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## DUFOUR | 485

*Grand'Large*

### >>> TECHNICAL SPECIFICATIONS >>>

Architects : .....Umberto Felci / Patrick Roséo

LOA: .....14,73 m  
Hull length: .....14,40 m  
LWL: .....13,00 m  
Beam: .....4,70 m  
Light displacement: .....12 280 Kg  
Draft, standard cast-iron keel (shallow): .....1,90 m  
Ballast weight (shallow): .....3 800 Kg  
Draft, optional cast-iron/lead keel (long): .....2,25 m  
Ballast weight (long): .....3 700 kg

Fuel capacity: .....250 L  
Fresh-water capacity: .....590 L  
Engine power: .....75 hp

CE certification: ..... A pending

### >>> SAIL AREA >>>

Sail area, close-hauled: .....109,00 m<sup>2</sup>  
Mainsail: .....50,00 m<sup>2</sup>  
Genoa (140%) : .....59,00 m<sup>2</sup>

### >>> SAIL PLAN >>>

I : .....16,53 m  
J : .....5,10 m  
P : .....15,84 m  
E : .....5,70 m  
LP (140 % overlap) .....7,14 m

**DUFOUR**  
YACHTS

The Ultimate Sailing Pleasure

# DUFOUR | 485

## *Grand'Large*

### TECHNICAL INVENTORY

The result of lengthy research and work by an enthusiastic team with multi-disciplinary experience, the Dufour 485 lives up to a draconian set of specifications: rare elegance, high performance, luxurious design, and high technology to the benefit of the user...

#### *Hull*

The hull designed by Umberto Felci reconciles features from the latest regatta yachts: generous LWL, for a high maximum speed, fine water entries, taut lines, maximum beam continuing well towards the stern with the imperatives of sea-going cruising: high shape stability, good stiffness.

#### *Deck layout and cockpit*

The broad, uncluttered side-decks make for easy, safe movement around the boat. The main winches and key adjustments are located close to the helmsman. The luxurious stern sun platform conceals the tender and life-raft in a specially-designed locker.

#### *Accommodation*

The accommodation designed by Patrick Roséo is typified by the appropriate spaces: no compromise on the comfort of the bunks, the volume of the hanging lockers, ease of movement.

Although very modern, Patrick Roséo's styling does not play the fashion ticket. The Dufour 485 interior is sober, nautical, and welcoming, with ergonomics well-designed for both stopovers in port and fine sailing trips.

#### *Technology*

Dufour Yachtbuilders have always been in the vanguard of technological innovation, as long as these innovations translate into real benefits for the user.

So the sides produced in vacuum-bonded sandwich allow a significant weight saving with increased strength. In the same way, the production of the deck by infusion, besides eliminating any risk of delamination, also contributes to weight reduction in the upper parts of the boat, allowing a noticeable lowering of the centre of gravity, and thereby better stability and increased stiffness.

The lamination of the network of ribs in the ballast area combines the advantages of cleanliness in the gelcoated bottom with the solidity and rigidity of traditional construction.

The use of NPG gelcoat for the hull builds an improved barrier against osmosis and a perfect finish. The installation of the engines with 'sail-drive' transmission eliminates stern gland vibration and water ingress,



while the optimum propeller position makes for easier maneuvering.

The mounting of the rudder on self-aligning bearings give a sensitive, gentle helm under all circumstances.

PROVISIONAL

#### *CE Certification*

This Dufour flagship has been designed in accordance with the requirements of the European Directives and as per the pending CE certification (for 10 people).

Compliance with these standards gives the Dufour 485 important guarantees like:

- safety and protection of persons aboard
- solidity of the structures
- stability and safety
- flooding prevention
- falling overboard prevention
- environmental protection



All the versions offered benefit from the 'Label Bleu' mark.

#### *Bureau Véritas Certification*

Certification pending. The fabrication of the hull and structure are also certified in accordance with quality and safety standards by the Bureau Véritas, a guarantee of tranquility for the user.

