



NYM

Cruising Yachts Specialists

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Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229



Dufour 485 Grand Large

Euro 195,000 Neg.



Specifications

Boat Details

Price Euro 195,000 Neg.
 Model 485 Grand Large
 Year 2009
 Hull Style Single
 Power Type Sail
 Condition Used

Boat Brand DUFOUR YACHTS
 Length 15.20
 Category Cruising Yachts
 Hull Type GRP
 Stock Number #DUFGLCH48521
 State International

Disclaimer

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Suburb

Fiji

Engine Make

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Description

Highlights

'SAWADIVA'

Excellent presentation with extensive upgrades 2017-2021

Swiss owner is a mechanical engineer who has maintained Sawadiva immaculately

Numerous, beautifully engineered improvements from the original design to further enhance performance and comfort as a Bluewater cruising yacht.

One previous owner, never chartered, low engine hours

Three cabin version, with two heads

L-Shape Galley

Over equipped for blue water cruising

Powerful Volvo D-2 / 75 engine with sail drive, regularly serviced

Mast removed & rigging replaced new Furler 2016

High Performance Haase one Design 3-D Mainsail and Genoa - New February 2017

Gennaker Haase one Design 160 sqm with Sock/top down Furler New April 2020

SLCE 60-80 LPH water maker - New Membranes 2020

30 kg Jumbo Anchor New October 2017, 25 kg Delta wing Anchor, 15 kg Danforth Anchor, 5kg folding Anchor Dinghy, 80 meters new 12 mm solid zinc Chain ordered

Generator Fisher Panda 8000 / Hours 720

Mastervolt Mass Combi Ultra, Charger/Inverter 12/3000-150 New 2018

Solar - 5x100 Watt panels, Victron MPPT controllers New 2020

6x flexible Solarpanels 65W New 2017

Lithium Batteries 4x 100 AH New March 2021

Raymarine electronics All New 2016, I70 Series

Hydrovane Wind Autopilot standalone Steering system

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Chartplotter Axiom Pro 9RVX and Axiom Pro 12S, ITC-5 Transducer, AIS 700 Class B, Raymarine VHF, 18" digital Quantum Radar All New in 2019

Air-conditioning /Heating in all cabins, 3 Units 1 for Master cabin, 1 for Saloon, 1 for aft Cabins

Samsung TV 43" full HD 2020

Bauer Junior II Dive compressor, 4x Aluminum Tanks, 3x Regulator with Octopus, 2x BCD Cressi, dive-weight, - all new 2020, several masks and fins

Engine Battery - New 2017

Bow Thruster batteries - 2x New June 2021

Beautiful white leather upholstery kept immaculate and always beneath protection covers

Comfortable two-layers mattresses in all cabins w/ spring slats beneath for comfort

Ready to sail away, with recent haul out & new Micron Extra 2 antifouling - September 2021.

Full survey by independent internationally accredited surveyor October 2021

Available turnkey and with everything on board to sail anywhere now including all household items, a well stocked workshop and a huge inventory of spare parts.

A serious cruising yacht set up for comfortable and safe solo or short handed sailing.

Watch our full video presentation on our Youtube Channel - Nautilus Yacht Management!

Dufour Yachts are high quality Yachts built in France. With respect to each market, each design is more specifically constructed around its usage. The Performance is a more light weight yacht built for regatta and inshore sailing, while at the opposite end is the Grand Large, meant for serious unlimited offshore cruising, with the 'Cape Horn' edition sitting atop as flagship of the Dufour Cruising range.

Sawadiva is one of the few "Cape Horn Edition", a customised enhancement of the original Grand Large design aiming at the Bluewater cruising market and luxury live-aboard, integrating at the time of build such equipment as the generator, watermaker, air conditioning ect, with all plumbing, piping and wiring laid by the Dufour factory before the construction was completed. This ensured that all the systems were installed with the same standards as the rest of the construction, avoiding retro-fitting and the resulting messy wiring or ducted plumbing / piping having to be integrated later and without as much respect to the engineering or structure of the yacht. With everything already in place, replacing any item of equipment is also made easier for future upgrades or replacement.

