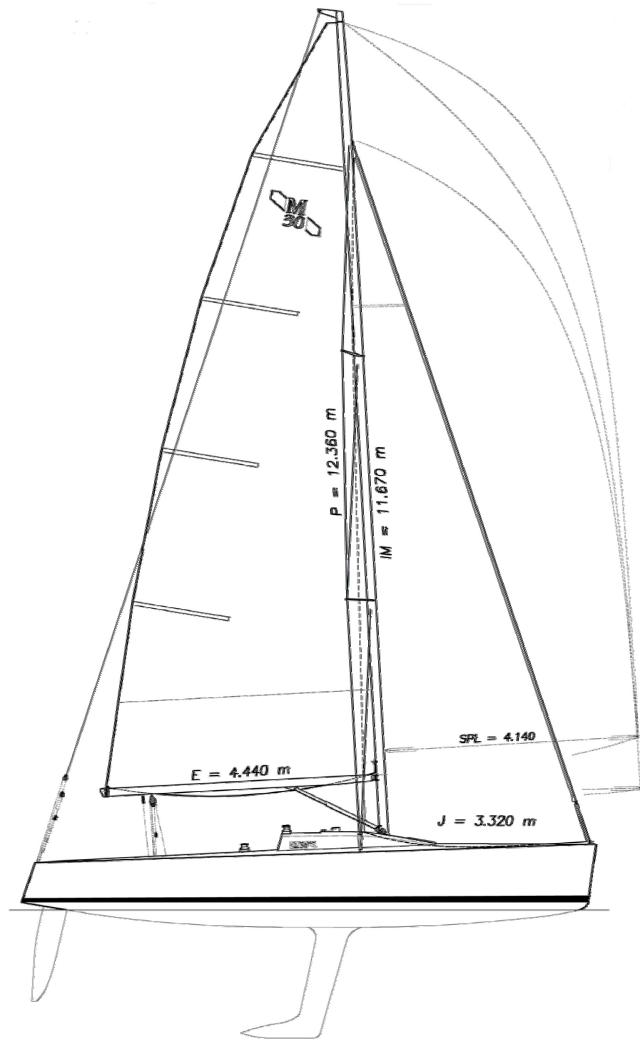




MUMM 30 ONE DESIGN CLASS RULES



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1.0 OBJECTIVES

The Mumm 30 is a high performance sailboat for one design and fleet racing. It is raced by owners and mainly amateur crews. While the design emphasis is on simplicity combined with fast, on deck racing fun, the cabin with its equipment and fitout is surprisingly accommodating for distance racing. The Class Rules are intended to ensure that Mumm 30 ownership and campaign costs are contained and that Mumm 30 yachts are as identical as possible in respect of:

- appearance
- performance
- hull and deck shape, weight and weight distribution
- interior fit out weight and weight distribution
- shape, weight and center of gravity of keel, keel bulb and rudder
- section, weight and center of gravity of spars
- size and weight of standing rigging
- shape, area and weight of sail plan

1.1 CLASSIFICATION - While racing in One Design events, the crew shall be composed of Group 1 competitors, except that up to three (3) crew members may be Group 2 or 3 competitors, but not more than two may be a Group 3. Competitor Grouping shall be determined by application of the current ISAF Sailor's Classification Code (See ISAF Regulation 22). Competitors without a current Classification, or whose employment circumstances have changed, may apply for a new certificate electronically from the ISAF website (www.sailing.org).

1.2 STEERING – Except for Owners and except for emergencies involving safety of the yacht or crew, Group 2 or Group 3 competitors are prohibited from steering while racing in sanctioned One Design Class events, or in any One Design Class racing. Group 1 Owners and Group 1 alternate helmsmen may steer any Mumm 30 if they are in compliance with Class Rule 2.7.

1.3 OWNERS – For purposes of 1.2, owners shall be defined as members of the Mumm 30 Class Association and shall hold legal ownership interest in the boat being steered (of at least 30% of fair market value of the new or brokerage boat price for Group 2 competitors and 50% of fair market value of the new or brokerage boat price for Group 3) evidenced by appropriate documentation. For purposes of 1.2, chartering a boat does not constitute ownership. In the case of a chartered boat, only Group 1 competitors or Group 2 and 3 Owners shall be permitted to steer during sanctioned One Design Class events or in any One Design Class racing.

2.0 ADMINISTRATION

2.1 CLASS AUTHORITY - The authority for the Class shall initially be the Mumm 30 Management Group, consisting of one member each from Farr Yacht Design, Ltd. (Designer), Stagg Yachts, Ovington Boats and the RORC Rating Office. At an appropriate time, a Class Association may replace the Management Group.

2.2 LANGUAGE - The official language of the class shall be English. The word "shall" is mandatory. The word "may" is permissive. In the event of dispute over class rule interpretation the English text shall prevail.

