# Duffy 37 *Gizmo* For Sale

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| TYPE: | Duffy 37 semi-custom Downeast style flybridge cruiser | | |
| DESIGN: | Spencer Lincoln, 1999 | | |
| BUILDER | 37 Hull #2 -- Atlantic Boat Company, Brooklin, Maine | | |
| | Finish -- Covey Island Boatworks, Lunenburg, Nova Scotia, launch 12/2000 | | |
| LOA/LWL: | 36’ 11” / 34’ 11” | BEAM: 13’ 6” | DRAFT: 4’ 6” |
| DISPLACES: | 22,000 LBS | GROSS TONNAGE: 14 | |
| HIN #: | A8H37003A000 | U.S. DOCUMENTATION #: 1160869 | |
| ENGINE: | Volvo Penta TAMD 74 turbo diesel 450 HP@2600, 3,670 hours | | |
| CRUISES: | 5 to 18 knots at 600 to 2,340 RPM, with fuel burn about 5 nMPG to 1 nMPG | | |

OFFERED BY OWNER FOR: $275,000 LOCATION: Camden, Maine

Details are believed to be correct but are not guaranteed. Offer subject to change.

## Comments by owner

This listing intends to be a thorough and honest description of this boat after 15 years of ownership, many miles of cruising, and mostly DIY maintenance and modifications. Whatever a prospective buyer or a surveyor finds concerning will hopefully have been noted here first.

That said, I believe that *Gizmo* is an exceptionally well-built and good-looking powerboat. She is also a genuine Downeaster, with a deep keel, protected prop, and commercial-grade running gear. She can be easily and safely operated by one person -- including anchoring and docking -- and is an ideal coastal cruiser for two (with overnight room for a friend and day trip space for many).

In early 2009, I fell hard for this particular Duffy 37, which is unique in many ways, like the extended cabin top, abundant safety railings, and almost all-cherry interior. I later learned that the original owner was an engineer and experienced sailor who worked closely with the designer toward the goal of safe power cruising from his home on Prince Edward Island coastwise to Florida, which he and his wife enjoyed doing several times.

As owner #4, now with three trips of my own from Maine to the Carolinas (often solo), I appreciate *Gizmo's* original layout, build quality, and much of her basic equipment even more. I also improved many systems emphasizing off-grid energy efficiency and quiet liveaboard comfort, while removing gear less suited to those goals, like the generator and air conditioning.

However, *Gizmo* may not be the boat for you. While built to fine yacht standards, her current cosmetics look decidedly workboat, particularly the exterior gelcoat and teak trim. And if you're looking for a truly fast cruiser, this Duffy 37 seems more content at slower speeds (though about 18 knots is available if needed, even in rough conditions).

Also, during most of my ownership, *Gizmo* was a test bed for reviewing marine electronics, which explains why most links below go to articles I wrote for various boating magazines or as editor of Panbo.com. And although I greatly reduced and refined her electronics in recent years, she remains unusually complex in that area. In short, the boat will best serve a new owner who is adept and enthusiastic regarding modern marine technology.

*Gizmo* is now available for inspection, and is almost ready for transfer (and even her next trip South if that's the plan). While she has become more boat than I want at my age, I've quite enjoyed preparing her for sale, and intend to support new owner(s) #5 with onboard familiarization and ongoing remote support, if desired.