The 485 Grand Large Series has reinforced structural beams, deck coaming, improved hull rigidity and a 2m keel perfect for exploring shallow lagoons. With her retractable bowsprit, cutter rig with removable furling jib to further

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support the mast, beautifully cut sails and a beautifully balanced hull, she also cuts an impressive, elegant but powerful figure on a regatta track. Combining the best a discerning offshore sailor could possibly look for, this Dufour 485 Grand Large provides luxury, safety and comfort, combined with outstanding performance.

Sawadiva was never chartered and only lightly used by her first owner when her current owner, a Swiss mechanical engineer and avid sailor discovered her after extensive research and purchased her in 2015.

Her first owner had purchased her at the Paris Boat Show and launched her in Marseille in March 2009. Unfortunately, after being caught in a 40 knots Mistral and feeling a little scared, he and his family hardly left the Marina again. By the time her current owner purchased her, Sawadiva's engine had only 370 hours and the generator 48 hours. The sails, interior and cushions were as new.

Her current owner, who was looking specifically for a Dufour Grand Large found her ideal for his purpose and quickly began to undertake an extensive upgrade to make her suitable for her voyage from Europe to Australia, a dream which had taken shape several years before. The result, a yacht which has very few equals with respect to the intelligence with which the upgrades were carried out, always closing the very best equipment on the market and irrespective of the price, and an inventory which incorporates absolutely everything one could wish for to cruise around the world in luxury. Everything is there, from reverse cycle air-conditioning, to water-maker, generator, additional fridge, tons of solar power, lithium batteries, a full workshop, and even a brand new dive compressor with two full sets of scuba diving gear.

Inside the welcoming ambiance features rich, warm woodwork and an elegant design. The owners had soft covers made for the white leather upholstery for protection and comfort and the white leather still looks like new today.

With its 2-meter headroom the very large and spacious saloon is ideal for large gatherings. There is a great deal of stowage space available. This Dufour 485 is the 3 cabin owners version, with 2 bathrooms (the 3rd we changed into the workshop).

With a sail area of 120 m² upwind and 225 m² downwind, this boat can reach a cruising speed of 10 knots while providing the utmost comfort and secure feeling.

Read on for the full description and don't forget to watch our full video feature, which will show you right through the boat and into all the details of her equipment and layout. We filmed Sawadiva just before launching her on the cruising yachts market in October 2021 and all the media (photos and video) were taken at that time. This yacht presents exactly as shown.

For more information, or to organise an inspection (or video inspection) please contact our friendly team at Nautilus Yacht Management. We would be delighted to assist you in every way and to help you make your cruising dream come true. Our agency specialises in cruising yachts and is very involved with the cruising community. We can answer all your questions regarding offshore purchase, import, registration, etc. and help you at every stage of this exciting journey!

COCKPIT:

The long and spacious cockpit is tastefully finished in teak. The cockpit features twin helms, with a pivoting navigation console on the table, and instruments either side. The folding Teak table is between the two large bench seats. The aft Platform gives generous space for fishing, sun bathing, yoga or watching sunsets and the stars while on long passages. Under the Platform are huge lockers for all sort of things, even for the nicely built in Dive

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compressor.

The big cockpit really is brilliant, and we often find Sawadiva is where other cruisers like to come to socialize or wind-up the day. On the long seats you can stretch out for a snooze and they are nicely finished with a teak inlay that matches the floor, while the ergonomics are just right for leaning back against the high coamings as you watch the sun go down.

The cockpit is protected by a large sprayhood, and connected an even larger bimini, which provides full coverage of the cockpit. Both are the Dufour factory design. The owner had a brand new Bimini (new 2018) and dodger (new 2021) were ordered and fitted from the Dufour Factory and changed the original beige colour in dark grey Sunbrella fabric, which is just stunning. The tailoring is perfect and the design incorporates many great details.

