



corbin 39

THE CORBIN'S 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.

My search led me to Dufour Yacht Design and the drawing of a 39'. It had nice lines, canoe stern, flush deck, pilot house, aft cockpit, cutter rig, medium displacement and was designed for fiberglass building. The pilot house, cabin, cockpit, deck layout and interior were re-designed to suit my needs, and a tall rig was adapted.

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 aluminum. 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 a compliment but we took it as such.



Corbin 39' prothouse cutter



Bulkheads are laminated to deck and with an Airex cushion

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

THE BOTTOM OF THE KEEL HAS 35 LAYERS INCLUDING 16, 24 OZ. WOVEN ROVING.

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), and **quadrupled** the number of roving in the keel (a total of 35 layers). The sides of the keel and the turn of the bilge incorporate 21 layers of hand laminated fiberglass including ten 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 (20 mm)

1 oz. mat

1 1/2 oz. mat

24 oz. roving

1 1/2 oz. mat

24 oz. roving

1 oz. mat

1 oz. mat

1/2" AIREX

1 1/2 oz. mat

24 oz. roving

1 1/2 oz. mat

24 oz. roving

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 unpredictable 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 2" Edson manual bilge pump is standard.



Oversized stainless steel chain plates with backing plates



Flushdeck and mast pulpits



Galley and dinette area

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 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 1981 at stage 'A', you should expect to spend another thirty to thirty-five thousand dollars worth of material to finish this boat completely. Depending on your skill, it should take you between 1,500 and 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 1981, OVER ONE HUNDRED OF THESE 39' BOATS WERE DELIVERED IN ALL STAGES.

Center cockpit or aft cockpit

This boat is available as either a center cockpit or an aft cockpit. The main difference between these two models, relies on the compromises that you are willing to make.

The main advantage of the center cockpit is its separate aft stateroom, and the main advantage of the aft cockpit is its pilot house with inside and outside steering stations.

The center cockpit can also be rigged as a ketch. A few of our customers have rigged the aft cockpit as a ketch and were willing to accept the compromise of having the mizzen mast in the cockpit.

Tall rig cutter or cruising cutter

The main difference between the two rigs is the size of the sail and no doubt that with the 43% ratio of ballast to displacement of this boat that it can take the tall rig. The tall rig will have to be reefed more often on the ocean than the cruising rig but the boat will perform better in light winds with the tall rig. It is just another compromise you must decide upon.



12 Lexan ports and double-barned hatches.



Interior steering station and chart table.

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

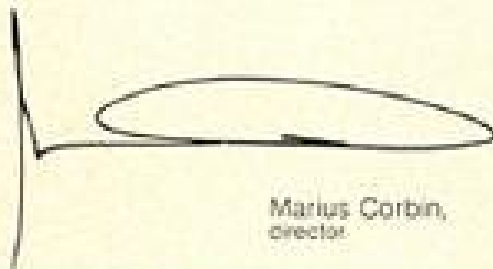
Let us be clear: buying a sailboat is an excellent investment which should be done swiftly.

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,
director

THE PACKAGES

PACKAGE "A"

ASSEMBLED HULL AND DECK, CABIN AND COCKPIT

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

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 and additional \$30,000 to \$35,000 for material and between 1,500 and 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.



Corbin les bateaux's shipyard



Assembled hull and deck, cabin and cockpit



Rudder stuffing box

PACKAGE "B"

HULL, DECK, BALLAST, BULKHEADS, RUDDER

All of package "A", plus:

- 6 structural bulkheads (1/2" 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 installed
- engine bed installed
- detailed set of drawings

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 for an approximate total cost of \$60,000 to \$65,000. 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:

- BMW D-35 diesel engine installed, instrumentation and control levers installed
- Wagner pedestal steering
- 28" destroyer wheel on pedestal
- 100 amp. battery
- temporary electrical hook-up
- 104 U.S. gallon fuel tank installed
- companionway hatch
- temporary companionway ladder

- temporary escape hatch on foredeck
- navigation lights
- manual or electric bilge pump
- bow and stern pulpit
- all stanchions with one life line
- cockpit drains (2)
- seacock on engine water intake

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 for an expected final cost of \$70,000 to \$75,000. 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:

- cruising cutter rig
- chain plates installed
- main sheet track installed
- Genoa track installed
- two No. 26 secondary winches
- navigation lights
- interior mast support
- halyards and sheets
- two winches on mast
- all block, shelves 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 for an expected total cost of \$75,000 to \$80,000. The saving is approximately 30 to 33% of the price of the completed boat and the interior could be custom finished to your own taste by a boatyard in your neighbourhood.



Pedestal steering and helmsman seat



#28 primary winches



Teak cap rail



Jiffy reefing system

PACKAGE "E"

TEAK INTERIOR FINISH

All of package "B", plus:

- BMW D-35 diesel installed
- 104 U.S. gallon aluminum fuel tank
- four separate water tanks for a capacity of 128 U.S. gallons
- ports on hull and cabin installed
- five deck hatches
- teak cap rail with Genoa track
- companion way hatch
- icebox
- the interior is finished in teak (not varnished)
- head liner not included

Comments:

This package is aimed at the person who feels that he can install the equipment on the boat but cannot handle the interior finishing which is done at the plant. The rest is left to the buyer. One should expect to spend an additional \$15,000 to \$20,000 for material to finish the boat for a total cost of \$95,000 to \$100,000. The saving will be over 20% of the price of the completed boat. (We could not include the head liner in this package because you will have to bolt through to affix the deck fittings.



