



History, heritage, adventure.

Elegant, yet strong, adventurous yet supremely comfortable, Cheoy Lee luxury yachts are internationally renowned for their commitment to quality and style. Constructed by Cheoy Lee Shipbuilder Ltd. in Hong Kong, to the highest standards of design, they are the product of 140 years of wisdom and experience in shipbuilding.

Cheoy Lee Riviera represent the luxury yacht-maker on the Italian and French Riviera where the waters of the northern Mediterranean provides some of the finest leisure sailing in the world. Located in Nice, the most accessible of cities on the Cote d'Azur, Cheoy Lee Riviera provides the discerning European buyer with access to the impressive range of Cheoy Lee custom yachts, constructed in the time-honoured traditions of excellence with which this builder of luxury motorised yachts is associated.

The Mediterranean, and the Riviera in particular, is one of the most popular sailing areas in the world. With their mild seasonal changes and relatively

calm seas, these waters are a playground for sailing enthusiasts, with an abundance of ports providing a host of attractive long-term berthing solutions.

To take advantage of this wide range of destinations - from Gibraltar to Croatia, the Greek Islands to the Turkish coast and north Africa - Cheoy Lee Riviera is perfectly placed to serve the European market's substantial demand for steel-hulled, long-range motor yachts.

Cheoy Lee's uncomplicated sales approach offers a choice between an online or a personal transaction. An order can be completely conducted and processed via the internet, however, if preferred, clients are welcome to visit the display model Bravo 95 in Porto Sole Marina, San Remo, to discuss their requirements. Although the yachts are all production models, constructed to standard specifications, there is a range of options for the interiors with regard to layout, materials and colour schemes.



Bravo 65/72

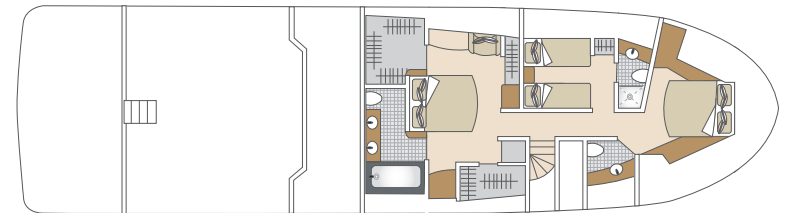
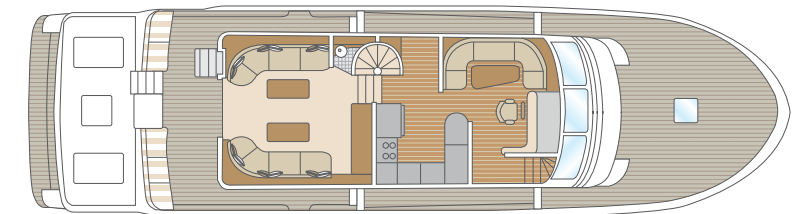
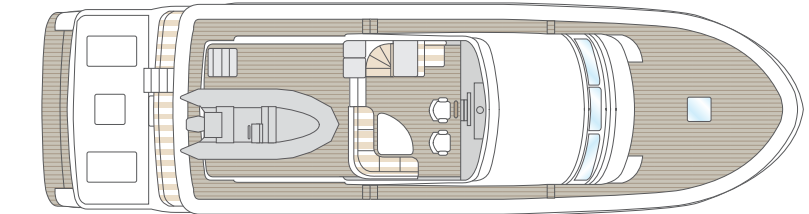
The Bravo 65' and 72' are classic examples of the quality you can expect from a Cheoy Lee motor yacht. Designed for owner operators, these Raised Pilothouse yachts represent a perfect balance between style, comfort and performance. With a top speed of well over 20 knots, they cruise efficiently at 18-20 knots. However, the yacht will operate comfortably at 10 knots thereby increasing both range and fuel efficiency.