>>> HULL >>>

The sandwich design of the hull makes for very good thermal and acoustic insulation.

The lamination of the network of ribs reinforces the hull's solidity and in this way makes allows very good spreading of the forces from the keel and rigging.

Furthermore, the keel area is reinforced with Twaron matting for still greater rigidity.

The inner molding liner with its perfect surface finish produces additional stowage space under the floors and makes for easier cleaning. Prevention of osmosis on hull with the use of a NPG gelcoat.

## >>> DECK >>>

The deck is produced by infusion for an optimum rigidity/lightness ratio along with excellent thermal and acoustic insulation, and has an inner moulding liner for a perfect finish.

All working and traffic areas have a 'diamond-point' non-slip surface.

Localized monolithic reinforcing areas are included under deck fittings (winches, tracks, chain-plates, cleats).

To increase the boat's durability, Dufour's team of engineers have opted to minimize wooden structural inserts beneath deck fittings..

## >>> HULL/DECK JUNCTION >>>

A straight sheer strake forms the join between the hull and the deck. This assembly ensures the watertightness of the hull/deck join and increases safety when moving about on deck.

The wooden toe-board emphasizes the deck line, and offers non-aggressive protection for the feet.

The join between the transom/hull is built flat for greater aestheticism.

## >>> KEEL >>>

For maximum life, keels undergo factory treatment before fitting (anti-corrosion and improved finish thanks to epoxy-based paint and coatings).

The keel with a large sole-plate is fixed to the boat with a system of stainless backing-plate and nuts.

The (bulb) keel is in cast iron: 1.90 m.

As an option, a long, mixed cast-iron/lead ballast keel with

a draught of 2.25 m allows superior (stiff, close-winded) performance, whilst maintaining an acceptable draught, lowering the centre of gravity, and increasing the boat's stability.

## >>> HELM SYSTEM >>>

- 2 leather-sleeved stainless steering wheels, 1066 mm in diameter.
- The steering wheels are easily controllable from a seated position on the helmsman's side bench seats.
- Transmission system via chain and cranks connected to the rudder quadrant.
- The rudder blade is semi-elliptical in shape — taking advantage of the latest research in hydrodynamics — and filled with very high density closed-cell epoxy foam to avoid any ingress of water.
- The solid stainless rudder stock is mounted on self-aligning bearings for greater precision and lightness of the helm whatever the wind conditions.
- Stainless steel emergency tiller
- Access deck-plate for emergency tiller.

## >>> MOORING AND ANCHORING >>>

The mooring and anchoring system comprises:

- Self-draining anchor locker forward, with hatch cover.
- Anchor eyebolt.
- Vertical 1.5 kW electric windlass with control box in the sail locker for remote electrical control.
- Gypsy.
- 2 bow rollers with stainless stemhead fitting (sailing possible with anchor catted).
- 6 stainless steel mooring cleats for making fast warps and springs.
- 6 stainless steel rubbing plates on sheer line.
- Fender stowage provided in stern locker or sail locker.
- Delta anchor 25kg
- 30m anchor chain Ø 12, 60m cable Ø 22
- 2 x 15m mooring lines Ø 18, 1 x 42m mooring line Ø 18

- 6 fenders (big size)

## >>> SAFETY >>>

- Open stainless bow pulpit easing access aboard and spinnaker handling.
- 2 stainless stern pushpits.
- Bracket for lifebelt, flag, and outboard bracket.
- The boat is ringed by 2 rows of guard rails supported on stanchions fixed to bases bolted to the deck.
- 2 large gates in the guard rails.
- 2 teak handrails on the coach-roof make getting around easier.
- Handrail astern of cockpit table.
- 2 handrails above companionway.
- Chain-plates for safety harnesses.
- All running lines pass beneath the deck, leaving the coach-roof clear.

