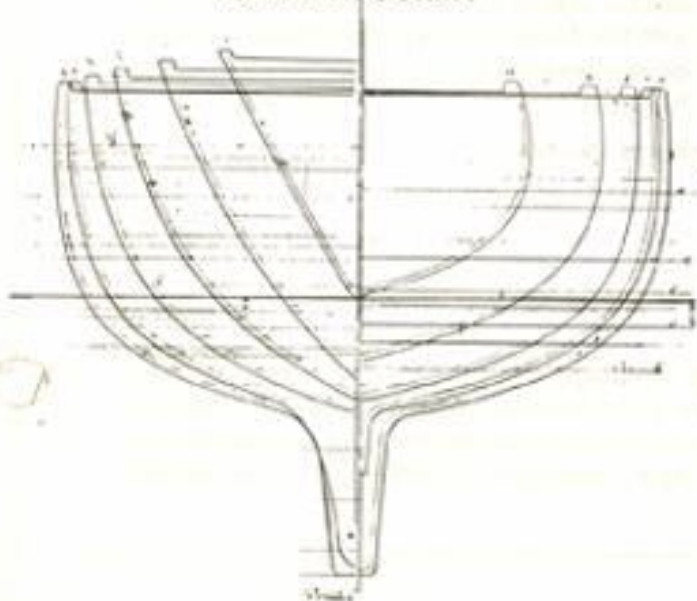




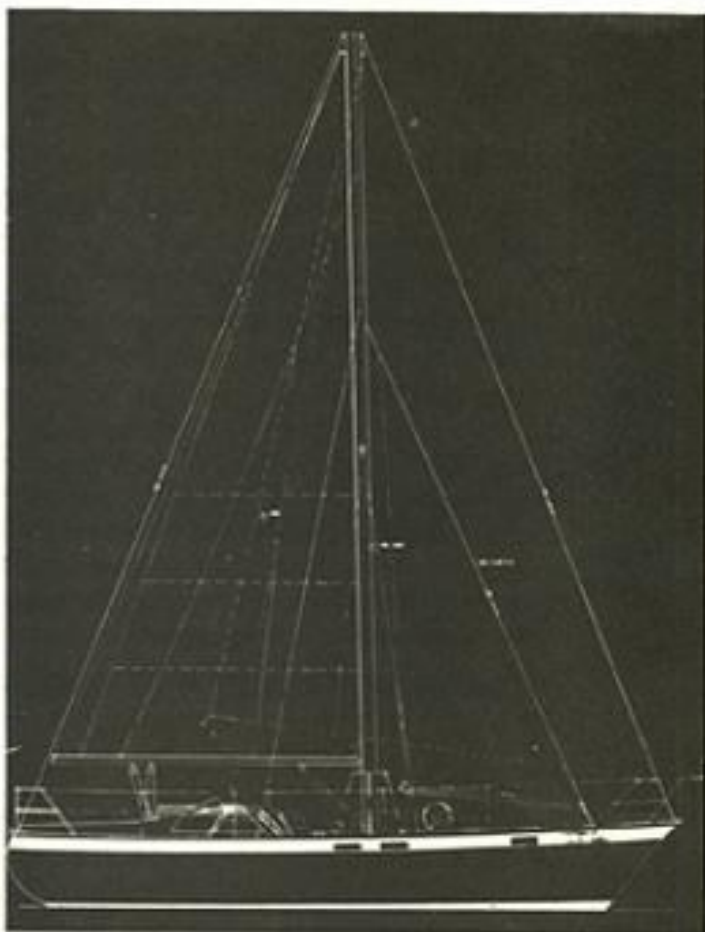
AFT COCKPIT



CENTER COCKPIT



The Corbin 39



CORBIN LES BATEAUX INC.
300 BERGE DU CANAL, VILLE ST-PIERRE, QUE.
CANADA H8R 1H3 TEL.: (514) 364-6361

SPECIFICATIONS

Length overall	38'9"	Displac./length ratio	296
Length water line	31'11"	Sail area/displac. ratio	
Beam	12'	cruising cutter	15.50
Draft	5'6"	Ballast/displac. ratio	42%
Displacement	22,000 lbs.	Headroom Min.	6'1"
Ballast	9,200 lbs.	Average	6'3"
Sail area (100% fore triangle)		Engine	40 hp.
Cruising Cutter	721 sq. ft.	Fuel	100 gal.
Tall rig Cutter	801 sq. ft.	Water	80 gal.
Ketch	719 sq. ft.	Hull	Fiberglass
Free Board forward	5'1"	optional	Airex
aft	4'4"	Designer: Dufour Yacht Design	

QUALITY CONSTRUCTION

"How thick is your hull?": he who wishes to live on a boat and to make long passages, or even to build his own boat from a bare hull and deck, wants to make sure that the structure, the base of his security, is top quality.