2.3 **BUILDERS** - Rights to build the Mumm 30 One Design shall rest only with builders duly licensed by Stagg Yachts. Current licensed builders are:

- USWatercraft, LLC., United States
- Dian Kreatif (DK) Composites, Malaysia
- Ovington Boats of Tynemouth, United Kingdom, Primary Builder

2.4 **RULE MANAGEMENT** - Amendments to these Rules will be issued by the Class Association in consultation with the Management Group, RORC Rating Office, Primary Builder and with the approval of Farr Yacht Design, Ltd. and ISAF on an annual basis after the Class Association General Meeting.

2.5 **INTERPRETATIONS** - Rule interpretations shall be made by the Management Group in consultation with the RORC Rating Office and Farr Yacht Design, Ltd. Measurement interpretations shall be made by the RORC Rating Office in consultation with Farr Yacht Design, Ltd. Interpretations shall be requested in writing and shall be distributed to measurers and builders as necessary. Interpretations shall be ratified or amended by the Management Group and distributed by the RORC Rating Office and shall be included in the Rule.

2.6 **ADVERTISING** - is permitted on the Mumm 30 in accordance with the current ISAF Advertising Code, Category C, restricted as follows:

2.6.1 Advertising chosen by the individual boat may be displayed as follows:

- a) Half of the remaining length of the hull not reserved under ISAF Advertising Code 20.3 (d) may be used for advertising chosen by the individual boat. If advertising is not displayed on the sides of the hull, it may be displayed on each side of the cabin and the cockpit sides, subject to the same length dimensions.
- b) Advertising chosen by the individual boat may be displayed on the mainsail. Only one advertisement may be carried, and it may be on both sides of the sail. It shall be placed below the national letters and sail numbers and have a width no greater than two-thirds of the length of the foot of the sail and a height no greater than one-third of that width. Advertising on the spinnakers and jibs is not permitted.
- c) Advertising chosen by the individual boat may be displayed on the main boom, but displays shall be limited to the name, brand or product name, or logo of no more than four organizations. The aft three-quarters (3/4) of the length of the boom may be used if individual advertising is displayed.

2.6.2 In addition to advertising permitted in 2.6.1, the Class may request the following:

- a) The boat's type to be displayed on each side of her cabin-house, the lettering shall be no greater than 110 mm high by 305 mm wide.
- b) The Class World Council may request display of event advertising on the hull within ISAF Advertising Code 20.3 (d) and/or the forward 1/4 of the boom.

2.7 **CLASS ASSOCIATION**

To compete in a Mumm 30 One Design regatta all owners and charterers shall be members of either the North American or European Mumm 30 Class Association. Group 1 alternate helmsmen shall be Associate members of the Class, at half the subscription cost. In the case of

multiple boat ownership, dues are payable for each boat owned. Dues apply to the calendar year, except that dues shall be (1/2) half the normal rate after September.

3.0 PROTECTION OF ONE DESIGN

3.1 IDENTIFICATION NUMBERS - A unique hull number shall be moulded into the transom of each yacht as per the Builder Licensing Agreement. Mast and boom shall carry unique identification numbers in the positions defined in Rule 19.15. The marks shall not be obscured or removed.

3.2 BUILDERS RECORDS - The builder shall be responsible for keeping such records as are required by the Rules. The builder shall supply a copy of these records to Stagg Yachts and the RORC Rating Office.

3.3 REPAIR/RE-MEASUREMENT - Following any repair to the hull or deck structure or spars, the yacht may be required to be re-measured in part or whole at the discretion of the RORC Rating Office (see 5.2 and 8.5).

3.4 MODIFICATIONS - Any modification or changes to a boat or any part thereof, including additions or deletions of any item, that could alter the one design nature of a boat or could be considered to improve the performance of a boat shall be prohibited unless expressly permitted by the Class Rules. Where any doubt exists, the Mumm 30 certificate shall be withheld or withdrawn until a ruling on permissibility is obtained from the Management Group/Class Association.

4.0 MEASUREMENT STANDARDS

4.10 MEASURERS - Yachts shall only be measured by licensed builders or measurers who are appointed by Stagg Yachts in consultation with the RORC Rating Office.

4.2 LENGTHS & WEIGHTS - Measurements of length shall be taken in millimeters. Weights shall be measured in kg rounded to the nearest 1 kg.

4.3 SCALE CERTIFICATION - Scales used to determine weights shall be calibrated and certified by a recognized standards authority every 20 weighings or 6 months whichever represents the shortest period, but not more often than once in ten days. Accuracy required +/- 0.2%.

4.4 MEASUREMENTS AT BUILDERS - The completed hull and spars of each yacht shall be measured as required by these rules prior to delivery from the builders yard.

4.5 RULE HIERARCHY - When this rule references RRS rules and is in conflict with them, Mumm 30 Rules shall dominate.

4.6 TOLERANCE - All tolerances referenced in this rule are for manufacturing purposes only, and shall not be used for optimization.

