

MJM 36z (2014-)

Brief Summary

MJM's 36z is a downeast-styled vessel that was designed by a veteran yachtsman for some very specific missions. First, she is intended to for the retired older couple ready to downsize, give up their sailboat or large cruising powerboat and who want something that is easily handled by one person.

Second, she is intended for the busy businessman who does not have time to adequately make use of a large motoryacht or convertible, wants a boat that can be trucked between seasonal homes, or would like to entertain in the evening aboard and take some short weekends away with his significant other.

On top of this, MJM wanted a boat economical to operate. There is really no other boat on the market like the MJM 36z.

Approximate Sailaway as \$800,000.

Price

Base Price

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Key Features

- Side opening access doors at floating dock height
- Swim Platform with 37" stainless telescoping ladder
- Teak rimmed Edson 24" destroyer wheel
- Off-white gelcoat deck with sand textured non-skid in buff or other color of choice
- Clear, weather tight StrataGlass windows in pilothouse
- Removable teak single-leaf dining table
- Pilothouse settees with Ultraleather
- Large wrap-around saloon lounge
- Gloss varnished teak and holly cabin sole

Test Results

| RPM | MPH | Knots | GPH | MPG | NMPG | STAT. MILE | NM | dBa |
|------|------|-------|------|-------|-------|------------|------|-----|
| 700 | 5.3 | 4.6 | 0.4 | 13.25 | 11.52 | 2385 | 2074 | 63 |
| 1000 | 7.3 | 6.3 | 1 | 7.25 | 6.3 | 1305 | 1135 | 63 |
| 1250 | 8.8 | 7.7 | 1.7 | 5.18 | 4.5 | 932 | 810 | 65 |
| 1500 | 9.6 | 8.3 | 2.85 | 3.37 | 2.93 | 606 | 527 | 68 |
| 1750 | 11.5 | 10 | 4.05 | 2.84 | 2.47 | 511 | 444 | 72 |
| 2000 | 14.2 | 12.3 | 5.5 | 2.57 | 2.24 | 463 | 403 | 72 |
| 2250 | 17.4 | 15.1 | 6.8 | 2.56 | 2.23 | 461 | 401 | 74 |
| 2500 | 20.4 | 17.7 | 8.4 | 2.43 | 2.11 | 437 | 380 | 76 |
| 2750 | 24 | 20.8 | 10 | 2.4 | 2.08 | 431 | 375 | 78 |
| 3000 | 27.2 | 23.6 | 12 | 2.26 | 1.97 | 407 | 354 | 81 |
| 3250 | 30.3 | 26.3 | 13 | 2.33 | 2.03 | 420 | 365 | 81 |
| 3500 | 33.7 | 29.3 | 16 | 2.11 | 1.83 | 379 | 330 | 83 |
| 3650 | 35.4 | 30.7 | 18.5 | 1.91 | 1.66 | 344 | 299 | 82 |
| 4000 | 39.2 | 34.1 | 24 | 1.63 | 1.42 | 294 | 256 | 83 |

[View the test results in metric units](#)

[mjm_36z_chart.jpg](#)
image not found and chart is shown

Specifications

| | |
|-------------------|-------------------------|
| Length Overall | 39' 4" / 11.99 m |
| BEAM | 11' 0" 3.35 m |
| Dry Weight | 13,100 lbs. 5,942 kg. |
| Tested Weight | |
| Draft | 29" 0.74 m |
| Draft Up | |
| Draft Down | |
| Air Draft | |
| Deadrise/Transom | 18 deg. |
| Max Headroom | 6' 6" 1.85 m (in ph) |
| Bridge Clearance | 9' 0" |
| Weight Capacity | |
| Person Capacity | |
| Fuel Capacity | 200 gal. 757 L |
| Water Capacity | 112 gal. 424 L |
| Length on Trailer | |
| Height on Trailer | |

| | |
|----------------------|--|
| Trailer Weight | |
| Total Weight | |
| Aft Deck | |
| Salon Inside Width | |
| Salon Fore & Aft | |
| Salon Height | |
| Salon Volume | |
| Galley Volume | |
| Master SR Width | |
| Master SR fore & Aft | |
| Master SR Overhead | |
| Master SR Volume | |
| Eng. Room Volume | |

Acceleration Times & Conditions

| | |
|---------------|----------|
| Time to Plane | 5.7 sec. |
| 0 to 20 | |
| Ratio | N/A |

| | |
|---------|--|
| Props | N/A |
| Load | 5 persons, 1/2 fuel, no water, min. gear |
| Climate | 45 deg., 32% humid., wind: 10-15 mph; seas: light chop |

By Captain Steve

MJM 36z
Make no sound or type unknown

For two people the 36z is a capable cruiser. For 6 people she's an excellent day tripper. For 12 people she is an ideal entertainment platform for a sunset cruise.

