

Sedna Sedna 26



Year:	2018	Heads:	1
Location:	Bursledon	Cabins:	2
LOA:	26' 0" (7.92m)	Berths:	6
Beam:	9' 4" (2.84m)	Keel:	Lifting Keel
Draft:	5' 6" (1.68m)	Engines:	1

Remarks:

The Sedna 26 combines extraordinary internal volume with surprisingly good sailing performance and the benefits of a fully-retractable centreplate. Easy to sail and easy to trailer around the country. This particular Sedna 26 has been meticulously maintained throughout her short life. As the current owner is a marine engineer and a professional skipper. She requires very little maintenance as the hull is copper coated and she is ready to embark

£29,950 Tax Paid

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Mechanical and Rigging

Mechanical and Electricals

Engine

Tohatsu MFS6 UL SailPro: 6hp 4-stroke outboard
Separate fuel tank
Light and compact
Front-mounted shift lever Trim tab
Sacrificial anode that protects the engine from electrolysis
reduced vibration for smooth and stable running
Greatly reduced induction noise for a quieter ride
Ultra-low emission, EU and CARB 3-Star rating approved
Alternator and rectifier with charging capability

Rig

Single Spreader Mast with Slab reefing mainsail and furling Jib.
Vela dropping mast, operated by one person
All lins lead aft to cockpit
4 x Winches with clutches each side
Mainsail
Jib
Central mainsheet, removeable to clear cockpit

Inventory

Construction

Designed and built by Sedna Yachts in Poland in 2018
GRP Hull, deck and coachroof
Lifting keel and transom hung lifting rudder

LOA: 7.9m / 26'

BEAM: 2.85 / 9'4"

Draft shallow: 0.4m / 1'3"

Draft Deep: 1.67m / 5'6"

Displacement: 2,000kg

Electrical

1x 12v 110amp/hr domestic battery
Shore power connection with RCD fuse
240v and 12v sockets throughout
12v LED lighting
12v Water pump for galley and heads

Deck Equipment

S/S Push and Pulpit
Guard wires
Grab handles
moulded deck grip

6 x cleats
Anchor roller with Teak step
Warps and fenders

Safety Equipment

Navigational lights

Owners comment

Maintenance

Having owned yachts for the last 20 years, and as a professional and qualified commercial skipper and marine engineer, I can honestly say this is the most maintenance free (aka hassle free) yacht I have ever experienced. So many yachts are sold with bundles of spares these days, with this yacht you don't need any spares! She is ready to go sailing NOW, don't be one of the many people who buy project yachts, and never get them finished because they don't have time or things change in their life. If all you want to do is just buy a yacht and go sailing THIS summer and beyond, this yacht is the answer!

Hull

Painted by the builders before she left the factory with 5 coats of epoxy and 5 coats of Copper Coat antifouling, this hull is protected from osmosis by the epoxy, and protected from marine growth and fouling for 15 years or more!

Wood

Save yourself hours of sanding and varnishing, because the wood you will find on this yacht requires no maintenance. The internal wood is laminated and can be wiped down like any household surface, and the only external wood is the teak toe rail which is best left alone!

Rudder

The rudder lifts completely out of the water whenever you are not actually sailing, protecting it from damage (passing flotsam and jetsam) but more importantly keeping the rudder dry. I have surveyed and worked on many yachts over the last 20 years, and the vast majority of which have wet rudders. Inside the rudder on many fibreglass yachts, the inside initially becomes moist as the rudder is permanently in the water, and eventually it becomes saturated, the result is the rudder becomes weak, it can delaminate, and the bonding can fail, leading to catastrophic damage.

Engine

The yacht is powered by a 4 stroke long shaft petrol outboard engine with alternator charging for the yacht's domestic battery. The engine is easy and cheap to maintain, can be lifted on and off the yacht's transom outboard bracket safely by one person, is very fuel efficient and smooth running, has a long shaft so the propeller is buried deep into the water giving good drive, and does not compromise the hull in any way because there is no hole cut in the hull for a prop shaft or outdrive leg. The simplicity is a delight and the ability to take the engine off the yacht, pop it into your car's boot, drive it to the service centre, and then store it in your garage over winter is an absolute dream. (Not part of the boats current inventory)

Keel

The lifting keel, together with the lifting rudder and outboard engine, means you can literally go anywhere! You have the ability to explore shallow creeks, harbours and channels, the ability to take to the mud or sand, you can beach the yacht in a beauty spot and have a BBQ on the beach whilst waiting for the next tide to come in! My plan was to sail the yacht to Le Havre and spend the summer exploring the French inland waterways and canals, and was going to pop out the other end in the Med and sail to Gibraltar. But then life got in the way!

Versatile

I do not know any other yacht of less than 8 meters that has such a large internal volume. You can easily spend extended periods of time on this yacht. She is very comfortable to live in and has standing headroom throughout. The storage lockers are massive and you have loads of room on board. I challenge anybody to find a yacht of less than 8 meters with so much internal living space! Also the cockpit is large and sociable, you can move the mainsheet away from the cockpit onto the side-rail, and you can lash the tiller to one side as well, which makes the cockpit very social for easily up to 6 people.

Sailing

This yacht sails very well with its battened sails which are in as new condition, aft mainsheet system, upgraded Lewmar winches, everything comes back to the cockpit, single line reefing system, stack pack and lazy bag, and rolling headsail. She sails very well and if you want a second opinion, please do see the review by PBO magazine here:
<https://www.pbo.co.uk/yachts/sedna-26-review-the-trailable-cruiser-that-thinks-big-58298>

Mast

This yacht has an upgrade fitted by the builder at the factory, which is the single handed mast lowering system. So when you want to take the yacht under a bridge, or into the inland waterways (eg French canals) system, or place the yacht onto a trailer, it only takes one person to safely lower and stow the mast.

Insurance and berthing

This yacht is very cheap to insure and berth, because she comes in at just under 8 meters, she attracts a very low insurance bracket and qualifies for very low berthing rates in marinas. Alternatively, because of her lifting keel and rudder, and her outboard engine, you can also berth her in a mooring which dries out, often these mooring are extremely cheap.

Builder fitted optional extras fitted by the factory in addition to standard spec

Coloured non-slip deck

Coppercoat antifouling

Lewmar self-tailing winch upgrades

Mid-ship cleats

Mast raising system (single handed, only one person needed to raise/lower mast)

240v mains shore power system

240v mains shore power cable

100 amp-hour 12v deep cycle battery

240v mains double socket in saloon (includes 2 USB sockets)

Navigation lights

Marble style worktop

Accommodation

Accommodation

SLEEPS 6 IN TWO DOUBLES AND TWO SINGLES

Large windows throughout for natural light

Forward 'V' berth with shelving

Saloon with central folding leaf table and two linear settee/ berths

Cupboard and storage throughout

GALLEY to port, 'L' shaped with single sink and cooking hob

HEADS to stbd with single moulded sink. Space for a chemical toilet.

AFT Large double berth under cockpit

Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

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This particular Sedna 26 has been meticulously maintained throughout her short life. As the current owner is a marine engineer and a professional skipper. She requires very little maintenance as the hull is copper coated and she is ready to embark on an adventure. With the swing keel and a draft of less than 40cm, there aren't many places she can't go.

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