

A photograph of a sailboat deck during sunset. The sun is low on the horizon, creating a warm, golden glow. A large white sail is visible in the upper left. Two people are on the deck: one in the foreground looking towards the camera, and another further back near the helm. The deck is made of light-colored wood planks. The water is visible in the background, reflecting the sunset light.

THE CNB 76 BLOG

THE FIRST SIX SAILING MONTHS
OF THE CNB 76 #1

Table of contents

CNB 76 EXPERIENCE?	3
THE CREW	4
6 MONTHS ON BOARD THE CNB 76	5
12/08/2013 - Successful launching for the CNB 76	5
15/08/2013 - A mast for the CNB 76	7
17/08/2013 - Ready to hoist the sails	8
18/08/2013 - Wonderful first day out	9
20/08/2013 - A tender which matters	10
22/08/2013 - Williams jet tender on board	11
25/08/2013 - Time to set off	12
30/08/2013 - Cape Finisterre	14
02/09/2013 - Dolphins at Cape St Vincent	15
04/09/2013 - Lisbon and the Belem Tower	16
05/09/2013 - And finally Gibraltar	17
06/09/2013 - Call in Cartagena	19
09/09/2013 - Balearic Islands... and Cannes	21
14/09/2013 - A happy event	23
23/09/2013 - Full set of sails	25
29/09/2013 - After Cannes	25
07/10/2013 - Saint Tropez... amongst the CNBs	27
15/10/2013 - 4000 miles after	29
17/10/2013 - Balearic Islands	30
29/10/2013 - Sea trials and Turkey	32
31/10/2013 - Sailing in delivery mode	34
14/11/2013 - Sardinia, Sicily... and gennaker	35
15/11/2013 - Greece and Turkey: rough conditions	37
22/11/2013 - Dardanelles, Istanbul and 4590 nautical miles!	41
28/11/2013 - Sea trials on the Bosphorus	43
07/12/2013 - Maneuvering with a two-people crew on board	46
08/12/2013 - A video of strong winds sailing!	49
08/12/2013 - Racing against time	49
16/12/2013 - From Athens to Corinth	51
05/02/2014 - Last runs before handover	52
13/03/2014 - After 6500 miles	55
18/07/2014 - The end of an adventure, the beginning of another	58

CNB 76 EXPERIENCE?

CNB yacht builders wanted a feedback on the CNB 76, their new semi-custom yacht. The Bordeaux shipyard decided to hire a professional crew and entrust them with their first CNB 76, during a period of 6 months. We have been chosen, and we are delighted !

We followed the building of the yacht carefully, and it is with great pleasure that we are going to share with you this mission we have been assigned.

During this 6 months of sailing time, which will take us from Bordeaux to Cannes and to other beautiful Mediterranean destinations, we will share about the yacht's performance, the operations carried out, the use of the boat equipment, as well as our general feedback of our life on board and the wonderful moments we have had the chance to spend.

THE CREW

MARC

To me, it was obvious: in 2012, after 6 years spent within CNB yacht builders, where I gave advice to future owners of CNB yachts and led them through the procedure of ownership, I had to go back to sea, and therefore became the skipper of the Bordeaux 60 #32, during a period of one year.

It was then that I met Ingrid, who now accompanies as a hostess on the yacht. Last winter, when CNB yacht builders gave us the opportunity to become the crew of the first CNB 76, we were thrilled. Sailing on such an exceptional yacht was of course one of the main reason we were so delighted. Nevertheless, boat shows and sea trials were also tempting, as they would allow us to present to public this magnificent yacht, of which we were already satisfied!

INGRID

I had thoroughly enjoyed my experience with Marc, aboard the Bordeaux 60, and wished to extend it. I could not refuse the opportunity that CNB yacht builders offered us: going to sea for 6 months on such a boat was like a dream come true! I will therefore be the one who will welcome you during sea trials and boat shows, and subsequently, I will prepare for you some of my culinary delights!

We look forward to seeing you at each publication. Please contact us if you need particular information, at this address: cnb76experience@gmail.com



Enjoy your read!

6 MONTHS ON BOARD THE CNB 76

12/08/2013 • **SUCCESSFUL LAUNCHING FOR THE CNB 76**

The launching of a yacht is always a special moment for its crew. However, this one had a particular meaning for us, as we will be the lucky ones to take the yacht in the Mediterranean, at the occasion of the autumn boat shows and sea trials. We look forward to seeing you there! It is also the beginning of an adventure for the CNB yacht builders team: the first CNB 76 takes water. We wish her many little sisters.

The launching team was lucky enough to sail the yacht first. And so were we! Our first impressions were its striking stability and beauty. Due to the twin rudders, the steering is very soft under engine.

We conducted an engine performance test with Volvo Penta. At 1750 RPM, the CNB 76 consumes 7 liters per hour! The speed is still difficult to determine, as we are in freshwater, without mast, with the current of the Garonne River. We will keep you updated shortly!



