



BLUEWATER 450M



BLUEWATER CRUISING YACHTS

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INTRODUCTION

The Bluewater 450M began as many projects do, to fulfil her owners requirements as a competent offshore cruiser that they would also like to race around the buoys occasionally. What she ended up was something that excited the senses which exceeded her original design brief in every respect.

Before construction commenced there was provision for some modifications however once her owners became focussed with what they desired it became apparent what they really wanted was a yacht that looked, firstly, sleek and stunning, then secondly, combine this into a practical long range live aboard cruising yacht.

“What we wanted was a boat that looked like a Ferrari yet offered all the creature comforts and practicalities of a good cruising yacht.” Owners Quote

The process of planning, mocking up, designing everything within the scope of the boat builders craft had begun and after 15,000 hours, and close to three (3) years from conception “Friday’s Child” was sailing to her home port of Port Stephens.

Bluewater Cruising Yachts is proud of their achievement as too her owners which combined have produced a very special yacht.



CONSIDERATIONS

Original Design Brief

When choosing a yacht one deliberates over many facets whether it be a pilot house or trunk cabin, hull type, length, cost, new or second hand, styling, layout, centre or aft cockpit, interior fitout, live aboard requirements, custom or production, builder, etc, etc.

As the decision draws closer it becomes apparent which direction one must travel to fulfil one's requirements to be, firstly, satisfied and secondly, enriched, as after all boating or cruising is to most the fulfilment of a lifelong dream. To cut ties from the day to day, and see the wonders and beauty of the world at your own pace, and style.

With this in mind what we have created is a cruising yacht that is both beautiful and functional. Great attention to detail has been made to every area. The deck superstructure and styling by J.F. Arnott Design took some 3 months to complete and consisted of some 20 designs which were considered before the final styling was decided upon.

The area of most importance was the targa/mainsheet arch design which had to look sleek yet be practical enough to access the companionway and offer protection for crew as well take the high loads of the mainsheet. If executed well this would disguise and complement the necessary cruising gear such as biminis, solar panels, davits, and dinghy's which general opinion view as an eyesore.

Bluewater Cruising Yachts went to great lengths to satisfy Friday's owners of the merits of this cruising gear, and 6 different stern arch designs were presented before the original (or final) design was in fact settled upon, as designing something unique the boundaries must be explored to be confident of the final decision.

"Throughout Friday's construction, nothing was taken for granted, from the bow fitting to the interior cushions, and the result is stunning and well worth the effort". Owners Quote



1. DESIGN

1.1 Hull

The Bluewater 450M is based on a successful offshore racing hull that was modified to perform better under IMS and offer more internal volume, and reduced draft.

The hull is a medium displacement type, which has a LWL/Ratio of 218, rounded waterline leaves minimal wake, and fine bow with straightish forefoot which not only cuts through choppy seas reducing the pitching effect but also reduces slamming which when heeled gives a more comfortable motion.

Midships the hull has sufficient buoyancy enabling it to carry the generous 1100lt water and 560lt fuel tankage which is essential for long distance passages. This hull can be loaded to its maximum storage capacity with little affect to its performance even in light airs.

The low aspect ratio winged keel is a one piece lead casting massively bolted to the hull. The winged sections provide some lift but mostly lower the centre of gravity.

The rudder is a counter balanced spade type producing a light yet balanced feel even when overpowered. The hulls stability is derived from a buoyant midships with a 33% ballast ratio and 4.1m of beam.

The stability index shows this vessel has an AVS of 127° when half loaded and 129° when fully loaded.

*"We chose this particular design because it was the work of Ron Holland, optimised for cruising by Peter Cole. This combination would seem to make very interesting bloodlines".
Owners Quote*



1.2 Superstructure

The style and function of a yacht is mostly dictated by its superstructure. Great attention to detail has been made to design features that complement the sleek profile of which the main advantages are uncluttered and easily traversed wide sidedecks and cabin top which gives plenty of security when moving forward, no large windows that can be breached, single level accommodation, excellent visibility without high cabins to obstruct view which makes sailing and berthing easier, aft cockpit which offers a more comfortable motion, and keeps crew dryer, and allows easier sail monitoring and adjustment.

