

Marco Polo Begins Exploring the World



Photograph by Kristina Strobel

The 148-foot motor yacht Marco Polo—the first yacht in the Marco Polo Series designed by noted naval architect Ron Holland—has been delivered to the firm that commissioned Maritime Concept and Construction Hong Kong Ltd. (MCC). The grand ceremony took place at the Royal Hong Kong Yacht Club in front of the spectacular Hong Kong city skyline, although the striking new motor yacht drew all eyes with her clean lines and striking British Racing Green hull.

Cheoy Lee Shipyards built this magnificent vessel in an impressively efficient construction period of less than two years. Before we were awarded the contract for Marco Polo, however, an in-depth study of shipyards around the globe was conducted in order to find a yard with the highest standard of technology, quality and craftsmanship to build all the Marco Polo Series 45-Meter Transocean Explorer yachts. The survey resulted in Cheoy Lee receiving this exciting opportunity.

Marco Polo was a pioneering project in many respects, but two points in particular deserve emphasis. First, the finished product more than fulfills MCC's goal of building a European-quality yacht in China. Marco Polo is a serious market contender on the basis of build standards as well as price and delivery. Second, sea trials have proven the value of the design and engineering effort that was invested in producing a truly efficient, transoceanic Explorer yacht series.



Photograph by Kristina Strobel

The yacht is powered by a single-engine installation combined with a forward Schottel azimuth thruster and rear fixed thruster. Fulfilling both Lloyds Certification and MCA requirements for unrestricted operation, Marco Polo achieved her target fuel consumption of 83.2 gallons per hour at 14.5 knots during her extensive trial period. This translates to a range of over 6,000 miles at 10.5 knots. Furthermore, it suggests a savings of some

nine gallons per hour when compared with more conventional twin-screw installations.

In accordance with the client's aesthetic requirements, London-based KCA International collaborated with Ron Holland Design Studio's Interior Design Assistant Chiara Tombolini to create an interior décor for the yacht that reflects the marriage of East and West. Marco Polo showcases what is possible when an experienced design team is brought together with a shipyard of Cheoy Lee's caliber.

Boarding Marco Polo presents a unique entry experience, according to Ron Holland. You can board through a lobby area that immediately offers views through to the dining and salon areas. If you choose to board from the stern platform, the aft deck's indoor/outdoor bar counter and opening drop windows offer an instant connection between exterior and interior spaces. The intention was to create a seamless continuity between the yacht's different public areas.

Marco Polo is capable of accommodating 10 guests and eight crew. The owner's suite, which encompasses a stateroom and study, is configured as a large penthouse-style space with spectacular, uninterrupted views. Sliding screens provide privacy when desired. Guests are housed on the lower deck in a VIP and two large double staterooms. The fourth guest cabin has been converted to a personal gym.

The Marco Polo Series 45 Meter Transocean Explorer yacht series is designed to explore the world's remote regions, so being self-sufficient is a priority. Generous bilge storage spaces were a given in the layout. The large foredeck hold area is also an important feature. Here, an open well deck to port allows for a 23-foot RIB to be stowed below the bulwark height. To starboard, a 17-foot tender/ rescue boat is housed under a hatch deck. This deck has been designed to handle a container or automobile when Amazon River-type cruising is on the itinerary. Owners also could stow jet skis, light aircraft, sailing dinghies and dive equipment on board.

Marco Polo's design was the result of a collaboration between highly experienced professionals, all with the goal of creating a yacht designed for unrestricted long-range world cruising. We are completely confident the combined resources of Ron Holland Design, Maritime Concept & Construction and Cheoy Lee will continue to produce 45 Meter Transocean Explorer yachts to the highest level of workmanship and reliability.

After enjoying a high profile season on the Riviera, Marco Polo herself will cross the Atlantic to Florida for the Fort Lauderdale International Boat Show in October. Please come view this exciting yacht at the Cheoy Lee display.