THE CNB 76 BLOG



15/08/2013 • A MAST FOR THE CNB 76

She did not stay long in the water without the mast! The day after she was launched, the CNB 76 received her spar... A beautiful clear coat carbon mast from Hall Spars. 34 meters long, 1.4 tons... A wonderful piece of art! In less than an hour, the mast was lifted by two cranes, straightened upright, and then brought above the deck of the yacht.

Now that the mast is set up, we just want one thing: to set sail and see how fast we can go !





17/08/13 • READY TO HOIST THE SAILS

The end of the week was very intense at the CNB shipyard: once the mast was tuned, we hoisted the beautiful mainsail of 160m². The sailmaker Incidences made these sails out of D4 Carbon Aramid, with a grey taffeta to protect it against UV rays. In addition to being very light and easy to fold (which is not bad when you have 160m² store in the boom!), these sails have the ability to beautifully catch the natural light and create superb highlights, which guarantee splendid pictures of the CNB 76 navigating!



We have planned to set sail on Sunday, where we will have the opportunity to test the endurance of the engine, calibrate navigational instruments, and hoist the sails if there is any wind. We will keep you informed, and will tell you all about it!

18/08/13 • WONDERFUL FIRST DAY OUT

This Sunday 18th of August was wonderful for us as well as for the CNB yacht builders team: we sailed twice around the Garonne in order to finalize the technical validation of the boat before our scheduled departure at the end of next week, and had a photoshoot in front of Place de la Bourse, one of the most beautiful squares in Bordeaux.

We started with the engine endurance test: a round trip from the CNB shipyard to the confluence of the Garonne and Dordogne. The exhilarating feelings the launch had provided for us came flooding back: 1760 RPM, we were going at a 8.5 knots boat speed, consuming 7 liters per hour.



Then, we hoisted the gennaker, which took place without difficulty. This sail is beautiful and will surely perform greatly in light airs. The weather forecast predicts a flow northwest along the Portuguese coast. We are doubtless that this sail will be very useful to us !



Later in the afternoon, we joined Nicolas Claris, who was waiting for us with his camera in front of the Place de la Bourse. Several of our colleagues were here, to show off the CNB 76 to their family and friends. We jumped at the chance and offered for them to come on board with us, and then sailed around Bordeaux. What a beautiful moment shared on the CNB 76!

20/08/2013 • A TENDER WHICH MATTERS

One point that has particularly been taken into consideration during the creation of the CNB 76 was the tender issue. Indeed, the shipyard wanted to offer an easy solution integrated to the boat, to make anchorage simple and comfortable. We are all aware that there is nothing more frustrating than having to spend more than 30 min to get the tender ready, to enjoy the beautiful beach you are looking at!

The tender storage area houses a 3.85m tender, which is easily handled by an electric hoist; the large hydraulic swimming platform extends to the sea and can then serve as a launching ramp. Large lockers stand on either side of the garage, to provide storing space for the passengers.

To visualize this installation, see the video on YouTube: <http://www.youtube.com/watch?v=BeadK-H1jfM>



22/08/13 • WILLIAMS JET TENDER ON BOARD

There it is: one of the last steps before heading off to Cannes has been successfully completed!

The Williams 385 jet tender was lifted with an impressive crane early this morning, and installed directly inside the dinghy garage of the CNB 76.

This is another success shared with the CNB yacht builders, all motivated by this promising yacht. We are getting closer to the departure day, and the boat will soon be ready to set off to Cannes!



25/08/2013 • TIME TO SET OFF

It is with great pleasure and emotion that we left the CNB shipyard this Sunday morning, surrounded by our families and friends, and colleagues from the shipyard.



We left at 10:30am precisely, and used the tide to get out of the Garonne River and enter the Atlantic Ocean. Ingrid loves her new living area, with an illuminated, spacious and well-equipped kitchen, which has already been used to cook a lemon-flavored chicken and mashed broccoli! We will leave the Gulf of Biscay; pass the Cape Finisterre, then pass Gibraltar and sail up to Cannes, just in time for the boat show taking place in the beginning of September.

The adventure truly starts now, so keep reading our blog and logbook!



30/08/2013 • CAPE FINISTERRE

After three days of very rough sea, we were happy to pass Cape Finisterre under mainsail with two reefs and staysail with a good 30 knots north wind. The opportunity for us to monitor the behavior of the rig. We enjoyed the feeling that this new hull of Philippe Briand provides: The CNB 76 slides beautifully!

We went through the usual engine checks upon our arrival in the port of Vigo at night. The engine room is surprisingly spacious and allowed us to work in good conditions.



02/09/2013 • DOLPHINS AT CAPE ST VINCENT

It is still early and CNB 76's crew is slowly waking up. We just passed Cape St Vincent, the sea was very calm and we used the boat's engine. Going down the Portuguese coasts was surprisingly fast!

As the sun rose, around twenty dolphins came to greet us. They stayed around our boat for a while before returning to their fishing... A simple moment of joy we wanted to share with you!



04/09/2013 • LISBON AND THE BELEM TOWER

We made a quick, small detour past the Belem Tower under mainsail, for a well-deserved touristic “break” on the Tagus... A meaningful historical site, which the CNB 76 and its crew was happy to visit and enjoy.