As with the larger Bravo models from this luxury yacht manufacturer, the 65' and 72' have an exceptionally spacious flybridge, walk-around side decks and a stand-up engine room. The 72' offers a choice between a fishing cockpit or a full, generously-sized, aft deck. The interior decor can be personalised from a stylish range of wood finishes and furnishings, and there are three staterooms - the master featuring an island queen berth and a jacuzzi-type tub with shower.

Crew accommodation is also available on the 72' if required.

LOA: 64'11" / 71'11" 19.79m / 21.92m
 Beam: 20'2" 6.15m
 Draft: 5'0" 1.52m
 Displacement: 41,600kg
 Fuel: 5,700L

Water: 1,800L
 Engines: Twin CAT C18, ACERT, 1,136bhp each
 Gensets: ONAN 22.5 kW, 50Hz
 Naval Architect: Tom Fexas Yacht Design





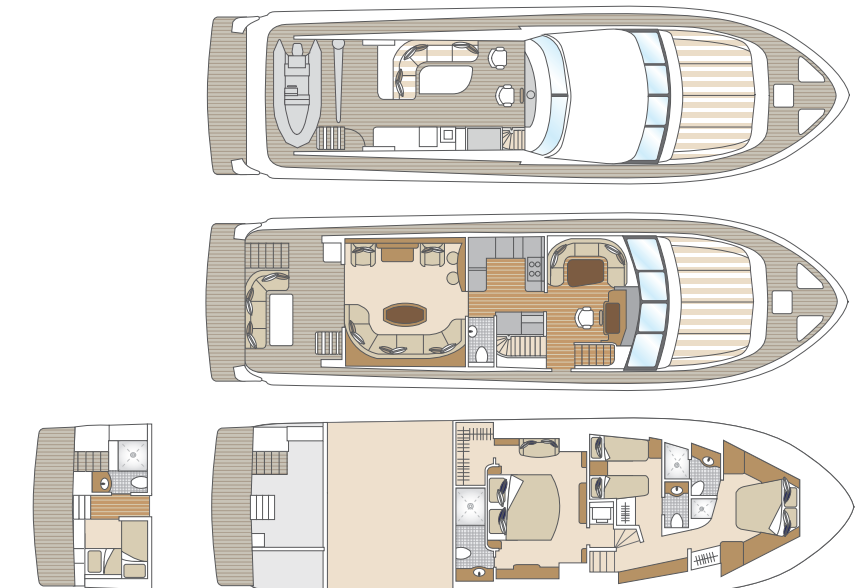
Bravo 68

Scoring highly for both comfort and performance, the Bravo 68 is well deserving of its reputation as a remarkable yacht. Light, yet strong, its modestly-sized propulsion engines can produce a top cruising speed close to 30 knots, yet it is remarkably fuel efficient. With power assisted steering it is sufficiently manoeuvrable for operation by two people, although crew quarters aft are also available.

This luxury motoryacht has a range of attractive features. The wheelhouse affords superb visibility, and has a sliding door for completely blacked-out night sailing. The upper station on the flybridge can be as well equipped with navigational equipment as the wheelhouse, the machine room is expansive and uncomplicated, and the wide side decks make for easy line handling.

Everything about the interior of this classically-styled yacht is spacious and bright - from its long lounge, with the latest options in entertainment (AV) centres, to the same-level galley, and the three staterooms below - the master featuring a king-sized berth.

| | | | | |
|---------------|----------|--------|--------------------|--------------------------------------|
| LOA: | 69' 0" | 21.03m | Water: | 1,630L |
| Beam: | 18'11" | 5.77m | Engines: | CATERPILLAR C18 ACERT, 1,136bhp each |
| Draft: | 5'5" | 1.65m | Gensets: | ONAN 27kW, 50Hz |
| Displacement: | 46,000kg | | Naval Architect: | Tom Fexas Yacht Design |
| Fuel: | 6,060L | | Interior Designer: | Lisa Pirofsky Designs, Inc. |