## >>> COCKPIT >>>

- Self-draining cockpit, with floor in non-slip polyester.
- Large size cockpit benches with teak trim.
- Very convenient, safe cockpit coamings with winch areas in teak.
- Large fixed cockpit table fitted with a teak tray and stainless fiddles with hinged leaves: easy movement and lots of seating around the table.
- A cubby-hole behind each helm console.
- For keeping ropes tidy, the cockpit has a rope tub at the entrance to the companionway, as well as 2 rope stowage port and starboard for the genoa sheets.
- Sliding Plexiglass® companionway hatch.
- Companionway sprayhood (3 brackets) in Dufour Yachts' colors built in to the coach-roof and fitted with leather-covered stainless handrails.
- Navigation instrument location above companionway.
- Gas cylinder locker.
- Cockpit lighting via dedicated spotlight built in under boom.

### >>> SUN PLATFORM and TRANSOM >>>

- Large teak covered aft sun platform.
- Removable bathing ladder with teak steps
- Removable ladder with teak steps for the gate doors.
- Cockpit shower with hot and cold water.
- Transom with hinged door to access the liferaft locker, with removable bathing ladder.

### >>> MAST AND BOOM >>>

- 9/10 fractional rig anodized aluminum mast stepped on the deck, carrying 2 levels of 20° swept-back spreaders.
- Mast equipped with slider system.
- Mast steps.
- Anodized aluminum boom.
- Deck flood light.

### >>> BOWSPRIT >>>

- Retractable bowsprit allows attachment of spinnaker tack.
- Tack position adjustable from cockpit.

### >>> SAILS >>>

- Genoa cut with a horizontal cut suitable for the roller furler with added anti-UV protection, 140% overlap.
- Standard mainsail with track (sliding rollers) and 2 rows of reef points.
- Mainsail bearing 'Drakkar' logo.
- Lazy jack.
- Lazy bag in Dufour Yachts' colours.
- Mainsail sheet track with tackle return to cockpit.

### >>> GENOA SYSTEM >>>

- FACNOR LS290 twin-slot genoa roller furler and furling line.
- 2 pulleys for genoa furler line, 3 fairleads and jammer on port side-deck (returned to cockpit).
- 2 genoa sheet tracks with HARKEN piston-adjustable traveler blocks.

### >>> STANDING RIGGING >>>

- Continuous-type stainless rigging.
- Backstay bridle with twin turnbuckles.
- Single forestay

### >>> RUNNING RIGGING >>>

- Mainsheet returned to cockpit.
- Mainsail halyard returned to cockpit.
- Boom topping lift with mast cleat.
- 2 automatic reefing lines returned to cockpit.
- Mainsail outhaul returned to cockpit.
- Rigid boom vang with 4:1 tackle returned to cockpit.
- 2 genoa sheets.
- Genoa halyard returned to halyard winch.

#### Handling the running rigging:

- Mainsail track on coach-roof.
- 10 Spinlock XTS jammers.
- 2 Spinlock XAS jammers.
- 2 x 5 sheave deck organisers.

### >>> WINCHES >>>

#### Aluminum self-tailing type winches (HARKEN):

- 2 H 53 STA genoa sheet winches.
- 2 H 44 STA handling winches on coach-roof.
- 2 aluminum winch handles with 2 boxes.

Locating the winches aft makes for easy operation by helmsman.

### >>> PORTS, HATCHES, and COVERS >>>

- 5 opening ports on coamings.
- Plexiglas fixed ports on coamings and fore roof.
- 4 hull ports.
- 2 opening cockpit ports.
- 3 Lewmar T60 opening deck hatches.
- 2 Lewmar T44 opening deck hatches.
- Sliding Plexiglass® companionway hatch.
- Sliding companionway door in floor of cockpit.
- T60 deck hatch access to sail locker.
- 2 T20 deck hatches.