5.0 CERTIFICATES

5.1 ISSUING AUTHORITY - Mumm 30 One Design Certificates shall be issued by the RORC Rating Office. These shall be issued to yachts when the RORC Rating Office has received the Builders Compliance Certificate (BCC) and the Measurement Certificate for the Complete Boat (MCCB) and Mast Compliance Certificate (MCC) with all dimensions and duly signed by the builder or a Class Measurer.

5.2 REPAIR - Any significant repair, or replacement to the hull, keel, rudder or spars shall invalidate the One Design Certificate until the yacht has been re-measured (see 3.3 and 8.5).

5.3 CHANGE OF OWNERSHIP - Change of ownership of a yacht shall invalidate the One Design Certificate that shall be revalidated by the new owner. Prior to issue of a new certificate, the yacht may be inspected by a Class Measurer for compliance with class rules.

5.4 ANNUAL REVALIDATION - Revalidation by the RORC Rating Office will be required on an annual basis. Certificates will expire on the 31st of December for yachts registered in the Northern Hemisphere and the 30th of June for yachts registered in the Southern Hemisphere.

5.5 RIGHT TO WITHDRAW - The Mumm 30 Management Group/Class Association may withdraw a yacht's One Design Certificate should it be determined that an owner has participated in a willful breach of the One Design Class Rules.

5.6 MEASURER DISCRETION - A Class Measurer shall report on the measurement form anything which might be considered to be a departure from the strict one design criteria or the intended nature of the Class. A measurement certificate may be refused or invalidated even if the specific requirements of the rules are satisfied.

5.7 OWNER'S OBLIGATION - It is the responsibility of an owner to ensure that the yacht complies at all times with the current class rules and that a copy of the One Design Certificate is kept on board the yacht while racing. The Mumm 30 certificate shall be withdrawn immediately from any boat that is found not to comply with these rules.

5.8 STANDARD CLASS CERTIFICATES (IMS, CHS, PHRF) - National Authorities (or local authorities in the case of PHRF) may issue standard class certificates for valid Mumm 30's. Any deviation from the Mumm 30 configuration (including those that are an attempt to optimize under another rule) will immediately invalidate the Mumm 30 One Design Certificate. Should a certificate be invalidated in this manner, the boat shall be returned to the configuration of actual measurements in the original measurement certificates and may be subject to re-measurement, at the discretion of the RORC Rating Office, prior to the issue of a new Mumm 30 One Design Certificate (at owners cost).

8.0 CONSTRUCTION AND MEASUREMENT

8.1 **GENERAL** - The hull, deck, interior bulkheads, framework and mouldings, keel, rudder, rig and sail plan, deck hardware, engine installation, interior arrangement and other construction details shall conform to the Construction Specifications, Class Rules, and ISAF Special Regulations Category 4. Only builders licensed by Stagg Yachts are permitted to construct the Mumm 30.

8.2 **MOULDS** - Moulds for hull, deck, rudder and interior mouldings will be generated from the original tooling from the Primary Builder. Keel moulds will be generated from a plug constructed by the Primary Builder. Hull mould qualification templates will be generated by the Primary Builder. Parts shall only be built by licensed builders in tooling approved in writing by the Management Group, and marked accordingly with Mumm 30 insignia and signature of approving officer.

8.3 **ALTERATIONS** - No alteration to the configuration of the hull, deck, interior, keel, rudder, rig, nor the actual measurements on the Measurement Certificates of a yacht is permitted.

8.4 **VARIATIONS** - Any variation from the Construction Specifications to a hull, deck, interior, keel, rudder or rig of a yacht for which there is no prescribed measurement shall be compared by a Class Measurer to a sample of 6 other boats selected 2 or more each from builders other than the builder of the suspected offending yacht. If the variation is within the range taken from the 6 yachts the Class Measurer may accept the variation. If the variation is outside this range the matter shall be reported to Farr International for action.

Any boat that shows clear evidence that an attempt has been made to change its shape, or evidence is available to suggest this, shall have its certificate withdrawn and the matter referred to Stagg Yachts for action.

8.5 **REPAIRS** - Any repairs other than repairs of minor scratches involving the replacing of gelcoat or moulded surface must have written approval of a Class Measurer prior to repair work commencing. All repairs shall be designed and manufactured on the basis of replacing to the original geometry, strength and stiffness, and no lighter than the original weight (see 3.3 and 5.2).

8.6 PROHIBITIONS AND EXCEPTIONS

It is not permitted to:

- drill out, core, rebuild, replace materials, grind, plane or relocate standard equipment or parts in any way to reduce weight or to improve pitching moment of inertia or to directly or indirectly improve performance
- change the shape or outline of the hull, deck, interior mouldings, engine, appendages, keel and rudder
- remove any gelcoat surface except light sanding in preparation for painting

The following exceptions are permitted:

- additional through hull fittings for added equipment (e.g. speedometer, depth sounder, endoscope)
- One fixed position weed deflector of stainless steel in front of the rudder, maximum dimensions 30 mm long and 30 mm deep.
- normal painting of all surfaces in accordance with the current RRS Rule regarding "Skin Friction".