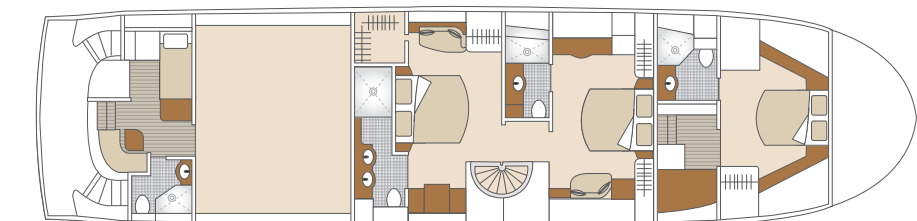
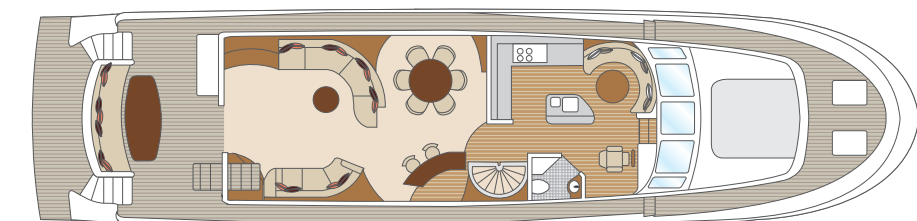
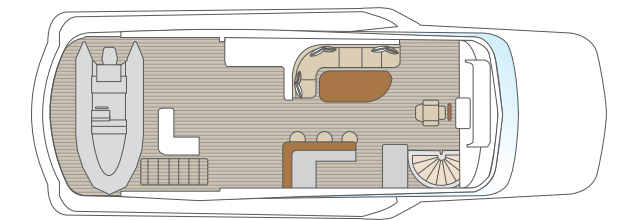
Bravo 78

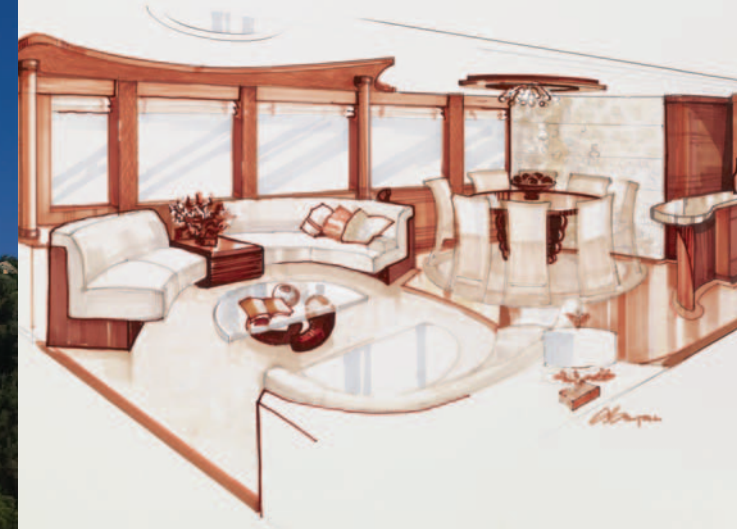
The Bravo 78 is characterised by efficient performance and dependable seakeeping, the result of intelligent design by naval architect Mike Burvenich and accomplished construction techniques employed by the builder. With a cruising speed of 18-20 knots with the standard C18 engines, it is also noted for its strength, comfort and efficiency - a no-nonsense, hardworking vessel.

Available in both open- and enclosed-bridge models, this 78-foot yacht has generous overhangs, providing both comfort and protection to the on-deck lounge areas. The contemporary interior styling by the Sylvia Bolton Design Group features a spacious and beautifully appointed saloon, with a country-style galley, and is fitted with top-line equipment and accessories. The three large staterooms are below decks, with a king-size berth in the master, and queen berths in the guest suites.

