

40z[®]



Twice the Fun... Half the Fuel
All the Comfort
With IPS Joystick Docking

mjm[®]
yachts

LOA – 44.2' (13.5m) LOD – 40.0' (12.2m) Beam – 12.0' (3.7m) Draft – 3.3' (1.0m) 1/2 L Dspl – 18,900 lbs (8.6t) Air Ht – 10' (3.0m)

Designer -Doug Zurn



Sociable Deck Layout

Shown above is the "fresh-air", flush-deck seating for as many as 15 at cocktail time or on a family picnic. When underway, 8 can sit comfortably enclosed under the hardtop in any weather with panoramic visibility. Stidd piloting seats swivel and drop down on adjustable pedestals to create the ambiance of a living room. With roll-up side/aft curtains and fully opening windshields, airflow on the bridgedeck can be regulated to suit conditions. On cold or rainy days, drop the curtains and turn on the heater. Or, if sultry and hot, turn on the air-conditioning. The design offers a choice of both worlds: the protection of an enclosed cabin or the open-air feel of a flybridge... but, without having to climb ladders and split up the party. A Corian wine serving bar with fridge drawer and a tumbler storage cabinet is available as an option in lieu of the starboard aft facing cockpit seat/storage locker.

Welcome Aboard

40z is perhaps the most welcoming yacht of its size, thanks to its unique side-opening doors (P&S) at dock level, as well as a transom door. Getting aboard boats doesn't get any easier as we grow older, particularly if carrying packages or assisting small children. These doors eliminate the risks associated with jumping down several feet from the deck onto a dock to handle lines when berthing the boat. They are at the perfect height for getting aboard from an inflatable. This innovation is long overdue.



Solo Docking

The side-door feature combined with IPS joystick and the ability on the Downeast Model to lean out to loop a midships line over a dock cleat, virtually eliminates the need for any docking assistance. The 40z maybe the only "Downeast" style yacht of its size that can be secured to a dock unassisted from the wheel.



Deluxe Owner's Cabin

The spacious forward cabin features a large (1.8mx2.3m) island berth with side access, 4 drawers and a large storage bin underneath. Dual bookcases and wide shelves are handy to both sides of the berth. There are two large deck hatches overhead, one of which is directly over the berth for watching stars at night or quick deck access which is a safe way to inspect the anchoring gear (the deck is waist high when standing on the berth) without having to go on deck at night or in rough weather. These hatches plus hull opening ports provide exceptional light and ventilation and are equipped with shades and screens. An ensuite shower with seat is to starboard with a hanging locker and combination head/shower with dual access to port.



2 Convertible Guest Cabins

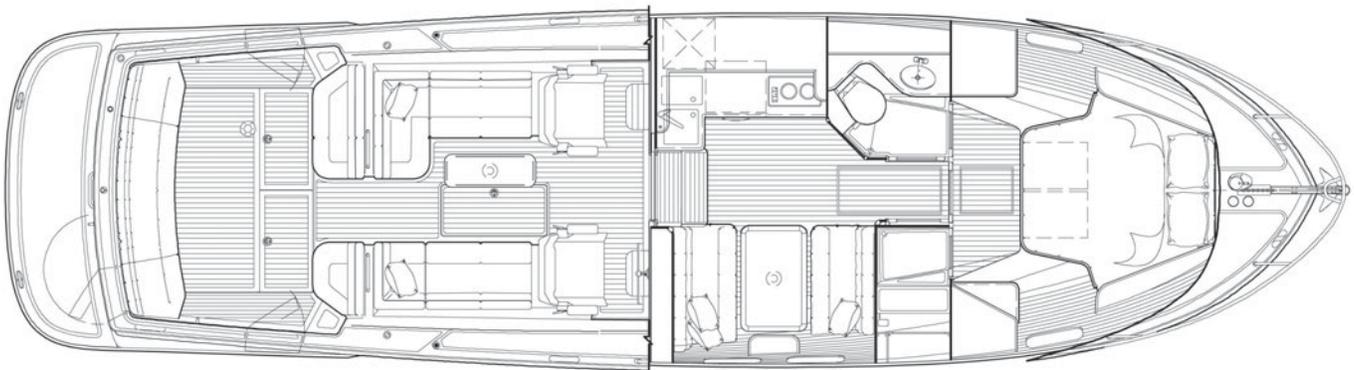
Design priority is to optimize the boat for how it will be used 90% of the time...for two-person cruising. Nevertheless, flexibility is provided to sleep as many as 4 other guests in privacy. At times during the day... for breakfast, keeping the cook company, gathering for dinner, or even having a private office to justify spending more time aboard, it's nice to have a place and the space to sit belowdecks. A spacious dinette is placed opposite the galley. The table lowers electronically to create a double berth. A removable "Pullman" curtain runs inboard fore and aft with zipper closure for privacy. A 3rd cabin is created by completely enclosing the bridgedeck with privacy curtains. Settees convert to additional berths measuring 2.3m long. Occupants in each of the three "cabins" have access to the head at night without disturbing others by passing through their cabin.





