corbin 39

Edition Spéciale

INDESTRUCTIBLE

corbin
les bateaux inc.

CORBIN LES BATEAUX INC. 2 rang Cyr, P.O. Box 669, Napierville, Que., Canada J0J 1L0, Tel.: (514) 245-3358

THE *corbin* *Story*

Dear customer,

My name is Marius Corbin and I founded Corbin les Bateaux Inc. in February 1977.

Preceding this event, I read magazines and visited many boat factories.

I WAS LOOKING FOR A BOAT THAT COULD TAKE ME SAFELY AND COMFORTABLY AROUND THE WORLD.

My requirements were quite simple: about 40', comfortable, giving good performance to windward and in light air, strong enough for around-the-world cruising, an interior layout suitable for two persons or a small family, and built to the highest specs.

I was unable to find a boat that could fill all these requirements on the North-American market.

Since I was already a professional boat builder, I decided to look for a satisfactory design and build the boat myself.

The Corbin 39' was born.

I later considered that many people must have been in the same situation as I was.

I DECIDED TO MARKET THE BOAT WITH CONSTRUCTION SPECS AS HIGH AS I WOULD REQUIRE FOR MYSELF.

Corbin's specs

How do you get to build the strongest production hull without disturbing the important ballast/displacement ratio?

We found that the only suitable material for high impact strength to relative weight is Airex cored fiberglass.

AIREX IS THE ONLY CORE MATERIAL THAT WE CONSIDER SHOULD BE USED IN HULL CONSTRUCTION.

It provides very high impact resistance as compared to other materials such as solid glass, wood, steel or aluminium. Only Airex is made totally of PVC. All the others (Klegecell, Divynicell) are cross-linked with urethane. This makes them rigid and they could crumble under impact. Furthermore, since the cells are not closed, and independent from one another, those structures will eventually absorb water. We believe that only Airex has the capability of maintaining the two fiberglass structures together under impact. In the event of an impact, Airex will not delaminate from its inner and outer skin. It will recover its original shape after impact and should both fiberglass skins break, the hull remains watertight.

It has a secondary beneficial effect, it insulates the hull against cold, heat and noise and also cuts condensation which is the main cause of uncomfortable dampness in a boat.

TO DETERMINE OUR CONSTRUCTION SPECS, WE EXAMINED LLOYD'S AND AIREX'S SPECIFICATIONS. WE WERE NOT SATISFIED, SO WE ADDED LAMINATIONS TO THE HULL AND DECK AND CALLED THE RESULTS "CORBIN'S SPECS".

One of our customers who asked a competitor if his boat was built to "Corbin's specs" was immediately answered: "No, Corbin's boats are overbuilt". Of course, it was not meant a compliment but we took it as such.

AS FAR AS WE ARE CONCERNED, WHEN YOU ARE ONE THOUSAND MILES FROM SHORE, THERE IS NO SUCH THING AS AN OVERBUILT BOAT.

In addition to using Airex core and more layers of alternate mat and roving than recommended, we tripled the number of roving in the center of the boat (25 layers of hand laminated fiberglass including 12-24 oz. woven roving).

When we install the lead in the keel, we hand laminate 8 layers of fiberglass on top of it to isolate the keel from the inside of the boat. These 8 layers of alternate 1 1/2 oz. mat and 24 oz. roving are, therefore, added to the thickness specified for the turn of the bilge.

Our hulls are hand laminated and we are sure that no other builder offers this much. We use 1 1/2 oz. and 1 oz. mat with 24 oz. roving throughout; all this to achieve the strongest production hull in North America.

Hull lamination schedule

Gelcoat (0.5 mm)	**24 oz. roving**	**1 1/2 oz. mat**
1 oz. mat	**1 oz. mat**	**24 oz. roving**
1 1/2 oz. mat	**1 oz. mat**	**1 1/2 oz. mat**
24 oz. roving	**16 mm AIREX**	**24 oz. roving**
1 1/2 oz. mat		

No liner

Why don't we use liners in the construction of our boat? Since our customers may use this boat to travel around the world, super strength must be achieved. Therefore, six structural bulkheads are laminated on both sides in the hull and deck during construction.