Ben Ellison, ben.ellison@panbo.com, 207-236-2326

## Highlights

- 400 amp hour LiFePO4 house battery bank with Lynx BMS, Multiplus Inverter/Charger, & Cerbo GX monitoring, all Victron & new 2022. With 280W solar panels & almost all-LED lighting, *Gizmo* is largely self-sufficient at anchor, with fast dual-alternator charging when needed. You can usually see the real-time guest-level off-boat VRM monitoring here.
- Engine serviced in May 2024 by Volvo Penta certified technician, including diagnostic survey and oil analysis that both checked out well.
- Engine-driven hydraulic steering system -- also used by Simrad autopilot -- professionally serviced 2024, including hose replacements as needed and steering ram rebuild.
- RC-10 Capstan anchor windlass, 200’ brait rode and 20’ chain, all new by Maxwell 2023. Anchors: Kingston 45 lb plow working, Fortress 55 storm, and Danforth 35 lb spare.
- Bottom sanded and coated with Pettit Odyssey HD Multi-Season ablative paint 5/2024.
- Primary navigation: Furuno TZT2 12 MFD (2016) on flybridge with its NXT radar and fishfinding networked to Intel NUC PC (2020) running TimeZero Navigator at lower helm, and synchronized with included iPad running TZ iBoat. A route created on one screen goes to all screens.
- Dual NMEA 2000 sensor networks and multiple Furuno and Maretron instrument displays for extensive system monitoring plus redundant critical navigation data. Plus redundant Simrad GO5 chartplotter with side-scanning sonar and AP controls.
- Garmin Cortex (2021) advanced VHF & AIS transponder (with cellular off-boat monitoring) and Standard Horizon GX2400 VHF & AISrx (2024), both at lower helm with wireless handsets available. Plus ICOM M36 handheld.
- Local Netgear WiFi router with Wave WiFi high-power bridge for marina access points, plus Cel-Fi high-performance cell booster. Starlink or similar could be easily added.
- The boat PC mirrors to dual displays, a 15.6-inch touch screen (2020) at the helm and 26-inch Vizio TV/monitor (2011) normally hidden in the chart table. Bluetooth keyboard and mouse work at either station, and also with iPad and a third device of your choice.
- Fusion WB670 hideaway stereo with three zones (six speakers) and control by multiple fixed remotes, Furuno MFD, and phone apps.
- Redundant Sea Frost refrigeration compressors and plates serviced & recharged 2024.
- Webasto diesel-fired hydronic heating and domestic hot water system 2018.
- Foredeck awning & multiple window treatments for warm weather (or privacy at dock).
- Included tender: A rare 9-foot rowing and sailing Fatty Knees -- built 2001, updated in 2016 -- along with a 2011 Torqeedo Travel 1003 electric outboard. Custom swim platform fender/cleats for stable on/off access and a cockpit haul-out system.

# General Description

(This section is based on my 2009 buyer's survey by Steve Bunnell, edited here but available in full to prospective buyers along with the 2016 insurance survey. *Owner comments are in italics*)

## MAIN ENGINE:

Her engine is accessed through hatches mounted in the sole. She is powered by single Volvo Penta TAMD 74CA EDC, 6 cylinder turbocharged diesel engine which develops 450 hp @ 2600, Serial No: 2071126531. The engine panel hour meter indicated 1615.8 hrs *{March, 2009}*. It is fresh water cooled with a single 8" raw water wet exhaust and fiberglass waterlock muffler that exits through the port transom.

A Twin Disc MG 5075 A, E shift, 2.05:L Reverse Gear, Serial No: 5GF890 tums a Torsional split coupling holding a 2" SS shaft which runs through a PSS water-injected shaft seal connected to a fiberglass stern tube. The underwater gear consists of a stern tube mounted cutlass bearing, collar zinc and 5 blade, 26"x 26" LH propeller with no cup.

The rectangular SS rudder is traditionally hung with the pintel supported by a fiberglass skeg with bronze wear plate and a bronze four bolt packing gland and SS upper support with dual hydraulic ran$.

The engine is mounted on SS angle brackets bolted through heavy fiberglass covered plywood stringers with flexible mounts and there is a pan under the engine. Ventilation is adequate through natural ventilation from cockpit mounted vents. The engine is monitored for RPM, volts, water temp and oil pressure and controlled by a Volvo single lever electric control at both helms. The engine is protected by twin Racor 900MA filter system along with on-engine fuel filters and spin-on oil filters.

*Pat Ricci of Thomaston Boat & Engine Works and Volvo Penta certified has looked after the TAMD 74 since 2010, including a major ($8,500) service in early 2020 at 3,510 hours. When launched in May 2024 -- engine still only at 3,659 hours -- he serviced and checked it, including VP electronic diagnostics showing no active alarm codes and VP oil analysis grading "wear, contamination, and fluid condition" as NORMAL (analysis and invoices available). Pat has commercial customers with similar TAMD 74 engines that have gone over 25,000 hours without a major rebuild.*

