



HINCKLEY YACHTS

Since 1928

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HINCKLEY



Since 1928





HINCKLEY SAIL

THE LAUNCH of a new Sou'wester® is a much-anticipated event along the waterfront of Southwest Harbor, Maine. It marks the end of one journey: within the Hinckley workshops, where she passed through the experienced hands of Hinckley hull makers, carpenters and smiths. It signals the beginning of another: a journey upon the seas, where its competence and composure will be prized both by those who aim to race, and those who wish merely to relax. And with each launch, Henry Hinckley's legacy of innovation and excellence is renewed.

A TIMELINE OF NAUTICAL INNOVATION.

IN THE SEVEN DECADES since “The Yard” was founded, the Hinckley name has come to represent the continual advancement of nautical design and manufacturing. Each new yacht to emerge from Shore Road carries with it the Hinckley symbol, Talaria, derived from the wings adorning the ankles of the Roman god, Mercury — a testament to the company’s swift pursuit of superior ideas.

1928

Henry Hinckley establishes “The Yard” in Southwest Harbor, Maine. For the construction of honest, hard-working boats for the local fishing and lobster industry.

1944

Hinckley contributes to the war effort, launching the first of 500 picket boats, tow boats and yawls for the U.S. Armed Forces.

1956

Hinckley becomes one of the first production builders to recognize the virtues of fiberglass construction.

1960

The Bermuda 40 is launched — a masterful union of new fiberglass technology with traditional craftsmanship in teak, mahogany, cherry and other fine woods.

1973

Hinckley is one of the early adopters of roller furling headsails and mainsails, allowing shorthanded crews to sail even large 70-foot yachts with ease.

1991

Hinckley becomes the first American builder to convert entirely to Kevlar hybrid composites for both hulls and decks.

1994

After four years of tank testing, the Picnic Boat® sprints up Somes Sound, making Hinckley the first semi-custom builder to successfully incorporate jet propulsion.

1995

Hinckley introduces the Sou’wester 70, a Bruce King design that blends the beauty of classic lines with the most advanced sailing technology in the world.

1999

Hinckley pioneers DualGuard composite construction, the marriage of Kevlar and carbon fiber in the SCRIMP® process.

2001

The Hinckley Company sets a new record for its sailboat business, having the most successful year in the company’s 75-year history.



Sailing is about power: harnessing it, shaping it, and transferring it into seamless motion. In light winds or strong, piloted solo or sailing with a full crew, a sailing yacht must seize every advantage offered by the winds. The rigidity of its hull must translate the smallest puffs into pure speed. It must respond to the helm with certainty, rewarding its owner with trustworthy behavior. It must tack effortlessly as it carves to weather, turning as gracefully as a figure skater on ice.

SAILING IS ABOUT PRECISION.

Winds shift and seas change, but a Sou'wester is a precision instrument, designed to sail with a predictability that is a result of knowing, after 75 years of boat building, what works. Intelligent placement of the sail handling gear, for example, allows even our larger Sou'westers to be sailed short-handed or even solo.

PERFORMANCE *measured not just by the number of trophies won, but by the number of hearts.*



Sailing is about strength. The wind and the waves push, and the boat pushes back. It does, if it's a Hinckley. You can sail a Sou'wester in rough seas or calm: the strength of its hull ensures powerful acceleration. You can sail a Sou'wester for an afternoon or for months on end: the stamina of its components is attested to by the number of vintage Hinckley — Pilot 35's and Bermuda 40's — still seen cruising around the world.

SAILING IS ABOUT SILENCE.

A Sou'wester goes about its business in quiet confidence, with much of what makes it special hidden beneath the waterline. It's DualGuard™ Composite Construction marries a matrix of Kevlar®, E-glass, aircraft-grade balsa core and carbon fiber into a fully integrated hull system that maximizes strength, stiffness and impact resistance yet weighs 14% less than conventional hulls.

S T R E N G T H *measured by our conviction that any idea that improves the breed is a worthy idea.*



As she travels the carefully measured path through the Hinckley workshops, a Sou'wester becomes more than a mere assemblage of perfectly rendered components. Swing open the doors at the north end of the main line, and you will see a small fleet of Sou'westers, each in final stages of its months-long passage from empty hull to full sail. It is a transformation that even those who've witnessed it a hundred times still marvel at.

