



CNB 76 – “GRATEFUL”

Rarely does such a low hours CNB 76 come to the market. She has an excellent specification oriented towards ease-of-handling with her all-furling rig. The Briand hull design is such that even with the furling main, her North 3Di sails will deliver sparkling performance. All furling controls are located at the helms. Her interior affords three doubles and a twin cabin; there is also a fitted bow cabin with two berths. As one of the last 76's built she has the built-in bowsprit and latest air-conditioning which can be run from the batteries overnight. The CNB 76 remains one of the most desirable yachts of her type: great sailing, a luxurious interior which provides the ability to separate crew areas or not as required coupled with ease of handling and ownership. Of increasing importance, as she is under 24 metres LOA, she avoids most anchoring restrictions in the Mediterranean. Med or World cruising, the CNB 76 represents a leading option.

Price	€3.200.000	Flag	Cook Islands
Naval Architect	Philippe Briand	Builder	CNB, built in Italy
Location	Turkey	Year	2023

NOTABLE FEATURES

- One owner, minimal use and proactive maintenance
- As of summer 2026; 328 engine hours, 508 generator hours, 100 hours for the watermaker
- All-furling rig with upgraded electric winches and hydraulic furlers
- Black painted mast and North 3Di sails
- Hull painted in 2025 in Navy Blue
- Williams SportJet 3,95m tender
- Bow and stern thrusters
- Sleeps up to eight in four cabins plus two bunks in bow
- Full complement of domestic equipment: ice maker, washer/dryer, dishwasher and wine cooler

DIMENSIONS

LOA	23.17 metres plus bow-sprit	LWL	21.98 metres
Beam	6.10 metres	Displacement (unladen)	45 tons
Draft	3.00 metres		

*all measurements are approximate and manufacturer supplied

CONSTRUCTION

Built in Italy 2023

Hull painted in Turkey in 2025 – Navy Blue RAL 5011

Mark 2 version with carbon bow-sprit and fixed anchor davit

The hull and structural bulkheads are made of vacuum-infused PVC foam / glass / carbon and resin sandwich

Watertight bulkheads forward and aft – bulkheads are laminated and/or bonded to hull and deck

Deck made of composite/PVC foam sandwich and is vacuum-infused

Deck beams are carbon fibre reinforced

Upgraded teak and carbon wheels by TCE operating twin hanging semi-balanced rudders with vacuum-infused rudder blades, s/s rudder stocks and JP3 bearings.

Vectran cable on aluminium quadrant

Opening transom/swim platform is teak laid and gives access to the tender garage

Flush deck Lewmar hatches

Underwater lights and up-facing led mast lights

Hydraulic gangway 2,90m (Opacmare)

INTERIOR & ACCOMMODATION

Sleeps up to nine in four cabins, the aft double is usually for crew and is adjacent to the outstanding galley. The whole area can be closed off from the main accommodation

Mauka ambiance interior – oak with contrasting light oak floor

Carpet to saloon and master

- Termodinamica marine inverter air conditioning which has an economy mode so it can run overnight from the batteries
- Reverse cycle air conditioning in the forepeak
- Each cabin fitted with individual thermostatic control

TECMA freshwater vacuum flush electric toilets throughout

24V lighting throughout - direct and indirect lighting throughout

Cockpit

- Extremely comfortable aft cockpit design is split into two zones, sailing aft and leisure forward
- Twin teak and carbon steering wheels
- Each helm position with optional repeated electronic throttle, thruster control and navigation equipment
- Teak cockpit table with folding leaves and electric telescopic leg with infill cushion to convert to large sunbathing area.
- Cockpit fridge

Saloon

- Semi-raised saloon with panoramic views through at least 270 degrees
- To port: large dining table with two-part table and U-shaped seating, table can be used as dining table or two coffee tables with electric telescopic legs
- To starboard: two-seater sofa which can be converted into two armchairs with a recessed bar, navigation table with seat and removable carpet

Guest Accommodation

- Outstanding master cabin located forward with forward-facing centre-line island double bed, ensuite bathroom, vanity desk, safe and abundant storage, removable carpet
- VIP cabin to port midships with system to convert the double into twin berths, spacious ensuite bathroom with separate shower and good storage
- Bunk cabin to starboard midships, lower bunk can be extended to a double 1,40m width. Ensuite bathroom and storage. The bathroom can also be accessed as a day bathroom from the corridor
- Double cabin aft to port with ensuite bathroom and storage, ideal for crew
- Bunks and facilities fitted to bow cabin which is also air-conditioned and with optional hatch with clear section

Machine room

- Engine, generator, water maker, air conditioning compressors, water heater and other systems installed in sound-proofed area underneath the saloon floor for balance, sound isolation and convenience.
- Machinery space can be accessed by lifting steps to galley or via folding 'doors' in saloon floor
- Fuel and water tanks are mounted either side for stability and to lower centre of gravity