While sailing, you are able to unzip a panel above the sprayhood to clearly view the sails and masthead, as well as roll up the center section of the sprayhood for better air flow or visibility.

Additional drop-down shade clothes in grey mesh were just installed last week. They are perfectly customised to the cockpit and are very versatile.

The centerline cockpit table opens out to a generous 1120mm x 1030mm but is unobtrusive folded away. It has a finely oiled teak and cupholders for cans and glasses. At the stern of the table is a swivelling mount for the plotter, making it easily visible and in reach from whichever helm you prefer. There is 12V / USB outlet under the table.

The two sports dual wheels, leather-wrapped are perfectly positioned. They are out of way for every day socialising, but provide excellent control, situated in a prime vantage point when entering tight spaces. There are dual compasses with sun covers and red night lighting at each helm-station. Both aluminium pedestal have just been professionally re-sprayed and present as new.

The foldable transom platform, nicely teak planked to match the rest of the cockpit, provides easy access to the boat from the dinghy or to the sea for swimming and snorkeling. A great place to swim, play, launch your kite or SUP - to get out of the tender you can lower the davits to have a secure hold for exit and entry. While at sea, in rough conditions we enclose the sides of the cockpit to stay dry and protected.

Other features:

- A huge storage space, with 3 hatches running the entire width of the transom. Access to the emergency steering.
- Shore power connector is on the starboard side inside the cockpit. The shore power cable is fitted with a standard 16 amp receptacle.
- 2 swim ladders one hinged to the swim-platform and one on the transom starboard side for quick access even when you are in the water and the ladder is up.
- Large external space under the transom ladder to store the 6 person Lawhill Offshore life raft (2021).
- All working ropes come into the cockpit and are nicely stored under the cockpit floor for easy sailing, at sea, with 12 spinlock jammers, 1 electric and one manual winch under the sprayhood. This way you never have to leave the cockpit in rough seas.
- External shower recessed with hot/cold mixer tap.
- Fusion Cockpit speakers (2020).
- All multidata and autopilot displays (5) are Raymarine i70, 1x Axiom Pro 9RVX.
- Quick CHC1203 chain control and windlass control, MaxPower bow thruster controls.
- Outboard crane swivelling with block and tackle.
- Gas locker, vented overboard, with 4x 3-kg camping gaz bottles

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- 2x Harken 53 self-tailing electric winches. 2x Harken 48 self-tailing winches for German copper mainsheet system/Gennaker.
 - 2x Harken 43 self-tailing winches, 1x electric on stbd coach roof.
 - 2 Harken winch handles, with storage holders.
 - Steering wheel covers.
 - Cockpit table cover.
 - All instruments have original covers.

SALON:

The saloon is clearly designed for both comfort & style, and when first coming on board, most people comment at all the light and the spacious feel. There is a full 2 meter headroom, plenty of natural light and ventilation and loads of storage. From the clean lines of the settee to the recessed LED lighting, you get a feeling of luxury and a sense of openness. The wood is finished in a pleasant mahogany tone, and is offset by the neutral colours and the cozy leather cushions invite to relax.

Going below is safe and secure, with good handgrips and gently angled companionway stairs. The rest of the saloon is pleasantly conventional, with a large U-shaped settee surrounding a generous 1200mm x 900mm folding table with cupboard underneath to port and a pullman seat with 2 drawers for added seating, the comfy sofa with armrests is on starboard.

The chart table is situated immediately to starboard with a large comfy seat and an ideal place to monitor everything on board. The side under the table hosts the Victron Mass Combi Ultra 12/3000-150 and the Victron solarcharger and subwoofer. On top the switch board and monitor (fuel, water, batteries), 12V and USB power outlets. The upper panel hosts the Axiom Pro ES12 Plotter with autopilot control to the right, water maker, generator control panel, easy view battery monitoring. Radio/CD and Raymarine VHF are on the left side.