Gizmo's *cutlass bearing -- found loose in Bunnell's survey -- was twice replaced by Wayfarer Marine (now Lyman Morse, Camden), the second time in about 2014 with a longer bearing that required removal of the shaft and rudder. At the same time, the PYI PSS dripless shaft seal was replaced and the engine was realigned. The gear has been running smooth at all RPMs ever since.*

## HULL:

She has a raked stem, modified round chines, full-length keel/skeg and full transom. Her hull is a cored fiberglass laminate with a Vinylester outer skin coat, 5/8" Balsa core down to the inboard stringers with an equal laminate inside. The bottom has an additional four layers of 3205 for reinforcement. The gelcoat finish is off-white with painted black bootstripe and green ACT antifouling bottom paint. A white PVC spray rail is forward followed by quarter rails aft. A white PVC rubrail is capped with SS and runs full length.

*The Balsa coring certainly concerned me in 2009, but I learned that it was carefully sealed and segmented by both building teams and also that the fiberglass layups were thickened so that both outside and inside skins would remain stiff and strong even if a core section became compromised. I believe that goal was attained and I have some thru-panel cutouts from areas like the cabin sides that illustrate the composite quality.*

*I'll add that Gizmo's hull and superstructure do not leak and the coring seems good at dampening noise and temperature transmission. Mold, for instance, is rare, even during the five years I've wintered the boat in the water, either in Maine or the Carolinas.*

*Note that travellift straps tend to strain the forward spray rails and under my ownership each partially broke. I believe that they were successfully repaired and reinforced in 2024 -- using Plexus adhesive and added screw-fastened SS cap rails -- but it's still best practice to pad the forward lift strap.*

## SUPERSTRUCTURE:

Her decks, trunk, hardtop, flybridge and bulkheads are molded fiberglass laminates with Balsa cores and have a white gelcoat finish except for the light gray nonskid on trunk top, run decks and cockpit deck. The deck-to-hull joint is shoe box construction with bedding and the white PVC rubrail is fastened with SS machine screws 8" on center and capped with SS. The raised teak toe rail is sealed and capped with SS hollow back trim where required.

Most forward is a teak anchor pulpit with double SS anchor roller assemblies with a 45# plow type anchor to starboard handled by a Simpson Lawrence Sprint 1000 vertical windlass with capstan followed by foot control pads. Two 10" SS mooring cleats are mounted outboard on the pulpit, run decks and aft quarters for securing the vessel. The welded SS bow rail is attached to the pulpit and runs aft to the end of the trunk cabin along with SS handrails mounted on the trunk top. There is a hinged gate in the rail opposite the starboard door.

A Bomar aluminum framed Lexan hatch is mounted forward on the trunk cabin along with six ABI SS opening port lights with screens mounted in the trunk sides for light and ventilation below. There are also two Bomar hatches just forward of the pilothouse front which provide light and ventilation to the head and galley below.

The hardtop is supported by the molded superstructure, which includes three fixed windows forward, large double sliding side windows with screens and a hinged door to starboard along with two windows aft. All are set in painted aluminum frames. There is a Clear View Screen mounted in the center window forward and electric wipers port and starboard.

The cockpit is gelcoated fiberglass with a rolled non-skid and is drained through two,2" round scuppers located in the corners of the transom. A teak swim platform is most aft with heavy SS brackets and SS swim ladder attached. The transom door is offset to starboard. There are two hinged and locking flush-mounted hatches in the cockpit port and starboard to access the rudder post steering and storage space for gear.

An LPG cabinet with drawer and air intake is mounted to port under the FB ladder. A smaller cabinet to starboard has additional storage and air intake. Both are white with teak trim.

*The extended 30-inch SS rails make it fairly easy to get from cockpit to bow, with the starboard door by the helm a convenient shortcut. Also, note that the center window Clear View Screen was replaced with plain glass, but is still available.*

## PILOTHOUSE & CABIN:

The raised main salon/pilothouse house is entered from the cockpit through the hinged door to starboard or the sliding door next to the helm, The interior is beautifully constructed with solid Cherry wood and veneers with a varnished finish. The raised cabin sole is teak and holly with five flush hatches for accessing the engine space. The helm is located to starboard and has power-assisted hydraulic steering, Volvo electric single engine control and electronic aids which are well positioned. Visibility is excellent while standing at the helm.

