



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
 Suburb Fiji

Boat Brand DUFOUR YACHTS
 Length 15.20
 Category Cruising Yachts
 Hull Type GRP
 Stock Number #DUFGLCH48522
 State International
 Engine Make

Disclaimer

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Description

DUFOUR GRAND LARGE 485 'ARKA'

HIGHLIGHTS:

Excellent presentation with extensive upgrades 2017 - 2022

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

One previous owner, never chartered, low engine hours.

3 cabin version, with 3 heads and 4 showers (1 external).

Elegant L-shaped Galley .

Over-equipped for blue water cruising.

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

Excellent sail wardrobe just recently upgraded and in good condition. ONESAILS main sail 56 sqm (2022), Furling Genoa Elvstrom 2010, ONESAILS 2022 roll-up staysail (on dynema), ONESAILS furling genoa 2022 roll-up, CODE 0 blue on blender (reinforced with green leech 2012/17, Spinnaker blue 150 sqm.(repaired with two 100 cm bands, White Gennaker 160 sqm. Haase (ONE SAILS) 2016.

WATWERMAKER / DESSALATOR 60 ltr/hr with new membranes (2022)

30Kg Lewmar Anchor and 27 kg Delta wing Anchor and 70 meters 12mm solid zinc Chain.

Generator MASTERVOLT WHISPER 3,5- 3000tr/mn

MASTERVOLT MASS COMBI 230V. - Charger/Inverter 12/3000-150

SOLAR: 2x300KW/h panels (2018)

BOW THRUSTER: Brand new MAX-POWER with battery 1x 120 AH (June2022)

New GEL BATTERIES 4x100 AH (June 2022)

Engine AGM Battery 100 AH (June 2022)

New RAYMARINE electronics (2018) with ST600 / AUTOPILOT

TCL TV 43inch (2013)

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Bimini top and table cover

Ready to sail away, with recent haul out & new international antifouling (June 2022). Full survey by independent internationally accredited surveyor July 2022.

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

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

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 .

ARKA was launched in June 2009 at La Rochelle. Her first owner participated in regattas for 3 years then had her delivered to the Caribbean, where he upgraded the boat to be better suited to cruising /live aboard, with the addition of solar panels, davits, etc.

Once in Martinique and due to health problems the previous owner used ARKA lightly with accurate and careful maintenance of all parts until 2017. ARKA was never chartered, and her current owners, who discovered her after extensive research and purchased her in April 2017, include a professional offshore skipper and expert logistician / navigator, an Italian Navy Admiral and another very experienced sailor who had also sailed most of her life. The 3 friends took over to continue the world sailing they had initiated in Italy with a Hallberg Rassy 42.

In preparation for the journey, they customised and renewed many fittings to enhance the original Grand Large design, aiming at improving independence at sea with, for example, additional large solar panels of 300 Amp/hr each and new batteries, watermaker,

The 485 Grand Large Series has reinforced structural beams, deck coaming, improved hull rigidity and a 1,60 m keel perfect for exploring shallow lagoons. With her retractable bowsprit with furling code 0, cutter rig with removable furling jib to further 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.

There is a great deal of stowage space available. This Dufour 485 is the 3 cabin owners version, with 3 bathrooms. 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.

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! Information & Features

Engine: 2009 Volvo-Penta D2-75:

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Type:InboardDrive Type:Sail driveFuel Type:DieselHours:1500Drive Type:Sail DrivePower:75 hpPropeller Type:4
Blade Folding PropellerMaterial:Bronzeand1 Volvo propeller with 4 blades.Specifications:

Dimensions

LOA: 49 ft 10 inLWL:48 ft 3 in Beam:15 ft 5 inMax Bridge Clearance:65 ft 7 in

Min Draft:6'2"

Weight;

Dry Weight:18,000 kgBallast:3,500 kg

Speed:

Cruising Speed:7 knMax Speed:9 kn

Safety:

- ARIMAR Offshore 8 persons liferaft (March 2019)
- EPIRB (2018)
- OFFSHORE Telescopic Danbuoy
- . Liferaft Capacity: 6

Tanks:

Fuel:250 lFresh Water:250 lHolding:60 l

Accommodations:

Double Berths:3

Cabins:3

Heads:3

Other:

Hull Shape:Monohull

Flag Of Registry: ITALY

Designer:Umberto Felci / Patrick Roséo

Builder:Dufour YachtsDescription:

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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.