In common with all Cheoy Lee yachts, the Bravo 78 displays standards of engineering and reliability rarely found in other boats.

| | | | | |
|---------------|----------|--------|------------------|-----------------------------|
| LOA: | 78' 3" | 23.85m | Water: | 2,100L |
| Beam: | 20'2" | 6.15m | Engines: | Twin CATERPILLAR C18 ACERT, |
| Draft: | 5'5" | 1.65m | | 1,136bhp each |
| Displacement: | 60,700kg | | Gensets: | ONAN 22.5kW and 27kW, 50Hz |
| Fuel: | 10,200L | | Naval Architect: | MG Burvenich Inc. |





Bravo 88

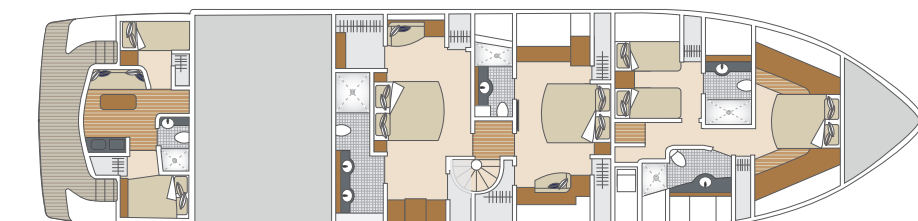
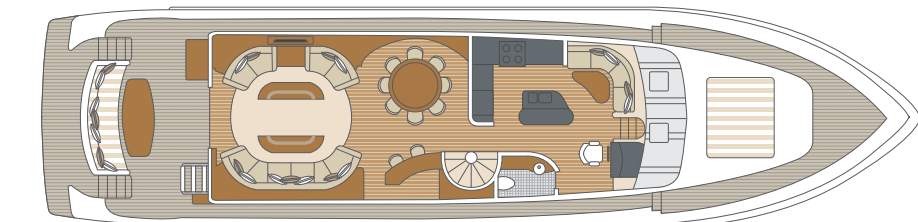
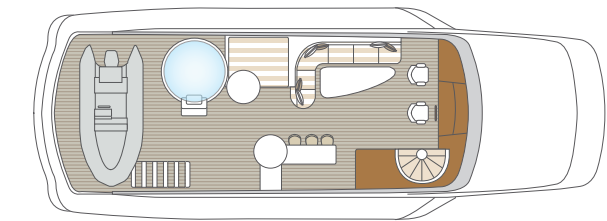
The latest in the Bravo series, these 88' yachts deliver a performance unparalleled by competitors in their class, their skillful design and weight control contributing positively to both fuel economy and the environment.

The hard-topped flybridge is spacious and relaxing, and in inclement weather, the lower helm is fully equipped to operate the yacht. The galley on the main deck has an informal dining area with panoramic views from the pilothouse windows, and the stylish and comfortable saloon has sliding glass doors opening onto the aft deck.

The Bravo 88 accommodates eight guests in its four staterooms. The master and VIP suites, accessed by the stairwell, are flooded with natural light, and the crew staterooms are aft of the engine room.

LOA: 88'11" 27.10m
 Beam: 22'6" 6.86m
 Draft: 5'5" 1.65m
 Displacement: 79,000kg
 Fuel: 11,400L

Water: 3,200L
 Engines: Twin CATERPILLAR C18 ACERT, 1,136 bhp each
 Gensets: Twin ONAN 27 kW, 50 Hz
 Naval Architect: MG Burvenish, Inc.