Galley and dinette area of a very comfortable 11' x 12'

PACKAGE "F"

COMPLETED BOAT

Standard equipment: All of packages "A", "B", "C", "D", "E", plus:

- six structural 3/4" mahogany plywood bulkheads laminated in the hull and deck
- teak interior finish
- four separate water tanks for a capacity of 128 U.S. gallons
- 104 U.S. gallons aluminum fuel tank
- Morse engine control
- seacocks on all below water line through hull fittings
- two — 100 amp. batteries
- 4 — 12" cleats on deck
- teak cap rail
- Genoa track with traveller
- main sheet track with traveller
- 2 No. 28 primary winches
- cruising cutter rig including staysail boom
- 2 — No. 21 and 1 No. 18 winches on mast
- standard rigging
- halyards and sheets
- bow pulpit with navigation lights (double rail, welded)
- stern pulpit with navigation lights (double rail, welded)
- mast pulpits
- stanchions with double life lines and two gates
- 6 Vetus dorade boxes
- 5 double frame deck hatches
- 6 cu. ft. 5" insulated icebox
- 3 — burner range with oven (kerosene, alcohol or propane)
- 4" seat cushions
- 2" seat backrest cushions
- 6" sofa cushions, and mattresses
- 110 V shore power
- water pressure system
- wet locker with bilge drain
- manual 2" or electric 1" bilge pump
- two galley sinks
- overboard discharge head
- 5" card pedestal compass
- 2 sail lockers on foredeck
- 1 cockpit locker
- 2 coaming lockers
- foredeck anchor chain locker



Galley



Forward stateroom



Head and shower

- 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' 3" headroom average
- engine room blower
- sound insulation in engine compartment
- drawers under sofa in pilothouse
- drawers under forward berth
- running backstays

Comments:

Our complete boat incorporates the superior quality construction of the hull and deck and all the structural details in the other packages. The interior is finished in teak veneer and solid teak high fiddles. A complete electrical system of 12 and 110 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.

N.B. Some illustrations may show optional items without mention. Corbin Les Bateaux Inc. is constantly seeking improvements and reserves the right to alter the details outlined in this brochure. This brochure will not form part of any contract which may later be part of the building or supply of the vessel described unless it is specified as such in said contract.

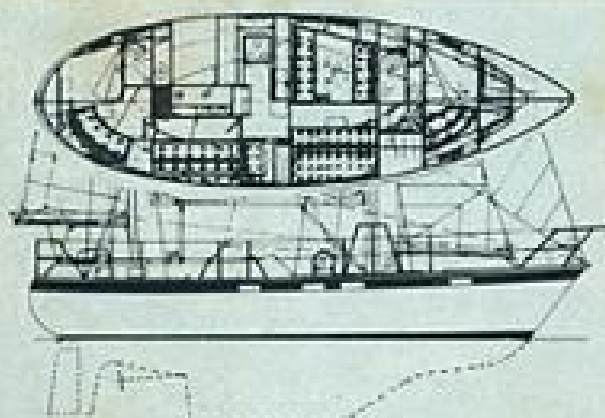


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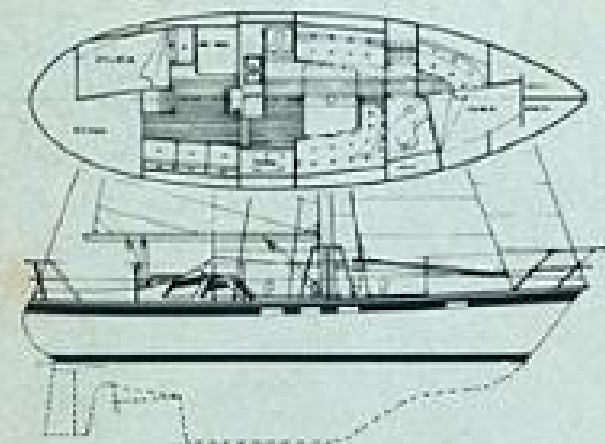
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BMW MARINE



Center cockpit ketch Corbin 39'



Aft cockpit, pilothouse cutter Corbin 39'

Specifications

Length overall	39'0"	11.89 m	• Flying • Cabin	817 sq. ft. 75 m ²	• Helm • Mast	118 sq. ft. 10.93 m ²	• Helm • Helm seat	47%	50%
Length waterline	37'11"	11.55 m	• Fly Board		• Masthead	6'11"	1.96 m		
Beam	11'	3.41 m	• Forward	6'11"	1.96 m	• Aft	6'11"	1.96 m	
Depth	5'0"	1.52 m	• Aft	2'4"	0.73 m	• Engine	6'11"	1.96 m	
Displacement	22,000 lbs. 9,979 kg.		• Engine	200	200	• Fuel	105 g. 11.5	454.60 l.	
Draft	6'000 lbs. 2,722 kg.		• Sail area			• Water	150 g. 13.5	567.70 l.	
Sea area			• Jib			• Head		Flushing and Aft	
• Cruising • Cabin	700 sq. ft. 65 m ²		• Mainsail	15.00	13.92	• Design		Robert Taft Design	



Flushdeck and foredeck sail lockers