The actual chart table is generously sized, with lift up storage and several smaller storage compartments, where the satellite system KVH is situated. A long drawer and further storage cupboard are below the desk.

The starboard sofa has a fold out armrest, behind which is the bar and underneath is the aircon unit for the saloon and huge storage. Under the portside sofa you find the water maker and the hot water system.

GALLEY:

Immediately to port is the L-shaped galley, which has ample Corian counters and all the usual amenities from the gimbaled three burner Eno stove/oven to twin stainless sinks.

The front opening 33 l fridge is perfect for drinks and on top is the big fridge and freezer situated. There are numerous lockers and storage throughout, with a cutlery drawer and big storage on the end of the main workspace.

Best thing aside of the Nespresso machine is the electric oven (2020) with circulating air which bakes cakes, pizzas or bread evenly cross to perfection.

Other features:

- Electric oven with circulating air
- Salt-water foot pump

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- Dufour dinner set and cutlery
 - Kitchen outfitted with a wide variety of pots, pans, including a Swiss pressure-cooker
 - Cups, white-, red-, champagne-glasses, utensils, serving bowls, food containers and many, many more

MAIN HEAD:

The main head (guest head) is located off the saloon just aft of the chart table, and is accessed via either the main cabin or from the starboard aft cabin. There is a shower and electric toilet. Under the sink is a storage shelf and access to the holding tank and toilet sea cocks.

- Basin, mixer tap, large mirror and three storage lockers
- Jabsco electric toilet - complete overhaul 2020
- 60 l holding tank easily accessed from the front

MASTER CABIN:

Forward of the saloon, is the beautiful owner's cabin with a queen-sized island bed, shaped especially for comfort atop a pedestal with huge storage and drawer beneath.

The mattress is set on top of flexi-slats.

The cabin also has a desk/vanity, several lockers, and a half-height hanging locker.

There are 220V power outlets.

Beside the bed is the battery switch for the bow thruster batteries.

Under the bed is access to the forward water tank, a storage space and the MaxPower bow thruster & batteries and the relays (new 2021).

Under the floor is access to the transducer for depth/speed log/sea water temperature.

FORWARD HEAD:

The owners cabin has a large ensuite head, complete with a separate shower.

It has a Jabsco electric toilet, basin, mixer tap & large mirror, with a locker with plenty of space for toiletries above the toilet.

The 60 l holding tank is behind another cupboard, and easily accessed.

Under the basin is a cupboard with a storage and access to the sea cocks, holding tank valve, and shower pumps.

STARBOARD AFT CABIN:

The aft cabins are very similar, but the starboard side is used as a guest room, and also has a door leading directly to the main head, allowing it to be used as an ensuite for guests.

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It has a queen-size mattress, which is set on top of flexi-slats and split to allow for a lee cloth to be setup when at passage.

Other features:

- Beneath the bed is more storage space, and access to the diesel tank
- Ventilation to cockpit and outside of boat with 3 opening hatches
- Curtains and/or light block-out shades on all windows
- Curtesy lights
- 220V power supply
- Lots of storage with lockers and hanging lockers alongside of the bed
- Big openings to access the engine compartment

PORT AFT CABIN:

The port aft cabin has a Queen-size mattress, which is again designed in two halves to allow for the lee cloth to be raised during passage making, which is on an adjustable flexi-slat base.

Currently the owners use it as storage room. The mattresses are raised and protected from damage and the area is tidy, clean and very well organised.

Other features:

- 220V power supply
- Ample storage, with a hanging locker and lockers alongside of the bed
- Beneath the bed is more storage space, and access to the aft water tank

Ventilation to cockpit and outside of boat with 3 opening hatches. Curtains and/or light block-out shades on all windows

HULL, DECK & EXTERIOR FEATURES:

A very handy feature is the large sail locker in the bow. It has a lockable Lewmar hatch and a ladder. Ample storage for multiple sails, fenders, windlass, bowsprit for the gennaker/asy. spinnaker, jerrycans and more.

