

CL Yachts CLB72 (2021-)

Brief Summary

CL Yachts is a division of the Cheoy Lee shipyards and focuses on yachts under 100' (30.48 m). The yachts are further divided into two categories, A and B. The A-series is the more express series of yachts while the B class is the more traditional long-range cruising yachts. So, what we have here is the CL Yachts CLB72 – the 72' (hull length) (21.95 m) version of the B series yacht.

Price

Base Price

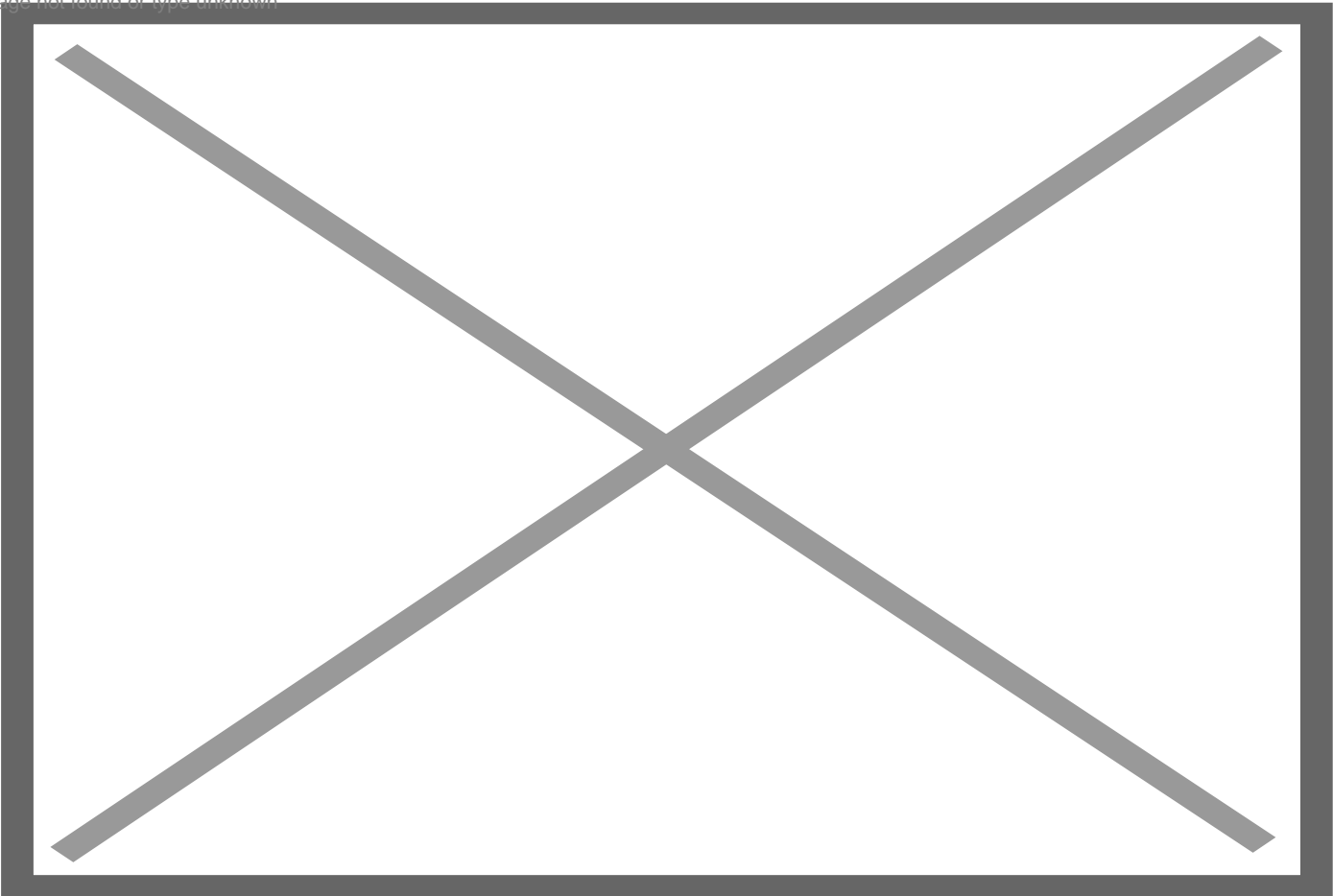
Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
650	6.3	5.4	3.5	1.8	1.6	1929	1677	65
1000	9.5	8.2	11	0.9	0.7	928	806.8	58.5
1250	12	10.4	19.5	0.6	0.5	662	575.5	64.8
1500	14.9	12.9	31	0.5	0.4	517	449.9	62.7
1750	19.6	17	48.5	0.4	0.4	436	379.5	62.5
2000	25.7	22.3	63	0.4	0.4	440	382.4	65
2200	29.7	25.8	79	0.4	0.3	406	353.1	67.4
2470	34.6	30.1	101	0.3	0.3	370	321.7	70.3

[View the test results in metric units](#)

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Specifications

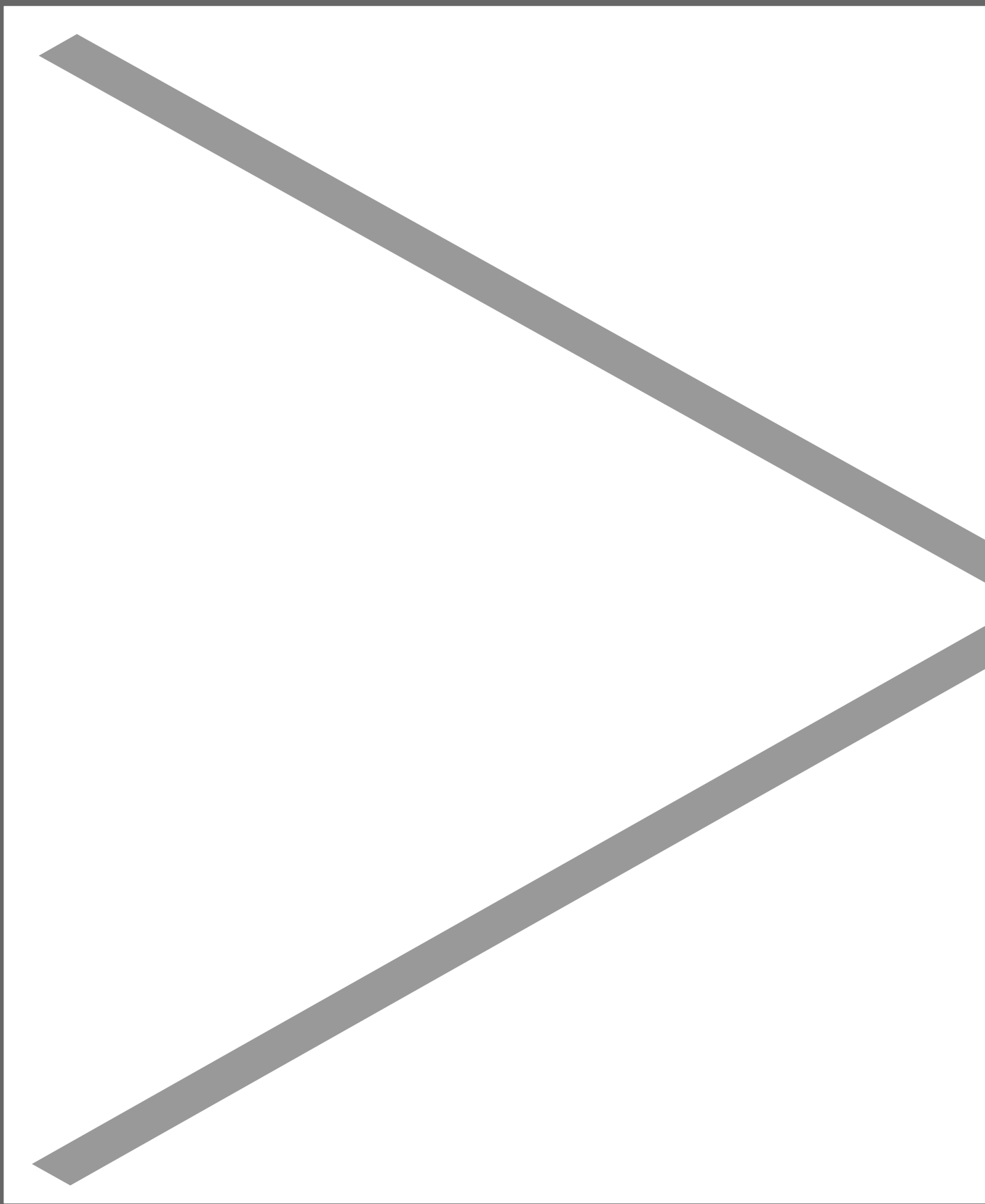
Length Overall	76' 11" 23.44 m
BEAM	19' 10" 6.05 m
Dry Weight	105,000 lbs. 47,500 kg
Tested Weight	111,439 lbs. 50,547.88 kg
Draft	5'0" 1.5 m
Draft Up	
Draft Down	

Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	1,200 gallons 4,542.5 L
Water Capacity	250 gallons 946.35 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	111,439 lbs. 50,547.88 kg
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	

Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	
0 to 20	
Ratio	
Props	
Load	5 persons; 744 gal. fuel; 125 gal. water; 50 lbs. gear
Climate	89 deg.; 68 humid.; winds: 15-20; seas: 2-4



CL Yachts describes the CLB72 as proof of how beautifully form and function can work together. We have to agree.

Captain's Report by Capt. Steve

One of the most noteworthy aspects of the CL Yachts CLB72 has to be that it was constructed with a floating framework. This isolates the hull with the support members to significantly reduce onboard vibration and its associated noise while still maintaining RINA-certified performance. It also provides an added measure of safety by creating a de-facto double bottom. Designed by Apollonio Naval Architecture, she features open-plan social zones and was designed for “a yachting family with a heart for adventure.”

She has a fully resin-infused hull and a superstructure that saves weight while maintaining strength. Her displacement is in the neighborhood of 105,000 lbs. (47,500 kg) and her strength is supplanted by a 1,200-gallon (4,540 L) integral fuel tank.

Mission

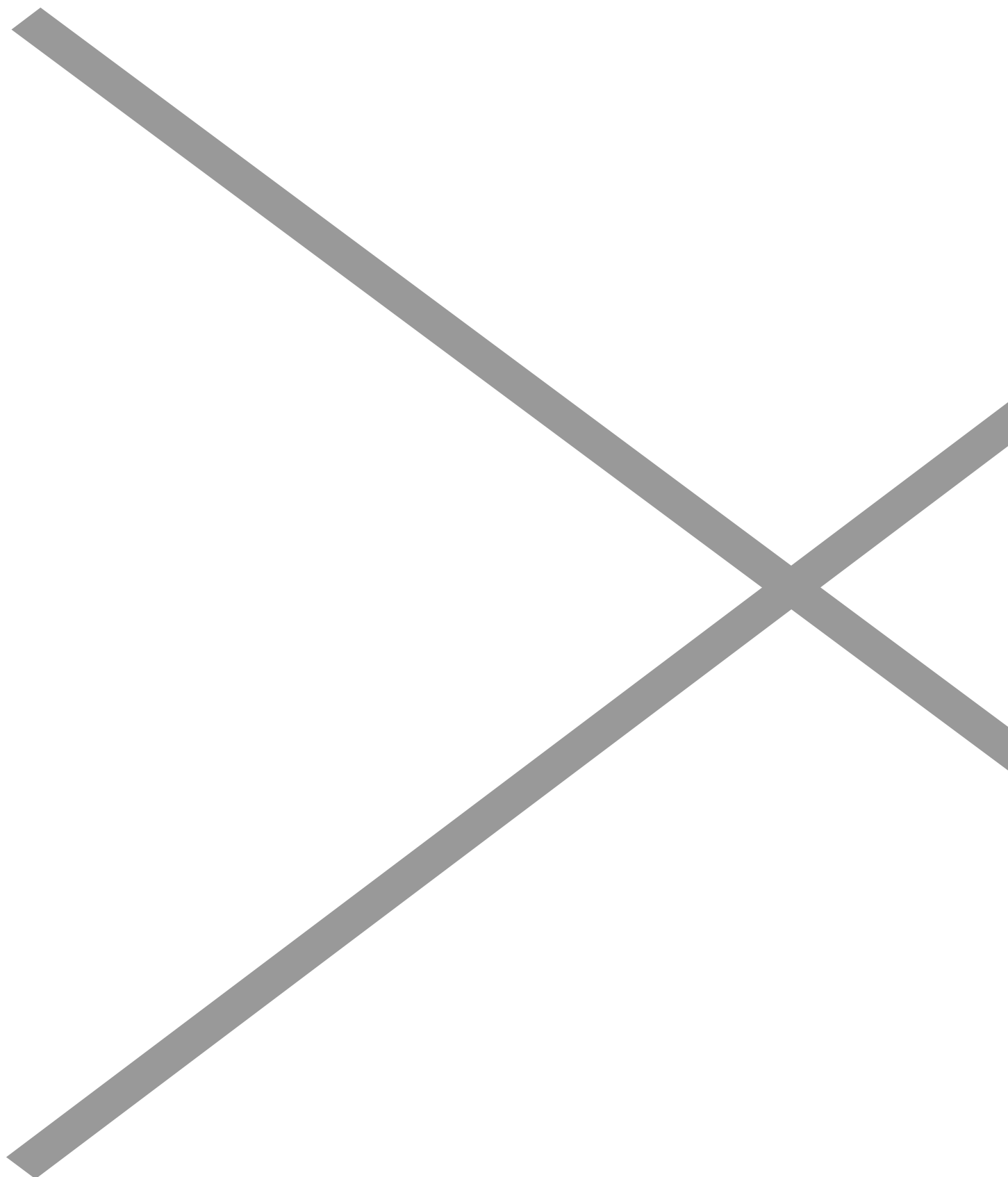
The CLB72 is first and foremost a family yacht... an owner/operator's yacht. So while she's not intended for chartering, she certainly could be. She has accommodations for a crew of two but that's not her primary goal. Virtually every owner to date has been an owner/operator with the crew handling the lines and doing the maintenance. She's intended to take those families to far-reaching destinations and explore new areas.