Other features include a 50mm anodised aluminium toerail which not only exits water fast, stops crew from slipping also gives tie-off points around the entire deck, flush fitting flexiteek decking which has the aesthetics of real teak without the maintenance and longevity issues, recessed hatches, undercover halyards, anchor locker with recessed windlass, foredeck locker for fender/sail stowage, boarding is made easy either from astern or midships from the swingdown side gates.

In fact everything has been considered and meticulously incorporated into an aesthetically striking profile.

"We wanted a sleek, modern look, with all the latest ideas". Owners Quote



1.3 Targa Arch

This was the most critical area that had to be good looking. Not only would it have to protect the crew and companionway it needed to take the high mainsheet loads by moving this out of the cockpit it also had to accommodate a collapsed bimini, for when the boat was in performance mode.

This was achieved by careful consideration combining unique design with various materials and finishes resulting in a true work of art.

"We wanted a yacht that looked like a thoroughbred racehorse, but that we could convert both practically and visually, to a Virtual Pilothouse for cruising". Owners Quote



1.4 Cockpit

The cockpit is generous, comfortable, and very practical. The high combings keep the cockpit dry when water is rushing along the decks, there is enough seating for 6-8 in comfort, and is wide enough to brace yourself against the opposite side when heeled.

Step up to the 2/3 bridgedeck and sit while viewing the conditions, instruments, internal radar all within easy reach to winches and sail controls. The helm seating is contoured to give support when heeling as well the angled footrests all within reach of the comprehensive helm station which has the mandatory throttle / gear controls and compass but also chart plotter / radar, forward facing sonar, autopilot, B&G multi-display, VHF repeater, windlass control and chain counter, as well stereo controls. Not to mention the 40lt cockpit drinks fridge, recessed engine panel, fuel gauges, and 12v outlet sockets.

Ample stowage is provided with large cockpit lockers, two halyard sheet lockers, and 2 seat lockers one of which is a drinks fridge with generous cockpit storage which can fit scuba tanks, sails, inflatable dinghy, liferaft, outboard motor, fenders, ropes, etc.

"Friday had to have adequate seating, and because our last yacht lacked storage, large volume lockers and lazarettes under the seats". Owners Quote



1.5 Stern Platform

The transom design has many features that cruising sailors desire. The retractable ladder is fitted under a flush fitting cover that is deep enough for easy boarding with plenty of handholds. Seats are conveniently located on this transom which combine to form a gas and storage locker to keep your fishing and snorkelling gear when required, as well the necessary hot and cold transom shower.

"Had to be large enough to sit an esky and boxes on the transom". Owners Quote



1.6 Ventilation

Ventilation is extremely important for a cruising yacht, and in this Department the Bluewater 450M excels. Crossflow ventilation is catered for by having eight cabin side ports, two extra large opening hull ports and two cockpit portholes. Flow through ventilation is achieved with seven deck hatches and a further 2 cockpit ports.

A total of 24 openings are provided for including the companionway, the roll up targa and bimini openings, which keeps Friday always light and airy.

"We needed ventilation as a priority because both of us dislike air conditioning". Owners Quote



1.7 Pushpit Arch

The pushpit arch is not only beautifully styled and constructed it also provides many practical features. It is made with two transom seats which are comfortable for lounging, and allows passengers to be removed from sail handling but still feel part of the experience. The main frames are made from 50mm tubing which with additional reinforcing makes it ideal for davits to store the 9'6" super yacht tender, and 2 x 80w solar panels. Because of their height it is convenient to walk under the dinghy through to the cockpit.

The bimini attached has 1.95 m headroom from the cockpit floor and provides shade and protection from the elements and can be further enhanced by the side clears for foul weather. This coupled with the targa makes it extremely comfortable and practical area which must be experienced to be fully appreciated.

