

Introducing the New Serenity Series 68 For Ultimate Peace of Mind at Sea



Cheoy Lee developed a strong reputation in the 1970s and '80s for building rugged and seaworthy long-range trawler yachts. This traditional style of yacht is still highly popular today in certain sectors of the market - and increasingly so, due to rising fuel costs.

With the new Serenity Series 68 (other models in the series are to follow), Cheoy Lee started with the concept of an economical, efficient and seaworthy hull, then broke away from the traditional "Trawler" or "Expedition Yacht" styling. This fresh new look was developed by David Bentley Industrial Design Australia.

Like all Cheoy Lee motor yachts, the Serenity Series 68 is built on an exceptionally strong cored, resin-infused hull. The decks and superstructure, built in components, are also resin-infused in order to reduce weight while increasing speed and fuel efficiency. High Modulus in New Zealand engineered the structural design to Germanischer Lloyd class standards, with interior design by Sylvia Bolton in Seattle. It was a truly global team effort for a yacht equipped to cruise the globe.

Twin Caterpillar C7 engines de-rated to 315 hp provide a

range of 1,800 nautical miles at 10 knots and well over 2,000 nautical miles at 8 knots, on 2,640 gallons of fuel.

Demonstrating the flexibility of the Serenity Series 68's design, two layout options will be offered. The standard plan has three full-beam staterooms, along with a crew cabin, all with en suite head. An optional four-stateroom layout plus crew cabin is also available.

Principal dimensions of the new Serenity Series 68 are LOA: 67'5", beam: 18' and draft: 5'3". The first 68 will be completed in June 2008.

Cheoy Lee Shipyards, established in 1870, has built over 5,000 yachts. The Serenity Series 68 complements its extensive line of motor yachts ranging from 65 feet to over 200 feet. The yard also specializes in building commercial vessels designed to meet each customer's individual needs and requirements, up to 220 feet. Whether constructed from steel, fiberglass, aluminum or a combination of materials, each vessel is built on a proven hull providing excellent seakeeping ability and the desired speeds.

Cheoy Lee Earns ISO 9001:2000

Cheoy Lee qualified for ISO 9001:2000 Certification for the shipyard's facility in Doumen, China three years ago. The company's Director, B.Y. Lo has called this achievement a major step in a series of plans to further the development of Cheoy Lee as the best possible choice in quality innovative yacht design' for their customers.

'The ISO Certification is a highly respected achievement in the manufacturing world because it holds its bearers to established guidelines and procedures which help ensure product consistency. And that translates to fewer problems for the customer,' according to Bob Crawford, Vice President for Cheoy Lee's North American Shipyards. 'ISO standards contribute to the development, manufacture and supply of products and services that are safer, cleaner and more efficient.' Cheoy Lee began operations in Shanghai in 1870 by producing steam-powered craft.

After 1936, the business moved to the British territory of Hong Kong and by the mid-fifties had diversified into the production of wood sailing and motor yachts. Post-World War II, the company has produced over 4800 hulls at its state-of-the-technology facilities in Hong Kong and Doumen, China producing both commercial and pleasure vessels

Just a Click Away

Want to see the newest Cheoy Lee yacht? Click on www.cheoylee.com. This easy-to-navigate, one-stop portal gives you instant access to a wealth of up-to-date information about your favorite builder. The latest news from the yard, in-depth specs on the full range of yachts and commercial vessels, Cheoy Lee history and notable projects is readily available, along with a whole lot more.

The Web site is designed and built to allow you to find the data you are looking for quickly, without going through layers of unrelated information. The site is broken down into three primary subdivisions - "About Us", "Yachts" and "Commercial Vessels" - each easily accessed from the navigation bar on all pages.

The Yachts section includes both new and pre-owned vessels and provides a wealth of information on each, including a gallery of photos, arrangement plans (for new yachts), descriptions and specs.

A recent update to the Web site placed the latest news from Cheoy Lee prominently on the home page. Noteworthy items, including recent launches, technological advances and other interesting stories, are updated regularly. Other sections on the site include worldwide dealer information, recent magazine articles, a password protected customer log-in section and contact information.

If you haven't visited www.cheoylee.com lately, we invite you to and find out what's new and what's happening. If you have any suggestions about how we can make our Web site more informative, please do not hesitate to contact us.

