

Sedna Sedna 26

YEAR 2018 | £29,950 | HAMBLE OFFICE



Summary

Manufacturer: Sedna Sedna 26

Price: £29,950

Location: Hamble OFFICE

Year: 2018

ID no.: 66F7917491

DIMENSIONS

- **LOA:** 26' 0" (7.92m)
- **Beam:** 9' 4" (2.84m)
- **Draft:** 5' 6" (1.68m)
- **Keel:** Lifting Keel

ACCOMMODATION

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

PERFORMANCE

- **Top Speed:**
- **Cruising Speed:**

TANKAGE

- **Fuel:** 0
- **Fuel Tank Size:** 0
- **Water Tank Size:** 0

MACHINERY

- **Engine Make:** Tohatsu
- **Horsepower:** 6
- **Drive Type:** Outboard

Yacht Image Yacht Image

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Yacht Image Yacht Image

Broker 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 on an adventure. With the swing keel and a draft of less than 40cm, there aren't many places she can't go.

Accommodation

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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.

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

Yacht Image Yacht Image

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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

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

and does not compromi

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