"The Arch was a necessity but very difficult to get an attractive one - so a lot of time and effort had to go into this one so that it complemented the yacht. We didn't want UGLY." Owners Quote -



1.8 Interior Layout

Much thought and attention to detail has produced an interior environment that is both sophisticated and practical. The sleeping arrangement provides comfort and privacy for both the owners and guests. The forward cabin can combine to provide further seating making this an area where the guests are pampered as much as the owner.

The layout is considered traditional whereby the galley, nav and head are in close proximity to the companionway with the lounging forward and owner's cabin aft.

This arrangement is the most practical in a seaway due to being close at hand with crew in the cockpit as well being able to perform basic tasks close to the exit and convenience of a large ventilated companionway.



2. SAILING PERFORMANCE

Sailing performance is critical to safety at sea. The vessel must perform without vice in varied wind strength and sea state. During trials the Bluewater 450M proved herself very capable even in airs around 5 knots against much lighter competition.

In heavy reaching and windward sailing she felt well balanced with a light yet positive feedback through the rudder.

"We wanted a well mannered yacht in extreme conditions, but also she had to have good speeds for travelling". Owners Quote



The sail combination and setup is designed for good light air to heavy weather performance. Having a SA/Displacement Ratio of 17 puts her into the cruiser/racer category. The 122% radial cut overlapping genoa is designed to be efficient from 5-20 knot wind range while the self tacking staysail suits the 25-45 knot wind range. The radial cut main can be electrically furled to any size making it suitable from 5 to 45 knot wind range.

TYPICAL BOAT SPEEDS			
TRUE WIND SPEED (Knots)	ANGLE TO WIND (Degrees)	BOAT SPEED (Knots)	SAILS SET
10	120 (broad reach)	6.5 knots	MPS only
15	35 (windward)	8 knots	Genoa & main
25	90 (reach)	8.5 – 9.5 knots	Genoa & main
40	120 (broad reach)	9.5 knots	Genoa furled 50% with 1 reef in main
50	150 (run)	8 knots	Staysail only

TABLE 1

3. SAIL HANDLING

As most cruising yachts are sailed by a husband and wife team, sail handling is very important when short-handed. Our yachts have sailed in southern ocean conditions in swells of 11m with seas of 4m. These extreme conditions make it almost impossible for crew to move around the deck.

With this in mind all essential controls should be worked from the safety and convenience of the cockpit. All primary halyards lead to the cockpit through rope clutches. Genoa cars are fully adjustable from the cockpit.

The spinnaker pole is stowed on the mast to keep the deck clear of obstacles in case you do have to move forward in rough conditions.

The boom brake helps prevent injury and damage caused by involuntary gybing. The standard boom vang strut prevents the boom dropping, if by accident the topping lift is unlocked. It will also support the boom with 6'4" headroom underneath standing in the cockpit.

Spectra running backstays support the mast when the staysail is set. Main and genoa halyards run aft and an extra genoa halyard is fitted for backup. The staysail halyard also runs aft. All are made from high grade Spectra rope.

The inclusion of the trisail track will mean there is no need to remove the mainsail from its own track. This makes hoisting the trisail much easier in rough conditions.

We use Hood who are recognised worldwide for their quality and design of good cruising sails. By leading the controls aft this allows Friday to be sailed with shorthanded crew even in extreme conditions.

Sail handling is made easy and efficient with the use of both headsail and boom furling systems. All working sails can be furled or adjusted from the cockpit utilising 6 Andersen stainless steel winches, 3 of which are electric, 1 halyard winch which operates the boom furler and mainsheet with the other 2 for the primary genoa sheets.

When the wind is too strong simply furl the genoa / reef the main then unfurl the self tacking jib all from the cockpit.

Harken roller blocks and cars are used throughout with spinlock rope clutches.

"As easy as possible". Owners Quote



4. CONSTRUCTION

The construction methods and materials used for every Bluewater are considered overbuilt when compared against other production yachts. The Bluewater 450M is no exception and in fact is the next level up compared to our Bluewater 400's who have been cruising the worlds oceans for well over 10 years.