8.7 MATERIALS - Materials are limited to those described in the Construction Drawings.

9.0 HULL

9.1 GEOMETRY - The hull will comply with drawing #1. Hulls will be moulded only in tooling that has been duly qualified by a Class Measurer. Notwithstanding the following qualification procedures, any disputes on variations in hull geometry not covered by the qualification procedures, may be resolved by checking that the hull surface shall comply to within +/- 6mm from drawing #1 geometry.

Immediately on removal from the hull mould, every hull shall be placed and secured in the Qualifying Jig and positioned by the rudder tube and keel recess with the station 5.5 marks on the hull aligned +/- 4mm with corresponding marks on the Qualifying Jig. The hull shall remain in the Qualifying Jig until all internal bulkheads, and framework mouldings have been placed and fixed (and all taping cured) at which time the hull surface shall be no more than 4mm from the surface of the jig (measured perpendicular to the surface) at any location.

All components noted above including all bulkheads, all mouldings (liner, galley, ice box, head support), engine and drive leg and rudder tube must be fitted to the hull and all taping cured prior to removing the hull from the Qualifying Jig.

The hull must be placed in a firm cradle capable of supporting the hull without distortion while the deck is glued and attached in its final position.

9.2. HULL MOULD QUALIFICATION - All hull moulds shall be qualified by the following procedure. Hull moulds shall be re-qualified after 20 parts or every 6 months (whichever is the shortest time). Qualification and re qualification shall be witnessed by a Class Measurer and shall be recorded on the builder's records.

Procedure:

- a. mould hull part in accordance with the prescribed process and construction drawings and cure.
- b. check the Qualifying Jig at stations 2, 5.5 and 9 with the Class Templates and check the centerline rocker complies with limits prescribed by Primary Builder.

c. place the hull part into the Qualifying Jig. The hull shall fit in the jig (aligned with rudder tube, keel recess and station 5.5 as set out in 9.1) and the hull surface shall be no more than 4mm from the surface of the jig (measured perpendicular to the surface) at any location.

Hull moulds that do not qualify in this manner shall be immediately withdrawn from production and no further hulls will be produced from the tooling until corrective steps are taken and the qualification procedure successfully executed.

9.3 ONE DESIGN MEASUREMENT - The official One Design Measurement of each boat shall be the responsibility of the builder. The builder must present the Measurement Certificate Complete Boat (MCCB) to the RORC Rating Office prior to delivery of each boat.

9.4 ONE DESIGN MEASUREMENT QUALIFICATION - Builders must be re-qualified after 20 parts or 6 months (whichever is the shortest time). Re-qualification shall be witnessed by a Class Measurer and shall be recorded in the builder's records. At the time of re-qualification the measurer shall witness a One Design Measurement performed by the builder. At the time of re-qualification, the measurer may review the builders records of weights and check measure or weigh any part in production for compliance with the One Design Rule.

9.5 WEIGHT - The builder shall weigh the hull as it is lifted from the hull mould and record the weight on the Measurement Certificate Complete Boat (MCCB).

9.6 CONSTRUCTION - The hull shall be moulded in glass reinforced plastic epoxy in accordance with the Construction Specifications.

9.7 BEAM MEASUREMENTS - The overall beam at station 7.0 shall be 3049mm +/- 5mm.

10.0 DECK

10.1 GEOMETRY - The deck shall comply with construction drawing #6A and be built in a certified mould that was generated from the original tooling.

10.2 WEIGHT - The builder shall weigh the deck as it is lifted from the mould with the headliner installed (but after trimming around sheer, transom, hatches and windows) and record the weight on the Measurement Certificate Complete Boat (MCCB).

10.3 DECK GEAR LAYOUT - Deck gear layout shall comply with drawing #101A in terms of size and specification and location of deck gear. All deck gear shall be non-custom standard production catalogue items. All deck gear items shown on drawing #101A are mandatory and shall not be moved, modified or removed unless otherwise permitted by these Rules or the Mumm 30 Management Group. Where the location is not specified in these Rules the location is optional. Spinnaker block Item #33 from Drawing 101A may optionally be attached to pad-eye #40. Fairleads, cleats, jammers and padeyes are the only additional deck gear items permitted. The owner may replace the standard tiller extension after delivery of the yacht. The standard stainless steel footrests supplied with each Mumm 30 may be moved to suit the helmsman but shall be installed on the cockpit sole. All equipment shall comply with ISAF Offshore Special Regulations (ISAF OSR) Category 4.

a. JIB TRACKS -

i. Usable length of clear track measured to and from the face of stop or other travel limiting fixture, or the end of the extrusion shall be:

jib tracks 725mm +/- 25mm

ii. Athwartships location - The track shall be mounted within the nonskid relief intended for its location.

