

Tenders & Toys



From million-dollar craft to plastic inflatables – the tenders and toys that make your charter special Frances & Michael Howorth

Photo of EXUMA by Marc Barri

SUPERYACHT TENDERS

RETRO

Nostalgia with a distinctly modern technological twist



ART OF KINETIK MAZOKIST

What is it? Genetically modify a 1920s gentlemen's launch, cross it with an early Riva runabout, and give the designer a brief to fertilise it with some 21st-Century shapes, and you have the 9.75-metre Mazokist, built in African mahogany and capable of 40 knots. Builder Art of Kinetik specialises in bespoke wooden yachts and promises no-compromise customisation. The owner has a choice of different cockpit layouts, finishing materials and engine options – even the bespoke steering wheel will be hand finished. Each boat takes between six and ten months to create.

What makes it exciting? The deep-vee cold-moulded vacuum-infused hull, which ensures a comfortable and smooth ride even at top speed.

What it costs Prices start at €400,000.
Contact www.artofkinetik.com

YACHTWERFT MEYER 7.6 METRE

What is it? A custom design from Yachtwerft Meyer. This 7.6-metre open tender was built for the 60-metre Abeking & Rasmussen *Elandess*, while the standard 10-metre version has been used as the tender for Aviva. A&R's 69-metre launched in 2007. It is a beautiful example of the company's work, though it is not the solid wood that it appears to be: it is built using a lightweight fibreglass sandwich finished with a layer of varnished mahogany veneer. The stern-driven tender can reach a top speed of 34 knots.

What makes it exciting? The elegant yet sporty design that pleases the eye of anyone with salt in their blood. It comes with a powerful performance, excellent seakeeping and the utmost reliability.

What it costs On application.
Contact www.yachtwerft-meyer.de



SCALAR-SPEEDSTER

What is it? A classic motor boat in varnished mahogany and teak, hand built to order by expert craftsmen, with fittings and equipment customised to each owner's specifications. The Henningsen & Steckmest yard has been building boats for over 50 years. In 1973 yard owner Rolf Steckmest established Scalar Yachts as a separate brand and recently designed the Scalar-Speedster.

What makes it exciting? There are various deck layouts that can be built on a standard hull – the classic-style tender has a twin-cockpit layout reminiscent of a 1930s runabout (shown right). Variations include six seats, a single cockpit with a large sundeck aft, and a fully open layout ideally suited for watersports.

What it costs From €120,000.
Contact www.scalarsspeedster.de



J-CRAFT TORPEDO

What is it? A blend of classic style with modern technology from a yard that boasts a long heritage in building robust boats that suit the rugged and beautiful Swedish coastline. For the hand-built 12.6-metre Torpedo, J-Craft has taken its inspiration from the Riviera of the 1950s: it's relaxed, cool and confident. One is being built for a new 85-metre superyacht. IPS power delivers over 40 knots.

What makes it exciting? The deliberately tactile finish: you want to stroke the beautiful leather, and run your finger over the gleaming metalwork and the fine wood veneers on deck, which shine with 18 layers of varnish. There is a J-Craft Riviera Runabout Race planned for the summer.

What it costs From €750,000.
Contact www.j-craftboats.com



HACKER-CRAFT SPORT

What is it? For over a hundred years Hacker-Craft have been individually hand built by craftsmen in America. Twenty-first-century versions have all that heritage above water but underneath are utterly modern in design and materials. The 7.6-metre Sport is built with a cold-moulded composite hull and finished with mahogany decks and trim. Every hull comes with a ten-year warranty. Propulsion can be petrol, diesel, hybrid or jet-drive, with many options available. There is one aboard Christina O.

What makes it exciting? Built to be durable, manoeuvrable and safe as well as gorgeous to look at, it has a deep-vee hull forward, a shallow aft section for minimal draught, and ample freeboard to handle swells easily and ensure guests avoid getting wet on the ride between yacht and shore. To make life easier for the crew, the boats have double-point lifts, bow thrusters, stainless steel rub rails and extra cleats to hang tenders. For guests, the built-in steps and swim platform mean easy boarding when swimming.

What it costs Prices start at \$300,000.
Contact www.hackerboat.com

RIVA BY MARC NEWSON

What is it? Successful industrial product designer Marc Newson has teamed up with Riva and its designers, Officina Italiana Design, to reinterpret the classic Aquariva speedboat. A limited edition of 22 was launched in September last year, available through that most unlikely of yacht suppliers, the Gagosian Gallery. New features include a redesigned transom, a wraparound laminated glass windscreen, split cabin door entry, and separate driver's and passenger seats.

