

29z[®]



This Uncompromised Small Yacht,
Built With Leading Edge Technology,
Attains 3 NMPG Cruising at 26 Knots.

mjm[®]
yachts

LOA - 32.5' (9.9m) LOD - 29.0' (8.8m) Beam - 10.2' (3.1m) Draft - 2.4' (0.7m) Displ (1/2 Load) - 8600 lbs (3.9t) Ht over Water - 8.5' (2.6m)
Designer - Doug Zurn



Best Built Boat of 29-34 Feet The MJM Yachts 29z (LOA 32.4') is built without compromise and is the only boat in its class specifically designed to maximize fuel efficiency, with a leading edge, high-tech epoxy wet pre-preg Kevlar/E-glass/Corecell composite laminate, vacuum-bagged and oven-post-cured. This is a building method perfected over 25 years by Boston BoatWorks in building custom racing yachts, including America's Cup contenders where cost was no object... winning was everything. It's more costly, but of significantly higher quality. 29z is stronger and lighter than other boats built with conventional fiberglass or SCRIMP construction, primarily because epoxy has 3x the flexural strength of polyester or vinylester resins. Furthermore, 29z is certified by the International Standards Bureau in Brussels, Belgium as a CE Mark Category B Offshore Power Yacht.

Controlled Ride in Waves A length to waterline beam ratio greater than 3:1 allows a better transition from modified V-shaped hull with knife-like entry to an 11-foot long planning surface with 17-degree deadrise, producing a softer entry into waves than is possible with wider boats. 29z's bow flare, apart from directing airflow out and away from the pilothouse and cockpit, works its magic with spray and waves, keeping guests dry. Reserve buoyancy of the flare keeps the bow up when running fast down into the backside of waves, eliminating severe yaw (bow steer) to one side or the other ... solving the problem of many Downeast or deep-V designs which have deep fore-foots and/or keel, shapes that impart too much directional control of the hull, resulting in delayed helm response. 29z steers with the secure, predictable touch of a sportscar, properly leaning into turns and handling large seas.

Down East Model The Standard "Down East" model (on the cover) differs from the optional "Express" model shown above only in the side opening treatment of the pilothouse. The Down East model has larger roll-up Strataglass side-curtains, providing more airflow to passengers and offering benefits such as being able to lean out from the wheel to hail a passing boater or to use a line amidships to secure the boat to a dock cleat without leaving the wheel. The Express features a small vent window at the forward edge of the large glass side panel.

Spotlight The 1.25" bowrail includes a spotlight with burgee mount attachment rail. 29z's spotlight doesn't throw back blinding reflections from the foredeck and stainless fittings, common with cabin-top mountings. The spotlight's "sweep" function makes navigation at night easier as do the fully opening windshields.



Wrap Around Seating or Open Cockpit

The 29z is the first “Downeast” boat under 30 feet with living-room-style comfort in all-weather for 6 people in the pilothouse, protected from the sun or rain under a hardtop as well as cockpit seating with an optional Bimini. The Bimini stores in a boot on the afterdeck (see photo on next page) or sailboat style against the aft hoop if there’s a transom door. The open cockpit version is more versatile for fishing, swimming and carrying gear in the cockpit. Either model is ideal as a tender, for watching the races, for harbor tours, island hopping or family cruising on the waterways. Seatrials will demonstrate how much drier and quieter a ride you’ll offer guests with the 29z’s sterndrive with its underwater exhaust. Also unique to the 29z are front windshields that fully open. Strata-glass sides roll up and store in place. The pilothouse settees on either side are nearly 7 feet long each, so are suitable for additional sleeping berths. With side curtains on the Bimini one can create an enclosed back porch for family camping, or as an inter-island water taxi. Shown below are the standard cockpit with wrap-around seating and the optional open cockpit and transom door. The outboard model would not have the engine box.

Helm Station

The 2014 model is equipped standard with the new Raymarine E125 Touchscreen display, a high definition digital radar, designated Depth, VHF and Volvo-Penta engine displays as well as controls for washer/wipers, searchlight, windlass, trim tabs, bow thruster and gear/throttle lever. The VHF is above with the RAM mike to the right of the helm. Both Stidd piloting chairs (port and starboard) swivel around and lower to become “living room side chairs” during social hour.





Twice the Fun, Half the Fuel

High quality construction pays off.

To compare the handling, fuel efficiency, seaworthiness, seating comfort and its dry ride with any other “small yacht” under 35 feet, take a close look at comparative numbers then go on a sea trial in waves. Some pros say this is the best boat they’ve ever driven. What’s more, the MJM 29z attains top speeds of over 30 knots with a single Volvo-Penta D4 260 HP diesel. So, the operating costs of the 29z will be substantially less. Not even the so called “hybrids” can match the 29z’s fuel efficiency.

