

VOL 4 | Fall 2008

Introducing the new Global Series 100.



By Mike Burvenich & Jonathan Cannon

The client for the Cheoy Lee 100 Global liked the concept of the successful 95 Bravo series of yachts. That is, a high performance luxury yacht, offering exceptional seaworthiness and efficiency both at the upper and lower end of its operational speed range. The semi-displacement hull form, combined with a light but tremendously strong structure, engineered by High Modulus in New Zealand (to meet DnV Class, High Speed Craft standards) is the foundation on which this remarkable performance is based. A range of 1000nm at 20 knots and 2750 nm at 10 knots sets Cheoy Lee's Bravo 95 in a class of its own.

The client did however want larger crew quarters so we set about developing a semi-custom yacht extensively utilizing the tooling and design of our successful Bravo 95. We accomplished this by

adding 5 feet to the overall length of the 95. This created much larger crew quarters aft of the engine room and at the same time, greatly increasing the size of the aft deck, saloon and flybridge deck as well. We also designed and built the boat to American Bureau of Shipping (ABS) class. All of the structure and systems were reviewed and approved by ABS and construction was under ABS survey. The design met ABS requirements A1 with the Maltese cross and AMS. In addition the hull complies with the MCA stability requirements. The 100 Global is fitted with storm covers for all windows, dual over sized Bruce anchors and oversized freeing ports. This is a truly safe, go-anywhere motoryacht.

Typically a go-anywhere type of yacht in the 100' range is a full displacement deep draft yacht with a top speed of 11 or 12 knots. The 100' Global breaks these barriers with its refined semi-displacement hull which is efficient at both slow speeds as well as top speeds. The 100 Global has a top speed over 23 knots, yet at the slower speeds the 100 has a range of 2500 nm, close to that of the Bravo 95. A draft of only 6 feet also allows the yacht to go into places that the full displacement boats cannot enter. A key objective in the design and construction of the 100 was to minimize any noise or vibration. The 100 is just as quiet idling down the inter-coastal or doing 20 knots in a 4' sea.

For a "go-anywhere" yacht, the Cheoy Lee 100 Global breaks the mold, showing that you don't have to have a 12 knot trawler to visit far off places.



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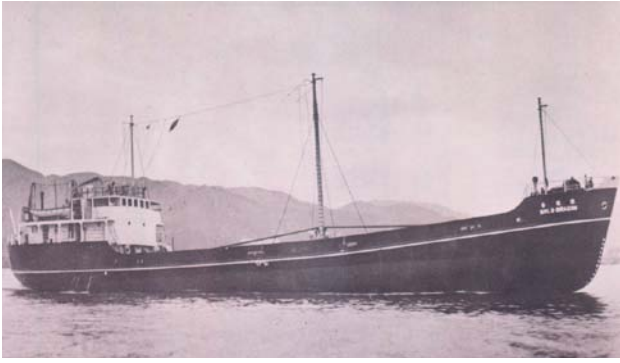
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Notable projects... The continuing legacy of Cheoy Lee Shipyards.

As we commence our 5001st hull since moving operations to Hong Kong in the late 1930's, we reminisce at some of the noteworthy craft that we have built. Our shipyard is

unusual in that we build to a number of separate, and very distinct, classification societies, each with their own stringent requirements for the certification of both commercial vessels

and yachts. A small selection of our classed vessels is featured below, and the classification societies to which they were constructed include:



Hull #650 1955 170' Cargo Ship Lloyds +100A1



Hull #2930 1975 47' Offshore Lloyds +100A1



Hull #4218 1989 103' Motoryacht ABS HCC



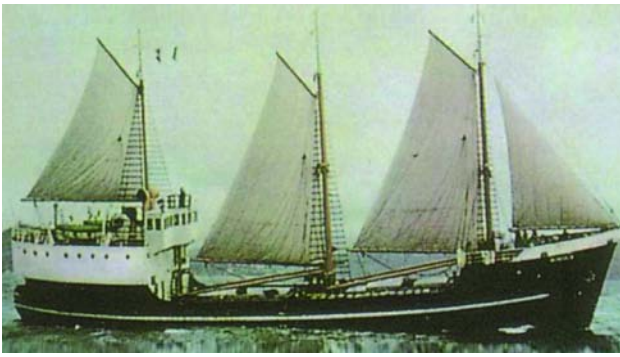
Hull #657 1964 35' Lion Sloop Lloyds +100A1



