Marcon Construction Tomahawk 25

YEAR 1976 | £3000 | VAT PAID | KENT OFFICE



Summary

Manufacturer: Marcon Construction
Price: £3000
Location: Kent
Year: 1976
ID no.: 38828









DIMENSIONS

- **LOA:** 25' 3" (7.70m)
- **Beam:** 8' 6" (2.60m)
- **Draft:** 4' 7" (1.4m)
- **Keel:** Fin Keel

ACCOMMODATION

- **Berths:** 6
- **Cabins:** 2
- **Heads:** 1
- **Showers:** 0

PERFORMANCE

- **Top Speed:** 6 Knots
- **Cruising Speed:** 5 Knots

TANKAGE

- **Fuel:** Diesel
- **Fuel Tank Size:** 15 Litres
- **Water Tank Size:** 75 Litres

MACHINERY

- **Engine Make:** Yanmar 1GM10
- **Horsepower:** 9
- **Drive Type:** Shaft drive

OTHERS

- **Aircon:** No
- **Heating:** No

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Broker Remarks

Marcon Tomahawk 25 yacht, built 1976, for sale in Kent, now £3,000

The Tomahawk 25 is a well-regarded British cruising yacht, admired for her solid construction, capable sailing performance, and practical accommodation. This 1976 example presents an excellent opportunity for buyers seeking an affordable and characterful coastal cruiser with the benefit of a more modern diesel engine installation.

Powered by a 2018 Yanmar 1GM10 diesel engine, last serviced in March 2023, she offers reliable and economical auxiliary power ideally suited to coastal cruising and estuary sailing. Combining classic lines with dependable engineering, this Tomahawk 25 represents a highly attractive entry into yacht ownership. She does require some TLC.

This vessel is being offered for sale **"as is, where is"** at the time of sale.

For further details or to arrange a viewing, please contact our **Kent Office on +44 (0)1634 571605**.

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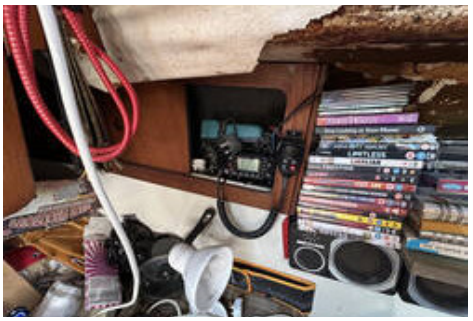







Accommodation

The Tomahawk offers a total of six berths in two cabins. The owner's cabin is forward with a double berth and under berth storage. The forward owner's cabin also contains the marine toilet on the starboard side.

The main saloon enjoys standing headroom throughout and has booth seating with a central drop-down table creating a double berth. The Galley runs along the port side of the saloon with a single stainless-steel sink with manually pumped cold water, a two-burner gas hob, grill, and oven.

Located at the aft of the saloon, this boat has two quarter berths on both port and starboard sides. The companionway steps lead up to a large aft cockpit with bench seating to either side, tiller steering and engine controls at the rear of the vessel.

Mechanical and Rigging









Sails and Spars:

This Tomahawk 25 has a masthead, Bermudian sloop rig, with a deck-stepped aluminium mast and boom secured by stainless steel standing rigging. The age of the rigging is unknown. The mainsail utilises slab reefing, and there's a furling headsail for added convenience.

Winches

2 x Sheet winches, Lewmar 16

2 x Halyard winches

Sails

1 x Genoa - condition unknown

1 x Mainsail - condition unknown

Mechanical Systems:

Positioned aft of the companionway is a Yanmar 1GM10 diesel engine, fitted new in 2018 and last serviced in March 2023, which propels a shaft to a two-bladed fixed propeller. It has a 15-litre stainless steel fuel tank. The engine will cruise the yacht at 5 knots, and it has a maximum speed of 6 knots.

Electrical Systems:

The Tomahawk 25 is equipped with two 12-volt batteries: 1 x for engine starting and 1 x for domestic use. These batteries are charged via the engine alternator, 240V shore power connection, with a

dedicated 12-volt battery charger and a large solar panel mounted on the coachroof.

Deck Equipment:

- Mainsail cover
- Sprayhood frame
- 2 x Fenders
- 2 x Mooring warps

Navigation Equipment:

- Compass - Digital
- VHF Radio - Standard Horizon
- Depth
- Speed/Log
- Navigation lights
- Masthead light

Safety Equipment:

- 1 x Fire extinguishers saloon
- 1 x Fire extinguisher engine bay
- 1 x Horseshoe lifebuoy
- Manual bilge pump

Keel Hull:

Fin Keel with a Skeg rudder

History & Construction:

Constructed in 1976 by Marcom according to a design by Alan Hill, this vessel features a white GRP hull and a white superstructure, with non-slip decks enhancing safety on board. The boat is equipped with a fin keel and tiller steer skeg hung rudder, Tiller arm is currently missing, ensuring precise handling and manoeuvrability. Additionally, the self-draining cockpit adds to the functionality of the vessel.

Marine Insurance:

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