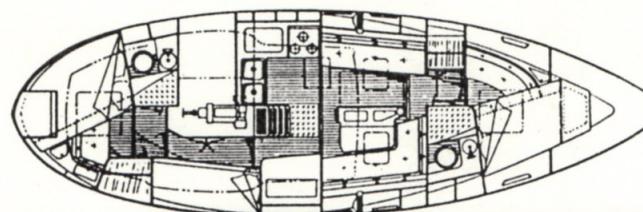
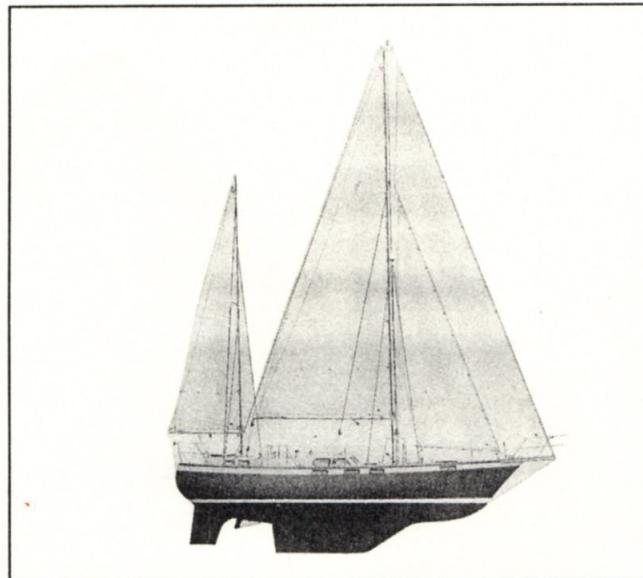


Corbin 39 Center

39'

Version A of the Center Cockpit is meant to satisfy the customer planning to do some chartering. There is no inside steering station in this version. It has three separate enclosed staterooms with two heads and showers. An engine hatch is in the cockpit for easy access or removal of anything from the engine room. The galley and dinette are extremely roomy with plenty of ventilation and light. There is a true double berth in the forward stateroom and a true queen-size berth in the huge aft stateroom. This version also has an enclosed stateroom in the passageway.

Version B was designed around an elaborate inside steering station such as the one in the aft-cockpit version. The dinette is at a level at which you can see out the ports when seated. The passageway is transformed into a work area, and the hanging



locker in the aft stateroom is built much bigger. This version will accommodate a couple with children or occasional guests.

NOW AVAILABLE WITH SHOAL-DRAFT SCHEEL KEEL—4'8" DRAFT.

L.O.D. 38' 9"
L.W.L. 32' 0"
Beam. 12' 1"

Draft:

Deep Keel 5' 6"
Shoal Keel 4' 8"

Ballast 9,000 lbs.

Displacement 22,800 lbs.

Sail Area:

100% Foretriangle 822 sq. ft.

Auxiliary ... 42 H.P. Westerbeke

Designer ... Corbin Les Bateaux

Year Introduced 1979

Selling Price \$139,900

Corbin Les Bateaux

2 Rang Cyr
Napierville, Quebec J0J 1L0
CANADA
(514) 245-3358

For More Information Circle No. 299

Corbin 39 Aft

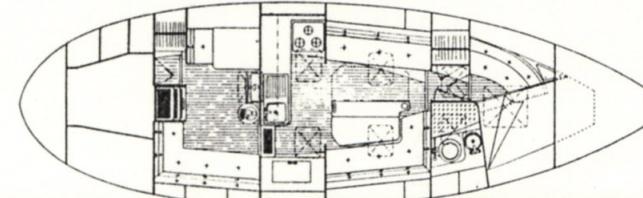
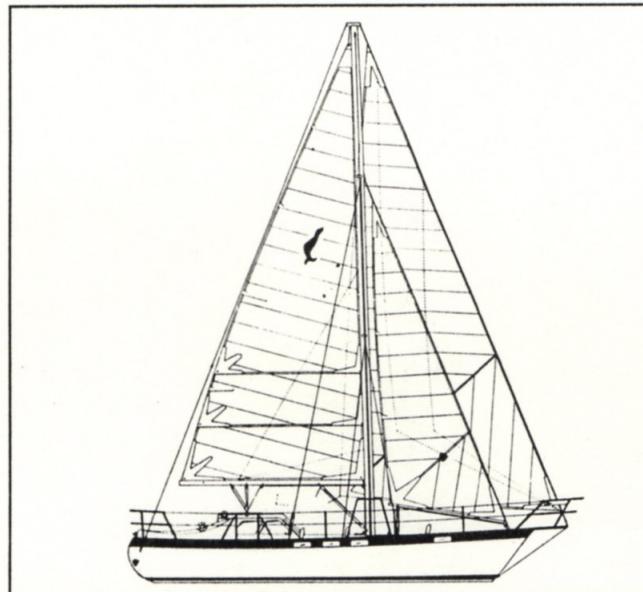
39'

The Corbin 39 Aft Cockpit combines comfort and safety for around-the-world cruising. The use of Airex with Corbin's specs (up to 35 layers of glass) makes it the strongest production hull in North America.

The pilothouse, which doubles as a living room, is both practical and convenient, with an extra large chart table and chart compartment that can hold up to 200 unfolded charts. The interior is light and airy, with its seven dorades, eight opening hatches, and eight portholes. The cockpit is wide and well-protected.

Due to her high ballast/displacement ratio and her wide beam, she is very stiff. Her medium displacement gives good performance in light air and to windward.

"The important thing for a boat like this, bound for offshore adventures, is to start out with no built-in vices, and to be able to stand up to all



that the elements may devise for discomfiture. We feel that Marius Corbin has accomplished exactly that."—Fraser and Jean Fraser-Harris, *Nautical Quarterly*.

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