The construction of the Bluewater 450M conforms with Australian USL survey requirements. The hull is of a solid GRP layup with a layer of Kevlar forward of the main bulkhead to protect against collision, and balsa coring to stiffen the bow when falling off waves.

The hull ranges in thickness from 10mm on the topsides progressively getting thicker to 25mm along the centre and 45mm on the keel stub. A 4800 kg winged lead keel is bolted using 13 off 25mm 2205 stainless steel bolts which are set to varying depths to prevent weak points.

All bolts have 12mm stainless steel load bearing plates which are threaded with nuts on the bottom then tack welded so as to make it impossible for the bolts to wind out.

High quality ISO/NPG gelcoats are used for their UV stability and gloss retention. The hull tie layer is a resin rich vinylester layer of approximately 2mm thick which prevents any water ingress resulting in osmosis. The hull is further protected from osmosis by epoxy coating the underwater body. We use a solventless clear epoxy resin for the first two coats followed by three epoxy primer coats. This is total overkill according to the epoxy manufacturer (International/Epiglass). We believe osmosis protection should last the lifetime of the vessel.

The deck is foam cored ranging in thickness from 18mm on the side decks to 26mm over large areas such as the cabin top. Under all deck fittings there is solid GRP with large backing plates on high load areas, laminate thickness is approximately 18mm.

The hull is further reinforced using a combination of GRP longitudinals and transverses supporting one another with as few members as possible ending mid panel and creating a hard spot or discontinuity which under load could crack or break the hull laminate.

Unlike mass produced yachts every floor bearer, bulkhead, engine mount, chainplate knee, mast step, toilet module, furniture structure are bonded to the heavily constructed hull and deck mouldings creating a tremendously strong honeycomb structure.

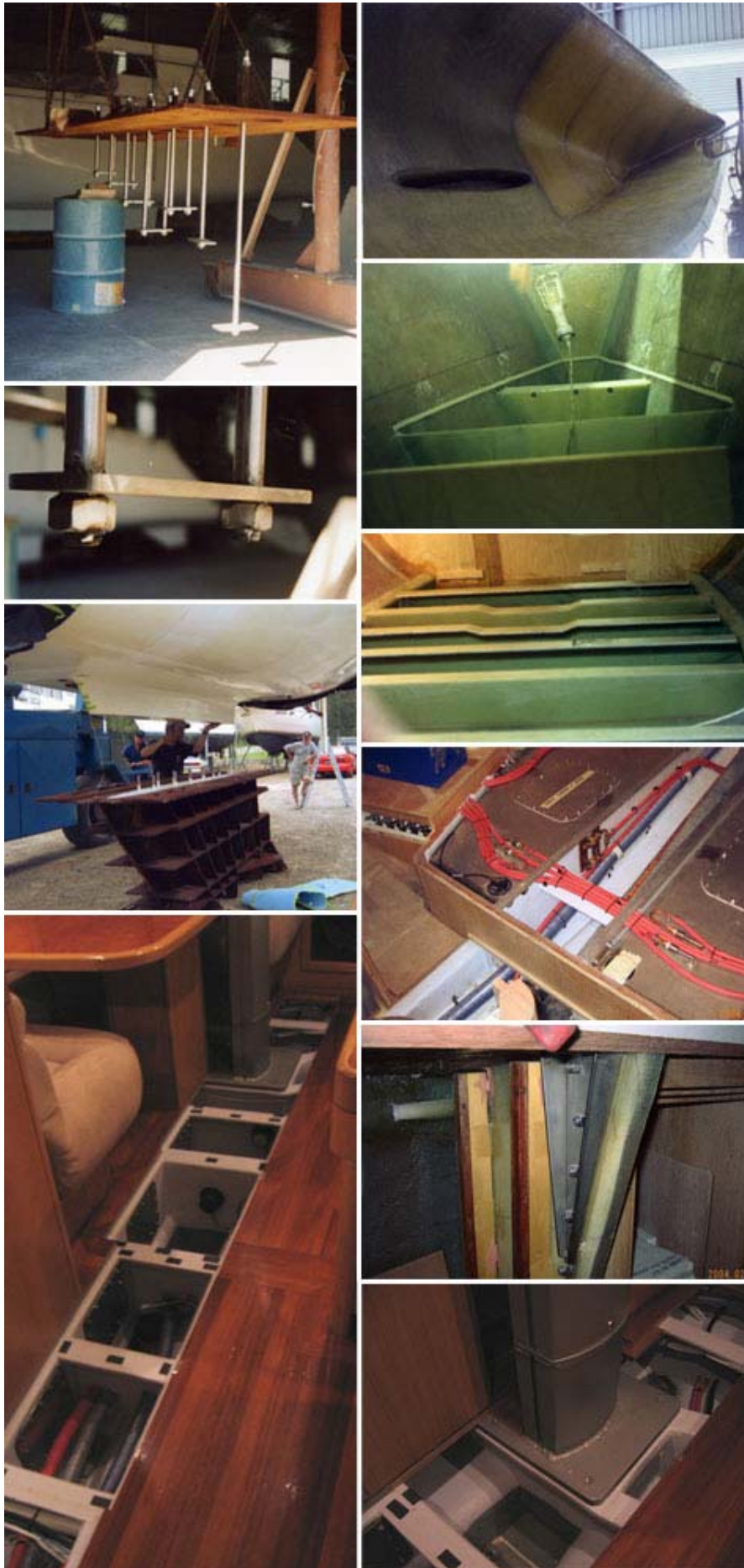
Bulkheads range in thickness from 20-25mm with the main bulkhead made to be watertight with all through holes positioned just under deck level.

