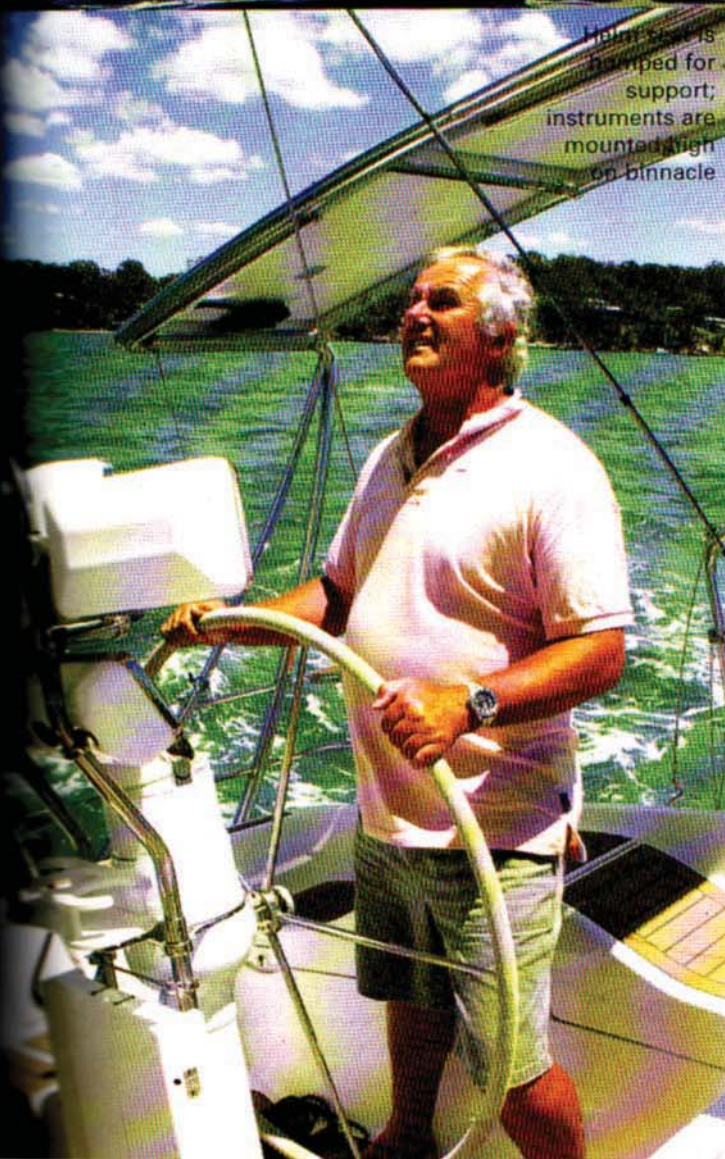


CUSTOM *Delight*

FRIDAY'S CHILD IS LOVING AND GIVING ... AND THE DELIGHT THIS CUSTOM BUILT YACHT HAS BROUGHT ITS OWNERS COULD MAKE IT THE FIRST OF A LINE OF BLUEWATER 450MS

BY Barry Tranter

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Instrument panel is designed for support; instruments are mounted high on binnacle

Lake Macquarie boatbuilder David Bradburn would like to build as many Bluewater 450Ms as he can but he is philosophical about how he will feel if the first custom built yacht remains unique. "It was the commission of a lifetime. It may not happen again," he says.

But Bradburn's company Bluewater Cruising Yachts built 24 of their Bluewater 40s centre-cockpit cruising yachts and they see no reason why the 450M could not become popular too.

Recently, however, they have been successful in custom building, which is how they came into contact with the husband and wife for whom they developed the first 450M, *Friday's Child*.

The owners wanted a boat of Swan or Oyster quality. They had tried to buy a number of second-hand boats, including a Swan 44, but the deals fell through so they decided on building.


They wanted a cruiser "with a protected cockpit, like a pilot house, but the boat had to look racy".