Most of the boats that are available on the market today have an inner fiberglass liner which is glued to the outer shell, and the bulkheads are bolted to that inner liner.

Under the effects of wind and wave, a lot of stress is applied to the rigging and the hull in almost unpredic-

table ways. If the structure is not integral, it has a tendency to twist under load. If you have sailed in one of these boats before, you might have experienced a door that will not close on one tack but will on the other.

AS FAR AS IMPACT RESISTANCE IS CONCERNED, ONE OF OUR BOATS ACCIDENTLY FELL OFF A SEMI-TRAILER TRAVELLING AT 55 MILES PER HOUR. IT SUFFERED NO DELAMINATION AND NO STRUCTURAL DAMAGE WHATSOEVER, ONLY SCRATCHES TO THE GELCOAT.

Another one hit a buoy at full hull speed in the St-Lawrence Seaway. The buoy was damaged but the boat only suffered two minor scratches (gelcoat).

Performance results are just starting to be compiled on our boat but, eventually, its strength will be recognized. The quality of our product is not only in the hull structure. Just to mention a few items: the interior construction is of the best quality solid mahogany or mahogany plywood and the finish is Burma teak throughout. The chain plates are oversized .316 stainless steel. All ports are 1/2" Lexan, deck hatches are double-framed and a 1 1/2" Edson manual bilge pump is standard.

Why the 39'?

Many studies were conducted as to the size of the ideal, constant live-aboard cruising sailboat and you probably have read about some of these surveys in boating magazines.

AROUND 40' IS THE IDEAL LENGTH.

This size is not too costly and yet big enough to offer comfortable living. Our 39' also incorporates a flush deck forward which has the effect of making the interior look much bigger than it does in any other 39' boat. Well, it's no joke. Would you believe that the galley and dinette area is a huge 11' x 12' room. Which other 39' offers such roominess?

Why offered in different stages?

Since the finishing of a good quality 39' boat is very costly because of the manhours involved, evidently someone replacing those very costly hours by his own will save tremendously.

The skill required to finish the boat is not exceptional. The patience that is required to bring such a project to an end is; therefore, our own technical knowledge, the whole set of drawings, instructions manual that we provide and numerous books that have been written on boat finishing will provide anyone with enough resources to do the job properly. But, as we say, you are the only one to know if you can finish it.

THE STAGE AT WHICH YOU BUY THIS BOAT WILL DETERMINE THE AMOUNT OF SAVING. IT CAN BE AS HIGH AS 50 or 60%.

If you start in 1982 at stage "A", you should expect to spend another thirty-five to forty thousand dollars worth of material to finish this boat completely. Depending on your skill, it should take you approximately 2,000 hours to finish the boat. That means approximately two to three years of spare time. Remember, there is no saving to be made on quality. It is very important to invest in the integrity of the structure of the boat.

BY EARLY 1983, OVER ONE HUNDRED AND FORTY OF THESE 39' BOATS WERE DELIVERED IN ALL STAGES.

Ideal Package

We are often asked which is the ideal package. This depends on your skills and the amount of money you wish to spend. We believe that Package "B" (structural package) with Option "A" (roughed-in furniture) is an ideal minimum. If you can afford more, we suggest that you purchase Option "D". If you can afford it, Package "D" (Sailaway) with Option "D" (furniture package) will give you the possibility of sailing the boat as you finish it.

FRP, steel, aluminum, wood, ferro ciment

A fiberglass boat with an Airex core, such as we build it, has a higher impact resistance factor than all other structures, should they either be steel, wood, aluminium, cement or klegecell. Furthermore, the lightness of the structure allows for a much better ballast/displacement ratio, making your boat much safer, comfortable and efficient.

Special mention to the amateur builders

If you intend to build your own boat from a bare hull and deck, do not try or expect to save money by buying a weaker construction of hull and deck. It would be like building a $150,000 house and trying to save on the foundations. The final cost of the finished boat will be about the same in either case.