However, very few people know how to evaluate the workmanship in a fiberglass boat. The question so often asked about hull thickness is a perfect example.

Impact resistance or quality in a hull is related to the number of woven rovings being laminated. Woven roving can only be hand laminated. One builder could make a very thick hull, and a very cheap one out of mat, but impact resistance would be very poor. The purpose of mat is to properly join the layers of roving together. That is precisely why we use it. The quality of our hulls is unsurpassed by any of our competitors. One competitor claims his 47 foot hull weighs 3,900 lbs in solid glass. Ours, at 39' well exceeds 4,000 lbs. with the Airex core (which is lighter). We are the only manufacturer on the market, today, to offer ocean passage hull-quality-construction at a reasonable price for the amateur or professional builders.

Do not forget that your life will depend on the quality of the hull...

AIREX

AIREX is a rigid elastic PVC (polyvinylchloride) foam of a closed cell structure used as a sandwich core material in boat hull building.

Relatively new on the american market, it has been used and tested in Europe since the mid-fifties. It is none-ageing and will not deteriorate. It is a non-porous material, so will not absorb water. It will insulate against cold or warm weather and maintain a quiet boat. Its unique quality is the added safety factor, by virtue of its very high impact strenght. Yet making a stiffer, lighter hull.

The high, initial cost is very low compared to the total price of the boat and will provide many advantages, including a higher resale value. Another unique factor is that it cuts the main cause of humidity in a boat, condensation. Would you believe that after 6 months in an AIREX core hull, a box of salt is as dry as when you brought it aboard? As of June 1979, every boat we sold had the AIREX core option.

HULL LAMINATION SCHEDULE

We guarantee by contract the following lamination schedule in our AIREX core hulls. (To our knowledge, the only manufacturer to offer such a guarantee). The AIREX is 3/4".

In area of AIREX	11	layers (including 4 woven roving)
Sides of keel and turn of bilge	21	" (" 10 " ")
Along center line	25	" (" 12 " ")
Bottom of keel.....	35	" (" 16 " ")

What other builder offers so much?

THE DESIGN

This boat was designed by Robert Dufour (of Dufour Yacht Design) for extensive offshore cruising. Due to very high specifications in hull construction, it safely stands up to the ocean hazards. The designer insisted on comfort for the owner and his guests. Note the inside and outside steering stations in the aft cockpit version, deep sinks near the centerline will drain on either tack, numerous lockers and stowage spaces.

PLAN A: offers maximum comfort at sea and in bad weather. The cabin sole surface is reduced to a minimum, the chart table is full chart size, and it has ample stowage for long passages.

PLAN B: derived from plan A and with more sole surface, allows for additional comfort at anchor. The double berth under the cockpit will add roominess for guests.

PLAN C: This center cockpit plan, adaptable to a ketch rig, offers privacy to a couple with children. It is also suitable for chartering with the addition of the fully enclosed stateroom in the walkthrough passage.

PLAN D: is a more commercial lay-out of the center cockpit, with charter possibilities.

NOTE: It is also possible to modify the proposed plans. Any changes must, however, be discussed with the designer and done with his authorization. If you let your imagination go wild in modifying the interior, it could result in a dramatic decline in the resale value of your boat.

THE RIGS

Cruising rig: The 721 sq. ft. sail plan is recommended for ocean cruising and was designed specially for shorthanded operation by a couple.

Tall rig: With a sail plan of 801 sq. ft. the hull speed will be obtained easily and with less wind. However, at sea, you will have to reef more often.

Ketch rig: With 719 sq. ft. of sail area, the ketch rig has some handling advantages but obviously is more expensive.

CAN YOU BUILD YOUR OWN BOAT?