iii. Longitudinal location - distance from station 7 to the aft end of usable length on same side of yacht shall be:

jib tracks 2045mm +/- 25mm

b. JIB CARS-

All headsail cars:

- Shall have a minimum breaking strength of 880kg

c. WINCHES-

i. Cabin top winches-

- shall be located on the plinths at the back of the cabin top.
- with a 250mm long handle shall have a maximum velocity ratio of 30:1.

ii. Primary winches-

- the center of the winch axis shall be 210mm +/- 50mm fwd of station 7.0.
- with a 250mm long handle shall have a maximum velocity ratio of 40:1.

d. MAINSHEET TRAVELLER - Car shall have a minimum breaking strength of 1460kgs.

e. MAINSHEET - Shall have a 6:1 purchase coarse tune and 4:1 purchase fine tune each lead to the cockpit sole.

f. OUTHAUL - Shall be an 8:1 purchase in boom lead to cabin top jammers/cleats.

g. MAIN HALYARD - Shall have a lock and be lead below deck to a cleat mounted on the mast.

h. TOPPING LIFT, JIB HALYARD AND SPINNAKER HALYARD CONTROLS - Jib and spinnaker halyards and the topping lift shall lead aft to cabin top jammers/cleats. In addition, cam cleats (Harken part #365 or equivalent), for the spinnaker halyard and topping lift may be added to the mast below their exits. These cleats are not intended to carry the full working load of the halyard.

- i. TOPMAST BACKSTAY - Shall be 16:1 purchase.
- j. FOREGUY - Shall be a 2:1 purchase single lead aft to cabin top jammer/cleat.
- k. ASYMMETRICAL SPINNAKER FOREGUY - Shall be 2:1 purchase lead aft to cabin top jammer/cleat.
- l. BOOM VANG - Shall be a maximum purchase of 20:1 lead aft to cleats on the cabin top (port and starboard).

10.4 LIFELINES- The lower lifelines shall not deflect lower than 100mm above the deck when firm downward pressure is applied to the lifeline halfway between any two stanchions.

11.0 KEEL

11.1 MATERIAL - The keel shall be a cast iron fin bolted to a cast lead bulb with approximately 3% antimony content from approved tooling which will be checked for conformity to the Primary Builder's templates. Removing lead or steel by drilling, pocketing or other means to meet rule weight limits is not permitted. Class measurer shall sight the builders docket verifying that the lead used in the bulb casting has 3% antimony content. Target lead cast density shall be 11070kg/m³ with no calcium or other materials added with the intention to increase density.

11.2 WEIGHT - The keel assembled shall be weighed with keel bolts and nuts but not washers. Keel shall weigh no less than 920kg nor more than 945kg. The weight (in kg) shall be stamped in the top surface of the forward keel bolt backing plate.

11.3 LOCATION - The keel may be checked by a measurer for placement on the boat by measuring as shown in drawing #102.

- position of the leading edge top 3931mm +/- 12mm
- position of the leading edge bottom 4325mm +/- 12mm

11.4 DEPTH - The depth of the keel from the leading edge bottom profile measurement position to the flat area on the underside of the keel shall be not less than 620mm nor greater than 640mm.

11.5 GEOMETRY - Keel profile and sections shall comply with the primary builder's templates with a tolerance of +/- 3mm. (see Rule 11.6)

Two profile measurements may be taken by a measurer as shown in drawing #102.

The shortest distance from the point on the leading edge to a point on the trailing edge shall be:

- upper position 486mm +/- 6mm
- lower position 434mm +/- 6mm

The profile of the trailing edge shall not deviate more than 3mm from a straight line over a distance of 1100mm.

11.6 SURFACE FINISH - Keel may be painted and faired outside the iron or lead surface only. Fairing that removes iron or lead is prohibited. If any keel appears to have an unusually thick paint system, or to have had any other geometric alteration from the moulded shape in an attempt to alter hydrodynamic qualities, it will be checked for conformance to patterns (profile and section) built and supplied by the primary builder. Tolerances:- profile +/- 3mm; sections +/- 3mm.

12.0 RUDDER

12.1 GEOMETRY - Rudder shall be built from approved tooling. Painting and sanding of paint finishes only is permitted. Gelcoat or moulded surface must not be damaged other than light sanding in preparation for painting. If any rudder appears to have an unusually thick paint system, filler added or to have had any other geometric alteration from the moulded shape in an attempt to alter hydrodynamic qualities, it will be checked for conformance to templates built and supplied by the primary builder. Tolerances: profile +/- 3mm; sections +/- 3mm.

12.2 MEASUREMENTS - The following dimensions of the rudder may be measured:

- gap between the hull and the top of rudder shall be not greater than 6mm, nor less than 3mm anywhere.
- distance from surface of the hull to the extreme lower tip of rudder shall be not greater than 1568mm nor less than 1578mm
- maximum thickness of the top edge of the rudder shall not be greater than 65mm nor less than 59mm

12.3 WEIGHT - The rudder with stock shall be weighed in a painted and finished condition but without bearings, tiller or tiller head. Weight shall be not less than 12kg nor greater than 15kg.