Cheoy Lee Today

Most of you have known us over the years as the manufacturer of a long line of sailboats and trawlers of various sizes, built in both wood and fiberglass. In the 1980s, through our great association with yacht designer Tom Fexas, Cheoy Lee forged a successful line of motor yachts ranging from 48 to 92 feet, many of which can still be found operating all over the world. We are still incorporating some of the innovative design concepts forged in these earlier hulls into our current Sport Motoryacht, Long Range Motoryacht, Expedition and Global Series lines, because of their incredible performance and seakeeping ability.

What you may not know is that Cheoy Lee also is a huge producer of commercial craft up to 220 feet, most of which are built to classification in our state-of-the-art, 50-acre yard, staffed by more than 1,200 employees. The shipyard is a far cry from Cheoy Lee's humble beginnings back in 1870—which is a testament to the Lo family's hard work, skill and dedication to their craft. In fact, this determination has earned Cheoy Lee Shipyards the coveted ISO 9001:2000 certificate of manufacturing.

Today, all our Sport Motoryachts are built utilizing unidirectional GRP over high-density foam core and resin-infusion technology. This process has been used and refined successfully over the last 30 years with virtually no inherent problems, yielding the highest structural integrity in fiberglass construction today. This has enabled us to keep our yachts' weights in balance, greatly contributing to their superior performance and economy. The shipyard employs equally advanced construction techniques in building our larger vessels in composite, aluminum, steel, and a combination of materials.

There are many boat manufacturers out there, all with different objectives and philosophies about the hows and whys of yacht and ship building. Since the beginning, Cheoy Lee has maintained a very simple but effective mission statement:

Use the finest materials, the best designers and the most advanced technology in all construction.

This philosophy encompasses our entire legacy of yachts, with 5,000 hulls produced since the late 1940s.

If you consider the benefits of working with a shipyard that builds primarily to classification—how this becomes a matter of practice that influences every detail of every project—and uses only pedigreed designers, materials, components and styling, you will realize the true value of Cheoy Lee.



New Face for the Global Series

Cheoy Lee's Global Series has entered a whole new era. This popular yacht line began in the 1990s with the 125' and 145' Global Series models. Both yachts were designed by naval architect Frank Mulder, who is known for his high-speed hulls, so it's no wonder they have performed so well.

Recently, the highly successful launch of the new Bravo 95' and 100' Global Series by M.G. Burvenich Design has prompted us to take another look at the entire series. When the Bravo 95' debuted, we were awed by the efficiency of her design. She is extremely seakindly, fast and "oh, so quiet." With a bit of push from broker Martens Isenberg, the first of 100' Global Series also made her appearance; an ABS classed version of the 95' with an

extra five feet in the crew quarters, aft and boat decks.

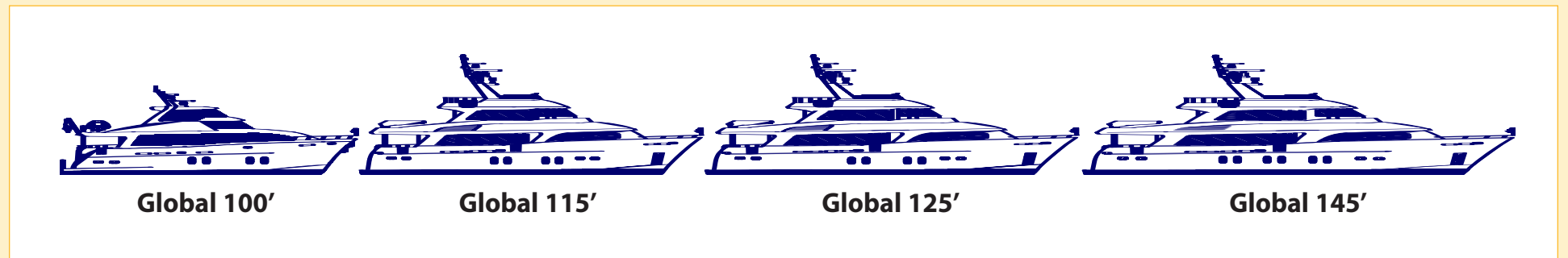
After these two stunning additions to the line, we knew it was time to give the 125' and 145' Global Series yachts a face lift. The objective was to create a distinctive yet timeless look while incorporating the performance attributes we had just accomplished in the 95' Bravo and 100' Global.

