

Dufour 38 Classic



Year: 1999
Location: Deganwy Marina, North Wales
LOA: 37' 7" (11.45m)
Beam: 12' 4" (3.76m)
Draft: 6' 5" (1.95m) Keel 1

Remarks:
 Presenting for sale a Dufour 38 Classic that is unobtrusive but surprising in its performance. It has been in the same ownership since new. Strongly built with a wide range of equipment and boarding. 3 Cabin version with two

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Construction, Mechanical and Rigging

Construction:

Dufour 38 Classic, built in 1998 by Dufour Yachts, France to a design by Yann Chabaud & Olivier Poncin.

Delivered and first commissioned January 1999

HIN: FR-DUF C1046K899

Cat 'A' Ocean

Anodes + Anti-foul (July 2020)

Topsides cleaned

GRP hull, deck and superstructure - Dufour hulls are formed using hand-laid rovings and NPG resin and gelcoat to protect against osmosis. The hull itself is GRP around a foam core, bonded using the modern technique of vacuum-bagging.

Glass-encapsulated ply floors are laminated to the hull, the deck is balsa-cored sandwich, while the semi-elliptical spade rudder is filled with closed-cell foam and mounted on self-aligning bearings. This good and reliable engineering is a well known Dufour trait.

Deep Lead keel - 1.90m draft

Keel re-bedded and checked, Photos can be provided (July 2020)

Mechanical:

Volvo Penta 2040 40hp 3-Cylinder inboard diesel engine, saildrive with a 2-bladed fixed propeller.

Serviced March 2020.

Saildrive replaced (July 2019)

Rudder bearing re-greased (July 2019)

Electrical:

3 x 12v Batteries (210 Amp in total) - two for service and one for engine

55 Amp/hr engine alternator

240v Shore power c/w shore support cable

25 Amp Battery charger

New batteries July 2020

Water:

Pressurised hot and cold water supply.

Hot water via 25L Nautic Calorfier (New in 2013)

Tankage:

Water - 340L (Plastic)

Fuel - 159L (Plastic)

Grey (Waste) - 25L (Plastic)

Spars, Rigging and Sails:

Z-Spar Anodised aluminium double spreader deck stepped mast with boom

Stainless steel standing rigging - Replaced April 2014

Running rigging - Braid on braid

Rigid boom vang

In-Mast furling system

Furling genoa with Facnor furling system

Mainsail (In mast) - UK Sails - 1998

Genoa - Boatshed - 2017

Cruising chute Tri-radial - Kemp Sails 1.5 oZ - 2000

Inventory

Deck Equipment:

15kg Anchor c/w 30 metres of 10mm chain and 20 metres of 14mm warp
Electric anchor windlass - 1000w7kg Kedge anchor c/w 10 metres of chain and 35 metres of warp
Anchor swinging roller
Bow pulpit with teak step
8 x Fenders
Mooring warps
Sprayhood
Dodgers
Sun awning
Wheel cover
2 x Lewmar 44 self-tailing genoa winches
2 x Lewmar 30 self-tailing halyard winches
Outboard bracket
Cockpit table
6 x Cleats including mid-ship
Blocks and deck running gear
Teak trimmed cockpit seating and sole
Boarding ladder

Navigation Equipment:

Compass - 1998
Autohelm ST50 Speed/Depth/Log - 1998
Autohelm 6000 autopilot - 1998
Radar - 2005
Autohelm ST50 GPS
Navico Axis 1400 DSC VHF radio
Navtex
Clock & Barometer

*Log and Wind instrument repeated at chart table. Majority of navigation equipment interfaced.

Safety Equipment:

McMurdo E3 Epirb - 2008
2 x Manual bilge pumps
1 x Auto/electric bilge pump
Searchlight
Horn
Gas Detector
4 x Fire Extinguishers
Fire blanket
4 x Lifejackets
1 x Danbuoy
2 x Lifebuoys
Liferaft - New 2014
Jackstays
Firdell radar reflector

Additional Equipment:

Seago 260 inflatable dinghy - 2012
Suzuki DF2.5hp outboard engine - 2012

Accommodation

Stepping aboard the Dufour 38 Classic, the light Khaya mahogany panelling shines under natural light. The roof is topped with a nicely moulded white headliner, with a blue upholstery.

The teak-and-holly flooring leads forward to a forepeak cabin that's big enough to sleep two at anchor. It has mahogany lining, storage in side-pockets and under the bunk (where one of two water tanks is located), twin lockers with hanging space and drawers, plus a double berth that measures 2m x 1.6m with high-density foam mattress.

A good size en-suite heads compartment forward with Corian benchtops, a hot/cold shower, manual head, plenty of storage for personals, and a mirror come standard.

Aft of the mahogany bulkhead, separating the forward cabin, is a saloon with headroom of around 1.85m. It's designed for spending long nights eating, drinking and being merry, as the main feature is a huge dinette with U-shaped lounge, and separate double seat, that can seat eight people or convert to accommodate two at night.

The settee cushions are contoured for a comfortable fit, there's bottle storage built into the base of the table, while the galley remains just a long arm's length away. The back of the separate bench seat fronting the dinette can be used as a brace if you're cooking in seaway.

Among the smart features of the galley are twin stainless sinks, chrome-plated taps, a two-burner gas stove/oven, a wonderful 150lt deep fridge, and abundant storage for crockery, cutlery and cooking utensils.

Amidships on the port side is the day head with a stylish sink set in Corian, good access to the plumbing, a Jabsco sea toilet, and separate sit-down shower space with teak seat and chrome fittings.

The navigation station on the starboard-side is a good size, with enough space to rest a folded chart, a comfortable pedestal seat, fascia for mounting navigation equipment, control panel with perfectly logical wiring, and a hanging locker.

Back aft are the two cabins, which double as sea berths depending on your tack. Each has a double berth measuring 1.9m x 1.4m, hanging locker with shelf, an open shelf alongside the bunks, and a hatch for fresh air.

The inner panels of the aft two cabins and the companionway steps lift to grant access to all sides of the Volvo engine.

Remarks :

Presenting 'Scharjade', a 1999 Dufour 38 Classic. A good all-around cruising yacht that is unobtrusive but surprisingly fast, easily controlled by a small crew. 'Scharjade' has been in the same ownership since new. Streamlined deckhouse and reverse transom that allows for swimming and boarding. A comfortable large seagoing cockpit with contoured seats and wide sidedecks. All halyards and sail controls are led aft to the cockpit, and there are self-tailing Lewmars either side of the companionway. 3 Cabin version with two heads compartments. Lying Conwy Marina, North Wales

Contact: Boatpoint Conwy, Conwy Marina, Conwy, North Wales, LL32 8GU

Tel: 01492 580001

Email: info@nybconwy.co.uk