

CL Yachts CLA76 Flybridge (2019-)

Brief Summary

The CLA76 from CL Yachts is a motoryacht built to a high construction standard for optimal performance for cruising or welcoming guests aboard for a leisure day and evening entertainment. CL Yachts is the rebranded luxury yacht division of Cheoy Lee Shipyards, a well-established builder. Since the initial introduction of this yacht, she has evolved with design enhancements that include a longer superstructure and a refined interior.

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.

Key Features

- 10-year hull structure warranty
- Sun shades with 60mm carbon fibre poles for fore, aft and flybridge decks
- Table on aft deck
- Teak decking on swim platform and stairs
- Flybridge Dual Stidd low back Admiral helm seats with ‘Pelican’ Ultraleather cover
- Flybridge L-shaped lounge seat with Sunbrella covers
- Aurora gas grill with stainless steel cooking grids and 10-lb. (4.54 kg) aluminum gas tank
- Two banks of 2 x 8D Lifeline AGM batteries for engine start and domestic service
- Salon entertainment center with 46” (116.84 cm) pop-up television
- King berth with upholstered headboard and storage under berth

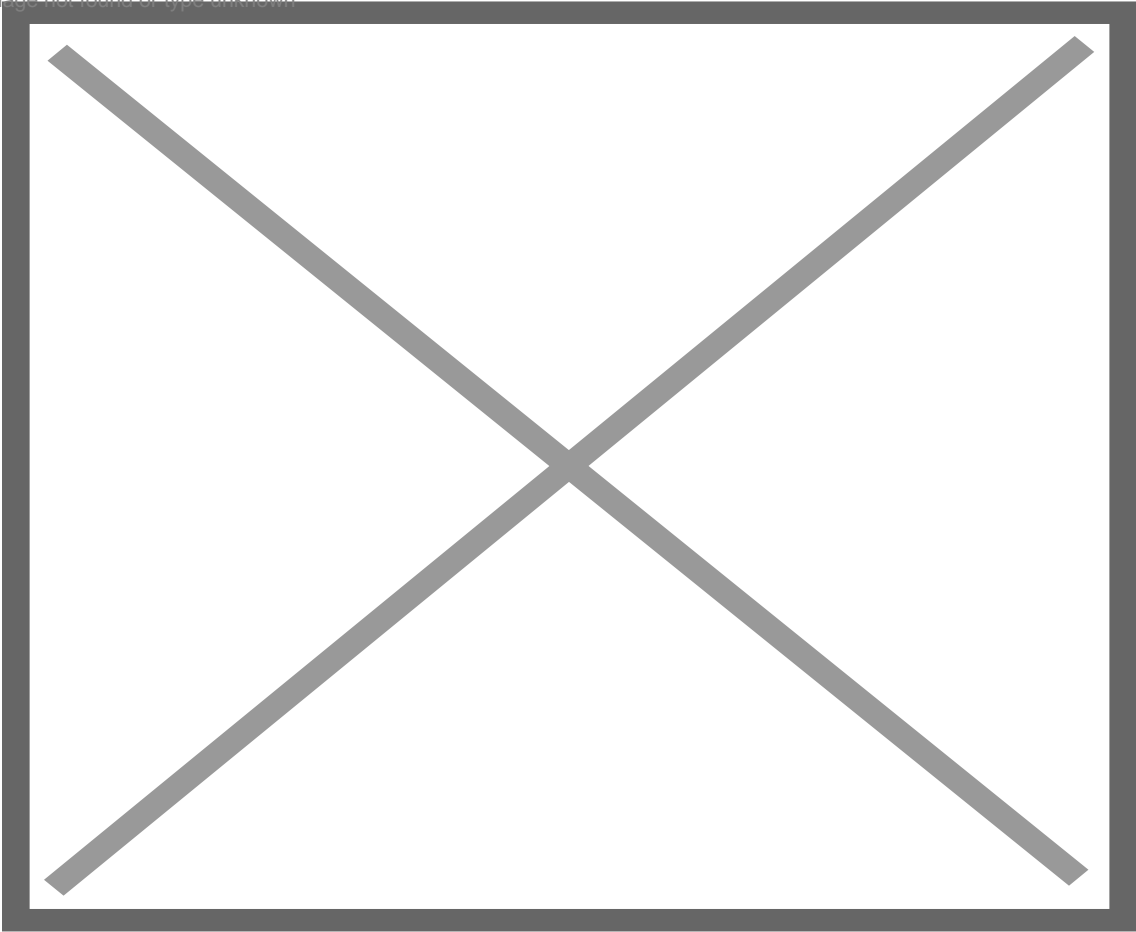
Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	8.1	7	6	1.3	1.2	1269	1103.3	69
1000	11.6	10.1	14	0.8	0.7	784	682	63

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1250	14.2	12.4	21	0.7	0.6	639	556	67
1500	17.8	15.5	43	0.4	0.4	391	339.8	66
1750	22.8	19.8	63	0.4	0.3	342	297.2	69
2000	28.5	24.8	89	0.3	0.3	302	263	75
2200	31.7	27.6	109	0.3	0.3	275	239	74
2400	34.2	29.7	118	0.3	0.3	274	238	76

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

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Specifications

Length Overall	77'7" 23.65 m
BEAM	19' 8" 5.99 m
Dry Weight	107,000 lbs. 48,534 kg
Tested Weight	110,854 lbs. 50,283 kg
Draft	5' 4" 1.63 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	open
Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	1,100 US gal. 4,150 L
Water Capacity	290 US gal. 1,100 L
Length on Trailer	

Height on Trailer	
Trailer Weight	
Total Weight	110,854 lbs. 50,283 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	9.7 sec.
0 to 20	

Ratio	
Props	
Load	4 persons, 1/5 fuel, 3/4 water, 50 lbs. of gear
Climate	86 deg., 86 humid.; wind: 2-15 mph; seas: 2-4

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Mission

The CLA76 Flybridge is a motoryacht that can cruise or go down island, take large groups of guests aboard for dayboating in her numerous distinct social areas, and sleep eight guests in comfort in four-staterooms. The boat is engineered to cruise at a range of speeds and is built to be light and strong to optimize her fuel efficiency and range. While fitted with crew's quarters, the CLA76 Flybridge would be a good choice for an experienced owner/operator, as her systems are easy to use.

