



SHESTAKOV

Yacht Sales

## EVOJET 70 – WILLIAMS JET TENDERS



**Builder:**

WILLIAMS JET TENDERS

**Model:**

EvoJet 70

**LOA:**

23' 0" (7.09 m)

**Beam:**

8' 0" (2.59 m)

**Max Speed:**

35 kn / 40.28 mph

**Fuel Capacity:**

52 Gallons

**Hull Material:**

Fiberglass and Plastic Yachts

**Deck Material:**

Other

**Engines:**

1

**Manufacturer:**

Yanmar

If you would like to buy a yacht **EVOJET 70 – WILLIAMS JET TENDERS** or would like help, please call +1(954)274-4435 or visit [shestakovyachtsales.com](http://shestakovyachtsales.com)

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## OVERVIEW

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The EvoJet 70 from WILLIAMS JET TENDERS serves as a multifunctional motor tender tailored to the motor yacht segment. Built on a sturdy fiberglass and plastic hull, this craft measures 23 ft (7.09 m) LOA with an 8 ft (2.59 m) beam and is propelled by a single Yanmar engine, capable of reaching up to 35 knots—ideal for efficient ship-to-shore transfers. Available through Andrey Shestakov and Shestakov Yacht Sales.

## Selecting a EvoJet 70

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Opting for the EvoJet 70 is a practical choice when you need a nimble, high-performance motor tender that stows easily aboard larger vessels in the motor yachts class. Its compact 23 ft LOA and 8 ft beam provide a footprint that fits garage and deck spaces efficiently, while the single Yanmar installation keeps operation and upkeep straightforward. Constructed from fiberglass and plastic, the hull balances weight and resilience, and a 52-gallon fuel tank allows for extended shuttle runs without constant refueling.

## Features of the Model

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- Designed as a premium motor tender for owners and crews who demand dependable guest transfers and quick shuttle capability.
- Single Yanmar powerplant for uncomplicated operation, reliable service intervals, strong thrust for rapid planing and a top velocity of 35 knots.
- Compact 23 ft LOA with an 8 ft beam engineered to maximize garage compatibility and deck stowage on larger motor yachts.
- Durable fiberglass and plastic hull construction offering predictable handling and longevity.
- 52-gallon fuel capacity to support prolonged day-to-day tender duties without

frequent refueling stops.

## Technical Specifications

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- Classification: motor yachts / motor tender
- Hull: fiberglass and plastic
- LOA: 23 ft (7.09 m)
- Beam: 8 ft (2.59 m)
- Max Speed: 35 kn (40.28 mph)
- Engines: 1 x Yanmar
- Fuel Capacity: 52 gal
- Deck Material: Other

## Pricing and Ordering

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For up-to-date pricing, current build slots, and estimated delivery schedules for the EvoJet 70, please reach out to Andrey Shestakov at Shestakov Yacht Sales. Our specialists will assist you with specification choices, tender-to-yacht integration, and the purchasing process to ensure a smooth acquisition and fit-out.

## Questions and Answers

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Q: What type of boat is the EvoJet 70? A: It is a purpose-built motor tender classified within the motor yachts category and constructed on a resilient fiberglass and plastic hull.

Q: How fast can it go? A: The EvoJet 70 has a **max speed** of 35 knots (40.28 mph).

Q: What are the key dimensions? A: **LOA** measures 23 ft (7.09 m) and **beam** is

8 ft (2.59 m), providing a compact profile that still delivers stability.

Q: What engine does it use? A: The platform is powered by **1 x Yanmar** engine, offering dependable acceleration for tender operations.

Q: What about fuel and construction? A: **Fuel capacity** is 52 gallons, and the hull is built from fiberglass and plastic, matching its role as a motor tender in the motor yachts class.

## Owner Experience Review

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Owners who operate the EvoJet 70 from WILLIAMS JET TENDERS aboard 40m+ superyachts typically rely on it as the primary guest tender. It commonly transports up to 13 passengers for ship-to-shore runs and doubles as a flexible dayboat for beach outings and watersports. The semi-custom options are evident in practical touches: roughly 235 L of storage, an integrated cool box, and an optional larger fuel tank that extend outing range, while aesthetic and functional customisation allows owners to match the tender to their mothership.