Major Features

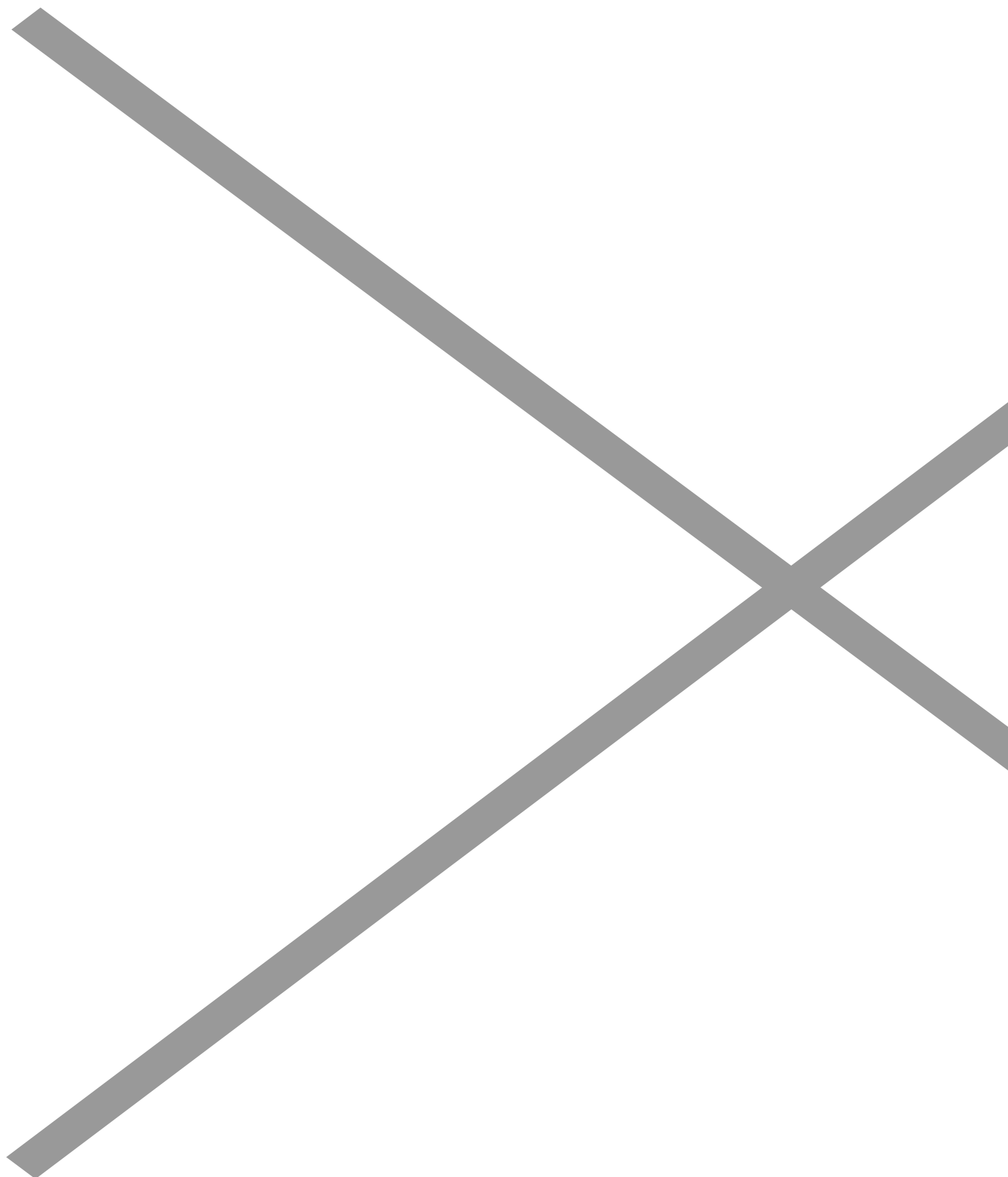
- CZone monitoring system.
- Resin-infused composites integrated with carbon fiber and fiberglass structures.
- Floating framework reduces noise and vibration throughout.
- Four cabins, plus crew cabin.
- Nearly 360-degrees of glass on main deck.
- Galley located on main deck.
- Flying bridge volume comparable to yachts in the 100' (30.48 m) class.

Engines/Engine Room

The engine room is accessible from a watertight door in the transom, or from the crew quarters ahead of the engine room. It's an extremely well laid out space, with 5'11" (1.8 m) of overhead clearance and 42" (106.68 cm) between the two rails surrounding the engines.



The engine room is huge and laid out well. It's also among the roomiest we've been in.

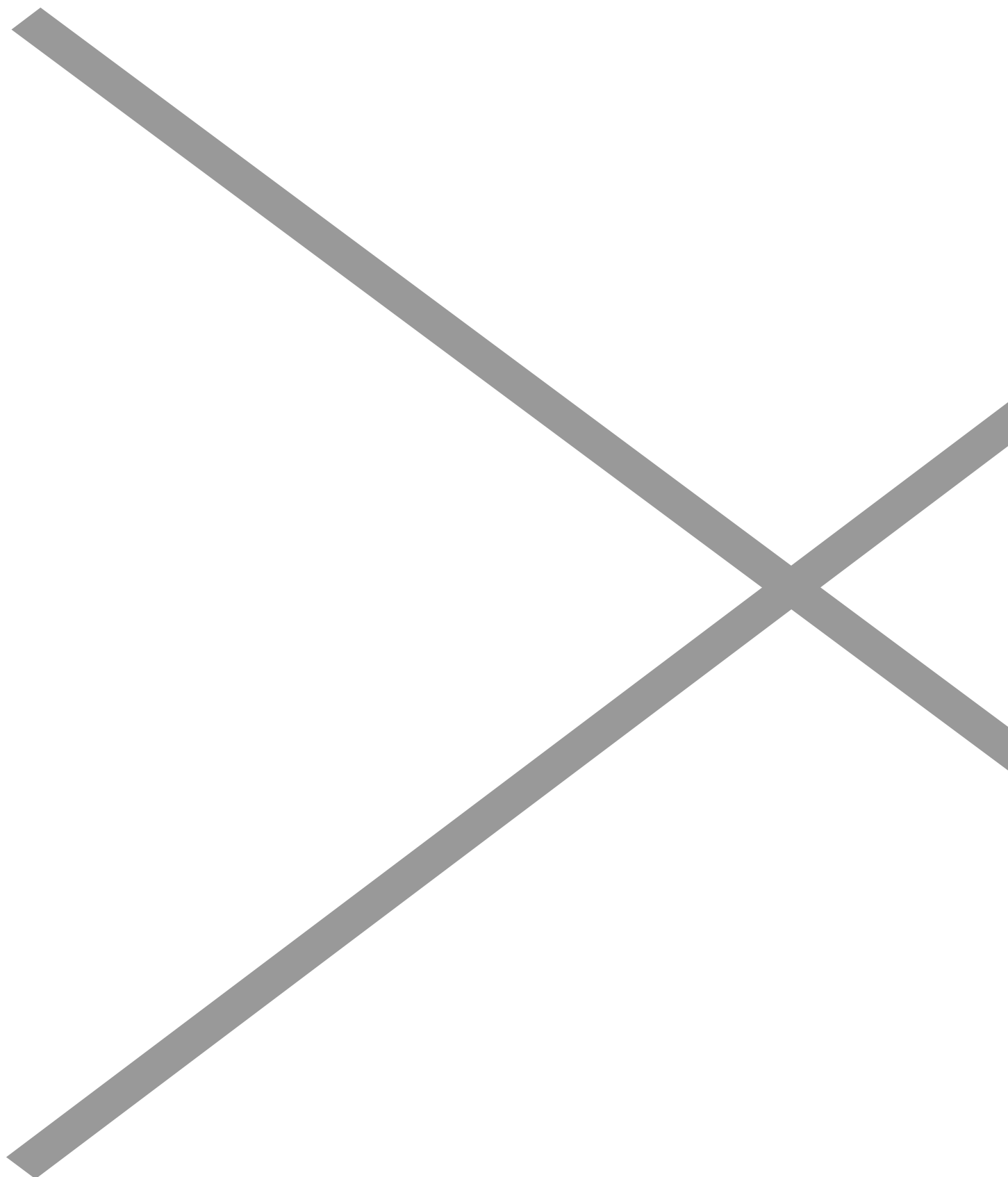


Notice how each of these air conditioning units is labeled for the area it services. The entire engine room is labeled just like this.

Over on the port side, there's the compressor for the air horn, then the hot water tank and the fire suppression system. There's a series of Dometic air conditioning systems and they're all well labeled for the individual spaces that they service. Of course, the center of the engine room houses the twin 1000-HP IPS 1350 engines. There are dual 24 kW generators with an auto-parallel system that automatically activates the second generator when the load increases. The boat is pre-wired and pre-plumbed for a watermaker of choice.

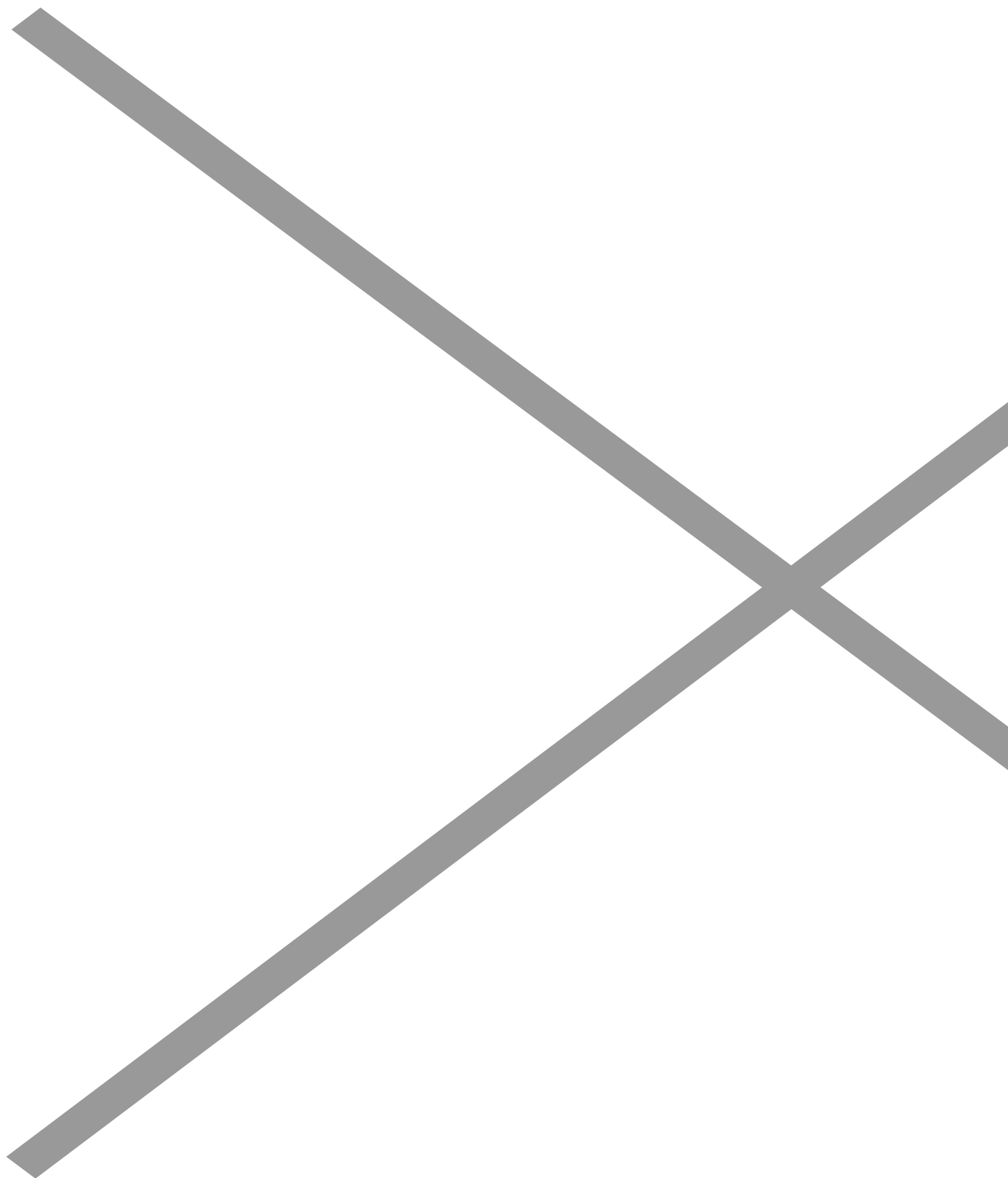
Boat Inspection Salon

The interior consists of an open floor plan with no bulkheads to divide the open space that is enhanced by the 6'7" (2.01 m) overhead. Even the deck is on a single level. Huge windows are surrounding the entire deck and there is an option for having the windows be electrically actuated to open.

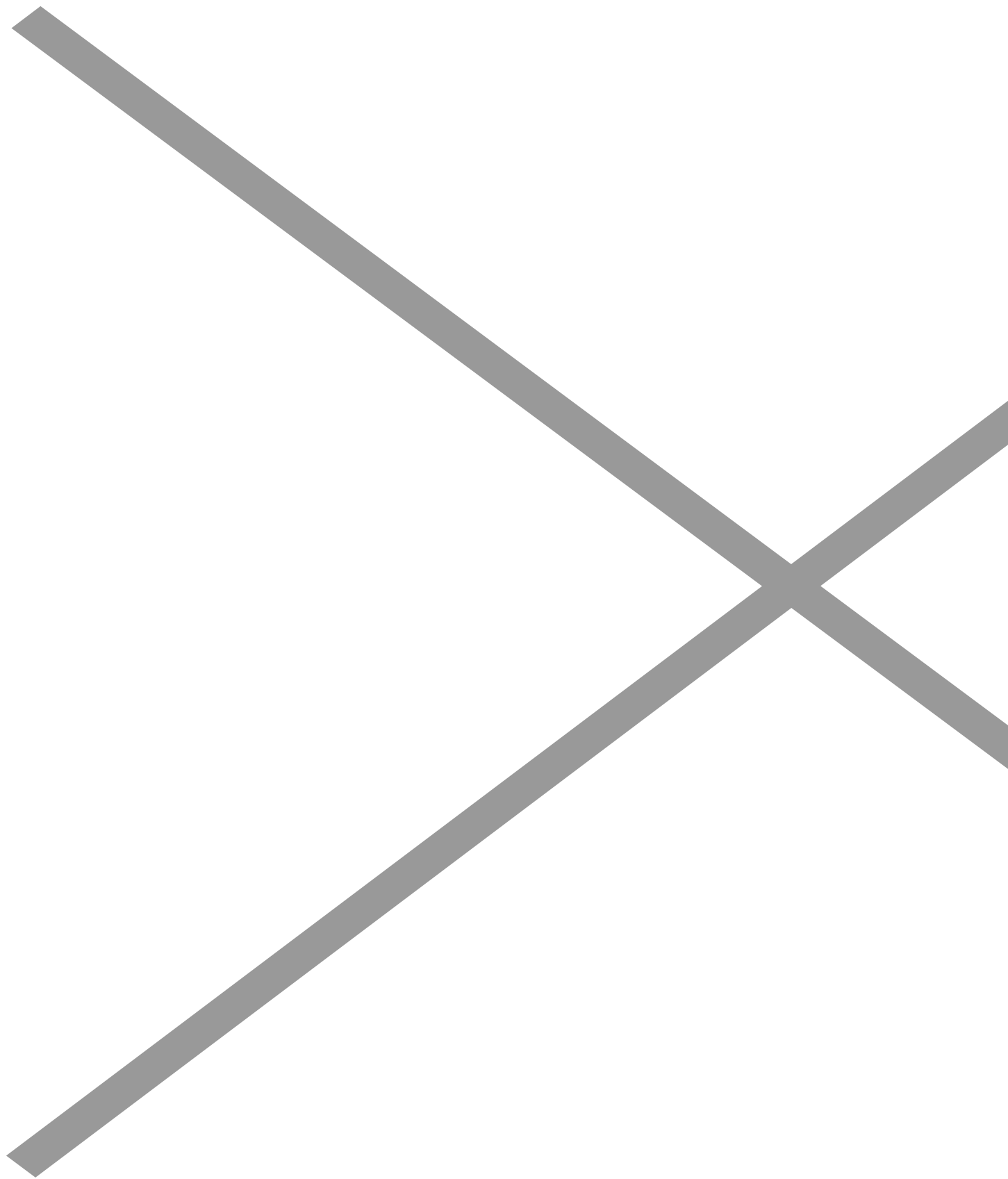


The interior of the CLB72 is an open floor plan with a single level from the aft deck all the way to the forward windshield. Huge side windows blend the inside with the outside.