12.4 LOCATION - The distance measured from the station zero along the hull centerline to the straight line extension of the leading edge of the rudder shall not be greater than 8420mm nor less than 8400mm (see drawing #102).

13.0 ENGINE, DRIVE LEG AND PROPELLER

13.1 SPECIFICATION - The engine, drive leg and propeller shall be the standard Yanmar model or 1GM10FC (raw water cooled model) or equivalent equipment as approved by the Management Group and the Designer. Cooling water intake shall be through the leg in the standard location as delivered from the builder. The surface of the saildrive leg may be lightly sanded in preparation for painting. No grinding, removing aluminum or fairing of the saildrive leg, zinc or propeller is permitted. Any paint system applied to the saildrive leg shall be of

normal thickness. If a saildrive leg appears to have an unusually thick paint system, it will be checked to manufacturers tolerances for standard configuration.

13.2 LOCATION - The location of the saildrive leg shall correspond with the molded location on the Qualifying Jig +/- 6mm. Distance to the leading edge of the sail drive leg from station zero measured around the surface of the hull shall not be greater than 5230mm nor less than 5210mm (see drawing #102).

13.3 STRUT CLEARANCE - The distance, measured perpendicular to the propeller shaft, from the center of the propeller to the hull, or fair continuation of the hull shall be not less than 225mm nor greater than 255mm.

13.4 PROPELLER - Folding propeller or equivalent equipment as approved by Management Group and the Designer with a minimum diameter of 352mm and a minimum blade width at the widest point of 90mm.

13.5 THROUGH HULLS - All through hulls shall be flush mounted to the hull and shall be operable at all times. It is prohibited to fill any through hull. (see Rule 8.6 and Rule 35.1)

13.6 BATTERIES - The builder shall record the total battery weight on the Builder's Compliance Certificate (BCC). Actual battery weight shall at all times meet or exceed the recorded weight.

14.0 INTERIOR

14.1 COMPONENTS - The liner moulding including keel floors shall conform to the construction plans and shall be weighed by the builder before it is placed in the hull and the weight shall be recorded in the BCC booklet:

The Builder or a Class Measurer shall identify the components shown and itemized on drawing #103 and may check their location for compliance with drawing #103. If items are different or in different locations, the measurer shall mark up drawing #103 with comments and submit with the measurement documents.

15.0 COMPLETED BOAT

15.1 WEIGHT - The completed hull, deck, interior, keel, rudder, tiller and fixed standard equipment in "Builders Weight" condition shall not be less than 1912kg or more than 1972kg. (See Appendix 1 for items included in Builders Weight). If necessary, a maximum of 6 corrector weights in 6kg (+/- 0.5kg) ingots shall be fixed by the builder in positions shown on drawing #103 to bring the total weight to 1948kg. Ingots shall be distributed to each position as follows: Should the yacht be equipped with an optional additional battery, a sum of not more than 30kg of optional battery and corrector weights shall be placed in the aft position and the remaining necessary corrector weight in the forward position. Should the yacht not be equipped with an additional battery, the first five corrector weights shall be installed in the aft position and the sixth in the forward position. Following certification of the weighing no alteration or removal of fixed equipment is permitted.

15.2 REMOVAL/ADDITION OF CORRECTOR WEIGHTS - Corrector weights shall not be removed or added unless:

- the existing certificate is invalidated and a re-measurement and re-weighing has taken place.
- an owner applies to a Class Measurer for re-weighing, stating the reason why he believes the Builders Weight is now different from the original Builders Weight. No such application shall be unreasonably rejected, but only one voluntary re-weighing is permitted each year (See Appendix 1).
- the boat is re-weighed in the Builders Weight condition.
- a Class Measurer is present during re-weighing and refixing of the corrector weights in accordance with 15.1 and all information is forwarded to the RORC Rating Office for issue of a new One Design Certificate.
- costs of re-weighing, re-measuring and reissue of the One Design Certificate are paid by the owner

15.3 EMBLEM - The Class Emblem shall be placed on both sides of the cabin in the nonskid relief intended for its location.

16 & 17 (SPARE)

18.0 SPARS AND RIGGING

18.1 BUILDER - All spars including spares and replacements shall be supplied by the licensed spar supplier and shall comply with the Mumm 30 One Design Rules, Construction Drawing #84049-1 and the approved sparmakers construction details.

18.2 SPECIFICATIONS - Masts shall be manufactured as per the laminate plan (84049-71) and construction drawing (84049-1). Booms shall be manufactured from 6000 series extruded aluminum sections made from approved dies. The Builder shall submit shop drawings showing proposed fittings, boom taper, mast taper reinforcing and all other construction drawings to the Management Group and the Designer and receive written approval from both prior to manufacturing spars. Spinnaker poles may be aluminum or carbon fiber.

