

34z[®]



Twice the Fun... Half the Fuel

mjm[®]
yachts

LOA – 37'5" **LOD** – 34'0" **LWL** – 31'4" **Beam** – 11'0" **Draft** – 28" **Displacement** (1/2 Load) – 10,600 lbs. **Ht over Water** – 9'6" **Fuel** – 144 gal

Designer - Doug Zurn



Spacious Interior Generously flared bow sections and large opening hull ports create an expansive, well-ventilated space rarely found in yachts under 40 feet. Joinerwork is exceptionally well-crafted. Satin-finished cherry cabinets and drawers are framed and flush-mounted with Corian oyster countertops throughout. The sole is gloss-varnished teak & holly. The interior features a comfortable lounge, in bolstered Ultraleather, seating 4-6 people. The galley is disguised as a sideboard with wet bar. This interior design approach creates far greater versatility of use and is more inviting to guests than common bedroom-in-the-kitchen layouts. The top-loading 5 cu. ft. refrigerator/ice-box/freezer is more efficient, accessible and secure than front-loading models. The standard boat includes a fixed 36x15 inch table (without leafs) and two mounting bases - belowdecks and in the pilothouse. The double-leaf table shown is an option. The lounge above converts to a pair of twin berths with storage for bedding behind the forward cushions. A V-berth filler is available to convert the lounge into a 7x7 foot king-size bed.





Convertible Pilothouse The 34z is unique among yachts under 40 feet in offering living-room comfort for six people in the pilothouse, protected from the sun or rain under a hardtop (Express model shown above and Downeast at left). Unlike a confining cabin, 34z can be completely opened up on nice days to take advantage of warm, balmy breezes... Front windshields open straight out and Strata-glass sides roll up and store in place. This design provides good airflow and comfort, even on a 90 degree day. 34z functions just as well if it is rainy, foggy or cold. Just button her up again like a cabin cruiser for air-conditioned comfort using either a MarineAir 16,000 BTU reverse-cycle air-conditioner or a Wallas diesel heater (both are options).



Pilothouse settees convert to a pair of 6'6" berths. Privacy/sunscreen mesh curtains (shown at left) are available to convert the pilothouse area into a stateroom at night. Simply snap them inside the existing Strataglass sides and outside over the windshields to provide complete privacy.

The teak folding-leaf table which opens to 36x26 inches is available as an option. A 36x15 inch table without leaf is standard and can be placed in the pilothouse or belowdecks.



Dry, Controlled Ride in Waves A length to beam ratio greater than 3:1 allows for a better transition from modified V-shaped hull with knife-like entry to an 11 foot planning surface with 18-degree deadrise, producing a softer entry into waves than is possible with wider boats. 34z's bow flare keeps guests in the stern seat dry by directing airflow and spray out and away from the pilothouse and cockpit, and keeps the bow up when running fast down into the backside of waves, eliminating severe yaw (bow steer) ... a problem with many "Downeast" designs. 34z steers with the secure, predictable touch of a sportscar, intuitively leaning into turns at your command.

Twice the Fun... Half the Fuel The chart to the right shows the remarkable fuel efficiency and range of the 34z assuming 140 gallons of fuel. For those who care about rising fuel prices or spending too much time at the fuel dock, 34z is the answer. Bi-monthly fill-ups on hull #36 with the 380 hp engine were 2.8-3.5 gallons per hour of use. 34z gets twin-engine speed with a single diesel engine. She gets up on a plane without the unsafe, climbing-out-of-a-hole behavior of heavier boats and won't drop off a plane until under 10 knots. Riding angle, without use of standard trim tabs, is 3-5 degrees with excellent all-round sight lines ... "Like being on a flybridge without having to climb ladders..."