We also decided to give the Global Series a new sister. The next addition will be a Tri-Deck 115' Global. Within her wide, 24-foot beam, she will hold both a country kitchen and a formal dining area, an on-deck master stateroom and four staterooms below. She features a Portuguese bridge and a central staircase to the foredeck with sunpads to port and starboard. The 115'

will carry approximately 10,000 gallon of fuel and have a variety of power options providing cruise speeds from 15 to 20 knots.

The new profiles of the 125' and 145' Global Series yachts will follow suit with the 115', giving continuity within the line. Each of these megayachts will be available with a range of power options and carry ABS certification. The 125' will have a 26-foot beam, while the 145' will boast a 28-foot beam and six staterooms.

We are very excited about our all-new Global series lineup. Please check back for more information in our next newsletter and on our Web site at www.cheoylee.com.



Capt. Colin's Tips and Reminders



Often times, it's the little things that can cause big problems. For example, we recently received a call from an owner saying his freshwater pump was switching on and off continuously and did so each time water was turned on somewhere in the boat.

Many owners might come to the conclusion that the pressure switch was defective. Although that certainly could be the case, it is really unlikely and rarely the problem.

More often than not, the true culprit is a dirty water filter. The water filter is located very close to the freshwater pump and is often overlooked during normal maintenance. The water pumps require an unrestricted water supply in order to operate correctly. A restricted flow into the pump can cause the vacuum switch to malfunction, resulting in its constantly switching on and off.

We recommend that the water filter element be changed frequently, or at the least sign of discoloration when viewed through the clear plastic body. The procedure is pretty simple. The more water that is used, the more frequently the filter should be changed.

Cheoy Lee installs as standard equipment a single element Aqua Pure filter that requires an AP110 filter cartridge. The cartridge can be purchased from any good marine or hardware store.

Keeping a log of when and which filters are serviced is a good practice. There are many filters and screens in place, each serving an important purpose. For more information regarding their locations, service intervals and general tips, please call us at (954) 527-0999 in South Florida, or E-mail Captain Colin at colinr@cheoylee.com.

Cheoy Lee would like to extend you a warm invitation to join us at the 48th Annual Fort Lauderdale International Boat Show, October 25-29, 2007. The show takes place right outside our front door at the beautiful Bahia Mar Yachting Center.

This year, our exciting exhibit will include two variations of the all-new, hit design Cheoy Lee 95' Bravo Series Motor Yacht. Each features a skylounge, an on-deck master stateroom with split-level head and a lower-deck master/VIP suite complemented by twin queen suites. All of the cabins below decks are well lit by elegant, well-proportioned oval hull windows. These fantastic yachts are packaged with Caterpillar power, Northern Lights gensets and Naiad stabilizers, and they are equipped with top-of-the-line appliances and equipment. Of course, our clients have the ability to order and configure their yachts to their own personal taste, from electronics to décor.

We will also feature one of our latest megayacht launches at the show: 145-foot Marco Polo, a Cheoy Lee Marco Polo Series Transocean Explorer designed by Ron Holland. Not only is she beautiful, but she also showcases the latest in long-range cruising technology.

Look for Cheoy Lee at slips F17, F608 and F610. Please stop by to say hello and take a tour of the yachts.

See you at the show!

2007 Fort Lauderdale Boat Show



Bahia Mar Yachting Center during the Fort Lauderdale International Boat Show

Bravo for the Cheoy Lee 95

The new 95' Sport Motoryacht is the largest boat in the newly appointed Bravo Series. But what does that mean? The 95 owes her Bravo designation to Cheoy Lee's vast array of classifications and models within those classifications. We felt there was a need to use names to eliminate any confusion.