05/09/2013 • AND FINALLY GIBRALTAR

The CNB 76 seems to enjoy passing capes early in the morning... After Cape St-Vincent, we finally rounded Gibraltar and Punta Europa, as always in the middle of a huge fleet of cargo ships. A beautiful cloud made of air masses forms at the top of the Rock, pushed in by a moderate and regular eastern wind.

Another day and a half to go before we make our first Mediterranean stop in Cartagena, to allow the crew to relax and have some rest, and to enhance the yacht's technical control. Ingrid spent the afternoon following Marc's tips to improve her performance at the helm.

The sunset on the Albaran Sea offers a beautiful range of varied colours and night falls slowly, under a starry sky, which will help us stay on track.





06/09/2013 • CALL IN CARTAGENA

First stop, first marina. In the heart of the city, whilst the sun is setting, the arrival of the beautiful CNB 76 does not go unnoticed and makes a good impression: our boat is welcome by many strollers on the docks and the Paseo. Before our arrival, the deck is cleaned with fresh water. Then, after a quiet night in the harbor and the usual technical checks, we had a delicious breakfast, before victualling!

Our departure for Cannes is set at 3pm.





09/09/2013 • BALEARIC ISLANDS... AND CANNES

The night shifts last night were very resting, with no wind and a flat sea. After the rough swell we had in the Bay of Biscay and along the Portuguese coast, these calm conditions were very much welcome! You will find below some nice pictures of a sunrise in the Balearics.



Finally, on the 10th sailing day, we arrived at Cannes in the early morning, and the CNB 76 proudly took its place at the dock. The boat show opens this coming Tuesday, and it is now time to complete the final touches to the boat, to present it in the best possible way!



14/09/2013 • A HAPPY EVENT

Last night was a magical moment, what with the inauguration of the CNB 76 Léo, during the evening venue of the Cannes Boat Show. As usual, everyone was impatiently waiting for the champagne bottle to break on the bow of the yacht. Bubbles and a string quartet resulted in a pleasant evening around the newly baptized yacht.





23/09/2013 • FULL SET OF SAILS

The last fore sails arrived from Incidences Sailmakers. They are made out of Carbon Aramid 4D Taffetas (in order to protect them from UV).

The staysail (79m²) and the genoa (144m²) - each on Reckman hydraulic furlers - are rigged with Dynema halyards, mounted on Navtex hydraulic cylinders. These two pieces of art have now joined their big brothers, the mainsail (160m²) and the gennaker (320m²).



29/09/2013 • AFTER CANNES

The Cannes Boat show is now over, under a rainy sky, but leaving us with an extremely happy feeling: we were indeed extremely pleased to have been able to allow many visitors from around the world to discover this CNB 76.

We then sailed the boat to Hyères for several days of a photo and video shoot with our communication agency team, along the coasts of Porquerolles Island. Seen from above in the helicopter, at full speed under gennaker and full mainsail, the CNB 76 was at last, allowed to truly reveal her magnificent lines.

Before that, we had to tinker a bit after sailing the boat from Cannes to Hyeres. Nothing serious thanks to mechanical fuses. Another opportunity for us to familiarize ourselves more thoroughly with various equipment and, for example, adjust the default settings of the thrusters automatic raising. Typical feedback that we share with the yard to optimize all CNB 76s! A few more days of preparation and it will be time for the sea trials at the *Voiles de Saint Tropez*...



07/10/2013 • SAINT-TROPEZ... AMONGST THE CNBs

Here we are at the *Voiles de Saint-Tropez* in a magical world of sailing. We are spending eight days welcoming prospective customers onboard and sharing sailing maneuvers and anchorages with them.

The CNB 76's responsiveness keeps surprising us (e.g. its acceleration under genoa, or a 10.4-knot speed at 40 °off the wind under gennaker with a 9.9-knot true wind).



Once the sails are slumped, Ingrid reveals the colourful little toasts she has prepared in the galley while we were sailing. They come with champagne, and are shared while discussing the technical characteristics of the yacht.



A quick demonstration of the release of the Williams 385 tender: one single person maneuvering it in one minute is enough to get it out on the water. To add to the pleasure of sailing on the CNB 76, the beauty of the Gulf of St Tropez' is enhanced by the presence of numerous colourful sailboats, with many classic yachts under full sail.

Finally, what a joy to be amongst our CNB family for this CNB newborn yacht: besides several Bordeaux 60, we are anchored near *Hamilton II* (CNB 117), we sailed alongside *Grand Bleu Vintage* (CNB 95) yesterday, and we shared an anchorage the day before yesterday between *Algol IV* (CNB 76) and *Simeron* (CNB 82).

15/10/2013 • 4000 MILES AFTER

Bordeaux, Vigo, Gibraltar, Cartagena, Cannes, Porquerolles, Saint Tropez, Port Cros, Minorca, Palma de Mallorca, Carloforte... So many stopovers behind us and so many things to say about the CNB 76.