The mast step is 25mm thick anodised alloy, bolted to the GRP structural floor bearers which is formed in a box section for maximum compressive strength. The chainplate knees, forepeak, inner forestay and backstay attachments are also massively reinforced.

All integral water (2 x 325 lt) tanks are built with the structural floors to maximise tankage capacity. They are protected by two coats of clear epoxy followed by three coats of a non-tasting food grade epoxy tank lining. The water is further supplemented by 2 x 230lt 2.5mm 316 ss drinking water tanks. 1100 lts in total. The 350lt integral holding tank positioned in the bow also acts as a collision void in case of damage.

Due to the suspended cockpit design of the Bluewater 450M we were concerned whether the structure was able to withstand the cockpit full of water so we tested this by positioning 800 kg on the area of least support which measured a deflection of 2mm. This is insignificant and gives you an idea as to the integrity and strength built into Friday.

"We wanted a boat so strongly built that in extreme conditions we could comfort ourselves with the thought 'thank heavens we're in this boat'". Owners Quote



5. INTERIOR FITOUT

Throughout Friday's fitout nothing was taken to chance. The whole interior was mocked up before bulkheads were positioned to make sure all available space was optimised. This included being able to lie on bunk tops, checking for length, headroom, and how the forward twin bunks would swing down.

The lounge seating was checked to maximise comfort and dining space, the nav was mocked up twice to arrange the comprehensive instrumentation, circuit panel, chart table and all important seating.

The galley was designed in conjunction with the companionway steps making sure bench space and storage was maximised while allowing good passage.

The aft cabin was mocked up which allowed us to fully utilise all available space whereby we have managed to fit a queen size berth, with enough height to sit up in bed, his and hers hanging lockers, comfortable twin seating, dressing table, standing 6'2" headroom, 6 large horizontal lockers, twin bookshelves, abundant counter space and ensuite access.

The beautiful, elegant interior cabinetry is in American white oak with rounded corners, shadow gaps and no visible fastenings, finished with satin varnish while the cabin sole is teak in a high gloss 2 pack varnish.

Other galley features include Corian countertops, fold away stove cover, ss lined front opening fridge and top opening freezer, deep bowl sinks with covers that specially store away, separate pantry, pot and pan drawers.

Heads were designed to store hand soap under benchtops, covers keep toilets dry when showering offshore, mirrors are angled to make shaving and applying makeup easier, mylar shower curtains slide easily away as well Corian countertops.