### >>> ENGINE >>>

- Engine installation: Volvo 75 hp engine with Sail-drive transmission.
- 110 hp Volvo engine with prop shaft transmission and folding propeller also available as an option.
- Carefully-designed foam soundproofing.
- Engine compartment ventilation via 100 mm ducts leading to transom (invisible ventilation openings).
- Engine sump.
- Engine control lever and engine control panel built into aft sun platform, aft of the port helm position.
- Rev counter and hour meter.
- Fixed three-bladed prop.
- 250 liter rotomoulded fuel tank beneath aft bunks, with electric fuel gauge remoted to chart table.
- Fuel filter with water separator, plus sea-water filter, anti-siphon valve.
- Engine compartment light.

### >>> ELECTRICITY >>>

#### Supply:

- Engine starter battery (12 V / 135 Ah)
- 2 service batteries (12 V / 2 × 135 Ah)

The set of batteries is fitted with a relay. Service batteries stowed beneath floor at foot of companionway.

- 300 W inverter incorporating a socket for a laptop computer.
- High-output 120 Ah alternator.

Electrical equipment:

Electrical distribution panel with 21 functions on 12 V and 6 functions on 220 V, including:

- Voltmeter for service battery and engine (220 V and 12 V).
- Ammeter for consumption.
- Electrical water level gauges.
- Electrical fuel gauges.

The 12 V electrical circuit is protected by circuit-breakers. The 220 V circuit has dual protection, via one thermal-magnetic circuit-breaker per function, and an overall 30 mA differential circuit-breaker on the distribution panel.

- 40 Ah battery charger.
- Shore supply socket forward of sun platform.
- Deck flood light.
- LED cockpit lighting on end of boom.
- 220 V power sockets in all parts of the yacht — 2 in forward cabin(s), at chart table, one per aft cabin, in galley.
- Chrome-finish halogen ceiling lights.
- Chrome-finish reading lamps.
- Pre-equipment for optional cable installation.

Navigation lights:

- LED navigation lights port and starboard on bow pulpit.
- LED stern light on stern pushpit.
- Steaming and LED anchor lights on mast.

### >>> WATER SYSTEM >>>

- Hot-water system with 60 liter water-heater located in saloon to starboard.

The 530-litre water capacity is stored in:

- 250 l rigid rotomoulded water tank beneath bunk in aft port cabin.

- 280 l rigid rotomoulded water tank beneath bunk in forward cabin.

The tanks are fitted with electrical level gauges.

- Fresh-water system with electric pump.
- Foot pump for fresh and sea water.
- 2 bilge pumps: one manual and one electric.
- Cockpit shower with hot and cold water.

### Layout

2 layout versions (see attached plans):

- 3 or 4 cabins
- 3 or 4 heads

• Floors are made of Moabi (Wenge floors are available - see pricelist). Interior woodwork is in first-grade moabi and Wenge. Beadings, trims and cubby-hole door surrounds are in solid wood.

- Ventilation louvers are fitted at the top of cupboard doors.
- Interior lighting via numerous ceiling lights and reading lamps.
- All cushions have easily-removed covers.

### >>> COMPANIONWAY >>>

- Wooden companionway.
- Engine access beneath companionway (retaining strut for safe opening, compartment light).
- Stainless hand rail.
- Companionway closed off by means of sliding Plexiglass® hatch.
- Service batteries stowed beneath floor at foot of companionway.

### >>> CHART TABLE TO STARBOARD >>>

- Side-facing chart table.

- Space provided for laptop computer.
- Unit with shelf beneath chart table.
- High-level unit running along side.
- Bookshelf.
- Panel for navigation instruments.
- Chart reader.
- Electrical distribution panel (12V / 220V)
- All functions indicated by engraved labels in both French and English.
- 12 V power socket.
- 220 V power socket.
- Water and diesel gauges.
- Seat with cushion.
- Fixed port in coach-roof side.

