

INVICTVS

STUDY



CNB 76

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PHOTOGRAPHY: CNB GALLERY - NICOLAS CLARIS

A DASHING BLADE

Epitomizing the modern gentleman and dandy, the latest delivery from the CNB shipyard in Bordeaux, France is as sharp as a swordsman's wit. Demonstrating unrestrained elegance and a high freeboard that harmonizes discreetly with the rakish coachroof, this 76-footer is the latest product of cutting edge designer and naval architect Philippe Briand. From slice of her plumb bow to tip of her 100' carbon mast, she's designed to carve up miles of ocean and firmly embed herself in the memory of all who see her.



→ SPECIFICATIONS

LOA: 76' (23.14m)
LWL: 72' (21.98m)
BEAM: 20' (6.10m)
DRAFT: 9' 8" (3.00m)
AIR DRAFT (EX-ANTENNAS): 111' (33.97m)
BALLAST: 33,000 lbs (15 t)
FRESH WATER: 396 US Gal (1,500 L)
FUEL CAPACITY: 660 US Gal (2,500 L)
ENGINE: Volvo D4 180hp @ 2,8000 rpm
NAVAL ARCHITECTURE: Philippe Briand
INTERIOR DESIGN: Jean-Marc Piaton

→ MAST

I: 98' 4" (30.00m)
J: 29' 7" (9.06m)
P: 95' 1" (29.00m)
E: 31' 5" (9.60m)

→ MAINSAIL

MAINSAIL: 1,772 sq ft (160sqm)
FURLING GENOA: 1,550 sq ft (144sqm)
STAYSAIL: 850 sq ft (79sqm)
ASYMMETRICAL SPINNAKER: 4,736 sq ft (440sqm)

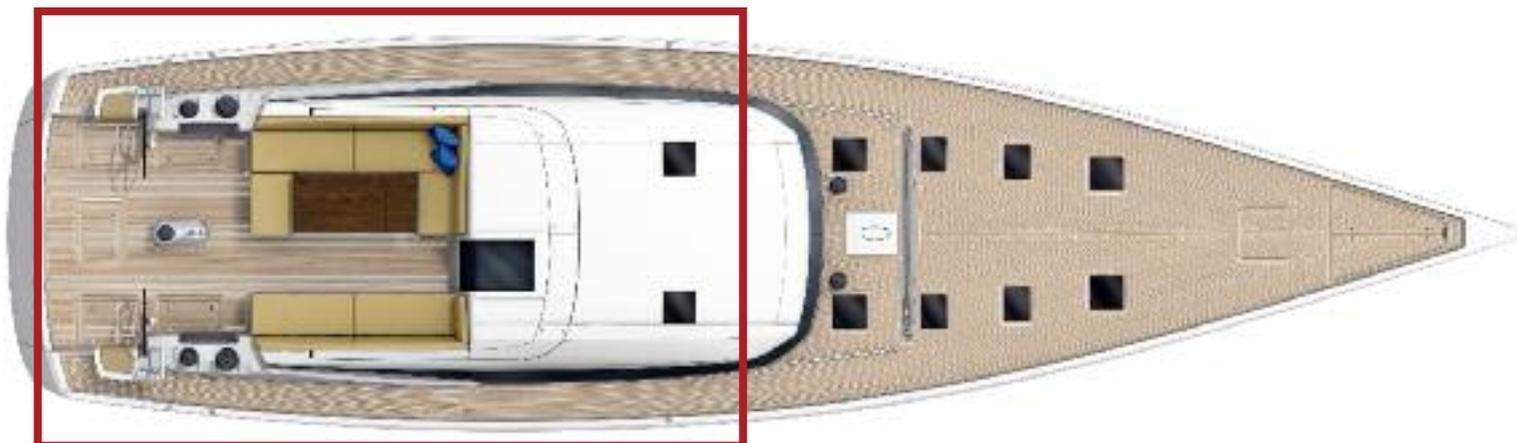
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As keen as a razor and thrusting through the ocean as cleanly as a samurai's sword, the sharp new 76' from the renowned French shipyard CNB scythes through the ranks of blue that march relentlessly over the horizon. As sea trials go we're fortunate enough to be enjoying lively conditions, providing just the opportunity this vacuum infused composite