Lounging for 2 in sumptuous arm chairs while 6 can dine in comfort around the mirror finish madronna burl table. Enjoy the views from the extra large hull ports or watch the TV from here or galley. Underneath the table there is wine storage for 12 bottles.

Navigational instruments such as radar / chartplotter, autopilot, computer monitor, printer, keyboard, radios, tank gauges, speed/depth/wind, as well as battery monitoring and genset controls.

The practical aspects of the Bluewater 450M includes 6'6" (1.97m) headroom in the main saloon with 6'1" in the forward cabin. Generous storage capacity is available throughout. Accessibility to the internal structure is critical to maintenance so all headliners are removable to access wiring and deck fastenings. Cabin sole inspection panels are located throughout to access bilges.

Only positive pushbutton latches to secure doors and inspection lids are used. Well ventilated storage lockers keep foodstuffs and gear from mildew and bad odours. The cabin sole and inside lockers are all sealed with epoxy to prevent water damage / ingress. There are user friendly features such as drawers fitted on roller runners to allow for easy sliding, gas struts are fitted to the lift up stairs accessing the engine room and fridge/freezer lids which leaves both hands free.

Great thought and attention to detail has resulted in an exquisite sophisticated interior firstly, that is very practical, secondly.

"We wanted the quality of the fitout to extend beyond what is normally considered a quality finish". Owners Quote



6. ELECTRICS

When specifying the electrical system for the Bluewater 450M we were mindful that she must be firstly, comprehensively equipped, and secondly, easy to use and reliable. This would be achieved by choosing the best equipment available for each application.

6.1 House / Charging

The Geltec house batteries have a total of 540 AH with a further 180 AH for the electronics bank. Charging is by various methods including the main engines 80 amp alternator with Alpha Pro Smart regulator, Mastervolt 3500 generator coupled to a Mastervolt Dakar 2500w inverter with built in 80 amp battery charger powered either from the genset or shore power.

Solar charging is also catered for by the twin 80 watt Kyocera solar panels. Of course, the 100 amp Geltec engine start battery can be bridged to the house if required.

All genset controls, battery monitoring, AC/DC switching, bilge switching is conveniently arranged on the custom Mastervolt distribution panel.

"All electrical work had to be of an extremely high standard to minimise breakdowns relating to wiring, instrumentation etc. All batteries had to be Gel." Owners Quote

6.2 Electronics

The choice of electronics was carefully considered as follows. B&G were chosen for speed, depth, wind while Furuno for their radar/chartplotter and Coursemaster CM850 autopilot. They were considered for our application as the leaders in their respective fields. These instruments can be used from either the internal nav or external helm. The helm station is further complemented by a twin scope forward facing sonar.

"We chose what we considered to be the best electronics on the market at the time, which were suitable for us and what we hope to achieve with the boat - reliability was No.1". Owners Quote

6.3 Navigation

The electronics package on board Friday's Child is further supplemented by a Maxsea navigation package which is interfaced with the ICOM HF for weatherfax, coupled to a 17" flatscreen with hard drive and printer.

"We chose Maxsea software to supplement our nav. Instrumentation. Onboard desktop computer designed with the boating industry in mind, called the 'Shuttle', 17" Monitor and Canon printer capable of printing photos." Owners Quote

6.4 Radios

Radios are provided for in 27MHZ, VHF and HF frequencies. The VHF can also be used from the cockpit remote helm station.

6.5 Refrigeration

Refrigeration is critical to comfort on board and for Friday's Child we have installed a U-Tec ½ hp saltwater cooled eutectic system. This is split up in 3 cabinets namely, a front opening 140lt fridge, 100lt top opening freezer, and a 40lt top opening drinks fridge installed in the cockpit.

This system need only run for 2 hours per day once it has been cooled down from the genset, inverter or shore power supply. The fridge is further supplemented by a Danfoss 12v system which helps keep food frozen. This is powered by the 160w solar panels.