"We wanted to be as comfortable as we could get, but most of all we wanted quality."

Bradburn adapted an existing mould for a Ron Holland hull that had been modified by Peter Cole. The shape was again modified slightly, drawing out the stern better to match the long overhang of the bow.

The hull was given substantial reinforcement with solid fibreglass floors (20mm thick flanges) and chainplates which lock into continuous stringers, engineering features designed by naval architect Peter Lowe.

The boat has too many special details to list but examples include: a door in the forward bulkhead which seals to make the bow area watertight in case of collision; two electric bilge pumps plus one manual pump. A deck which does not drain directly over the side (risking staining the topsides) but instead water is led through a drain system down to the waterline.



Tri-radial Hood sails
are designed for
easy furling

Hallberg-Rassy does that but on the Bluewater 450, when the rainwater has washed the decks clean you can open a valve and fresh water is fed into the underfloor tanks.

The dodger (almost a coachroof) is complex. The solid structure (the forward bit) carries the mainsheet traveller on its roof; the soft part (the aft bit) can be put away for racing.

The bow fitting allows the anchor to be set and retrieved from the cockpit; that alone took 40 hours to design and mock up.

The mast is by Allyacht, with double spreaders and continuous D2s, the powered furling boom is by Leisurefurl. The two headsails furl manually. The primary Andersen 56 self-tailer winches are powered.

The interior is bright with the featured timber selected American white oak.

How does she handle? The 75hp Yanmar diesel will push Friday's Child to 9.3 knots, surely close to hull speed, while easy cruising speed is 7.5-8 knots.

Ready to sail? The mainsail is hoisted by an electric halyard winch on the port side. All control lines are out of sight, led below the deck moulding. Their tails stow in lockers inside the coaming.

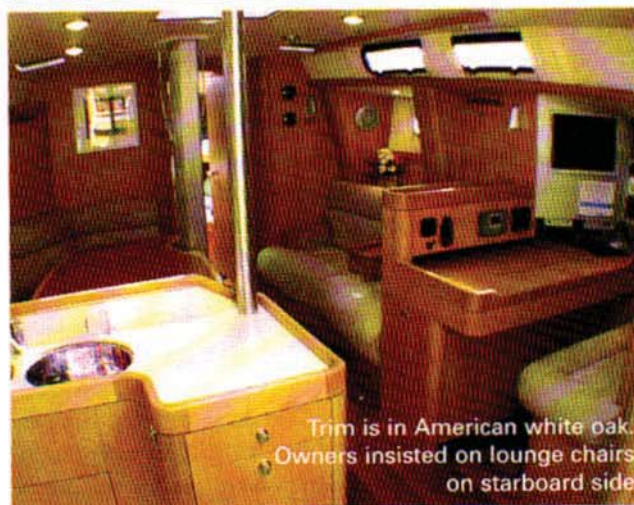
How does she sail? In a solid 25-knot north-easter, a feature of the NSW north coast this past summer, *Friday's Child* storms along on a reach under main and staysail. No one has the heart to push this new boat to weather under this rig, so the staysail is rolled up and the self-tacking jib unfurled; ah, the joy of the cutter rig! We are a few degrees away from being strapped in tight (we are too comfortable to leave the cockpit to trim the mainsheet traveller) but we see 7.1 knots on the GPS.

The eyeopener is how she rides and handles. We are in a protected bay but in the steady 25 knots the lee gunwale is nowhere near the water and the yacht shrugs off any sense of pressure. She could handle a lot more breeze before demanding a reef in the main. She is under complete directional control, we are dry and comfortable in the cockpit and she moves easily with the seas. This heavyish (by current standards) hull behaves in a way that reminds me that in the pursuit of lighter and lighter weight in the modern yacht has lost something, an ease and grace of passage.