NOT A FORMULA.

The steps required to create the brightwork on a Hinckley are not something printed in any instruction manual. It's a process of feel, not formula. The finest teak is illuminated with coats of varnish whose precise ingredients are known to a mere handful of individuals (all of whom work for us). How many coats? How much sanding? Only when the grain literally glows do the craftsman's hands rest.

CRAFTSMANSHIP *measured not by a formula, but by what you feel when you're under sail.*



At Little Harbor, Rhode Island, we operate the largest service and refit yard in New England, handling everything from small power and sailboats to ocean-going mega yachts. In addition to our existing 10,200 sq. ft. spray-painting facility, our new 2,160 sq. ft. paint refinishing facility allows our paint technicians to provide improved efficiency and quality for AWLGRIP® paint finishes on boats in the 29' to 65' length range. Antigua, our southern most yard, services private and charter yachts from around the world. In Stuart, Florida, our newest full-service yard located just off the Inland Waterway is a 15.5-acre yard with 20,000 sq. ft. of indoor workspace known for its carpentry, fiberglass, hull and engine repair facilities. It has 88 slips accommodating yachts up to 110' and three travel lifts of 50 ton, 88 ton and 150 ton. And in Southwest Harbor, Maine, Hinckley has operated one of the highest-quality service centers in the world since the founding of the yard in 1928. Here, the company provides maintenance, repair and storage services and operates a yacht brokerage and charter business as well as a retail store.

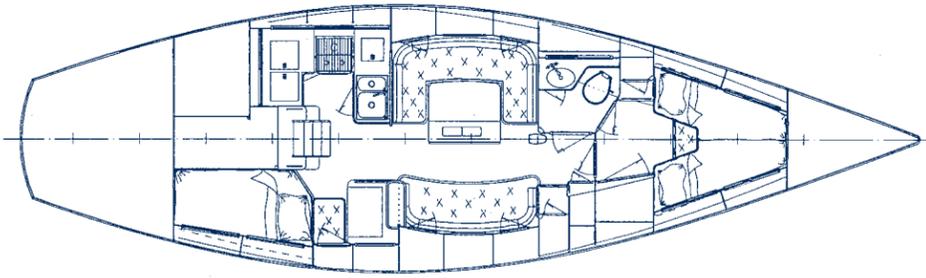
S E R V I C E that affords Hinckley owners tremendous peace of mind.



SOU'WESTER 42

WHETHER YOUR DESIRE is to actively compete in weekend races or simply to enjoy extended pleasure cruises with family and friends, the Hinckley Sou'wester 42 MKII offers everything you demand in a high-performance sailing yacht. Its DualGuard Composite Construction hull is both strong and light, creating a level of security and maneuverability appreciated by novices and experienced sailors alike. And the elegance of its classic lines is admired by all.





