

CL Yachts CLB72 (2017-)

Brief Summary

The CLB72 includes two Kohler 24kW generators and a large-capacity AC system as standard features. Bosch and SubZero appliances are also standard. She has four luxurious staterooms, including a midships master that spans the 19'10" (6.05 m) beam. A TNT hydraulic tender lift allows carrying a dinghy on the transom, while there's a broad seating and lounging area on the bow.

Price

Base Price \$3850000.00

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

- Cored fiberglass bulkheads and cabin soles
- Infused bi-axial and multi-axial E-glass and carbon fibre laminates, vinylester resin
- Epoxy barrier for hull bottom
- Fire protection system (FM200), including manually actuated fire extinguisher system with audio and visual alarms
- Volvo Glass Cockpit displays
- Hardtop integral with radar arch with lighting over flybridge
- Bosch 30" (76.2 cm) oven
- GE Monogram 30" (76.2 cm) induction cooktop

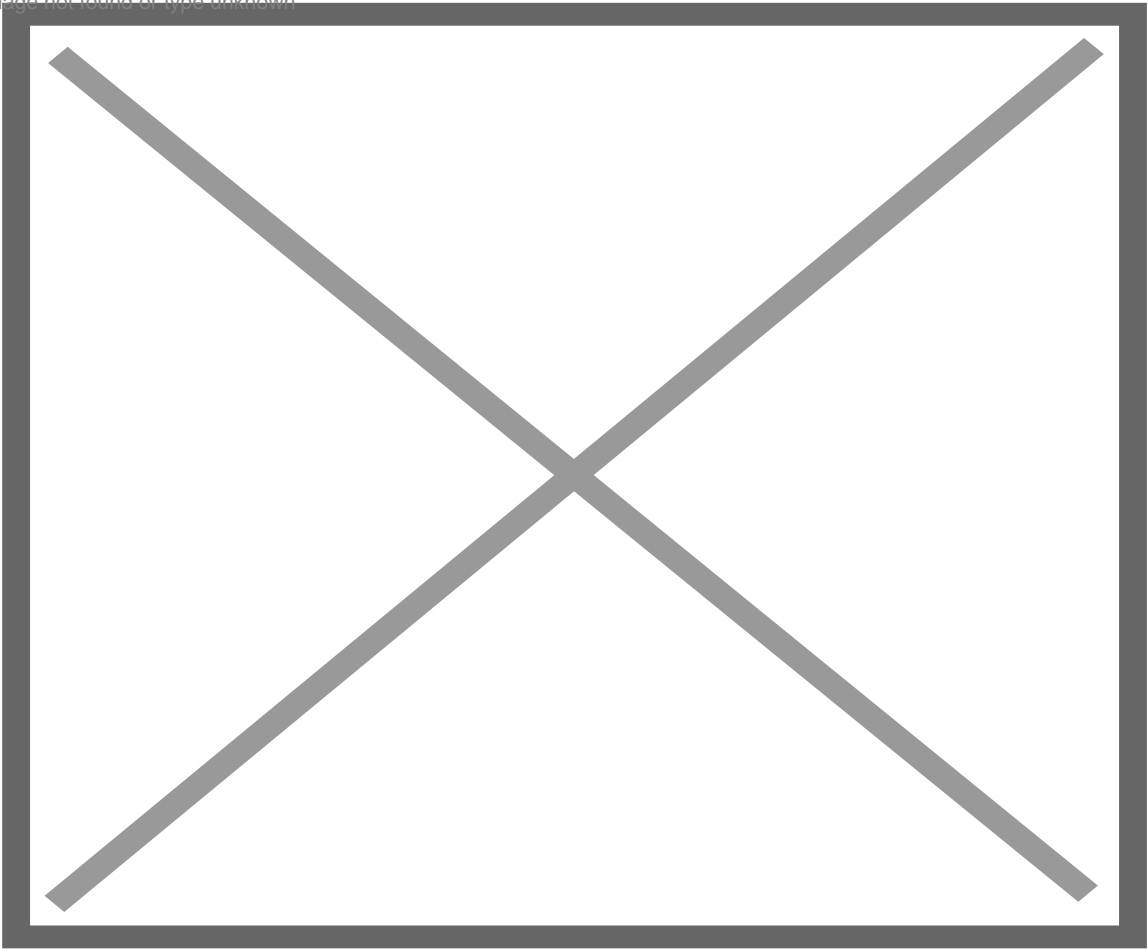
Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	6.3	5.4	2.7	2.4	2.1	2229	1938.1	58
1000	10.3	9	9.9	1	0.9	988	859.3	58
1250	12.5	10.9	17	0.7	0.6	695	604.2	59