Furniture is all freestanding and starts with an L-shaped sofa to the port hand side. This wraps around a small coffee table and an area rug over the wide-planked engineered-wood decking. A cabinet to starboard houses the entertainment center components, including a 60" (152.4 cm) TV on an electric lift.



Salon furniture is all freestanding. Glass doors to the aft deck are electrically actuated.



Cabinetry to the starboard side housed the entertainment center components and the TV on an electric lift.



No matter how strong the lift is, it will still wobble in a seaway. For that reason, CL Yachts made the TV viewable from the lower position in the cabinet as well.

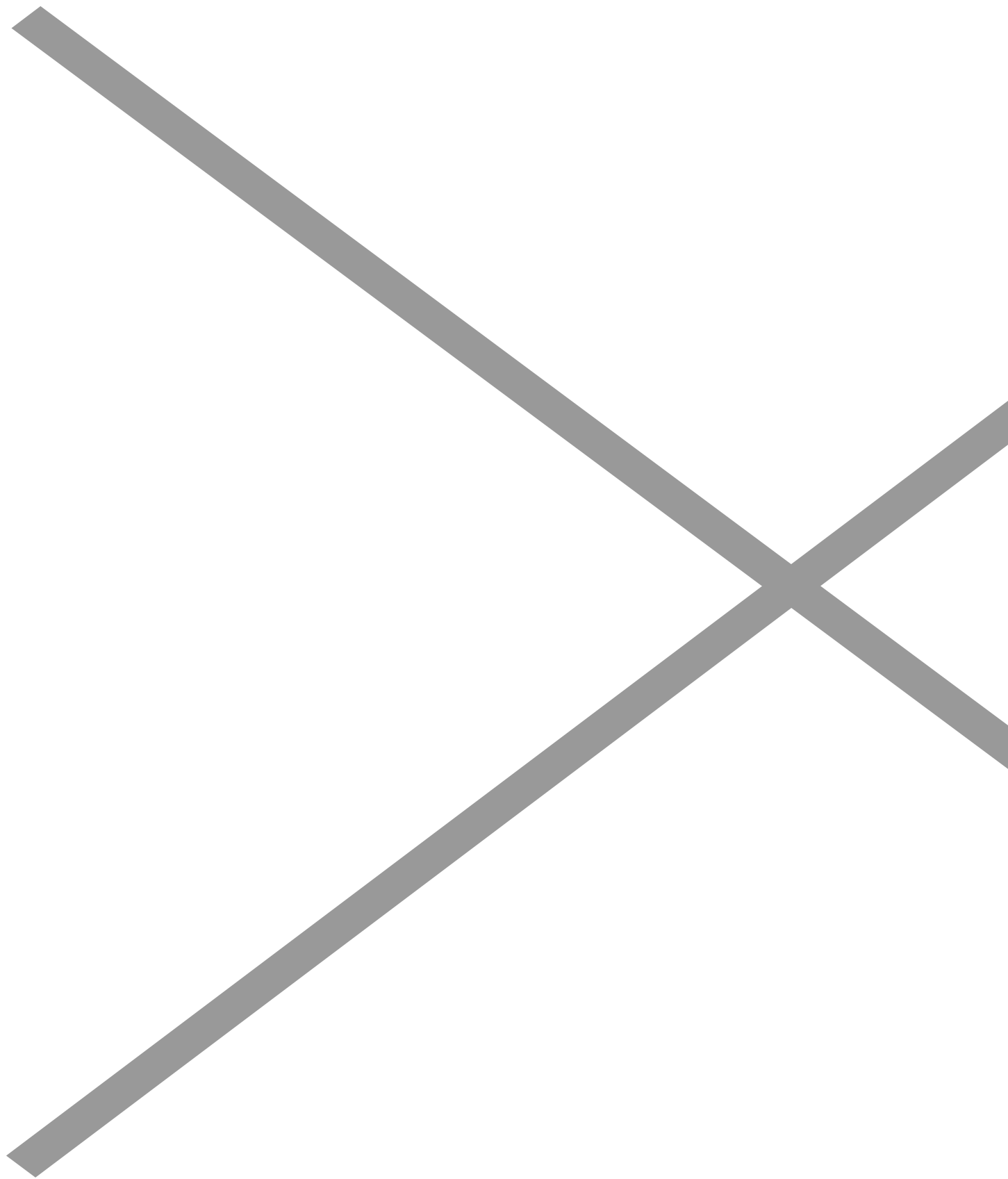
We're seeing a lot of quality materials that are characteristic of the CL Yachts shipyard in this salon. Countertops fabricated from natural stone, doors upholstered in leather, scalloped joinery to the entertainment center doors, walnut veneered bulkheads treated with natural oils and all outlets have USB charge ports integrated within.

Galley

Forward of the salon, the galley is L-shaped. All the counters are Fenix- NTM and are self-healing so scratches can be easily repaired. Refrigeration is in the form of four drawers and can be any combination of refrigeration and freezer desired. In the corner of the counter, there's a section of shelving that lifts electrically and that makes good use of what would otherwise be dead space. There's a microwave above an induction cooktop. There's a single basin sink and storage is all around. An island includes more open counter space over a dishwasher and plenty of storage.

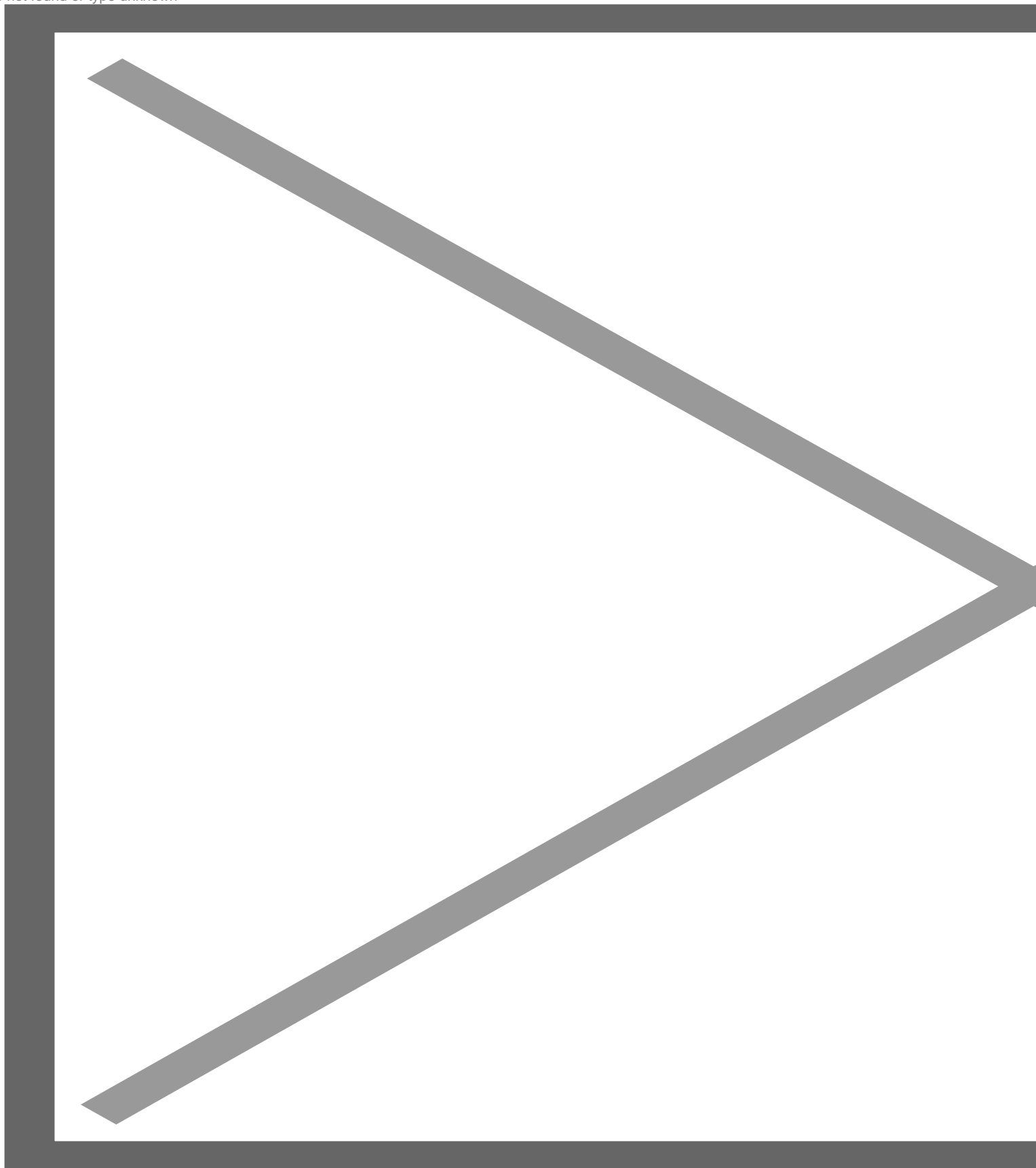


The galley is L-shaped and includes an island for extra counter space. Notice the stylized overhead. All counters are self-healing from scratches.



A dinette to the port side and ahead of the galley represents the only dining area on the 72. Its elevated position provides excellent sightlines out the surrounding windows. The forward windshield also has electric blinds.

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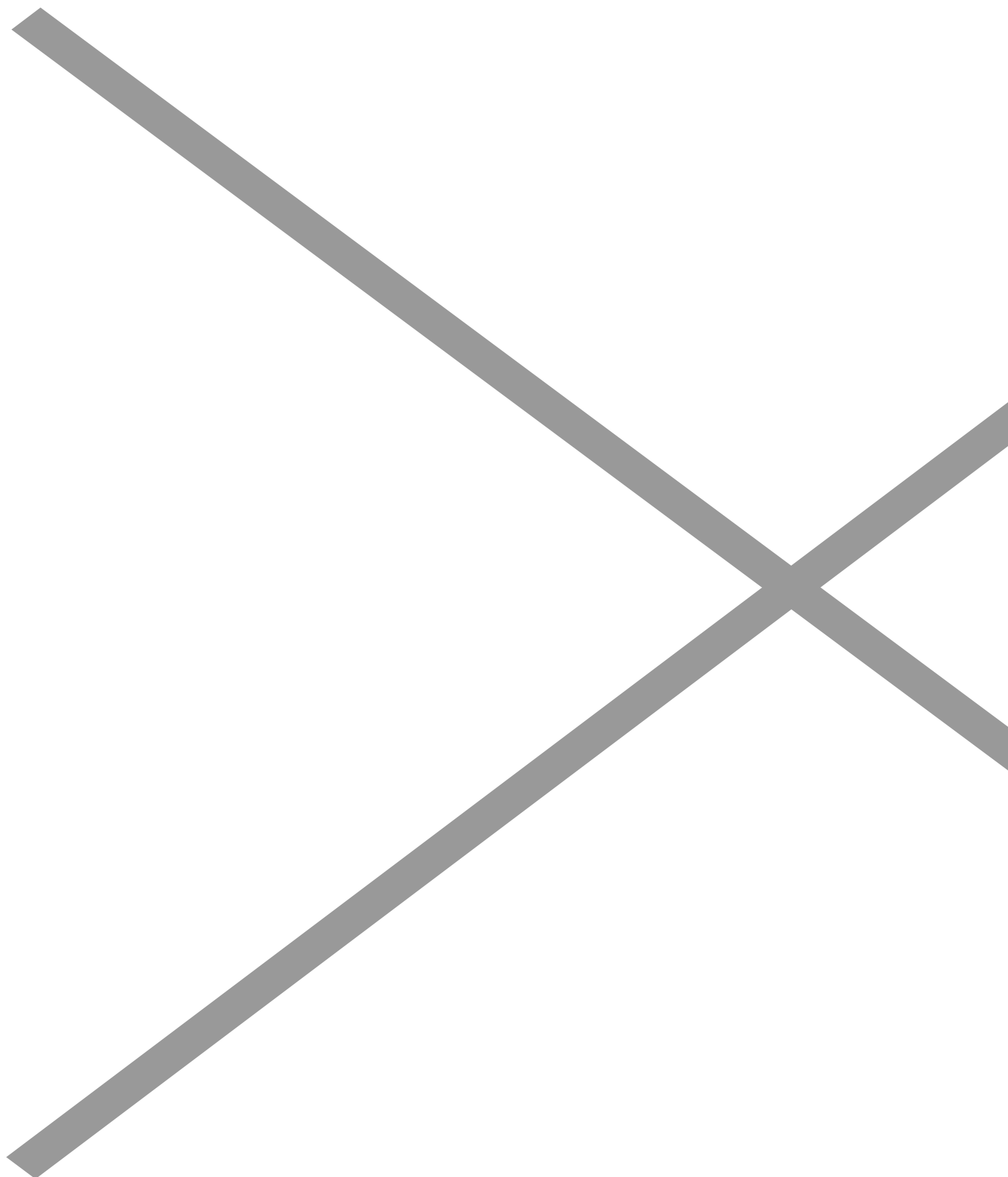


This corner shelf lifts electrically, making good use of what would be dead space.

Ahead is a solid indicator of this being a family yacht. An L-shaped dinette is on an elevated platform rather than a dedicated formal dining room. Across to starboard is a day head, stemware storage and a wine chiller.

Lower Helm

As we look at the lower helm, first we need to understand that this boat is powered by the Volvo Penta IPS 1350s, 1000-HP each, and Volvo Penta covers everything from top to bottom including the interceptor tabs. That means they also interface with the large 17" (43.18 cm) Garmin displays here at the helm. A compass is above the two displays and right in line with the wheel. The lower panel houses the C-Zone display controlling all the vessel's switching and tank monitoring. There's an optional bow thruster and the debate rages on about whether a bow thruster is needed when we have an IPS joystick. There are two VHF radios at the helm and two generator controls. The wheel is mounted to a fixed base.