A PROVEN FORMULA, REFINED

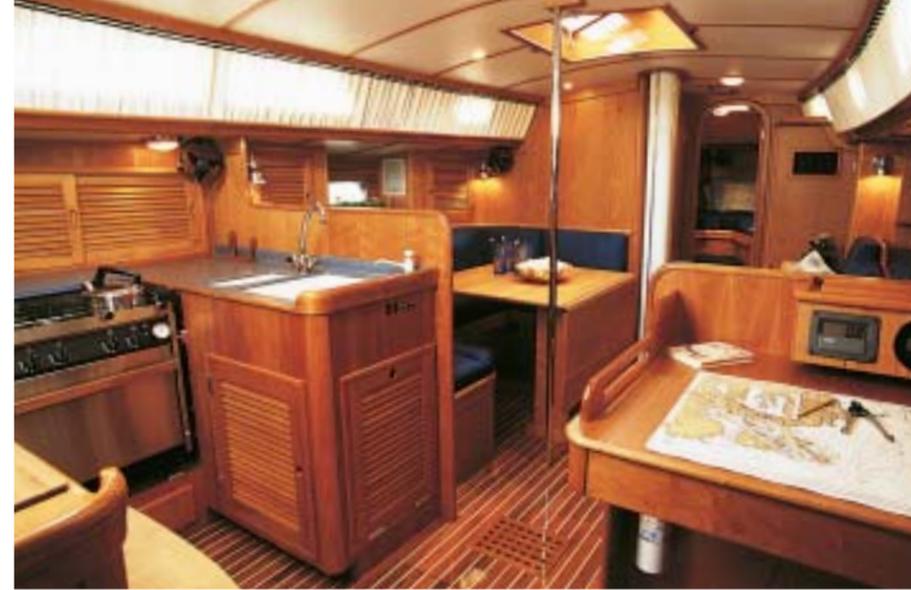
The Sou'wester 42 carries with it the additional nomenclature of Mark II. It's an indication of just how successful, and how advanced, this particular iteration of Hinckley has become. Years of carefully considered design refinements have seen every inch of its 42' 9" LOA used to full effect. Its DualGuard hull of Kevlar/E-glass mat and carbon has emerged from the SCRIMP process as an immensely strong, yet remarkably lightweight structure — contributing in no small way to the invaluable sense of safety and security one feels upon stepping aboard a Hinckley yacht.

On deck, nothing has been placed there in a haphazard or gratuitous fashion. Countless hours of serious open-ocean sailing, inner harbor regattas and hassle-free pleasure cruising have validated the precise location of each element of her rigging, each gauge in her control panel. And below deck, the efficiency of her accommodations has been perfected in a layout that allows a family of four to happily spend weeks, even months, at sail. The Sou'wester 42 Mark II is indeed a proven formula for successful yachting.



SOU'WESTER 42 SPECIFICATIONS

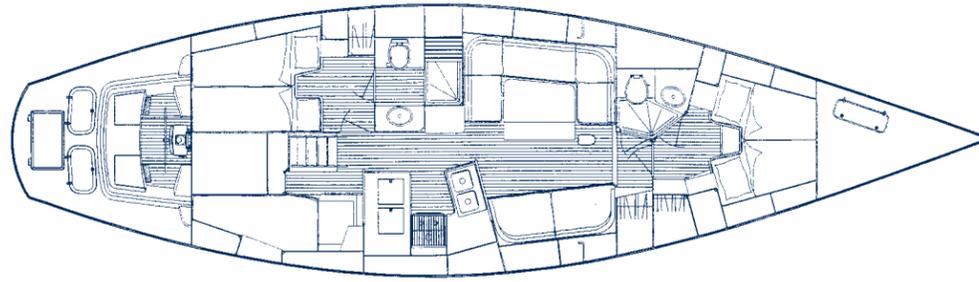
LOA	42'9"
LWL	31'3"
BEAM	12'6"
DRAFT	5'0" board up 9'11/2" board down 7'0" fixed keel
DISPLACEMENT	23,500 lbs.
BALLAST	9,000 lbs.
ENGINE	Yanmar 4JH2E-50 hp 2:1 reduction gear
FUEL CAPACITY	50 gallons
WATER CAPACITY	135 gallons
SAIL AREA	827 sq. ft. sloop
BRIDGE CLEARANCE	59'5" at main truck less antennas
CONSTRUCTION	DualGuard SCRIMP Kevlar/Carbon E-glass composite hull with vinylester resin E-glass deck



SOU'WESTER 51

A HINCKLEY is a yachtman's yacht: no more irrefutable proof of this fact exists than the Sou'wester 51. Its record of racing victories stretches from Halifax to Bermuda. Yet this is not some finicky, high-strung competition boat willing to trade comfort and convenience for speed. It is a total yacht, offering its owner a rare balance of acceleration, agility and luxurious accommodation. To spend a day or a month aboard is to know yachting at its best.





A TRADITION OF WINNING

A distinguished winner of races such as Edgartown Race Week, the Marblehead/Halifax Race and the New York Yacht Club Annual Cruises, the Sou'wester 51 has also carried families around the world in safety and comfort.