yacht requires to demonstrate her mettle. From our first sight of her dockside we'd appreciated the 'cut of her jib', but it's not until she's singing along at almost 10-knots do we appreciate just how finely honed her naval architecture, sail plan and design truly is. Christened S/Y Léo on her launching at Construction Navale Bordeaux's (CNB's) 1-million square foot facility on the Garonne River, a waterway that drain's France's famous wine producing region, the yacht now joins almost 100 others launched from the same 880-yard waterfront by the same shipyard. Despite many magnificent launches, the yard always surprises us and with her graceful lines Léo is no exception. Her deckhouse and subtle lines evokes the lightness of an early wave, rising gently from the vast expanse of her teak deck. Whether viewed in profile, from above or

astern, we'll never tire of admiring this yacht that appears to have been formed and fashioned by the sea itself. But this is no mystery, dogs are not cats and sailors are not machines, so it is natural that the team who produced this wonder are able to provoke such emotions.

Architect Philippe Briand and Director Olivier Lafourcade, a co-founder of the site with Dieter Gust, have together logged more miles racing and cruising than the members of many yacht clubs combined. As with their boats, they work in harmony and indeed their collaboration is not new. Multiple award-winning Briand designed the successful Bordeaux 60 for CNB, resulting in nearly forty units delivered to date. From the same drawing boards came CNB's Grand Bleu vintage, a one off 95' (29 m), the CNB 86 Spiip and Hamilton II a 114' (35m) sloop. For his part Olivier Lafourcade, an efficient and discreet leader, is surely among the finest connoisseurs of yacht building. He does not easily reveal the first pages of his career, yet without doubt he was one of the founders of CNB. We can reveal that Lafourcade built himself his first boat, a 45' (14m) ketch upon which he completed his maiden circumnavigation. After which he stepped up to build a 75' drawn by Ron Holland. "I learnt to survive by sailing through seven





The absence of a sunken cockpit makes it obvious this boat was designed for family sailing, with or without crew.

cyclones when chartering," he confesses humbly... Such survival instincts have come to fruition as he has since co-founded a shipyard that employs 500 people on a 24-acre site that was expanded when the yard was welcomed into the fold of the mighty Beneteau Group in 1992. The yard, equally expert in the mastery of aluminum and vacuum infused composites, is an icon in a country that produces more accomplished long-distance sailors than any other and where Michel Desjoyeaux, Eric Tabarly, Franck Cammas and Francis Joyon are household names. In the new 76' however it appears Briand and Lafourcade have forged another legend: "We already had five orders signed before we even launched hull #1," Lafourcade proudly beams. "Customers do not make mistakes and these boats are made for them. Our owners are very experienced too, we've built over 100 vessels at the yard since 1987 and they average around 10,000 miles per year."

ERGONOMICS AND GREY MATTER

From the moment we step aboard Léo it is obvious this is a boat built for sailing with the family, with or without crew. The first point of note is the absence of a sunken cockpit and instead a helm and social area all on-deck. The social area itself, covering some 270sq ft (25sqm) comprises of a deep comfortable banquette to starboard and another

C-shaped sofa to port that wraps around a teak dinette. Adjustable both in height and area, the table is perfectly positioned for either dining or perching drinks on, and can even be used as an infill to create a true party-sized sunpad. Shaded by a bimini, which doubles in application when attached to the dodger that retracts into surrounding coaming, this deck salon is as versatile as one could wish for. Just aft of the social space dual helm stations establish the serious sailing intent of the yacht,

positioned aft and winches just forward, cordage is routed around a large comfortable social area. The helm area is uncluttered to provide ease of operation and a seat provides comfort on longer passages. All necessary gauges and repeaters are easily visible on the instrument panel and the open plan configuration ensures the helm is not excluded from interacting with the guests enjoying less active participation.

Occupying a position on the centerline between the port and starboard winch stations is a pedestal for the mainsail winch, a Harken Performa of proportions that hint at the power the considerable sail plan produces. The deck hardware is complimented by a discrete array of hydraulic backstay, vang, mainsail and the headsail halyards. The cutter rigged 76' also features two winches: the first for the genoa, and the second for a self-tacking staysail track.

INSIDE LINE...
JEAN-MARC PIATON
INTERIOR DESIGNER

CNB 76



When and how did your collaboration with CNB begin?