On inflation

Buying a sailboat is an excellent investment which should be done swiftly.

Why? Because costs of fiberglass boats are directly influenced by petroleum prices and inflation is higher in shipbuilding than in real estate while it provides the same guarantee.

There is more than that. Because of inflation signed contracts had outgrown their original value as the boat was completed and delivered. Another reason: every sailboat produced in our shipyard is constructed according to "Corbin's specs" and so will be in the future.

Invitation

Marius Corbin personally invites you to visit our shipyard. We will be pleased to further inform you on our products. Plane tickets will be deducted from the total amount of your signed contract (within Canada and continental U.S.).

Marius Corbin,
President

(See reverse for packages description)

THE PACKAGES

PACKAGE "A" (hull & deck)

- fiberglass, Airex cored, hull
- fiberglass plywood cored, deck and cabin
- rudder halves
- cockpit locker covers (2)
- sail locker covers (2)
- glassed in chainplate knees
- companion way hatch cover
- fiberglass rudder support (interior)
- helm seat
- a complete set of plans
- instructions manual

P.S. The deck is permanently glassed and bolted to the hull, the boot line and the water line are gelcoated in the mold, the hull, deck and lines can be made any color or combination of colors at no extra cost.

Comments:

If you buy the boat at this stage, you should expect to spend an additional $35,000 to $40,000 for material and approximately 2,000 hours of work to finish it. However, the saving is tremendous. You will save over 50% of the cost of the boat. If the work is properly done, its market value should be more than twice your investment.

PACKAGE "B" (structure)

All of package "A", plus:

- 6 structural bulkheads (3/4" marine mahogany plywood, 9 plies, laminated in hull and deck on both sides)
- sail lockers and chain locker glassed in place
- ballast glassed in the keel
- rudder installed
- all locker lids with hinges
- engine bed installed

Comments:

If you buy the boat at this stage, you should expect to spend an additional $25,000 to $30,000 of material to finish the boat. This represents a saving of over 45% of the total cost of the finished boat. At this stage, all the structure is built into the boat, and providing the necessary rigging is installed, the boat has all the structural strength required to be sailed or motored.

PACKAGE "C" (motor away)

All of packages "A" and "B" plus:

- Westerbeke W-33 diesel engine V-drive installed, instrumentation and control levers installed
- 28" destroyer wheel on pedestal
- 70 amp. battery
- temporary electrical hook-up
- 105 U.S. gallon fuel tank installed
- companionway hatch
- temporary companionway ladder
- escape hatch on foredeck
- navigation lights
- 1 1/2" manual bilge pump
- bow and stern pulpit with bowsprit
- all stanchions with one life line
- 2 cockpit drains and 2 deck drains
- seacock on engine water in-take

Comments:

If commissioning is added at this stage, you could actually motor the boat away. The advantage of buying at this stage is that delivery could be taken by water way and the boat could be finished at dock. You should expect to spend an additional $20,000 to $25,000 for material to finish the boat. The saving over the retail price of a finished boat is approximately 35%; another advantage is that the interior of the boat could be custom finished to your own taste by a boatyard in your area.

PACKAGE "D" (sail away)

All of packages "A", "B" and "C", plus:

- cutter rig
- chain plates installed
- main sheet track with traveller
- Genoa tracks with travellers
- two No. 26 secondary winches
- navigation lights
- interior mast support
- halyards and sheets
- two winches on mast
- all block, sheaves and tackle necessary to sail the boat
- teak cap rail

Comments:

Providing sails and commissioning are added, the boat could be sailed or motored away. At this stage, the interior finish is left to be done and you should expect to spend an additional $15,000 to $20,000 for material to complete the boat. The saving is approximately 30% of the price of the completed boat, or the interior could be custom finished to your taste by a boatyard in your neighbourhood.

THE OPTIONS

OPTION "A" (Furniture)

This option is available starting at Package "B" and includes the roughed-in furniture in mahogany and teak, without moldings. For example, in the dinette area, the top of the settees are made of 3/4" mahogany plywood, whereas the front section is made of teak faced 1/2" mahogany plywood. The basic sole in 3/4" mahogany is also included in this option. The dinette table is not included and no door openings are made.

