

Sea Hawk



Farr 44 IMS



Sea Hawk (ex. Dreampic) is a Bruce Farr designed Farr 44 IMS, launched in 1992 for the Japanese telephone company Nippon Telegraph & Telephone (NTT) as a company anniversary gift to its employees. Built for long haul ocean racing in tough conditions, Sea Hawk convincingly won the 1992 Corum Japan Cup, as well as participating in the 755 nautical mile Kenwood Cup on three occasions.

Sea Hawk is one of only five Farr 44 IMS yachts launched, with her sistership "Gaucho" of the USA dubbed by many as the most successful IMS yacht of all time. IMS (International Measurement System) is a formula based on measurements and physical characteristics of a yacht providing a means of calculating predicted speeds in a number of different scenarios to derive a Time Correction Factor (TCF) which is multiplied by the yacht's elapsed time to allow for a handicap result, which brings together yachts of all shapes, sizes and speeds to level the field and determine who sailed best to their handicap.

The technology and design parameters seen in the Farr 44 IMS have been used to develop the most successful one-design sailing in the world at this point in time, the Farr 40 OD. Built in an exotic and very strong combination of Kevlar over a Nomex core, the yacht was at the very forefront of composite construction as the same materials and construction methods are used in high-performance yachts to this day.

Sea Hawk was purchased in 2005 by her current owners Pete & Deb Van Ryn, and has immediately gained some fantastic results sailing short and long haul ocean races out Cronulla Sailing Club and the Royal Motor Yacht Club Port Hacking. Pete & Deb have sailed throughout their lives beginning in Herons and other dinghy classes as kids, and moving up through the ranks over the years. As their Son Drew became older and showed an interest in sailing, they purchased an NS14 dinghy which was to serve as a platform for them to buy a yacht of their own. Not only did they buy the yacht, a lovely Van De Stadt 34 cruiser/racer, but the whole family continued sailing skiffs including the NS14 and MG14 classes, and Drew has gone on to sail Flying 11's, NS14's, MG14's and 29ers at state and national level. To keep Drew enthusiastic about yacht racing, Pete & Deb purchased Sea Hawk as the family was doing much more racing than cruising, and took a completely different tack, purchasing the Sea Hawk to focus more on the racing aspect of things.

Recent results include:

2005/2006 Season...

- 1st Ron Pert Tasman Sea Trophy
- 1st Wills Trophy
- 2nd F. E. Tieffel Shield
- 2nd Ron White Memorial Trophy
- 2nd Max Muller Trophy
- 3rd Short Handed Series Performance Handicap
- 3rd Olympic Trophy
- 3rd Club Championship

2006/2007 Season...

- 1st Ron Pert Tasman Sea Trophy
- 1st Short Handed Series Performance Handicap
- 1st Ron White Memorial Trophy
- 1st Short Handed Series Arbitrary Handicap
- 2nd Club Championship
- 2nd Wills Trophy
- 2nd F. E. Tieffel Shield
- 2nd Mehitabel Trophy
- 3rd Blue Water Trophy



Sea Hawk has proven herself a strong and seaworthy competitor against many of the more modern yachts in the fleet (including Farr 40's and Sydney 38's) and revels particularly in strong winds and large seas which is where Sea Hawk really comes into her own.

Aside from Club Racing, Sea Hawk has also entered the 2006 annual Savills SORC regatta and achieved solid scratch and handicap results in PHS division 1, and also entered the 2007/2008 Pittwater to Coffs Harbour Regatta. Over a range of short and long course racing, Sea Hawk finished 6th in a very strong PHS fleet, and finished in the top three positions in her division every race, including a fantastic line-honours win in race 5. Sea Hawk's best result in this series was in the 220nm race 4 of the series in which she came 3rd in PHS division 1, 2nd on scratch in her division, and most impressively, was the first yacht over the line in excess of 12 years old, proving her fantastic pedigree.

Sea Hawk is looking for a sponsor for the 2008/2009 season. She will be sailed out of Cronulla Sailing Club and the Royal Motor Yacht Club Port Hacking on a weekly or fortnightly basis (depending on the race program) and will get exposure ranging from the spectacular Passage Race which races in the vicinity of Bate Bay and sails very close to all of Cronulla's famous beaches, to the longer and more prestigious events including the Pittwater to Coffs Harbour Race (which carries news coverage, extensive photography and yachting magazine publication) and the Savills Short Ocean Racing Regatta which runs out of the Cruising Yacht Club of Australia and sails between Sydney Harbour and Pittwater on a range of Short Ocean races (gaining extensive yachting publication exposure).

Since purchasing the boat, it has come to our startling realisation that many of the thirty-odd sails that came with the boat were very much towards the end of their lifespan, and as we begin to know the boat better and become more confident in driving the boat to greater success we are to require a new set of upwind and downwind sails to replace our ageing wardrobe. We have seen the end of a complete set of high-performance lightweight "D4" sails, as well as the end of the newest Kevlar mainsail, and we are now seeing signs of failure with our last set of Kevlar headsails. The boat had previously run with medium-to-lightweight Kevlar upwind sails which tend to warp and weaken due to many factors including UV exposure and general wear and tear over the years, which led us to purchase our "bulletproof" Carbon Fibre mainsail (with a Taffeta laminate to protect the sail from the adverse effects of UV exposure and flogging) two years ago, which is still as solid as a rock today.

We have come to a point now that we are requiring a new #1 (light-medium wind) headsail, #2 (medium-heavy wind) headsail, #3 (heavy wind) headsail, Masthead (light wind) spinnaker and Hounds (heavy wind) spinnaker, which is where our proposed sponsorship lies.