Cheoy Lee CLA 76 Flybridge

The CLA76 Flybridge combines a four-stateroom layout with quality construction in a strong, lightweight hull.

Major Features

- **Strong lightweight hull construction** using foam coring, carbon fiber, e-glass, and vinylester resin.
- **Engine room design** makes the most of the space, creating accessibility to system and centralizing sound and vibration attenuation.
- **TNT two-stage swim platform** can ship a tender, lift up to 1,500 lbs. (680 kg) and raises as well as lowers with respect to the standard position.
- **ZF wired remote control** makes docking simple by granting control to the main engine throttle and shift and bow and stern thrusters without relying on radio signal or sightlines from a fixed aft station.
- **Crew's quarters** mean there's another berth and head for a nanny, a cook, or even a child or grandchild who needs a little space.

Features Inspection

Cheoy Lee CLA 76 Flybridge layout

The evolved deck plan has a galley-up, which grants more space to accommodations as well as augmenting the social flow.

Swim Platform

The swim platform measures 7' (2.13 m) long and is a two-stage, hydraulically actuated model from TNT that can be lowered beneath the water's surface to let swimmers enjoy the water. It has a 1,500 lb. (680 kg) lifting capacity and can ship a tender.

The platform has hardware to accept chocks for the tender and there are tie-down rings for the purpose. The deck is finished in teak. The second stage allows the platform to raise up to reduce drag while running.

Cheoy Lee CLA 76 Flybridge swim platform

The swim platform on the CLA76 Flybridge has a slotted teak deck to allow it to submerge easily. In a following or rough sea, the slots act as freeing ports to keep the platform from being damaged. This is a good design and we often don't see it.

Cheoy Lee CLA 76 Flybridge swimming

Swimmers will enjoy the platform at wading level. The receivers on the port side of the fixed platform accept a stainless steel ladder that stows in the engine room.

Cheoy Lee CLA 76 Flybridge swim platform

Because the CLA76 Flybridge has a slightly bow-up running angle, the platform raises to reduce drag at speed, or in a following sea.

Crew's Quarters

Crew's quarters are located aft and are accessed through a door in the transom. This watertight transom door is hinged on the top and has gas-assist rams to help it open easily. It's designed to be usable even with a tender on chocks on the platform or when the platform is in its elevated position. The door measures 60" by 26½" (152 cm by 67.31 cm) and it's three steps down to the deck in the crew's quarters.

Cheoy Lee CLA 76 Flybridge transom door

The transom door is the simplest way to enter the crew's quarters at the dock or on a mooring.

Cheoy Lee CLA 76 Flybridge door

The wide-opening door offers easy access to the crew's quarters and engine room and is held up by a pair of gas-assist rams placed to be out of the way.

The crew's quarters have headroom varying from 6'1½" to 6'6" (186.7 cm to 198.1 cm). There's a single port-side berth measuring 77" long by 29" wide (195.6 cm by 73.66 cm) with a hullside window, and the locker doors and cabinetry are finished in wood veneer with horizontal grain. A flat-screen TV is mounted to the aft bulkhead.

Cheoy Lee CLA 76 Flybridge crews quarters

Entering the crew's quarters via the transom door from the swim platform, a robust handrail offers security when descending the steps.

In most cases, this will be an owner/operator boat, but the crew's quarters might be used for kids or grandchildren, providing an extra cabin. It is also comfortable for a mate, nanny or chef. It has a headroom varying from 6'1½" to 6'6" (1.86 m to 1.98 m).

Cheoy Lee CLA 76 Flybridge crew berth

The crew berth has a hullside window to add natural light.

The crew galley is a simple affair, consisting of a half-size refrigerator with counter space on top of it, and a microwave tucked into a corner outside the engine room door.

Cheoy Lee CLA 76 Flybridge crew galley

The crew galley may also be used to supply cold drinks to guests lounging on the swim platform.

The wet head compartment is entered through a door in the forward bulkhead of the crew's quarters. It's situated athwartships, with a euro-style wand shower and 6'3½" (191.8 cm) headroom. A round stainless steel sink is set into a solid-surface counter atop a locker for toiletries is to port, with a mirror with a medicine cabinet. The Tecma MSD is starboard with a towel bar above.

Cheoy Lee CLA 76 Flybridge swim platform

The head is handy for the crew's quarters but also the swim platform.

Cheoy Lee CLA 76 Flybridge led lights

LED lights set into the overhead provide illumination for the crew head compartment.

Cheoy Lee CLA 76 Flybridge toilet

Fittings in the crew head compartment are on par with the rest of the yacht.

The ship's AC and DC electrical system panels are located in the crew's quarters, in lockers near the crew galley. There are other breaker panels serving the same systems in other locations onboard.

