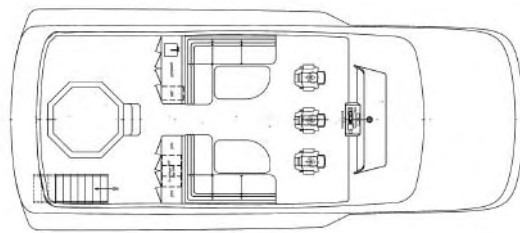
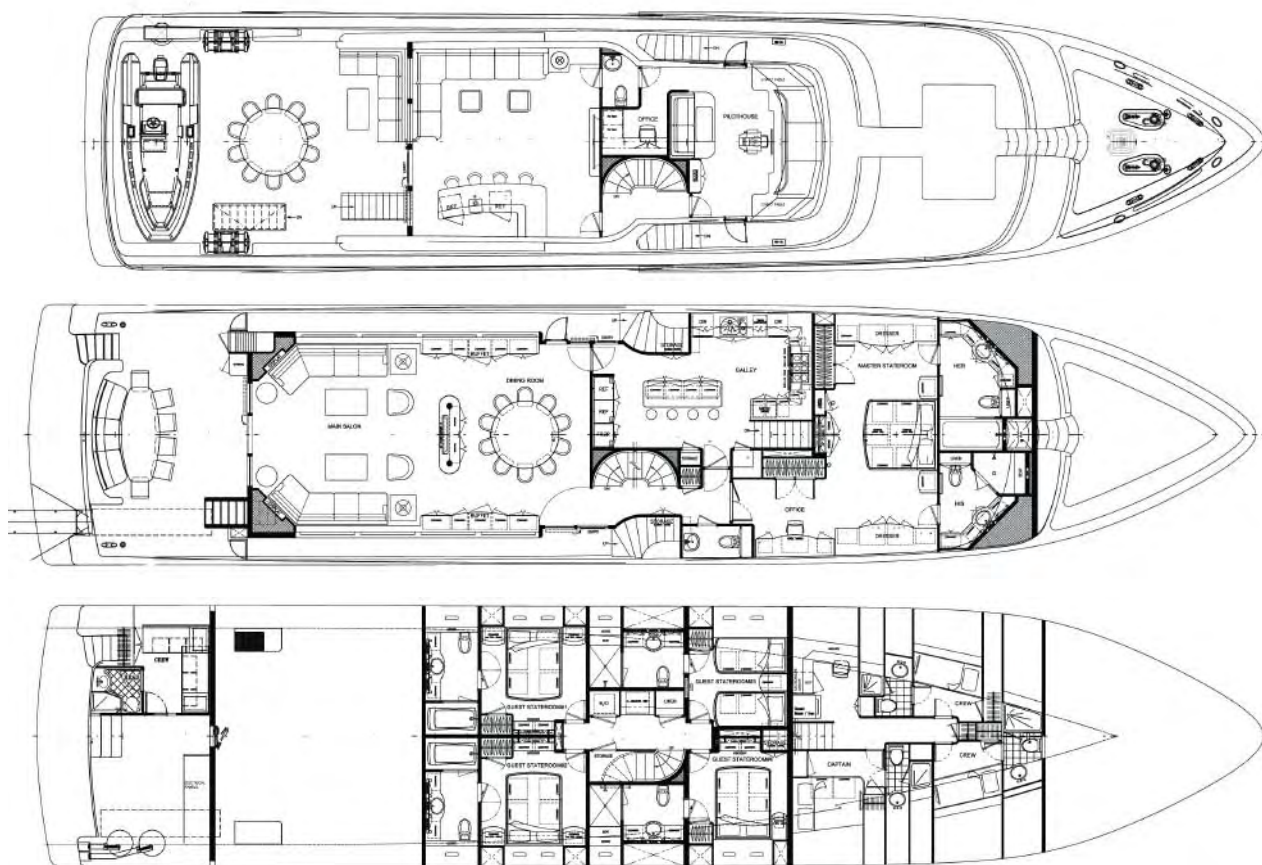


Going Global with a Dream Team. Introducing the Global Series 118.



GLOBAL
 SERIES



By Mike Burvenich

Cheoy Lee came to me last summer to talk about the best direction to take in updating the Global Yacht series. The Shipyard had determined that a tri-deck motoryacht in the 115- to 125-foot range had attracted a lot of client interest. Based on this information, we decided to develop a tri-deck with traditional styling but a bit of contemporary flair that would not become dated. And so, the 118 Cheoy Lee Global motor yacht was born.