In operation the deep V hull (reported at about a 22° deadrise) gives a solid, composed feel in chop, with sea trials noting an easy 25 knot cruising plane and a maximum near 35 knots. Hydraulic steering is set up for prompt response, and like all jet-driven craft, steering authority depends on propulsion—steering is effective with power applied and becomes limited when throttle is reduced, so precise low-speed handling requires attentive throttle control. Boarding is simplified by low platforms, strategically placed grab poles and a single-level deck; the fold-down middle transom seat clears gangway access, and options such as a folding carbon fibre T top, bimini and deck ambient lighting enhance comfort for day and night use.

Ownership of a jet tender often resembles managing a compact yacht system

more than a simple outboard-driven RIB. Jet installations generally need more attentive maintenance than outboards—regular freshwater flushing, corrosion inspections and scheduled servicing at authorised centers are important. The standard Yanmar 4LV diesel follows familiar maintenance routines for oil, filters and cooling systems. Potential buyers should also be aware of production history: a COVID-era production interruption and a limited initial run (nine units reported by 2024) could affect parts availability and lead times.

## Pros and Cons

- Carries up to 13 passengers and provides approximately 235 L of storage plus a cool box for extended day trips.
- Deep V hull and calibrated hydraulic steering deliver a planted ride and responsive handling in choppy conditions.
- Low boarding platforms, grab poles, a flat sole and a fold down transom seat make yacht-to-tender transfers straightforward.
- Waterjet steering requires propulsion for directional control, so tight low speed manoeuvres depend on careful throttle management.
- Jet tenders typically demand more maintenance than simple outboard systems, necessitating routine flushing and professional servicing.
- The model's limited early production and the COVID-era pause may influence parts access and production lead times.

## Comparison with Other Models

Model	LOA	Beam	Draft	Speed (Cruising/Max)	Gross Tonnage
EvoJet 70	23' 0" (7.09 m)	8' 0" (2.59 m)		35 kn	
505 Diesel Jet	16' 0" (5 m)	6' 0" (2.01 m)		40 kn	
Williams Jet Tenders	12' 0" (3.82 m)	5' 0" (1.76 m)			
Turbojet 325	10' 0" (3.05 m)	5' 0" (1.70 m)	4' 11" (1.50 m)		

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435	14' 0" (4.34 m)	6' 0" (1.93 m)		40 kn / 50 kn	
385 Turbojet	13' 0" (3.96 m)	5' 0" (1.75 m)			
435 Jetender	14' 0" (4.35 m)	6' 0" (1.94 m)		35 kn / 45 kn	

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# SPECIFICATIONS

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**LOA:**

23' 0" (7.09 m)

**Max Speed:**

35 kn / 40.28 mph

**Hull Material:**

Fiberglass and Plastic Yachts

**Engines:**

1

**Beam:**

8' 0" (2.59 m)

**Fuel Capacity:**

52 Gallons

**Deck Material:**

Other

**Manufacturer:**

Yanmar

# GALLERY







# CONTACTS

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Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

## Contact details

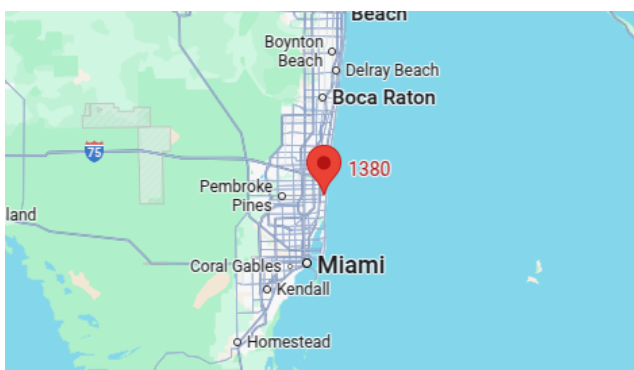
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