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1500	15	13	27.5	0.5	0.5	514	446.7	64
1750	18.9	16.4	41	0.5	0.4	434	377.8	64
2000	25.4	22	56	0.5	0.4	428	372	70
2250	29.5	25.7	73	0.4	0.4	382	332.1	70
2300	31.4	27.3	79	0.4	0.3	375	326.1	71

[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	85,218 lbs. 38,654 kg
Tested Weight	92,690 lbs. 42,043 kg
Draft	5' 1.52 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	1,200 US gal. 4,540 L
Water Capacity	280 US gal. 1,060 L
Length on Trailer	
Height on Trailer	

Trailer Weight	
Total Weight	92,690 lbs. 42,043 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	6 persons, 3/4 fuel, 2/3 water, 50 lbs. of gear
Climate	85 deg., 56 humid; wind: 10-15 mph; seas: calm

Cheoy Lee Bravo 72 running

The CLB72 has an LOA of 76’11" (23.44 m), a beam of 19’10” (6.05 m) and can sleep as many as nine including crew.

MISSION

The CLB72 is designed to compete with the very best motoryachts currently being built worldwide in class – and to be owner-operated. She is intended for people who appreciate quality, fine joiner work and rugged construction that can stand up to virtually all sea conditions. She has been created for owners who want to cruise with family and friends in luxury and comfort long-range – as well as to entertain lavishly. Indeed, she is intended to serve as an impressive entertainment venue for evening and weekend excursions.

The Designers

She was designed by Howard Appollonio, a West Coast naval architect who for years has designed some of the most stylish motoryachts and long-range cruisers built both on the West Coast and in Asia. He has designed hundreds of yachts and is one of America’s most respected motoryacht designers.

Appollonio was tasked with drawing a modern motoryacht that incorporated the sea-keeping abilities of a long-range cruiser with the sleek modern lines of a contemporary motoryacht – without incorporating styling flourishes that don’t stand the test of time. The result is a topside and superstructure that is shippy-looking and will be as stylish in 20 years as it is today.

Sylvia Bolton’s interior designs have been employed to give a modern, updated feel that is a clear reflection of classic taste and understated elegance.

Cheoy Lee Bravo 72 pearl river delta

The Cheoy Lee Shipyard is located in the Pearl River delta, not far from Hong Kong.

The Shipyard

The CLB72 is built in the Cheoy Lee Shipyard, just up the Pearl River from Hong Kong. Lantau Island operation has been transferred to Doumen where the company opened the new yard.

Pioneer in Fiberglass. Cheoy Lee is one of the oldest builders of fiberglass yachts in the world, building its first glass boats in the early 1950s. In the 1960s, the yard's sailboats began to be sold all over the U.S. and the rest of the world. At one time, it was the world's largest builder of large fiberglass sailboats, and, because of the company's extensive use of teak, they were a far cry from the sterile all-glass boats built most places.

In the 1970s, the yard began building motoryachts and one of its first designers was Tom Fexas, who was known for his lightweight, high-speed designs. Cheoy Lee collaborated with Fexas on perfecting composite construction that is pretty much standard in the industry now. Now, for the recreational market, the yard builds only large motoryachts, with 12 models ranging from 61' (18.6 m) to 150' (45.7 m).

Commercial Business. The mainstay of the Cheoy Lee yard is its commercial boats, built mostly in steel and sold to companies all over the world as tug boats, vessels for offshore drilling, ferry boats, and all manner of other boats. One of the side benefits of the commercial work for its yacht construction is that it employs a large engineering and design staff and has to build to the most rigorous international construction standards.

Stable Operator. It has been its commercial business that has kept Cheoy Lee in business during the economic downturns that have put scores of recreational boat builders out of business the last 40 years. Indeed, more than a dozen American builders of large motoryachts of all types have gone out of business since 1990. The unusual combination of recreational and commercial building has given Cheoy Lee its stability and longevity.

When Cheoy Lee builds a motoryacht, all of that knowledge goes into the vessel along with the latest equipment, much of it sourced in the U.S. and in Europe.

To read an in-depth report on yacht building at the Cheoy Lee Shipyard, [click here...](#)

Cheoy Lee Bravo 72 main deck tender

The CLB72's main deck. Note the tender on the swim platform, which can support as much as 1,500 lbs. (680 kg) and lowers into the water on a TNT hydraulic tender lift.