The Affinity 90: Sportfishing and Cruising at its Finest

El Lobo, the first in a series of world-class 90-foot sportfishing yachts from Affinity Yachts built by Cheoy Lee, combines the spacious cockpit and authentic outfitting of a serious sportfisherman with the elegant lines and interior appointments of a luxury megayacht. All this is achieved in a light, comfortable and fast-running platform built with absolute structural integrity. At normal load, with a top end speed in excess of 34 knots, she cruises comfortably at approximately 30 knots.

The Affinity 90's design derives from its legendary 101-foot predecessor, also called El Lobo, built by Heesen Yachts for the same satisfied owner. That stunning yacht has proved herself as a world cruiser, including comfortably crossing the Atlantic in adverse conditions.

Affinity Yachts' hallmark styling and interior arrangement combine modern and traditional elements in an enduring whole. Well laid-out traffic patterns plus excellent visibility ensure the efficient use of each vessel, both while fishing and under way. Designed by noted naval architect Howard Apollonio, these yachts benefit from his 30-plus years of practical experience in the design and construction of oceangoing yachts, tournament-level sportfishermen and commercial fishing vessels, as well as a lifetime of real-world boating. Apollonio-designed yachts, built by U.S., Dutch and Asian shipyards, have proved their seaworthiness in extreme conditions around the world.



The Affinity 90's wide, 23-foot beam provides exceptional stability and spaciousness. The yacht's extensive public rooms, including the salon, dining room and sky lounge, are elegant gathering areas both for large groups and smaller, more intimate meetings. All are efficiently served by the large, well-equipped galley.

The huge master suite features a king-size bed, extensive storage, his-and-her heads and a spa-tub-shower. Two spacious, queen-size guest staterooms, a fourth stateroom with twin berths and crew quarters all have large ensuite heads with showers. Exquisite marble and granite grace these and many other areas throughout the yacht.

Mechanical and electrical components are sensibly arranged in the easily accessed engine room and lazarette. Ship's systems and structural integrity of the highest order, built to ABYC standards by Cheoy Lee, ensure long-term durability and ease of service. Features such as a 25-kw radar unit, cockpit freezer, 16-foot tender plus two jet skis and a Palm Beach Tower are just a few of the appointments that separate El Lobo from the rest of the fishing fleet.

Whether chasing marlin off Cabo, tuna off Nova Scotia or cruising the Med, the Affinity 90 gets the job done in complete comfort, safety and luxury.

Nautical Structures

In the summer of 2006, Nautical Structures of Largo, Florida, built and delivered a specialty knuckle-boom crane system to Cheoy Lee Shipyards for installation on board the 148-foot Marco Polo Expedition yacht. This state-of-the-art crane system was developed in concert with Ron Holland Naval Architects specifically for the Marco Polo project. The crane with its unique knuckle-boom design was purpose-built with all-aluminum construction for yacht use. With a 7,000-pound safe working load capacity, it was built to Cayman Islands Shipping Registry LY2 standards as a Rescue Boat Launching Crane. As such, one of its mandated requirements is to be able to launch the rescue boat in five minutes or less.

Adding to the complexity of its dual functions as everyday tender-launching crane and designated rescue-boat launching crane was the design specification that Marco Polo house the tenders out of sight below the deck. Special hatches were developed to integrate seamlessly with the deck, opening outboard to provide access to the tenders. In order to achieve class certification, the system



ultimately had to be modified in order to carry the rescue boat atop the hatch during ocean passages, to meet the under-five-minutes launch requirement in an emergency.

Another key aspect of the crane's design is a "load-release" gravity free-fall feature built into the linear winch. This feature, found on all classed Nautical Structures cranes, allows the crane operator to lower the tender to the water at very fast speeds, yet under full control, ensuring that the boat can be launched as quickly as possible.

The crane's innovative knuckle-boom design provides exceptional utility on Marco Polo, where the mission is to travel to remote parts of the world in a variety of sea conditions. With its exceptional outreach capability, the crane

can launch either tender to either side of the yacht. The knuckle-boom design permits the tip of the crane to be positioned well below horizontal, greatly reducing the amount of cable that must be paid out to launch or retrieve the tender. This reduces the pendulation (swing) effect of the tender hanging on the end of the crane, creating a much safer, more controlled launch or retrieval.

