

“SWEET JENNA” – Nordship 28 – Sail number 104

SSR 139994



The design of this Danish 28' motor-sailer balances fast cruising under sail with safety and comfort for the crew.

The centre cockpit of the 8.6 metre “Nordship 28” features a glass windscreen, sprayhood and is completely enclosed once the canopy is zipped over.

All controls lead back to the cockpit giving the boat a dry and safe passage for skipper and crew on passage in all but the most extreme weather conditions,

A replacement canopy - with a matching sail cover - was commissioned in 2022 from Nicky's of Brighton.

The Volvo marine 2-cylinder 18 hp engine uses around 1.3 litres of diesel fuel per hour at 5 knots through the water. Sweet Jenna's engine has been regularly serviced, starts first-time and runs smoothly.

The three sails (genoa, main and cruising chute) are in good condition

The interior maximises the Nordship's freeboard to give living space and accommodation for 6 that is normally only found in considerably larger boats. Fittings, equipment, upholstery and head linings are in good condition for the age of the boat.

Sweet Jenna is well presented boat. An “out of water” insurance survey in 2021 was accepted as meeting insurance requirements for the coming 10 years.

Entering Sovereign Harbour in August 2024, Sweet Jenna suffered damage to the keel and rudder. Repairs by Tate Marine, Eastbourne, were commissioned by the insurers whose surveyor scrutinised as the work progressed. The insurance company settled the invoice in full directly with Tate once the work was completed.

During the time ashore in 2025, three “advisory recommendations” from the 2021 survey were addressed: the keel studs, plates and nuts were replaced with matched marine grade stainless steel; the standing rigging was replaced (once every 12 years recommendation); and the Volvo Sail-drive fully serviced and sealing ring renewed (once every 10 years recommendation). A new Raymarine wheel autohelm was fitted in 2026.

Designer	Jan Kjaerulff
Builder	Nordship (Denmark)
Build	1984 (hull serial number 102)
Lying	Eastbourne
Dimensions	LOA 8.64m
	LWL 7.50m
	Beam 2.90m
	Draft 1.50m
Displacement	3,800 kg (8,379 lbs)
Headroom	1.70m
Fuel capacity	120 litres in port-side tank
Water capacity	120 litres in starboard-side tank
Last survey	14/04/2021 (accepted by insurance brokers as good for 10 years)
Construction	GRP
Underwater profile	Fin
Finish	Gelcoat Finish
Rig	Sloop rigged Kemp Aluminium spars (1984)
Standing rigging	Stainless Steel (replaced 2025)
Sails	Mainsail - Kemp - Slab (2014) Stack Pack, Lazy Jacks, 3 Reefs
	Headsail - Kemp - Furling (2013)
	Cruising Chute - Kemp (2015)
Electrical Systems	240 volt shore power
	Shore power 12v float battery charger
	2 x 100 ampere 12 volt batteries
	Alternator charger when engine running
Mechanical	Engine: 1 X Diesel 18hp
	Engine make and model: Volvo Penta MD2002 (1984)
	Engine Hours: Not Recorded
	Engine Cooled: Direct

Steering	Wheel
Drive	Volvo Saildrive
Fuel consumption	Approx. 1.3 litres per hour at Cruising Speed
Cruising speed	Approx. 5 Knots
Max speed	Approx. 6 Knots
Maintenance	Engine serviced May 2025 Saildrive seal replaced 2024 Anode replaced 2025 Anti-foulings renewed 2025
Accommodation	Total of 6 berths: 1 double berth (fore-cabin) 2 single berths (main cabin) 2 single berths (aft cabin) 1 Handbasin 1 Heads (Manual) 1 x 2 burner gas cooker + oven
Storage	2 cockpit lockers (including gas locker) 11 underbed lockers Wet locker 2 cool boxes Kitchen drawers and shelves
Deck Equipment	2 halyard winches 2 sheet winches 2 anchors: 15kg Bruce, 8kg Bruce 30.00m of chain 100.00m of warp
Safety Equipment	LPG Detector Danbuoy Horn

Boarding ladder

Emergency steering

1 bilge pump (manual)

Navigation Equipment

Raymarine Wheel Autohelm (new 2026)

Compass

Speed

Log

Wind Speed & direction

VHF DSC radio

GPS

Chart plotter

Clock

Barometer

Navigation lights

Echo sounder

Radar Reflector