Several words come to my mind thinking back to all these miles we have traveled. First of all, conviviality. The casual discussions sitting on the stools at the bar in the galley or in the saloon (“armchair” or “sofa” version?), or the 10-people meals in the cockpit, the point is that everyone really feels at home on board.

I also think performance. From Carloforte to Vulcano, we had a regular wind of 20 knots, 60° to starboard. After 24 hours of sailing, I found that our average speed was over 10 knots and the sea was not particularly calm. Moreover, this yacht is a pleasure to helm; I cannot say our autopilot was used much!



She moves quickly and well: user-friendly. We are now certain of this: a two-man crew can sail a CNB 76: its hydraulic furlers, electric winches and two thrusters (bow and stern) make maneuvers easy. At Palma, during a test, I even let a 12-year-old child “park” the CNB 76. And it was his first time!

Finally, quality emerges from these 4000 miles of sailing. We used the yacht with great intensity: several thousand of miles for the delivery, daily sea trials



in St Tropez and Palma, hundreds of visitors at Cannes, a week of video and photo shoots, and always between 3 and 7 people who lived, slept, ate and sailed on board. It is a lot to ask of a boat, but we saw with pleasure that the CNB 76 has always lived up to our expectations: the quality of the structure and construction, sound insulation, reliable and easy to maintain equipment, smooth, stable and fast hull, stiff and efficient rigging.

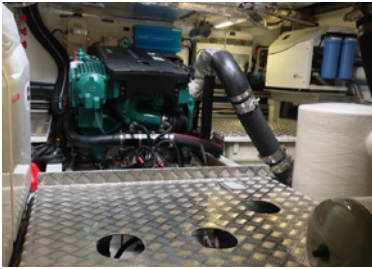
So, no problems? Let us be honest: we had some trouble hoisting and lowering the main sail due to a problem of alignment, changed the autopilot cylinder, which lacked power, tuned the anchor davit's hydraulics and also fine-tuned the thrusters' battery chargers... However, after 4000 miles and 3 months on a boat, these small adjustments do not represent much. So, very clearly, the CNB 76 was really well conceived!

YouTube: <http://youtu.be/WWG5rmGw9S8>

17/10/2013 - BALEARIC ISLANDS

After 10 days of test sailing, maneuvering and chatting with many people who seemed very interested by our new CNB 76, the following week has been spent on 'technical' aspects: polishing stainless steel, cleaning the upholstery, rope working, various oil changes, and so on...

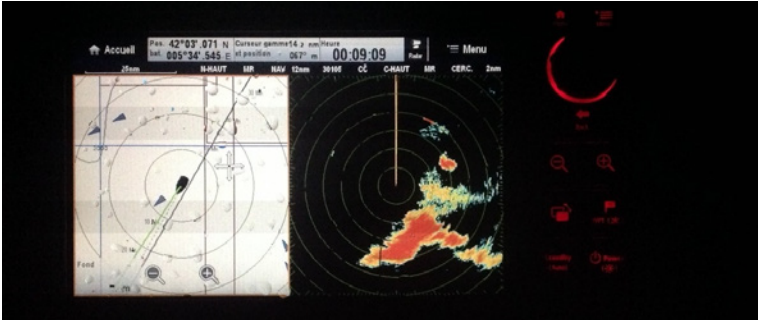
The engine room is spacious and convenient as it is well organized and has many technical units: engine, generator, air conditioning unit, water maker...



It is easily accessible thanks to two large opening trapdoors, above in the saloon or from the service access under the galley companionway.

The Mistral was blowing coldly on St Tropez and a whitish light was foreshadowing fall: time to sail south for the next test sails in the Balearics! A first mooring in Port Cros, then in Fornells (Minorca) and finally in Palma de Mallorca. The wind conditions allow us to sail all the way down (main with or without reef, gennaker, genoa, staysail with running backstays...). We were shorthanded and can now confirm that the CNB 76 can very well be sailed by a two-person crew. The night crossing had several thunderstorms in store for us, which we easily identified on the radar. The CNB 76 #1 has already sailed 2709 nautical miles and is in great shape.

She is now lying under the Spanish sun at the main pier at the Real Club Nautico de Palma de Mallorca for another week of sea trials.



29/10/2013 • SEA TRIALS AND TURKEY

Proudly moored in front of the swimming pool of the Real Club Nautico de Palma, we have welcomed our guests for sea trials, which will take place this week. As always: port maneuvers (facilitated by the bow and stern thrusters), leaving the harbor under engine and discovering engine room, maneuvers under sail (the sea breeze allows us to use almost every day the full set of sails: staysail, genoa, gennaker), mooring (retractable anchor arm, launch of the tender and small tour around the boat to admire the beauty of her lines), and of course, tasting of the delicious food prepared by Ingrid while sailing.



We also have a number of different visitors on board: last week-end, we welcomed a photographer team, to carry out an additional photoshoot for the upcoming CNB 76 brochure, and two journalists from *Yachting World* and *Farevela*, who had the opportunity to test the boat during 24 hours. Nicolas Garnier (from the Philippe Briand agency), who was also directly involved in the boat's design, joined us too. He discovered the CNB 76 under sail, very emotionally. Furthermore, we had the pleasure to meet Thomas and Barbara; the owners of *Moyana*, the Bordeaux 60 #27, with whom we sailed for a while (thank you Barbara and Thomas, for the pictures and your kindness). It is now time to prepare the boat for the journey to Turkey. There will be six of us on board for this crossing.