Cheoy Lee CLA 76 Flybridge shorepower

Control of shore power and generator AC circuits is handy to the crew's quarters, placed right outside the engine room door.

Cheoy Lee CLA 76 Flybridge dc systems

A variety of DC systems are managed through breakers in this panel located near the crew galley.

Engine Room

In the crew's quarters, the engine room door is forward to starboard and measures 64" by 19" (162.6 cm by 48.26 cm) wide. The engine room is well lit as we expect from CL Yachts, which builds some of the best motoryacht engine layouts we have seen.

Cheoy Lee CLA 76 Flybridge water tight door

This watertight door leads to the engine room from the crew's quarters.

The twin Caterpillar C18 ACERTs are placed 42" (106.7 cm) apart, which is unusually wide for a boat this size. The reason for that is that these two 1,136-hp engines are inline 6-cylinder diesels that are only about 47" (3.02 m) wide. Because the boat is 19'8" (5.99 m) wide, there is plenty of room outboard of the engines, so owner/operators can easily get around in this engine room.

There's also 35 ½" (.90 m) above the engines, and the overhead is 6'6" (1.98 m) – that's high enough that if an engine ever needs repair, it can be raised on an A-frame right here in the engine room, and doesn't need to be taken out. Again, that clearance is unusual on a 76' (23.16 m) motoryacht. Even with all that space, each diesel has a rugged, powder-coated safety rail to keep crew from falling against a hot engine.

Cheoy Lee CLA 76 Flybridge engine room

The engine room is well laid out and lit with fluorescent fixtures on the overhead.

Cheoy Lee CLA 76 Flybridge

Engine components and crew both are protected by robust safety rails.

The exhaust systems on this boat are well designed to stay in place and not work on the turbo housing. Four stainless steel supports run from support eyes on the exhaust to the engine mounts, to keep it immobilized.

Cheoy Lee CLA 76 Flybridge supports

Stainless supports offer multi-directional support to the exhaust system.

A sea chest mounted on the centerline reduces the number of necessary through-hulls. Raw water comes into the boat through one opening in the bottom of the boat instead of having one fitting for each of the engines, and two others for the generator and the air conditioning system.

Plumbed to the sea chest, the Groco sea strainers are easy to open and clean, once their ball valves have been turned off. The fittings are all wired for positive protection against galvanic corrosion.

Cheoy Lee CLA 76 Flybridge

The sea chest feeds numerous systems with cooling raw water, and the strainers and ball valves are all labeled beneath a loose deck panel in the engine room sole.

The raw-water hoses for the Dometic chilled water air-conditioning system and the Kohler generator come right off the sea chest so no need to go through contortions to find the shut-off levers to close them.

Cheoy Lee CLA 76 Flybridge air conditioning

All the air-conditioning equipment is in the engine room, which makes the raw-water plumbing much simpler to maintain.

The engine room is designed to tame sound and vibration with the use of Soundown materials and lined with perforated aluminum panels. The builder put all mechanical equipment into the engine room, centralizing the sound and vibration, all the better to corral it in one place.

Cheoy Lee CLA 76 Flybridge generator

The Kohler generator is in a hush box mounted abaft the port engine.

The Side-Power bow and stern thrusters are hydraulic and much of the system's equipment is in the engine room where it can be inspected and maintained easily. Here we see the hydraulic hoses attached to the PTO on the ZF marine gears. We like this system better than having electric thrusters because we don't have to worry about overheating and throwing a breaker.

Cheoy Lee CLA 76 Flybridge thruster

Locating the Side-Power thruster system in the engine room ensures it will get the proper maintenance inspections that will keep it running.

Cheoy Lee CLA 76 Flybridge hydraulic

Hydraulic lines are neatly arrayed to provide mechanical power to the bow and stern thrusters.

Cheoy Lee CLA 76 Flybridge work bench

This workbench is handy for engine room projects (note the stainless swim-platform ladder stowed beneath) and the ladder leads to the aft deck engine room hatch. Both are removable to get to the Seakeeper SK16 gyro stabilizer that is mounted to the yacht beneath the removable diamond plate decking.

Delta-T demisters make sure that the engine room has plenty of dry air, and they are positioned right above the generator. Inside are delicate plastic vanes that filter water and salt spray out of the air to reduce the chance of corrosion in the engine room. The fans are waterproof and can run indefinitely.

Cheoy Lee CLA 76 Flybridge demisters

Delta-T demisters reduce the impact of moisture in the air that gets into the engine room.

The Sea-Fire automatic fire-suppression system has been calibrated to handle this specific engine room and will discharge its super pressurized nitrogen in less than 10 seconds without harming any of the engine room's equipment.

Cheoy Lee CLA 76 Flybridge engine room

The Sea-Fire engine room fire suppression system is positioned prominently to allow for easy inspection.

Duplex Racor fuel-water separators are a sign of a first-class engine room. Water, dirt, and air are the only things that will shut down these engines and the Racors take care of two of the three. CL Yachts' swaged fittings on all fuel lines eliminate air leaks. In addition, a Reverso fuel-polishing system can head off a bad load of fuel to the tune of 150 gph (567.8 lph).

Cheoy Lee CLA 76 Flybridge fuel water separator

Take one Racor fuel-water separator out of service without missing a single turn of the crankshaft with this duplex installation.

There are two other entry and exit points to the engine room, a watertight door from the master stateroom closet on the forward bulkhead, and a hatch in the overhead to the aft deck, up a five-step ladder.

Cheoy Lee CLA 76 Flybridge door

This water-tight door is on the forward engine room bulkhead.