The crane's long reach also lets the tender's helmsman stand off the side of the yacht as the tender is rigged for retrieval, enhancing the safety of the entire operation in rough or rolling seas. Classed as an MCA-approved Rescue Boat Launching Crane, the unit allows crew to stay on board the tender and be hoisted aboard, or launched with the tender. Anyone who has had to launch a tender from the bow of a yacht will appreciate this capability.

An unintended benefit of the Nautical Structures crane's center-mounted stowed position is its utility during social gatherings on board. We're told that on more than one occasion, the crane has been skirted in white linen and used as a service counter during cocktail parties!

For more information, visit Nautical Structures at www.nautical-structures.com.

Cheoy Lee Creates Three New Classes of Motor Yachts: Bravo, Global and Serenity Series

Over the past years, the size range and types of motor yachts Cheoy Lee is building has grown significantly. Since each yacht is designed and built to achieve specific goals and meet the specific requirements of each individual owner, we have created three separate series of motor yachts.

The Serenity Series consists of:

- 68' x 18'0" (New Model)
- 83' x 21'9" (New Model)
- 90' x 21'1"

The Bravo Series consists of:

- 65' x 20'2"
- 68' x 18'11"
- 72' x 20'2" (Cockpit)
- 78' x 20'2" (New Model)
- 84' x 21'1"
- 90' x 21'1" (Cockpit)
- 95' x 22'2"

The Global Series consists of:

- 100' x 22'2" (New Model)
- 117' x 25'0" (New Model)
- 128' x 28'0"

BRAVO
SERIES

GLOBAL
SERIES

SERENITY
SERIES

Gracious Living: New Cheoy Lee Bravo 78' to Debut in Miami

Cheoy Lee will introduce the latest addition to the all new Bravo Series, the Bravo 78', at the Miami Yacht and Brokerage Show on February 14-18. She is a creation from the design board of M.G. Burvenich, formerly with the Tom Fexas Design Group.

The Bravo Series 78' features a fresh layout from the talented Sylvia Bolton Design Group. The accommodations will have a contemporary motif featuring a spacious salon with formal dining area and a country-style galley forward with great pantry and cabinet storage. Below decks are three large staterooms, including a king-size master and two queen guest staterooms, all with large en suite heads.

Due to Cheoy Lee's high quality construction combined with M.G. Burvenich Inc.'s state-of-the-art design, the Bravo 78 will provide uncompromised performance and safety at sea. Her on-deck spaces offer not only fantastic, fully appointed lounge areas, but also solid protection and comfort, due to generous overhangs. The walk-around decks have ample bulwarks and stairways, complemented by well-anchored 316 stainless steel railings, increasing ease of access, comfort and safety.

The Bravo 78' will be available in open and enclosed



bridge models. She is powered by 3412 Caterpillars, giving her a cruise speed of 23 knots. She will also feature other top-of-line equipment and accessories.

See the new Cheoy Lee Bravo 78' in Miami. For more information, contact Cheoy Lee Shipyards at 954-527-0999

BRAVO
SERIES

Getting to Know Joe Collins & Marty Isenberg: Brokers Extraordinaire



Joe Collins

Marty Isenberg

Cheoy Lee broker Joe Collins grew up on Long Island, New York, and started sailing in Long Island Sound at the age of seven. After graduating from Georgetown University, he bought his own boat and crossed the Atlantic.

