

"TWICE THE FUN, HALF THE FUEL" HAS ALWAYS BEEN THE HALLMARK OF THE BUILDERS' HIGH QUALITY CONSTRUCTION.

LOA
55'3"

Beam
15'0"

Draft
2'11"

Displacement
32,850 pounds

Water
170 gallons

Fuel
520 gallons

Engine
2x 435 hp Volvo Penta IPS/DPS



As fun to drive as it is to look at, the MJM 50z offers fuel efficiency or speed according to your needs. A single level deck extends from the aft deck to the helm. And the main saloon is beautiful.



MJM 50Z

Bob Johnstone, who with his brother Rod, founded J Boats back in the 1980s, always had an eye for good looking powerboats. When he decided to begin building MJM boats in 2002, his love of the Down East look and his commitment to building the lightest, strongest, most seaworthy hull in a wide range of lengths led him to Doug Zurn, who developed a modified deep-V hull that would perform well in all kinds of weather and wind, yet still produce a comfortable, safe ride for owners and guests.

For the highest technology build, Johnstone turned to Boson BoatWorks, a firm with over 30 years of experience building successful yachts using resin-infusion technology with epoxy resin, Kevlar fabrics, carbon reinforcing fabrics and Corecell coring materials. Every aspect of hardware and systems selection and installation is carefully scrutinized and monitored, in keeping with Johnstone's belief that his owners want nothing less than the best performance and quality.

The newest model in the lineup is the new MJM

50z, powered by triple 435 hp Volvo Penta IPS 600 pod drives. At trawler speeds of 7 to 8 knots, the boat burns just 2.5 gph, equivalent to an approximate 1,400 nm range with a 10 percent fuel reserve. Think New England to Bermuda and back. At 25 knots, the 50z can offer an efficient 0.9 nm/gal, or can top out at 40 knots when a dash to the next harbor makes sense.

All of the MJM models have excellent stability underway, based on their precisely designed low center of gravity. But the new 50z also offers a Seakeeper Gyro-Stabilizer as standard equipment. This breakthrough technology can be used underway and at rest, taming what might otherwise be uncomfortable anchorages.

The flush, all-weather bridgedeck has a hard-top and loads of seating for the crew, which can be augmented by a bimini top that stretches all the way to the end of the deck. This is in fact the main saloon concept on all MJM designs, with roll up windows surrounding the bridge deck. www.mjmyachts.com.