I embarked on the yachting leg of my career in 2003, completing designs for 65'+ yachts for the Yachts de Paris. Six later a client entrusted me with creating the interior of his 86' yacht that was being built by CNB. The CEO of the shipyard was somewhat seduced by the result and it has led to this collaboration and a carte blanche opportunity to develop the interior for this 76' that has been christened Léo.

You were given very few limitations?

Essentially I was given an empty shell that required filling. The only real constraints with regards the distribution of volumes was the owner's cabin was to be located forward and the galley was to be positioned aft.

What were your main goals with the design and layout?

Obviously CNB is a part of the Beneteau Group that is world famous for its production yachts, but I really wanted to highlight the custom capabilities of this yard and consciously move as far away as possible from the industrial production process. My primary aim was to widen the gap between the yachts created by CNB and the other vessels produced by the Group. This seemed an obvious approach, to strive to progress and develop the image of CNB as a brand.

How did you set about achieving this?

In short, to give the 76 a personality based on and in harmony of that of the hull. I wanted to incorporate themes including the ocean, the sense of strength and elegance encapsulated in the exterior by Philippe Briand. The exterior laid the foundation, and in my opinion it avoided being too contemporary, while also not being too ephemeral and classic. It is a fresh style, not one that has been previously overused. Using this inspiration I chose to create an interior that is contemporary but sustainable, one that will endure beyond fad and fashion. I believe the interior somehow extends the style of the hull and provides fluidity and continuity.

Tell us about your choice of materials?

The solution for the mood board and materials was to punctuate the white linings and lighter tones with accents of carefully finished wood. The lighter palette avoids the impression of being contained within the hull, again making it an extension of the exterior. The use of wood provides a subtle hint of traditional maritime materials, but without being too strong, ensuring the marine and ocean remain respected in a contemporary context.

What are your personal highlights in terms of the layout you created?

Although the owner's cabin does not

provide great vistas and views like it may do in the on-deck configuration of a large motor yacht, I still wanted the island bed to face forward. The reasoning behind this was to provide easier access to the bed and a sense of total isolation and privacy, even when the cabin door remains open.

We love the idea of the square just inside the companionway, what was the thinking behind this?

It's a great space that joins the interior and exterior flow, but it also has a specific purpose. When sailing in heavier seas I found that not all guests want to be on deck with the brave captain facing the elements, they often prefer to shelter out of the weather. But when this happens on sailing yachts, they are usually enclosed in the bowels of the yacht, which can be disconcerting for inexperienced sailors as they feel trapped and enclosed, just when the weather is at its worst. The elevated position of the square above the engine room and tanks provides the perfect elevation for them to still enjoy views through the windows, they are close to the entrance and it is bright and airy. I believe this will make such experiences much more enjoyable and less stressful for some guests, now they can sit in the comfort of the boudoir and enjoy watching the wind and waves, rather than worrying about what they cannot see.

This staysail provides true pleasure when it comes to tacking upwind, merely turning the bar to change tack and requires no crew activity on the foredeck. With its flush skylights providing the accommodation below natural light, the vast expanse of teak is therefore a blank canvas of valuable real estate upon which guests can repose or cavort... we imagine laying a big picnic out there for 15 guests at sunset and all lounging around enjoying the last rays together.

During the day however, when the warm waters beckon, guests will be delighted to witness the emergence of a bathing platform from the yacht's transom. Hydraulically deployed it creates a compact beach above the waves and also of course facilitates the launching of the Williams Jet 12'6" (3.85m) tender concealed in the garage. Capable of carrying six passengers the tender launches remarkably efficiently, in fact we timed it at less than one minute! The bowels of the 76 hide yet more surprises however. While gadgets and toys may amuse the guests, the experienced sailors that make up the client-base of CNB will appreciate a development that is as unobtrusive as it is effective in navigation: all primary heavy systems and equipment (engine, batteries, water, fuel, etc.) have been deliberately and cleverly centered beneath the floor of the square. Though common on racing yachts such a provision is rarely found aboard cruising vessels, but the benefit is spectacular. Both upwind and downwind the lower center of gravity dampens the boat's movement, while its performance and stability are dramatically optimized.