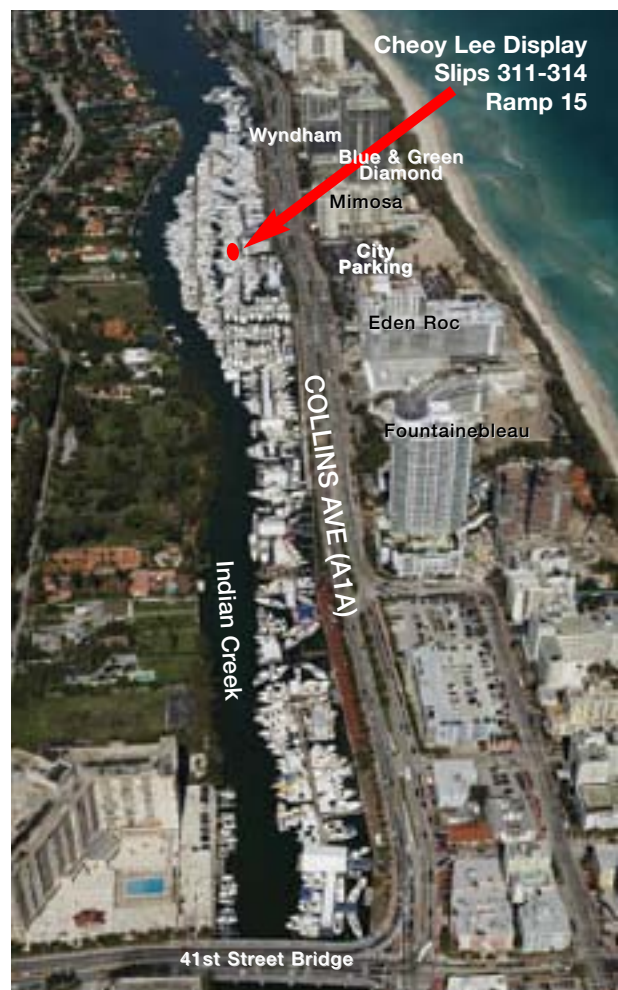
Joe lived aboard and traveled for the next five years, finally moving ashore in 1979. He took a job with Rex Yachts in Fort Lauderdale in 1980. Rex imported the majority of the Cheoy Lees coming to the U.S. over the next decade or so. Joe sold the first 48 Fexas Sportfish, the first 92 Fexas and the first 103 Hargrave, Ivory Lady. He is very well versed in both current and older yacht models.

Joe enjoys boats and derives great satisfaction from delivering a new creation. He looks forward to assisting you in any way he can with yachts new or used. He can be reached at the Cheoy Lee Shipyards office at 954-527-0999, on cell at 954-980-6198 or by e-mail at joec@cheoylee.com.

Marty Isenberg, born and raised on the North Shore of Long Island, New York, to a family of yachtsmen and marine engineers, Marty has cruised extensively from New England to the Caribbean. Educated in business, industrial arts, engineering and yacht construction, he is a licensed captain and has been involved in the marine industry for over 30 years. Marty successfully has owned and operated two boat-building companies and project-managed both new builds and major refits. He has been innovative and instrumental in re-shaping and introducing new models to Cheoy Lee's current yacht line.

Marty has a unique natural ability to relate to the needs and concerns of the most discriminating yachtsman. Both personable and enthusiastic, and will work to fulfill your yachting needs with propriety and the lack of pressure.

Marty Isenberg can be reached at the Cheoy Lee 954-527-0999; or 954-448-0561. E-mail: martyi@cheoylee.com.



2008 Miami Yacht & Brokerage Show February 14th - 18th

The 20th Annual Miami Yacht & Brokerage Show is held in the heart of beautiful Miami Beach on Indian Creek Waterway at Collins Avenue (S.R. A1A) – from 41st to 51st Streets – across from landmark hotels like the Fontainebleau, Eden Roc and Wyndham Miami Beach. The in-water-only display presentation covers more than 1.2 million square feet of space over a mile-long strip of Indian Creek Waterway, featuring over 500 new and pre-owned vessels valued at more than a billion dollars.

The Cheoy Lee display is conveniently located between the legendary Eden Roc and Wyndham Miami Beach hotels, just across the street from the City of Miami Beach Parking Lot (come early, this lot fills up quickly). An easy way to find us is look for the north cocktail barge (a large brightly colored red white and blue tent), we are just several steps away to the southwest. Our slip designations are, Ramp 15, Slip #'s 311 - 314

No tickets are required for the Yacht and Brokerage Show as this is a free event. Boat show parking is at 64th Street and Collins Avenue and 85th Street and Collins Avenue with shuttle bus service to and from the show.

This year, our exciting exhibit will include four yachts ranging from 78' to 92' including:

- 95 Bravo Series Motor Yacht
- 92' Sport Motor Yacht
- 81' Sport Motor Yacht
- 78' Bravo Series Motor Yacht

The show runs from Thursday, February 14 through Monday, February 18, 2008. Hours of the show are 10am to 7pm (except Monday when the show closes at 6pm). Please stop by to say hello and take a tour of the yachts.

