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NEW BUILD NEEDS

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How should you design a superyacht with its tenders in mind?

The design of a yacht requires a great deal of input from multiple parties from the owner and their family to the owner's rep, captain, yacht designers, shipyard, chief engineer and crewmembers. The experience from each of these individuals can make the difference between a good yacht and a superb one, built specifically for the intended use and required practicalities of the owner and their guests.

This series of articles has already covered many important factors to be considered when choosing a tender. However it is often overlooked how much the design of the yacht itself can affect not only which tenders can be carried but also how they are launched and in what weather conditions.

Current trends are leaning towards cleaner lines for yachts, which results in tenders being hidden in the garage or tender bay. The benefits of this type of storage are that tenders are protected from bad weather and can be worked on in a controlled environment. The downsides are limited launching ability and space restrictions. For example, a 50-metre yacht with a tender garage generally results in difficult and sometimes dangerous launching in poor weather or heavy swells. The garage will also become a wet area, whether intentionally or not, which means careful consideration needs to be taken for machinery housed in the same area. Many larger yachts use a similar idea but rather than a stern door use side doors with dedicated tender wet-bays port and starboard.



This is a more practical approach than the garage but is also limited if the yacht is in a stern-to position.

A more traditional storage consideration is utilising the main deck aft. This position is considered by many to be ideal as it combines the practicality of launching with a semi-protected position on deck and a double overhead gantry lifting system. The downsides are loss of deck space for guests and a limited height for the tender therefore restricting certain seakeeping qualities due to the low draft requirements. Also, this can become a little undesirable for guests when boarding the yacht stern-to.

Another option is for tenders to be stored in a recess behind the bridge. This minimises the amount of deck space lost and also means the tenders can be launched and recovered without intruding on guest areas or activities. The drawback of this system is the amount of space lost from the bridge or sky lounge, lifting gantries must run through the interior of the yacht and so can be difficult if they need to be worked on, and finally this lifting arrangement can be problematic in a swell due to the height above water.

The answer to this conundrum is unfortunately not a simple one. Various points should be considered carefully before a decision is made as to where the tenders are stored. For example, what will be the main use of the yacht; will she be used for charter or possibly remote cruising? How many guests need to be carried and what are the boarding arrangements going to be? For larger yachts, the ideal solution is to use a combination of two of the options above. This way the yacht can be designed so one launching method may be used if the other is unavailable.

The real problem comes with a yacht where only one storage/launching method will be possible. This is a decision that must be planned in detail, as much practical input needs to be given. Careful consideration of tender launching and storage locations during the design process will prevent problems that could dramatically reduce the operational capabilities and commercial viability of any new build. ■

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