Cheoy Lee CLA 76 Flybridge hatch

The aft-deck hatch will be the best way into the engine room in a seaway for checks underway.

A Word About Construction

The CLA76 Flybridge is one of the lightest flying-bridge motoryachts we have tested her size. Her foam-cored hull is resin-infused and made out of sophisticated carbon fiber and E-glass composite that has been engineered by Gurit, a U.S. company that is a leader in composite applications for aerospace, automotive, and marine.

Water-impervious vinylester resins are used throughout and there is an epoxy barrier on the hull bottom. It is rare that we find a boat in any class with a hull made entirely of expensive vinylester resin. Her tanks are integral to the hull which saves weight and lowers the CG.

Her cabinetry and bulkheads are cored with Tricel honeycomb. All decks are cored with foam and finished top and bottom, a weight savings over the plywood other builders use. Subdeck structures are composite and not plywood.

Cheoy Lee CLA 76 Flybridge

The topsides and superstructure are coated with an Alexseal paint system.

Cheoy Lee CLA 76 Flybridge

Decks are finished and are made of cored composite material. There is no wood used in the structure.

Transom Features

The shore power cable is retrieved and deployed by an electric Glendinning Cablemaster reel system behind a cover in the starboard aft quarter.

Cheoy Lee CLA 76 Flybridge shore power

The shore power cable is stowed and protected by a threaded cap and a gasketed hatch.

Cleats with stainless steel chafing gear are built into each aft quarter to simplify dockline management. Additional cleats are positioned lower on aft bulwarks by the swim platform.

Cheoy Lee CLA 76 Flybridge

The aft-quarter docking cleats are recessed into the bulwarks to prevent snags on passersby.

Cheoy Lee CLA 76 Flybridge lower cleats

Lower cleats improve the dockline options or can be used to secure the painter for the tender.

Aft Deck

Access to the aft deck is up the port and starboard stairs. The stairs to either side are served by a robust stainless steel handrail positioned inboard of the steps. The top of each set of stairs is protected by a tempered glass and stainless steel gate.

Cheoy Lee CLA 76 Flybridge stairs

The stairs are equipped with LED courtesy lights to make boarding safer in low-light conditions.

The aft deck is sheltered by the overhang of the flying bridge above and has an overhead height of 6'11" (210.8 cm) with recessed LED lights and speakers connected to the Fusion stereo system. The aft deck has a teak sole and measures 7'8" (2.337 m) fore and aft by 16'4" (4.978 m) wide.

Cheoy Lee CLA 76 Flybridge

Stainless steel stanchions offer aft support to the flying bridge overhang. Note the engine room air vents on the hull side are relatively low. Even though the Delta-T demister system is used, we'd rather see the vent higher.

Aft-deck boarding doors to port and starboard are built into the bulwarks. They are well designed with recessed, stainless steel pantograph hinges allowing the door to open out. They measure 1'5½" wide (44.45 cm) and ease boarding and egress dockside.

Cheoy Lee CLA 76 Flybridge

That substantial hinge on the aft deck boarding door would be in the way if it were not recessed into the bulwarks. The latch mechanism is operated with the rectangular steel button at the top center.

Cheoy Lee CLA 76 Flybridge deck door

When the door is open the robust single pantograph hinge takes the door out of the way.

The transom settee measures 108½” wide (275.6 cm) and has a 61½” by 24” (156.2 cm by 60.96 cm) table for al fresco dining on a pair of stainless steel pedestals.

Cheoy Lee CLA 76 Flybridge settee

The settee is well suited to al fresco dining and a couple folding chairs add to the party.

A flat screen TV adds to the entertainment options on the aft deck. The TV is mounted up high in the starboard forward corner and is connected to the KVH TracVision domes on the hardtop over the flybridge.

Cheoy Lee CLA 76 Flybridge

The flatscreen TV and flybridge steps flank the salon door.

Cheoy Lee CLA 76 Flybridge satellite

A pair of KVH TracVision HD7 high-definition satellite-TV domes pull in the signal for the multiple TVs on board.

Side Decks

The CLA76 Flybridge has side decks to either side of the superstructure, one 9 ½” (24.13 cm) step up from the cockpit. There’s a grabrail. The safety rail is 31” (78.74 cm) high for its entire run forward, and there’s LED courtesy lighting along the length of the side deck.

New, Longer House. The CLA76 Flybridge has a longer house now, which gave the company more flexibility inside and more space on the flying bridge. As a design element, the aft house-side windows continue all the way to the aft deck, where they have a stainless steel frame with an integrated vertical grab handle to make it easier for those aboard to get around in a seaway.

Cheoy Lee CLA 76 Flybridge side decks

The side decks have LED courtesy lights to welcome guests to the foredeck with a one-level walk all the way forward after the cockpit step.

Cheoy Lee CLA 76 Flybridge handle

The red arrow shows the grab handle aft that gives the crew a hand when stepping onto the side deck.

Cheoy Lee CLA 76 Flybridge

The fuel fill and the fire suppression system pull switch are in a locker in the port house side.

Foredeck

The foredeck has wide walkways with 31" (78.74 cm) high safety rails. These 1¼" diameter (3.175 cm) rails are rugged and welds are smoothly polished. The stanchions are raked forward to accentuate the yacht's sleek styling. CL Yachts Ltd. © 2024 CL Yachts Ltd. All Rights Reserved.

The foredeck in another area of the CLA76 Flybridge that has been reimagined since the model initially came out.

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The initial foredeck design was decked over, with a walkway serving the settee and sun pad.

