



TENDERS

Update

Frances and Michael Howorth
look at what's new in the
superyacht tender market



The world in which superyacht tenders are designed built and brought to market seldom sleeps or so it seems. No sooner have you found the model you think will fit the bill when something newer and more exciting comes along. It is a tough old time out there for those selling tenders but no matter how hard salesmen tell you they are working the fact is tenders are still selling and the market is surviving if not thriving.

Hodgdon

US based yacht builder Hodgdon Yachts must have scored a direct hit in the credibility and reliability stakes when they supplied tenders to the Superyacht *Seven Seas*. The company

is about to supply two more to the same shipyard, Oceanco, for a new vessel in build. One will be from their Limo range the other will be an Open style. Both will be Michael Peters' design and have an LOA of 10.5 metres. Inside information also tells us that Hodgdon is also delivering to another significant Dutch superyacht yard 2 more tenders. This time they are to an Andrew Winch design and will have an LOA of 8.5 metres. Limousine tenders from Hodgdon are, as you would expect from the description, somewhat top end. They have saloons with large flat screen TVs, tinted windows, water resistant leather upholstery, a roof that raises hydraulically to allow standing headroom for ease of boarding or generous open air ventilation and visibility and of course air conditioning.



Novurania

The Novurania Chapman 28 a tender that features a bow ramp door is getting a fair amount of attention from Captains seeking a do everything boat. This one has a sleek deep V triple spray rail monohull design instead of the catamaran hulls that are usually associated with bow ramp door boats. Designer Victor Chapman, has been evolving this concept over 5 years since the first prototype was built and tested. The whole

bow ramp assembly has been given a generous space that starts and extends in front of the side bench seating on either side. As you can imagine, it's not easy to get the geometry, engineering and finish right to make the bow door a perfectly functional feature on a 45 knot RIB. It is electro-hydraulically operated and strong enough to lift 100kg making it the perfect craft in which to take the beach. Busy Superyacht Captains, especially those on charter, frequently have to organise beach events for owners and guests. Crew have to transport large amounts of equipment to set up on the beach before fetching guests. Tenders such as this would have little problems accomplishing these tasks due to its large open deck space and ability to set down on the beach. Additionally, at nearly a metre wide, the ramp is wide enough for a wheelchair or a 4x4 Quad bike to use.

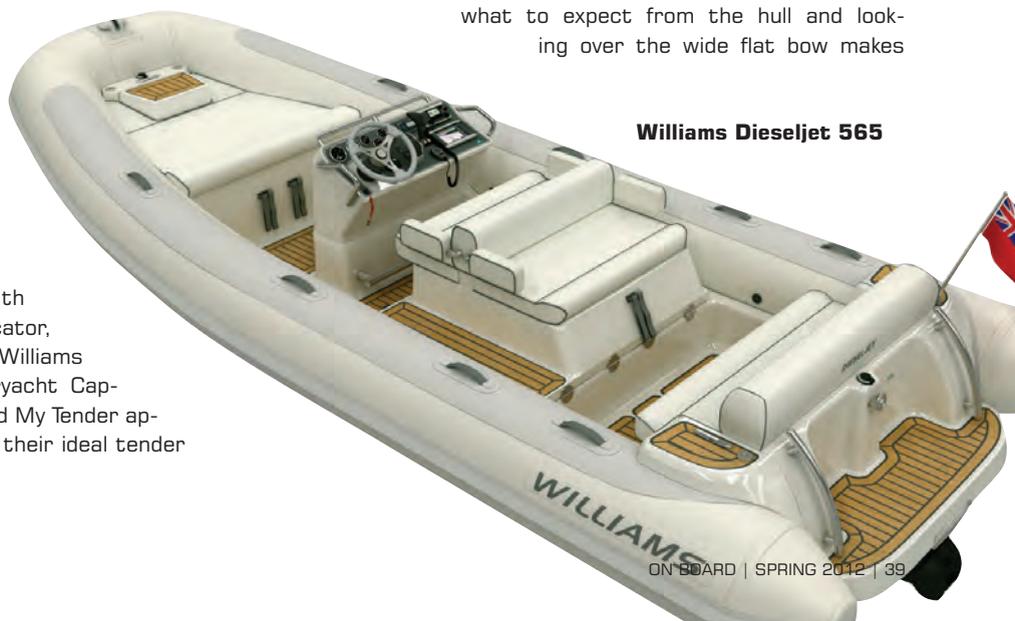
Beach landings can be tricky operations for conventional tenders and there is no easy way that older or handicapped persons can safely embark and disembark high bowed boats when beached on sand. Yes there are boarding steps that can be rigged, but these are often cumbersome, unstable and difficult to stow neatly inside the tender. Bow ramp doors offer a very effective way to get guests on and off the beach, elegantly and safely, often without even getting their feet or expensive shoes wet!