With all of our kits, we provide a full set of plans, including reasonable free consultation with the designer throughout construction, and full access to our technical resources. Furthermore, as of August 79, a shop manual giving very detailed procedure of construction including the leveling of the hull, will be given to all owners, with an up-dating service. You could contribute to its up-dating yourself by giving us your ideas in approaching construction. In our molding process, we do our best to make it easy for you to complete the boat. For example:

There is a recess at the bottom of the hull to accept a standard shaft log and stuffing box, and one to accept the strut and heel-fitting. Recessed flanges are molded to accept boot strip portlights and cabin windows; also, there are raised flat surfaces on deck to accept molded hatches. The hull and deck are permanently sealed and bolted, and the cabin and cockpit, being a separate unit, are temporarily bolted for transport. This allows you access to the hull with large items such as bulkheads, ballast, engine, etc... without removing the deck. Other numerous details will simplify your work.

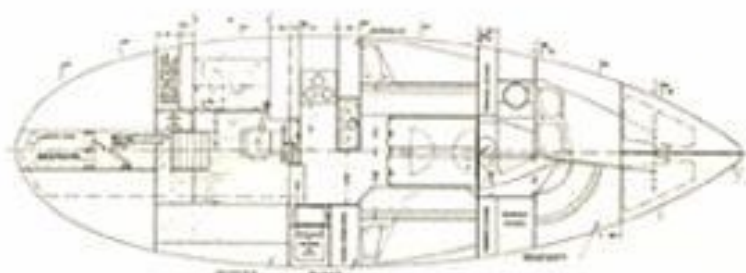
HOW MUCH WILL IT COST YOU?

If you start from a basic kit, we consider that you should expect an approximate investment, including the price of the kit, of \$40,000 to \$50,000 for a reasonably equipped boat. That, of course, will depend on how much of the work you will do yourself.

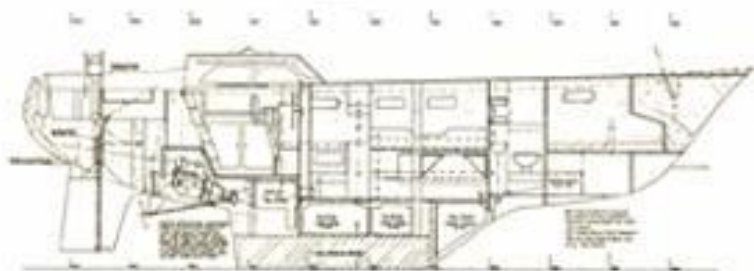
The savings, in building your own boat is in the vicinity of 50-60%, and the quality of the finished product exceeds that of production boats. We know that you can do it. Only YOU know if you will! Those who did, have a boat that is more than double the value of their investment.

JUNE 79-

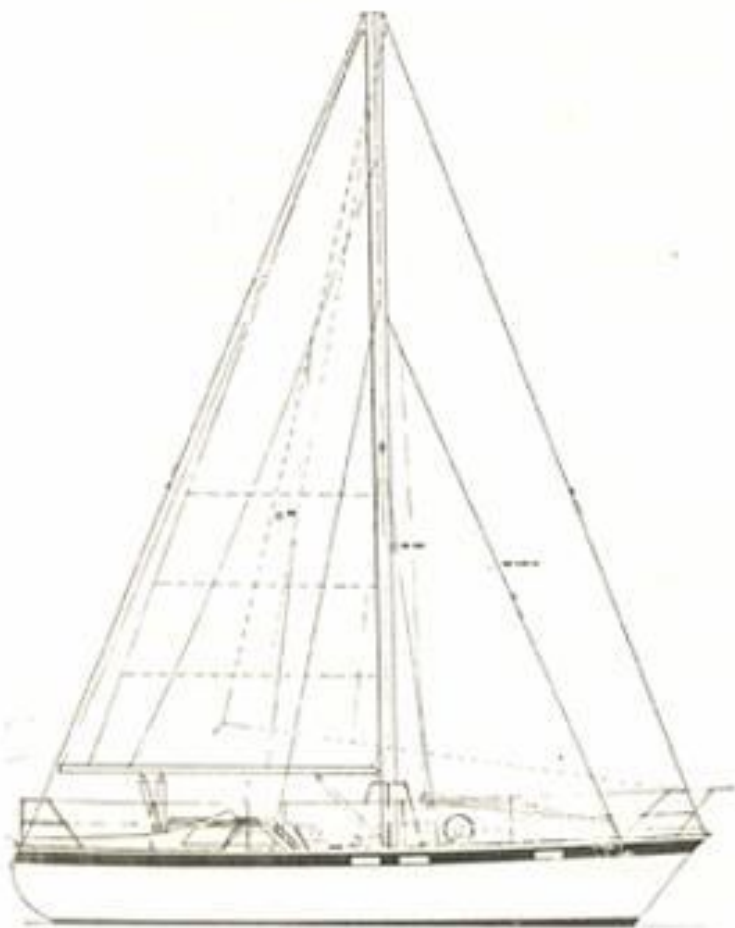
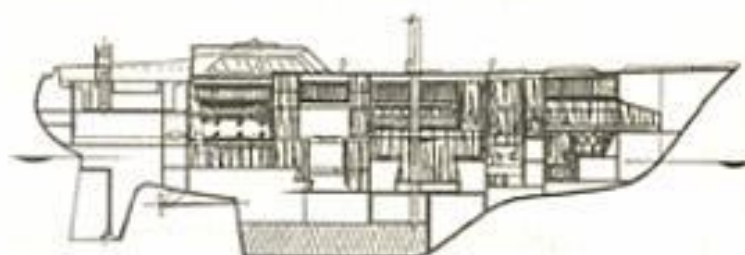
The description and specifications given in this brochure replace and cancel all others given in previous ones, and are subject to change without notice.