FIVE PLANS

Light and spacious, with five different accommodation plans to choose from. Each cabin and head has a deck hatch to let in light and air. Aromatic cedar lines the hanging lockers. Standard equipment in the galley is a gimbaled three-burner stove with an oven, a large stainless steel sink, separate refrigerator and freezer compartment and ample counter space for preparing the finest meals. Whether you are setting sail for the day or for many years, with a racing crew or a relaxed group of family and friends, the Sou'wester 51 is serious fun.

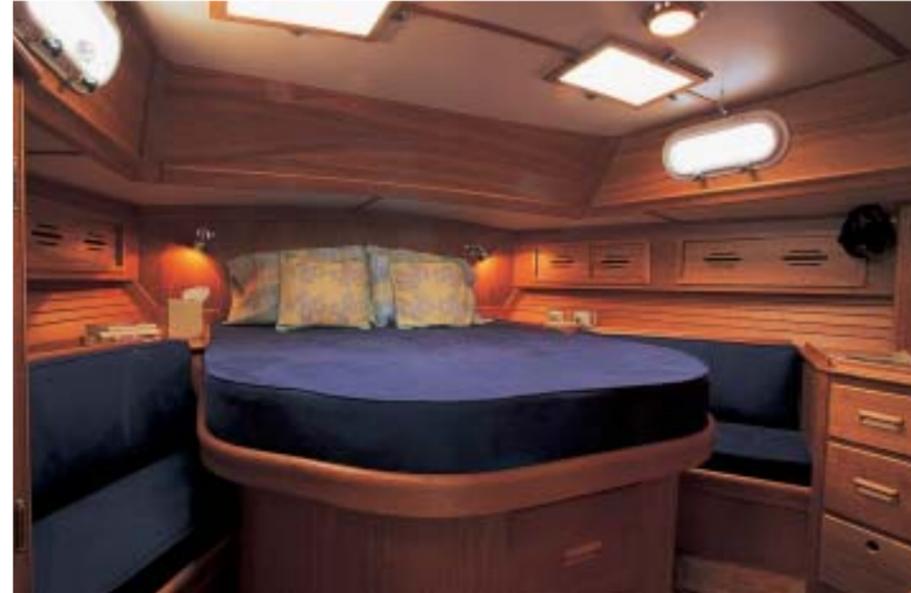
OWNER'S CHOICE

Owners can choose from an aft cockpit or center cockpit deck layout, as well as a ketch or sloop sail plan.



SOU'WESTER 51 SPECIFICATIONS

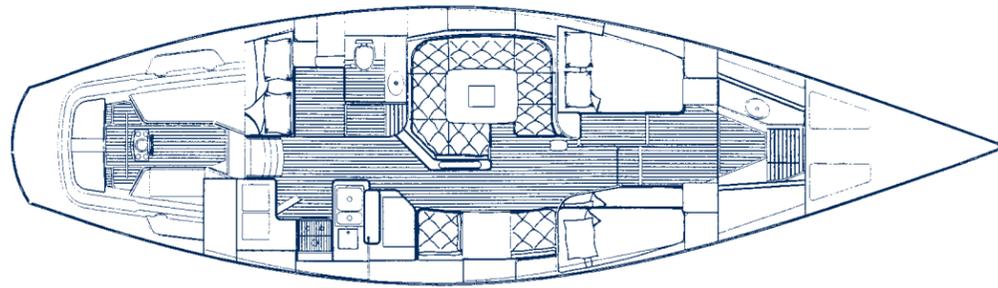
LOA	51'3"
LWL	37'6"
BEAM	14'0"
DRAFT	5'10 1/2" board up 11'0" board down 9'4" fixed elliptical keel 5'0" scheel keel
DISPLACEMENT	39,000 lbs. cutter 40,000 lbs. yawl
BALLAST	14,600 lbs.
ENGINE	Yanmar 4JH2-DTE-88 hp 2:1 reduction gear
FUEL CAPACITY	100 gallons
WATER CAPACITY	220 gallons
SAIL AREA	1,211 sq. ft. sloop 1,266 sq. ft. yawl
BRIDGE CLEARANCE	69'5" at main truck less antennas
CONSTRUCTION	DualGuard SCRIMP Kevlar/Carbon E-glass composite hull with vinylester resin E-glass deck



SOU'WESTER 52

IT'S EASY once you're on the water sailing your Sou'wester 52 to put life into perspective, to get your priorities straight. With her sails holding a steady wind, a gentle pressure on the helm and your senses heightened to every subtle change, you focus on the challenge of finding just the right course to keep her in the groove. Whatever else was on your mind when you got to the docks is forgotten for as long as you remain aboard. Is it any wonder owners of Sou'wester 52's sail off to some of the most pristine and secluded destinations on the map?