*"Must have adequate refrigeration and freezing, to keep shopping trips to a minimum".
Owners Quote*

6.6 Entertainment

Entertainment both audio and visual is provided for by firstly, the Clarion AM/FM/Cassette/CD with 6 stack feeder coupled to Bose 75w internal and 50w waterproof external speakers. This is located between the lounges with further CD storage, as well the stereo can be operated from the helm station. Visual is from a 15" flatscreen television with DVD which can be viewed from either the saloon or galley, the TV aerial is mounted on top of the mast.

6.7 Lighting

Lighting is important to set the right atmosphere Friday has some 50 separate lights whether it be for reading, general, mood, make up, night vision, cockpit, deck flood lights. All is catered for. As for other conveniences Friday has 4 x 240v double power points and 6 x 12v outlets positioned throughout, as well all 9 tanks have electric gauges to monitor capacities. Lightning protection is catered for by a lightning rod on top of the mast connected to a copper ground plate bolted through the hull.



7. ENGINE

Friday is fitted with a Yanmar 75hp turbo diesel shaft drive coupled to a 508mm diameter Seahawk ss feathering prop which will comfortably motor at 7.5 – 8 knots with a top speed over 9 knots and range of 1000 nm at 6.5 knots with the 560 lt tanks.

Engine controls are located on the pedestal for ease of use with engine instruments in the cockpit beside the helm protected by a perspex cover. This is the ideal spot because in an emergency you can start the engine without leaving the helm.

The engine is fitted with a highrise manifold which prevents water returning into the cylinder head causing extensive damage.

Fuel tanks are made to survey specifications from 2.5mm 316 stainless steel which are then pressure tested. The fuel outlets draw from a sump which can be drained. Only the best racor filters, fuel lines and fittings are used.

The engine room is stainless steel lined and fully acoustic insulated including rubber seals around doors and compressing style locks to ensure a tight seal resulting in less noise.