OPTION "B" (Teak)

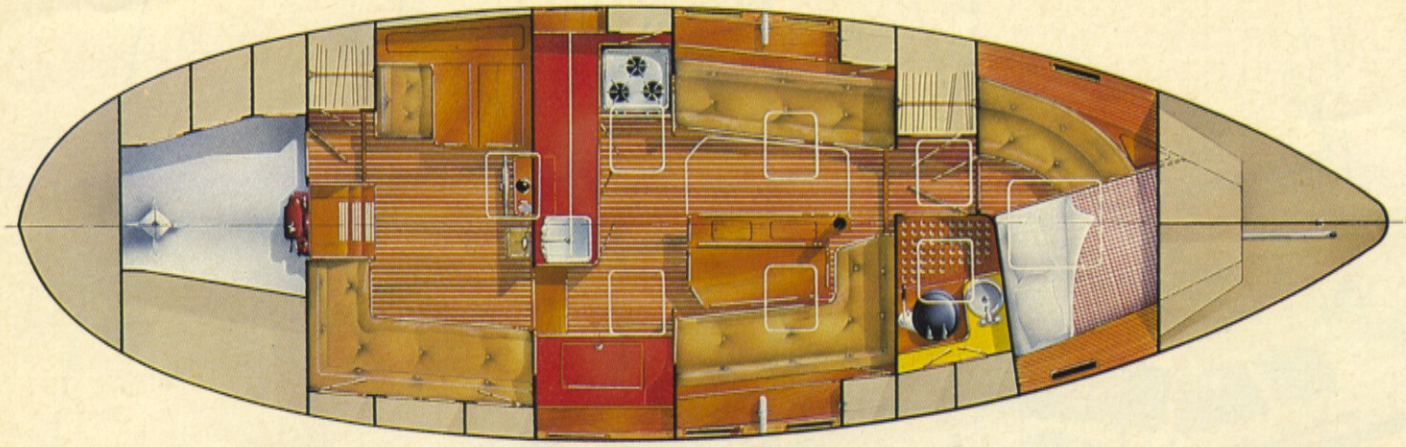
This option includes 1/4" teak facing of all bulkheads. This option is only available when Option "A" is purchased.

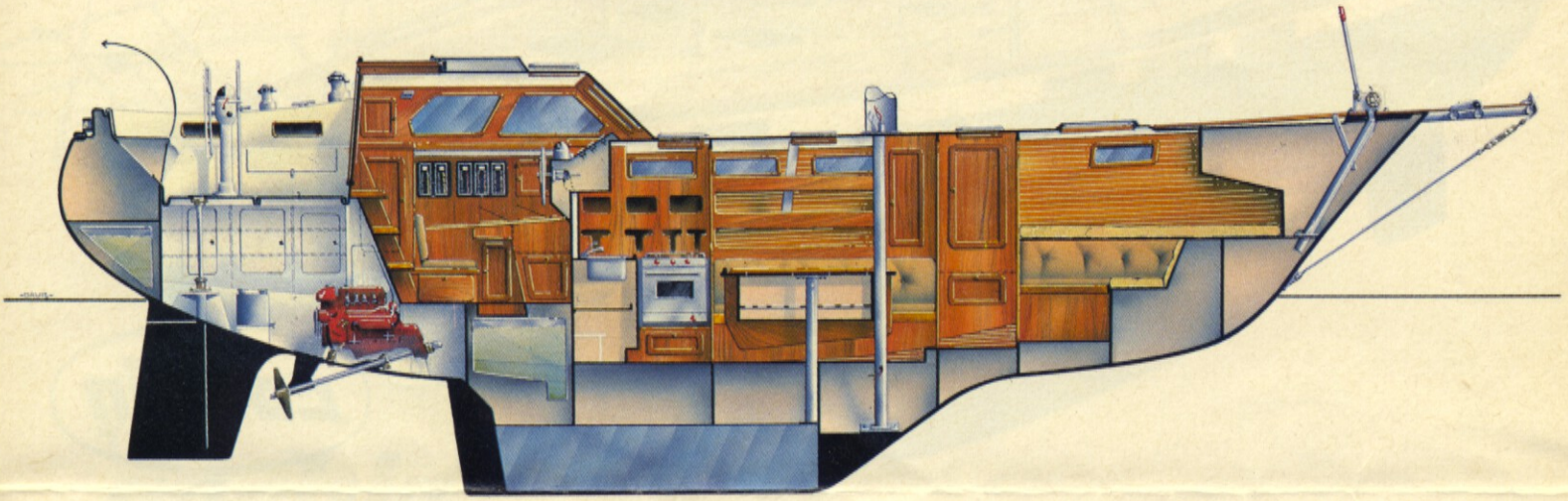
OPTION "C" (FRP)