Cheoy Lee Bravo 72 accommodations layout

The CLB72's accommodations has four staterooms and three heads, as well as the aft crew quarters.

MAJOR FEATURES

- **Four Staterooms, Including Full-Beam Master** – Along with a spacious, full-beam master stateroom, the CLB72 also has a VIP stateroom in the bow, as well as two additional guest cabins amidships.
- **Crew Quarters Standard** – The crew quarters on the CLB72 come standard and while the yacht is intended to be owner-operated, this space is still useful for a mate, nanny or chef.
- **Pod Drives with Joystick** – Volvo Penta's IPS joystick propulsion system makes docking and low-speed maneuvers in tight spaces easy for owner/operators.
- **Cat Diesel Engines** are also an option with bow thruster control.
- **Flybridge with Hardtop** – The 72's hardtop gives this vessel the look of an even larger motoryacht. With the addition of isinglass, this deck can be enclosed, making this space suitable for three-season use. Because the ship's tender is on the stern platform, all of the space on the flying bridge can be devoted to cruising and entertaining amenities.
- **Hydraulic Swim Platform Standard** – The TNT hydraulic tender lift on the CLB 72 has teak decks and is large enough to hold a large tender. The hydraulic capabilities mean loading or launching of the tender can be done by one person with ease and minimal risk of damage to either vessel.
- **TracStabilization (Zero Speed)** – For all the entertaining as well as long-range cruising, a vital element is ride comfort in any sea-state or wave angle. The digitally-operated TRACStabilization virtually eliminates roll entirely and simplifies the process for the owner tremendously. Best of all, it stabilizes the boat at rest and is immediately in effect once it is turned on.

Cheoy Lee Bravo 72 profile

The CLB72 is powered by twin 800-hp IPS Volvo engines. Cats are an available option.

Construction

The Hull and Superstructure. Perhaps the most important aspect of the CLB72 is how she is built. Her hull is resin-infused to ensure that the optimum 60/40 ratio of glass and resin is met. The hull, deck and superstructure are built with DIVINYCELL or equivalent cored fiberglass for light weight. The bulkheads and cabin soles are cored fiberglass. Infused bi-axial and multi-axial E-glass laminates are used throughout.

Carbon fiber is used at strategic locations in the laminate, according to Cheoy Lee.

Fiberglass Tanks. It is important to note that all of the CLB72's tanks – fuel, fresh water and blackwater – are made of fiberglass. This is somewhat unusual as many builders use aluminum, which can corrode if not properly installed and isolated from standing water. Tanks on the CLB72 are molded into the bottom,

effectively creating a double bottom in much of the boat. They also have large cleaning manholes, something that is nearly unheard of. We like this construction method.

Cheoy Lee Bravo 72

The CLB72 has a large flying bridge that works well for entertaining. Because it extends to the transom, the aft deck can be buttoned up with isinglass for three-season use.

Basic Specs

Counting the swim platform, the CLB72 is 76'11" LOA (23.44 m) and has a waterline of 66'8" (20.3 m). Most important, her beam is 19'10" (6.05 m), making her one of the beamiest boats in class. The beam pays off in riding comfort and interior room, but it also allows her to draw less water – her draft is just 5'0" (1.52 m).

She has a displacement of 98,000 lbs. (44,452 kg), which is similar to other boats in class and lighter than a few. The important thing is that she is able to carry a wider beam with the same displacement as narrower boats in class.

INSPECTION

Aft Swim Platform

Cheoy Lee Bravo 72

The aft swim platform on the CLB72 can lower into the water (note the slats for draining). We like the engine room air intakes in the tumblehome on the yacht's stern quarters.

The TNT tender lift on the CLB72 is large, with a hydraulic hi-lo capability and fold-down cleats designed to support the use of a tender. The platform's lift can support up to a 1,500-pound (680 kg) vessel as tender. Tracks on the platform hold the tender's cradle, which can be removed when using the platform as a teak beach.

The decks of the swim platform are standard teak. A waterproof door to the engine room is at the transom, as is the hot-and-cold shower and locker for shore power hookup.

Access up to the aft deck comes via molded-in teak-decked steps to port and starboard with stainless-steel guide rails on each.

Aft Deck

The seating settee on the CLB72's aft cockpit stretches along the transom between the two sets of access stairs. Additional cushions and storage are underneath. Teak decking is standard.

