

# More for your money

"She'll match single figure windspeeds up to nine knots. And with winds in the teens, she'll sit at double figures speeds all day. Although there was only 4–6 knots of true wind for our return trip to Palma, we still managed 0.5–1 knot more than the wind speed with sheets slightly cracked."

"Once nestled in the invitingly protected north-facing anchorage of Cabrera, we had a good opportunity to explore the boat. There is a real superyacht feel to her deck and a clever floating theme to the styling. The jet tender was launched fuss-free in moments from the garage, paddling boards were inflated via a high-speed pump, and fins and snorkels brought out to make the most of the fading light. I like the way stowage has been well designed to accommodate these accessories and make them easily accessible. On deck stowage in general is very generous, if you include the large sail locker forward."

"CNB took the bold move of commissioning interior designers Jean-Marc Piaton and Rafael Bonet. The result is refreshing. The volume he had to work with may be slightly restricted by the tender garage aft, but the innovative layout and styling still work. The stunningly light deck saloon and original master cabin forward have plenty of wow-factor and there's a harmonious feel to the design throughout the boat."

## **"Devil in the detail**

The engine room is one of the modules built separately. The benefits are clear, particularly the space surrounding the machinery for servicing purposes. A deck saloon format creates volume below the sole, in which CNB have centred the majority of the weight and machinery to keep stability low. CNB excel in insulation and it was difficult to hear if and when the genset was running. "For 25 years noise has been in the head of every engineer in the design office," said Thomas Gailly. When they built the 100ft *Chrisco* in 2009, penalties were set for going over the decibel limits."