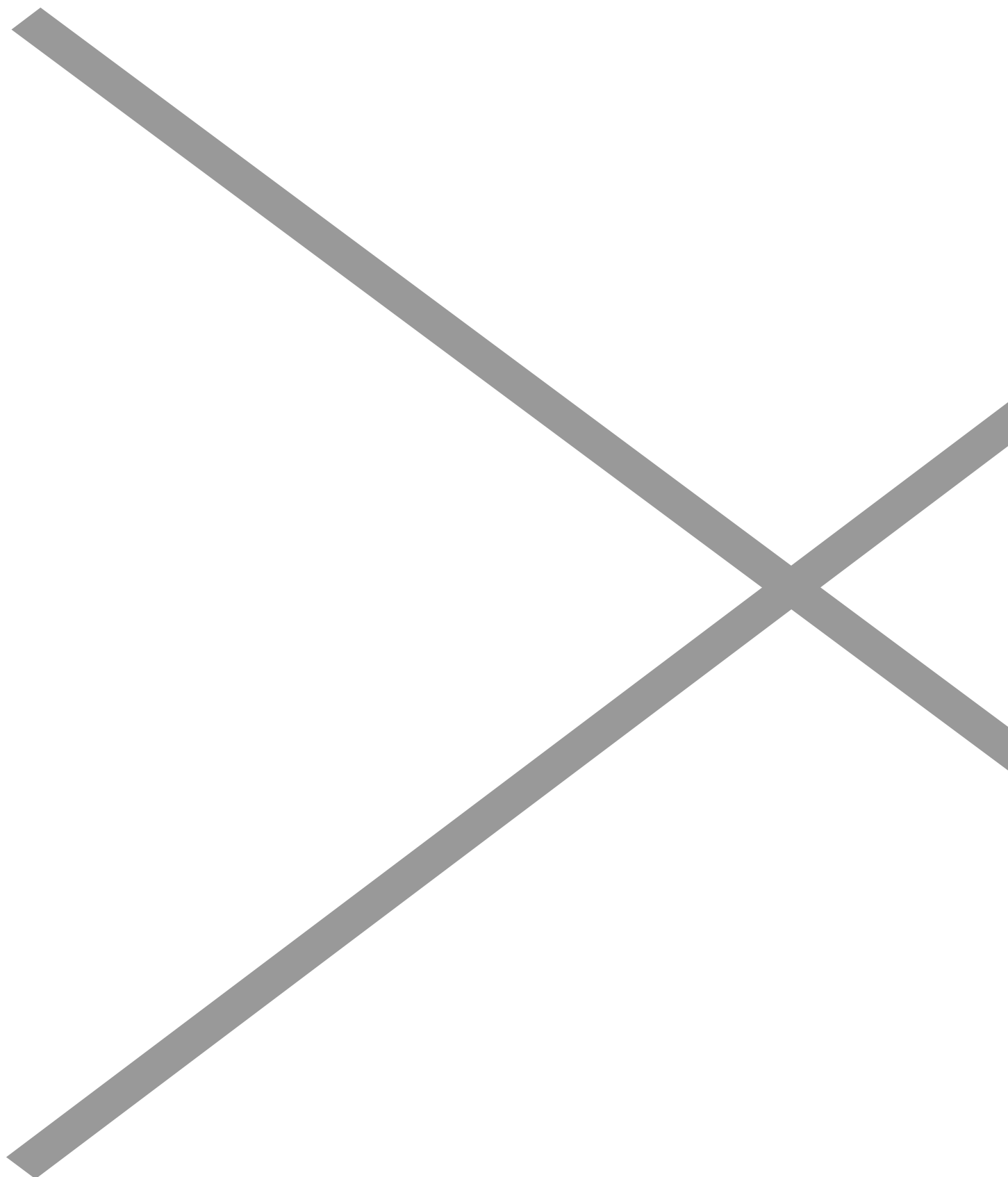


The lower helm is center-mounted with dual screens mounted to a separate panel. Notice the controls to both armrests of the Stidd helm seat.

The helm seat is from Stidd and is fully adjustable for hi/lo, fore and aft and recline. There are flip armrests and a flip footrest. The IPS joystick is on the right armrest while the control for the forward displays is on the left. Directly to starboard is a watertight door giving quick access to the side deck.

Aft Deck

The entertainment aspects continue outside as we move through the rear double sliding glass doors. They open to a width of 49" (124.46 cm) and close automatically unless something or someone interrupts the beam and causes them to open again.

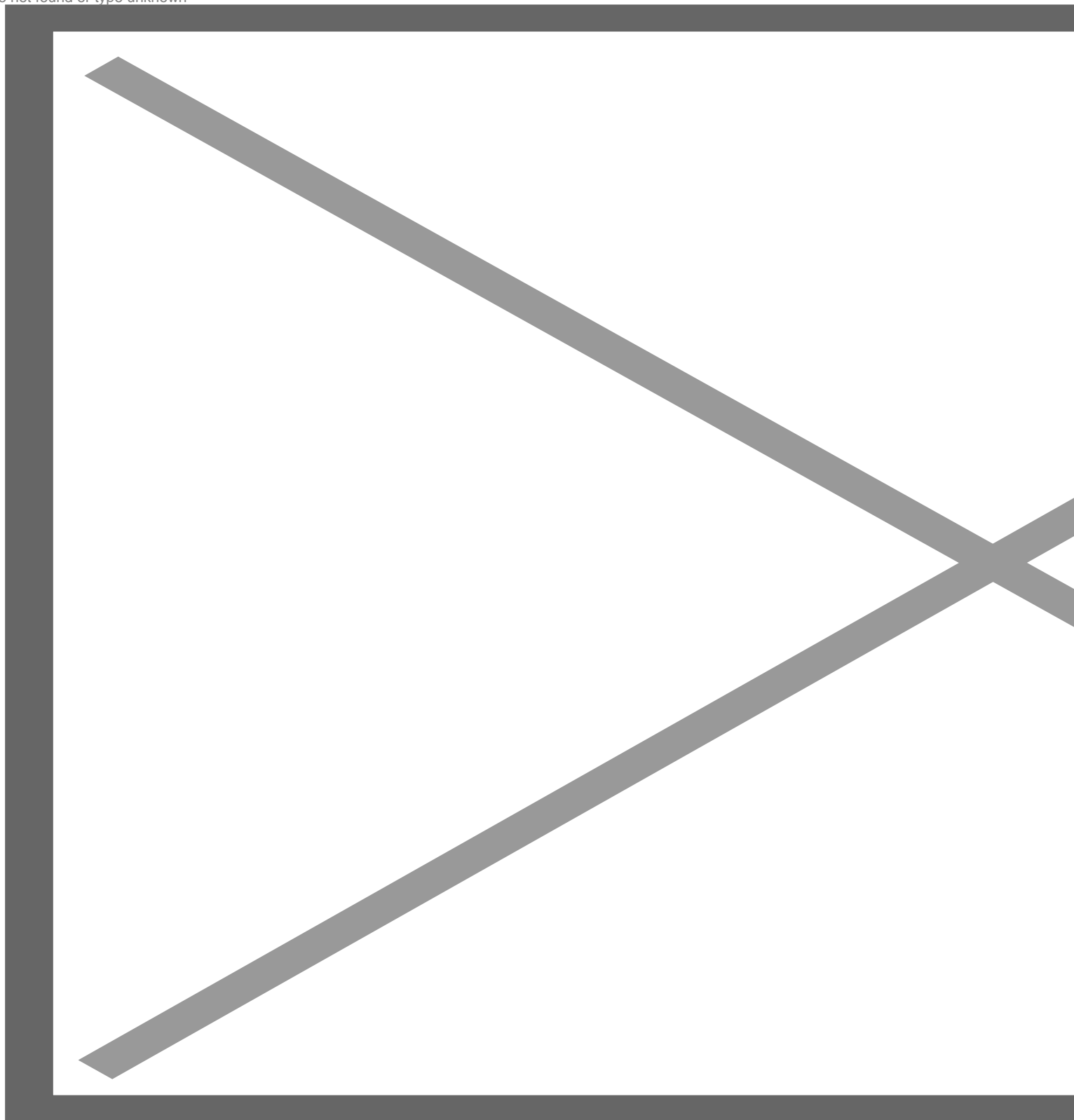


The aft deck entertainment area is protected by the extended bridge deck 6'9" (2.06 m) overhead. Features start with a beautifully finished teak table on two fixed pedestals. The table slides to and away from an aft bench seat making entry and egress easier.

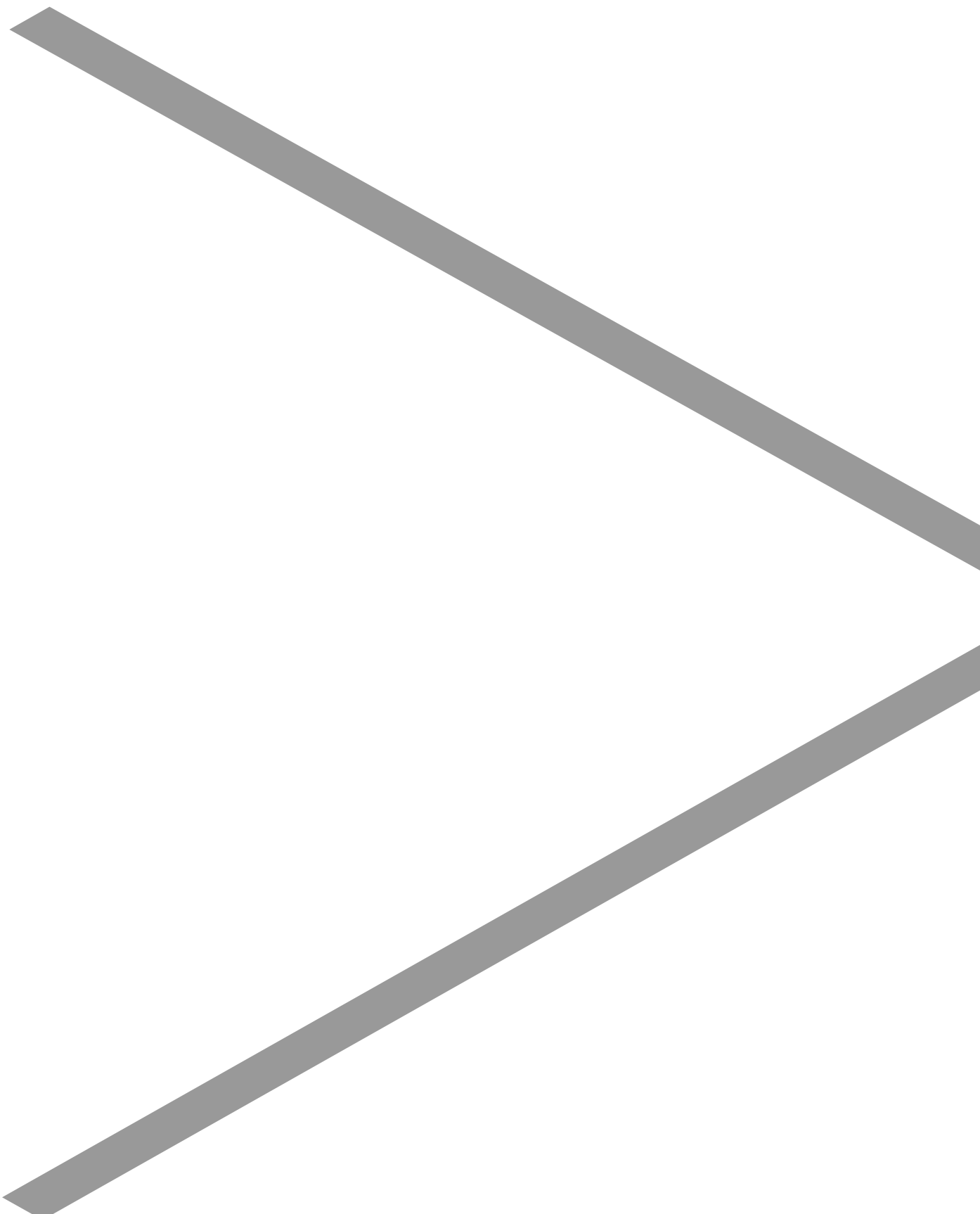
Ahead and to starboard, there's a wet bar with a two-level stone counter. A single basin stainless-steel sink is recessed into the lower counter and an ice maker is below. Across to port, there's another similar unit, this time with a refrigerator. A 32" (81.28 cm) TV is above.

In both quarters, there are heavy-duty rollers surrounded by stainless steel. Huge cleats are just behind. There are large deck drains, inward opening gates and joystick stations. All this is repeated to the opposite side.

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Joystick controls are to both sides of the aft deck.



We can add a pop-up shade to the swim platform and access is via stairs to both port and starboard.

The swim platform comes out 9'5" (2.87 m), 6' (1.83 m) of which is hydraulically actuated with a 1,500 lb. (680.39 kg) lift capacity.