ONE FOOT EQUALS 85

Spacious and luxurious, the Sou'wester 52 is the culmination of many years of design refinement. In 1991, the transom lines of the Sou'wester 51 were extended, effectively increasing her sailing length, and a new deck and cabin house were designed. The Sou'wester 52 was born.

Building on the 51's successes, the 52 started with a classically modern profile, a reverse transom that offered hydrodynamic efficiency. Its living space is nearly 85 cubic feet larger. And the designers identified other ideas for improving the total performance. They optimized the overall responsiveness and handling by replacing the skeg hung rudder with a deeper spade rudder located further aft. And they moved the mast aft, as well, allowing for a shorter boom and more manageable mainsail. The result is one of the most well-developed, well-balanced and well-appointed yachts of any size, from any yacht builder.

A THIRD CABIN

With the additional space, the Sou'wester adds a third cabin. Her offset companionway allowed the designers to open up the aft cabin and enlarge the head without



taking space away from the facing galley. The main salon was moved to take full advantage of the maximum beam and all corners have been rounded whether it is a bulkhead, a settee or countertop.

SOU'WESTER 52 SPECIFICATIONS

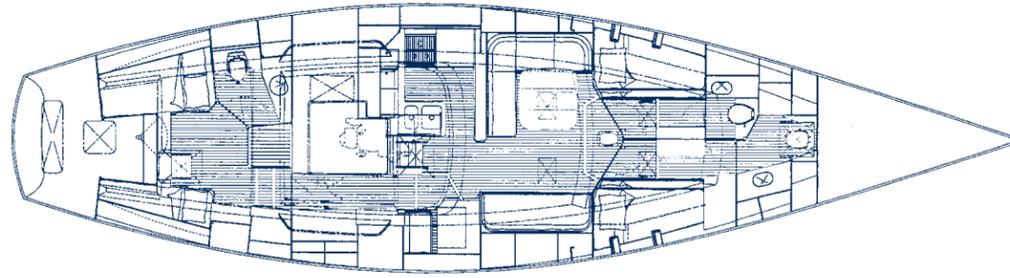
LOA	51'5 1/2"
LWL	37'6"
BEAM	14'0"
DRAFT	5'10 1/2" board up 11'0" board down 8'0" fixed keel
DISPLACEMENT	39,000 lbs. cutter
BALLAST	14,600 lbs.
ENGINE	Yanmar 4JH2-DTE-88 hp 2:1 reduction gear
FUEL CAPACITY	120 gallons
WATER CAPACITY	200 gallons
SAIL AREA	1,221 sq. ft. sloop
BRIDGE CLEARANCE	69'5" at main truck less antennas
CONSTRUCTION	DualGuard SCRIMP Kevlar/Carbon E-glass composite hull with vinylester resin E-glass deck



SOU'WESTER 59

DESIGNED BY esteemed naval architects McCurdy and Rhodes, the Sou'wester 59 uses a center cockpit arrangement that affords the helmsman excellent visibility. One of the many benefits of the center cockpit design is the added interior volume — the Sou'wester 59 features a full-width aft cabin that makes the most of the boat's 15' 6" beam. The result is an ideal ocean-going yacht: infinitely rewarding to sail and incredibly comfortable to live aboard, the perfect choice for swift crossings or leisurely island hopping.





DETAILS TO STOP THE EYE

Survey the entire 59' 3" length of the Sou'wester 59 and your eye will have no trouble seeing the kind of thoughtful details that have distinguished Hinckley yachts since 1928.

The substantial teak toe rails, for example, are joined to stem fittings cast at Hinckley from 316L stainless steel. Step down into its cabin and the thoroughness of its ventilation is evident: witness the five double-hinged, teak-framed hatches, one double and four single teak dorade boxes with 4" cowl vents. Light is ample, too, with four deck prisms lighting the engine room and forward heads.