As noted, there really isn't any boat on the market like the MJM Yachts 36z Downeast. The Downeast has truncated side windows and a hardtop that are very much in keeping with classic lobster boat design. On-deck she has comfortable seating for 10 people, with the ability to squeeze in 12. This makes the boat ideal for taking a load of friends out to see the start of a sailboat race, or simply for an evening harbor cruise.

There is really no other day boat quite like her. Below deck there are two options: an island berth layout for a couple that would like to go cruising and stay cozy, or a wrap-around banquette with table that can comfortably seat 6 people for cocktails or light dinner. A filler cushion to make this into a large double berth is an option.

MJM Back Story -- Short Version

In 1977 life-long boaters Bob Johnstone and his naval architect brother Rod, started J-Boats, Inc., which has become the leading performance sailboat brand worldwide with over 12,500 active boats. Typically, 35% of participating boats in race weeks around America are J Boats. In 1996, Bob Johnstone decided to give his wife Mary a 40th Anniversary wedding present in the form of a Dyer 29 soft top in which they could explore around Boothbay Harbor, Maine in Spring and Fall, when not sailing. As they became familiar with this type of boating, an ideal boat started forming in Bob's mind. The result? In 2003 he founded MJM Yachts. Doug Zurn, a successful Marblehead naval architect who had designed Billy Joel's pretty Shelter Island 38, was selected to design the first MJM yacht, the 34z. Johnstone's forte is drawing on a lifetime of boating experience to conceptualize a boat, then market it successfully, teaming up with talented builders. For that he found master builder Mark Lindsey and Boston BoatWorks, a cutting-edge builder of custom racing sailboats. With Johnstone's ideas about what a practical cruising boat should be for his target market, Zurn's gifted eye for beautiful lines, and Lindsey's expertise in working with space-age materials to build the strongest and lightest boats possible, MJM Yachts was very much in business with a strong team. To date it

has built over 180 yachts in four models -- 29z, 34z, 36z, and 40z.

MJM 36z
Made in 1962 and or type unknown

This is the 36z Downeast model which is familiar to anyone who has cruised New England and beyond where its renowned for its versatility and functionality.

Fuel Efficient/Low Operating Cost

Because Johnstone wanted his motorboat to be “our” boat not “my” boat, the key motivation for building strong, light and narrow was to have a boat that his wife Mary could feel comfortable operating solo. Hence the “MJM” for Mary Johnstone’s motorboat. He was appalled at the intimidating weight and awkwardness of many beamy 35 foot powerboats. To achieve his goal, he would have to carefully balance three basic elements: design, construction weight, and the propulsion system. The result was not only easier handling, but exceptional fuel efficiency.

Design:

The 36z has an 11' beam, a sharp entry to easily cut through waves and not pound, and a warped hull that ends up with an 18-degree deadrise at the transom. Johnstone was living in Charleston, SC at the time, so he wanted a Carolina bow flare to deal with steep seas in inlets to sustain high speeds running in large waves and to keep the boat dry. Then, because he has cruised New England since childhood, it is little wonder that he took his styling inspiration and the potential for fresh air convertibility from the Maine lobster boats. All MJM Yachts would have their own signature downeast style, which is covered by a US Design Patent.

Construction:

The boat would have to be light, yet strong. By using modern wet, prepreg epoxy, that’s vacuum set and oven post-cured with E-glass and Kevlar, the builder was able to achieve a 60% glass-to-resin ratio instead of 50%, which is more common. Using a cored hull, deck, and bulkheads, Boston BoatWorks was able to build the boat with a half-load displacement of just 13,100-lbs. (5,955 kg.) BBW uses only epoxy in the hull which is 25% stronger and longer lasting than vinylester or polyester resin. MJM is the only production builders to do so.

Propulsion System:

MJM currently offers as standard twin Yanmar 6BY 6-cylinder 260-hp diesels with HP/ZT370 hydraulic shifting I/O drives with joystick docking.

MJM 36z and or type unknown

Shown above is the "Walkthrough Transom" option. When the transom door is open, people swimming can sit on the raised platform aft. When closed, a filler cushion creates a full width stern seat.

A Gentleman's Layout

Fans of the Downeast design concept should spend some time with the MJM 36z. The hardtop offers protection from the elements, as well as creating a comfortable gathering area for the two opposing lounge seats in the pilothouse, with a Bimini shading the aft deck.

MJM 36z and or type unknown

The layout of the MJM 36z.