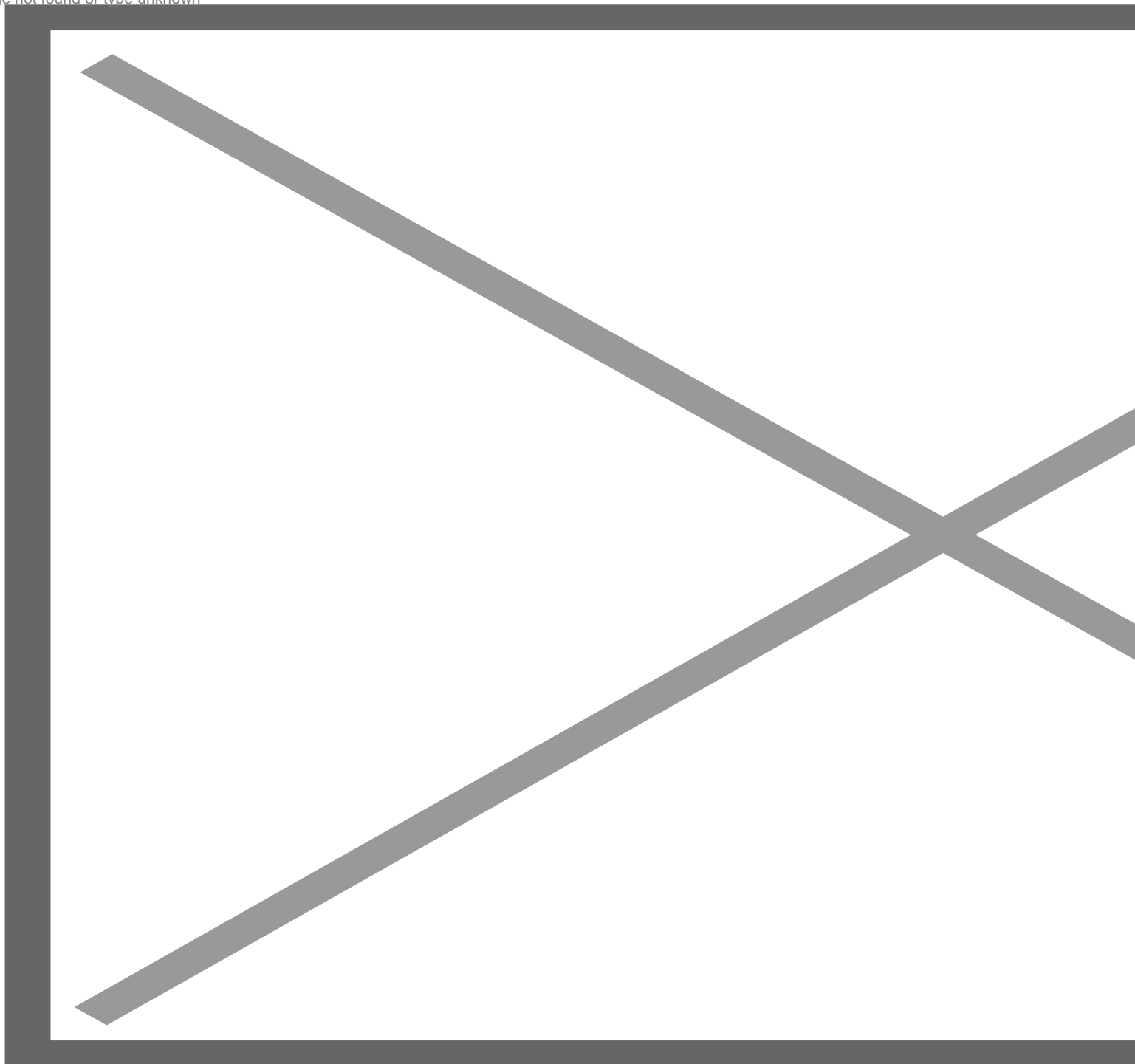
Side Decks

As we make our way forward, it's worth noting that midship cleats are mounted to the center of the hawseholes, so lines can be secured from the dock. There's an entrance to the crew quarters to the port side deck and another just forward of the engine room. These side decks are a full 24" (60.96 cm) wide. Bulwarks come up 14" (35.56 cm) and rails top out at 39" (99.06 cm).

Bow

At the bow, there's a 69" (175.26 cm) wide sunpad with a Fusion stereo in the center of the headrest. It can be shaded with a pop-up sunshade supported by carbon-fiber stanchions. Stereo speakers and pop-up LED lights are surrounding the sunpad.

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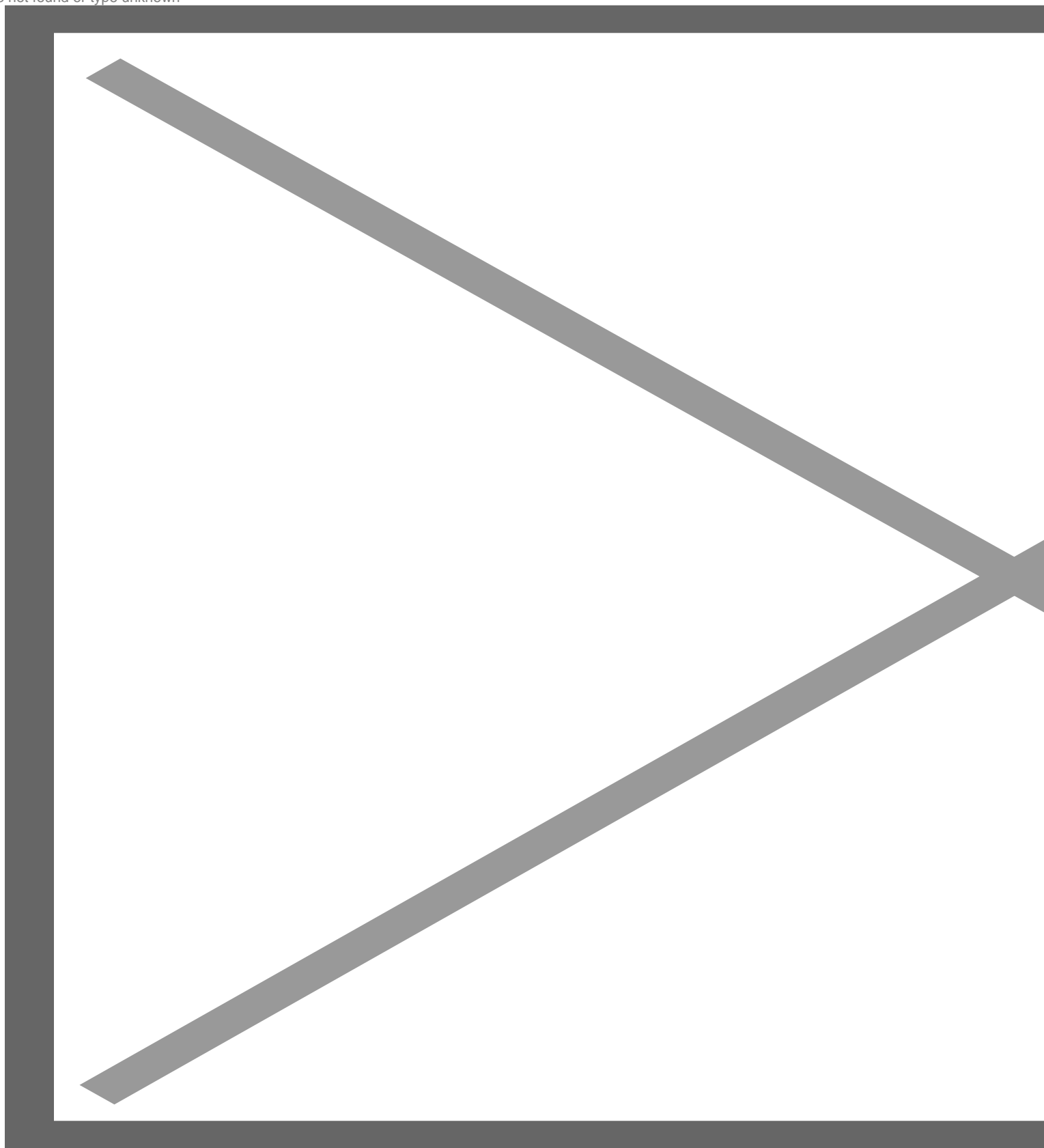


The bow sunpad is not as intricate as we've seen on other yachts but comfortable, nonetheless.

Fully forward is the ground tackle. It consists of a Maxwell windlass handling an all-chain rode. Right alongside is a freshwater washdown. The rode leads through a chain stopper, connects to a swivel and ultimately to a 50-kg claw anchor mounted to a through-the-stem anchor roller. Just behind is a hatch used

for storage. Under the storage is rode access. To both sides are cleats mounted into the hawseholes. Foot controls are to the starboard side.

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The ground tackle is easily managed and notice how it's all in a recess in the deck to keep the bow area clean when washing down the rode as it comes aboard.

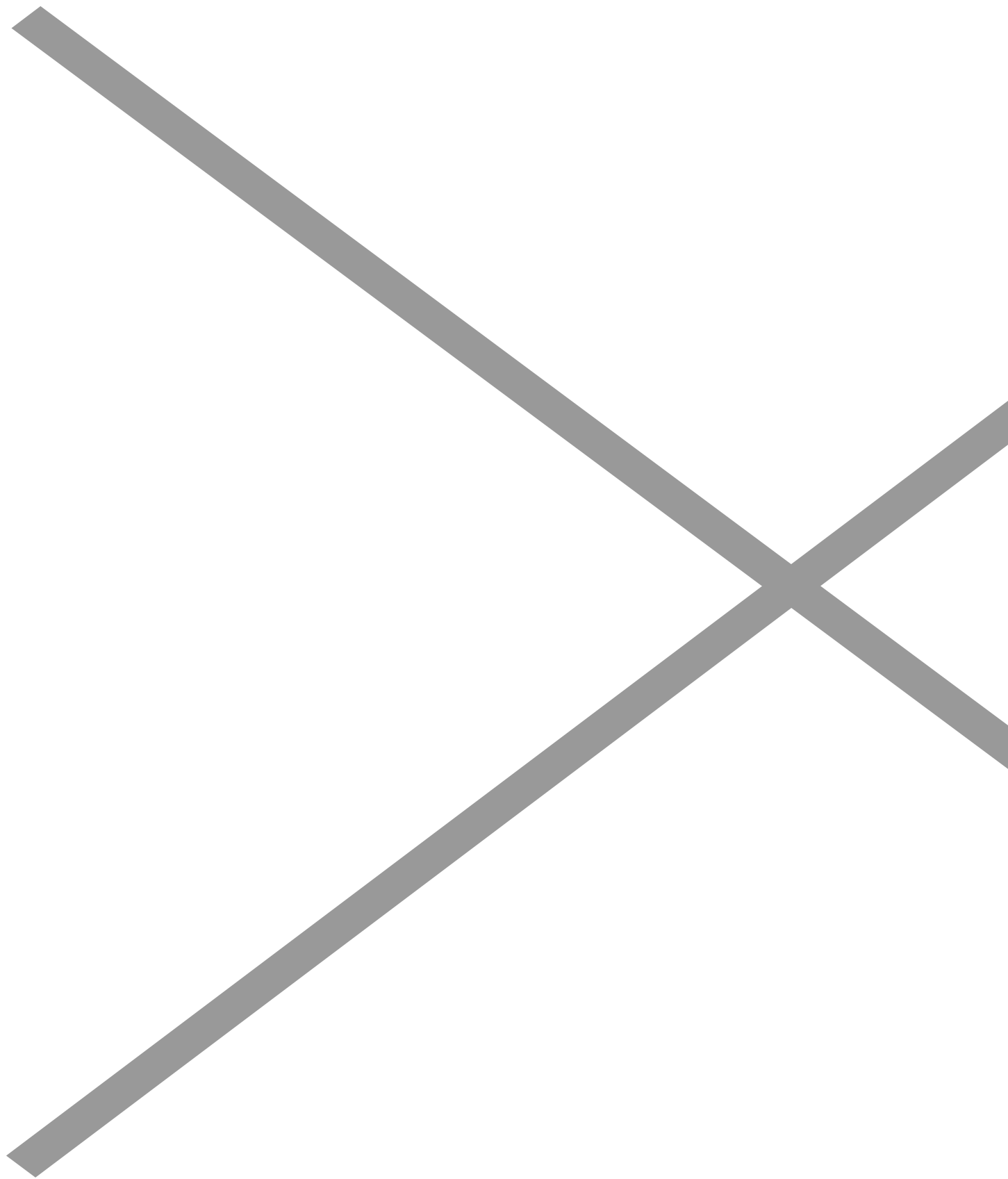
Flying Bridge

The flying bridge is accessed from stairs at the aft deck. Gatherings start at the back with a wide-open deck. There's an electric grill to starboard with bench seating just ahead of that. There's another pop-up sunshade supported by carbon fiber stanchions.

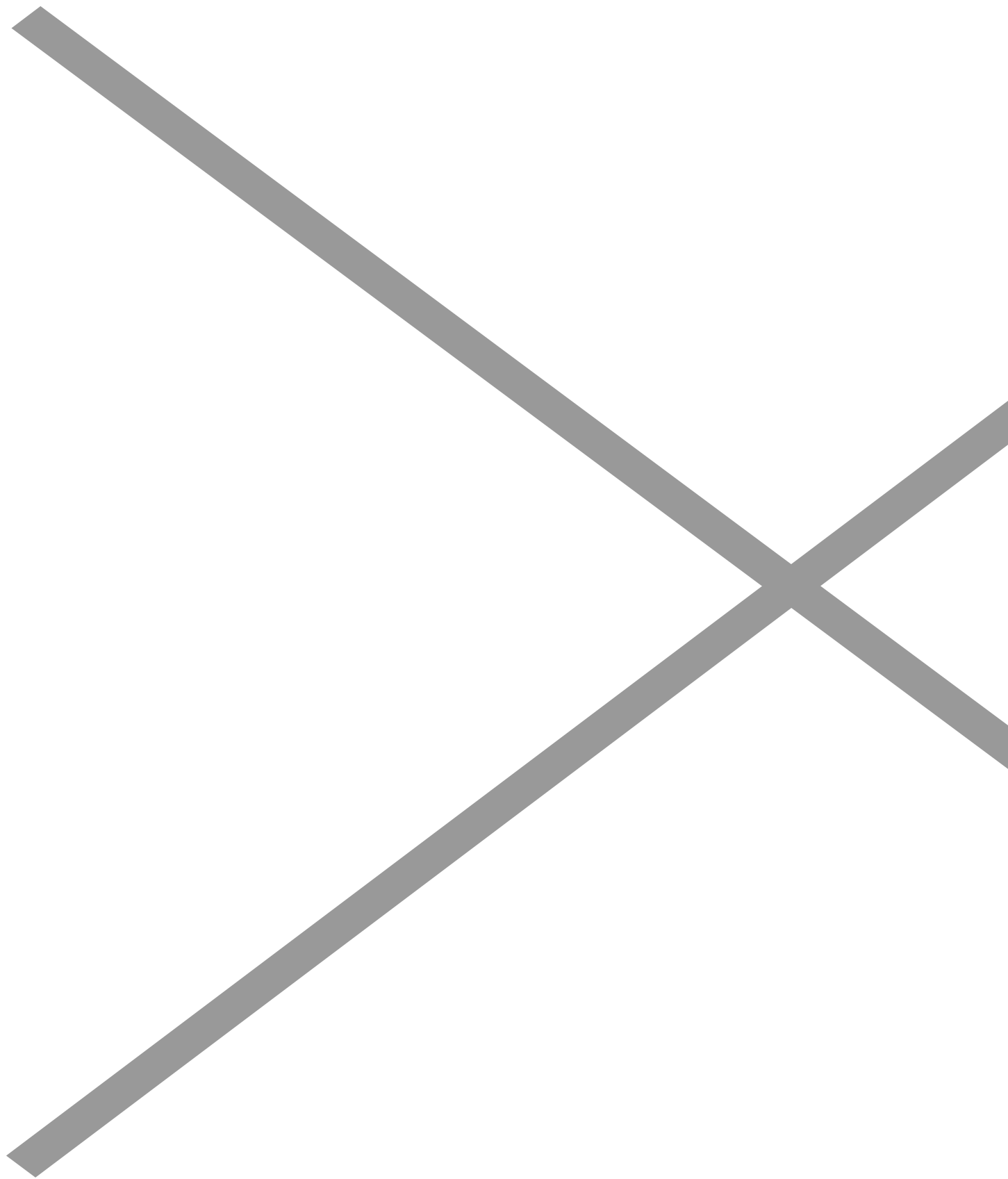


The aft end of the flying bridge can be shaded with a pop-up sunshade. An electric grill is to the aft end of the deck. The forward bench seat has a flip seatback.