Forward of this is a vertical Lewmar V4/5 anchor windlass with both gypsy and warping head, and the massive bow fitting incorporates twin rollers plus a massive chain plate.

The hull itself is solid fiberglass with a molded inner liner, and the deck and house are a glass-and-balsa sandwich. The deck is in elegant teak. 6 large cleats are situated around the deck for mooring. The hull is in good condition and was polished last in 2021.

I'm using Micron extra 2 since I am in Fiji. This self polishing antifouling works very well, I'm happy with the result. In 2021 the boat was professionally sanded, and 2 coats of Micron extra 2 applied, when in the same go the hull was surveilled. For reference, this used 20 l.

New anodes were installed 2021.

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ENGINE & CONTROLS:

Sawadiva is powered by the compact and powerful Volvo Penta D2-75 with sail drive and only 1500 hours on the clock.

(The low hours are primarily due to the first owner's situation; they only did 370 hours in the first 6 years).

The D2-75 is extremely common and it is very easy to find parts & service agents worldwide.

If well maintained, it will last many thousands of hours, since this is an easily pushed hull that won't force the engine to the max.

The power is transmitted through sail drive to the 4-bladed folding propeller, average fuel consumption about 4 l / hour and can easily motor at 6-7 knots.

Engine access is very good on all sides with removable panels in both aft cabins, as well as the main access via the companionway stairs which lifts up on gas struts.

The engine space is well-ventilated and sound proofed. The engine sea cock is located at the gearbox and is easily accessed.

The engine and generator have been serviced regularly. The most recent service included impeller, oil change, oil & fuel filter change (February 2021).

Other notable serviced items were:

- Spare 115 amp alternator on board
- Diesel tank was cleaned & scrubbed in 2018
- Second fuel filter with glass bowl mounted 2018

MAST, SAILS & RIGGING:

The mast, boom is by Sparcraft, the forestay and Furler by Facnor new in 2016.

Jibe preventer for the boom to operate from the cockpit.

The spinnaker pole is stored on the railing.

The spring vang both supports the boom and holds it down. The new sails & sailbag are by Haase OneSails.

As a mostly solo sailor, it was important to the owner to have a rig that he could rely on, and so in April 2016, he had the mast removed and all standing rigging replaced by Marina Sant Elmo in Cagliari Italy.

At the foot of the mast are turning blocks to lead the halyards and lines aft under the deck, which cleans the house, reduces tripping and makes it possible to single-hand when necessary. The Lewmar mainsheet track is forward of the sprayhood, making the cockpit both safe and spacious.

The furler is a Facnor LS290, with twin tracks, meaning you can run a double headsail setup if you choose. It has

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been reliable and faultless to date. The Genoa furler was replaced in 2016.

Sails features:

- Haase OneSails 4t-forte 3D 65sqm mainsail (2/2017), roll in mast, which is one of the best comfort and safety features and working without any problems
- Haase OneSails 4t-forte 3D 55sqm Genoa
- Haase OneSails Gennaker 160 sqm new 2020
- 30sqm Stay Sail Haase OneSails try radial
- Spare Genoa Dacron

Other points to note:

- Second and 3rd Genoa halyard added 2017
- Spinnaker pole & halyard (2017)
- Removable inner forestay (2017)
- Extra genoa cars and blocks either side to facilitate stay sail & genoa sheets (2019)
- Dyneema boom preventer setup with 4-time pulleys

PLUMBING:

All the electrical wiring is factory bundled, secured and labelled, and the plumbing is to the same standards.

Hot & cold pressured water is supplied throughout the boat via the Johnson WPS5 pump. The pump uses a relay for its switching, which greatly increases the service life - faultless to date. There is a spare relay on board.

There is also a saltwater foot pump in the galley, which greatly reduces water consumption and makes dish rinsing so easy. The whale footpump is easy to use.