The foredeck seating area consists of a curving, forward-facing settee across the base of the windshield. Forward is a sun pad with grabrails on either side, stereo controls and speakers, popup lights, beverage holders, and lockers. The teak decking and rails surrounding the sun pad makes it easier to get around, making the foredeck an additional and attractive social space.

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While the cushions have covers of element-resistant Sunbrella covers, they are also divided into small parts to make them easier for the crew to manage when it's time to take them in.

The ground tackle consists of an 88.2 lb. (40 kg) Bruce-type anchor on a stainless steel roller pulpit, with 200' of 3/8" galvanized anchor chain. There's a Maxwell RC12 hydraulic windlass that feeds the chain into a rode locker just below.

A handy hose bib is mounted alongside to rinse the tackle as it is retrieved. Foot controls are under stainless steel covers to starboard. Both lower and upper helm stations also have remote windlass control.

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The bowrail lets crew manage the anchor with confidence. The foot controls are positioned to starboard to give the user a view of the anchor retrieval.

The rode locker is beneath a hatch to port, where the chain is fed through a pipe to pile it in the center. There's good access to the chain, including a couple of welded steel diamond-pattern steps to let the operator get down in there easily, which is an important detail we rarely see on this size yacht.

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CL Yachts understands the technical aspects of boating and this is apparent in the design of the rode locker, with welded steel steps and a man-sized hatch for access.

Flying Bridge

The flying bridge is accessed from a ladder in the cockpit, and the top is protected by a stainless steel gate. There's a helm station on centerline forward behind a fiberglass surround topped with a stainless steel rail that's 31" (78.74 cm) high, and a molded fiberglass venturi-style wind block forward.

Cheoy Lee CLA 76 Flybridge layout

The flying bridge manages to provide useful entertainment space with minimal impact on the yacht's profile.

Cheoy Lee CLA 76 Flybridge fly bridge

The flying bridge on the CLA76 Flybridge has a helm station, a seating area, and a fresco galley features.

Cheoy Lee CLA 76 Flybridge

The teak-stepped ladder from the cockpit to reach the flying bridge is robust.

Cheoy Lee CLA 76 Flybridge rail

A rail and safety gate keeps guests safe on the flying bridge in a seaway.

The upper helm has much of the same equipment as the lower helm station. Two touchscreen Garmin GPSMap multifunction displays anchor the top half of a two-tiered dashboard. The upper panel has a compass on centerline with an integrated 4" (10.16 cm) instrument display and an autopilot control above.

Cheoy Lee CLA 76 Flybridge

The flying bridge helm station is designed with a low profile, best used in the seated position.

The flying bridge helm seats are a pair of Stidd low-back admiral chairs, upholstered in Ultraleather. The helm seat is on centerline and another to port. These seats are on lower pedestals and work with the seated-height helm station. They have flip-up armrests and multiple adjustment points.

Cheoy Lee CLA 76 Flybridge helm chairs

The helm chairs have a 20.5" (52.07 cm) wide seat and can rotate to face aft when the boat is at anchor.

Cheoy Lee CLA 76 Flybridge stereo

The Fusion stereo control is handy to the companion seat and has a USB port and media port to play the tunes for the flying bridge.

Outdoor entertaining is easy on the flying bridge. A "J-shaped" settee curving around a table shaped for the purpose to starboard. Opposite is a wet bar with a sink, refrigerator drawers, and an icemaker.

Cheoy Lee CLA 76 Flybridge settee

The settee is just abaft the helm area and lets family and friends gather with the skipper on the upper deck and enjoy cruising.

Cheoy Lee CLA 76 Flybridge galley

The galley console opposite the settee has a covered sink with a fold-up faucet.

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge refrigerator

A pair of refrigerator drawers keep cold drinks handy, and there's an icemaker right next door.

The flying bridge hardtop is set upon stainless steel stanchions and is 6'9½" (207 cm) off the teak deck.

The fabric sunroof opens at the push of a button.

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge hard top

The hardtop puts various equipment, including a Garmin xHD2 digital open-array radar, a pair of KVH TracVision HD7 satellite-TV receivers, GPS and VHF antennas, and more, in good position and out of lines of sight.

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge sun roof

The automated fabric sunroof can change the whole feel of the flying bridge, from shaded and sheltered...

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge sun roof

...To breezy and sun-drenched at the touch of a button.

Open deck space aft places an Aurora Firemagic gas grill out from beneath the hardtop. The space is so open it almost feels like a boat deck, but it's not. Instead, it's encircled by a fixed rail that's 31" (78.74 cm) high. This makes the space usable for loose lounge chairs, a café table and chairs, or even a group yoga session as the sun comes up.

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge grill

The grill won't smoke out the hardtop in this aft position.

Salon

Access to the salon is from the aft deck, through a two-part automatic door that slides open 6' (1.829 m) wide. Once inside, we're greeted by a pair of facing 73½" (186.7 cm) settees and a loose round cocktail table. There's a carpeted sole and the overhead is 6'9" (205.7 cm). The large aft side windows are tinted.

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge aft salon door

The aft salon door opens automatically at the touch of a button...

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge salon door

... sliding wide open to port, and it can stay open on nice days when guests want to enjoy the sea breezes.

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge salon

The salon benefits from the enhanced length of the house, with room for the welcoming settees aft, as well as a formal dining table.

Cheoy Lee CLA 76 Flybridge settee

The portside settee has a hidden 46" (116.8 cm) TV outboard of it, that pops up at the push of a button.

