

CHEOY LEE

BRAVO
88

CHEOY LEE'S NEWEST BRAVO HAS SPORTY EXTERIOR APPEAL, BUT IT'S WHAT'S ON THE INSIDE THAT COUNTS.

TEXT BY BILL ANDO PHOTOGRAPHY BY SHAW McCUTCHEON



Cheoy Lee's latest is a bit deceptive. The first launch in the Bravo 88 series is almost 89 feet LOA on the outside, but come inside and you won't believe it. Her spacious interior, boasting high levels of comfort and livability, has real big-boat appeal.

The Bravo series spans 68- to 95-foot models, available in multiple configurations with or without a cockpit and enclosed bridge. Debuting at the October 2012 Fort Lauderdale boat show was hull number one of the Bravo 88, though from Cheoy Lee's point-of-view—taking into account every boat (commercial and recreational) the yard has floated since the end of the Second World War—it is hull number 5,018. That's experience.

So, why an 88 and why now? "We used to have an 84-foot motor yacht (considered a sport yacht) and we wanted to update it, bring it into the twenty-first century," says Martin Lo, one of the fourth generation of family members who have been building boats at Cheoy Lee since 1870. The Bravo 88 is an all new design from M.G. Burvenich with a fresh, modern interior by Sylvia Bolton—the winning team from previous Bravo models.

Lo says he loves the spaciousness of the 88 as well as the yacht's handling. "Part of my responsibilities in China is to take the boats out and make sure they operate as intended," he says. "The dock is perpendicular to a river that runs at about a four-knot current. With this boat I

have no problem getting it out in the river. It doesn't take much power to get it going."

Everything on each deck is on one level. There is no stepping up or down to get from one area of a deck to the next. That, plus the six-foot, 10-inch minimum headroom throughout, are the reasons the interior's spaciousness is so apparent. In addition, Bolton employed a subtle, space-adding visual magic trick. "We turned the grain horizontal," Bolton says of the makore joinery.

Bolton smartly used an upholstered material on some of the surfaces, getting double duty from it. "I used embossed Majilite on the walls of the pilothouse and the galley as well as in the stairway columns. The overall color of this material is similar to the wood," Bolton says. "It does not replace the wood, it merely complements it."

"I also rely on its acoustic value. We have all been in spaces where all the surfaces are hard, and the spaces that have the right balance of hard and soft surfaces feel warmer, not to mention the acoustic quality is preferred," says Bolton.

Adding textural detail, the material she selected for the mullions, salon bulkheads and a few other bulkheads is a woven cellulose, which she says looks much like woven leather; it is just as attractive yet more stable. "I have used it both in blending color with the wood, or in contrast, where needed," says Bolton.

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In seeking a more spacious interior than on the older 84 sport yacht model, the designer removed the loose furniture, arranged the seating on the salon's periphery and enlarged the dining area.

Cheoy Lee at Sea

The day we went for the sea trial was unfortunately quite docile, not giving me the opportunity to see how the Bravo 88 performed in a rough seaway. There was just a one-foot swell running in from the southeast. We left Port Everglades in Fort Lauderdale, Fla., and turned north, heading up the coast. I took the wheel and proceeded to turn the boat sharply, and she stayed upright through turns at speed. She also accelerated nicely with little effort to get up on a plane.

The top speed is about 27.5 knots, each Caterpillar engine turning an rpm of 2,300, chomping down 100 gallons per hour. We constantly, and effortlessly, made 27 knots. At that speed there was no intrusive noise in any of the staterooms, even from the water along the hull. Even the engine noise in the master suite, which butts up against the engine room, was relatively quiet. Cheoy Lee's sound insulation is top notch, I would say.





“My personal inspiration was a celebration of nature—the colors of the shore and shapes of the sea. I even brought in a light fixture (over the dining table) called the Anemone.” – DESIGNER SYLVIA BOLTON



Passing the aft deck's adjustable high-low teak table, beautifully inlaid with mother-of-pearl, and stepping through the glass sliding doors, one's eye immediately goes forward to a luminous bulkhead. In actuality it is cabinet doors covered with reflective mother-of-pearl, a surface that anchors the interior's subtle ocean theme. The cabinets contain formal service for eight and serve as the dividing wall between the dining area and the galley.

Forward to port is the attractive galley, which thanks to its dinette farther forward, is a country kitchen. A nice feature is the full-height spice rack that slides out and locks in the open position. To starboard is the inside steering station just forward of a dayhead and the deck access. Here, in the console between the dinette and the helm, is the stairway leading down to two guest cabins forward. The V-berth double and twin-berth cabins, both en suite, sleep four.

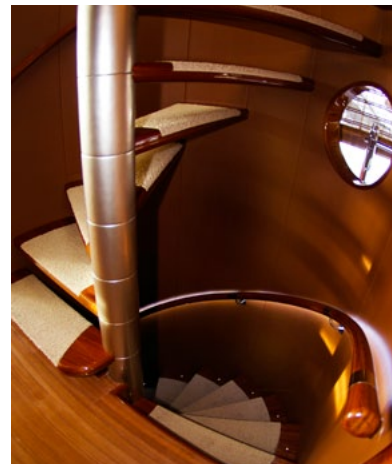
The larger master suite and VIP stateroom are accessed via a circular stairway on the main deck's starboard side, between the dayhead and the bar opposite the formal dining table. A porthole in the bar area adjacent to the salon windows brings natural light into the staircase.

Incredibly, both staterooms span the yacht's full beam. The master suite is amidships with a queen-size bed and a walk-in closet and en suite aft of the bed. Mother-of-pearl makes another appearance here, surrounding the headboard. Aft of the master head is the engine room. Forward of the suite is the VIP stateroom with double bed. It has all the same comforts as the master suite, it's just not quite as deep.

Two wide, comfortable stairways access the flybridge, the main interior staircase as well as stairs on the aft deck. Up top is the hot tub, a fully equipped three-seat bar, a Fire Magic propane barbecue, dining at an L-shape settee and teak inlaid table and a pair of captains' chairs at the helm station.

Accessible from the aft deck and through a watertight transom door are the aft crew accommodations, which sleep four in a captain's double to starboard and twin bunks to port. The spacious quarters also include a crew mess with a kitchenette, a television and a washer and dryer, making them—in line with the yacht's ethos—high on livability.

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- Specifications:**
- LOA:** 88' 11" (27.1m)
 - BEAM:** 22' 6" (6.9m)
 - DRAFT:** 5' 5" (1.6m)
 - DISPLACEMENT:** 175,000 lbs
 - POWER (UPGRADED OPTION):** 2 x 1,900-hp CAT C32 ACERT
 - SPEED (MAX/CRUISE):** 27.5/21 knots
 - OWNERS & GUESTS/CREW:** 8/4
 - HULL AND EXTERIOR DESIGN:** M. G. Burvenich Yacht Design
 - INTERIOR DESIGN:** Sylvia Bolton Design
 - PRICE (AS SHOWN):** \$6,600,000
 - BUILDER:** Cheoy Lee
www.cheoyleena.com

APRIL 2013

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