This option is the fiberglass lining of the hull between bulkheads. It is available in honey beige only. Since the FRP is molded on a hull, it fits perfectly the shape of the inside of the hull. It also includes the lining of the shower bulkheads in fiberglass.

OPTION "D"

This is a package deal, including options "A", "B" and "C".





COMPLETED BOAT

- W-33 Westerbeke engine V-drive
- pedestal steering
- 105 U.S. gallon fuel tank
- 2 deck drains
- 4 cockpit drains
- cutter rig
- staysail track
- 130 U.S. gallon water tanks (4)
- mahogany structure
- teak interior finish
- six structural 3/4'' mahogany bulkheads laminated in the hull and deck
- morse engine controls
- seacocks on all below water line through hull fittings
- 2 batteries
- 4-12'' cleats on deck
- teak cap rail
- Genoa tracks with travellers
- main sheet track with traveller
- 2 No. 28 primary winches
- 2 No. 21 and 1 No. 18 winches on mast
- standard rigging
- halyards and sheets
- bow pulpit with navigation lights (double rail, welded) and bowsprit
- mast pulpits
- stanchions with double life lines and two gates
- 6 Vetus dorade boxes
- 8 double frame deck hatches
- 6 cu. ft. 4'' insulated icebox
- 3-burner range with oven(kerosene, alcohol or propane)
- 4'' seat cushions
- 2'' seat backrest cushions
- 6'' sofa cushions and mattresses
- water system
- wet locker and bilge drain
- 1 1/2'' manual bilge pump
- two galley sinks
- overboard discharge head
- 2 sail lockers on foredeck
- 3 cockpit lockers
- 2 coaming lockers
- foredeck anchor chain locker
- foredeck flood light on mast
- interior, teak cabin grabrails
- helm seat in cockpit
- masthead anchor light
- standard marine head
- bow anchor roller
- teak grab rail on cabin top
- waste bin in galley
- 6'4'' headroom average
- engine room blower
- sound insulation in engine compartment
- running backstays

Comments:

Our complete boat incorporates the superior quality construction of the hull and deck and all the structurals detailed in the other packages. The interior is finished in teak veneer and solid teak high fiddles. A complete electrical system of 12 volts. Providing sails and commissioning are added, the boat can be delivered in the water and be ready for immediate live-aboard and travel. Please refer to the price list for available options.

AIREX®

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Specifications

Lenghts:		
• on deck	38'6''	11.74 m.
• overall	41'6''	12.65 m.
• water line	32'	9.75 m.
• beam	12'1''	3.68 m.
Displacement:	22,800 lbs.	10,300 k.
Ballast:	9,000 lbs.	4,100 k.
Sail area:		
100% fore △	822 sq. ft.	76 m.^{2}
Freeboard:		
• forward	5'	1.5 m.
• aft	4'2''	1.3 m.
Ratios:		
• sail area/displac.	17.50	
• ballast/displac.	40%	
Headroom:		
minimum	6'1''	1.85 m.
average	6'4''	1.93 m.

Engine: WESTERBEKE W-33, V-drive

Tanks:		
• fuel	105 U.S. gals.	455 lit.
• water	130 U.S. gals.	364 lit.