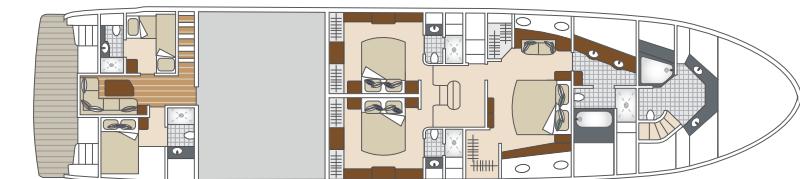
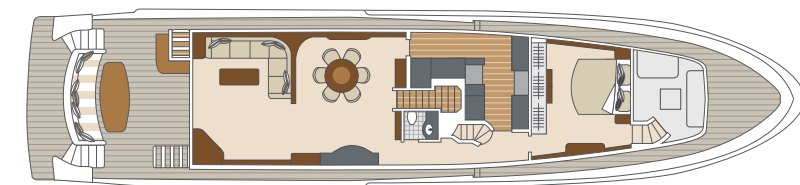
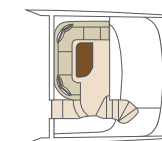
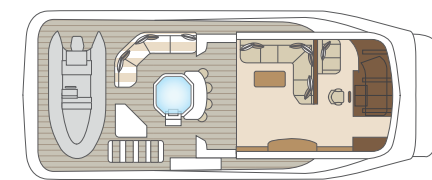
Bravo 95

Flagship of the Cheoy Lee Bravo series, this 95' yacht is a splendid ambassador for the range, presenting some of its most attractive features. Reassuringly strong, it is agile, safe and comfortable. With an impressive speed range, it is nevertheless remarkably fuel efficient. When cruising comfortably at over 20 knots, the Bravo 95 has a range of 1000nm, extending to 2000nm at 10 knots.

The stylish interior is laid out over 3½ decks. The sundeck is made for comfort, with a settee, jacuzzi and bar. The salon, leading to the formal dining area, is sumptuously furnished, has an entertainment centre cabinet, and is filled with natural light. The observation lounge has a dinette settee, and the large galley is light, airy and beautifully appointed.

The four staterooms are all elegant and spacious, two qualify as a master, one on the main deck, one forward on the lower deck, together with the VIP guest suite, cabins and a lounge for the captain and crew.

| | | | | |
|---------------|----------|--------|--------------------|---|
| LOA: | 96'6" | 29.41m | Water: | 2,270L |
| Beam: | 22'0" | 6.71m | Engines: | Twin CATERPILLAR C32, ACERT, 1700bhp each |
| Draft: | 5'10" | 1.78m | Gensets: | Twin ONAN 40kW, 60Hz |
| Displacement: | 92,000kg | | Naval Architect: | MG Burvenish, Inc. |
| Fuel: | 19,680L | | Interior Designer: | Lisa Pirofsky Designs, Inc. |





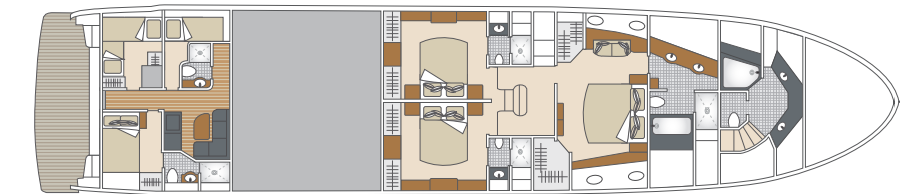
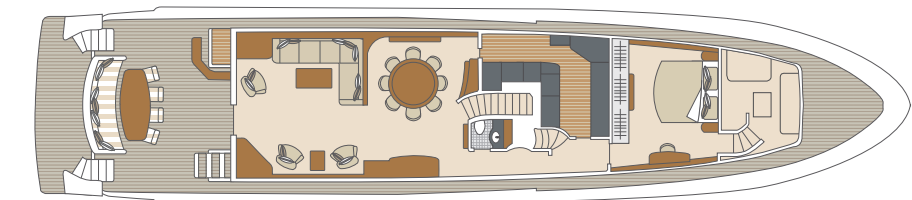
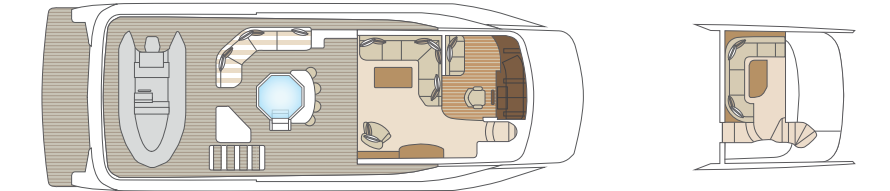
Global 100

