

Sadler 290 for sale



For Sale: Offers over £41,995

Description

Designed by Stephen Jones, the Sadler 290 is widely respected as a modern evolution of the earlier Sadler cruising yachts. The 290 is known for offering an impressive amount of interior volume for a yacht under nine metres, while still delivering the strong offshore capability and twin-keel performance associated with much larger boats.

Accommodation is arranged for six people, including a notably spacious aft double cabin. The layout also provides a separate heads compartment and a practical galley, all within an interior that feels open, comfortable, and well thought out for extended cruising.

Island Dreamer is the only Sadler 290 fitted with a bow thruster and one of the few with a self-tacking jib (in addition the standard furling genoa) making her particularly suitable for solo and short-handed sailing. Her specification is high, and she carries a comprehensive inventory.

Because the owners have limited time available, Island Dreamer is being offered in end-of-season condition, with a meaningful price reduction to reflect this.

Data

LOA - 8.90m / 29' 2"

LWL - 7.90m / 25' 11"

Beam - 3.24m / 10' 7"

Draft (twin keels) - 1.30m / 4' 3"

Displacement - 4822kg / 10,600lbs

Sail area – 56 sqm / 606 sq. ft

Year – hull 2005, launched 2007

Builder - Rampart Yachts Ltd., Southampton.

Designer - Stephen Jones

Constructed by Rampart Yachts in Southampton, the boat features GRP-moulded hulls reinforced with foam stringers and securely bonded bulkheads. The lead antimony keels sit on GRP stubs, keeping the ballast low in the boat and contributing to a notable 46% ballast ratio, which in turn delivers an impressive AVS of around 140 degrees. Her fractional rig is generous but straightforward to handle, giving her strong performance without demanding sail handling. Practical Boat Owner defined the Sadler 290 as “... an unprecedented combination of a sturdy British twin-keeler with surprising speed, style, and interior space...” “...the likes of which has never been seen before.”

She is notable for being a sub 30 ft twin keel yacht with RCD Category 'A' Ocean status.

Contact Details

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Hull, deck and superstructure

White GRP hull with dark blue waterline stripe and cove line.

White GRP deck and superstructure, with moulded non-slip.

Lead-antimony twin keels. These have a hydrodynamic profile concentrating the ballast at the deepest part of the keels for maximum stability and sailing performance.

Twin keels combined with a single rudder mounted on an integral hull skeg allow the boat to safely take the ground.

Teak laid cockpit seats and cockpit floor.

Tiller steering enables the skipper to steer and handle all sail controls from the forward end of the cockpit protected by the spray hood in adverse weather. There is a removable tiller extension for helmsman/woman to steer sitting comfortably on the broad cockpit combings offering an excellent view forward for competitive sailing or simply to enjoy the sun.



Construction

The topsides and superstructure are formed in GRP using a foam-core sandwich layup, a method that reduces overall weight while increasing rigidity and thermal insulation. Additional stiffness is provided by an internal GRP structural moulding, with neatly finished plywood bulkheads, partial bulkheads, and bonded locker partitions contributing to the overall strength. Encapsulated foam stringers and moulded GRP floor beams further reinforce the hull.

Beneath the waterline, the hull is constructed from solid GRP, using polyester resin with layers of mixed-strand mat and woven rovings, all finished externally with a white gelcoat. The deck, coach roof, and cockpit are GRP mouldings as well. These areas are strengthened with glassed-in foam-cored transverse members and longitudinal stringers, creating a rigid structure. The foam-core sandwich construction continues through the deck, supported by bonded-in beams and stringers, with marine-ply reinforcement beneath deck fittings.

Hull and deck bonded and epoxy-filled from the inside. Fastenings are placed at approximately six-inch intervals, and the joint is completed externally with a teak rubbing strake.

As part of planned maintenance all below waterline valves were replaced with new DZR alloy valves in 2022.

