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## THE ALL BLACK ISSUE

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# HOW MANY TENDERS DO I NEED FOR MY NEW BUILD YACHT?

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**THIS IS A FAIRLY** standard question that we are asked at some stage of a new build project. The answer we give is very much dependent on when you ask the question.

If you ask it prior to the yacht being designed and drawn up, the answer is easy: whatever you like and as many as you like. At this stage you have the opportunity to incorporate



## **QUESTIONS TO ASK YOURSELF:**

- > Where will we be cruising?
- > How far are we into the build?
- > Do we have budget constraints?
- > Can some tenders have multiple roles?
- > Will the tenders share the mothership's fuel?
- > Do we want a propeller or jet drive?
- > Where will the tenders be stored?
- > Do the owners have special considerations, like young children or mobility concerns?

everything into the design of the boat and are able to allocate the space required to fit your exact purpose.

If you ask it at design completion and the laying of the hull, then you will be limited to the space that has been allocated and you will have to work around these parameters.

Even when building the largest superyacht, there will be a fair amount of compromise as putting on lots of tenders will eat into the available space - inside space that could otherwise be used for accommodation and leisure areas or deck space if being stored outside.

The most important question at this stage is: what is the intended usage of the yacht? Once you have a clear idea of how you and/or the owner would like to use the yacht, you can fully understand and

appreciate how the space is to be used and what are the best possible choices.

As examples, I will use two recent 80m builds managed and supplied by EYOS Tenders.

The owner of yacht X uses his vessels in a fairly traditional manner: summer in the Mediterranean and winter in the Caribbean. They are a family with teenage children and intend to visit the usual yachting hotspots. In this case, they have chosen: a beautiful limousine tender with plush interiors for collecting and delivering guests to upmarket destinations; a custom sports RIB, to use as an all purpose boat for watersports, beach landings, provisions and daily use; a smaller rescue boat/crew tender and an assortment of jetskis and SEABOBs for messing

about on the water.

The owner of yacht Y is more interested in world cruising and exploration and, to this end, while having the same size yacht, has built it to incorporate his style. This boat has two nine-metre tenders, one is a fast sports RIB for long runs and recce work, the other an aluminum all-rounder jet boat for exploring the shallow waters and mangroves of uncharted areas, capable of taking the punishment of the odd grounding that this often entails. The brief also included a submarine for underwater exploration. All are stored in a huge central garage. Four jetskis are stored in a garage on the bow. Finally they have a 14m chase boat, which follows the yacht, acting as a day boat for extended trips away from the mothership and as a large base for provisioning and supplies in areas where daily provisions are not always possible.

So you can see that two yachts can be set up very differently to accommodate differing usage. The important thing is to know your intended cruising areas and the owner's interests.

**TCR**

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