w/ 380 HP 6LY3 Yanmar Diesel				
RPM	Knots	GPH	MPG	NM Rng
700	4.3	0.4	10.8	1505
1000	6.1	0.6	10.2	1423
1500	8.6	1.4	6.1	860
2000	12.3	4.3	2.9	400
2500	18.5	7.6	2.4	341
2800	22	9.7	2.3	318
3000	24.5	11.5	2.1	298
3450	28.5	17.3	1.6	231

w/ 480 HP 6LY3 Yanmar Diesel				
RPM	Knots	GPH	MPG	NM Rng
2800	26.1	13.4	1.9	273
3000	28.1	15.8	1.8	249
3450	32.0	20.9	1.5	214



Single Prop A prop mounted as close as possible to a large rudder provides excellent control when you need it most. *BOATING Magazine (June '03)* advised "...prop-powered boats track better (than jets) in most conditions, especially at slower speeds and particularly when running downsea.... If your cruising ground throws a lot of rough water at you, choose the props". By coordinating bow thruster, rudder, and shifter, 34z has the agility to crab-walk sideways into tight dock openings. Or for laughable ease, so no prior experience is necessary, order both the bow and stern thrusters. Easier than parking a car! Note the prop is in a pocket for shoal draft operation and to provide greater protection from grounding. Because the prop protrudes less than one foot under the deepest part of the hull (See diagram on last page), the forward part of the hull is most likely to impact the bottom and will stop the boat before doing serious damage to the running gear.

Kevlar-Epoxy Construction 34z is ISO (CE) Certified and may be the only design of its type to exceed international CE Mark (ISO) draft structural requirements for a Class A Ocean-Going Yacht. MJM's licensed builder, Boston BoatWorks, has more than 25 years experience in building boats using a high-tech, wet pre-preg, vacuum-bagged and post-oven-cured, epoxy/Kevlar/E-glass/Corecell construction method. 34z is built tough, more like an airplane or America's Cup racing contender than a traditional motorboat. Her solid FRP keel and chines are so dense, they are like steel. The boat's high strength-to-weight ratio results in lower overall weight, easier handling, superior fuel efficiency and better speed.





Maintenance & Storage No wonder diesel mechanics say the 34z has the best engine access they've ever seen! The entire pilothouse deck rises 45 degrees on electric lifters. Side panels (removed above) permit full access to either side of the engine. You can then step down from the cockpit to into either locker for checks or service. Wing fuel tanks are used to improve stability. Full-sized 26" mountain bikes may be stored hidden away in these lockers. Shown are mesh bags to organize hoses, shorepower cords, life jackets, etc. Deck drains (left) capture rain and dew which then flows into the gray water system out through the transom rather than over the side through a gap in the toerail... streaking the topsides. The only exposed teak on deck is on the optional Adirondack stern seat which is protected by a snap-on vinyl cover when not in use.



Anchoring The optional anchoring system features a Muir windlass with self-launching, polished Lewmar claw anchor and 250' of bright stainless chain and 1/2" rode. Anchor up/down controls are at the helm and on deck.

Spotlight The 1.25" dia. bowrail option includes a spotlight with burgee mount attachment. 34z's spotlight doesn't throw back blinding reflections from the foredeck and stainless, a common annoyance with cabin-top mountings.

Safety The solid swim platform with no openings, suppresses exhaust and prop noise as well as performs an important safety function. If one accidentally falls overboard with nobody nearby to help, a 37" telescoping swim ladder makes reboarding easy. No boat has better boarding steps and handrails are located on the hardtop, cabin top, cabin sides, under the hardtop, on either side of the companionway entrance and overhead in the galley.



Perfect Size 34z is ideal for a family downsizing from larger power or sail: Still large enough to seat 3 couples in protected comfort and for safe passage in offshore waves, yet light and narrow enough for unassisted docking and single-handed operation. This is truly a boat that will keep people boating together, through shared adventures, on almost a daily basis.

Express Model at left. Side window styling is the only difference to DE model below

Year-Round Joy Thanks to a beam less than 12 feet, height with radar under 13.5 feet loaded on a trailer, and 10,600 lbs. ½ load displacement, 34z is large enough for comfortable offshore passage-making and cruising -- yet readily transportable by road (with permits) between a winter residence south and a summer vacation cottage north without the expense of a second chase vehicle.