What makes it exciting? The Aquariva by Marc Newson – an extension of the artist's work with planes and cars – combines a feel of the 1960s with the newest trends in nautical design. Along with the Riva heritage, you get the latest electronic transmission, and an instrument panel and deck area created from the phenolic composite that Newson uses in his furniture. This material is a wood-like textile-based laminate developed in the first half of the 20th Century and is a precursor to fibreglass. Rather than stainless steel and chrome brass, the tender uses anodised aluminium.

What it costs Over €1 million.
Contact www.riva-yacht.com www.gagosian.com



SUPERYACHT TENDERS & TOYS SPECIAL

CONCEPTS

Hot off the drawing-board, the designs that will be setting the standard next season



VRIPACK LIMO TENDER 25

What is it? A motor boat designed by Vripack to be a ninth-scale version of the Frank Laupman-designed Heesen 5500 semi-displacement yacht that carries it. Built from composite with 300hp Volvo D4 engines and a cabin area that has room for six guests. There is outside seating in the bow and a large swim platform astern of the steering position.

What makes it exciting? How cool to have your yacht and tender as a matching pair! The Lürssen-built, Jon Benneberg-designed *Carinthia VI* (now *The One*) is perhaps the originator of this delightful idea. The Limo Tender is a worthy example of the art.

Contact www.vripack.com

PASCOE SL10 LIMOUSINE

What is it? A fast ship-to-shore tender for large yachts with room for 16 guests and two crew. It's built from epoxy glass on a foam sandwich.

What makes it exciting? The SL10 is safe, fast, dry and comfortable, with heavy-duty seating outside for four plus the crew and cabin space below with great views out. There's the option of dual steering positions – perfect for the owner who likes to take the wheel. Twin inboard diesel Yanmars produce a good turn of speed. Hybrid propulsion is an option.

Contact www.pascoeinternational.com



RES-Q-TENDER 5.5M

What is it? A rugged SOLAS-approved tender developed by Vripack and Tim Fleming of Boating Matters. The RES-Q-Tender, with an aluminium hull and deck and removable inflatable tube, can be used for maintaining the mothership. Passenger and stretcher space is aft with a walkway down both sides to allow safe loading and unloading. The driver is forward, giving him fine visibility even at sub-planing speeds.

What makes it exciting? The variety of uses this tough little tender can be put to. It is safe, comfortable, and easily maintained and stowed. The first models will be launched later this year.

Contact www.boatingmatters.com



BOSTON WHALER 370 OUTRAGE YACHT TENDER

What is it? A special version of the all-action, offshore-capable 370 Outrage speeded for life as a megayacht tender.

What makes it exciting? As generations of boaters have come to expect from Boston Whalers, this will get you safely home at a tremendous lick (triple Mercury Verado outboards will give you almost 50 knots). This Outrage has the added bonus of increased cockpit seating and extra rubber fendering around the hull.

The centre console 370 has an established reputation among sportsfishermen. In the new version there is a 'summer kitchen' option (an electric stove and an extra fridge) to replace the live baitwell, though there is extensive storage for rods and fishing gear should your guests fancy some sport. A small cabin even allows an intrepid couple to overnight.

Contact www.whaler.com

WAJER & WAJER OSPREY 34

What is it? The latest offering from Dutch boatbuilder Wajer & Wajer is the culmination of a design process that began in 2008, since when the yard has been working closely with Vripack and Van Ossanen & Associates. Special emphasis has been put on the boat's performance in choppy seas to reduce slamming and enhance the comfort of guests. There's a head and a small galley below, while the twin 260hp engines deliver a top speed of 30 knots (there's a single 165hp option, too). The 34 follows the success of the Osprey 37.

What makes it exciting? The deep and sheltered cockpit, which ensures a safe ride for guests. A fold-out swimming platform enhances accessibility at the stern.

Contact www.wajer.nl



TENDER SHIPYARD 7.4

What is it? A 7.4-metre tender built for the 53-metre Baglietto *Berkut*. Designed by Philippe Cabon – previously the designer of the Tresco Tender range – it is built in the new yard he has created for producing specialist tenders. Constructed from carbon fibre and epoxy resin, the 7.4-metre has a teak deck. It was due to launch just after we went to press.

What makes it exciting? Lightweight and comfortable, it can carry 12 passengers at up to 35 knots. The hardtop is removable and everything internally folds down to make the highest point the bumper fender, ensuring it can slide into *Berkut's* garage.

Contact www.tendershipyard.com



WERNER 28

What is it? An 8.6-metre tender designed by Theo Werner for Holland Yachtbouw as a distinctive and stylish alternative to a RIB.

Why is it exciting? Harking back to runabouts of yesteryear, the 28 is also inspired by that classic of car design, a 1958 Chevrolet Corvette. 'It is easy to recognise the back of the Corvette, the windscreen with its wind-down side windows, the driver's cockpit and the concave panel inside,' says Theo Werner. 'It's the perfect boy's toy, and we're guessing she'll like it, too.'

Contact www.wernerjachtbouw.com

