



Main datas

Builder : Dufour

Year : 2006

Length : 9,85

Draft minimum : 1,55

Hull : Monohull

Area : France East Med

Berth details :

Flag : France

Subtype : Pleasure

Architect :

Material : GRP

Beam : 3,40

keel : Deep keel

Life Raft : No

Mooring : No

Leasing in progress : No

Engines

Model :

Montage : In Board (IB)

Power Unit. (CV) : 20

Hours : 760

Fuel capacity : 90

Brand : VOLVO PENTA

Fuel : Diesel

Engine(s) : 1

Owner's Comments : Same owner since launch, regular maintenance, new exhaust elbow 2024

Drive : Saildrive

Facilities

Sailor Cabin : 0

WC : Electric

Helm : No

Double Cabin : 2

Head : 1

Berth : 6

Flybridge : No

Electronics

Radar details :

Pilot details :

Sounder details :

GPS details :

Plotter details :

Converter 12/220 : No

Watermaker details :

Radar : No

Autopilot : Yes

Sounder : Yes

GPS : Yes

Chartplotter : No

VHF : Yes

Watermaker : No

Bridge equipment

Hydraulic Gangway : No

Bath platform : Yes

Winter cover : No

Sprayhood : No

Teak cockpit : Yes

Sails details : New 2024 mainsail, serviced genoa

Gangway : Yes

Davits : No

Electric windlass : Yes

Cockpit awning : Yes

Teak deck : No

Spinnaker : No

Major equipment

Stern thruster : No

Group and thruster details :

Charger and AC details :

Black Water : Yes

Tender : No

Details :

Bow Thruster : No

Marine Gen. : No

AC : No

Hot water : Yes

Flaps : No

Tender Engine : No

Appliances

Freezer : No

Microwaves : No

Electric stove : No

Heating details :

Dishwasher : No

TV : No

IceMaker : Yes

Oven : Yes

Gas stove : Yes

Heater : No

Washing machine : No

TV antenna : No

SAT-TV : No

Owner's Comments

My Dufour 325, a fast, well-built, and seaworthy cruiser. It perfectly suits pleasure boaters looking for a simple-to-navigate, fast, and safe cruising sailboat. Limited series "ARPEGGIO". It's a first owner, and I never rented it out. Renowned seafaring qualities and construction (all nautical literature attests to this). The genoa was renovated in 2022, and the mainsail, lazy bag, and lazy jack were refurbished in 2024. The standing rigging is in good condition. The primary mooring with electric windlass, 30 meters of chain, and 10m of cable. Tiller steering, Raymarine autopilot, log, depth sounder, anemometer, VHF. Volvo 19 HP engine with Sail-Drive transmission. Exhaust elbow and gas collector changed in 2025. Antifouling by yard each spring, including June 2025. Our sailboat stands out as it has been fitted for comfortable and prolonged family cruises: - 2 double cabins with an additional porthole at the stern, sliding door at the bow, and 3 berths in the saloon. - The saloon table and cockpit table can accommodate up to 8 guests. - Kitchen with 2 burners, oven, fridge with 3 ice trays, additional storage, and seawater pressure at the sink. (Kitchen powered by 2 Butagaz cubes). - Washbasin, shower, electric WC refurbished in 2024, new stern gland in 2025. Black water tank. - Water heater on 220 V or engine circuit. - Cockpit locker refitted (more accessible storage, cockpit table, and rear berth converted to transverse 140X200). - Solar panels mounted on RollBar (2 x 180 W and charge controller). - 1 engine battery and 2 service batteries with slow discharge. - LED lighting, WiFi sockets, and 12V sockets throughout the boat. The deck and cockpit are very well organized. Circulation is easy, whether going forward or maneuvering in the cockpit. The cockpit is designed to facilitate maneuvers with a reduced crew, even solo. My Dufour version has tiller steering, the mainsail halyard winch is mounted at the stern of the cockpit, and it can be installed and removed in an instant, freeing up the entire cockpit completely. In short, the Dufour 325 is a safe sailboat, both in construction and at sea. The sailboat loves when the wind picks up, clearly. And the boat remains very well balanced. The fittings of the Dufour 325 Grand Large are well thought out. Circulation is easy for living aboard with 4 people. The 2 cabins are spacious, very pleasant to live in at sea. I installed on a boom 2 solar panels of 180 w each which gives perfect electrical autonomy at sea. The headroom is 1.87m under the companionway.

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