The big cockpit really is brilliant, and we often find ARKA 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 brand new BIMINI (2022 "Sunbrella Factory"), which provides full coverage from sun and rain. Both are Dufour factory design. 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.

The centerline cockpit table opens out to a generous 1120mm x 1030mm but is unobtrusive folded away. It has a finely 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. 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.

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.
- Two swim ladders one hinged to the swim platform and one on the transom starboard side for quick access 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 (2009).
- 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.

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- Fusion Cockpit speakers (2022).
 - All multidata and autopilot displays (5) are Raymarine i70, 1x Axiom Pro 9RVX (2019).
 - Quick CHC1203 chain control and windlass control, MaxPower bow thruster controls (2022)
 - Outboard crane swivelling with block and tackle.
 - Gas locker, vented overboard with 3x3 kg gas bottles.
 - 2 x Harken 53 self-tailing winches. 2x Harken 48 self-tailing winches for German cupper mainsheet system/Gennaker.
 - Steering wheel and cockpit table covers.
 - 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 completely reconstructed in 2021 following the Dufour factory design.

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.

On top the switch board and monitor (fuel, water, batteries), 12V and USB power outlets.

The upper panel hosts the RAYMARINE E80 Plotter, easy view battery monitoring. Radio/CD and NAVICOM VHF are on the left side.

The actual chart table is generously sized, with lift up storage and several smaller storage compartments. A long drawer and further storage cupboard are below the desk. The starboard sofa has a fold out armrest, behind which is the bar. Under the portside sofa you find the water maker and the hot water system and huge storage space.

Galley:

Immediately to port is the L-shaped galley, which has ample Corian counters and all usual amenities for the gimbaled 3 burner Eno stove/oven to twin stainless sinks.

The front opening 33 l fridge is perfect for drinks and there is another separate big fridge and freezer.

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There are numerous lockers and storage throughout with cutlery drawer and big storage on the end of the main workspace.

Other features:

- NESPRESSO machine
- Salt-water foot pump
- Dufour dinner set and cutlery
- Kitchen outfitted with a wide variety of pots, pans, including a French pressure-cooker
- Cups, white, red, champagne-glasses, utensils, serving bowls, food containers and many, many more.

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 Max-Power bow thruster battery (new 2022).

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

Forward Head (Owner Ensuite):

The owner's cabin has a large ensuite head, complete with a separate shower. It has a Jabsco 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 seacocks, holding tank valve, and shower pumps.

The Two Aft Cabins:

They are very similar, both with own bathroom and Queen-size mattress designed in two halves to allow for the lee cloth to be raised during passage making. The starboard side one also has a door leading directly to the main head, allowing it to be used as an ensuite for guests.

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.

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- 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

Hull, On-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 jerrycans multiple sails, fenders, windlass, bowsprit for the gennaker and CODE 0. Forward of this is a vertical quick anchor windlass.

The hull itself is solid fiberglass with a molded inner liner, and the deck and house are a glass-and-balsa sandwich. 6 large cleats are situated around the deck for mooring.

The hull is in perfect condition as it was polished last in June 2022 and new anodes were installed.

Engine & Controls:

ARKA is powered by the compact and powerful Volvo Penta D2-75 with sail drive and only 1600 hours on the clock. (The low hours are primarily due to the first owner's situation who used ARKA as Holiday House in port at Martinique).

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 (June 2022).

Other notable serviced items were:

- Diesel tank was cleaned & scrubbed in 2021.

Mast, Sails & Rigging:

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

Jibe preventer for the boom to operate from the cockpit.

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The spinnaker pole is stored on the mast. There is an additional carbon fiber spinnaker pole on deck for poling out both mainsails at once.

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

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 been reliable and faultless to date.

Sails features:

- OneSails Full batten 65sqm mainsail (2022)
- OneSails 55sqm Genoa(2022)
- OneSails Gennaker 160 sqm (2016)
- 30 sqm Stay Sail OneSails(2022)
- Spare Genoa Dacron (2012)
- Code 0 on blender (2012) Facnor FX

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 Jabsco31750 pump.

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

Fresh water is provided on board via the water maker(around 50 l/h) complete overhaul with new membranes 2022.

Points to note:Water Tanks were cleaned 2019

Electronics, Communication & Navigation:

ARKA is fully equipped with the complete Raymarine navigation system. The system has been upgraded in Tahiti.

Radar, AIS and integrated autopilot control, combined with great accuracy it's the safety feature to have.