The seating wraps around a painted fiberglass pedestal table. To starboard is a fiberglass wet bar with sink and faucet on top surrounded by countertop prep space, with a refrigerator, icemaker, and storage to port alongside the Flybridge access stairs.

Remote Joysticks. To port and starboard are the CLB72's aft joystick docking stations; these controls exist at the main deck and flybridge stations as well. Placing two on the aft deck makes owner/operator backing into a slip as easy as it could possibly be.

The aft deck space is under a hardtop overhead that features recessed LED lighting. Freshwater washdown spigot is easy to access as well. This whole aft deck can be wrapped in isinglass for three-season operation.

The access staircase to the flybridge is to port in the cockpit and is molded-in fiberglass with teak tread steps and a stainless steel safety rail.

Flybridge

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The flybridge deck on the CLB72 includes seating with a sun pad, refreshment center with the option to install a grill and helm station. The helm and companion seats are Stidd.

Immediately to starboard of the access stairs on the aft end of the flybridge is a large seating/lounge space. This seating is modern, with tasteful contrasts of dark and light design, rounded lines and comfortable space. The decks are non-skid.

The seating is L-shaped, and with the flybridge's open-air concept with hardtop, upholstered with weather-resistant materials. One arm of the "L" is aft-facing with a plush bolster backrest, with the other facing to port and designed a bit more as a sun pad with short plush headrest. The base of the seating is fiberglass, with cup holders molded-in on either end and storage easily accessible under the cushions.

Forward this seating section is another L-shaped seating space, mirroring it along the starboard side with similar design and wrapped around a painted fiberglass cocktail table.

To port is a refreshment station with sink and hot/cold faucet, counter space, U-line model 29 frost-free icemaker, and refrigerator. This station also has the option for a big upgrade to include a barbecue grill with either gas or electric power.

The hardtop on the flybridge is integral and includes LED lighting for night entertaining.

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The CLB72 has a modern, practical design that will be in style for decades.

Flybridge Helm

The helm on the Flybridge has two Stidd captain's chairs with vinyl covers, adjustable armrests, footrests and adjustable pedestals. The steering wheel is stainless steel and is flanked on its fiberglass console by two large touchscreen readouts. The flat-shelf part of the console includes the Volvo digital instrumentation – joystick and throttle – as well as the windlass remote control, a Ritchie dash-mounted compass, all aft of an acrylic windscreen.

Salon

Cheoy Lee Bravo 72

The salon on the CLB72, facing aft from the galley. The side windows are large with low sills, so everyone can see out.

The salon is one of the jewels of the CLB72's interior design; an open space that has open views to port and starboard, in addition to an unobstructed floor plan that moves from social space to galley to dinette to helm.

Double doors open to the aft deck.

Cheoy Lee Bravo 72

The salon, facing forward. The salon was designed with unobstructed flow in mind, with a galley and helm station further forward.

To starboard is an entertainment center in a handsome wood cabinet that includes a 42" (106.68 cm) HDTV and central audio system. The overhead lighting is on a dimmer switch – a nice touch for setting atmosphere when entertaining.

Galley

Cheoy Lee Bravo 72

The galley on the CLB72 has a microwave, oven, and storage above and below, as well as an island perfect for staging a meal and additional storage. The countertop is granite.

Forward to port is the main deck galley, with a day head opposite to starboard.

The galley has an L-shaped counter wrapped around an island, with the aft arm butting up against the salon settee.

The galley countertop and backsplash are stone on both the main and island spaces. There is a stainless steel sink with a faucet that is removable with a sprayer handle. The galley comes with an overhead

stainless-steel microwave, an induction cooktop, ventilation hood, dishwasher, refrigerator and freezer drawers, garbage disposal and plenty of storage. Appliances are by Bosch and SubZero.

In particular, the CLB72's galley has dedicated plate and glass storage in high-gloss wood drawers with a smooth track and inserts to keep both from cracking or breaking while the boat is underway.

Standard overhead storage cabinets flank the microwave, and the island provides further counter space and additional storage below. To starboard, forward the day head is a pantry in high-gloss wood with small stainless steel bars to keep items in place.

Cheoy Lee Bravo 72

The CLB72's forward dinette, in the salon. Note the glass-top table. The pantry is to the right of the frame, starboard, just out of view.

Forward of the galley, also to port, is a dinette for group meals. An L-shaped settee, fully upholstered, wraps around a sturdy glass-top table.