AN INTERIOR OF RARE BEAUTY

As with all our yachts, the owner has a selection of interior finish woods. Choosing between our ash, mahogany or cherry is never easy — all are exquisite, radiating color and giving our interiors a character so rich, yet so natural.

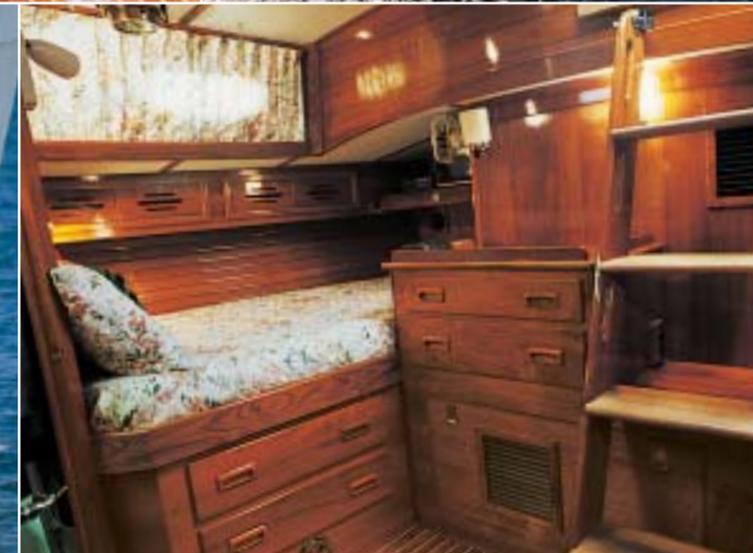
The large main cabin has a dinette to port with a large drop leaf table and a plush settee to starboard. The two forward cabins have their own heads with showers.



Bookshelves and mirrors make guests feel at home. The owner's cabin is aft and has both a single and a double berth and a private head with separate stall shower. A centerline double is also available.

SOU'WESTER 59 SPECIFICATIONS

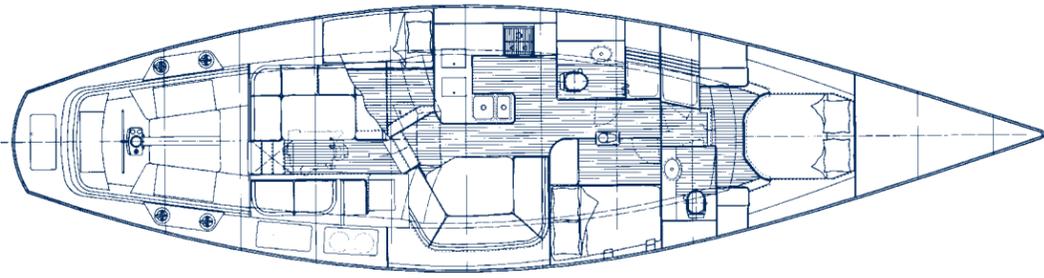
LOA	59'3"
LWL	44'2"
BEAM	15'6"
DRAFT	6'6" board up 12'6" board down 10'00" keel version
DISPLACEMENT	63,000 lbs. cutter
BALLAST	23,250 lbs.
ENGINE	Yanmar 4LH-DTE-140 hp 2:1 reduction gear
FUEL CAPACITY	344 gallons
WATER CAPACITY	250 gallons
SAIL AREA	1,548 sq. ft. ketch 1,438 sq. ft. cutter
BRIDGE CLEARANCE	71'6" at main truck less antennas
CONSTRUCTION	DualGuard SCRIMP Kevlar/Carbon E-glass composite hull with vinylester resin E-glass deck



SOU'WESTER 61

THE NEWEST addition to the Hinckley sail line is the Sou'wester 61. An offshore cruiser featuring a raised salon, the Sou'wester 61 carries a classic sheer line that makes her pleasing to look at and equally satisfying to sail. Inside the raised salon you'll find proof of the 61's purpose: a state-of-the-art navigation station that allows you to embark on transoceanic trips in confidence. And below decks is your assurance of complete comfort: two salons, an owner's stateroom, two guest cabins and a full galley. This is cruising at its most gracious.