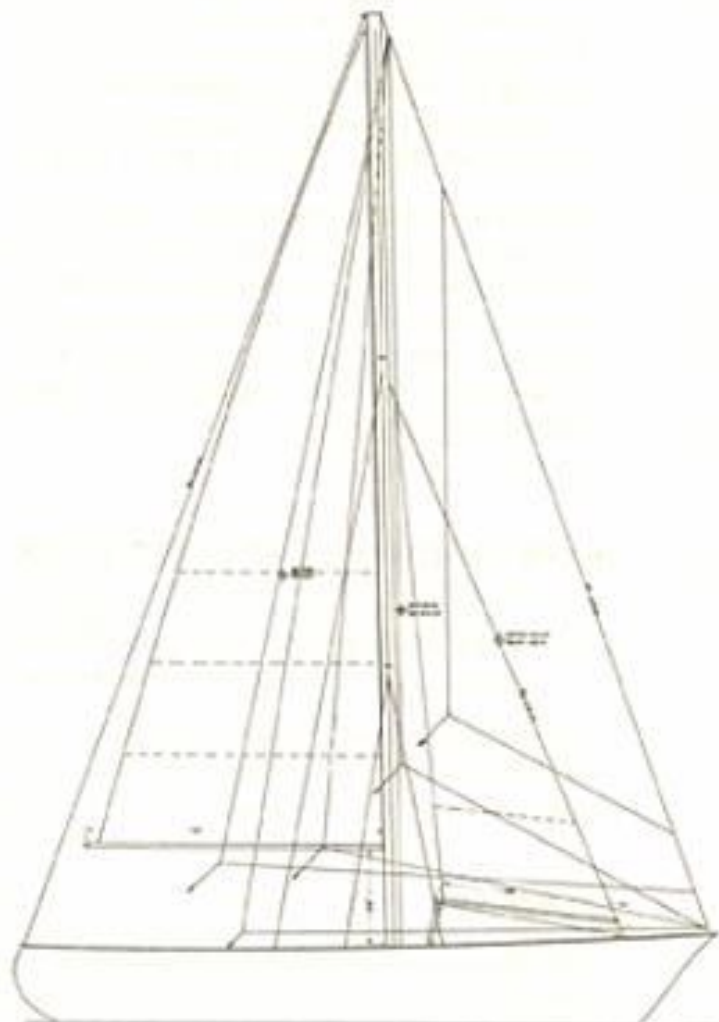
PLAN "A" AFT COCKPIT



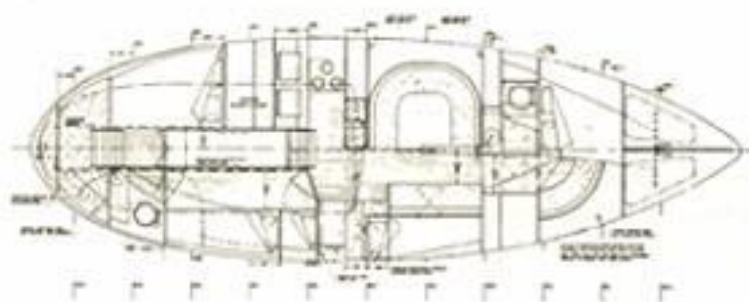
PLAN "B" AFT COCKPIT



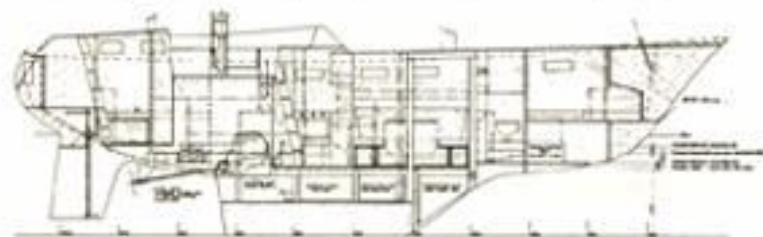
CRUISING CUTTER RIG