Miami Yacht & Brokerage Show, Collins Ave, Miami Beach

Article by Captain Chris Driver

It sounded like Mission: Impossible. Offload the new 72' Raised Pilothouse Motor Yacht, *Northstar*, built at Cheoy Lee's factory in mainland China, from the freighter at the Port of Seattle. Full dealer commissioning and systems outfitting in just five weeks. Immediately cast-off on a 7,000-mile delivery cruise down the West Coast, through the Panama Canal, up the East Coast and into the Great Lakes.

Madness? Well, that was the ambitious schedule for *Northstar* when she arrived in Seattle in April, 2006. Her final destination would be Milwaukee, Wisconsin, on Lake Michigan's western shore. She was shipped to Seattle in order to take advantage of the first-class yacht outfitting resources available in the Pacific Northwest - and to provide an excuse to put this fine yacht through her paces on the trip of a lifetime.

For our small yacht outfitting and delivery company, this was an exciting challenge; a chance to work with an adventuresome repeat client on a quality yacht. But time was of the essence - if we were to make it to the East Coast before the Caribbean hurricane season got into full swing, we would have to leave by the middle of May, leaving us little time to get everything installed and ready for a long off-shore trip. But we were confident that the careful planning and detailed specification for the vessel would make it possible. Throughout the build we had been liaising with Cheoy Lee via our project manager on site, Bill Gross of the Seattle-based design firm, Yacht Enterprises. Bill knows Cheoy Lee well and was able to communicate our requirements, translating client requests into practical and elegant solutions. Fortunately, the factory showed such attention to detail in the fit and finish and with all the commercial-grade systems that we had the boat ocean-ready in a very short time. Fully provisioned and stowed, we cast off on May, 16th, just 35 days after the Cheoy Lee 72' came off the freighter.

The rugged Pacific Coast of Washington, Oregon and Northern California can be a tough testing ground. A brand

Tom and Fred Engler aboard *Northstar*



new boat, with the owner and his fiancée on board learning brand new systems, can be even tougher. But the boat passed both tests with flying colors. We arrived in San Diego after two fuel stops in little more than three days.

We paused briefly in San Diego for a few service items, oil change and reprovisioning. Then we were off into foreign waters, southbound for Panama. This was exactly what the Cheoy Lee 72' was built for: Comfortably, safely and efficiently eating up ocean miles en route to exotic locations.

In between fuel and customs stops, the C-18 Caterpillar diesels pushed her along effortlessly, covering over 350 miles each day in mostly favorable weather. With the aid of the useful weather-routing services provided by CommandersWeather.com, we made it safely through the Canal and across the Caribbean, arriving back in the U.S. at South Beach, Miami, just 4 weeks after leaving San Diego.

Now, we had just a week to run up the Eastern Seaboard

to New York. Once we reached the safety of the Hudson River, we were almost home-free. All that was left was to navigate the locks and bridges of the inland waterways and sprint across Lakes Ontario, Erie and Huron and down Lake Michigan, even in time for 4th July in Milwaukee.

Well, not so fast. This was the year that rain in the Northeast caused the Erie Canal to flood, closing portions of the canal on the very day that we arrived in Albany, New York. After some delay and a narrow escape in the middle of the night when rising waters caused the Albany Yacht Club docks to disintegrate, we were forced to turn around and return to Manhattan. The only remaining northern route into the Great Lakes left open to us was the Saint Lawrence Seaway in Nova Scotia. This would add an extra 1,800 miles and about two weeks to an already lengthy trip, but at least we would get to visit Montreal.

So, it was on July 25th, 2006, rather than the Fourth, that *Northstar* came around the breakwater into the Milwaukee Yacht Club, proudly flying the flags of the seven nations and 11 states and provinces; the symbols of a trip that had comprised 8,900 nautical miles, 75 days on-board, 43 days under way, countless adventures, very few boat problems and two very happy, very proud new owners of one of the finest, most well-traveled new yachts on the Great Lakes.



Sistership

CHEOY LEE SHIPYARDS

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 \$995,000. Call Marty Isenberg.



81' Cheoy Lee Sport Motor Yacht 2002

1100 hours on twin CAT 3412. Wonderful Fexas "ride". Our trade in, asking \$2,495,000.



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 \$2,150,000. Call Marty Isenberg.



Two 66' Cheoy Lee Widebody LRM- 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.

Cheoy Lee Shipyards
Bahia Mar Yachting Center
801 Seabreeze Blvd. Fort Lauderdale, FL 33316
Phone (954)527-0999
www.choylee.com