A Side Power SE40/ 125 S bow thruster is fitted above a thru-hull tunnel in the forepeak beneath the fore cabin bunk in close proximity to a dedicated 110AH battery (2024).



Interior

Six berths in two cabins.

Upholstery with matching curtains, internal joinery and floors are in good condition.

Pioneer Radio/CD player with Pioneer cabin speakers and powerful external speakers (new 2023) mounted in the cockpit with controls to distribute sound both in and/or outside of main cabin. Island Dreamer has a full set of insect screens to deploy for all windows and hatches.

Mikuni MYH16 photo sensor, dual speed marine hot air diesel heater. Not used.



Forecabin V berth with bow thruster battery condition indicator in the forepeak. Exterior hatch covers displayed.

Forecabin

V berth with infill piece with stowage beneath.

Hanging locker to starboard.

Shelves running along both hull sides.

Deck hatch.

Access to the Side Power bow thruster and battery under the forepeak v-berth.

Upholstery with matching curtains/internal hatch cover.

Master switch for the dedicated bow thruster battery.

Battery condition indicator for bow thruster battery.

Twin LED lights.





Saloon

2 x single berths.

One berth is to port and incorporated into an L shaped seating area around the cabin table. Large single folding leaf table designed to offer excellent space for those on the starboard settee for comfortable dining.

Starboard settee doubles as a single berth with a hanging locker forward and chart table aft. Ample shelves are outboard of each settee.

Deck head hatch and two opening coach-roof windows.

Handrails on the deck head for safety in seagoing conditions.

LED lighting throughout including ambient lighting and three spot lamps.





Heads

Utilises a moulded compartment for easy cleaning and retention of shower water with a drain that takes water to a sump which is pumped out automatically as wastewater accumulates.

Stainless steel sink with pressurised hot and cold water via a mixer tap.

The sink tap extends to double as a shower head.

Under counter locker enables access to the head's valves and the heads/holding tank switch over valve. The holding tank, never used by the current owners is in pristine condition.

Coach-roof hatch in addition to an opening window provide excellent light and ventilation.

Jabsco manual marine toilet. Handle for holding tank pump out.



Navigation station

Small chart table with internal storage and the yacht's electrical distribution panel immediately above and a 240 volt outlet on the bulkhead to the right.

The other instruments shown above are: a Raymarine multi display unit. Nasa battery monitor, Nav Text and fixed Standard Horizon DSC VHF radio with GPS (2022).

Quick anchor windlass switch.

Flexi map reading light. 12 v outlet plus twin phone charging points.



Double aft cabin

A surprisingly wide double berth with large shelf outboard and further stowage aft of the bed.

Aft window and opening windows in the coach-roof and into the cockpit.

Battery isolators and master switch.

Hanging locker and upholstered seat.

The battery compartment is beneath the seat.

LED lighting.

240v outlet



Galley

Aft to port is a surprisingly spacious and secure galley with crash bar in front of the cooker.

Stainless steel Neptune 4500 gimbaled gas cooker with 2 hobs grill and oven.

Twin stainless steel sinks with pressurised hot and cold water via a mixer tap.

Separate drinking water tap for pressurised cold water drawn through a dedicated charcoal filter (filter currently removed)

The lid of the refrigerator is incorporated into the countertop to access a spacious insulated cold storage compartment. There is a separate gas tap for isolating the gas supply to the cooker.

Storage lockers under the countertop also house a microwave that can be used when connected to shore power, either in situ or stood on dedicated mounts above the engine box.

Outboard and behind the cooker is a spacious shelf with sliding smoked PVC doors above.

Deck & deck equipment

Forward there is a stainless-steel pulpit and aft of this stainless steel stanchions with twin guard wires running aft to two quarter pushpits with integral teak seats.

Anchor locker forward with hinged hatch, housing a Quick electric anchor windlass. Up and down buttons on the foredeck.

The cockpit has teak laid seats and floor with a large locker on the port side.