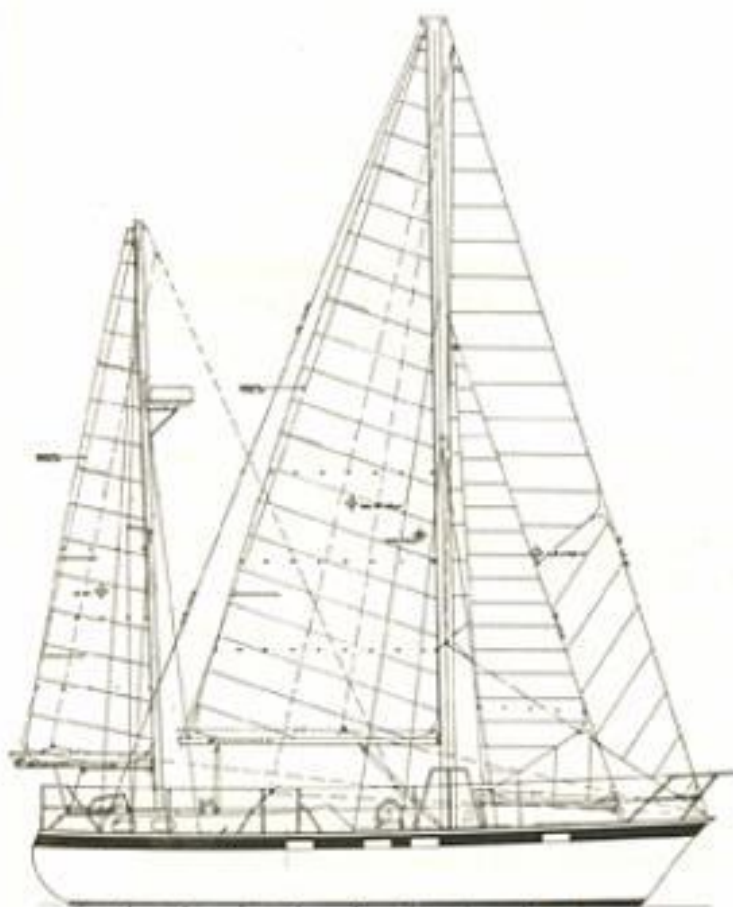
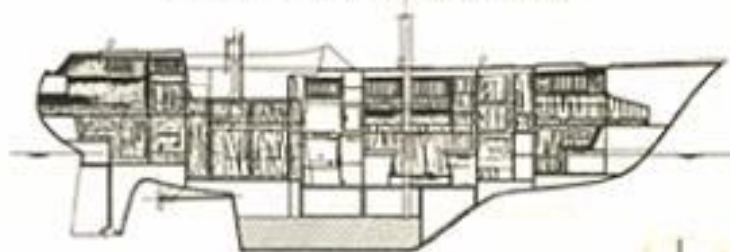
TALL RIG CUTTER



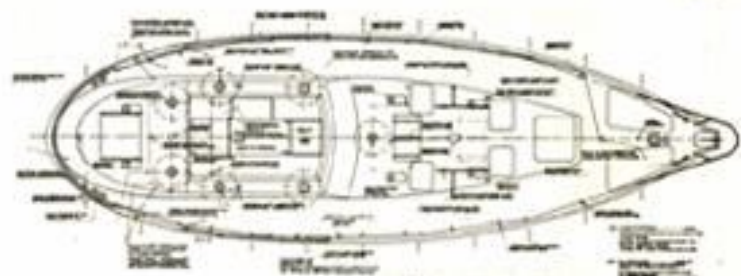
PLAN "C" CENTER COCKPIT



PLAN "D" CENTER COCKPIT



KETCH RIG



PLAN "D" CENTER COCKPIT