18.3 MODIFICATIONS - Spars shall not be modified from the approved shop drawings in any way without written approval from the Management Group and the Designer.

19.0 MAST

19.1 SECTION - the characteristics of the base section (measured within 100mm of the top of the spinnaker pole track) shall be:

- weight - not less than 39 kg
- fore and aft dimension - minimum 143mm; maximum 145mm
- athwartships dimension - minimum 85mm; maximum 87mm

19.2 BANDS - Two bands of contrasting color to the mast and minimum width of 25mm shall be indelibly marked on the mast:

- with a distance between them of not more than 12360mm nor less than 12350mm measured to the inside of both bands.

19.3 CRANE - The mast crane shall be limited to the following dimensions:

- distance to the center of the permanent backstay clevis pin measured from and perpendicular to an extension of the aft face of the mast shall be not greater than 270mm nor less than 260mm.
- distance to the center of the permanent backstay clevis pin measured from and perpendicular to an extension of the bottom of the top band shall be not greater than 220mm nor less than 205mm.

19.4 DIMENSIONS AT TOP BAND - The dimensions of the mast in the athwartships and fore and aft directions at the top black band shall not be less than 65mm and 105mm or greater than 67mm and 107mm respectively.

19.5 SPARE

19.6 SPREADERS - Two sets of carbon spreaders shall be fitted as follows:-

- lowest point of the upper and lower spreader shall be 6870mm +/- 25mm and 2850mm +/- 25 mm respectively measured from the upper edge of the lower band.
- the distance measured between the centerlines of the shrouds, or tip cups in the case of the lower spreaders, shall be not greater than 2295mm nor less than 2275mm for the lower spreader and not greater than 1780mm nor less than 1760mm for the upper spreader.
- sweep back offset of the upper and lower spreaders shall not be less than 205mm and 290mm or greater than 225mm and 310mm respectively measured from and perpendicular to the aft face of the mast to the center line of the shroud, or tip cup in the case of the lower spreader.
- weight of the lower spreader and bar shall not be less than 2.3 kg nor more than 2.6 kg.
- weight of the upper spreader and bar shall not be less than 1.4 kg nor more than 1.7 kg.

19.7 FORESTAY LOCATION - The bearing point of the standard tang in its receptacle shall not be less than 10360mm or greater than 10385mm above the upper edge of the lower band.

19.8 CAP SHROUD LOCATION - The bearing point of the cap shroud tang in its receptacle shall not be less than 10305mm nor greater than 10325mm from the upper edge of the lower band.

19.9 &19.10 SPARE

19.11 HALYARDS & TOPPING LIFTS - The mast shall have sheave boxes, sheaves, pins and halyards for:

- 1 main halyard
- 2 fractional spinnaker/jib halyards
- 1 fractional jib halyard/topping lift
- 1 masthead spinnaker halyard

Halyards and lines shall be to minimum strengths as set out on Illustration 3. A minimum of three forward halyards shall be in place.

19.12 FRACTIONAL SPINNAKER HALYARD LOCATION - The fractional spinnaker halyard height shall be not greater than 10435mm measured from the underside of the halyard pulled perpendicular to the mast to the top edge of the lower band.

19.13 MASTHEAD SPINNAKER HALYARD LOCATION - The masthead spinnaker halyard height shall be not greater than 12365mm measured from the underside of the halyard pulled perpendicular to the mast to the top edge of the lower band.

19.14 WEIGHT - The assembled weight of the complete mast with all normal hardware in place including:

- structural reinforcement
- mast butt plug
- masthead crane, gooseneck with toggle for boom and vang, tack fitting
- spreaders and bars

but excluding:

- standing and running rigging
- wiring and lights (if any)
- top mast backstay
- mast step
- windex, instrument wand, sensor and antennas
- shroud rollers
- cunningham tackle
- instrument displays and mounting brackets & cables

shall weigh not less than 48.5kg or more than 51.5kg. Assembled mast center of gravity shall be not less than 7300mm above the bottom of the tube.

Corrector weights (if required) shall be fastened to the top inboard surface of the appropriate spreaders. Weight and locations shall be recorded on the MCS.

19.15 SPAR ID NUMBER - Each mast and boom shall be clearly marked with a stamped ID number located on the front face of the mast within 100mm of the step, and on the starboard sheave box of the boom aft of the outer end of the E band.

19.16 MAST POSITION:

a. BASE OF FORETRIANGLE - The distance measured from the center of the forestay pin to the front face of the mast at the upper edge of the mast collar shall be not greater than 3315mm nor less than 3300mm (see drawing #105).

b. HEIGHT OF MAST - The dimension from the top edge of the lower band to the sheer at the front edge of the mast shall be no greater than ____ mm.

c. MAST STEP LOCATION - The mast step should be positioned such that the athwartship centerline of the mast when centered on the travel shall be 1120mm +/-30mm measured from the aft face of moulded bulkhead "A".

