90 years ago the first Hinckley yachts took to the waters of Southwest Harbor, Maine, quickly gaining a reputation for incredible strength, seaworthiness and – a rarity then as now – exceptional craftsmanship with a simple, elegant beauty that turned heads in every harbor.

By the end of the 1950s, Hinckley was the largest producer of sailing auxiliaries. Unknown to many even now, Hinckley pioneered the use of fiberglass in boat building. Hinckley understood its potential in strength and longevity and saw in the lightweight of the composites the opportunity to achieve something remarkable. Defying skeptics, Hinckley balanced the time-honored traditions of wooden boat building with an acceptance of fresh new ideas.

Today Hinckley remains at the forefront of integrating the latest technologies. Carbon fiber has now replaced fiberglass. We were one of the first American builders to adopt SCRIMP resin infusion and today we remain a world leader in single bond infusion which allows for a single chemical bond between hull and support structure. With our move to epoxy resin infusion this year, we are now building with a resin material of 40% greater strength and improved environmental benefits. Our time honored and highly protected single bond, vacuum-infusion process chemically bonds carbon and epoxy from bow to stern for incredible strength and durability.

The embrace of technological advancements and our deeply held, time-honored commitment to doing things the right way define what a Hinckley yacht is today.
You can finally have your picnic and sail it too. The new Sou’wester 53 carbon epoxy sailing yacht is the first to deliver modern, family sailing with a beautiful inside-out layout so you can enjoy it all together. Experience the pure joys of bluewater sailing once again with an ease of ownership that is uniquely Hinckley.

The Sou’wester 53 is more than just a social experience with friends and family on a lively, modern yacht. It is also about reconnecting with the pure joys of sailing which have been somewhat lost on today’s widebody catamarans. When the sun is shining and weather is favorable, the helmsman can leave the protected pilothouse for the stern helm station and feel the wind in her hair as she focuses on keeping the telltales flying just right, regaining that tactile connection with the rudder and with the wind. The station is raised for full views over the pilothouse and a complete view of the sail plan. The ability to choose helm stations as the weather changes makes a world of difference. After nearly 25 years of building Picnic Boats and Talaria Motor Yachts designed to maximize entertainment space with utility, the Sou’wester 53 brings this inside-out entertainment focus to our timeless sailing yachts.
When a friend approached me and asked whether it would be possible to design a one level, walk-in sailboat, I immediately thought of Phil Rhodes’ great pilothouse boats. These were good sailing boats and influenced my father, who worked for Phil prior to starting his own naval architecture practice.

Building on this backstory, I looked to design a boat that honored this tradition – developing a new, classic American-style pilothouse boat that brings the outside in with a helm station and 360° wrap-around sightlines from inside the pilothouse.

Hinckley understands how their clients want to live on the water and the resulting synergy is evident throughout the new Sou’wester 53. Their Sou’wester line of boats are easily the finest production cruising yachts built in the U.S.

Building architects have increasingly advanced the concept that they need to create spaces that do more than just protect us from the elements. Instead, they should make us feel good, balancing exposure to both light and sound and encouraging social interaction. Why should this be any different on a boat?

Many homes now feature a “California Room”, an indoor-outdoor space which connects a combined kitchen/family/dining area, which has replaced the formal living and dining rooms of the past, to a shaded outdoor area via sliding glass doors. The new Sou’wester 53 pilothouse boat offers this same way of living, all on one level, mirroring how you live at home on your boat.

The seamless transition from indoor to outdoor living allows for greater flexibility and an expanded feeling of space, making couple cruising more enjoyable. On a sunny day, you can either sunbathe, enjoy a shaded outdoor area with a folding dining table, or move inside to a cooler space – all while never missing the scenery or the company of family and friends. And should the weather turn less comfortable, the pilothouse offers cozy seating for all and the chance to continue steering via joystick.

Designed with two generous double cabins and two heads with stall showers, all with the renowned eye for detail and quality that Hinckley is famous for, the sense of wellbeing continues. As does the luxury of flexibility: a third pilot cabin with a quarter berth can either be used to house a delivery skipper or an extra guest.

And while this boat was built with cruising in mind and not conceived to a racing rule, her modern carbon hull form and runner-less fractional rig with swept spreaders will guarantee that she will be fast in point to point racing. Importantly however, this boat is set up to be owner operated, with a self-tacking jib and low maintenance features that do not demand a high level of athleticism or care, so that you can enjoy it much like a comfortable, getaway weekend apartment, or dare we say a powerboat, if you just want to keep sailing.

As you would expect, the new Hinckley Sou’wester 53 has it all.

And so the legend continues...