GALLEY & DOMESTIC EQUIPMENT

Galley located aft to starboard with breakfast bar area, direct access to cockpit via opening hatch with recessed ladder and abundant overhead and under-counter storage

Of note, the owner upgraded the upper cupboard doors to have glass fronts – a very positive upgrade which makes a good galley a great one

Corian worktop

Stainless steel double sink with mixer tap

Miele gimballed four-burner electric stove and oven

Microwave oven

Full-height fridge/freezer (224/57 litres)

Freezer (104 litres)

Extra fridge (130 litres)

Wine fridge – 35 bottle capacity

Miele dishwasher

Miele washer/dryer

Ice maker (in saloon)

Heated towel rails in all bathrooms

ENTERTAINMENT

Yamaha audio integrated equipment in the owner's cabin

Yamaha audio integrated equipment in saloon & cockpit

TV flat screen 40" on lift in the saloon

TV flat screen 32" in owners cabin

PROPULSION

VOLVO D4 180 HP Diesel Engine

- 2.78:1 VOLVO gearbox
- Stainless steel (F16PH) 60mm shaft with Hydrolube non-metallic cutlass bearing, shaft removed and new seal fitted Winter 2024/5
- Bronze P-socket
- Rope cutter
- Varifold four-blade folding propeller
- 24V 80A alternator
- 12V alternator

Retractable bow thruster:

- Side Power SR210/250 24V
- Dedicated battery bank

Retractable stern thruster:

- Side Power SR210/250 24V
- Dedicated battery bank

Fuel:

- Total capacity: 2500 litres
- In two aluminium tanks
- Diesel pre-filters

ELECTRICAL SYSTEM

12/24/220V 50Hz system with EU sockets

Scheiber control system with display

Generator: Onan 17,5 kVA

5 kVa inverter

Charging:

- 24V 100A domestic charger
- 24V 100A domestic charger
- 12V 40A bow thruster charger
- 12V 40A stern thruster charger
- 24V 80A alternator
- 12V alternator

Double 50Ah shore-power connections (separate cables for domestic and air conditioning circuits)

WATER SYSTEM

Fresh Water:

- Water maker: Sea Recovery Aquamatic 280 litres/hour
- Hot and cold pressurised system throughout
- 100 litre water heater – 230V and heat exchanger from main engine
- Fresh water shore inlet
- Cockpit shower
- Deck wash at anchor with fresh/sea water changeover
- Deck wash in cockpit
- Total capacity: 1500 litres
- In two stainless steel tanks located in the centre of the boat under the saloon

Black Water:

- Each toilet has an independent tank
- Evacuation by gravity

Grey Water:

- Two 100 litre holding tanks
- Automatic pump out by 24V pumps, galley pump replaced and unit serviced 2025

Bilge Pumps:

- Manual bilge pump
- Electric bilge pumps

RIG & DECK GEAR

Deck stepped aluminium mast, painted black

Boom in black with hydraulic outhaul and system for in-mast furling

Hydraulic boom vang, outhaul and backstay adjusters

Halyard tensioners

Stainless steel rod rigging

Running backstays

Genoa with Reckmann furler

Staysail on fixed stay with Reckmann furler

Uplights on spreaders

Harken genoa sheet tracks and cars

Harken turning blocks

Harken jammers

Self-tacking track for staysail

WINCHES

In the cockpit, all upgrades:

2 x Harken ST80 electric, 2-speed primary winches for genoa sheets

2 x Harken ST70 electric, 2-speed for staysail sheets and runners

Harken ST70 3-speed electric mounted on pedestal for mainsheet

At the mast:

Harken ST70 2-speed electric for spinnaker halyard

Harken ST70 electric 2-speed at mast step for reefing lines and topping lift

SAILS

Set of Norths sails

Mast Furling Mainsail with vertical battens 3Di OCEAN 700 (UV Black)

Furling Jib with vertical battens 3Di OCEAN 700 (UV Black)

Self-tacking furling staysail 3Di OCEAN 700 (UV Black)

Notes: · UV covers at leach and bottom for jib and staysail in black

Outhaul cover of furling mainsail also in black

The batten pockets in grey - matching sailcloth colour.