Cheoy Lee CLA 76 Flybridge entertainment

The entertainment electronics are stowed in a louvered locker.

The formal dining area is forward of the seating area and seats six in loose chairs. A U-Line wine chiller built into the aft side of the galley cabinets, handy to the dining table. Also handy is a breaker panel concealed in the port bulkhead.

Cheoy Lee CLA 76 Flybridge dining table

The dining table welcomes guests to a formal, sit-down meal, yet the chef need not hide away. This is another revision of the design of this boat, which initially had a galley down when it was introduced.

Cheoy Lee CLA 76 Flybridge wine

The wine chiller keeps refreshments close at hand to the dining table.

Cheoy Lee CLA 76 Flybridge

An electrical panel is also placed in the same area, to preclude the need to head for the crew's quarters should a breaker blow.

A credenza that is to starboard has a glossy finish on its horizontal-grain veneer and serves as a sideboard. The forwardmost drawers are a pair of Sub-Zero refrigerator drawers, handy to the galley, the helm, and anyone else.

Cheoy Lee CLA 76 Flybridge credenza

The credenza is just another spot that shows off the craftsmanship of CL Yachts.

Cheoy Lee CLA 76 Flybridge veneer

The veneer is beautifully finished and many parts of the CLA76 Flybridge are cored with honeycomb to lighten the build without sacrificing strength.

Cheoy Lee CLA 76 Flybridge refrigerator

A pair of Sub-Zero refrigerator drawers augment galley cold storage.

Galley

The galley is to port opposite the helm station and is up one 8½" (21.59 cm) step, where we trade the carpet for wide-planked manufactured-wood decking. Natural-stone counters are interrupted only by the Miele induction cooktop and underhung double stainless steel sink. We would like to see fiddles, or at least a lip, on the counter edges to help contain spills.

Cheoy Lee CLA 76 Flybridge galley

The U-shaped galley is a good setup for cruisers who may want to brace against the counter in a seaway.

A Miele oven and dishwasher are built into the glossy kitchen joinery. More refrigerator and freezer space are in the galley in two more Sub-Zero drawers. Overhead cupboards stow more galley gear and even have a built-in Miele vent fan for the cooktop.

Cheoy Lee CLA 76 Flybridge oven

The oven opens up the meal-planning options for dining aboard.

Cheoy Lee CLA 76 Flybridge dishwasher

A dishwasher means the crew can eat heartily and cleanup is a snap. This is a particularly large dishwasher (as it should be) and is placed next to the sink, where it belongs. Good design.

Cheoy Lee CLA 76 Flybridge refrigerator

A pair of refrigerator drawers allow provisioning for longer cruises or larger guest lists.

Cheoy Lee CLA 76 Flybridge vent fan

A vent fan over the cooktop helps keep the galley cooler and reduces the impact of cooking odors.

Helm

The main helm is to starboard, on the same raised deck as the galley opposite. The helm dash consists of an angled upper pod on stainless stanchions. There's a lower console with an angled top panel and some varied geometry where the switches and instruments mount.

Cheoy Lee CLA 76 Flybridge helm station

The helm station is set to starboard with a single low-back Stidd Admiral helm seat. We'd like to see the instrument pod lowered and not cover up half the windscreen looking forward.

On the upper pod are a pair of touchscreen Garmin GPSMap Multifunction displays. Between the two displays are, from the top, a dedicated 4" (10.16 cm) Garmin autopilot control, a rudder indicator and a networked 4" (10.16 cm) instrument that can be set to show key data. The autopilot control at the top of the pod is in the line of sight, but we would like a remote on the outboard armrest, and the whole pod lowered.

Cheoy Lee CLA 76 Flybridge dash

The upper pod has a pair of Garmin GPSMap touchscreen displays flanking an autopilot control, instrument, and rudder indicator.

The helm's lower console has the touchscreen C-Zone digital switching control, the Caterpillar port engine monitoring unit, the Seakeeper gyro stabilizer control, the starboard engine monitoring unit, and the Kohler

genset control unit. There's a compass on centerline, lined up with the hub of the vertical steering wheel. It is flanked by the windshield wiper control and Side Power bow and stern thrusters to port, and the ZipWake interceptor tabs and ACR remote control spotlight control to starboard.

All the way to starboard is the ZF throttle and shift binnacle, with engine start buttons and electrical system push buttons directly beneath. The remote mic for the VHF is below that, and the engine controls as well as bilge-pump breakers.

Cheoy Lee CLA 76 Flybridge lower helm

The lower helm console has an angled panel to make engine displays easier to read.

Cheoy Lee CLA 76 Flybridge touch screen

The CZone touchscreen display can show data on numerous onboard systems.

Cheoy Lee CLA 76 Flybridge helm

The Seakeeper helm display uses an intuitive graphical interface and soft keys to control the SK16 gyro stabilizer housed beneath the sole in the engine room.

Cheoy Lee CLA 76 Flybridge control head

The ZipWake control head operates these interceptor-style trim tabs that can be set to control the boat's pitch and roll with multiple adjustments per second.

Cheoy Lee CLA 76 Flybridge vhf

The VHF microphone is positioned near a panel with engine ignition switches, a windshield defroster, engine room exhaust fan switches, and key breakers for bilge pumps as well as the control of the fire-suppression system.

The Stidd Admiral low-back helm chair is 20½" (52.07 cm) wide. It's built around a powdercoated stainless steel frame, has a flip-down footrest, and adjusts for optimal helm position, and also can serve as a leaning bolster.