Fresh water is provided on board via the SLCE water maker 60-80 LPH complete overhaul with new membranes 2020. It can be run over the inverter/batteries or generator/shore power. There are lots of spares on board for the SLCE.

Points to note:

- Water Tanks were cleaned 2019
- Quick 60 l hot water system replaced 2020

ELECTRONICS, COMMUNICATION & NAVIGATION:

Sawadiva is fully equipped with the complete Raymarine navigation system. The system has been upgraded in Panama as the Marina plugged us to a wrong adapter cable. Raymarine Panama was very fast and efficient to replace all the necessary parts. Radar, AIS and integrated autopilot control, combined with great accuracy it's the safety feature to have.

It is also wired or Wifi into the Seataalk network, and can both display and repeat all the Raymarine instrument data - meaning you can connect any device or laptop and wirelessly receive your instrument & navigation data, GPS position, etc. This makes the use of OpenCPN possible, with all the benefits of real-time navigation with Satellite

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imagery.

The VDO switchboard is at the chart table and controls the 240V and 12V supply to the various systems, as well as monitors the state of all batteries, fuel & water tanks. Behind the panel above this is the rest of the circuit breakers and fuses.

The home batteries I changed to LITHIUM in March this year and that made an enormous difference in the power supply. If you take out 80% of the capacity the system still has his 12.8V and runs without disturbance amazing. Running the generator together with the 150 amp charger, the batteries are 100% charged again after 1 to 1 1/2 hours! That cuts down generator hours drastically.

Its all combined with the Mastervolt Mass Combi Ultra 12/3000-150. The powerful 3kw inverter and the 150 amp charger are the real hard working mates enabling full HD television, fragrant Nespresso coffee and golden cakes from the electric oven.

The owner writes: "The solar panels function well and in good weather we even can run the water maker 30-45 minutes daily through solar and supply the daily need of water. Together with the Victron MPPT charger we have practically no lack of power anymore."

ANCHORING:

Anchoring is made simple and reliable with a combination of the large 30kg Jumbo anchor which digs in within 1 meter in almost every ground. Over 60m of heavy 12mm chain, (a new one, 80 meters, is ordered) strong Lewmar windlass new bearings in 2021, remote control at the bow and in the helm. This powerful combination has faultlessly provided peace of mind anchoring in many new and exotic locations, in a huge range of anchoring conditions all around the world. The owners comment: "It is no small feat to be able to honestly say we have never dragged since adding the Jumbo anchor."

The Lewmar v4/v5 Windlass has a combination chain/rope gypsy, with manual release. A spare winch handle is stored in the anchor locker for manual release. There are two remote controls, one in the bow sail locker, one at the helm with a chain counter.

Features:

- 30kg Jumbo primary anchor
- 25kg Delta wing (spare anchor)
- 15kg Danforth anchor
- 2.5kg folding dinghy anchor
- 60 meters of 12mm chain, with additional 50-meter rope connected
- 50m of belt on a reel at the stern for stern anchoring/landline (with the 15kg Danforth anchor)
- Snubber rope with chain hook
- Heavy duty bow fitting, with double bow roller

TENDER:

The South Pacific 3.4 meter Shearwater tender is very light but stable in high seas when you go diving to the outer reefs. A perfect companion.

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The cover by Marshall Sails in charcoal Sunbrella which they owners put on straight away when launching in March 2021. The blue patches not only look good but are also protectors to lift the dive gear in and out.

- 2021 3.4m South Pacific tender with aluminum skin floor with non-stick. 12 l fuel tank.
- Suzuki 20 HP fuel injection Outboard - no fiddling with choke and idle, very low fuel consumption (half of 2-stroke)
- Grey blue dinghy cover in heavy duty Sunbrella 2021
- Adjustable davits in stainless steel
- Garmin fish finder with depth sounder
- Diverse spare parts

SAFETY EQUIPMENT:

- Lawhill Offshore 6 persons liferaft new March 2021
- Port & starboard full-length jack stays (harness safety)
- EPIRB (but due to complicate reprogramming better buy your own)
- Flares (some new 6/2017, some expired)
- Fire blanket in galley
- 2x fire extinguishers
- Plastimo offshore telescopic Danbuoy
- Plastimo lifering with floating LED light
- 4x automatic lifejackets
- 2x personal AIS beacon in life jacket
- 1x personal life buoy EPIRB
- 10 extra foam-core lifejackets
- Drogue
- 12V searchlight
- Foghorn

INCLUDED EXTRAS & SPARES:

- Jabsco rep kit for automatic toilet, hinge kit
- Jabsco automatic toilet pump seal rebuild kit
- 115 amp alternator
- Spare turbo charger for Volvo Penta D2-75
- Rudder bearings new 2021
- 220V emergency pump 20.000 l/h
- Freshwater pump Jabsco
- Lithium battery grinder, jigsaw and cordless drill, 2 batteries & charger
- Various tools, incl. socket set
- 4x camping gaz bottles 3 kg
- 4x large G-6 Polyform fenders
- 3x medium flat fenders
- 2x large A-3 Polyform ball fenders
- Bosuns chair
- 1x boat hook
- 2x 15kg large buoys (for floating anchor chain in coral atolls)
- 5x 20L diesel containers & siphon jiggler
- 2x 20L petrol containers
- 1x 20L water container

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-
- Suzuki 20 HP outboard - numerous spares incl. anode, impeller etc.
 - Hard broom
 - Fitted bed covers, linen, towels, decorative cushions, etc.
 - Various stainless screws, fixings, shackles etc.
 - Various plastic zippers, buckles, etc.
 - Numerous spare ropes and lines
 - Numerous cleaning products, gel coat, oil, vinegar to treat toilets, teak oil, etc.
 - Complete diving gear 2020
 - Canoe 1 seat 2020
 - Sun/rain shade foredeck and over boom in Sunbrella light grey 2021
 - Sunshade for bimini 3-sides, 5 pieces
 - Rain and wave cockpit protection September 2021

IN THE OWNER'S WORDS:

"I bought "Sawadiva" In Marseille at the end of 2015 with the intention to sail to Australia. After looking at several Dufour 485, I decided for this boat because she was aside of her 6 years of age still like new. The engine had only 370, the generator 48 hours on the clock and the log recorded 2450 nM. So, she was still practically new.

The story behind, the first owner sailed into a storm one day, got scared and never left the Marina again when there was any glimpse of wind, which in Marseille, with the Mistral, is rare.

Why a Dufour 485? Important to me was a flat foredeck to have enough space to practice Yoga and Tai Chi also a flat roof to sleep outside and to put solar panels on. Of course, good quality, a comfortable cockpit and a homely inside with cosy beds was on the List too. That made the Dufour 485 my favourite boat and luckily, she was one of the few "Cape Horn Special Edition" which means that she was fully equipped with everything possible in the 485 GL at that time.

So, we left Marseille on March 30st 2016 and sailed to Sardegna. Spending a season there, I felt good with "Sawadiva" and decided to make a good refit in Cagliari for the big trip. After touching an electric cable, we renewed rigging, new genoa furler and the latest Raymarine navigation system incl. autopilot. We sandblasted the underwater to build up the whole base for a new antifouling. To fulfill the standard of a "Diva" we put, in February 2017, new main sail and genoa (140 %), "Haase One-Design" (4-T-forte) and the gennaker (2nd new in 2020) from the same brand on her. It made a big, big improvement in the sailing performance. The good thing about this precious sails, they don't loose shape.

The way was given, Corsica, Baleares, Gibraltar, Portugal, Madeira, all the Canary Islands with a longer stopover in Tenerife.

Here we added more Anker chain a brand new Hydrovane due to security reasons because it`s a fully independent steering/auto pilot. Re tighten the rigging, new Dinghy with Davids and a new Saildrive due to corrosion.