### >>> AFT HEADS PORT/STARBOARD >>>

- Polyester bulkheads to protect woodwork from water.
- Sea-toilet.
- Shower tray.
- Synthetic resin wash-basin, high-level unit, mirror, toilet accessories, single-lever mixer tap and shower-head.
- Electric shower waste pump discharging into sea.
- 45 l rotomoulded toilet waste tank (deck / sea discharge) in starboard aft cabin.
- Light fitting.
- Opening port in coach-roof side.

### >>> AFT CABINS >>>

- Stowage beneath bunk.
- Hanging locker with light and shelves.
- High-level unit running along the hull.
- Central cubby-hole between the two cabins.
- Hull / ceiling liner in wood and simulated leather.
- Light fittings.
- Ports opening onto coamings.
- 220 V power socket.

### >>> SAIL LOCKER >>>

- T60 deck hatch.
- Stainless ladder.
- Rail for hanging ropes.
- Lewmar ventilator.
- Water drainage via floor.

### >>> FORWARD CABIN(S) >>>

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#### *3 cabin version*

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- Door and access to en-suite head.
- Closed units running along side to port and starboard.
- Hanging locker with light and shelves to starboard.
- 6 light fittings.
- Hull liner.
- 2 opening deck hatches with ventilators.
- 2 hull ports.
- Central bunk.
- Accessible stowage under bunk with 2 drawers on bunk face.
- 2 off 220 V sockets.

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#### *4 cabin version*

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- Door and access to en-suite heads.
- Closed units running along side.
- Hanging locker with light and shelves in port cabin; unit in starboard cabin.
- 4 light fittings.
- Hull liner.
- Opening deck hatch in each cabin with ventilator, black-out blind and mosquito screens.
- 2 hull ports.
- Bunk.
- Seat with cushion against side at foot of each bunk.
- Accessible stowage under bunks.
- 220 V socket in each cabin.

### >>> FORWARD HEAD(S) >>>

- Polyester bulkheads to protect woodwork from water.
- Sea-toilet.
- Shower tray.
- Synthetic resin wash-basin, high-level unit, mirror, toilet accessories.
- Electric shower waste pump discharging into sea.
- T20 deck hatch.

### >>> SALOON >>>

- Saloon with U-shaped banquette seat to port and long banquette seat to starboard. A central settee allows 2 extra guests to sit at the table.
- 2 low units acting as arms for the starboard banquette offer extra stowage.
- Fitted unit against forward bulkhead.
- Stowage in port banquette, accessible by lowering the back.
- Fixed saloon table: 1.2 m × 0.9 m.
- Aluminum table legs.
- Cubby-holes and closed stowage units running along the side of the hull, behind the banquette backs.
- Hull liner in wood.
- Ceiling lights and bulkhead lights.
- T60 opening deck hatch.
- 1 ventilator.
- 2 hull ports.

### >>> L-SHAPED GALLEY >>>

- Corian® worktop with wooden fiddle round it.
- Double sink with synthetic resin cover doubling as a chopping-board.
- Waste bin below sink.
- Under-sink storage and cutlery drawer.
- Sliding storage bins.
- Stowage cubby holes along side of hull.
- Gimballed stainless 'Bretagne Evolution' 3-bur-

ner gas cooker with grill/oven, with stainless fiddle and anchor-point for safety strap.

- Bottle stowage.
- System for securing crockery in dedicated unit fitted with pegs.
- 1 opening ports in coach-roof side.
- Ceiling lights and spotlight.
- 100 l top-opening 12 V-operated cool-box.
- 50 l freezer available as an option.
- 50 l front-opening 12 V refrigerator.

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#### *Miscellaneous*

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- Crockery set: Design square monogrammed diner service for 10 person.

- GPS Inmarsat D+

This system will enable the Dufour 525 grand'large owner to remotely locate his yacht from Internet in real time, and be informed of any intrusion on board.

- **Version 1** : 3 cabins, 3 heads

- **Version 2** : 4 cabins, 4 heads

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