Hull #2963 1976 185' Offshore Well Testing Vessel ABS +100A1



Hull #4568 1996 145' Motoryacht ABS +100A1 AMS



Hull #663 1955 149' Cargo Schooner Lloyds +100A1



Hull #3758 1981 52' Motorsailer Lloyds +100A1*LMC



Hull #4655 1996 81' Motoryacht ABSHCC



Hull #688 1959 200' Passenger & Cargo Vessel Bureau Veritas +I3/3



Hull #3854 1981 66' Trawler Lloyds +100A1



Hull #4692 1997 207' Landing Craft/Container Vessel Lloyds +100 A1 Oil Tanker



Hull #729 - 732 1959 155' Ro-Ro Car and Passenger Ferries Lloyds +100A1



Hull #3961-3 1984 102' Fast Area Launches ABS +100A



Hull #4750 2001 125' Global MY ABS +100A1 AMS



Hull #1754 1968 99' Kort Nozzel Fire Fighting/Berthing Tug Lloyds +100A1



Hull #3980 1983 102' Fire Fighting, Berthing and Salvage Tug Lloyds +100A1



Hull #4788 2004 172' Motor Yacht ABS +100AMS



Hull #4805 2003 164' Wellhead Platform Support Vessel
ABS+A1(E) Offshore Support Vessel+AMS



Hull #4832 2004 115' Aluminium Utility Vessel ABS +A1 HSC +AMS



Hull #4784 2007 147' Motoryacht
Lloyds +100A1 SSC Yacht Mono G6 +LMC



Hull #4813 2003 154' Crew Boat / Stand-by Vessel
Lloydss +100A1 SSC Workboat Mono,G4, Arabian Gulf



Hull #4843 2005 180' Anchor Handling Tug/Supply ABS+A1+AMS



Hull #4878 2007 157' Anchor Handling Tug
Lloyds+100A1 Tug Fire Firting Ship + LMC Unrestricted Service



Hull #4816-17 2003 85' Aluminum Passenger Catamarans
DNV 1A1 HSLC R3



Hull #4844 2005 148' Utility / Crew Vessel Bureau Veritas 1 +Hull +Mach



Hull #4883 2007 190' Anchor Handling Tug/Supply
ABS +A1(E)+AMS FIFI 1



Hull #4819 2004 177' Work/Maintenance Vessel
ABS +A1 (E) +AMS for Unrestricted Service



Hull #4846 2005 177' Work / Maintenance Vessel
ABS +A1 (E) +AMS for Unrestricted Service



Hull #4900 2007 164' Off-Take Support Vessel
Bureau Veritas +1 +Hull +Machinery +AUT/UMS +Clear Air Tug Supply
Vessel Unrestricted Navigation



Hull #4820 2006 113' Aluminium Sailing Junk
Lloyds +100 A1 SSC Yacht, Mono G6, +LMC



Hull #4847-9 2005 95' ASD Tugs
Lloyds+100A1 Tug + LMC for Unrestricted Service



Hull #4918 2008 Global 100' Motoryacht
ABS +100A1 +AMS Yachting Service



Hull #4821 2004 90' Z-Tech 6000 Tug Lloyds +100A1Tug



Hull #4859 2006 177' Multi-Purpose Utility Vessel
BV1+ Hull + Machinery + AUT/UMS+ DynaPos AM/AT Supply
Vessel Unrestricted Navigation



Hull #5000 150' Marco Polo 2
Lloyds +100A1 SSC Yacht Mono G6 +LMC

Also On Display At the Fort Lauderdale International Boat Show - Dock F608-610



Serenity 68

We developed a strong reputation in the 1970's and 1980's for building rugged and seaworthy long range trawler yachts. This traditional style of yacht is still popular today in certain sectors of the market, and increasingly so, due to raising fuel costs.