High performance and exceptionally seaworthy, Cheoy Lee's semi-displacement Global 100 is a safe, go-anywhere vessel. Remarkably efficient at both upper and lower reaches of its speed range, it cruises comfortably, quietly and economically, at over 20 knots, with a range in excess of 1000 nautical miles, extending to 2000 nautical miles at 10 knots.

The Global 100 has the option of an open or enclosed bridge. The enclosed version not only adds protection from the elements, but creates an airy sky lounge, which leads out on to a sun deck. The 18' tender resides on the boat deck, and there are full, walkaround side decks.

The stylish interior offers a choice of woods and furnishings, and the two master staterooms and two VIP suites are spacious and equal in size - all have superb views. The crew quarters include a lounge and can include an interfaced multifaction display to track system and navigation data.

| | | | | |
|---------------|----------|--------|--------------------|--|
| LOA: | 100'0" | 30.48m | Water: | 2,270L |
| Beam: | 22'0" | 6.71m | Engines: | Twin CATERPILLAR C32 ACERT, 1900bhp each |
| Draft: | 5'10" | 1.78m | Gensets: | Twin ONAN 40kW, 50Hz |
| Displacement: | 98,000kg | | Naval Architect: | MG Burvenich, Inc. |
| Fuel: | 18,930L | | Interior Designer: | Lisa Pirofsky Designs, Inc. |





Serenity 59

A rugged and seaworthy yacht, Cheoy Lee's Serenity 59 offers the ultimate in fuel efficiency for the environmentally-conscious yacht owner. For strength and stability it has a solid, hand laid, fibreglass hull with double bottom tanks, and the composite construction of the decks, bulkheads and superstructure contribute to a lower centre of gravity.

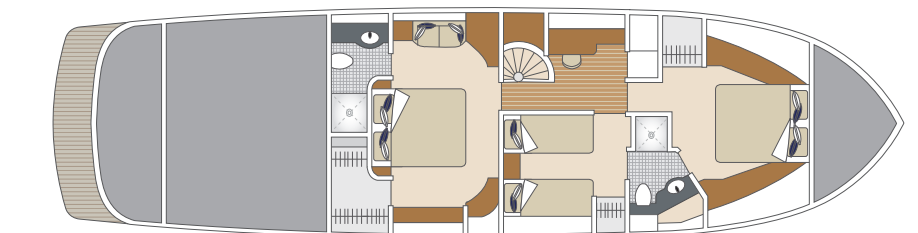
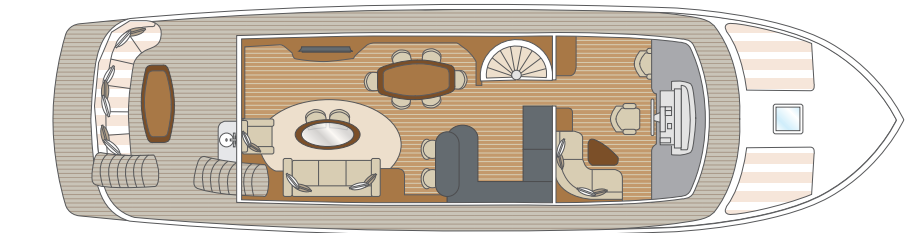
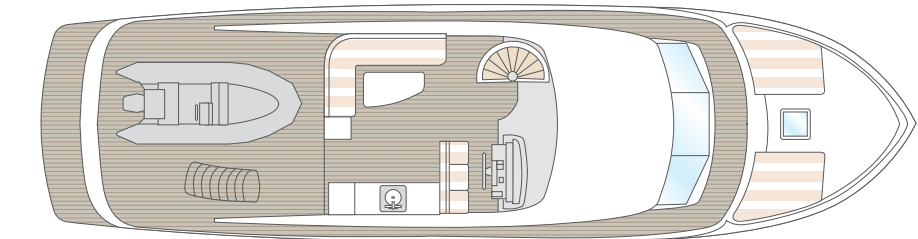
The Serenity 59 is available in either single or twin engine configuration, both with full propeller protection. The estimated range with the standard single engine is 2,600 nautical miles at 8 knots.