NO BETTER CRUISER

Not long ago, a veteran writer for *Yachting* magazine had a chance to sail a Sou'wester 61 out of Hinckley's home port, Southwest Harbor. His conclusion: "A handsome boat that does everything well...you can't get better in a cruising yacht."

High praise from someone who routinely tests the world's finest yachts. Yet to anyone who's spent time on the newest Hinckley, these words should come as no surprise. Picture this: during the test, the 61 was put through her paces in a slalom course of lobster buoys. "A kick," enthused the writer. Its steering response? "Stellar." And its tacking? "On a dime." Clearly, the Sou'wester 61 sails with an agility that belies her length.

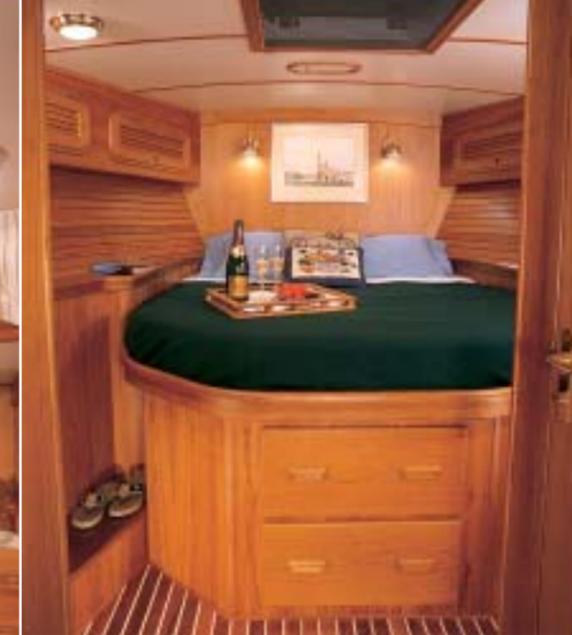
LIFE IS GOOD

Enter the raised, enclosed salon and you're greeted by the good life. A curved settee provides a comfortable escape, a place to rest out of the sun or rain. Below deck, the varnished splendor of Hinckley craftsmanship is in full effect. The owner's stateroom forward includes an "en suite" head and two additional guest cabins, a shared head and a full galley. A second salon offers plenty of space for your guests to relax. Own a Sou'wester 61, *Yachting* magazine concluded, and indeed, "life is good."



SOU'WESTER 61 SPECIFICATIONS

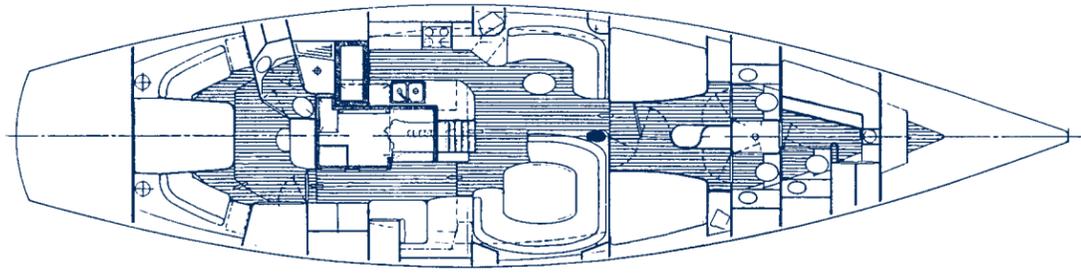
LOA	61'3"
LWL	44'2"
BEAM	15'6"
DRAFT	6'6" board up 12'6" board down
DISPLACEMENT	63,000 lbs.
BALLAST	23,250 lbs.
ENGINE	Yanmar 4LH-DTE-140 hp 2:1 reduction gear
FUEL CAPACITY	300 gallons
WATER CAPACITY	247 gallons
SAIL AREA	1,538 sq. ft. cutter
BRIDGE CLEARANCE	77'0" at main truck less antennas
CONSTRUCTION	DualGuard SCRIMP Kevlar/Carbon E-glass composite hull with vinylester resin E-glass deck



SOU'WESTER 70

IT IS A BREATHTAKING SIGHT, a Sou'wester 70 under full sail. As she carves forcefully through the water, the curving lines of her Bruce King design create a sense of immense muscularity. This is no mega-yacht, built merely as eye candy. This is a true high-performance cruiser. Yet she rewards her owner with much more than powerful acceleration and resolute safety. Accommodations below deck are nothing short of extraordinary. It is the pinnacle of Hinckley.