Construction: Airex cored fiberglass

Design: CORBIN LES BATEAUX INC.
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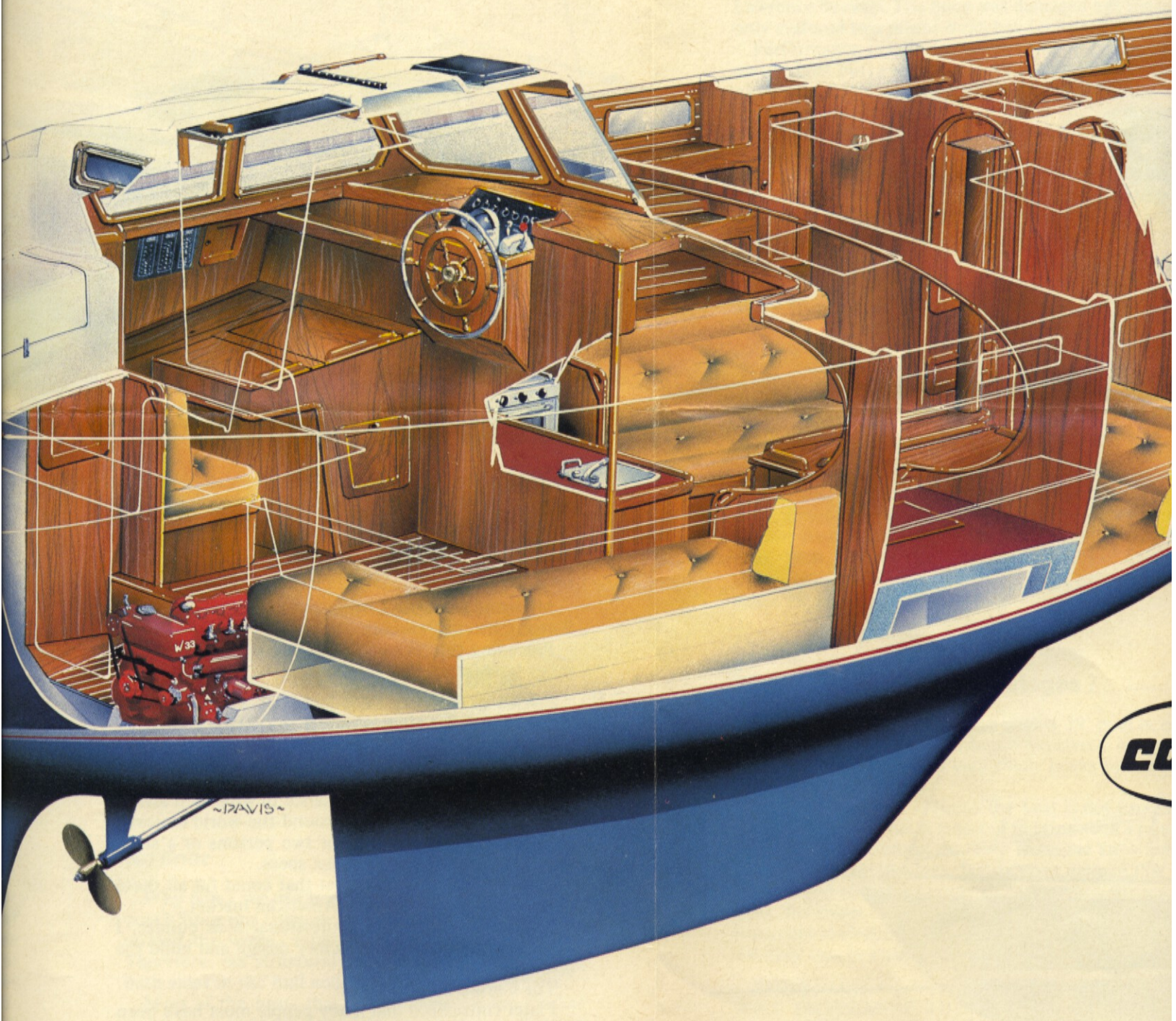

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