Cheoy Lee Bravo 72

The vessel sink on the main deck of the CLB72, in the day head, is something we often don't see a motoryacht of this size. Note the stone countertop, which is standard throughout.

The main deck day head is to starboard, just opposite the galley and aft of the helm station. While it is largely a feature of convenience, it is designed to be very much in harmony with its surroundings, featuring a glass vessel sink, stone countertops, mirror, storage below, and a TECMA silent electric head. There is an exhaust fan which is standard.

Helm

Cheoy Lee Bravo 72

The helm station on the main deck. Note the design, with flat desk for instrumentation and stand-up panel for readouts and touch screens.

The helm on the CLB72 is a triumph of simple, modern design. A small footprint maximizes the adjacent dinette space without looking cramped itself.

The CLB72 has a stainless steel steering wheel in front of a console that consists of instrumentation on a flat desk-like surface with touch screen readouts on a panel stood up straight on the console surface.

The Volvo Penta electronic throttle controls, including the joystick, are on the flat surface of the console, as well as the compass, anchor windlass, and chain counter remote controls, and further engine

instrumentation.

The dual 12" (30.5 cm) touchscreen displays include GPS/chartplotter, Garmin 12kW radar, autopilot, and depth sounder.

The helm seat on the main deck is the same as on the flybridge, with a vinyl cover, adjustable armrests and pedestal, and footrest. Windshield wipers with freshwater wash are standard.

A weather-tight fiberglass pantograph door is to starboard and offers access to the CLB72's wide side deck.

Lower Deck

Access stairs to the accommodations deck on the CLB72 are to starboard, just forward the side deck pantograph door. The common area foyer at the foot of the stairs set the design tone for the remainder of the lower deck: upholstered bulkheads, carpeted decks, modern design, and high-quality fixtures are used throughout. The common space is also where the Bosch washer/dryers are housed. Overhead lighting, like on much of the CLB72, is on a dimmer switch.

Master Stateroom

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The master stateroom is full beam, with an entertainment center on the bulkhead to right of frame. Note the decorative custom headboard.

Moving aft through the common passageway leads to the full-beam master stateroom on the CLB72.

The master has a king berth with storage drawers underneath, a stylish headboard art piece, two reading lights installed, two nightstands, and an overhead soffit with indirect lighting.

The port side of the cabin has a wood bureau with a stone countertop just forward an upholstered sofa. These sit under the tinted hullside windows that come with blinds standard. Forward this is the master's cedar-lined walk-in hanging closet.

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On the starboard side of the master bath are dual sinks and mirrors. The shower stall is in view in the background, aft.

To starboard is a vanity unit with dual sinks on stone countertop with stainless steel faucets and dual mirrors. Aft is the door to the shower stall, which houses the TECMA silent electric head as well as an emergency access door to the crew quarters which are just aft of the master stateroom.

Just to starboard of the master stateroom doorway is the entertainment cabinet, which houses a standard 36" (91.44 cm) HDTV. Smoke and CO detector are both standard.

VIP Stateroom

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Cheoy Lee Bravo 72

The VIP stateroom features a queen-size berth in the bow. There are storage drawers underneath the berth. **The VIP Stateroom** is in the bow and has a queen berth with storage drawers underneath. Two reading lights are installed along the custom-designed headboard. Ceiling lights overhead come along with a Lewmar hatch opening on the foredeck. Portlights are on the port and starboard bulkheads as well.

The VIP stateroom has a private en suite with a TECMA electric head and shower stall.

Guest Staterooms

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Cheoy Lee Bravo 72

The port side guest quarters feature two single berths side-by-side. Note the large hanging closet at the right of the frame.

There are two smaller guest cabins on the accommodations deck, one with Pullman-style bunks and the other with two single berths side-by-side. There are storage options in each, from drawers underneath the single berths and bottom Pullman bunk to the cedar-lined wardrobe with automatic light.

Image not found or may only be shown on mobile devices
Cheoy Lee Bravo 72

The starboard side guest cabin with bunk beds, and the standard TV installed on the bulkhead. Both have single nightstands with reading lights installed in addition to the overhead lighting. Both can be optionally upgraded with an HDTV. Smoke and CO detectors are standard.

Heads

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Cheoy Lee Bravo 72

The VIP guest room en suite, with vessel sinks on a stone counter and the shower stall with glass door. Note the portlight in the shower stall.

Both the master and VIP staterooms have private en suites with TECMA electric heads, shower stalls, stone countertops, mirrored vanities, exhaust fans, and vessel sinks. The two guest rooms have access to the shared access accommodations deck head. This head has all the features of the en suites in a slightly smaller footprint.