With the sophisticated yacht owner in mind, the three-stateroom interior is stylish and refined. The master stateroom is full-beam, with a walk-in hanging closet - a useful feature for live-aboards - as is the large lazarette aft.

With the range and ability to take on any ocean, the Serenity 59, from one of the world's most experienced motor yacht manufacturers, is one of the most dependable yachts afloat.

LOA: 61'4" 18.70m
 Beam: 17'2" 5.23m
 Draft: 5'4" 1.63m
 Displacement: 44,800kg

Fuel: 7,600L
 Water: 2,000L
 Engines: Single Cummins QSL9M330, HD rating 330hp
 Gensets: ONAN 19kW, 50Hz





Serenity 68

Combining efficiency, function and style, the Serenity 68 is perfect for both distance and fuel efficiency. The heavily built, round bilge hull, coupled with a resin infused superstructure, are the perfect combination for a rugged low maintenance cruiser, with low centre of gravity, comfortable motions and outstanding seaworthiness.

The pilothouse, with excellent visibility, can be closed off from the saloon for night sailing, and the covered flybridge, with panoramic 360° views, is not only pleasant for warm weather helming, but is a great spot for relaxing and entertaining as well.

The contemporary interior has a nautical feel, and in the saloon there are comfortable, stand-alone chairs and a sofa. In the master stateroom is a king-sized berth, and cedar-lined closets for generous stowage. There are two VIP staterooms, and a fourth cabin - for children, or a captain. All have ensuite facilities.

With a 3,000 nautical mile range, the Serenity 68 is made for distance cruising in comfort, safety and style.

| | | | | |
|---------------|----------|--------|----------|--|
| LOA: | 68'0" | 20.73m | Fuel: | 8,900L |
| Beam: | 18'0" | 5.49m | Water: | 2,270L |
| Draft: | 5'3" | 1.60m | Engines: | Twin CUMMINS QSL9M330, HD rating 330hp |
| Displacement: | 52,600kg | | Gensets: | Twin ONAN 22.5kW, 50Hz |





