carbon fiber and fiberglass. Each is vacuum infused in one piece. The mast and boom are made of carbon fiber.

Main characteristics

Architect	Philippe Briand
Construction material	Composite carbon/Glass/Balsa/Vinylester
Class	MCA + VERITAS Ⓢ 1 3/3 (E) YACHT/AL • MACH
Length overall	105'
Length at water line	93'8"
Beam	24'1"
Draft	13'1"

Ballast	75,000 lbs
Displacement light	200,000 lbs
Mast height	130'
Sail area	4,413 sqft
Fuel capacity	2 x 680 gal.
Fresh water capacity	740 gal.
Grey water capacity	2 x 26 gal.



Turning the hull: vacuum infused in a single piece

Industrial Development

CNB is expanding with the construction of a third factory measuring 9800 m² (2.4 acres). This facility will house composite assembly and interior assembly. This building, known as "Bordeaux III", frees up space in "Bordeaux II" (opened in 1999) for the construction of even larger custom yachts and for infused composite construction of hulls and decks for large catamarans by Lagoon. Meanwhile the "historic" CNB building continues its initial vocation, dedicated to aluminum construction.



Exterior view of the new building, Bordeaux II is seen in the background.



The new building (9,800 m² / 2.4 acres) houses the composite assembly.



Grand Bleu Vintage at anchor in Corfu : idyllic

Sun in winter... in the Caribbean or the Red Sea

After a successful charter season in the Mediterranean, Grand Bleu Vintage (CNB 95) will be sailing in the Caribbean this winter. She will participate in the Antigua Boat Show from December 7-12, 2005 and then sail between Saint Martin and the British Virgin Islands for the full season. Her sailing program still offers several possibilities and her crew of 4 will be happy to help you discover the splendor and comfort of fine sailing yacht XTC, (CNB 76'), and Maevie, (Lagoon 570), will also be cruising in the Caribbean, the Virgin Islands and the Venezuelan Islands, passing through the Grenadines. As for Kimosabi, (CNB 64'), she will return to the Red Sea for the third consecutive winter. The skipper and hostess are passionate for this region and share their enthusiasm making this a destination to discover culturally, for scuba diving and also for the fauna and flora. Do not hesitate to contact us for price information, itineraries, etc...

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Boat Shows Contact

As in past years, we will be happy to welcome you to our booth or onboard Grand Bleu Vintage (by appointment) at the Monaco yacht show, at the Fort Lauderdale boat show (Superyacht Builder & Designer Tent, Superyacht area, stand 707) and at the Düsseldorf boat show (Superyacht area, hall 7) and to offer you a glass of Bordeaux at the Superyachtfrance booth.

CNB

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