Crew Quarters

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Cheoy Lee Bravo 72

The crew quarters, with single berth, small kitchenette, and head all in view. It can be accessed via the aft swim platform and engine room.

The CLB 72's crew quarters can be accessed via the engine room, a set of stairs to the starboard side leading up to a main deck hatch, or the emergency access in the master stateroom.

The crew quarters has a single berth with storage in drawers underneath, as well as a cedar-lined wardrobe with automatic light. The quarters feature a small sink and faucet with two-ring cooktop underneath a microwave oven and overhead storage cabinets.

The head has a TECMA electric toilet with shower stall, mirrored vanity, sink and faucet, and exhaust fan.

Engine Room

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Cheoy Lee Bravo 72

The engine room, facing forward to the crew quarters access door. Note the twin Volvo engines and standard twin 24kW Kohler generators to port and starboard, the spacious layout, and fluorescent overhead lights.

The engine room is big and accessible, with plenty of overhead, space to move around, and safety measures included. The engine room has an FM200 fire protection system and DELTA T demister ventilation system.

The CLB72's standard 24kW Kohler generators with Decision-Maker® 3500 paralleling controller with auto transfer function (also standard). This allows the second generator to start when there is demand and turn off automatically when not needed. Fully soundproofed, it features Aqua Signal fluorescent lights and has access to the swim platform and crew quarters via two separate water-tight pantograph doors aft and forward, respectively.

The boat has CZone electrical control as standard.

Bow

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Cheoy Lee Bravo 72

The foredeck lounge, with large two-piece sun pad. Note the windlass forward to the right of frame.

The CLB72's foredeck is accessed via the wide side decks with stainless steel bow rails. In addition, a pantograph access door is on the starboard side of the helm station.

The bow has a very simple two-person lounge space. A sun pad is divided in half, with cup holders on either side and recessed into the deck enough to create a plush backrest and a shelf on the front end.

Forward the lounge space is the anchor locker for the 88-pound (40 kg) galvanized steel claw anchor, and the Maxwell RC12 windlass with 200' (61 m) of 3/8" high-test galvanized chain.

POWER

The CLB72 comes standard with twin 800-hp Volvo Penta IPS1050 diesel engines. Optional Cat diesel engines are also available.

PERFORMANCE

The CLB72 has an LOA of 76'11" (23.44 m), a beam of 19'10" (6.05 m) and a draft of 5' (1.52 m). With an empty weight of 85,218 lbs. (38,654 kg), 75% fuel and six people onboard, we had an estimated test weight of 92,690 lbs. (42,043 kg). Powered by twin 800-hp Volvo Penta IPS engines, we reached a top speed of 31.4 mph at 2300 rpm. At that speed, we were burning 79.0 gph for a range of 375 statute miles.

Best cruise was 18.9 mph at 1750 rpm. At that speed, the fuel burn was reduced to 41.0 gph while still holding back a 10% reserve.

OPTIONS TO CONSIDER

- Seakeeper SK-16 gyro stabilizer (\$134,000)
- TRAC zero speed stabilizer package (\$88,000)
- Flybridge gas/electric grill (\$8,600)
- Aft deck bar (\$16,500)
- Sunshades – manual, carbonfiber for foredeck, bridge, swim deck (\$18,500)
- Wine cooler (\$4,500)
- Flybridge A/C 24,000 BTU (\$8,600)
- 450 GPD Watermaker (\$18,000)

WARRANTY

Cheoy Lee offers a 10-year structural hull warranty and 2-year limited stem to stern warranty. Additionally, each individual component carries its own warranty. Some run longer than their 2-year stem to stern warranty. For example, the Kohler generators have a 5-year factory warranty.

OBSERVATIONS

Cheoy Lee Bravo 72

The CLB72 is a versatile, luxurious mid-size motoryacht that's perfect for a family with all manner of excursions and entertainment in mind.

The CLB72 fulfills the standards of the marketplace in terms of functionality, breadth of standard equipment, and layout. The builder has taken advantage of every opportunity afforded by modern fixtures, appliances, design aesthetic, and quality of construction to deliver an experience of luxury and tasteful decor. The ride is smooth and stable, thanks to its ample 19'10" (6.05 m) beam, 98,000-pound (44,452 kg) displacement and stabilizers. In fact, it has one of the widest beams in class, which pays off not only in better riding qualities but also in terms of interior room.