This amazing yacht is offered in a range of variations, and that's not just in terms of the wide décor selection. There are also quite a few well-defined layouts to choose from that were created to meet different clients' personal needs.

Our very next new arrival, Hull #4904, reflects this philosophy. She is a 95' Bravo Series Skylounge Raised Pilothouse model. Her owner was the first to take advantage of this option after expressing his need for privacy while relaxing with guests in the skylounge. This yacht is also the first in the Bravo Series to sport a high-gloss finish on all her interior woodwork, complemented by tasteful granite accents and highlighted by designer fixtures and soft goods chosen by the owner's wife. Hull #4904 is a sight to behold.

What we referred to as the observation lounge on this 95-footer's earlier siblings has now become the pilothouse, encompassing a full array of the latest navigational instruments on the market and all the



comforts one would expect in a finely appointed yacht. In addition to a forward-looking settee and table where guests can watch the water ahead, the pilothouse also has a dedicated desk area with storage for nav aids and ship's paperwork.

This all-new 95' has many more innovative features, along with the technology, economy and performance that Cheoy Lee is known for. She will be featured in our display at the Fort Lauderdale International Boat Show along with her sister 95', an Enclosed Bridge model, giving you the perfect opportunity to compare features.

Bradford Marine

Bradford Marine is celebrating its 40th Anniversary. This historic milestone reminds us to look back on the growth and success this dynamic company has experienced through the years.

From the beginning, Bradford Marine has been unique. It was built five miles inland from the South Florida coast in the town of Davie on the New River. Numerous yachting industry-related companies later sprang up around the yard, giving Bradford Marine the distinction of being on "Marina Mile." The shipyard acquired a 300-ton Synchronlift—very large for the time—and numerous undercover work sheds, which led to its earning the title, "The World's Largest Undercover Yacht Repair Facility."

In the 1990s, recognizing that the industry was producing larger and larger yachts, Bradford Marine expanded to Freeport on Grand Bahama Island, building a new shipyard on a 46-acre waterfront site in Freeport Harbour called Bradford Marine Bahamas. Featuring a 1,200-ton dry dock and a controlling depth of 30 feet, it is able to service the new superyachts with ease. Today,



Bradford Marine Bahamas' full-service yard repairs and refits yachts and commercial vessels of all types to the highest standards of quality.

Bradford Marine expanded again several years ago with the formation of Bradford Marine Towing, which provides towing and salvage services to yachts throughout South Florida. That new division was followed by The Shipyard Group, a professional services subsidiary offering yacht sales and charter, naval architecture and more.

Since its inception, Bradford Marine has trained a work force that is recognized as one of the industry's best—especially when it comes to flawless paintwork. The entire Bradford Marine Team has played an integral part in the company's accomplishments, and is also the key to its future success.

Bradford Marine is very proud to have been selected by Cheoy Lee Shipyard as a preferred provider of service to its fine line of megayachts. For more information, visit www.bradford-marine.com.

Bocas del Toro at work in the Panama Canal

The first of eight Z-Tech tugs Cheoy Lee is building for the Panama Canal Authority has sailed on its 10,000-mile delivery journey. The voyage was entrusted to the professional crews from Redwise in The Netherlands. With a single refueling stop in Hawaii, the trip took 52 days.

Bocas del Toro (Yard No. 4892) is hull number 11 in the highly successful Z-Tech tug series designed by Robert Allen. Power is provided by a pair of Wartsila 9L20 engines each developing 2,448-hp, driving LIPS azimuth propellers. The bollard pull is in excess of 60 tons.

Three Z-Tech tugs are now working in the Panama Canal. The fourth shall embark on its delivery journey in September. Hulls five through eight are under construction.