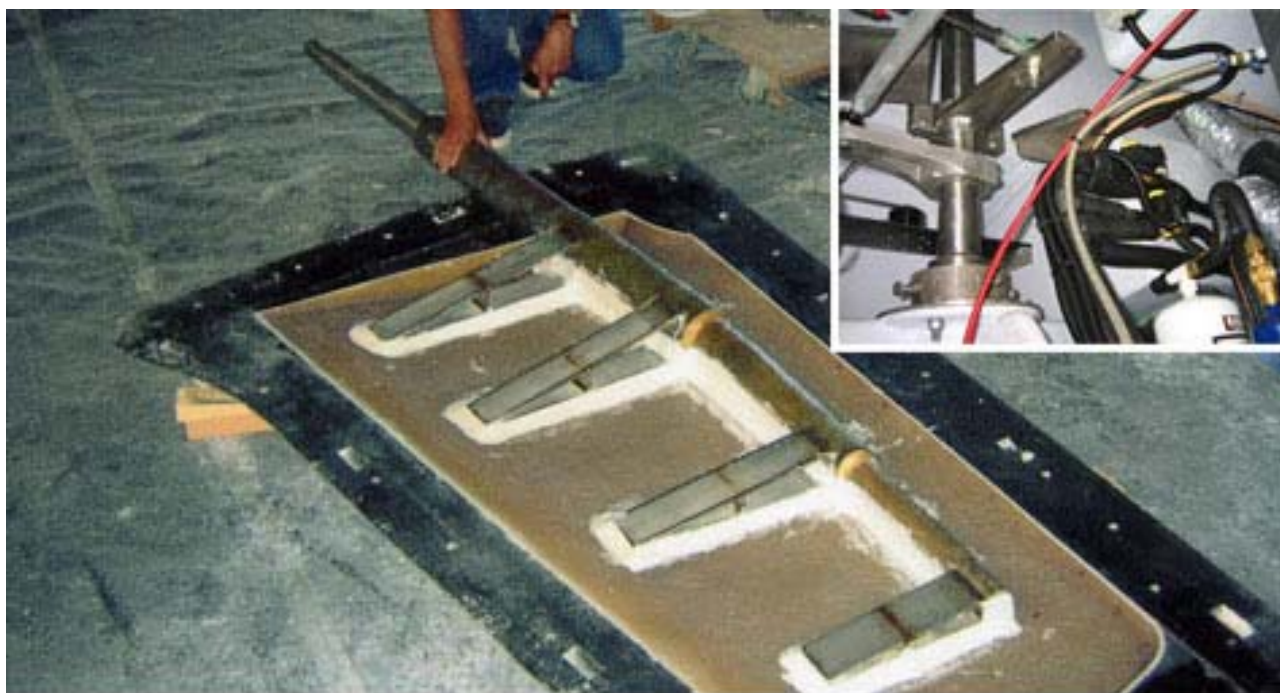
"Yanmar specified". Owners Quote



8. STEERING AND RUDDER

The steering utilised for Friday's is an Edson CD I pushrod system which is high powered and extremely responsive. Coupled to the tapered 100mm 316 stainless rudder shaft a separate 316 stainless tiller arm is fitted for the autopilot. The shaft is secured by 3 rudder bearings, and a centre thrust / locking collar. The stainless emergency tiller can be fitted by removing the cap on the top bearing.

The rudder has 4 x 6mm tangs welded to the shaft then heavily laminated to one half of the rudder then joined using a special glass filler and CSM reinforcing.



9. PLUMBING

Friday has 1100lt water capacity split between 2 integral and 2 stainless steel water tanks. The integral water tanks can be filled using the built in deck drains which can be diverted overboard or into the tanks. Based on documented experiences this system should be able to keep tanks full without the need for a watermaker.

As Friday is kept on a mooring it is important to wash the salt off at the end of a day's sail which is catered for by the salt and fresh water deck wash system.

Another interesting feature on board is the engine water pump which can be utilised to pump the bilge if necessary. This supplements the 2 electric and 1 manual bilge pumps.

The 50lt hot water service is heated by the main engine, genset inverter or shore power. All through hull fittings are 316 stainless steel with ¼ turn ball valve seacocks. Hoses connected to hull fittings are double hose clamped to ensure no leakages. Only the best equipment is used such as Johnson high volume pumps and reinforced hoses throughout.

"We wanted plenty of water and fuel storage - as much as practical". Owners Quote



10. MAST AND RIGGING

The substantial single piece mast is 17.4m above deck or approximately 20m above waterline, with a section size of 252 x 162mm made from 6005A T5 anodised alloy which protects the aluminium from corrosion. All rigging connectors are thru-bolted with tangs for maximum strength.

The mast is keel stepped which is preferable due to the extra support it gives to the lower sections.

The rigging is made from 316 stainless steel 1 x 19 wire. Wire size are:

Forestay	3/8"	10mm
Inner Forestay	3/8"	10mm
Forward Lower	3/8"	10mm
Aft Lower	1/2"	12mm
Capshroud	7/16"	11mm
Intermediate	3/8"	10mm
Backstay	5/16"	8mm

"The Rig had to be as strong and reliable as the rest of the boat". Owners Quote



11. GENERAL EQUIPMENT

Only quality equipment and fittings were used exclusively for Friday which had to complement and enhance her quality, function and style. (Please refer to the specifications for further description).

As with other aspects of Friday's Child all of her stainless steel fabricated components were meticulously designed and manufactured as demonstrated by her bowfitting which firstly, worked out the mechanics then 4 designs were presented before the final choice was made on styling.

Only 316 grade stainless steel is used on all manufactured components, including bowfitting, pulpit, pushpit arch, mainsheet targa, staunchions, handrails and chainplates are all welded and polished to a high quality finish.



12. CONCLUSION

Thank you for spending the time in reading through this information. I hope you now have a better understanding and appreciation for the time, effort, thought and passion that has gone into creating “Friday’s Child” and invite you to inspect and experience her for yourself if you are considering a vessel of this type.

“Friday's Child' is everything we hoped she would be, and more". Owners Quote