Tim Fleming of Boating Matters drove the boat, opened up the throttle and trimmed out to reach just under 45 knots in no time flat. He told On Board, "I was not sure what to expect from the hull and looking over the wide flat bow makes

Retractable windows and lift up hatches allow boarding from either side and there are separate and dedicated crew areas. The company puts in over 15,000 person hours into each one of these craft and the end result does not come cheaply. Their open tenders have walk through decks and side seating arrangement to facilitate ease of boarding and a variety of water sports. Both tenders are custom designed and come with cast stainless steel fittings and sport an electronic package that includes an Icom VHF and a Furuno chart plotter with GPS.

Williams

The Brits are doing equally well. Following the world launch of the Dieseljet range with Miss England at Plaisance de Cannes last year, Williams Performance Tenders has seen a pleasing response from owners and captains for their entire range. Building on the worldwide success of the Williams Turbojets, the range was created in response to the demands of superyacht builders and owners requiring a single fuel tender suitable for fitment on yachts over 30 metres. The first model in the range, the Dieseljet 565, has gone down a storm at the many boat shows and events this season, including the craft's US debut at the Miami Yacht and Brokerage Show. Several orders for yacht tenders and standalone day boats have been generated as a result. Williams has also launched an engaging new website, offering a wealth of information about the entire range of Turbojet and Dieseljet tenders produced by the world-leading brand. The new-look site provides existing and potential customers with features including a worldwide dealer locator, comprehensive details of all models in the Williams range and dedicated owner's area. Superyacht Captains can use an updated version of the Build My Tender application, giving them the chance to create their ideal tender from their own computer.



Williams Dieseljet 565

your brain think that you are driving a sled that may have some peculiar tendencies. However the deep v hull performed predictably and tracked well thru a series of tight turns. Going over our own wake was hardly noticeable and one could feel the weight and the significant hull shape would not be easily deterred. I would imagine that the large flat bow would ship some water in any kind of a sea but the designer/ builder Chapman, alongside me during the short trial, had taken her out into some punishing seas to his full satisfaction. I am looking forward to driving the diesel version in some blue water soon and hoped to get invited back."

C-Fury

The C-Fury is another little boat that is definitely worth some page space. It gets great reviews on the performance end yet it is only 4m long! It has a very different hull design to most and it is this that makes it both stable and comfortable. Tim Ward the Owner of a large Sunseeker is impressed. He said, "In my view this is the best adventure RIB in the world." While Boris Slatina now a superyacht Captain said "this is the best small RIB I've ever driven." Why should we believe Boris? Well before he began driving charter boats he was the Chief of Marine Police in Croatia!

C-Fury craft are designed to deliver fun in a small package, allowing everyone to feel truly free and safe on the water. The core element is the innovative hull design. This platform delivers huge levels of control, from rest to over 40mph, whether empty or fully loaded. The deck and seating layout maximise space and passenger comfort and the whole package is complemented by simple, elegant design.



Zodiac Hurricane

Zodiac Hurricane more or less invented Adventure RIBS as a category of tenders with the introduction of the cross-over Navy Seals RIB CZ7. For super yachts that want the tender to be part of the toy portfolio here is a new range of boats that are fresh to the market. As the name implies, the entire range of Adventure RIBS are designed and built to go on almost any maritime expedition but in superb style and reliability. Developed from the company's range of proven platforms, Adventure Ribs are custom built using Hurricane's wide degree of experience and 36 years of supplying discerning customers worldwide. These RIBS are for Owners wanting more out of their boats. Some want to go and explore, search for the rare and unusual; some want to travel fast, through seas that deter others, in comfort and safety, knowing they can come home safely in almost any weather from a 200 mile excursion. The design of tenders continues to evolve and much of it is driven by the varied uses demanded of them by boat owners. Here super yachting plays an increasingly important role and it is gratifying to know that in one area of the world economy it is superyacht crews that are calling the shots. If your boat is considering a new tender or taking delivery of one write to us here at On Board and tell us what and when. It could become the subject of one of these regular Tender Updates.



