



"Purpose designed and built cruising yacht with global capability, generous accommodation and storage space. Evergreen design continues to attract buyers" — AW

STORY & PHOTOS ALLAN WHITING

Bluewater 420 RAISED SALOON

World-class build, equipment levels, fit and finish

The Australian-designed and built Bluewater 420 Raised Saloon yacht is a cruising icon that has easily stood the test of time. It's still the most popular Bluewater model.

But this is a most unusual boat report, because we did it 13 years ago! Let me explain: this Bluewater 420 was purchased in 1997 by Pip and Michael Kalajzich and tested back then by David Lockwood.

"The 420 is easily managed by a couple, strong enough for crossing oceans, powerful under sail and engine, and finished well enough inside and out so that a Swan

won't steal the limelight when it parks alongside you in that picture-perfect tropical cove," said David at the time.

Joe Adams originally penned the 420 as a 40-footer, before the addition of a swimplatform. The hull shape is a no-compromise cruising style, where wetted surface area takes second place to interior volume.

Since our 1998 test, *Renaissance* has cruised extensively and its owners are still in love with their boat.

At a boat age when many owners consider trading-up, the Kalajzichs were more than happy with the as-new appearance of their Bluewater 420. However, many cruising miles resulted in a wish-list of suggestions and Bluewater Yachts' David Bradburn was only too happy to perform a refit.

The major areas where the Kalajzichs needed changes were in the forward owner's cabin and the cockpit: the offset bed in the bow was a tad squeezey and the cockpit needed more protection from the elements.

The Bluewater boys are so pleased with the results that the forward cabin rework is now a standard arrangement on the 420 Raised Saloon model and the hard dodger is an extra-cost option on

all 420RSs.

The transformation of *Renaissance's* forward cabin is clever, resulting in a larger head/shower (than the original cramped, bow-located design) and a larger bed, without the need to move the forward cabin bulkhead.

Our view is that the hard dodger makes a heap of sense on a cruising boat, where it's essential to have shade and weather protection. Why not opt for an engineered, weather-proof solution, rather than a fabric and frame compromise?



[QuickFacts]

- Price as tested: \$595,000
- Hull type: Keelboat
- Material: FRP
- Length overall: 12.75m
- Beam: 3.99m
- Draft: 1.9m
- Engine: Yanmar diesel
- Rated HP: 55
- Mainsail: 36.32m²
- Genoa: 53.04m² (No.1)
- Spinnaker: 74.34m²
- Fuel: 450lt
- Water: 1400lt

FOR MORE INFO...

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