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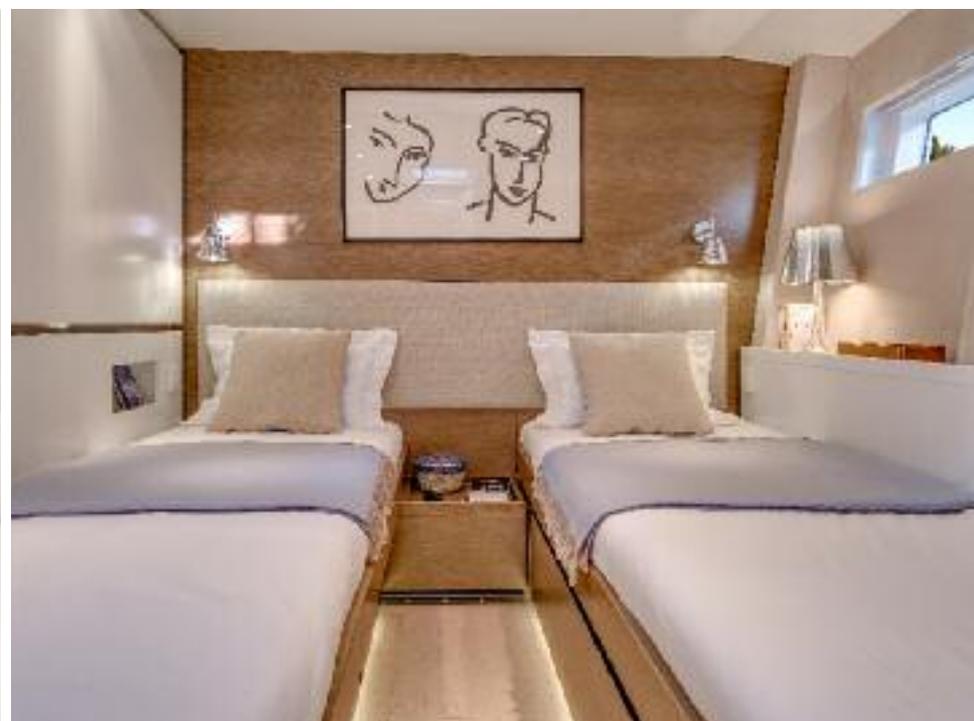


UNDER SAIL, OVER THE MOON

With the fine lines of the 76's optimized length at waterline, carefully balanced weight distribution and her bulb keel, the CNB 76 has everything on paper to be sprightly into her running... and on the water she doesn't disappoint. In just seven knots of wind the sloop comes alive, but it is when the wind gauge tips 15-knots and the seas whip up that she really shows her talent. When the breeze freshens into the 20 to 25-knot range, with a reef in the main and staysail run out, she can be given her head and gallops past the surrounding white horses at 10.5-knots. Upwind she'll gentle heel to just over 10-degrees, allowing normal movement of guests onboard, and with the grace of an Olympic fencer take up position to dispatch all that she faces. Turning downwind in such conditions and deploying the jib she eases herself up to 11-knots. At the helm we remarked to Captain Mark Renwick on her poise and ease of sailing. With a knowing smile he acknowledges our compliments, before explaining that during the delivery from Bordeaux to Cannes, France she easily achieved 13-knots without complaint or the sense that one was pushing her close to her limits.

Performance is just one measure of this craft's impressive attributes, another is her stability and in this aspect Briand's calculations on paper are translated with dramatic effect. Taking over the helm Captain Renwick demonstrated to us how while heading upwind at 12-knots he was able to let go of the wheel and the yacht continued without any deviation whatsoever from her previous course. Which unfortunately was back towards the marina...

Furling the sails and turning on the engine we headed back in to port and once again the CNB 76 surprised us, not for something she possessed, but for something she lacked: engine noise and vibration. Not a sound, not a tremble of vibration. "Silence was actually one clause stipulated in the contract," Captain Renwick confirms. "To this end the shipyard called in the best specialists available to study the soundproofing." Just to reassure ourselves that there was indeed a diesel engine fitted and not some electrical motor propelling us home, we lifted the hatch in the sole of the square to find a big 180hp Volvo D4 growling underneath. Closing its cage again the beast fell silent, leaving us to muse on the fact



Convertible between a twin and double, the airy guest cabins offers versatility.