Continuing forward, there's a hardtop 6'9" (2.06 m) off the deck and over another gathering area with L-seating. The aft seat has a reversible seatback. There are two teak tables with beveled edges and stainless-steel beverage holders. Between the starboard bench seats is a table with a stone surface. Across to port is a refreshment center with more stone counterwork, a stainless-steel sink and refrigerator.



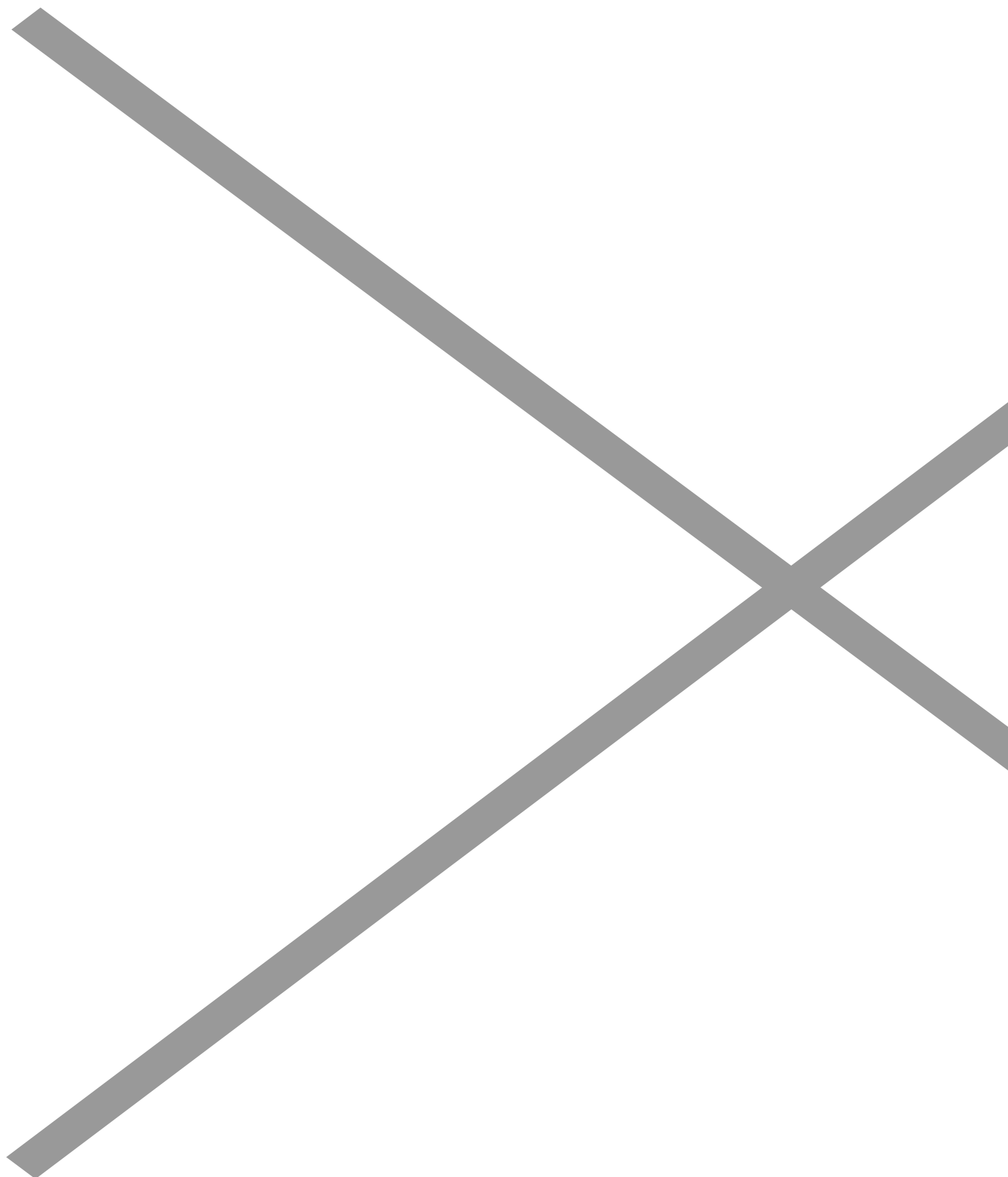
The flying bridge is among the largest in class and nearly all of it is under the protection of the hardtop.



The refreshment center to port includes a sink and refrigeration.

Flying Bridge Helm

The flybridge helm is similarly laid out to the lower helm with twin 17" (43.18 cm) displays to either side of the compass that is flush-mounted into the dash. There's a Fusion stereo, windlass control alongside a spotlight control, the thruster and digital engine controls. This time, the steering wheel is mounted to a tilt base.

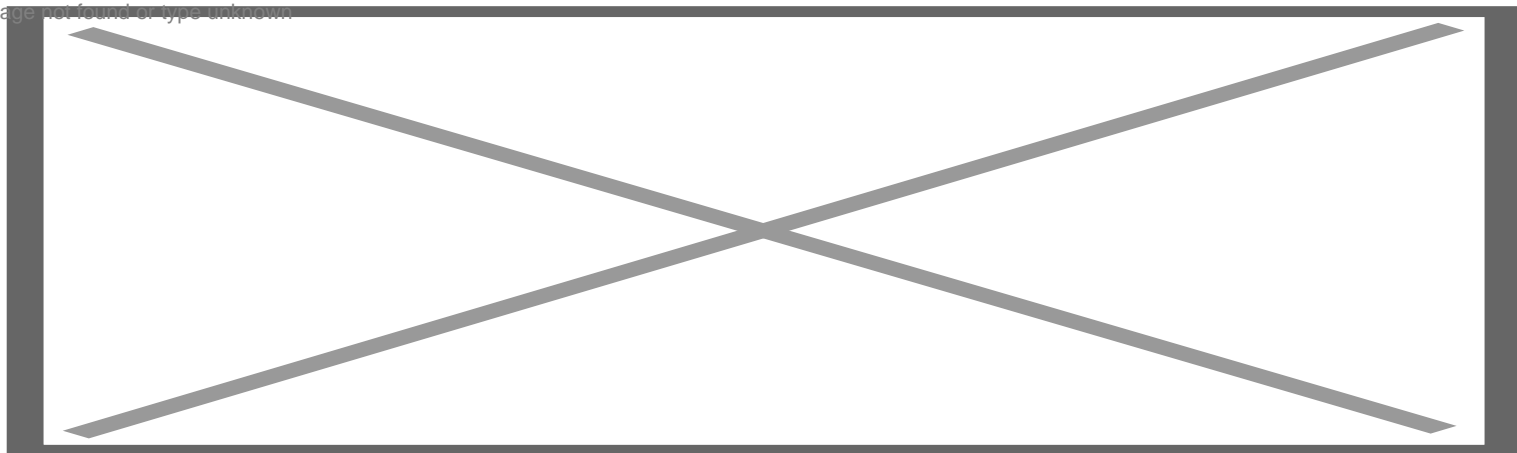


The flying bridge helm is center-mounted and, like the lower helm, has controls to both of the helm seat armrests.

The helm seat is another model from Stidd with the forward display controls to one armrest and the IPS joystick to the other. And now we have an observer seat alongside, also from Stidd. Both have flip footrests, flip armrests and are fully adjustable including recline.

Lower Deck

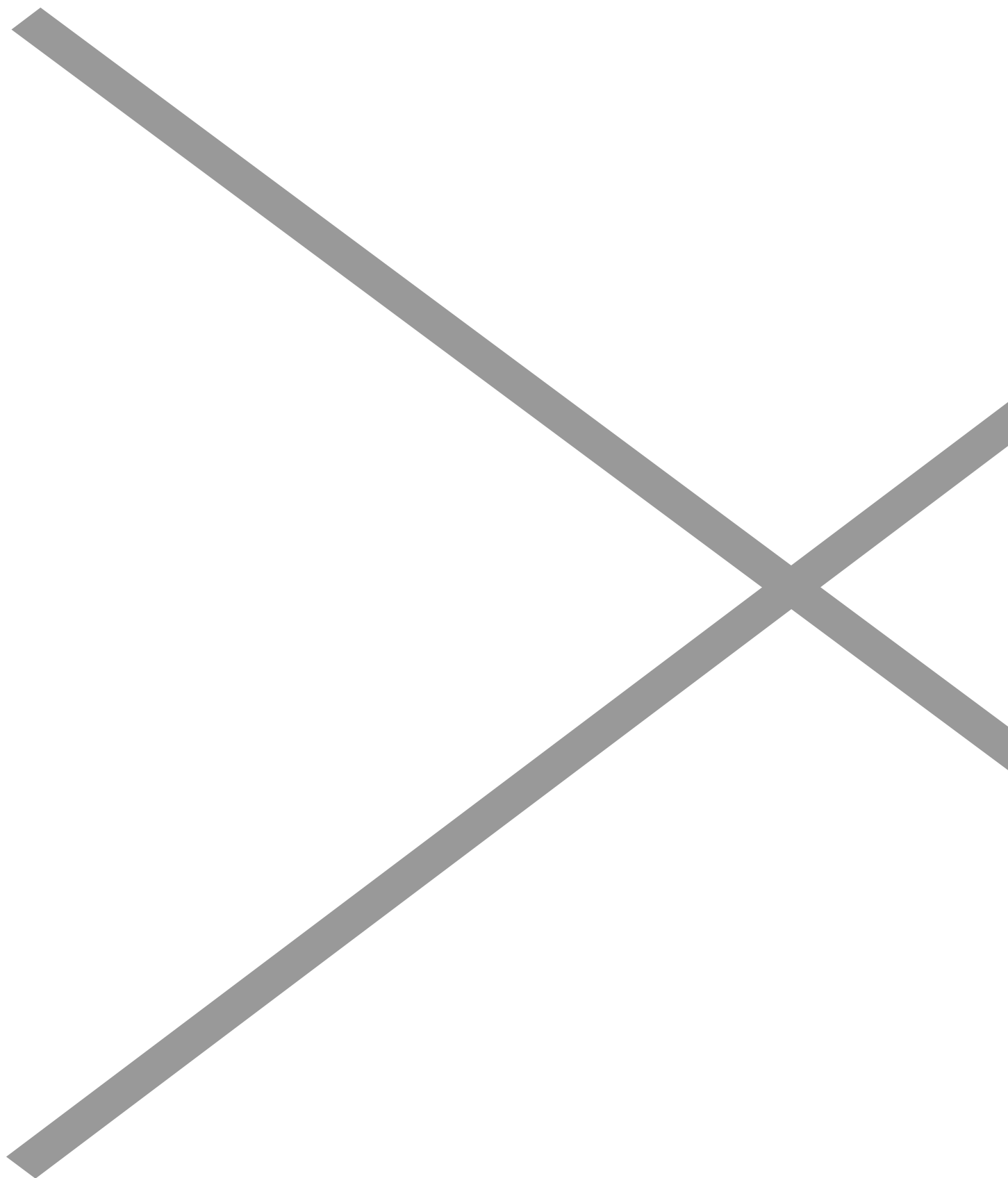
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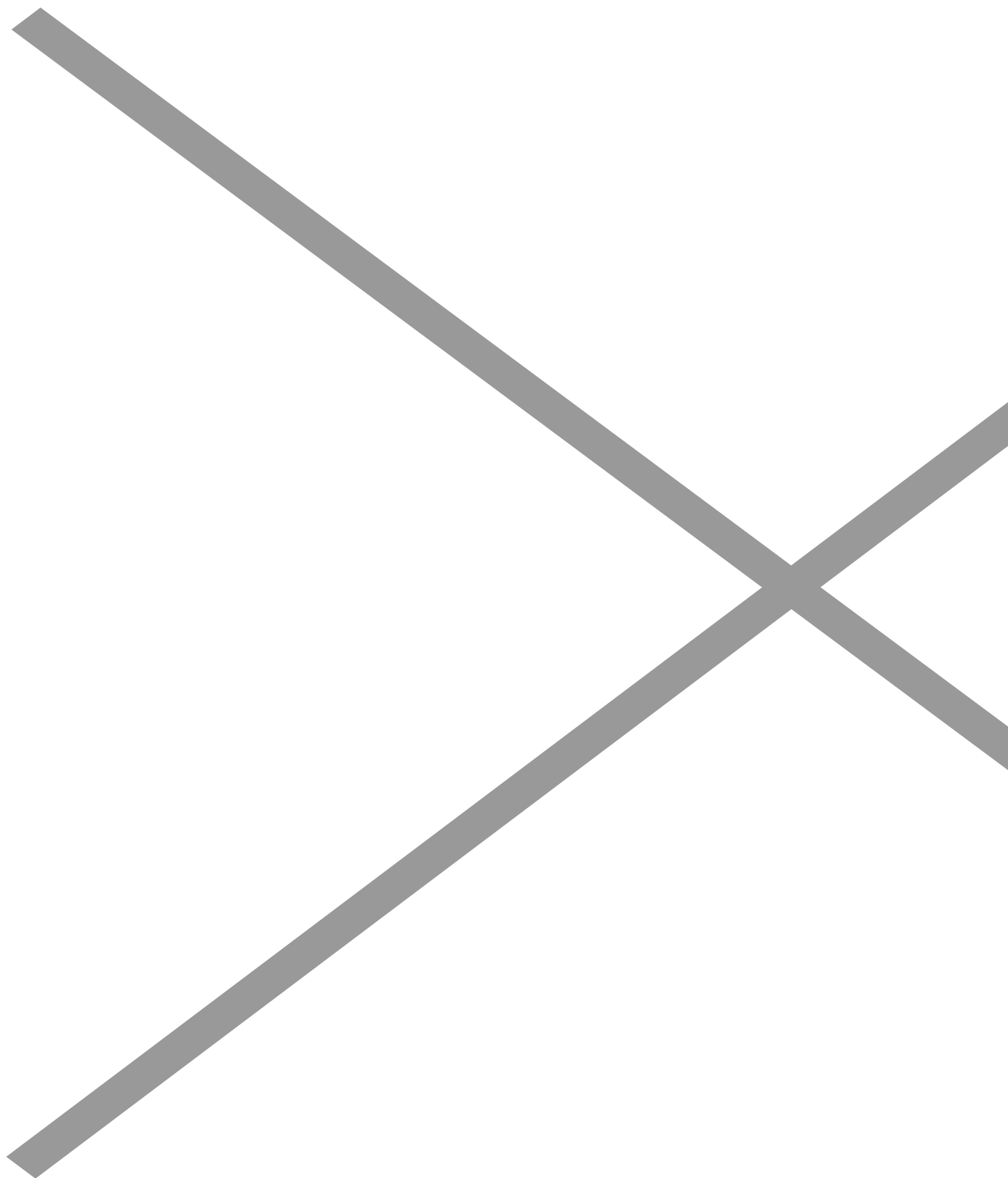
We move to the lower deck by way of a companionway just to the starboard side of the helm. The 72 is a four-stateroom/three-head yacht with the master fully aft.