After creating the exterior styling, we worked on the arrangement in conjunction with noted interior designer Dee Robinson of Fort Lauderdale (www.DeRobinson.net). Dee incorporated features that made it even more appealing, utilizing all available space to its maximum. The new 118 Cheoy Lee Global is

comparable to many of the larger yachts on the market, serving private owners and guests with equal luxury and efficiency.

We decided to give the new yacht a semi-displacement hull. Most clients who expressed interest in the 118 like to have the ability to go faster if the weather or time constraints dictate, even if they typically cruise at slower speeds. The standard engines will be MTU 16V-2000 M91s, which will enable the 118 to cruise just under 20

knots; with the optional MTU 16V-2000 M93s, the cruise speed will be over 20 knots. We designed the hull so that even at speed there is little or none of the wave related noise common to many semi-displacement, hard-chined hulls. The yacht will be designed and built to class and as an option, it can be MCA-compliant.

The 118 needed a very efficient hull in order to achieve the required speeds using the engine options specified for this project. As a result, the hull has a very fine entry with flatter sections aft, similar to the popular Cheoy Lee Bravo 95 and Global 100 motor yacht.s. To maximize the interior volume of a fine-entry hull, we spent a lot of time working with Dee on space-planning and space allocations for the 118.

"It's unheard of to have a tri-deck in the 118-foot range," Dee says, adding that typically, this style of motor yacht starts in the 125-foot to 130-foot range. "I've measured, and the rooms in this yacht are comparable in volume and size to a 130-foot yacht."

Built with Cheoy Lee's signature construction methods, the entire yacht will be made of composite utilizing foam core to reduce weight in order to lower fuel consumption and increase performance. All tanks are composite and integral to the hull, essentially forming a double bottom along most of the yacht's length for additional safety. The tanks are placed low in the boat to lower the vertical center of gravity, which greatly improves stability. Even if the client for the 118 does not go for the optional MCA-compliance, the hull is still designed to meet the MCA stability criteria - the most stringent criteria for a motor yacht of this size.

What's unique about the Cheoy Lee Global 118 motor yacht is that the builder, naval architect and interior designer were all involved in the project from the beginning, forming a cohesive team with one goal in mind. Cheoy Lee Shipyards, Dee Robinson and I all brought our finest efforts to the table to ensure that the owners of this beautiful yacht will have the best of everything.

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Cheoy Lee Global 100 is a Work of Art



Known for the quality and performance of its motor yachts, Cheoy Lee, along with longstanding design collaborator Mike Burvenich, has hit one out of the ball park with the new Global Series 100 tri-deck. Hull Number One, built to ABS certification, is scheduled for a June delivery to a seasoned yachtsman.

The Cheoy Lee Global 100 features a spacious on-deck master stateroom. Accommodations below include an equivalent-sized VIP and two mirror-image guest staterooms, each with exceptional views through

beautifully proportioned hull windows. The wholly custom interior décor is tastefully finished in North American Cherry.

The Global 100 is offered in both open and enclosed bridge versions; this owner opted for the latter, maximizing the living and entertaining spaces while adding protection from the elements. The boat deck is big enough to accommodate an 18-foot tender. The yacht also boasts full walkaround side decks, crew quarters with lounge and three points of access.

A pair of C32 Caterpillars provide an extremely economical 21 knot cruise speed. The ship's electrical source when away from the dock is a pair of 40-kw Northern Lights gensets. Electronics are the finest Furuno instruments complete with weather-monitoring capability.

With her precision performance, superb craftsmanship and attention to every conceivable detail, the new Cheoy Lee Global Series 100 is destined for the Hall of Fame.

Meet Panu Virtanen - The Finnish Connection

If it's included onboard your yacht, Panu Virtanen has probably sourced it. An eight-year Cheoy Lee veteran, Panu heads the Strategic Sourcing and Logistics Department in the Fort Lauderdale office, supplying the shipyards in Hong Kong and Doumen, China. He works closely with the strategic partners who supply many of the American-made goods needed for both Cheoy Lee's Commercial and Luxury Yacht Divisions.

"We try to use mostly U.S. components for boats purchased by American clients," Panu says. Sourcing products from U.S. suppliers gives Cheoy Lee the advantage of solving any warranty issues quickly and efficiently, minimizing any potential downtime for customers. "Our clients have peace of mind that they'll



have local representation for service in the future," Panu says. "Replacement parts will also be much easier to source down the line." In addition, he and his department help

Cheoy Lee owners with older boats locate the parts they need to upgrade their systems and equipment.

