



HINCKLEY PICNIC BOAT 37 MKIII

Incorrigible

Hull No. 2 · The Picnic Boat, Perfected

YEAR	LENGTH	POWER	DRAFT	LYING
2009	36'11"	2× Yanmar 370	2'1"	Stuart, FL

Asking: \$799,000 · 3-year lease with purchase option · Lying Stuart, FL (relocating to Greenport, NY)

A RARE WAY TO OWN ONE

Three years aboard, interest-free — then she's yours

Donated to Maine Maritime Academy, "Incorrigible" is offered at \$799,000, structured as a three-year lease with an option to purchase. In practical terms, you step aboard one of the most coveted boats in American yachting now, spread the cost across three seasons with no interest, and exercise the purchase option at the end of the three-year term — in effect, three years of interest-free financing on one of yachting's blue-chip names. Your acquisition supports the Academy's mission as well. Full lease and option terms are available on request.

THE VESSEL

The boat that created a category

When Hinckley launched the original Picnic Boat in 1994, it invented an entirely new class of yacht — the modern downeast daycruiser. Built by hand in Maine to the most exacting standards in the industry, the Picnic Boat became the most recognizable and coveted boat of its kind in America. The 37 MKIII is the fully evolved expression of that idea.

This is **hull No. 2 of the MKIII** — a first-year example of the generation that gave the Picnic Boat twin engines, a new deeper-vee hull, and a roomier, more refined layout while keeping the timeless lines intact. Beneath the satin-varnished cherry and varnished-teak soles sits Hinckley's DualGuard composite hull: a Kevlar and E-glass outer skin over a carbon-fiber inner skin and balsa core, built to 150% of the ISO offshore standard. And the propulsion — the heart of every Hinckley — is twin Hamilton waterjets: no props or shafts, a draft of just over two feet, and the patented JetStick. She will nose onto a beach, idle safely among swimmers, and pivot in her own length at the dock.

THE DIFFERENCE

What sets this hull apart

- **Hull No. 2.** A first-year example of the 37 MKIII — the most successful new model Hinckley ever launched, and an early, significant hull in the lineage of America's most iconic daycruiser.
- **The Yanmar repower.** Repowered with twin Yanmar 8LV-370 V8 diesels (approx. 800 hrs) — not merely more power than the standard twin Volvo 300s, but the exact package Hinckley later adopted and markets as the best-driving Picnic Boat ever built. Fresh turbochargers fitted October 2025.
- **Docking, mastered.** JetStick 2 joystick control plus a wireless Yacht Controller — believed to be the only Picnic Boat 37 so equipped. Berth her single-handed from anywhere on deck, remote in hand.

PROPULSION & PERFORMANCE

Twin Yanmar 8LV-370, twin waterjets

- **Twin Hamilton waterjets** — mounted above the keel and protected from grounding; no exposed running gear.
- **JetStick 2** with HoverLock virtual anchoring and heading hold, plus a wireless Yacht Controller.
- **Performance:** approximately 32 knots cruise and a top end in the mid-30s; just over two feet of draft.
- **Recently serviced** at Hinckley Yacht Service, Stuart FL (October 2025, new turbochargers); waterjets scheduled for service June 2026.

ACCOMMODATION & LIVING

A day boat with a weekend in her

Hinckley's signature woodwork throughout — satin-varnished cherry, varnished-teak soles, and a calm, handcrafted feel no one else quite matches. All brightwork varnish was renewed in March 2026.

Pilothouse & Cockpit

Facing settees with a drop-leaf table under the hardtop and a pair of Stidd helm chairs that swivel to face aft, in refit ultrasuede upholstery. A new polycarbonate enclosure extends the season, and electrically operated overhead hatches bring in light and air. One step down, the open cockpit offers fore- and aft-facing seating and a transom door to the swim platform, with new teak decking in both the pilothouse and cockpit.

Cabin, Galley & Head

A forward V-berth cabin finished in varnished cherry makes a comfortable retreat for an overnight or a weekend away. The galley sits to port off the companionway and a private head to starboard, fitted with a new Tecma electric toilet. Generator (recently replaced, low hours) and air conditioning provide comfort at anchor.

SPECIFICATIONS

By the numbers

VESSEL	
Builder	Hinckley Yachts, Maine
Model	Picnic Boat 37 MKIII
Hull No.	2
Year	2009
LOA	36 ft 11 in (11.79 m)
Beam	11 ft 3 in
Draft	2 ft 1 in
Displacement	approx. 19,000 lb
Transom Deadrise	19°
Construction	DualGuard Kevlar / carbon composite
PROPULSION	
Engines	2 × Yanmar 8LV-370 V8 diesel
Total Power	740 hp
Engine Hours	approx. 800 (est.)
Drive	Twin Hamilton waterjets
Top / Cruise	~35 kt / ~32 kt
CAPACITIES & LAYOUT	
Fuel	220 gal
Fresh Water	40 gal
Holding	27 gal
Cabin / Head	V-berth · 1 head
Generator	Yes (recently replaced)
Lying	Stuart, FL — relocating to Greenport, NY

EQUIPMENT & RECENT INVESTMENT

Refit and ready

Propulsion & Handling

- **Twin Yanmar 8LV-370 repower** (approx. 800 hrs) — upgraded over the standard twin Volvo 300s
- **Hinckley JetStick 2** joystick control
- **Wireless Yacht Controller** — believed unique among Picnic Boat 37s
- New turbochargers fitted October 2025; waterjets scheduled for service June 2026

Service & Systems

- **Serviced at Hinckley Yacht Service, Stuart FL** — October 2025

- New generator (low hours)
- **New Tecma** electric toilet
- Recent topside Awlgrip paint

Electronics & Comfort

- **Furuno TZtouch 3** with custom display at the helm
- **Apple TV** — viewable on the helm display
- **Fusion** audio
- Onboard Wi-Fi via cellular service

Interior & Deck

- **All brightwork varnish renewed** — March 2026
- New teak decks — pilothouse & cockpit
- New ultrasuede upholstery — pilothouse & interior
- New polycarbonate enclosure



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