MJM 36z and or type unknown

Volvo Penta OceanX drives were selected for added saltwater corrosion protection. When the wheels are down they do not extend past the swim platform.

--> One of the most striking features of the 36z is her port and starboard side door arrangement. This makes boarding from a floating dock, or hopping off with docklines, a simpler and safer affair than climbing over gunwales. No matter which side is to, a door is there to aid in loading supplies and gear. This design also makes the boat more accessible for the elderly. Being 24" (61 cm) off the water, they are also a good height for boarding from a tender. The fact that they are fitted with heavy duty latches and are held open with strong magnets is another plus.

MJM 36z and or type unknown

The side doors are a practical touch. Just a little wider and MJM could have billed the 36z as wheelchair accessible. Notice the portside nav station for a companion.

MJM also recognizes that their customers also operate from fixed piers, and they accommodated that as well. There are non-skid steps on the caprails both port and starboard, and two lower steps down to the deck. Thankfully, there are also grab handles on the after sides of the hardtop supports.

MJM 36z and or type unknown

That overhead is 6'6" (2 m) high. One can just make out the rolled-up side curtains that aren't Isinglass, but StrataGlass. This makes an open air boat as well as an enclosed pilothouse boat. The 36z also has the optional teak and Thiokol decking, which we feel adds tremendously to the "yachty" look of the boat.

Storage Galore

There's ample storage under the decks that is fully separated from the bilge area. When I say ample, I mean *ample*. With this boat's offshore rating, the cockpit sole storage could conceivably hold a deflated Avon tender, or an inflatable raft. Continuing on with the theme of storage, the pilothouse settees to port and starboard offer 20" x 72" x 40" (51 cm x 183 cm x 102 cm) storage lockers beneath. The fact that they're uninterrupted by cross beams means that not only can they be used for storing daily gear such as fenders, lines, a BBQ grill, but they will also accommodate the cruising requirements of the serious traveler... fishing rods, folding bicycles, scuba tanks and air compressor... or even a golf bag. Those settees will also convert to 2' x 6.5' (.6 m x 2 m) berths when the owner decides that their guests don't want to leave the boat just because it leaves the marina. That being the case, one will want to opt for the Textilene mesh sun/privacy curtain to enclose the pilothouse at night. By the way, these side curtains are mounted to the interior of the hardtop to prevent rain and dew from collecting and dumping on the boater when they are deployed. It also reduces staining.

MJM 36z Model not found or type unknown

With an 18-degree deadrise and an offshore rating, the MJM 36z cuts a clean swath through the water, and should remain comfortable in most conditions.

Draining Concerns

I couldn't help notice that the storage compartments drain overboard. This is an important consideration, especially to an offshore rated yacht. But with MJM it's not just a matter of plumbing the drains to through hulls. No, that would be the easy way out. Here, the compartment drains, as well as the deck drains, and they all divert their flow to the gray water system. The gray water goes out the transom, right along with the sink and shower water. Not only does this minimize the amount of through hulls, it eliminates the stains that run down the topsides of most boats. That's a very class act move on MJM's part and speaks volumes about the dedication that they put into the design detail of their products.

Helm

Of course, being a cruising captain, I have plenty of opinions of what to look for when heading offshore with a complement of guests. And the 36z seems to deliver on a lot of my concerns.

MJM 36z and or type unknown

The 12" (30.5 cm) Raymarine display fits comfortably in this panel. Shown is the E140W Raymarine HybridTouch display. A GPS plotter and VHF radio are standard. That's a 24" (61 cm) teak destroyer wheel. There are dual forward facing seats, one at the helm and the other to port so my first requirement of additional eyes looking forward is met. The optional seats, which everyone goes with, are Stidds with Ultraleather upholstery that have fore and aft sliders, tilting backrests and an up/down adjustment. They can be lowered and swiveled around, facing aft at 45 degrees to form side chairs for the "summer porch" gathering. I never rely solely on electronics to navigate by, and neither should the operator of the 36z. There is storage under the seats in the form of two teak drawers per side. These drawers are large enough to hold chart kits and nav equipment. In addition, the port-side observer is not taking a passive role in the trip. There is a dedicated navigation center to port consisting of a 25" x 17" (63.5 cm x 43 cm) space for the previously mentioned chart kits, or even a laptop, 4" deep drawers, and 12v power supply for a phone or VHF radio.

MJM 36z and or type unknown

Here's another area where others "miss the boat". Notice the fully molded and gel-coated windshield frame. The windows are thick safety glass, with dual supports and center latches. They also open to the horizontal allowing more than enough ventilation. We like the dual overhead hatches in the hardtop to ventilate the cabin when the windows are closed. Lastly, dual washer/wipers are a must on any boat.