NAVIGATION & COMMUNICATION

Raymarine Navigation Pack with Axiom pro 9 plotters and multi-function displays and autopilot controls at each helm station

Radar Quantum 2

VHF DSC Ray 90 double handset with ASN (cordless cockpit handset)

AIS 700 (sender/receiver)

Depth and speed transducer

Wind instrument calculator

Gyrocompass

GPS

Autopilot wireless Smart controller

One Axiom 7 multifunction instrument located in the crew area (aft)

At chart table

Axiom 19XL chart plotter

TV/ FM antenna from Omnimax

4G / Wi-Fi router for private internet network on board

GROUND TACKLE & MOORING

Opacmare hydraulic 2.9m gangway

Lewmar electric anchor windlass

Fixed anchor davit

100 metres 14mm chain

Eight cleats 400mm Stainless steel mirror finish and two aft custom fairleads ·

Side boarding ladder

Retractable capstan for ground lines

Deck-wash fresh/sea changeover

Fenders and mooring warps

TENDER & TOYS

Williams SportJet 3.95 metres

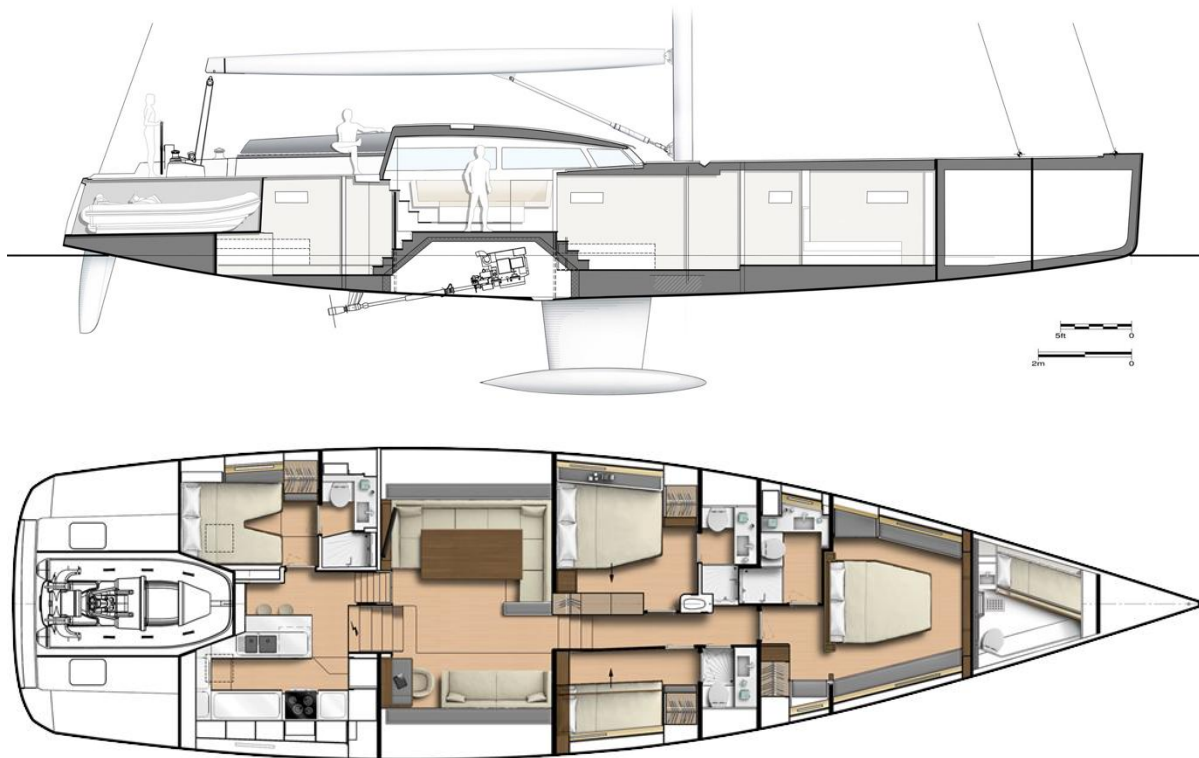
Tender garage with remote control electric winch for easy launching and recovery of tender

Bathing platform with steps

COVERS & CUSHIONS

Cockpit cushions
Bimini
Sprayhood
Winches cover
Steering wheel covers

LAYOUT – CNB76



SAFETY & TOOLS

Please note the vessel has an extensive inventory of tools, spares and safety equipment such as life rafts, EPIRBs, fire extinguishers and flares which require regular servicing and or renewal. If such equipment is left on-board (and in this case it will be) as part of the sale the buyer should ensure the equipment is suited to their usage plans and assume service or replacement will be required by them after purchase. Compliance with any flagging and insurance requirements is the responsibility of the buyer.

We are acting as brokers for the owner's Central Agent. The owner's Central Agent has provided details of the Vessel and it's inventory and these details are based on that information. The accuracy of these details cannot be guaranteed, nor do they constitute part of any contract. A prospective buyer is strongly advised to have the vessel fully surveyed by a qualified marine surveyor and to verify the particulars prior to the survey.

The Vendor is not selling in the course of business. This vessel is offered subject to prior sale, price change or withdrawal without notice.