Master

The master stateroom is fully aft and full beam. It has the berth off to the port side and the first reaction was surprised that it wasn't mounted to the centerline to minimize movement while underway. But then reality kicked in. It's an owner/operator's yacht. So, it's not like we'll be underway while the owner is sleeping. Plus, this arrangement provides more room to move about. So with that said, let's look at the layout.

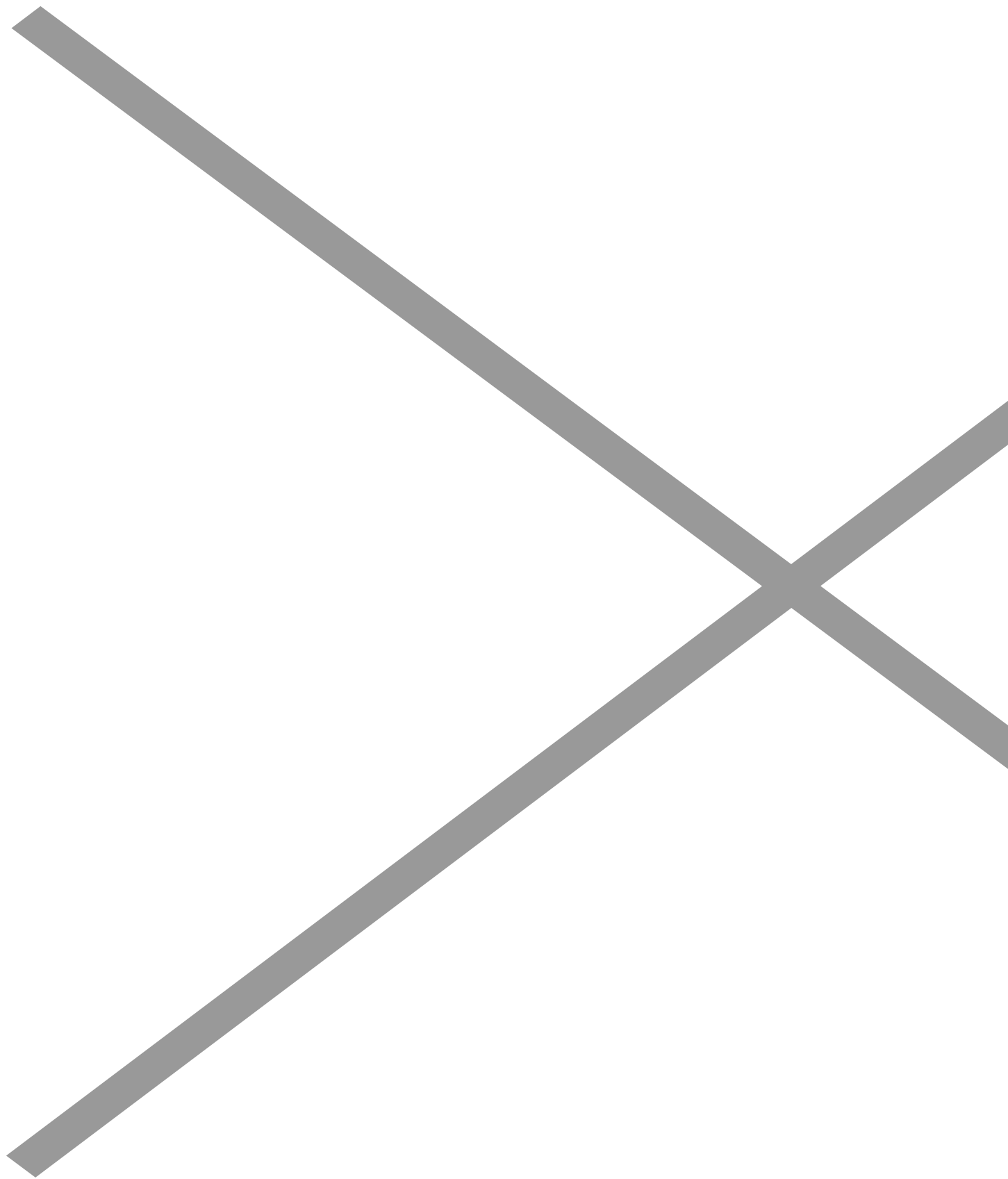


The master berth is against the port hullside window. The stateroom is full beam.



Opposite the berth is this storage unit with an electric lift TV. Large hullside windows have electric blinds.

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The master head is behind the glass-paneled door of the aft bulkhead.

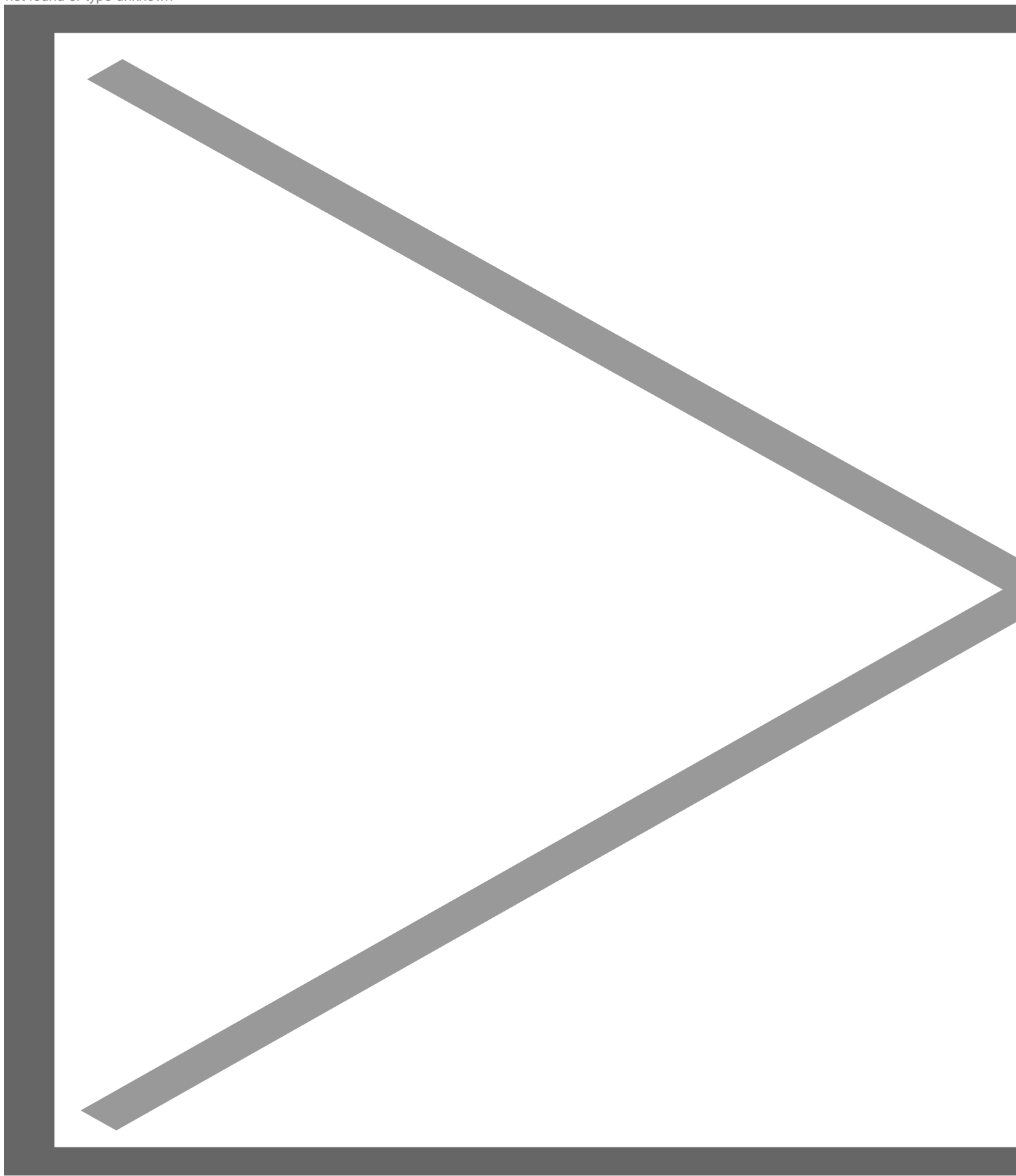


With the flip of a switch, the glass becomes opaque for privacy

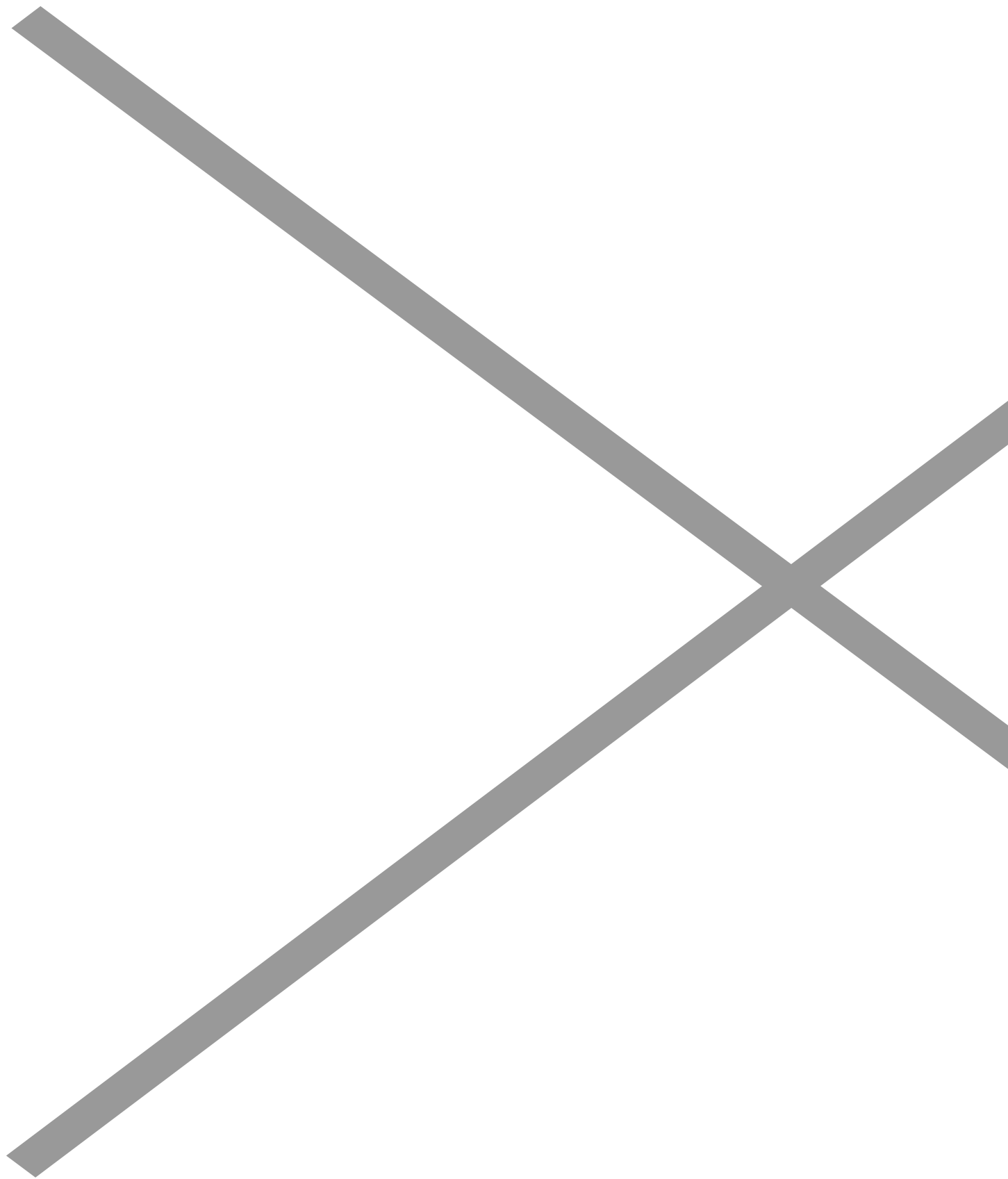


The master head includes his and her sinks. The mirror is lighted. The shower is to the right of this shot.

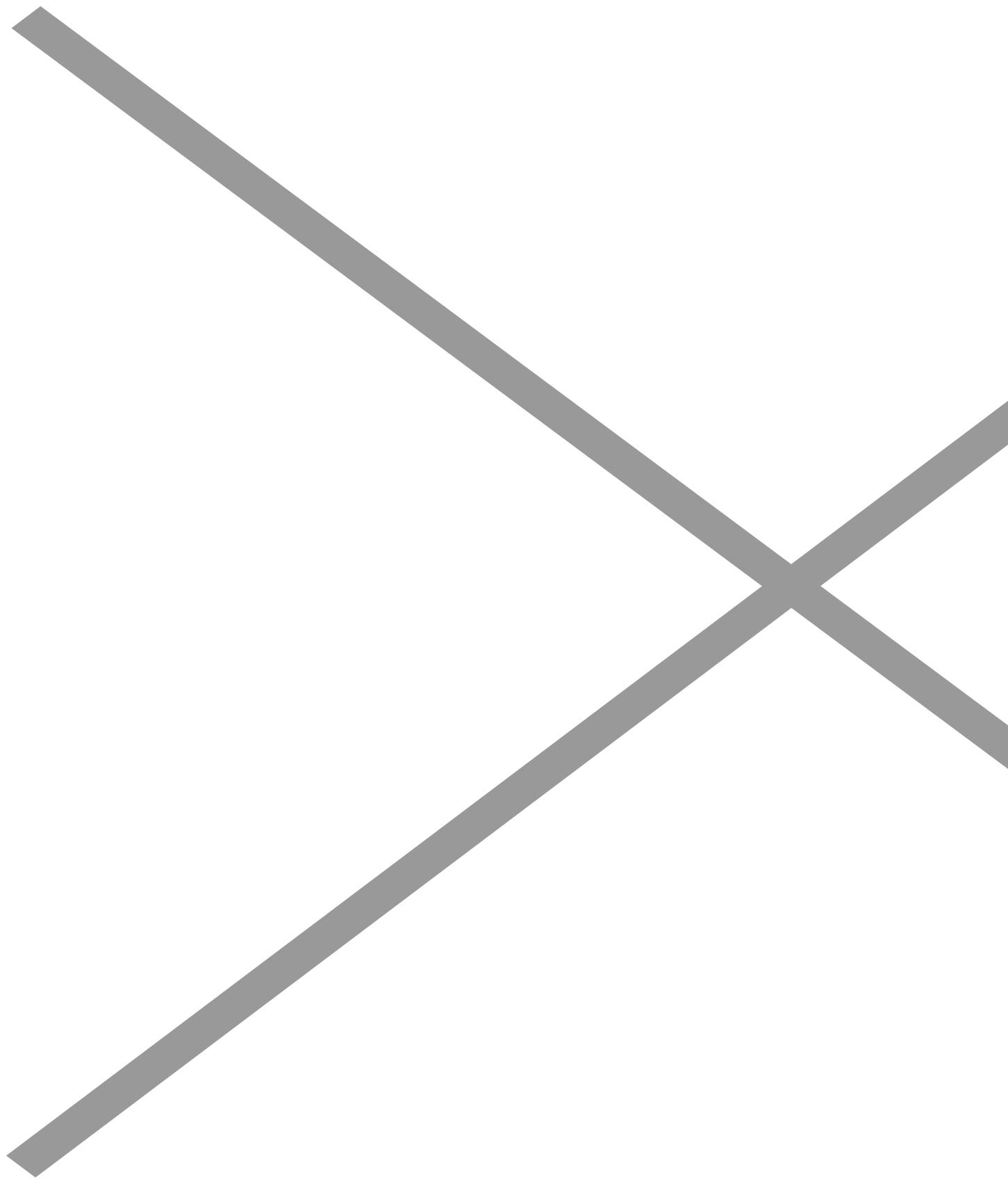
There are hull side windows to both sides so the views are stunning. To starboard, we usually see a settee under the hullside window, but here there is storage. Good choice there. It also accommodates a 55" (139.70 cm) TV on an electric lift. It's also a roomy stateroom with 6'7" (2.01 m) of overhead clearance. The berth measures 76" x 67" (193.04 cm x 170.18 cm). There's storage under three sides of the berth. And a cedar-lined walk-in closet is aft and to port.