31/10/2013 • SAILING IN DELIVERY MODE

After seven intense weeks, during which we presented the CNB 76 to sailors and the media, it is now time for us to leave for Turkey. However, such a journey cannot be organized without careful preparation. We fitted the lifelines, stored the cockpit cushions and carpets in the forepeak nose of the boat, inspected the bilges, the mast and machinery, took out our sailing clothes from the bags and finally did a lot of tidying so that everything is properly stored.

There are six of us on board for this journey: Ingrid, Marc and Antoine of course, but also Yves, who worked at CNB shipyard on the CNB 76, and seizes the opportunity to see the results of his work, Romain, the son of a Bordeaux 60 owner, who is only 17 years old and has already completed



a transatlantic crossing as well as many Mediterranean cruises, and finally Pierre, who will be the CNB 76 #2 skipper and wishes to train intensely to expand his skipper capacities.

With six people on board, keeping the boat tidy is not an easy task. Even on the CNB 76, which is a large boat, disorder cannot be avoided. For example, when a crew member leaves his/her sunglasses in a given place, another is going to forget a magazine in the same place, then the one after his/her sunscreen tube, and so on until you have a small pile of various misplaced things belonging to everyone and making life on board uncomfortable. To avoid this, we each have a waterproof bag labeled with our name, in which we place all of our belongings. The bags remain on the deck, under the sprayhood. A tidy boat is always safer!

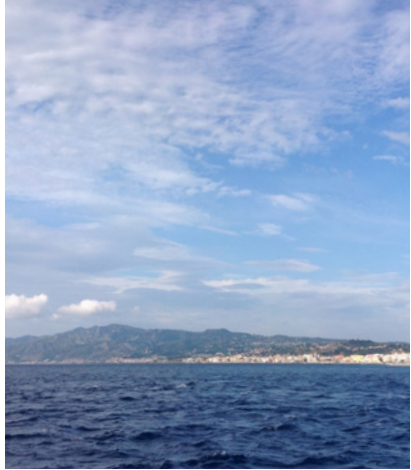
14/11/2013 • SARDINIA, SICILY... AND GENNAKER

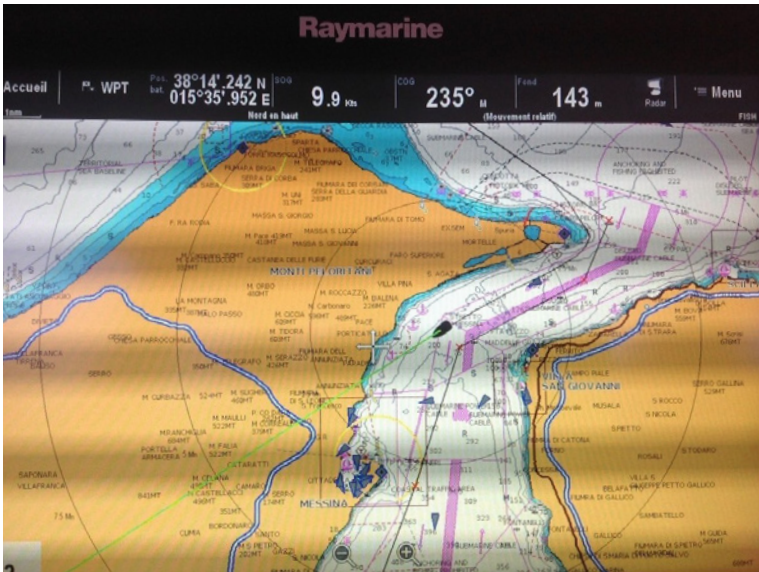
We have debuted our journey, leaving Palma to join Sardinia. We stop in Cabrera, in the South East of Mallorca to rest a little and then leave. For this anchorage on the buoy (in order to protect this classified site), we use the aft deck: pressed against the buoy we pass the moorings before rotating the boat on itself to hit the moorings at the stern of the boat on the cleats. Thank you, thrusters!



For this part of the voyage, the winds are generally favorable and we can share with our new teammates the joys of navigation under gennaker.

The latter is easily hoisted: under pilot, a person at the foot of the mast manages the halyard using an electric winch. The gennaker, standing on the deck and struck with his bow-tacker, was then hoisted and retained by another crewmember to prevent the swivel from tapping on the mast. Once the sail is lined, we return to the cockpit. It is then





enough to haul the sheet and the 340 meters of the red gennaker unfold. The latter can be used from 60 ° to 120 ° of the wind. For jibing, it is enough to gently jibe in order to pass the sail on the front (sheet must be struck to pass in front of the sail) and then to take it under the wind.