CNB 76



The berth in the forward owner's cabin is cleverly offset from the passageway for improved privacy.

that at 1,800rpm we were making 8.5-knots and upping the rpm to 2,000 would produce 9.5-knots. There's never any anger of becoming becalmed for any period of time either, as consuming between just two and three gallons of gas an hour, the CNB has a range of 1,500 miles on her engines.

ELEGANCE RESIDES INSIDE

A graceful ballet dancer may learn her routine, but the prima donna's interpretation comes from the soul inside. A swordsman may hone his physicality and technique, but victory is achieved from the courage and coolness that resides within. Likewise the efficacy of the samurai's sword is not solely dependent upon the sharpness of the edge, but the effort of the smith in folding and forging the metal of the blade. So, having witnessed the silent beauty of the CNB 76's performance on the water we delved deeper inside, seeking what lies beneath, only a fitting interior could complete the chapter of this yacht. What we discovered back at the dock was... art de vivre. As the electrically operated door swished aside to reveal a five-step companionway, we stepped down into a space that harmonizes succinctly with the exterior. Demonstrating the expert control of an orchestra conductor, Jean-Marc Piaton has deftly and delicately expressed why he should be considered a master of his art. Resisting a temptation to impose himself - a temptation far too commonly exercised by others - Piaton has eschewed thunderous statements, blinding lighting and flamboyant flourishes. This is no bland





collection from a neutral mood board so flaccid it can barely raise revulsion, or a crushing reliance on heavy traditional woods and finishes, instead the interior is refreshing, welcoming and comfortable. Modern and yet of a quality that will never go out of fashion. Light floods through the panoramic glazing of the deckhouse superstructure, highlighting a comfortable 'square', a raised salon in which guests can relax, either with a book or by watching the world through which the yacht travels slip by. Upholstery, leathers, carpets and liners all combine to soothing effect, translating the same pure lines that make the exterior so successful. To port the two dinettes that serve the comfortable banquettes electrically articulated to form one larger dining table, and also adjust in height for coffee, cocktail or dining use. To starboard lies two armchairs - which can be drawn together to form a sofa - with handy access to a mini-bar and a pop-up flatscreen TV that emerges from the cabinetry. With the dining and salon areas slightly on split levels, concealed lighting in the raised step creates a soothing ambience.

While certainly offering enough storage for a liveaboard application, this is neatly concealed in the comfortable furnishings, and the starboard chart table confirms further practicality for blue water passages. This nod to tradition and the understanding of a captain's requirements is subtle, because where most would believe a large display and tablet are enough to travel the world, the experienced hands at CNB know these are really only a back-up for paper charts. The views through the glazing that surrounds this space is designed with a practical application in mind as well as aesthetic qualities, so please take a moment to read the included interview Jean-Marc Piaton for an explanation.

The aft third of the hull is occupied by a galley worthy of a three star chef, while to port resides a crew cabin in which guests could be accommodated without any embarrassment should additional

accommodation be required during an 'owner skippered' cruise. Guest accommodation lies forward of the square, accessed down a four step central companionway. First we come up two guest cabins, a twin to port that converts into a double, plus a bunked twin to starboard. Both feature sufficient wardrobes, cupboards and drawers for extended cruising and en-suites worthy of quality hotels. Finished in stained oak veneer panels, lacquered wood and white linings, the atmosphere is clear and bright

The owner's cabin occupies the full beam where the hull draws in to narrow toward the bow, with a forward-facing double berth. The central location of the island bed is cleverly conceived to ensure privacy - even when the entrance lobby door is open. In the lobby we find a wardrobe, a bureau/vanity desk and access to the well-conceived en-suite. Two horizontal portholes provide views and no less than three skylights above ensure the space is flooded with natural light. Opening the skylights ensures a cooling breeze and closing our eyes for a moment we could imagine breakfast in bed, riding anchor in a secluded Caribbean lagoon with no requirement for the air conditioning. Air conditioning is of course just one of the onboard systems that assures guest comfort. Included amongst the CNB 76's endless inventory is a watermaker capable of producing 74 gallons per hour (280 L/h), a 26 gallon (100 L) water heater, a 17.5kW generator, two converters, two battery chargers, a bank of 24V batteries, a washing machine and dryer, two refrigerators, two freezers, a trash compactor and grinder, an induction cooker ... and, a wine cellar filled with the best Bordeaux wines on delivery to ensure the maiden cruises are as hedonistic a pleasure as the sailing the owners will no doubt enjoy. Artfully designed throughout, as well-balanced as a competition blade and offering sublime comfort that matches her rapier performance, the CNB 76 is a triumph and a highly seductive temptress. En garde!