MJM 36z and or type unknown

The sterndrive propulsion system allows the 36z to turn on a dime. The builder-installed Raymarine Nav System offers a choice of the E125 or up to the E165 touchscreen displays, a Raystar GPS, an ST-40 depth sounder, and a 4kw high definition digital color radar with closed array antenna. In the "would be nice" list is the FLIR thermal imaging night vision system, and the Raymarine autopilot.

MJM 36z and or type unknown

MJM 36z and or type unknown

With the side StrataGlass curtains all buttoned down, bring on the brisk temps of the colder seasons.

MJM 36z and or type unknown

If there are "guests that won't leave" one can enclose the pilothouse for privacy and the settees become comfortable berths. Note the two made-up beds. Privacy curtains can be placed in with Velco. Perhaps too comfortable?

Moving Below Decks

MJM offers two accommodation options below deck, depending on whether the boater is a dedicated cruiser, or a sporadic one. Remember this boat is designed to be used as a "day-tripper" or casual overnighiter. The first layout offers a settee forward that converts to a berth with optional filler cushions. Ideal if a cruising couple desires to cruise to a destination for the day and return home at night, or perhaps to spend the weekend aboard.

MJM 36z and or type unknown

One option for the cabin allows for a large "saloon" type lounge that converts to a berth or have a place where the kids can hang out while the old folks are having cocktails on deck.

The second layout offers a dedicated 78" (198 cm) berth forward with a 6" (15.2 cm) memory foam mattress. This will be great for serious cruisers that spend less time on the dock and more time cruising to remote destinations, or perhaps distant coastal cruises (think Great Loop or a long trip done the ICW and around Florida). Of course this will resign the couple, and their guests to dining on deck in the fresh air where sacrifices must be made.

MJM 36z and or type unknown

Option two is for a dedicated island berth with privacy shades and screens.

The standard teak and holly sole is finished in a high-gloss clear Awlgrip. Of course there are privacy shades for portlights and overhead hatches, which when open offer natural light into the salon. Corian countertops are used in the galley, side table, and head. Wood cabinets are satin finished cherry, not laminate, with a bureau and cabinet to starboard, a wine rack and bookshelf above, and three drawers below. The head is just to starboard of the companionway, and in another feat of cleverness, the head door opens fully to block off the companionway and therefore provide privacy to the cabin without closing off the upper door. This makes for great "quick" changes into or out of a bathing suit etc.

MJM 36z and or type unknown

An optional classy glass door separates the shower stall from the rest of the head.

The teak companionway steps have storage underneath, which I find ideal for tools.

What's Cooking?

The galley is to port and aft which keeps it centrally located. A polished SS sink has a removable Corian cover. MJM provides a Rubbermaid utensil organizer fully loaded with utensils. A large top-loading 5.5 cubic foot (.5 cubic meter) ice box is plumbed so that its condensate drains to the gray water sump – and not into the bilge as it does on most boats. A refrigerator, single burner cooktop and microwave come standard. I like the overhead SS grab rail.

MJM 36z and or type unknown

The galley features a refrigerator/freezer that is in a pull-out drawer and there is also top load access.

Standard and Optional Equipment

So much for the standards, now for the options. With the dinette option, the double berth insert with Ultraleather filler cushions is usually chosen. (Note to MJM- make this standard with the lounge option.) A windlass, battery charger, and shore power system all come standard. Of course any cruising boat must have general options as well. I would surely order the 16,000 BTU A/C system. Let's face it, there are hot nights that even a fan won't fix. The Northern Lights 5 kW genset is a must as not every night is for spending on the dock. If cruising to the mid to upper latitudes then consider the 12V Wallas diesel heater. It gets vented to the pilothouse, head and salon.

Power Options

As for propulsion, MJM tells us that nearly all 36zs produced to date have gone out the door with the 5-cylinder 220-hp Volvo Penta D3 sterndrives.

Final Observations

Her base price for 2014 is \$735,000. With options we're told that most new boats sail away for about \$800,000. MJM has certainly pulled all the stops in the design and implementation of the 36z. I think it is a boat that will generate pride of ownership long after the purchase due to its very practical and versatile layout, and its classic styling. With a low profile it will fit under most of the bridges (9'0" air draft) of the Great Loop, and all but two bridges in Palm Beach and most rivers and canals in Europe. Couple that to the ability to really enjoy the cruise and not just the destination and she is a remarkable boat. The MJM Yachts 36z is not for everyone. She is expensive and her missions are targeted to a very select group of experienced boaters who have sophisticated tastes and clearly-identified needs. Our guess is that because the boat is so

easy to operate by one person that an owner will have it out on the water much more often than most other type of yachts. And she is very guest-friendly.