We arrive at Carloforte, in the South of Sardinia, at night, after 40 hours of navigation. Mooring on a pendulum as often done in the Mediterranean. The Island is beautiful, and we seize the opportunity to visit it, and enjoy the beautiful landscapes it has to offer. South Sardinia is still a little busy; however, it is a splendid sailing area! Then we head for the Strait of Messina, which we passed in the morning in the middle of a few cargo ships. We then arrive at Riposto, at the foot of Mount Etna, which seems on fire, where we pick up our new crew.

15/11/2013 • GREECE AND TURKEY: ROUGH CONDITIONS

We take the road again with Greece in mind, its small islands and white houses on a blue background, all sun-drenched. However, the program will be slightly altered. We reach the Gulf of Patras where we pass under

the magnificent suspended bridge: from the masthead to 33m, we take some photos of the bridge deck, which is only about ten meters above us! Then the Corinth Canal is waiting for us. This place, full of history, remains magnificent, although a little outdated. More than a hundred years old, it is only 25m wide and 8m deep, no longer allowing the current tankers to pass and therefore to collect the related taxes.

The Aegean Sea welcomes us violently. After a few hours of sailing, the wind rises and the sea starts to get agitated. We try an anchorage at around 10pm on Nisos Aigina. We are awake at 3am in the morning by strong gusts (up to 56 knots) and a wind that shifted 90° to the west while east wind was announced... We leave the anchorage and resume the route, preferring the safety of the open sea to the proximity of the coasts. We do not see much of Greece: 24h of very bad sea, sustained winds, gusts... We are pursued by squalls, and a huge, scary cloud catches up with us (see photo) but finally it will not prove any more violent than the rest of the day. Helped by a sail when possible, the engine runs at 1800 or 2100tr/min and faces the elements without a problem, which is very reassuring.





The boat really behaves outstandingly, even in these difficult conditions, and nothing broke on board: a very conclusive test! After passing a last cape, the CNB 76 and her tired crew arrive in Turkey at Cesme. We can now relax, clean the boat and get ready to head to Istanbul.



22/11/2013 • DARDANELLES, ISTANBUL AND 4590 NAUTICAL MILES!

Our new crewmembers arrived - including Jean-Louis Chaput, vice-president of the shipyard - to lend us a hand for the last miles to Istanbul and enjoy sailing the CNB 76.



The milder weather in the Marmara Sea than in the Aegean gives us the leisure to discuss the technique of the boat and begin to prepare for the next tests. Anchoring on the Greek island of Lesbos also allows us to enjoy delicious and traditional food in a “taverna”, in the traditional port of an old fishing village forgotten by tourism so far. Magic... The tender launching and lifting maneuvers, which prove to be very easy, would leave us no excuse not to leave the boat for a while and enjoy a few moments on earth.



Christophe Harvey, interiors manager at CNB yacht builders, is also amongst us, and is checking up all the technical details of the boat after this 4500 mile-journey.



Here is a summary, in a few words, of his observations:

- A well-thought layout
- Rather dynamic lines, but never aggressive in order to respect the yacht's sailing purpose, as outlined for instance by the round wood molds
- The boat is both classic and contemporary, and this balance will certainly make her timeless,
- Regarding the maintenance of these wood workings after 4500 miles, minor adjustments are made (the stove attachment system, the mast support cover...), but this number one is "well born" and these few optimizations are now already effective on the boat and will be on her future sister ships.

One last note: the last miles have been completed on an average speed of 10-11 knots under sail crossing the "cargo ships highway".

28/11/2013 • SEA TRIALS ON THE BOSPORUS

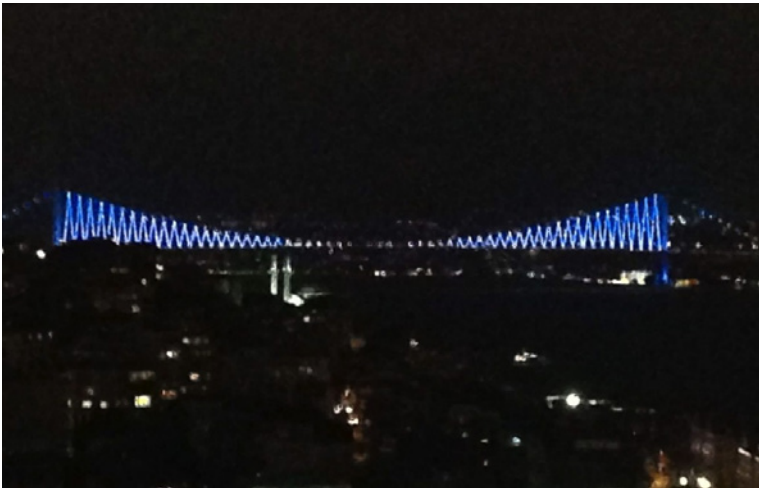
Tezmarin, our agent in Turkey, prepared a particular arrival for us: we moored the CNB 76 on the island of Su Ada, which belongs to the famous football club *Galatasaray*.

Tezmarin organized a VIP lounge with a wonderful buffet, patio heaters and charming hostesses who make your head spin before having offered you a glass of whisky.