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.

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The home batteries were changed in June 2022. Its all combined with the Mastervolt Mass Combi. The powerful 3kw inverter and the 150 amp charger are the real hard working mates enabling television, fragrant Nespresso coffee

The solar panels function well and in good weather we even can run the water maker 60 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 anchor which digs in within 1 meter in almost every ground. Over 60m of heavy 12mm chain, strong Quick windlass, 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.

Features:

- 30kg LEWMAR primary anchor
- 27,5 kg Delta wing (spare anchor)
- 1.5kg folding dinghy anchor
- 80 meters of 12mm chain, with additional 50-meter rope connected

Tender:

- Suzuki 6 HP (2019) - 30 engine hours
- 2,5 m. tender with aluminium keel without handles

A WORD FROM THE OWNERS:

"Arka is a Dufour 485 grand large.

We bought it in Martinique on march 2017 to continue our round-the-world sailing trip that we started in Italy on 2015.

The boat was in excellent condition, it looked like a new one, so we found that the owner did not sail ! Apart from the TV, everything else was practically new. So we left Martinique in April 2017. We are 3 young people between 68 and 71 years old. Diego is our great Captain, a true champion. Gigi is our super Admiral. He actually held the highest positions in the Italian navy but hasn't lost his enthusiasm for navigating on the oceans. Finally there is me, Giulia, a sailor for the love of sailing , started sailing with Matteo Miceli an Italian sailor on the Guinness Book of World Records.

We sailed to Dutch Antilles, then Colombia where at Gallinas chief with 40 knots of wind on May 18th we celebrated Captain Diego's birthday ! From Cartagena we went to St Blas islands and finally we crossed the Panama canal on

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December 2017.

In January 2018 we started our navigation in the Pacific ocean, 10 days to Galapagos islands and then 22 to Marquesas islands, then Tuamotu and from June 2018 to October Tahiti/Societies.

That year (2019) we left in June from Raiatea in the French Polynesia headed to the Cook Islands then to Niue, the kingdom of Tonga, and finally to Fiji where in Vuda marina we placed our boat in dry storage for the winter season.

An extraordinary cruise full of lagoons, wonderful atolls and also some surprising phenomena and difficult adventures.

For example, we where sailing between the Vava'u group of the Kingdom of Tonga and the Lau group of Fiji when we crossed the island of pumice. It was August 14th 2019. We didn't understand what was happening and neither of us had ever seen an underwater volcanic eruption. Arka was sailing at 9 knots, we reduced our speed down to 4 knots. After having collected the first floating stones we realized that it was pumice coming from the magma of a volcanic eruption under the sea. Luckily we had 2,500/3000 meters of water below us and this reassured us slightly...

Meanwhile, the streaks of pumice had turned into more and more large and thick patches . The noise of the material on the hull made an unusual metallic sound. Fortunately, at low speed the boat did not appear to be taking any damage; just a few scratches on the bow !

We launched a "pan-pan" but within range of our VHF there was no one listening. More than 3 hours had already passed and the phenomenon continued to intensify with the sea bubbling in some places and spitting out larger stones, up to 30 cm. in diameter.

We could not understand the extent of the phenomenon: it was as far as the eye could see. A choice had to be made between going backwind or crossing the pumice island. We had already traveled 15 nautical miles and we chose the latter.

Fortunately, after a while we were out of it. What a relief , what a sight and what a thrill !

Later with our Iridium (sponsored by Teleport Milano), we phoned the Bellavista restaurant in Neiafu Tonga, a meeting point for all the sailors in the area and a must for those heading to Fiji. We talked to Mario, the owner, a kind and generous Italian who moved there 20 years ago ; we asked him to notify all departing boats.

When we arrived in Levuka Fiji we were finally able to connect to the internet, read the news and the CNN videos and the satellite images of the pumice island we had crossed.

In that part of the world, our history was of interest to the volcanologists who study "the belt of fire". They asked us for the samples that we had collected, sent them to the University of Tasmania who published an article on the phenomenon that involved us.

The pumice island will eventually reach the Australian coral reef and that will be a positive event. It will allow new life to develop thanks to the organisms that will grow on it.

A nice ending to our adventure !!!" Guilia, Gigi and Diego, Fiji July 2022.

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Features

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
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

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Number of TVs	1 large flat screenTV
Holding Tank (L)	2 X 60-L
Galley Notes	L shape galley
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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