

25' Tug Yacht

Design number 325

1994

The design brief for this boat was to create a vessel that would be useful for overnighting and day cruises on a lake in Switzerland. The pilothouse has two raised seats for the Skipper and Mate to see where they're going. Down a couple steps forward are the head and sink, in an area that can be separated for privacy from the rest of the boat. The main cabin has two settee berths for sitting inside out of the weather. The center section forward of them has a piece that pulls aft and makes them into a wide double berth. The galley is across the after end of this saloon. The icebox has two hatches for access from in the saloon and out in the cockpit. The optional canopy over the aft deck will provide both sun and rain shelter.

The 25' Tug plans are in Metric scales (mostly 1:20) and well detailed, including a set of computer faired and drawn patterns for the frames, shown small scale below. Plating panel "unwraps" are also part of the plan package. Construction of the single chine hull form (with developable surfaces) is robust with conservative steel scantlings. She has integral tankage for both fuel and water. Power is a Yanmar 27hp diesel — more than enough to drive her to hull speed and just right for very economical operation.

This type of design could readily be converted to build in plywood and epoxy or panel fiberglass or aluminum. If you're interested in seeing about having it converted, call and ask us to quote you on the revision work. She's a salty cruiser and would be lots of fun to build and cruise.

Particulars:

Length overall	25'-0"
Length designed waterline	24'-10"
Beam	7'-9"
Draft	2'-9"
Freeboard:	
Forward	3'-0"
Least	1'-0"
Aft	1'-5"
Displacement, cruising trim	10,000 lbs
Displacement-length ratio	290
Prismatic coefficient	.564
Water tankage	103 Gal.
Fuel tankage	90 Gal.
Headroom	6'-8"

*CAUTION:

The displacement quoted here is for the boat in cruising trim. That is, with the fuel and water tanks filled, the crew on board, as well as the crews' gear and store in the locker. This should not be confused with the "shipping weight" often quoted as "displacement" by some manufacturers. This should be taken into account when comparing figures and ratios between this and other designs.