Olivier Lafourcade, Thomas Gailly, Jean-Marc Piaton and Rafael Bonet joined us for the occasion. In the evening, Tezmarin invited us into a restaurant to share a typical Turkish meal. The Kebab, Kofte, Baklava and more are presented to us and activate our taste buds.





On Sunday evening, we leave Su Ada to join the Kalamis Marina, on the Asian side, at the entrance of the Bosphorus. This is an opportunity to sail at night in the magical area that separates the two continents. The palaces, lightened bridges and continuous traffic of cargo ships and ferries fascinate





us. During the following week, we welcomed CNB76 prospects of all nationalities aboard, as well as two Turkish journalists from the magazine “Naviga” and Pierre Marie Bourguinat from the French magazine “Voiles et Voiliers”. We took them with us and sail at the entrance to the Bosphorus where they are impressed by the freighters and fishing boat traffic. We took beautiful pictures in front of the Blue Mosque and Hagia Sophia. It is very moving to sail around these historical places. To add to this magical moment, a pod of friendly dolphins kept us company for a few minutes.

07/12/2013 • MANEUVERING WITH A TWO-PERSON CREW ON BOARD THE CNB 76

After an intense week dedicated to the presentation of the CNB 76 to Turkish customers, we find ourselves alone on board for the first time. Indeed, from the beginning, we have been welcoming CNB yacht builder’s teams (production, R&D department, sales department...) as well as customers and agents during boat shows and sea trials. Antoine, who had been with



us from the beginning, left us to race across the Atlantic. It is not unpleasant to have a little privacy! However, now, that we are by ourselves, we will have to manage maneuvers with a reduced crew. In fact, we had to leave the dock this morning to refuel. You will see below how to turn a charming cook into a performing deckhand.



1. Pass the aft mooring line as a loop.
2. Put the engine forward slowly, and thanks to the *hold* function of the thrusters, keep the boat close to the dock: the CNB 76 on which we sail is equipped with a bow thruster and a stern thruster. With the *hold* function, the two engines work simultaneously and push the boat against the dock, allowing the helmsman to be free to take the mooring lines.
3. Release all lines except the aft mooring line.
4. Get the engine back to neutral and release the aft mooring line.
5. Using the thrusters, push the boat away from the dock.
6. Engage the throttle forward ... And off you go!

THE CNB 76 BLOG



08/12/2013 • A VIDEO OF STRONG WINDS SAILING!

We sailed in tough conditions between Cesme and Mykonos: 35 knots, with the apparent wind at 110°... Ideal for pushing the CNB 76 to the best of her abilities! The first few hours, the sea was calm, but as we got closer to



Mykonos, the swell went rising. In conclusion, an average speed of 10.3 knots on 74 miles, and beautiful pictures that we are excited to show you! YouTube: <https://www.youtube.com/watch?v=ee-FMQBxu-0>

08/12/2013 • RACING AGAINST TIME

Although the Turkish weather has not been great lately, we have to sail the CNB 76 back to Cap d' Agde, where she will be spending the winter. Anne-Marie Denis and Jean-Michel Douliez have joined us, and we leave West Istanbul Marina en route to the Aegean Sea.

After a night spent at anchor at Marmara Island, we pass the Dardanelles. This time, the current is pushing us and we gain precious hours! Indeed, weather forecast deteriorates sharply, and strong winds blowing from the north are announced for the next 24 hours. No time to rest, the race against the clock begins.



During the morning, we see several dolphins, some of which come to play with the boat... A show that never ceases to amaze us!

We arrive at night in Cesme and the wind begins to rise when we moor. During the night, gusts over 40 knots are making the shrouds whistle. We are happy to be in port! Weather data was reliable, and that is good. We will show you in a future using which tools we try to anticipate the weather conditions we come across.

16/12/2013 • FROM ATHENS TO CORINTH

After a tough crossing of the Aegean Sea, we halted for a few days in Athens. Sophie and Amaury joined us to sail to Sicily. We leave Athens in ideal conditions, although it is very cold... Let us go to the Corinth canal entrance!

To complement the video that showed the CNB 76 sailing on rough seas, we also wanted to show you the pleasure you may have to steer the yacht in more manageable conditions.



Below is a video we shot during our passage of the Corinth Canal. This is a very impressive place, which separates mainland Greece from Peloponnese. We were lucky enough to complete this passage under a bright and warm sun!

YouTube: <http://youtu.be/itgDrxi6EoM>



05/02/2014 • LAST RUNS BEFORE HANDOVER

We arrived in Cape d'Agde towards the end of December after sailing 5 days nonstop from Riposto. Weather conditions were fairly mild, except during the last night, when a strong South Easter surprised us. For several hours, we surfed under two reefs and a staysail forward... A beautiful way to celebrate the soon-to-be end of our adventure!

We are now in Cap d'Agde, where the CNB 76 receives many visits: the CNB yacht builders teams go on board to see how the boat has evolved after





6,500 miles. Some minor modifications are being made. Overall, everyone is extremely satisfied: the boat is safe and solid. The systems installed on board have shown a very good reliability.

