



# the crew REPORT.com



## IT, AV & NAVIGATION ISSUE

IBIZA GUIDE | ELECTROCUTION | SEASONAL WORK  
FREE DIVING | ST BARTHS BUCKET

NO. 39 | MAY 10

# Multi-purpose Tenders



WORDS Mark Upton

**Not all yachts have the luxury of a fleet of tenders to perfectly match each journey's need. But this does not mean you should be left ferrying the owner about in an unsightly workboat. Here are some suggestions of multi-purpose tenders to meet a range of requirements.**

## What should I consider when choosing a multi-purpose tender?

**T**ender storage space is a problem that is becoming more common on all yachts, not just the smaller motoryachts or less voluminous sail yachts. Space has always been an issue and with owner and guest space taking greater percentages of the overall volume, some areas have to be downsized. In a lot of cases this is the space provided for storing tenders. Yachts, which may once have been able to carry three tenders, may now have to carry two. And many yachts are carrying one tender, which as a result is unfortunately required to suit every need. But if you are investing in a multi-purpose tender what are the qualities that should be on your checklist?

Sail yachts have faced this problem for many years and mostly have solved it by purchasing a tender that can handle the toughest work but may not be best suited for carrying guests in unrivalled comfort or vice versa.

But what do you do if you run a busy charter yacht able to carry 12 guests who may all want to go ashore at once? It is essential for the tender to be able to do more than just carry all your guests in comfort. They must remain dry, have plenty of space and be able to make the trip from anchorage to a crowded port and still arrive in style. What kind of tender can do this and still be reliable enough for daily crew operations?

The answer is generally a RIB (ie rigid-hulled inflatable boat) of some description as these are the only boats able to cover a diverse range of roles. It needs to be fast, stable, dry, comfortable, and have protection from the elements. When being run as a workboat for the crew it also needs to offer power, range plus load carrying ability, and on top of this it must be rugged, wear well and be easy to clean.

There are a number of relatively new RIB manufacturers that have broken into the yachting market in recent years. These are not only stylish enough to carry

guests in dry comfort but are also incredibly well made with extremely durable tubes, tried and tested engines and completely reliable components.

For smaller yachts, Ribtec provides excellent durability and strong, commercial-grade tubes paired with a deep-V offshore hull providing a comfortable and dry ride. Goldfish RIBs have made a huge impact since they were first introduced to the yacht market; they are an ideal choice for the larger yachts as they range from seven to 10 metres. Daniel has produced some very forward thinking designs using some very modern styles but also extremely durable materials and advanced hull shapes. These RIBs are available in lengths up to 15 metres and are capable of carrying large numbers of passengers in unbeatable style and comfort. When there are no guests these boats can carry over 12 crew with ease or accommodate huge loads without a problem.

Other developments in materials and design such as the "D RIB" system have also resulted in RIBs becoming more presentable and stylish looking, therefore becoming more acceptable for guest applications.

Although one tender can never provide the solution to both guest and crew use, there are a number of boats which, although not ideal, do come very close and definitely make life a lot easier for all involved. If you do have to compromise, the options are a lot better than you may think.

The third alternative, which many yachts are choosing these days, is to tow a more suitable boat. This option was covered in last issue's article and for many is the sensible option for a yacht with limited deck or garage space, ultimately giving you the tender compliment of a larger yacht without losing the deck space. ■

*Mark Upton works for Eynos Tenders, which offers bespoke guidance on superyacht tender selection. [eyostenders.com](http://eyostenders.com)*