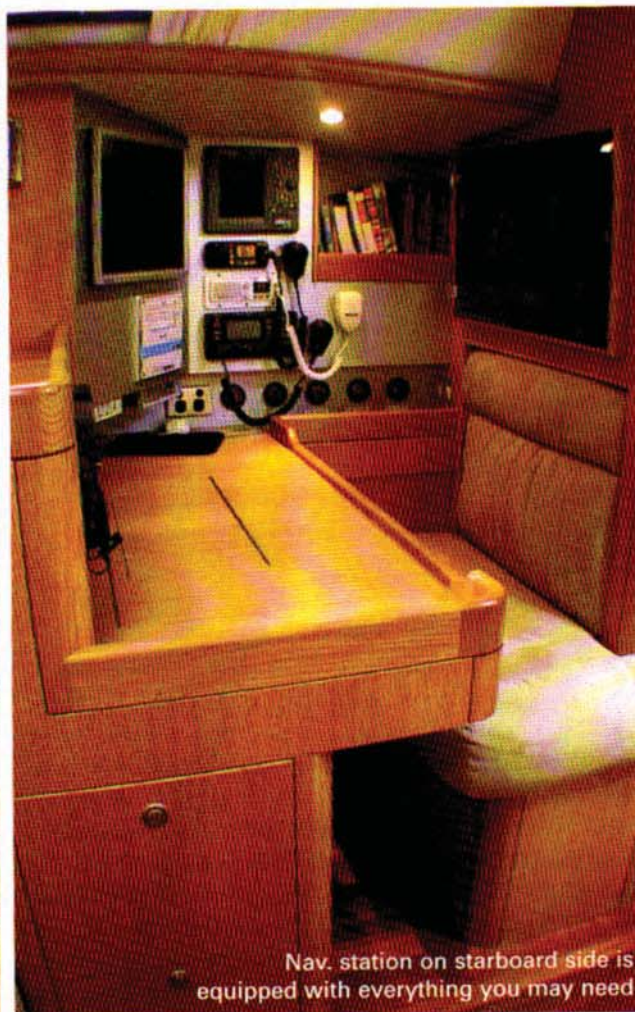
Why *Friday's Child*? Each Friday the owners would travel to the factory and work out with



Galley is adjacent to companionway. White box is breadmaker



Trim is in American white oak. Owners insisted on lounge chairs on starboard side



Nav. station on starboard side is equipped with everything you may need

Bradburn and his team the detailing for the next stage of the project. Every detail was mocked-up, tested and modified until it worked. And then the boat was finally launched on a Friday.

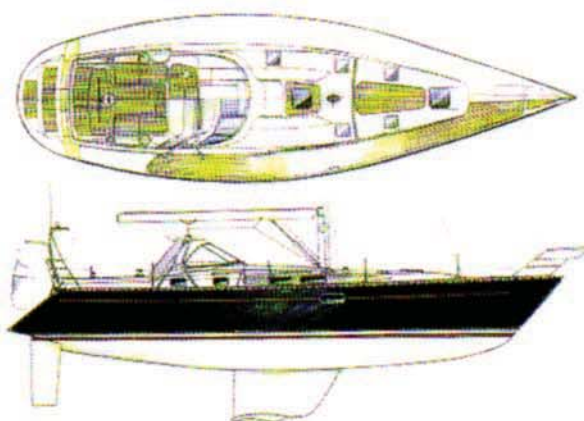
The relationship between owners and builder survived the lengthy design and building process and both delight in the finished craft. The owners are still awed, I think, that their long-held dream has been realised and the future of the boat

is now their responsibility.

And the boat represents a fine demonstration of the builder's skills.

Friday's Child really is loving and giving.

Details from Bluewater Cruising Yachts, 39B Munibung Road, Cardiff, NSW 2285. Phone (02) 4956 8522. ○



13.725 m	LOA
12.20 m	HULL LENGTH
4.20 m	BEAM
14,170KG	DISPLACEMENT
4820KG	BALLAST
64 SQ M	MAIN
41.3 SQ M NO 2 Genoa	GENOA
1100 litres	WATER
560 litres	FUEL
75HP	YANMAR ENGINE