When we returned to the port, we were delighted to find out that the CNB 76 was in the headlines of the news. *Yachting World* cover, articles in the best-distributed magazines... We really feel proud to have been part of this success!



13/03/2014 • AFTER 6500 MILES

I was interviewed for the magazine *Boot online*, where I talked about our six months on board of Léo, the CNB 76 #1. The following interview is a kind of report about our *CNB 76 Experience*.



■ *You have tested the new CNB 76 with a crew from June 2013 to February 2014. During the six-month trip all aspects such as technology, security, life on board and much more was tested live .What is your first conclusion?*
“We have registered 6500 Milles in 4 months, from Bordeaux to Istanbul. We never had to stop the boat for any technical reasons whatsoever. Of course, we had to face a few minor problems, but this was for me just fine-tuning. My first conclusion is that the CNB 76 is well born. The engineering, the design, the performances, the comfort onboard are really of high quality and level.”

■ *With your experience, how do you see the new CNB 76 today compared to previously?*

“I was curious to know how many crew members were needed to sail a CNB 76 yacht. I have been impressed with the combination of bow and stern thrusters, which makes the harbor manoeuvres really easier! The Hall



Spars Open V boom was as well much appreciated when we had to take the main sail down in rough conditions. At the end of the day, thanks to all the systems making the manoeuvres easy, I think the CNB 76 can be handled by a crew of 2 without any problem.”

■ *CNB has created a new way of launching boats, with this costly test. What are the benefits of this?*

“I think CNB yacht builders won on two sides: first, it gave the opportunity for people of the yard to come and sail, which is very uncommon for this boat size. It is a fantastic chance for designers, woodworkers, and electricians, plumbers, to see what they are working on in real life, and spend some time with us, living onboard. They came back to Bordeaux with many new ideas and a better understanding of what their work at the CNB shipyard represents for the CNB yacht owners.

Secondly, during the whole trip, we have exchanged ideas with CNB yacht builders regarding possible improvements. There is often a slight difference between what the designer draws on paper and how the boat is put to use on the water. It was an opportunity for everyone at CNB yacht builders to have someone giving them a quick feedback. After six months, the yacht is finalized, and the three other CNB 76 being built in Bordeaux at this very moment already have the benefit of this experience.”



■ *Were there any surprises? If there were, which ones?*

“I was really concerned with the launching of the dinghy. Most of the boat builders use systems with rollers or hydraulic cranes. When CNB yacht builders told me I would just have to slide the dinghy out, I was quite doubtful that it would work. It took me a little time to find the right moves, and now, I can take the Williams 385 in or out in less than one minute. Another very good surprise was the asymmetric companionway: it makes the layout of the cockpit much more comfortable, as the people sitting around the table are not anymore in the way of the people coming out of the saloon. Finally, the location of the galley in the back of the boat is outstanding: the access to the cockpit through the hatch makes it easy to pass the plates.”

■ *What was the biggest challenge?*

“Just after passing the Corinth Canal, we had been sailing with 40 knots of Meltem, with gusts up to 55 knots. The sea was bad, with a very short swell.”

It took us 22 hours to sail from Aegina to Cesme. We could have stopped in Athens, but I really wanted to see how the boat was behaving in tough conditions. We never felt in danger at any point in time, and the check at the arrival revealed that the CNB 76 endured this storm with no harm. I could not say the same for the crew!"

■ *How can these results benefit the buyers?*

There will be a direct benefit for the owners of the CNB 76s, being built right now. For instance, we informed CNB yacht builders that the blocking system of the oven in the galley was not strong enough. A modification has been completed on hull number 1. After we confirmed that the problem was solved, the modification has been performed on hull number 2, before the boat is delivered. This is just an example of numerous little adjustments that CNB yacht builders has made on the boat. Of course, hull number 1 already has the benefit of all these improvements!"

18/07/2014 • THE END OF AN ADVENTURE, THE BEGINNING OF ANOTHER...

During these last 6 months, we have developed an intimate relationship with Léo, the CNB76 #1. And it is with great emotion that we had to leave her in the hands of Enora and Eddy, her new crew.

Ingrid and I came back on land, and we decided to create a company to provide owners and crews with some help for the handover of large yachts like the CNB 76.





We left *Léo* with a heavy heart, but it is always a great pleasure to come onboard CNB yachts again. We sailed on *Wink*, the CNB 76 #2 on the sixth *CNB Rendez-Vous* last June at Porquerolles in southern France. We are now busy making the CNB 76 #3 *Nou Horitzo* ready. Our adventure with CNB 76 yachts is far from being over! We were at the Cannes boat show, from September 9 to 14.

Last but not least, I would like ending this post with a few words to extend my thanks to all the CNB yacht builders' R&D staff and all the various workshops technicians who helped us throughout this amazing project, to all harbors that welcomed us and of course to you who are following us through the blog.

We will probably see you on the water, and surely on a CNB yacht!

Ingrid and Marc (contact me at marc@yachtsolutions.fr)

YouTube: <http://youtu.be/WWG5rmGw9S8>