Transom gate: the central part of the transom opens 180 degrees. This is an exceptionally useful feature when the yacht is at anchor or on a mooring buoy, for example, offering very safe access from a tender or when swimming from the boat. Twin handles (installed 2020) to improve boarding safety and convenience for swimmers.

Custom made stainless steel removeable extension to the boarding ladder for the comfort of swimmers getting back aboard (2022).

Heavy duty ply winter laying up hatch with additional vents.



Self Tacking jib track, the small hatch is above the WC compartment

Deck gear

Quick electric anchor windlass.

10kg Rocnor anchor (new 2022) with approx. 22m chain and 40m of warp.

Kedge anchor on custom mounting within the cockpit locker for quick deployment.

Substantial mooring cleats forward, midships and aft.

Complete cockpit tent with zip on sections (as new) that zip onto the sprayhood and bimini.

Lagun dismountable cockpit table in padded navy canvas storage valise.

8 x fenders and multiple mooring warps.

Primary winch and deck hatch covers.

2 Boathooks.

Spinlock tiller extension

Ensign and staff.

Cockpit cover.

TV aerial.

Winches

2 x Antal 30.2 self tailing 2 speed primary winches mounted on the cockpit combings.

Antal W16 self tailing single speed winch for foresail halyard and reefing line 2 plus Antal single speed mainsheet winch on the port side of the main hatch.

1 x Antal W16 self tailing 2 speed winch for the main halyard and reef 1, kicker and self-tacking jib sheet on the Starboard side of the hatch.

Rig, rigging and sails

Selden fractionally rigged single spreader mast.

Selden boom with Selden solid strut vang.

Stainless steel standing rigging surveyor confirmed replaced circa 2015.

Profurl C320 roller furling genoa in twin groove headfoil (circa 2015). Furling line lead aft via fairleads to a toe rail mounted jamming cleat.

Self-Tacking Jib, track, sheet car, single sheet led aft starboard side to dual speed winch on the coach roof, with optional trimming sheets for downwind efficiency.

All halyards led aft to deck mounted Rutgelson jamming cleats.

Single line freeing enabling a reef to be winched in and the mainsail reset all within the safety of the cockpit.

Mainsheet bridle forward of the sprayhood on the coach-roof ensuring the cockpit is clear of the mainsheet which is led to the port coach-roof winch.

Line actuated adjustable genoa cars on side deck tracks.

Multiple purchase adjustable backstay.

Sails

Fully battened mainsail with 2 x reefs.

Banks Genoa with padded luff and white UV strip.

Self-Tacking jib.

Cruising chute + snuffer.



Engine

Yanmar YGM 30 (nominal 29hp) fresh water cooled 3 cylinder diesel engine.

New HDI Marine cast stainless steel exhaust elbow and heat exchanger serviced 2026.

Yanmar SD20 Saildrive with 3 blade Brunton feathering prop. Spare 2 blade folding prop.

Surveyor advised main sail drive leg gaiter renewed circa 2015/16.

Sterling smart charger

Water pump with Speed Seal

1000 Engine hours were recorded in 2019. Engine hours are not displayed on the control panel,

so it is estimated from fuel records the engine has accumulated a further 500 hours (632 litres).
Last serviced November 2025.

Engine start panel and single lever morse controls mounted on the port side in the cockpit.



Instruments are clear, back reflection has obscured the displays when image captured

Electronics & navigation equipment

Fixed Standard Horizon DSC VHF and GPS (2021). Hand mic at nav station.

Raymarine multi-function display at nav station.

NASA Easy Navtex display and BM2 battery monitor at nav station.

Networked Raymarine ST60 instruments above decks in a pod immediately ahead of the main cabin hatch; Depth Speed and Log, Wind speed and Direction, Electronic compass and Autopilot Controls. These are flanked by a TV aerial connection and a 12v power supply.

Raymarine autopilot with wireless remote control.

Raymarine E80 GPS chart plotter mounted on the starboard side of the cockpit bulkhead.

Plastimo magnetic bulkhead compass to port.