Zodiac Hurricane

Play IT'S SAFE

Fun in the wet,
means playing
by the rules
insist Frances
and Michael
Howorth

Take the breaks off a road ready motor-bike, tell the rider he no longer needs to wear a crash helmet when on the road, nor hold a driver's license and let's see what the regulators would say. The fact is that by comparison, boats and water toys have far fewer regulations covering their use and need to be self-regulated. In many cases it is the professional yacht crew who are leading the way and setting the rules.

FOLLOW THE RULES

Playing with water toys can be fun but can potentially be dangerous. No matter if it is crew, the owner, his friends or paying charter guests using these craft it pays to follow safety rules especially when children are part of the equation. Being safe helps prevent injuries, drowning and litigation.

Most statistics published suggest that jet skis are not involved in a significantly greater percentage of accidents than other watercraft, but they suggest those accidents that do happen, are more likely to be serious or fatal. Nearly 80% of PWC accidents occur when those unfamiliar with them, use them. Therefore it makes sense that before guests take to the water they are shown the proper handling and safety procedures. In order to ensure your own safety and the safety of those who, as crew you are employed to protect, there are a few basic guidelines you should remember every time you ride.

Do not use wakes made by others as ramps. Jet ski riders have been injured after losing control of craft while trying to jump off of waves.

Accidents happen when boats do not keep sensible distances apart from each other. Without brakes the sensible distance boats should stay apart is at least 20 metres.

When towing a Skier or Wakeboarder make sure a spotter has been designated whose only job is to watch the skier in case of a fall. Remember Personal Watercraft's are not designed with navigation lights and their use is therefore prohibited before sunrise or after sunset.

It can be difficult, especially in choppy water, to see swimmers and fallen skiers, so you

must be constantly vigilant and keep a wide distance from boats and the shoreline. At the same time.

Laws regarding the use of tenders and toys vary depending upon the yachts flag state, the country in whose waters she is sailing in and whether the yacht is operating commercially.

LICENSE TO THRILL

Josh Richardson Managing Director of Superyacht Tenders and Toys www.superyachtendersandtoys.com warns that all those who ride these machines in the Mediterranean, especially in France and Italy, need PWC proficiency certificates. He says, "No licence is needed for most other countries but it is highly recommended."

He adds, "Charter yachts offering jet skis to clients must offer a short safety course given by a crew member with an instructors certificate to enable guests to use skis in a designated area around the yacht. The charter yacht must be a recognised RYA training centre. Setting this up costs approximately £3000 for the 4 day course and up to 6 crew will get their PWC certificate and Instructors licence.

All those who drive tenders in Mediterranean waters should hold Powerboat Level 2 and or an International Certificate of competency. This is a two day course costing in the region of £300.

No licence is required to operate Seabobs, Jetsurfs, Inflatable Floats and water slides however careful selection of their operating area needs to be made.

Yacht managers, First Class Nautical www.firstclassnautical.com insist that deckhands they employ who drive tenders, tow toys, and set up slides have to at least hold RYA Powerboat Level 2, ENG1 medical certificate and STCW95 basic safety course. CEO Ian Fenton whose company owns Tendersandtoys.com is a qualified instructor and frequently teaches these courses to aspiring yacht crew.

Training courses can be done on the yacht itself using the tenders and jet skis helping keep costs down and train people on the actual items being used

Good Practice CHECKLIST

- Make sure those who are swimming or boating avoid alcohol
- Stay alert ,watch what guests are up to
- Wear a life jacket on the swim platform and while using water toys
- Never allow guests to swim alone, or in bad weather
- Learn CPR and have the confidence to use it if you have to
- Keep the First Aid Kit close at hand
- Always wear safety stop lanyards where fitted
- Prevent sunburn by using plenty of sunscreen
- Keep speeds low within 300 metres of the shore
- Show lights at night if no lights then the toy should not be used
- No powered toys should be used in swimming areas or high traffic zones.