Inside the walk-in closet, there's a chest of drawers. The top drawer is a jewelry sorting drawer with a glass top.

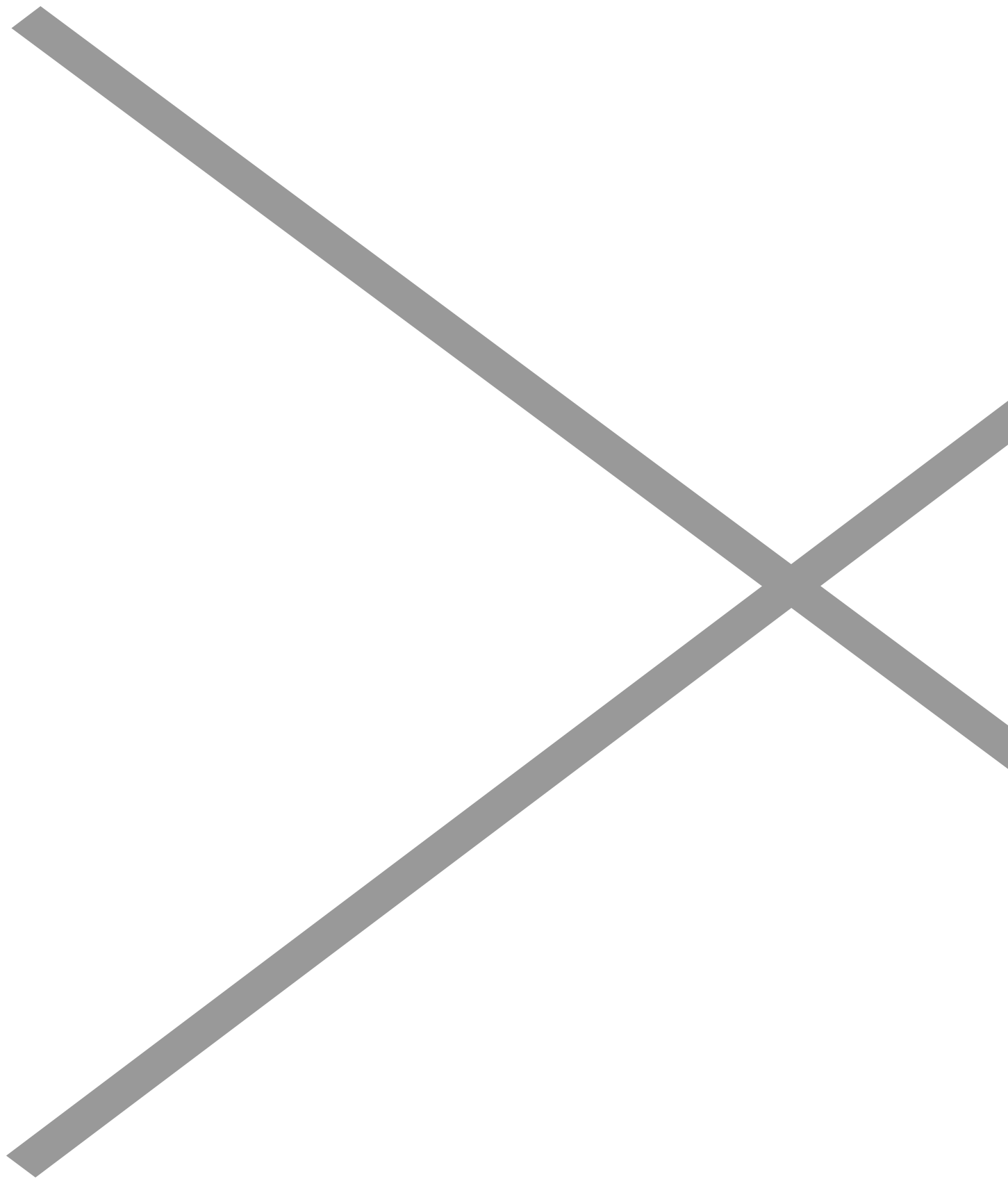


Just outside the entrance to the master stateroom is a stacked washer and dryer.



The portside guest stateroom is a twin berth with each measuring 76" x 33" (193.04 cm x 83.82 cm). The aft bulkhead is fully mirrored and the berths slide together to form a larger single berth. There is also private access to the shared head.

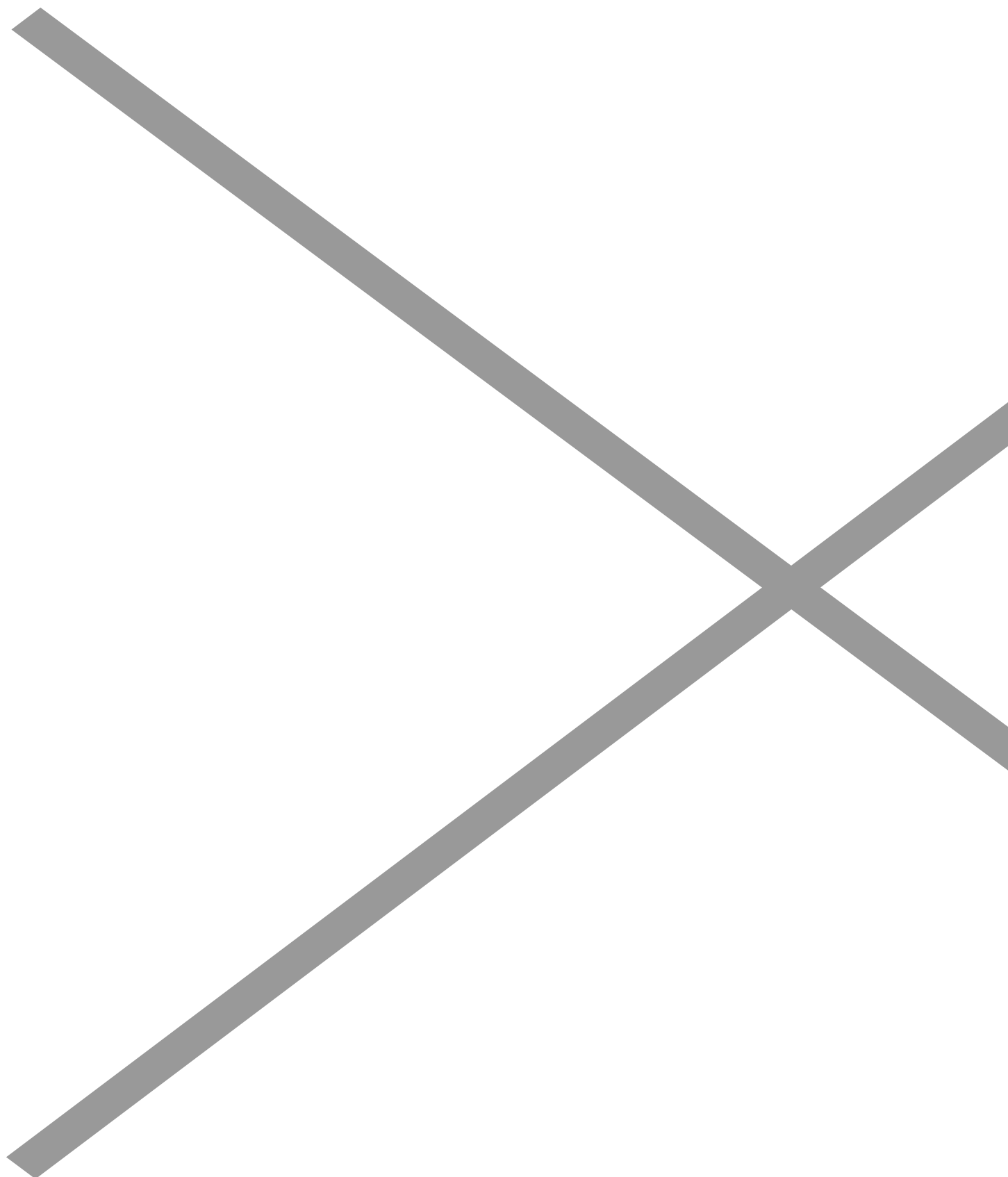
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To starboard is the second guest stateroom. It features over/under berths with a hullside window to the upper berth.

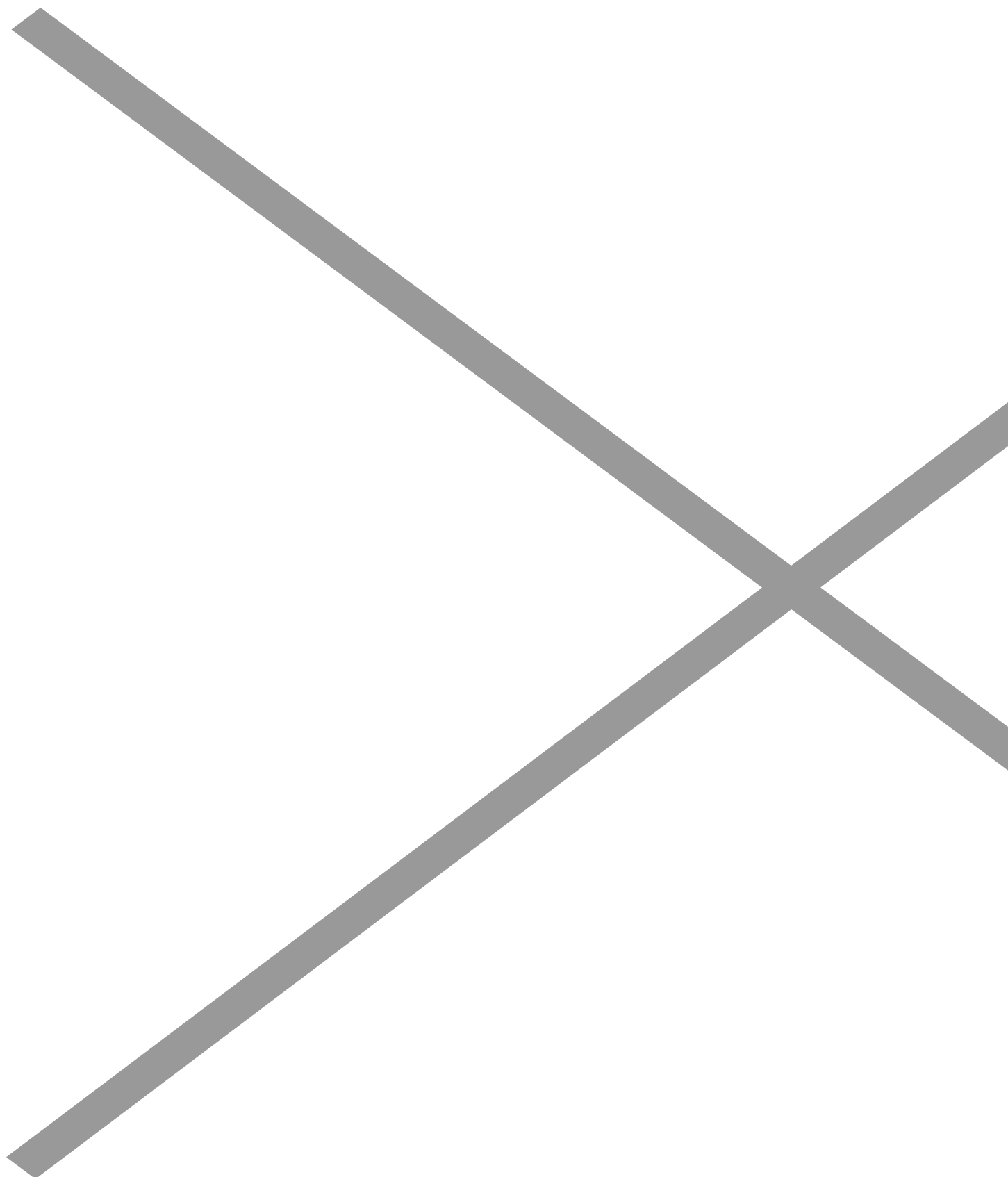
VIP

The VIP stateroom is fully forward, and it's laid out in the typical fashion of an island berth with access to both sides. There are two hull side windows, one to each side. A mirror is to the forward bulkhead. The berth measures 81" x 60" (205.74 cm x 152.4 cm) and it includes storage underneath. The overhead is 6'6" (1.98 m) off the deck. The berth is at a comfortable height of 24" (60.96 cm). To the aft bulkhead is a 32" (81.28 cm) TV.



The VIP stateroom is fully forward and in the conventional layout. Hullside windows are to port and starboard.

The door to the head has a full-length mirror on the back. This head includes a separate walk-in shower and the deck is one piece of stone tile. It's actually a 3 x 3-meter section that's cut to shape.



The VIP head includes a vessel sink atop a stone counter. The shower is glass-enclosed.

Price

The base price of the CLB72 is \$3.95 million, which in the scheme of things isn't much. CL Yachts believes that it's better to be upfront with the client rather than price high and then bargain left and right to bring the price down to where it should have been in the first place.

Observations

Overall, the CLB72 hits the buttons for volume and ease of use unlike other boats in class. She's remarkably comfortable to handle and seems to respond to inputs almost intuitively, especially at low speeds. For an owner/operator, it's an ideal combination. For a family cruiser, it's a dreamboat.