Photo courtesy of the Panama Canal Authority

A Perfect Restoration



You would never know that Jilasi, a Cheoy Lee Offshore 40 sailboat, was built in 1966. After her recent restoration, she looks as good as new.

Ben Stavis, who set up a network of owners of Rhodes Reliant and Offshore 40s built between 1963 and 1976, contacted us on behalf of Graham Turell, Jilasi's owner. Stavis wrote:

About three years ago, Graham Turell purchased a dilapidated Offshore 40. Over the years, the boat has been restored professionally and is now just magnificent, every bit as beautiful as the day she was launched, if not even better. I visited Graham and his boat in Toronto on October 29, and was deeply impressed (and a little jealous) of the quality of the restoration....

Regrettably, the original builder's plaque has disappeared. As you can appreciate, a builder's plaque is a bit like the eye of the dragon, and the restoration won't be complete until the plaque is installed. [Editor's Note: A

plaque is being made for Graham, compliments of Cheoy Lee.] This is at least the fourth full professional restoration of a boat in the Rhodes Reliant/Offshore 40 series. Many others are undergoing restorations by their owners. Cheoy Lee Shipyards can be proud that it built a boat of such lasting value. "We are indebted to Ben for his kind words, and truly appreciate the tremendous effort Graham put into restoring Jilasi. It has made us proud. Jilasi was built even before the current, fourth generation of the Lo family became active in the business. Cheoy Lee Shipyards wishes to congratulate Graham Turall of Toronto, Canada, on the professional restoration of Offshore 40 Jilasi. Her Yard No. is 1727. According to our records, construction started on April 2, 1966, and she originally was built for Preston Hasbrouch of San Francisco. If you are interested in knowing more about our history, please visit our Web site at www.choylee.com and click on "About Us" and "Notable Projects."

Bahia Mar Yachting Center

Well known to most experienced yachtsmen, Bahia Mar Beach Resort and Yachting Center in Fort Lauderdale—the yachting hub of the Southeast—is home to Cheoy Lee Shipyards North America. It is also where the greatest boat show in the U.S.A. is held each October, the Fort Lauderdale International Boat Show.

Bahia Mar Yachting Center is a full-service, megayacht-friendly marina with 250 slips and a high-speed fuel dock capable of pumping 100 gallons per minute and 20,000 gallons of fuel in just 2.5 hours. Services available at each slip include 200 single and 3-phase power, cable TV, wireless Internet access and phone service. Marina amenities also include a dockmaster's office, showers, laundry facilities, ship's store and 24-hour security.

Adjacent to the marina is the Bahia Mar Beach Resort Hotel. A private skywalk connects the hotel and pool area to a long, white sand beach. You don't have to go far to get a good meal at Bahia Mar. Waves Pool Bar and Café serves casual fare al fresco while Breezes Café & Bar offers breakfast, lunch and dinner inside the hotel. There's also an excellent deli on the southeast corner of the property.

Bahia Mar has been our home for over 10 years. We've always felt it has been a great benefit to have our company located within this prestigious establishment, which accommodates our clients with such efficiency and style.



CHEOY LEE SHIPYARDS

SELECT BROKERAGE YACHTS



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81' Cheoy Lee 2002 Sport Motor Yacht

with 1100 hours on twin CAT 3412, wonderful Fexas ride, our trade in, asking \$2,595,000.



81' Cheoy Lee Sport Motor Yacht

Beautiful Fexas design, 2 stations, formal dining, 3 staterooms plus 2 staterooms in crew w/lounge. Twin 1400 HP CATs, twin Northern Lights 850 hrs. Asking \$2,595,000.



66' Cheoy Lee 1988 LRM Yacht

Widebody salon, gives the space of an 80' yacht. 6 Staterooms, twin CAT 3306's, 3,000 gallons of fuel, fresh paint. Classic design. Call for a price.



90' Cheoy Lee Expedition

Original owner has purchased a larger boat, she has cruised extensively, recent paint, shines like new. Only asking \$2,900,000.

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