Next aft is a counter top height cabinet with LG TV, Sony DVD piayer and additional storage followed by a settee and small storage cabinet most aft. To port is a Nav station with excellent storage followed by an L-shaped settee with storage below and a folding table that lowers to form an additional berth.

Going forward and down two steps you have the electrical panel on the starboard bulkhead and the galley to port with Corian countertop and top loading Sea Frost refrigerator and freezer aft, a double SS sink with hot/cold pressure water outboard, and a three burner propane stove with oven forward. There are upper cabinets with a microwave above the stove.

The enclosed head is to starboard with vanity mounted sink and Vacuflush type head followed by separate stall shower with manual sump pump.

The forward cabin has a solid hinged door for privacy and has the chain locker bulkhead most forward with a hinged door for access. The raised V-berths are next aft with storage drawers under, along with extra storage space below and access to the bow thruster. There are three drawer cabinets aft of each berth along with hanging lockers. A large Lexan escape hatch with built-in screen and shade is overhead along with two SS opening port lights.

*Steve's "excellent visibility" comment is an understatement, I think, though in terms of docking, starboard-side-to is definitely favored. With the door right next to the helm, the operator can see even a low floating dock well, and can also get onto that dock with lines in three steps. And with both the aft cabin and transom doors also to starboard, you can also see a low dock you're backing toward. I've found this configuration critical to handling Gizmo by myself or with an inexperienced crew.*

*I also learned to appreciate the fisherman-style stand-up helm, as I often use the autopilot and move to the top of companionway for maximum forward visibility through the center window, especially at night. I have used a Muvman sit-stand stool for long watches (and elsewhere around the main cabin) but there are other portable solutions and a small high folding seat at the helm is possible.*

*When not maneuvering, the all-around visibility in the main cabin is also excellent, whether standing or sitting. Note that the 2009 TV/DVD system has been replaced by the hideaway 26-inch Visio under the chart table. Also, the privacy doors for head and forward cabin were as awkward, but are available if desired.*

*Finally, the extended cabin means that the rear door and opening window can be kept up open in most all conditions and the custom foredeck awning (2014) works similalarly for the three forward hatches.*

### FLYBRIDGE:

The flybridge ladder is athwartships to port and leads to the FB through a hinged hatch. The helm is on center with single lever engine control, engine panel and electronics with in easy reach. There is a companion seat to port followed by a bench seat and aluminum hinged mast assembly. The extended hardtop provides room for a 9' RIB tender setting on teak chocks and a SS safety railing. The deck drains through the aft SS stanchions where water can be collected, if needed The FB is protected by a Dark blue Sunbrella top supported by SS frame and Plexiglas venturi mounted forward. There are also covers for the console and wing sides.

*The semi-enclosed flybridge ladder is notably safe in rough conditions and then you are protected by 36-inch SS railings. Meanwhile, the extended cabin top became an excellent location for a tilting solar panel rack -- that also serves a mast crutch -- and it's much easier to haul the tender into the cockpit (though the original tender chock, boom, and winch are still there). That use also called for an exceptionally rugged mast that can support a whole lot of antennas.*

*But some flybridge panels are the exception to my earlier comments about balsa coring, see disclosures.*

### TANKS:

There are two (2) SS rectangular fuel tanks reported to be 150 gals. each mounted outboard of the engine port and starboard with properly marked fuel fills mounted in the run decks and vents mounted in the hull just below the rub rails. Fuel manifolds are mounted forward in the engine space to port. A 100 gal. SS water tank is mounted under the galley sole and could not be seen. The Atlantic Marine SS 6 gal. hot water heater and Shurflow jet pressure pump with accumulator tank are mounted to port in the engine space.

A 50 gal. SS waste holding tank is mounted outboard in the shower space which has a deck pumpout or electric macerator pump for overboard discharge. A painted rectangular 10 gal. oil reservoir tank is mounted to starboard in the engine space for the power steering system.

A 20lb steel LPG tank is properly secured in the cockpit locker with a pressure gauge, regulator, and electric solenoid control. There's a spare tank alongside.

