



the **crew** REPORT .com

THE
TENDERS & TOYS
ISSUE

PLANNED MAINTENANCE | FLOWER ARRANGING
DESTINATION BRAZIL | WRECK DIVING **NO. 38 | APRIL 10**

Buying Large Tenders



WORDS Mark Upton

As yachts get larger and have a greater capacity for guests, bigger tenders are required to cater to their growing needs. But what should be considered when buying a large tender and what are the best assets to look out for?

There has been a growing trend over the last few years for yachts to use large tenders. Many larger tenders are too big to be stored onboard the mothership and require additional live-aboard crew. The reasons behind the trend for larger tenders vary from lack of space on smaller tenders or more comfort for guests, to use as high-speed chase boats for racing or simply just another way for an owner to make their mark.

The trend started with tenders such as the Contender and Venture sportfishing boats, which are excellent not only for their stability and sportfishing qualities but also because they are easy to tow. At an average length of 10 metres, these boats are neither too demanding on the crew for maintenance nor operation.

These tenders have always been very popular in the US and are a great addition to busy charter yachts as they can comfortably carry 12 or more guests. This is fine for yachts within the range of 45–55 metres; but what if you are looking for an addition to your 70m or 80m vessel?

Larger tenders in the range of 15–20 metres are very popular with big charter yachts as they offer the ability to transport larger numbers of guests in air-conditioned comfort without the risk of getting wet. Boats such as the Hunton XRS 43, Hinckley T38R or the Egg Harbor 43 offer completely different answers to the same question, depending on the owner's requirements. Boats of this size are able to operate independently of the mothership and, due to the fact they are powered by diesel engines and are

yachts in their own right, have all the equipment required to accommodate two crew with ease and survive some poor weather conditions.

The problems faced by most clients when buying tenders such as these are normally a result of a lack of information. It is a common misconception that any tender can be towed. Whilst this is technically true there are certain tenders that tow well and others that are an accident waiting to happen.

This is a result of two things: hull shape and weight. The Venture models mentioned above are ideal boats for being towed at 12 knots behind a large yacht as they plane at low speeds. They are also good sea boats and so can still be towed through bad weather due to their deep-V bow and inherent stability.

When choosing a larger tender to be used independently of the mothership it is important for the buyer to be clear about the intended use of the boat. If the wrong decision is made, the tender could prove to be a limitation to the cruising area of the mothership due to the fact that it is unable to keep up or run ahead.

As always, it is easy to underestimate the importance of research and advice when looking for a new tender. The wrong boat can end up causing problems rather solving them, which is why it is vital to get as much good advice as possible before a decision is made. ■

Mark Upton works for Eynos Tenders, which offers bespoke guidance on superyacht tender selection. eyostenders.com.