

The Superyacht

TRUTH • OPINION KNOWLEDGE • IDEAS AND EXPERT INDUSTRY ANALYSIS



REPORT

20-YEAR ANALYSIS

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Types of Tender

John Apps, managing director of EYOS Tenders, an independent tender consultant, explains the different types of tender that owners can choose from and presents a case study based on personal experience.

There are many different types of tender; however, they are all associated with the smooth running of a yacht. Although this is by no means a complete list, we find it helps to break the types down into these classes:

Limousine tenders: These are generally enclosed tenders comprising roofed space where owners and guests can sit in comfort while travelling from ship to shore. These are usually top-of-the-range bespoke tenders.

RIBS: This is a huge selection and can cover other types of tender too (it is possible to use a RIB as a chase boat, for example). These rigid hulled inflatable boats are perfect for yachts as their tubed construction allows them to be used in all weathers for a multitude of tasks. They are by far the most popular type of tender and come in all shapes and sizes.

Chase boats: Generally described as any boat that its size does not allow it to fit on to the main yacht and normally escorts the yacht on her travels. Usually found with larger yachts and can range from anything from a luxury tender to a sports fishing boat.

Classic tenders: Traditional shape tenders in the mould of the Riva Aquarama, classical wooden or composite boats that are a throwback in style to the '60s and '70s and are usually more for beauty over usability.

TWO EXAMPLES OF TENDER: CHASE BOAT WINDY SR52 (LEFT) & LIMOUSINE TENDER T/T TANGO (RIGHT).



Rescue boats: For yachts under 500gt this is not a big issue as they can 'nominate' a boat as their rescue boat, but for yachts over 500gt there is a requirement for a SOLAS approved rescue boat. There are many types on the market, but only one or two companies make SOLAS rescue boats in the style and quality as required by superyachts.

Custom-built tenders: These are bespoke boats designed and built from scratch to the owner's requirements. Each one is individual and often matches the yacht in terms of colours, shapes and features.

Expedition tenders: Specifically for yachts visiting the more remote parts of the planet, where landings might be made in ice-strewn waters, through mangrove swamps or skirting over coral reefs. These boats are less beautiful, but tough and highly capable.

Submarines: These are becoming more popular on the larger vessels (see the feature in *TSR* 135 page 54).

Toys: Not really classed as tenders, but jetskis and water toys are an important part of a yacht's inventory. ■

EYOS CUSTOM TENDERS – A CASE STUDY

We recently submitted a design proposal to Windy Boats in Norway and Sweden, to build a production yacht tender engineering everything that we have learnt in years of supplying and studying yacht tenders.

Windy liked our proposal and the process has gone as follows:

From our rough design drawings, the in-house design team at Windy drew up the concept drawings incorporating all of our specified design features. These internal drawings were then given over to Peder Eidsgaard at Eidsgaard Design in London, who then styled the boat to give it beauty and form. The design then came back to us to determine whether or not the designs would work in everyday use aboard a yacht, and what additional features should be added that are of particular importance to yachts. From this stage, and once the final designs were agreed, we could start to have the hull and deck mouldings manufactured. From this point we started to build the boat. Once everything is received back in the factory, the boat should be able to be built in around 8-12 weeks, depending on final specifications and/or requested customisations. All in all, this process took us around 18 months.



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