After good provisioning we set sail to Cape Verde and crossed the Atlantic, where we arrived 21st of December in Barbados. In Martinique I bought the Suzuki 20HP fuel injection Outboard Engine, a Mastervolt Ultra 3000/150 with easy view Control panel. With this 3.5 KW Inverter I can run the Water maker, Coffee machine and all the other electric items also from the Batterys.

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Cruising Yachts Specialists

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Up and down the windward islands, Aruba, Colombia (outstanding), San Blas, Panama.

In February 2019 crossing the impressive Panama Canal.

The Marinero in the Vista Mar Marina Panama plugged us with a wrong polarized adapter cable, that's how we got the latest Card plotters Raymarine Axiom Hybridtouch, VHF with AIS and a new Quantum Radar...

27 Days to Gambier Islands, Tuamotus, Marquesas, down to the Tuamotus again, Tahiti/Societies, Suvarrow, Samoa and finally Fiji where arrived in September 2019 with 20.000 NM on the log.

Inspired by diving the Fakarava South pass and knowing that Fiji is in the top 5 dive spots around the globe, I got all the dive gear and Dive compressor to explore the miraculous underwater world of Fiji. The independence being able to fill your tanks brings you to the world best dive sites, or you can safe your anchor which is stuck 20 meters below.

Sailing the Fiji Islands for 2 years now, (its really pure joy to race upwind-downwind around the islands) I realized that I don't just want to sail to Australia, but to live on a boat for at least another 10 years, because for me it's the best place to be.

That's why I'm willing to sell Sawadiva - to go on a little bigger monohull.

What's to do on her in near future is our broker Anna asking!

Well she has little scratches and wear which I find is normal for her age and not disturbing me, maybe a mirror or 2 to replace if you are fussy (in 2020 and 2021 I invested >US\$ 50.000 in her). The only big thing which I observe is that the rudder bearings start to play a bit, so maybe next haul-out I might replace them, but the new (original Dufour) bearings including housing are on board already. Maybe 2 sea valves which operate a bit tight. The new 80-meter solid zinc anchor chain is ordered in NZ in June. Else I find her pretty perfect and for you, nothing serious is on the doorstep.

Sawadiva is a superb, reliable, fast, comfortable and save boat, she is a good companion. Whenever I had to renew something, I always put, not the cheapest, but the best in her to keep her high-quality standard up. So, I can recommend Sawadiva in best faith."

Erwin - Fiji October 2021

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Features

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NYM

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Designer	Dufour
Builder	Dufour
Water (Potable) Capacity (l)	500
Hull Construction Material	GRP
Hull Type	Mono
Deck Construction Material	GRP - Teak
Country Origin	France
Length (m)	15.2
Length Waterline (m)	14.7
Beam/Width (m)	4.7
Draft (m)	2
Keel/Ballast	3500
Dry Weight (kgs)	18000
Number of Helms	2
Engine Notes	Volvo Penta
Number Of Engines	1
Engine Standard	D2-75
Stroke	4
Engine Hours	1500
Horse Power (hp)	75
Drive Type	Saildrive
Generator	6kva Diesel
Number of Batteries	3 Lithium house batteries, one engine start battery and one bow thruster / anchor battery
Fuel Type	Diesel
Number of Fuel Tanks	1
Fuel Tank Capacity (L)	250
Propeller	4 blades bronze
Steering System	dual wheels. Cable.
Bow Thruster	Yes
Accommodation Notes	3 cabins 3 heads
Number of Berths	3 queen size
Number of Showers	2 plus one hot and cold in cockpit
Shower Type	hot and cold
Number of Toilets	2
Toilet Type	electric with holding tanks
Air Conditioning	Yes. 3 units. All reverse cycle
Number of TVs	1 large flat screenTV
Holding Tank (L)	2 X 60-L
Galley Notes	L shape galley

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Stove	3 burners Eno stove with oven and grill. Separate electric oven
Refrigeration	120L Deep fridge and another smaller fridge for drinks added in galley
Number of Freezers	120L freezer
Number of Sinks	2

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