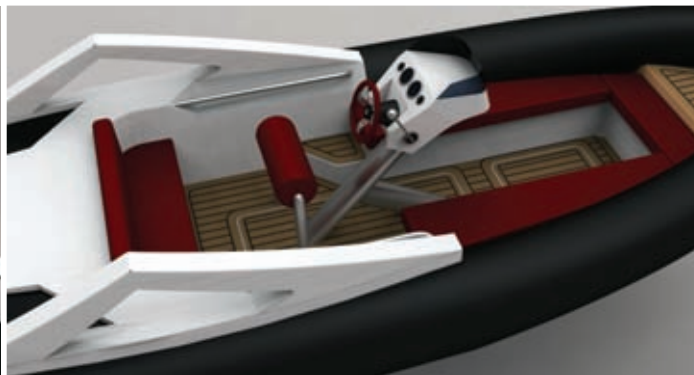


IN THIS SECTION

- Building dedicated tenders



UK RIB manufacturer Rib-X is now providing a new design and build service for superyacht tenders

Styling cues



CREATING A TENDER AS A DIRECT REPRESENTATION OF ITS MOTHERSHIP IS THE LATEST WAY IN WHICH DESIGNERS AND OWNERS ARE EXPRESSING THEIR CREATIVITY **TOM HASKER REPORTS**

Superyacht tenders are usually well-built and at times innovative. However, they tend to be designed in isolation from the yacht they are intended to serve and are usually mass-produced boats with no sympathetic styling apart from a similar livery. They're often just seen as extras. Depending on its application, a tender will have to be certificated to LY1, LY2 or SOLAS, to provide the required rescue boat demanded by statutory regulations.

The challenge facing builders is how to create an eye-catching tender while still complying with practical necessity and restriction.

One bold attempt comes from UK RIB manufacturer Rib-X which has entered the market with the intention of creating tenders that have a recognisable association to the mothership in order to represent the owner's style in any harbour or dock.

Rib-X picks out a few well-chosen styling cues from the original design and then uses

“The challenge is in how to create eye-catching tenders while still complying with statutory regulations”

photos, drawings, and visits to the yacht to give its designers a strong 'feel' for how the tender should look.

“It's very hard to represent an entire superyacht in a 6.5m RIB because it might end up looking terrible. Instead, we study design cues and work those into the design to give the tender its form,” explains Rib-X CEO, Colin Baldwin.

One positive example of this approach can be seen in the large A-shapes on each side of the Raptor RIB that are a direct style cue from the Sunseeker 46m motoryacht where several triangular shapes are apparent.

A Rib-X client can have as much influence on the tender's design as they wish. The process begins with the owner providing a brief to the Rib-X designers. This will include the number of people the tender will need to carry, the regulations it must comply with, and its main duties.

Rib-X then builds a mock-up of the tender as either a full representation of the yacht (for the owner) or a semi-custom version (for crew work) with tougher fabrics and greater load provisions. Other requests such as water skiing capability can also be incorporated.

“As far as we know, we are the only company that provides this level of superyacht tender customisation, from initial design brief to build and delivery,” says Baldwin “We have the advantage of designing and building the tenders in-house. This speeds up the process because we can guide the owner in their choices at the initial stages with ideas we know we can deliver.”

The mock-up — along with any other appropriate ideas — is then presented to the owner, whose suggestions and approval is sought before final production drawings are made and construction begins. ●

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