Note: at the end of this season the owners had planned to check and probably replace the mast head Raymarine anemometer as the wind speed measurement has become intermittent. Wind direction is reliable. They are also unable to vouch for the radar as they have never used it and were unable to demonstrate it working/displaying it on the plotter. Should they not be selling Island Dreamer they would have sought assistance from their local Raymarine dealer at Maldon.



Electrical

220/234v shore power system with integrated battery charger.

Shore power cable.

Shore power inlet

3 x socket internal ring main with breakers and RCD protection.

12v electrics

Nasa battery monitor.

Solar panel mounted on the hatch garage

2 Lucas LX27MF 95AH leisure batteries (2020).

X-Pro 12v 110AH bow thruster battery (2022).

NUMAX XV24MF 12v 80AH engine start battery (2025).

Rotary battery isolator.

Mobile phone charging points in the main cabin and fore-cabin

Tanks and systems

Water - 150L flexi tank under the starboard bunk (2023)

Fuel - 61L plastic tank beneath the cockpit.

Pressurised hot and cold water system to the galley and heads.

Hot water - Calorifier tank heated by 240v mains immersion heater and engine heat exchanger.

Gas – Single Camping Gas in dedicated/vented storage in the cockpit, plus spare bottle.

Canvas work

Navy blue sprayhood

Navy blue bimini

Navy blue mainsail stack pack with lazy jacks

Navy tiller cover.

Navy cockpit tent with separate side and rear panels, with PVC windows in as new condition

Navy cockpit cover

Navy cockpit table (padded) valise.

Navy Double slot protective cover for main cabin 'washboard' doors

Safety gear & equipment

Navigation lights: include a bow red/green, stern white, steaming light, Masthead tri colour (LED) and anchor light with light sensitive on/off.

Tri Lens Radar reflector.

4-person canister life raft mounted on the pushpit (service overdue).

Horseshoe life buoy, floating automatic MOB light and Danbuoy.

Anchor ball.

Webbing jackstays and twin stainless cockpit harness points.

Manual and electric bilge pumps.

Boarding ladder with removable custom stainless extension.

2 x 1 kg fire extinguishers.

Fire blanket.

Large stainless security bar for added main cabin security.

Security padlocks on the main cabin hatch/doors and cockpit locker



Yard Trailer

Island Dreamer has a custom-made trailer used to recover the yacht in the autumn, store over winter and relaunch the following spring. It steers from both ends for manoeuvring in tight spaces when coupled to a tractor. The trailer is entirely bolted together and can be dismantled for transportation. This is offered for sale in addition to the yacht at cost £980 if required.

Owners statement.

We have owned Island Dreamer in a partnership since September 2019. Since that time, every year, from the end of October until May of the following year she has been laid up securely ashore at Upriver Yacht Club, Hullbridge under protective covers. This high specification Sadler 290 has always been maintained in the best order especially as we planned to keep her for many more years. Unfortunately, due to a combination of personal circumstances and health we have no alternative other than to offer Island Dreamer for sale.

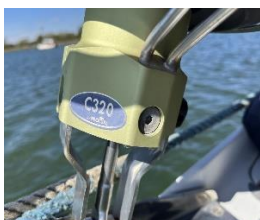
Because of time pressures and commitments, Island Dreamer is in 'end of season' condition with some equipment and running rigging that require servicing or replacement. The asking price is significantly below market value to reflect this and to attract buyers.

Island Dreamer is currently in commission and is due to be lifted out prior to laying up on **Monday 26 October**.

Specifications

Builder:	Rampart Yachts Ltd, Southampton
Make:	Sadler
Model:	290
Constructed:	2005 -2007 (Hull number is 2005, launched 2007)
No. of engines:	1
Engine model:	Yanmar
Engine power:	29hp
Fuel type:	Diesel
Length over all:	8.9m
Length at waterline:	7.9m
Beam:	3.24m
Hull material:	GRP
Hull type:	Sloop
Keel type:	Twin Keel
Displacement:	4822 kg







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