SERIES DEVELOPMENT

OLIVIER LAFOURCADE

CO-FOUNDER,
DIRECTOR OF CNB SUPERYACHTS

CNB 76

Vacuum infusion ensures the best ratio between resin and glass, and also reduces styrene emissions and the amount of contact that the operators have with the resin. Sandwich stratification provides excellent heat and sound insulation.

"Of the many prestigious boats built by CNB, some have become synonymous with the idea of elegance in the world of yachting: Hamilton II, Grand Bleu Vintage, Only Now and Mari Cha II."

Renowned for its great one off aluminum composite as the CNB was launched in 2008 in the semi-custom (small series) with 60 feet. Today it takes six months to complete the 76 while a one off application still more than a year and a half. However, the search for excellence has not diminished, as evidenced by the first hours of our Briand. " During his conveying Bordeaux Cannes steps Vigo and Cartagena, explains Olivier Lafourcade, this number 1 of the series embarked persons responsible for its production (plumbing, electricity etc. . .) And the project manager, Yannick Leroux and Caroline Chaumeil "responsible approach" which is the link between design and production. Well proven, all organs of the boat could be controlled in situ and sometimes subject to small changes for optimum reliability. So we can deliver the first unit and produce the following with confidence, while offering our customers the assurance browsers a global network. " Indeed, the Beneteau group, since the insertion of NBC in 1992 built on the site of Bordeaux Lagoon catamarans, no fewer than 700 agents worldwide, all authorized to act on one of the semi-custom site.

What achievements, in terms of yachts, are you most proud of since your founding of CNB?

Of the many prestigious boats built by

CNB, some have become synonymous with the idea of elegance in the world of yachting: Hamilton II, Grand Bleu Vintage, Only Now and Mari Cha II must be counted amongst those.

You've chosen a resin infusion construction method for the CNB 76. For those unfamiliar with the benefits of this, can you please briefly explain?

Vacuum infusion ensures the best ratio between resin and glass, and also reduces styrene emissions and the amount of contact that the operators have with the resin. So in terms of consistency and environmental responsibility it has obvious benefits. Also, sandwich stratification provides excellent heat and sound insulation, improving onboard comfort.

You're also able to turn boats around amazingly quickly and have dramatically reduced lead times!

This is one of the benefits of series building. Today it takes just six months to complete the 76, while a full custom yacht will still take more than a year and a half. However, our constant quest for excellence is not diminished, as you have experienced in your first hours aboard.

Such a schedule must demand a high level of accuracy from the designers and minimal tweaks and changes during the production process?

Indeed and Project Manager Yannick Leroux and Caroline Chaumeil play a vital role in linking the design and production departments. Communication is key and their highly responsible level of approach is commendable. Our production process is experienced and well-proven, as is the design, and the shipyard works as one so small changes can be made in situ if required.

For hull #1 in a series we are impressed with the remarkably high level of finish and the way 'everything works' on this boat...

During the delivery passage from Bordeaux to Cannes, we obviously had to sail right around Spain and Portugal and stopped only at Vigo in northwest and Cartagena in southern Spain. During this maiden voyage we had onboard individuals from different elements of the production team; plumbing, wiring, rigging, etc. This way we could not only reduce the 'snag list', but each department could get a first-hand experience of how their work performed and how crew and guests interact with it. It is the best way to generate vital feedback.

Accuracy first time is an important factor when your product is delivered around the world...

Of course, not only can we deliver this first unit with consummate confidence, but we can deliver every one after it with the same confidence. We do also offer our customers the assurance of a global network for back-up and aftersales, on a scale which no other shipyard outside of the Group can compete with. Indeed since we became a part of the Beneteau Group in 1992 we now have a network of 700 dealers and representatives worldwide that our clients can access, which is quite remarkable. All are authorized to promote one of these semi-custom CNB76 yachts too, so hopefully we'll enjoy some great success! ■