- Bill Tripp, Tripp Design Naval Architecture
## Arrangement Plan

<table>
<thead>
<tr>
<th>Specification</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOA</td>
<td>52' 4&quot; / 15.96 m</td>
</tr>
<tr>
<td>Beam</td>
<td>14' 3&quot; / 4.35 m</td>
</tr>
<tr>
<td>Draft</td>
<td>8' 3&quot; / 2.5 m</td>
</tr>
<tr>
<td>Displacement</td>
<td>30,000 lbs / 13.6 tonnes</td>
</tr>
<tr>
<td>Sail Area</td>
<td>1,624 ft² / 151 m²</td>
</tr>
<tr>
<td>Fuel Capacity</td>
<td>100 U.S. gallons / 380 liters</td>
</tr>
<tr>
<td>Water Capacity</td>
<td>118 U.S. gallons / 450 liters</td>
</tr>
<tr>
<td><strong>Ballast</strong></td>
<td>Steel foil with lead ballast bulb.</td>
</tr>
<tr>
<td>-------------------</td>
<td>------------------------------------</td>
</tr>
<tr>
<td><strong>Hull</strong></td>
<td>Carbon Epoxy Construction with</td>
</tr>
<tr>
<td><strong>Deck</strong></td>
<td>E-glass inner and outer skins with closed cell foam core. Laminated using Seaman Composite Resin Infusion Molding Process (SCRIMP©).</td>
</tr>
<tr>
<td><strong>Hull Structure</strong></td>
<td>Co-infused with hull, incorporating mast step and framing.</td>
</tr>
<tr>
<td><strong>Bulkheads</strong></td>
<td>Structural bulkheads are vacuum bagged foam core with carbon fiber reinforcement.</td>
</tr>
<tr>
<td><strong>Chain plates</strong></td>
<td>Carbon fiber with stainless steel spool inserts.</td>
</tr>
<tr>
<td><strong>Rudder</strong></td>
<td>Composite molded with carbon fiber stock.</td>
</tr>
</tbody>
</table>
The Sou’wester 53 underbody features a modern performance hull with the latest in keel stem and bulb shape. Her draft of 8 feet 3 inches will provide for lively performance while enabling visits to harbors and coves where yachts of similar performance could not ordinarily venture.

Hull construction combines an inner layer of carbon laid bow to stern with a companion outer layer of Kevlar for bulletproof puncture resistance. The cloth is laid up dry into the mold which allows fibers to be aligned to the computer-designed load paths. The structural grid is also dry laid up inside the hull mold and everything is infused with epoxy at once to form a chemically bonded structure of incredible strength and durability. Our confidence in this approach is why we are among production and semi-custom builders in guaranteeing our hulls and decks for life.*

At Hinckley, we have always believed in embracing new technology and shaping it with time honored construction methods. The result of all this focus on advanced composite materials and dry-laid single bond epoxy infusion is a yacht of tremendous strength, seaworthiness and beauty. Weight savings in the hull structure allow for the signature teak woodworking accents which are Hinckley hallmarks. The innovations in hull materials allow us to provide the luxury on deck and below deck which our owners and their families love.

The Sou’wester 53 offers many comforts, but there are a few in particular you will rarely find on other yachts – the comfort of longevity, enduring quality and timeless beauty.

*See HinckleyYachts.com/Guarantee for more detail.
Any discussion regarding accommodations begins with the pilothouse, the central design feature around which all other aspects of the yacht revolve.

The pilothouse offers standing headroom and sweeping 360-degree views. A plush settee to port, upholstered to the owner specifications, is the perfect spot for family and friends to gather, to read a good book, or to entertain guests. Our trademark teak and holly sole is tirelessly varnished and polished for durability and stunning appearance.

To starboard inside the pilothouse is the galley. This modern design brings the galley up into the pilothouse and ensures it regains its rightful place as the gathering point of friendly conversation. Also to starboard in front of the galley is the interior helm station. This new helm station completely changes the sailing experience. As the weather turns, the helmsman simply moves forward to join the social gathering and is shielded from the elements. The result is far more bluewater sailing miles combined with requests from family and friends to return again and again.

As on every Hinckley, the brightwork is extraordinary. The time we spend on fit and finish is rivaled only by the time over the years many will spend admiring it. Before any wood pieces are joined, they are carefully selected for matching grains, often derived from the same tree. This is a painstaking endeavor which yields a level of finish unmatched in yacht building. Our wood elements are shaped into elegant curves and frequently cored with lightweight foam so that the beautiful wood actually feels as light as air. A Hinckley interior is crafted to last for decades.

Two steps down to port from the pilothouse is a comfortable guest or captain cabin tucked neatly away. Moving forward to port past the settee and down two steps is the guest stateroom queen size berth and hanging lockers. The separate head with shower is located across the passageway. In front, the owner’s stateroom showcases a plush queen size berth fully forward with en-suite head and separate shower and lockers of various sizes to hold everything from sailing gear to books and personal items.
The Hinckley ownership experience is like none other. In today’s fast-paced world, time on the water is precious and time with family and friends is even more so. Our Hinckley-owned and operated service locations uniquely enable us to deliver a highly-customized level of white glove service combined with a peace of mind that is very rare.

Hinckley owners are introduced to their service manager upon yacht delivery where they are given a three day hands-on introduction to the yacht systems. They are also given their service manager’s direct mobile phone number and email address to ensure simple and close communication over the months and years ahead. Our service managers are trained to keep up with the fast-paced lives our customers lead. If the yacht needs to be moved across the Sound, south for the winter, or across the world, your service manager is only an email away and the details and complexity can all fade into the background.

With 8 locations up and down the US East Coast and affiliates on the US West Coast and abroad, our Hinckley owners share a peace of mind that is as unique and rare as the fine yachts we build.
HAVE YOUR PICNIC

AND SAIL IT TOO