*To my knowledge, the four stainless tanks are in good shape, but replacing any of them will require major deconstruction. See disclosures about tank level gauge issues.*

### THROUGH HULLS:

All sea valves are flanged Groco ball valves with bronze through hull fittings. The engine intake hose is properly rated and double-clamped. All other hoses are reinforced clear plastic with double clamps.

*Many hoses have been replaced and seacocks lubricated, but waste water outlet valve is currently stuck open.*

## Much More System Information

See separate Duffy 37 Gizmo info doc and spreadsheet PDF files

# Disclosures:

- As mentioned in my opening comments, *Gizmo's* exterior cosmetics are more workboat than yacht. It doesn't really show in photographs, but expect blotchy Cetoled teak trim, chalky superstructure gelcoat, and dull topsides.
- The interior varnish is also aged, particularly the cabin soles, and the boat has various other dings and scratches reflecting 24 years under 4 owners and about 3,700 hours of engine use.
- Also, the foam backing to the white vinyl cabin headliner is failing in several places, and while I'm experimenting with temporary fixes, a more permanent yet fairly easy solution is not obvious (at least, to me).
- The light gray nonskid deck paint is stained or chipped in a few places, and I have not been able to match the color.

- The transom moisture detected in the 2007 and 2009 buyer surveys is still there. There's also some moisture in the aft end of the cabin top, and probably elsewhere where water found a way into the balsa coring. However, I have not seen any signs of the hull or superstructure losing integrity, such as spongy panels or cracks due to core freezing.
- However, the exception is that some flybridge furniture panels were very thinly skinned to minimize weight, and the result of balsa core failure is panel weakness. I have repaired most problem areas with added structure and/or injected adhesives.

- In some places, the aluminum main cabin window frames and antenna mast are slowly oxidizing and pushing off paint, but spot-sanding and repainting is easy and lasting.

- The fuel tank calibrations may be inaccurate since the original Wema senders were switched over to Victron Cerbo, but the tanks can be measured with an included marked stick and the electronic calibration improved during future refuelings.
- The waste tank sender is sometimes inconsistent, despite tank cleaning, but it too can be sticked, and a state of fullness is often indicated by starboard list and/or odor.
- The seacock for the waste tank overboard pump is currently stuck in the open position.

- It's quite rare, and usually keyed to wet weather and lack of use, but the lower helm engine control can stutter on startup and even slip into gear. Contact cleaner on the cable connectors directly below the control helps, and it's best practice to lock the control in neutral if leaving the helm. Similarly the flybridge engine control will sometimes fail to advance the throttle to full RPM, but the lower control always has.
- The ELCI shore power protection recommended in the 2016 insurance survey is not installed, but a Blue Sea model is onboard with location prepared.
- Maretron digital switching of nav, engine room, and mast lights is functional via DSM but the physical switches at both helms are not yet fully installed. Also, the forward LED floodlight and bow spotlight -- both on the digital switching -- are currently not working. I know that the failed flood problem is a broken power cable in the antenna mast, but not sure what's happening with the bow light, though I suspect it's functional if powered.
- A small weird detail, but worth noting: The high-power dual USB charger at the chart table creates enough EMI in use to substantially reduce Cortex VHF reception (while the other high-power USB chargers onboard do not).

- The TimeZero TZ Navigator software on *Gizmo's* PC, and the TZ iBoat app on the iPad, are both under non-transferable review licenses. So for continued use, the new owner must purchase new licenses as well as digital charts. (But the Furuno TZT2 12 and Simrad GO5 are transferable and include US charts.)
- The Garmin Cortex and Standard Horizon GX2400 VHF radios currently do not have wired or wireless handsets for the flybridge or elsewhere, but they are available.

- Probably more disclosures coming, as I remember them.

## Gizmo-related magazine articles

Who is Ben Ellison, by Brian Lind, *PassageMaker* 2017

Gizmo Goes North, by Daniel Harding, *Power & Motoryacht* 2015

Gizmo Goes North (Part 2), Part 3, and Part 4

Gizmo offshore video clip by Dan

By Ben Ellison:

How to Make a Boat Greener and Energy Efficient, *PMY* 2015

More Gizmo-related articles in *Power & Motoryacht*

Gizmo-related articles in *Yachting*

Gunkholing with Gizmo columns,, *Maine Boats, Homes & Harbors*