A native of Finland, Panu came to Cheoy Lee with vast experience in global supply chain management. His ability to negotiate effectively with suppliers is a key element to Cheoy Lee's success, as is his genius for consolidating and streamlining the cargo shipping process, whether by air freight or ocean freight, to meet the shipyard's production schedules. Cheoy Lee's in-house supply chain management program allows vendors to supply the goods on a "just in time basis" in order to minimize stock and further reduce warehousing costs.

"Our department keeps our clients' best interests in mind from the beginning of the project through completion by working closely with Sales, Project Management and Service departments," Panu says. "I couldn't ask for a better team."

Argonautica Custom Interiors: Style That Never Goes Out of Style



Didgie Vrana

We have worked with Diggie on a number of projects. She is always a joy to work with. We have asked Diggie to share what she does with you.

*By Didgie Vrana
of Argonautica Custom Interiors*

I founded Argonautica Custom Yacht Interiors in 2000 after serving as a USCG-licensed captain (500-ton rating), a professional crew member and the owner of a charter boat based in St. Thomas, U.S.V.I. It is no exaggeration to say that I've been around boats and boating my whole life - I grew up on a boat! I've also worked as a customer liaison for Ted Hood's Little Harbor Yachts, responsible for coordinating yacht interiors for that well respected builder.

Today, I combine my love of the ocean with my eye for design in creating custom interiors for new yachts and refits. The problem-solving aspect of each project appeals to me. With new construction, you start with a blank

canvas. With refits, the challenge is to coordinate the new with the existing interior.

Argonautica Custom Yacht Interiors designs and installs custom yacht interiors for the discerning owner. Our design firm, which is located in Fort Lauderdale works with clients from around the world to enhance their yacht's interior spaces by providing a complete range of decor options. Whether you are looking for a personalized interior design for a new yacht or an old yacht undergoing renovation or refit, Argonautica will create it for you from the cabin sole to the ceiling treatments and everything in between.

Argonautica offers a fresh sense of style, grounded in classic elegance - but with nautical flair. Our approach to style shows in the custom yacht interiors we have designed, including a number of highly successful Cheoy Lee projects. It shows in the attention to detail and high level of

craftsmanship that we provide to our clients.

Behind it all are years of experience. The key is in knowing what works and what doesn't work - and understanding the special demands of a yacht compared with other interior spaces.

The design process begins with me getting to know you and your vision for your yacht. Then we work up specifications and provide color swatches and material samples. After your approval, Argonautica coordinates and directs a host of suppliers and vendors to create a custom interior for the boat of your dreams.

Argonautica puts it all together for you in a yacht interior that is visually rich, yet easy to care for. You might say the "look" is practical as well as elegant. We like to call it, "Style you can live with."

For more information, contact Argonautica Custom Yacht Interiors at (954) 565-3027 or visit www.argonautica-yachtinteriors.com.

Trouble-Free Travels on Yacht-Fish Mindy

By Larry and Debby Mindel

We are Pacific Northwest boat owners with a lot of water under our keel. Before building *Mindy*, our new 80-footer, we did our homework. After speaking with numerous Cheoy Lee owners and meeting B.Y. Lo, we were convinced we could build a yacht at Cheoy Lee Shipyards that not only would be comfortable for cruising with friends and family, but also would make a successful fishing platform.

Before construction began, we met with the shipyard and the designers to discuss our wish list. We didn't want a "Euro-style" yacht, but we didn't want a "classic", either. The final result is the Cheoy Lee 80 Pacific Edition *Mindy*, a yacht-fish with graceful lines, an enclosed wheelhouse and streamlined, semi-traditional windows.

Other special features included a built-in bait system, 30-foot Rupp Outriggers and 200 extra gallons of fuel. Powered by twin C30 Cats, *Mindy* can reach speeds of 27 knots fully loaded. Her twin gensets are Northern Lights 32-kw units. We also added an Outback inverter capable of handling all the refrigeration and appliances for 28 hours if needed.

Warm, comfortable, roomy and airy best describe the interior décor, which was designed by John Pokela of Seattle. We picked Sepelle mahogany for the woodwork, complimented by soft goods in earth tones. The large country galley with its center island works well for preparing meals for our numerous guests. The owners' stateroom is full-beam and amidships, with a walk-in closet that has an emergency exit from the engine room. There are two guest staterooms amidships, both with ensuite heads.

Forward are two crew staterooms, including a captain's quarters that rivals the owner's stateroom on most 60-foot yachts. The enclosed wheelhouse has great visibility and a full suite of electronics, including equipment by Furuno NavNet, Nobeltec, Icom and KVH. We wanted to be sure to



have redundant instrumentation at the helm. Cheoy Lee also designed a custom monitoring and alarm system that covers the gensets, bilges, fire, tank levels and even the running lights.