With the new Serenity Series (other models are to follow) Cheoy Lee has taken the concept of an economical, efficient and sea

worthy hull and broken away from the traditional "Trawler" or "Expedition" styling. The fresh new look was developed by David Bentley Industrial Design Australia. High Modulus in New Zealand engineered the structural design to Germanischer Lloyds class standards, with interior design by Sylvia Bolton in Seattle. A true global team, for a yacht equipped to cruise the globe.

Bravo 78

Stepping aboard our new Bravo 78, you will be greeted by a sumptuous layout from the talented Sylvia Bolton. Careful material specification and space planning not only convey a feeling of enhanced space; there really is more space than other yachts in this class. Sylvia Bolton worked in unison with the naval architect Mike Burvenich, and structural engineers High Modulus to achieve that little bit 'extra' felt, but sometimes not immediately visible in superior products.

The accommodation is contemporary, featuring a spacious salon with formal and informal dining areas, a country-style galley, great pantry, and the marble clad serving bar. Below deck, three large staterooms, a king-

size master and two queen guest staterooms, feature large ensuite heads. Crew accommodation aft is fully appointed and self contained.

Performance also benefits from Cheoy Lee's uncompromising approach. The Bravo 78 was tank tested extensively to enhance sea kindliness and efficiency, noise and vibration models were analyzed in depth, resin-infused construction incorporated throughout, and engineering excellence is nothing less than you would expect from one of the world's longest serving shipyards. Superior comfort and safety at sea are not achieved by chance.



Affinity Yachts 90

The Affinity 90 uniquely combines a serious fishing platform with an elegantly appointed luxury yacht. All this is achieved in a light, comfortable, fast-running yacht of absolute structural integrity. The results of the preliminary sea trials have been phenomenal with speeds in excess of 34-knots coupled with excellent sea keeping capabilities.

The styling and arrangement of Affinity

Yachts combines modern and traditional elements in an enduring whole. This 90's wide 23-foot beam provides exceptional stability and spaciousness. The cockpit is exceptionally well laid out and is based upon the hands-on experience of several of the finest offshore tournament fishermen.

CHEOY LEE SHIPYARDS

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SELECT BROKERAGE YACHTS



92' Cheoy Lee Sport Motor Yacht 1999

Beautiful Fexas design. Fully appointed 4 SR layout, private full beam master suite with "his and hers" head, 3412 CATs. Captain maintained. Call Marty Isenberg.



83' Cheoy Lee Cockpit Motor Yacht 1989

Fexas design, excellent sea keeping ability and huge interior volume, 4 SRs with on deck master, country kitchen, Detroit 1271's, 2x 35 kw Kohler Gensets new in '05, 2700 gal. fuel. Asking \$795,000. Call Marty Isenberg.



81' Cheoy Lee Sport Motor Yacht 2002

1100 hours on twin CAT 3412. Wonderful Fexas "ride". Featuring His & Hers head and 5 staterooms. Our trade in. Asking \$2,250,000.



81' Cheoy Lee Sport Motor Yacht 1998

21' Beam, 5 Staterooms, recent paint, 1600 hrs on her 3412 CATs, 20 knot cruise and famous Fexas "ride". Please call Joe Collins.



72' Cheoy Lee Raised Pilothouse Motor Yacht 2003

One owner, captain maintained. Twin 3412, 1,000HP CATs, 2x 23kw Gensets. 3 staterooms plus crew. Full beam master, fish rigged, ready to cruise. Asking \$1,950,000. Call Marty Isenberg.



Two 66' Cheoy Lee Widebody LRMY- 1990 & 1998

Both have CAT 3306's, recent paint, new electronics. One with 4 cabins - the other with 6 cabins, both have incredible interior volume and 2,000 mi range. Call Joe Collins.

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