<u>RPM</u>	<u>Speed</u>	<u>GPH</u>	<u>dba</u>	<u>MPG*</u>	<u>Range*</u>
900	5.8	0.6	68	9.7	1083
1200	7.4	1.0	71	7.4	829
1500	8.3	2.0	74	4.2	465
1800	10.4	3.5	75	3.0	333
2100	14.4	4.6	78	3.1	351
2400	19.1	5.7	79	3.4	375
2700	23.2	7.3	80	3.2	356
3000	26.6	8.9	82	3.0	335
3300	30.1	11.0	83	2.7	306

*Range computed in nautical miles with 112 gallons of fuel (tank is 118 gallons).

To approximate Liters, multiply GPH by 4...or divide MPG by 4.

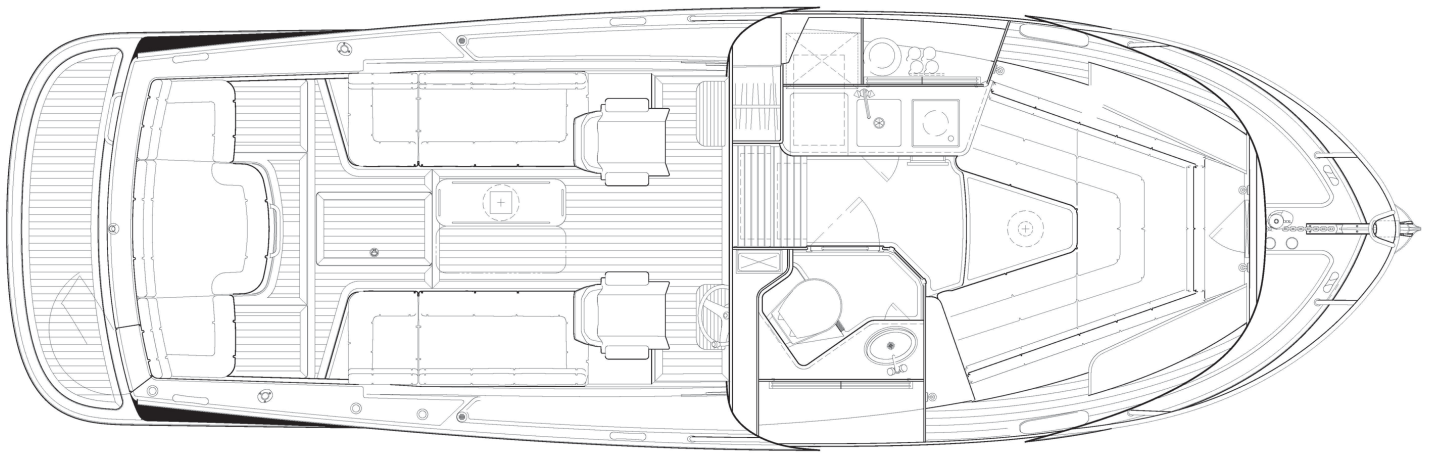


Safety The Standard 29z includes sturdy stainless bowrails. A solid swim platform suppresses exhaust and prop noise as well as being an important safety feature. If one falls overboard with nobody near to help, a custom Armstrong telescoping swim ladder with transom handle makes reboarding easy. A benefit of a sterndrive that can be raised is: one can clear pot warps or a fouled prop by kneeling on the platform rather than having to go swimming in cold water.



Spacious Interior 6 ft. headroom in a 29 footer and still pretty? Boatshow visitors marvel at the living space below, compared to other 29 footers or even some 38-foot luxury runabouts. Generously flared bow sections, sea-going freeboard and large opening hull ports are the answer. Joinerwork is exceptionally well crafted and the same level of finish as MJM Yachts' flagship 40z. Satin-finished cherry cabinets and drawers are framed and flush-mounted. The gloss-varnished teak & holly sole option is shown. A V-berth filler is available to create a large double berth. Shown above is the twin-berth configuration with the dual-purpose 36x24 single leaf table that fits either belowdecks or for dining in the cockpit. Behind the forward backrest is an area for a tall person's feet or for daytime storage of either bedding or filler cushions for the V-berth filler. A hinged flat screen LED TV can be substituted for the anchor locker door in the forward bulkhead. Shown below is the galley. An air-conditioning duct is installed in the top of the hanging locker aft with controls on the near bulkhead. The head functions as a shower by pulling the soft-spray faucet/cord out of the sink. A 2nd shower is located on the swim platform.





Maintenance The aft engine box (or seat in the case of the wrap around configuration) hinges up on counter-balanced pistons to provide excellent engine access. The electrical system is a marvel to behold with labeled, waterproof Deutsch connectors throughout. Notice the absence of uncovered wood on deck and the scupper drains amidships to keep topsides from streaking. A freshwater anchor & rode wash-down nozzle under the bow roller, activated from the helm is a unique MJM feature. 29z's stay new looking longer.



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