After we took delivery of *Mindy* in Seattle, in June, 2006, we did some local cruising, but the boat's first real test came later that summer when we took her to Mexico. The weather in the Northwest showed no mercy on the leg from Seattle to San Francisco, but *Mindy* performed perfectly and handled everything Mother Nature threw at her. Upon arrival in San Francisco, there was no fix-it list, just a general clean-up. Pretty impressive!

After christening her at the St. Francis Yacht Club with over 80 people in attendance, we were off to Mexico. *Mindy* has a 1,000-mile range, but there was a hurricane raging south of Cabo San Lucas, so to play it safe, we stopped in Turtle Bay for fuel and to see which way the storm would track. From Turtle Bay to Cabo, there was nothing to stop us from

enjoying sunset barbecues while under way. But after we pulled into Cabo for a night, then set off for Puerto Vallarta again the next morning, the remnants of the hurricane made for a very rough trip and not a dry spot outside. The boat ran flawlessly.

After a wonderful winter season in Mexico, we headed home for Seattle. Last summer, we voyaged north, visiting spectacular Princess Louisa Inlet in British Columbia.

With our annual north-south routine now established, we took *Mindy* back south to Mexico again in the fall. She is now sitting in Ixtapa, where the big-game fishing and island trips continue.

Mindy logged over 1,400 hours of trouble-free cruising in her first 14 months. The boat has surpassed our expectations, and her captain feels the same way. How many boat owners can say they have traveled that far only doing routine maintenance?

Visit Cheoy Lee's Hin Lee Shipyard with Designer Mike Burvenich



We met Mike when he was the head designer at Tom Fexas Yacht Design. We are fortunate to have such a talented designer on our team. Below is a report Mike prepared on his recent visit to our yard.

By Mike Burvenich
of MG Burvenich Yacht Design

Although I've enjoyed a long and productive association with Cheoy Lee Shipyards and am intimately familiar with their work, my first visit to the Hin Lee Yard in Doumen, China was a revelation. I would recommend it to anyone interested in Cheoy Lee, and I guarantee you will leave with an even greater appreciation for the yachts and the commercial vessels the yard produces.

The first stop after my trans-Pacific flight was Hong Kong, where I spent the night and got my visa to go to mainland China. The next morning, I took a two-hour ferry ride to the Hin Lee Yard, where I was graciously greeted by Martin and James Lo. Even after all the pictures of it I have seen over the years, I was amazed by the shipyard's size. Still, Cheoy Lee has outgrown the yard and is in the process of expanding it.

There were four projects of my design in various stages of construction during my visit: a Bravo 78, a Global 100' ABS-compliant Motoryacht, a Bravo 95 and a Bravo 103 Cockpit Motoryacht. In addition, I was there to discuss several new projects, including the Serenity Series - the next generation of Cheoy Lee long-range motoryachts. Although the yachts I was involved with would create more than enough work for most shipyards, it was only a fraction of all of the work under way at the Hin Lee Yard. There were at least eight 5,000-hp Z-Tech Tugs under construction, and I was told two more had been delivered the day before I arrived. A large anchor-handling tug and an assortment of pilot boats, patrol boats, ferries and smaller tugs were also being built while I was there. I heard they were starting work on the next Marco Polo as well.

Walking through the area where the molds are stored was like a timeline of my career as a yacht designer. There were molds ranging from projects I had worked on while I was at Tom Fexas' office nearly 20 years ago all the way up to the present time. Seeing them brought back many fond memories of the excitement I experienced as each project was being designed.

Martin and James Lo could not have been better hosts. Although I am in constant contact with the yard, it still could not replace sitting face to face in the same time zone, discussing projects under way in the sheds around us. Martin and James are intimately involved with every aspect of the construction and design of each project, which is why I believe they turn out so well in such a short build time. From past experience, I knew they have excellent knowledge of the systems and the construction of the boats, but what amazed me was their knowledge of the décor. Their discussions with interior designer Sylvia Bolton, who was at the yard at the same time, were at

the same level that I would have talked to them about propeller sizing.

What impressed me most about my visit was the dedication and commitment of all the Cheoy Lee employees. As I toured each yacht, the diligent employees politely worked around me. On the 78' Sport Motoryacht, they were finishing up the interior, and there were workers all over the boat. Each worker had his job to do, yet they never seemed to get in the way of each other. All of the work that I inspected, from the fiberglass layup to the systems installation to the décor, was precise and impeccable.