Cheoy Lee CLA 76 Flybridge helm seat

The Stidd Admiral helm seat is adjustable in height and reclines, slides fore and aft on its pedestal, has flip-down armrests that lock in position, and is upholstered in Ultraleather.

The windshield comprises of three panes at a steep rake, and each pane has its own wiper and freshwater washer. The mullions in the corners and between the panes are robust to help support the flying bridge, and so they do take some getting used to. Note the defoggers and dark dash material to reduce glare.

Cheoy Lee CLA 76 Flybridge

Seen from the exterior, the windshield is curved and raked steeply.

Cheoy Lee CLA 76 Flybridge defogging vents

The mullions are substantial but we didn't feel they impinged on our sightlines. Note the substantial defogging vents.

A Note on Docking Control for Owner/Operators

In addition to the two helm stations, there is a ZF wired remote that plugs into a jack on the aft deck and has a 20' (6.096 m) cable, allowing the skipper to control main-engine throttle and shift as well as bow and stern thrusters. Because the thrusters are hydraulic, the user can take on docking with great confidence since they won't overheat and trip the breakers as electrical thrusters might do.

There's an additional jack on the flying bridge on the aft end of the al fresco galley console for the control device.

Cheoy Lee CLA 76 Flybridge zf remote

The ZF remote has main-engine throttle-and-shift controls on either side as well as toggles for the bow and stern thrusters.

Cheoy Lee CLA 76 Flybridge remote

The ZF remote instills confidence by wiring directly into the boat.

Cheoy Lee CLA 76 Flybridge jack

An additional jack on the flying bridge adds to the docking options.

Accommodations

The companionway is located to port of the helm and is slightly to starboard of center and measures 25" (63.5 cm) wide. There are seven steps down to the "lobby" as CL Yachts calls this area.

Cheoy Lee CLA 76 Flybridge rails

Stainless steel rails at the companionway entrance are complemented by a starboard handrail leading down the seven steps.

Cheoy Lee CLA 76 Flybridge accommodations plan

The accommodations plan shows the four-stateroom layout, the substantial engine room, and crew's quarters aft.

The lobby is carpeted and offers access to all four staterooms and the starboard guest stateroom head, which serves as the day head.

Cheoy Lee CLA 76 Flybridge passageway

The passageway below leads to all accommodations: The master is aft, guest staterooms to port and starboard, and the VIP forward.

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge guest head

The starboard guest stateroom head doubles as the day head, and so has a more roomy design – it takes up a larger footprint on the deckplan and has a door to the stateroom for private access.

The master stateroom has its own passageway that is three steps down aft from the lower-deck lobby. The passageway has a locker with a bifold door concealing a stacked washer and dryer.

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge aft passageway

The aft passageway off the lobby leads to the master stateroom amidships.

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge electrical panel

An electrical panel with DC breakers is mounted in bulkhead of the master passageway.

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge washer dryer

Laundry is in the passageway just outside the master stateroom.

The master stateroom has 6'6" (1.98 m) headroom and an athwartships berth to starboard measuring 66" by 78" (167 cm by 198.1 cm) that opens up the space, taking advantage of the boat's 19'8" (5.99 m) beam.

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge berth

The athwartships berth is positioned to starboard, opening up deck space.

A loveseat opposite the berth is 38½" (97.79 cm) wide loveseat with an upholstered ottoman/coffee table, which is something we rarely see on a boat this size. The loveseat has a pop-up flatscreen TV outboard of it, and the entertainment center electronics are handy but out of sight in a locker forward.

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge love seat

The loveseat offers the owners a place to get away from guests.

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge tv

The popup TV is situated for viewing from the berth.

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge electronics

Electronics for the master stateroom are all contained in a tidy locker.

Large hullside windows make the most of the master stateroom's size and overhead height, and some impressive curved joinery details on the overhead. The teak trim has indirect LED lighting and is varnished to a high gloss.

Image not found or type unknown
Cheoy Lee CLA 76 Flybridge trim panels

Curving trim panels accentuate the attention to detail and craftsmanship of the interior build on the CLA 76 Flybridge.

The master nightstands to either side of the berth have AC outlets, USB ports, and LED reading lights. Opposite the bed a 40" (101.6 cm) popup flatscreen TV that rises above the loveseat. There's a cedar-lined walk-in closet in the master as well, with its own hullside window.

Cheoy Lee CLA 76 Flybridge outlets

Outlets, USB ports, and light switches for indirect lighting, overhead lights, wall-mounted fixtures and reading lights can all be reached from either side of the master berth.

Cheoy Lee CLA 76 Flybridge closet

A cedar-lined walk-in closet gives the master stateroom stowage for cruising.

The master head has a double-sink vanity topped in natural stone, large mirrors, and vanity cabinets to stow toiletries. The walk-in shower is lined in the same stone and has a tempered glass door and a large hullside window to port. The toilet, like the other four on the boat are Techma Silence Plus with freshwater flush.

Cheoy Lee CLA 76 Flybridge vanity

The natural stone vanity counter in the master head has double sinks.

Cheoy Lee CLA 76 Flybridge shower

The natural stone continues into the master shower compartment...

Cheoy Lee CLA 76 Flybridge hull side windows

... Where a large hullside window with frosted glass adds substantial natural light.

Bow Stateroom

The VIP stateroom is located all the way forward and is en suite. The stateroom has an overhead measuring 6'3½" (196.8 cm) and hullside windows. Behind that full-length mirror to starboard is a cedar-lined hanging locker.

Cheoy Lee CLA 76 Flybridge vip stateroom

The VIP stateroom has hullside windows and LEDs built into the overhead.

