

## Degero 28MS



**Year:** 2005  
**Location:** Chatham, Kent  
**LOA:** 27' 9" (8.45m)  
**Beam:** 9' 10" (2.99m)  
**Draft:** 3' 5" (1.07m)

### Remarks:

This Degero  
been la  
can

excellent condition. She has just  
more traditional motorsailer with a  
has a long keel, which thanks to the  
business and stability.

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## Mechanical and Rigging

### Spars and Sails:

This 28MS has a simple Masthead Bermudan rig with a single spreader. She has a deck-stepped Seldon alloy mast and boom with stainless steel rigging (2005). She has Terelyne running rigging that has been replaced as required. Slab reefing mainsail with lazyjacks and Furlex furling genoa. She has an alloy spinnaker pole and adjustable backstay. All lines are lead aft to the cockpit.

### Winches:

- 2 x Anderson self-tailing sheet winches
- 1 x Anderson self-tailing halyard winch

### Sails:

- 1 x Mainsail, Dacron, North Sails, condition excellent, last valeted 2018
- 1 x Genoa, Dacron, North Sails, condition very good, last valeted 2018

### Mechanical Systems:

This Degero 28MS has a Volvo 2030 29HP diesel 4 cylinder engine located under the companionway. Freshwater cooled. It was last serviced in 2019 by the owner and has 2200 engine hours as at the 20th July 2020. 115 Litre stainless steel fuel tank. It has a shaft drive to a 3 blade fixed bronze prop. Rope cutter. The cutlass bearing was last changed in 2013 and the Volvo deep water seal was also changed at the same time. She will cruise at 5 knots and has a maximum speed of 7 knots. It has a 4HP Lewmar Bowthruster.

### Electrical Systems:

3 x 12 volt batteries (1 x engine new 2013 + 2 x domestic new 2019 ) charging from alternator and via 240v shore power system with ring main, immersion heater and battery charger.

## Inventory

### Deck Equipment:

- 1 x Bruce 10KG anchor with 20m chain and 30m warp
- 1 x Danforth style kedge anchor 50m warp
- 1 x Lewmar Anchor manual windlass
- Lifeline gates
- Mainsail cover
- Boom awaning
- Boarding ladder

**Navigation Equipment:**

- Steering compass - Plastimo
- Depth - Tacktick
- Speed/log - Tacktick
- Wind speed/direction - Tacktick
- VHF Radio - Standard Horizon
- Handheld VHF Radio
- AIS Receiver - Nobeltec
- GPS - Garmin
- Chartplotter on laptop
- Autopilot - Autohelm 2000
- Navtex - NASA Clipper
- Electronic charts on the laptop
- Some papercharts
- Deck level navigation lights
- Masthead navigation lights
- Clock and barometer

**Safety Equipment:**

- 2 x Fire extinguishers
- 1 x Fire blanket
- 1 x CO detector
- 1 x Smoke alarm
- 1 x Cockpit harness point
- 2 x Lifejackets
- 1 x Deck light
- 1 x Horseshoe lifebuoy
- 1 x MOB Sling
- 1 x EPIRB
- 1 x Manual bilge pump
- 1 x First aid kit
- 1 x Radar reflector

**Keel/Hull:**

Traditional long keel with wheel steering and tiller steering

**Construction:**

Built in 2005 the hull is hand laid GRP with a balsa sandwiched deck. Hull and deck are through-bolted and over-bonded by hand. All bulkheads are structural and bonded to the hull for added strength. The ballast is lead bolted through the bottom of the hull. It has white mounted non-slip decks. The yacht has a blue GRP hull. The hull has been coppercoated from new.

**Broker/Owners Comments:**



This particular yacht has been owned by the current owners from new. They have sailed the yacht to Finland, Sweden, Denmark, Germany, Holland, Belgium, France, the Solent, West Country and Isles of Scilly as well as up and down the East Coast. She is very reluctantly being sold as the owners are retiring from sailing. She is presented in very good condition and has been very well maintained. This actual yacht was used by Duncan Kent of Sailing Today for his test sail report.

### **Title Documents and Tax:**

The following documentation has been seen when listing this yacht for sale:

- Bills of sale in the owners name
- British Small Ships Certificate
- VAT Paid invoices showing VAT has been paid in full at the time of purchase
- Builders Certificate
- Declaration of Conformity to Recreational Craft Directive. 94/25/EC

### **Accommodation**

The forward cabin has a good-sized double berth Length 1.92m x 2.28m wide with the infill. The holding tank is under the berth but there are further storage bins forward. There are lockers over the berth with sliding doors. It has a large ventilation hatch which makes it feel light and very airy.

Aft of the forward cabin and to Port is the Heads compartment with a 60 ltr holding tank. It is of a good size for a 28ft yacht with useful storage. It has a deep sink with shower mixer tap and a GRP lined floor pan with a drain that electrically pumps the water overboard. The Heads has 1.66m headroom.

The wheelhouse/saloon is a simple but very comfortable space with two 1.83 m long straight settees offering 0.90m sea berths with additional legroom provided by trotter boxes. Under opposing, settees are the water and fuel tanks and additional lined storage bins.

The lockers behind the settees are deep and spacious with sliding doors. There is a central drop-leaf table which is stout with good fiddles. Upholstery is red dralon throughout.

Thanks to the large deckhouse and saloon portlights the area is bright and inviting. The boat has solid teak and teak veneered interior. The galley is to port and has a Wallas 2 burner diesel cooker with an oven and which also acts as a heater, large 80 ltr fridge and stainless steel sink and lots of storage. The vessel has pressurised hot and cold water with 115 ltr tank.

The navigation station is forward-facing with an inclined chart table and a very comfortable navigators helmsman's seat. This yacht has an additional forward-facing seat opposite that can be used when not cooking.

Behind the navigators, seat is a wet locker which is extremely useful on a yacht of this size.

The cockpit is spacious and has good locker storage space

## Remarks :

This Degero 28 motorsailer built by Kristeri in Finland is being offered for sale in excellent condition. She has just been launched after her annual service including hull polish. The 28MS is a more traditional motorsailer with a canoe stern, steeply rising sheer and bluff bows and raised bulwarks. She has a long keel, which thanks to the extensive lead ballast allows a shallow draught without sacrificing stiffness and stability. She offers 4 berths in two cabins with a separate heads compartment. She has good navigation equipment and is ready to sail away.

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