I had a wonderful trip to the Hin Lee Yard and I am looking forward to the day I am able to visit again. Although it's a long flight from the States, it is very easy to get to the yard



from Hong Kong. If you are building a boat with Cheoy Lee, I would highly recommend visiting the yard a few times during the construction. There, you can see exactly how the boat is built - and witness for yourself how Cheoy Lee turns your vision into reality.

Keeping It Shiny: Exterior Finish Maintenance Tips from Awlgrip

If you want to keep your topsides shiny and bright, Awlgrip recommends giving your boat's exterior paint a thorough washing once a week, in addition to hosing it down regularly. Over time, a buildup of dirt, grime and grease can cause Awlgrip topcoats to dull. The company recommends using its Awlwash™ Wash Down Concentrate (73234), which is specially formulated to clean Awlgrip®, Awlcraft® 2000 and Awlgrip® 2 topcoats and help restore a mirror-like shine. While some marine soaps are not suitable for use on painted surfaces, Awlwash does not contain alkalis, acids, or abrasives. It is "free rinsing", which decreases drying time, and it's 100% biodegradable.

If water spots are a problem, Awlgrip offers another product, Awlcare™ Protective Polymer Sealer (73240), to restore "new-boat" shine. Awlcare contains no harsh abrasives and will not scratch the painted surface. Awlcare leaves a non-yellowing, protective polymer coating that lasts through multiple washings. It removes mild stains such as water spots and diesel soot, and increases the paint's resistance to acid rain and other environmental pollutants.

For best results, follow the manufacturer's directions and recommendations when using Awlwash:

1. Rinse the painted surface thoroughly prior to washing with Awlwash, and wash small sections to insure the surface stays wet and to prevent Awlwash from drying on it.
2. It is important to dilute Awlwash as specified on the label. Add one ounce (30 ml) of Awlwash per gallon (3.79 liters) of water. It comes in a refillable "Tip 'N Measure" container, which makes it easy to get the proper mix ratio.
3. Use a soft, non-abrasive applicator, such as a cloth, sponge or washing mitt.
4. Thoroughly rinse all surfaces with fresh water after washing to remove all detergent. A water softener is recommended to eliminate hard-water residue. Wipe the surface dry with a chamois or soft cotton towel.
5. Use distilled white vinegar and hot water to remove

stubborn salt stains. Re-washing with Awlwash after using vinegar is recommended.

If water or diesel soot spots persist on surfaces painted with Awlgrip or Awlcraft 2000, they can be removed with Awlcare Protective Polymer Sealer. Hand-applied Awlcare will not harm Awlgrip's topcoats and can easily be removed



with Awl-Prep® Plus-T0115 (or T0340 Surface Cleaner in Europe) when it is time to repaint.

Be sure to follow the manufacturer's directions for applying Awlcare:

1. Wash exterior painted surface with Awlwash, rinse and wipe dry.
2. Shake Awlcare container well and apply with a 100 percent cotton applicator or cloth. Awlgrip does not

recommend applying Awlcare with mechanical devices; it should only be applied and buffed by hand. Do not use abrasives, scratch pads or compounds. Scratching the surface gives dirt a place to cling while wearing out the resin layer. Using abrasives of any kind will reduce the overall life of the finish and voids the Awlgrip Limited Warranty.

3. Awlcare can be applied in sun or shade, and can be applied to large areas before removing.

4. Allow Awlcare to dry to a haze. Wipe off haze with a clean, 100 percent cotton cloth.

5. Multiple coats of Awlcare may be needed to protect water runoff areas. Note: Keep container closed when not in use, and prevent from freezing.

The manufacturer also provides a list of "Don'ts" that can prevent staining and discoloration of its Awlgrip or Awlcraft 2000 topcoats:

1. Don't allow contact between topcoat and teak cleaners. Most teak cleaners contain acids or caustic agents that stain and discolor the paint.
2. Don't allow metal polishes to dry on the surface. Metal polishes may discolor and stain the painted surface, and they also contain acids. Tain water and dew running off metal fittings will spread metal polish residue onto the surface and etch and dull the paint finish. Washing freshly polished metal fittings thoroughly with Awlwash and water can help eliminate polish residue and reduce the metal polish run-off.
3. Don't allow wet equipment (e.g., seat cushions, coils of line, coolers) to trap and hold moisture against topcoats. This condition can result in blistering or delamination.
4. Don't use acrylic Teflon coatings over an Awlgrip or Awlcraft 2000 finish. Use of these coatings voids the Awlgrip Limited Warranty.

For more Awlgrip maintenance tips and information, visit www.awlgrip.com.

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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.



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