Four large drawers beneath the foot of the berth add stowage. Because the berth is in the bow, it is raised to 3'7" (109.2 cm) high, a bit of a climb in, so there are two steps to either side to make it easier. There's 2'10" (86.36 cm) of headroom above the berth.

Cheoy Lee CLA 76 Flybridge guest storage

Stowage for guests in the forward stateroom is augmented with drawers beneath the berth.

The VIP head has a separate, walk-in shower with tempered glass door, natural light from a hullside window, and a sink with large mirror above and toiletry stowage beneath.

Cheoy Lee CLA 76 Flybridge vip head

The VIP head has a separate, walk-in shower with a tempered glass door and the same natural-stone countertops as the master.

Double Guest Staterooms

Between the master and VIP off the passageway are two en suite guest staterooms. They both have 6'6" (1.98 m) of headroom at the entry. The twin berths measures 73" by 27" (185.4 cm by 68.58 cm) with 3'6" (106.7 cm) over the heads of the berths.

Cheoy Lee CLA 76 Flybridge twin beds

A pair of double guest staterooms add more friends to party. The guest staterooms are pretty much identical.

Performance

The CLA76 Flybridge has an LOA of 77'7" (23.65 m), a beam of 19'8" (5.99 m), and a draft of 5'5" (1.65 m). With a displacement of 105,000 lbs (47,500 kg), 264 gallons (999 L) of fuel, 200 gallons (757 L) of water and four people aboard, we had an estimated test weight of 110,854 lb. (50,283 kg).

Cheoy Lee CLA 76 Flybridge running

The CLA76 Flybridge has a slightly bow-high running attitude, as is proper. Note the swim platform is in its raised position.

Powered with a pair of 1,136-hp Caterpillar C18 ACERTs matched to ZF 550A marine gears and 5-blade S-class propellers on straight shafts, we reached a top speed of 29.7 knots (55.0 kmph) at 2320 rpm. Best cruise was 10.1 knots at 1000 rpm, where she burned 14 gph (53.0 lph) for a range of 682 nautical miles (1,262 km).

Cheoy Lee CLA 76 Flybridge running

Our test boat reached an average top speed of 29.7 knots at 2320 rpm.

The fuel economy leveled off at 0.3 nmpg (0.15 kmpl) at rpm levels above 1750 rpm, where she did 19.8 knots (36.67 kmph), with a fuel burn of 63.0 gph (238.5 lph) and a range of 297.2 nautical miles (550 km).

Our test day had seas that were well within the conditions the yacht could run in comfortably, but it did affect our top-end speed – we think she would have gone a bit faster in flat conditions.

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Cheoy Lee CLA 76 Flybridge running

Note how the strakes are knocking down the spray low on the hull.

For acceleration, the CLA76 Flybridge accelerated from zero onto plane in 9.7 seconds and on to 20 knots in 12.6 seconds. Her ZF 550A transmissions have a 10-degree down angle, which helps provide lift to get on plane more quickly, and is a more efficient angle than a more typical 14-degree down angle.

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Cheoy Lee CLA 76 Flybridge running

The CLA76 Flybridge was responsive to helm and throttle on our test.

Handling

On the water, the yacht responded well to steering and throttle controls. Though her hull carries a bit of her volume forward, she still has a sharp entry and a spray rail that reaches all the way to the stern as well as two lower strakes, keeping her dry in the 2' to 4' (.61 m to 1.22 m) seas we saw on our test.

While she does shed some speed on turns, she has a pleasant inboard lean on hard turns, though there are a lot of structural elements that can obscure sightlines aft, so it's important to clear space before turning.

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Cheoy Lee CLA 76 Flybridge running

The CLA76 Flybridge let us take turns with confidence, thanks to her lightweight, strong construction.

Around the docks she's easy to manage, thanks in no small part to those responsive mains coupled to large props used in conjunction with the bow and stern thrusters, all easily accessible with the wired remote control. We like the versatility of the plug-in remote.

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Cheoy Lee CLA 76 Flybridge

Bow and stern thrusters help out the mains around the dock with adjustments for wind and current.

Options to Consider

- Electric sunroof
- Electric salon entrance door
- Watermaker based on make and model
- Tender and water toys

A Note on Options

CL Yachts builds the CLA76 Flybridge to be a well-found yacht and as such, the standard equipment list in the base package is comprehensive. CL Yachts offers different décor and veneer choices, included in the

base price, and as a semicustom builder, it is open to customer suggestion and will try to accommodate customer requests on an individual basis on all yachts.

Warranty

- 10-year hull structure
- 2-year stem to stern limited warranty
- Many components carry a warranty

Price

\$4,480,000 price as tested.

Observations

The CLA76 Flybridge is a fun boat to drive. That may seem like an odd sentiment with which to wrap up a Captain's Report that is spelling out excellent construction and systems engineering, and smart design elements, but it needs to be said. The boat is responsive to both throttle and helm commands, takes on high-speed turns without hesitation, and leans her shoulder into the seas to glide along, even when seas are a bit confused at times as we had.

The Michael Peters-designed hull is as good as ever, but the model has seen a bit of evolution topside since she first came out. The bow area has been opened up substantially, with decks to walk around the sun pad and settee. The house is longer, making for a larger salon and also add space to the flying bridge. The aft deck no longer has a transom sun pad, and the tender garage has been traded for the aft crew's quarters.

And, the interior has seen a completely new design with a galley up that creates a more social main deck and an inviting accommodations layout – win-win in our book.