Serenity 83

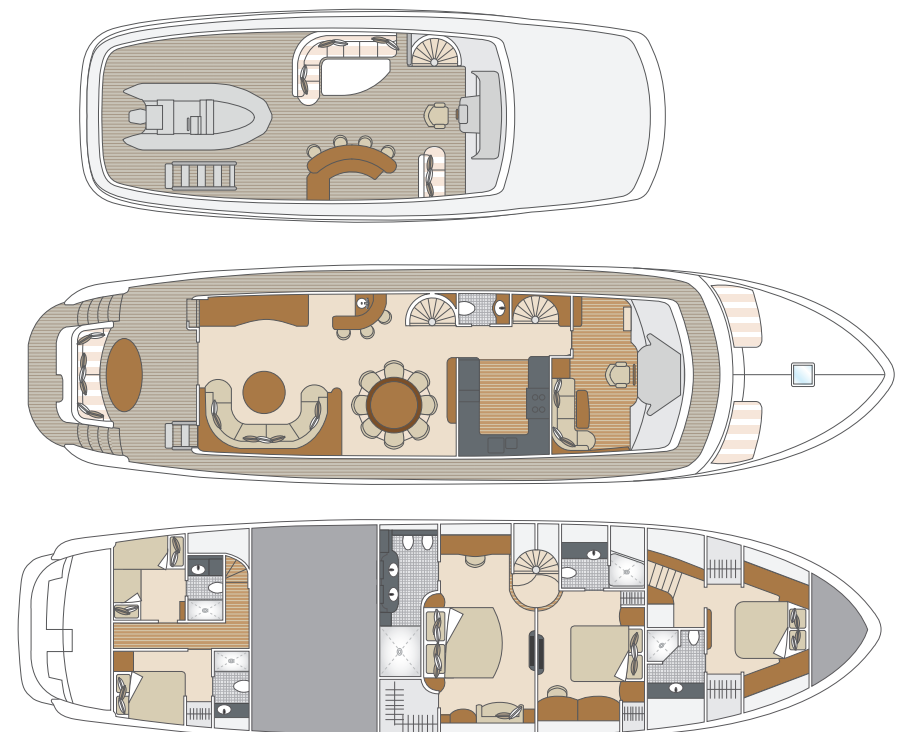
Cheoy Lee has responded to demands for greater efficiency with the Serenity 83. Its full displacement hull and flatter sections towards the stern combine with its additional waterline length to produce higher cruising speeds and greater comfort. There is the option of a traditional canoe-style stern, or a Euro-transom design, with twin stairs from the aft deck to the integral swim platform.

Standard propulsion allows for a maximum of 14 knots. At 10 knots, the Serenity 83 has a range of approximately 3,000 nautical miles.

The solid, single skin hull incorporates double-bottom tankage over most of its length, contributing to additional tank volume, safety and structural integrity. The composite deck, superstructure and internal bulkheads help lower the centre of gravity, and therefore provide good stability.

The interior offers a choice of woods and furnishings, and comprises three large staterooms. Crew accommodation - located in two cabins aft of the engine room - can be reconfigured for guests in owner-operated yachts.

| | | | | |
|---------------|----------|--------|------------------|------------------------------------|
| LOA: | 83'3" | 25.37m | Water: | 3,030L |
| Beam: | 21'9" | 6.63m | Engines: | Twin CATERPILLAR C12, 660 bhp each |
| Draft: | 6'3" | 1.91m | Gensets: | Twin ONAN 27kW, 50Hz |
| Displacement: | 81,600kg | | Naval Architect: | MG Burvenich, Inc. |
| Fuel: | 15,140L | | | |





Serenity 90 Expedition

For a big, sturdy, adventurous vessel, look no further than Cheoy Lee's Serenity 90 Expedition motor yacht. With lines reminiscent of a cargo vessel, this world-explorer is purposeful, designed to go the distance, to venture far and wide, yet it is luxurious and comfortable. With a top speed of 14 knots, it cruises comfortably at 10 knots within a range of 3,500 nautical miles.

The Expedition has a strong, solid, single-skinned hull, constructed from heavy fibreglass, balanced by a lightweight cored superstructure. The integral double-bottom houses fibreglass tanks for fuel, fresh and waste water.

Behind the bow on the main deck is a huge space for storing two tenders, and aft of this are the comfortable saloon and dining area. The pilothouse is on the upper deck, and for relaxation and entertaining, there is a skylounge with wide windows and a spacious bridge deck.

There are four staterooms - a master, a VIP, two guest cabins and crew quarters.

| | | | | |
|---------------|----------|--------|------------------|--|
| LOA: | 90'5" | 28,17m | Water: | 5,790L |
| Beam: | 21'1" | 6,43m | Engines: | Twin CATERPILLAR C18, ACERT, 600bhp each |
| Draft: | 6'4" | 1,93m | Gensets: | ONAN, 27kW and 40kW, 50Hz |
| Displacement: | 95,250kg | | Naval Architect: | Tom Fexas Yacht Design |
| Fuel: | 18,360L | | | |