A WELCOME RETURN

Critics applauded the Sou'wester 70, designed by Bruce King, for its welcome return to classic lines and to design features that matter most to serious sailors. Significant overhangs, low freeboards, sweeping sheer lines and a gorgeous counter leading to a traditional transom make this ultimate Hinckley a head-turner in any harbor anywhere in the world.

While undeniably a big boat, the Sou'wester 70 sails easily. Whether seated or standing, the helmsman can follow the inner toerail from bow to stern. Excellent seakeeping abilities and the convenience of a shallow draft of 6' 6" allow you to sail her anywhere you wish in comfort, safety and with distinction.

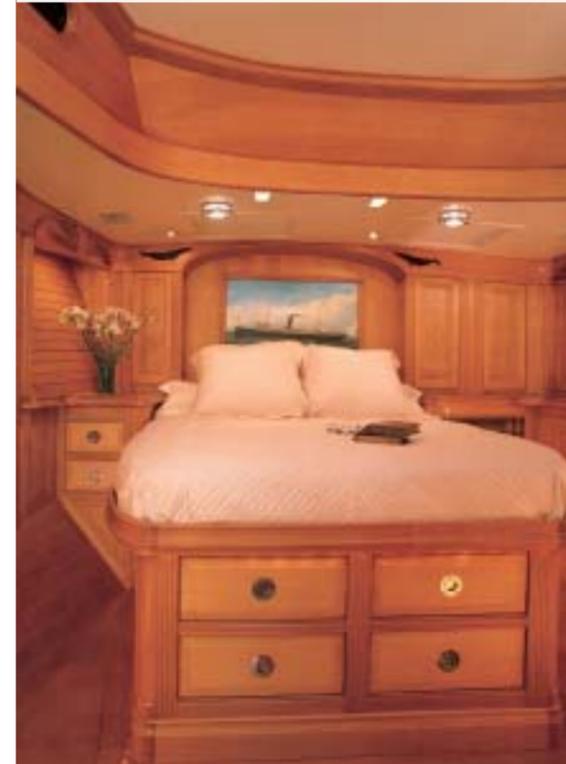
AS YOU WISH

Hinckley will build your Sou'wester 70 as you wish: aft cabin, center cockpit and pilothouse deck configurations are available. Guest cabins, private baths, owner staterooms and crew quarters can all be laid out according to your needs. Each layout assures a spacious dining area, full galley and a comfortable salon.



SOU'WESTER 70 SPECIFICATIONS

LOA	70'3"
LWL	52'4"
BEAM	17'6"
DRAFT	6'6" board up 16'2" board down
DISPLACEMENT	90,000 lbs. fixed keel
BALLAST	30,000 lbs.
ENGINE	Cummins turbo charged diesel 200 BHP at 2800 rpms 2:1 reduction gear
FUEL CAPACITY	450 gallons
WATER CAPACITY	600 gallons
SAIL AREA	2,261 sq. ft. sloop 2,250 sq. ft. ketch
BRIDGE CLEARANCE	93'0" at main truck less antennas
CONSTRUCTION	DualGuard SCRIMP Kevlar/Carbon E-glass composite hull with vinylester resin E-glass deck



Our obligation hardly ends when you take delivery of your Hinckley. Membership in our family means a lifetime of personal service and attention. To that end, we have recently inaugurated two full-service yards in Portsmouth, Rhode Island, and Stuart, Florida, to complement our existing facility in Southwest Harbor.

To learn more about Hinckley Yachts, we invite you to call us at 1-866-HINCKLEY. Or visit www.hinckleyyachts.com.



SOUTHWEST HARBOR, MAINE



PORTSMOUTH, RHODE ISLAND



STUART, FLORIDA