Conveniently Located Galley

40z has a properly designed galley, located belowdecks so as not to take away prime seating space on deck. It is at the companionway for good ventilation. The cook is at the center of conversation and in a position to serve guests above and below. Privacy is kept during breakfast time so one can hang out in 'jamas. Below the Corian counter (l to r) is a push open trash slot; access door to a large trash bin and pot storage; a large stainless double-drawer Isotherm fridge/freezer with purified water plumbed to an icemaker; and 3 drawers for flatware, kitchen utensils, and rolled goods. Outboard of the sink is glass & plates storage bin with drain which doubles as rinse-and-let-dry rack. Above the counter is a General Ecology purifier; 5-way convection microwave, dry goods cabinet with sliding doors and a double-burner ceramic cook top with pop-up pot retainers. Surrounding the top of the galley is a narrow utility shelf. An L-shaped upper storage unit with 3 cabinets aft of the portlight is available as an option.





Offshore Stability & Performance

Doug Zurn designed this modified deep-V planing hull with generous Carolina bow flare for dealing with steep following or head seas without yawing, burying the bow nor impacting each small wave with a disconcerting jolt to one's equilibrium. For exceptional stability and planing performance, deadrise aft is 19 degrees, carried forward 13 feet then warped into a 50+ degree deadrise at the cutwater with dual lifting strakes and chine flats. This hull shape creates the driest running boat of its type. Hi-tech construction helps lower vertical center of gravity (VCG), so she'll carve into turns, rather than lean outwards like some motor yachts with taller, heavier superstructures. The 40z won't roll in the harbor or have the delayed response to the wheel in a seaway experienced by "classic" or even new deep-V designs. And, you won't need a flybridge to see where you're going. 40z accelerates flat without that frightening, pre-planing bow rise that can be unsafe in the 10-15 knot range when threading through crowded waterways.

Built for Fuel Efficiency

There's no short cut to lowering fuel consumption on a 40-foot powerboat. It starts with high-tech, high-quality construction. The 40z is built at Boston BoatWorks like an America's Cup racing sailboat, using a wet pre-preg technique which is far superior to mass-produced or even one-off custom molding methods. Kevlar/E-glass material is pre-impregnated under pressure with slow-set Gougeon epoxy before going into the mold, then it's laminated with an impermeable Corecell foam core and compressed in the mold under vacuum with a pressure of 10 tons per square meter and oven post-cured for 48 hours. Resin is not sprayed or infused into the hull mold. That's what makes boats unnecessarily heavy. 40z quality is further enhanced by use of epoxy resin that has 3x the flexural strength so doesn't lose properties over time, as do polyester and vinylester based laminates. The 40z may be the only boat of its size Certified ISO CE Mark Class A Ocean for a vessel capable of 40+ knots in 21-foot seas. More than 150 MJMYachts have been built with this process since 2003.

How Efficient?

19 gallons or 72 liters per hour at 25 knots. That's 1.3 nautical miles per gallon or a bit better than 1/3 a mile per liter with twin 370 HP Volvo-Penta IPS 500 pod drives. By way of comparison, published data shows a Grand Banks 41 consuming 46 gallons (174 liters) per hour at the same speed. Slow the 40z to 8 knots and it gets 3.8 nmpg or 1 nm per liter with a 1200 mile range.



Joystick Computerized Control

The primary design goal for the 40z was to create a 40 footer that can be handled alone like a 29-footer at idle speeds in tricky docking situations. The Volvo-Penta IPS system works with twin pod drives under the hull or with twin sterndrives. When conventional twin-engine controls are in neutral, a single IPS joystick takes over with fingertip control. There are no thrusters. Through a unique computer program, each drive unit is independently operated in terms of direction, rpm and forward-reverse gear. This new system works far more intuitively than conventional twin shaft drives or joystick/thruster operated jet drives. The 40z is also equipped with Volvo-Penta's DPS, directional positioning system which automatically holds the boat in its GPS position and current heading. (DPS not available with sterndrive systems)



Express Model Option

This option is offered for those preferring either the styling or a more enclosed bridgedeck. The “Express” differs from the standard “Downeast” model only in the side-window styling. The opening on the “Express” is divided in two parts. The lower 60% is safety glass with a small, opening vent window forward and allows one to partially open the sides for ventilation in warm, rough conditions. The Downeast model shown on the cover has a larger side opening, more fresh air ventilation, offers easier boat-to-boat communication and is more suitable for solo docking. With the side curtain rolled up on the “Downeast” model, one can lean out to secure a midships dockline or pick up a mooring, lobsterman style, without leaving the helm...or joystick.



Life Can Be Simpler

Instead of owning a Florida condo, consider the fun of vacation living and shared adventure on a 40z. Initial cost is about the same. The water views would be better. Rather than just duplicating one’s lifestyle elsewhere, you’d be free to visit friends anywhere. The 40z can be trucked overland without penalty. Width doesn’t exceed 12 feet (3.6m) and height on a trailer is less than 13.5 feet (4.1m). So, the cost to move the boat south from northern climes is about \$5,000 one way, no more than a 29 footer. That’s about half the cost of winter storage. Think about it. A 40z can replace two boats plus a condo, go anywhere and be more fun.

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