19.17 MISCELLANEOUS RESTRICTIONS -

a. MOVEMENT OF MAST AT DECK AND STEP - Altering the location of the mast at the step or deck while racing is not permitted.

b. Adjustment of shrouds and forestay while racing is not permitted except for purposes of safety, i.e. an exceptional adjustment of a shroud to cure a fault. All means of shroud adjustment shall be positively locked or bound up to prevent accidental adjustment while racing.

20.0 STANDING RIGGING

20.1 SPECIFICATION - Standing rigging shall conform with the Mumm 30 One Design rigging specification.

20.2 ADDITIONAL RIGGING - Additional standing rigging or an attempt to use any standard rigging, standing or running, other than for its intended purpose, is prohibited. (see Rule 35.1)

21.0 BOOM

21.1 PROFILE - The characteristics of the base section shall be in accordance with construction drawings (see drawing #10-2108). No milling, etching, rolling or lightning holes are permitted. The profile shall be on constant cross section from a point 325mm aft of the aft face of the mast to the aft extent of E. Fore and aft of these points the profile may be cut and reduced with a straight taper.

21.2 BANDS - A band of contrasting color to the boom and minimum width of 25mm shall be indelibly marked on the boom with the forward edge not more than 4440mm from the aft face of the mast when the boom is held at right angles to the mast and parallel to the centerline of the boat.

21.3 MAXIMUM DIMENSIONS - The maximum dimensions of the boom including stiffeners but excluding fittings measured in section shall not exceed 136mm deep by 92mm wide.

21.4 WEIGHT - The boom complete with all attached fittings, outhaul and clew strap, but excluding reef lines and vang, shall weigh not less than 17kg. The vang shall be capable of supporting the weight of the boom and shall be weighed separately and shall weigh not less than 5kg.

22.0 SPINNAKER POLE

22.1 LENGTH - The overall length of the spinnaker pole including its end fittings shall be not greater than 4140mm.

22.2 WEIGHT - The spinnaker pole complete with all attached fittings shall weigh not less than 3.8kg including bridles and end fittings.

23 & 24 (SPARE)

25.0 SAILS

25.1 NUMBER OF SAILS ABOARD - unless otherwise prescribed by Sailing Instructions the number of sails carried aboard may be less than, but shall not exceed:

- 1 mainsail
- 3 jibs, one of which shall be the Mumm 30 Class heavy weather jib (conforming to current ISAF Offshore Special Regulations)
- 4 spinnakers:
 - (1) Masthead symmetric - which shall be constructed from nylon cloth weighing no less than 40 grams/meter² (polyester cloth is not permitted)
 - (1) Masthead symmetric - that shall be constructed from cloth weighing no less than 30 grams/meter²
 - (1) Masthead asymmetric - that shall be constructed from cloth weighing no less than 30 grams/meter²
 - (1) Fractional symmetric or asymmetric - that shall be constructed from cloth weighing no less than 40 grams/meter²

A storm trysail and/or a storm jib conforming to current ISAF Offshore Special Regulations may be carried in addition to class inventory. These do not require sail buttons.

25.2 SAIL NUMBER - National letters and sail numbers shall conform with the RRS.

For boats registered in the United States:

- Letters and numbers shall conform to the Racing Rules of Sailing Appendix G - Identification on Sails
- The sail number shall be the same as the hull number, not to be preceded by a zero. (i.e. USA 2 for Hull # 30002)

25.3 MEASUREMENTS - Sails shall be constructed and measured in accordance with the current ISAF Equipment Rules of Sailing and with drawing #17D.

25.4 CONSTRUCTION – spinnakers of Cuben Fibre material or in which carbon fibres have been incorporated in the sail cloth shall not be measured, rated or carried aboard while racing. Carbon Fibre cloth shall be permitted in mainsails and headsails (except the Class heavy weather jib conforming to ISAF Offshore Special Regulations and any storm sails) beginning 1 April, 2003. Cloth containing PBO fibre shall be banned from use in the construction of any sail built and buttoned for Class racing on or after 1 April 2003.

25.5 SAIL LIMITATION - In addition to the base inventory outlined in Rule 25.1, each yacht is permitted four new class sails per calendar year (January 1-December 31) to be used in Mumm 30 One Design Class events. In addition, the Mumm 30 Class fractional spinnaker may be replaced at any time. Each sail shall be registered with Stagg Yachts or the RORC Rating Office and shall be marked with the appropriate button purchased by the owner, and supplied by Stagg Yachts or the RORC Rating Office. Buttons shall be purchased for US \$30.00 each for the original inventory, and US \$30.00 each for the additional four allowed annually, and for the fractional spinnaker, if replaced. Unless otherwise specified in the Sailing Instructions, each yacht shall register no more than the base inventory outlined in 25.1 and shall use only those registered sails for the duration of the regatta. Charterers who do not own a Mumm 30 may purchase an original inventory, plus four buttons per year, and transfer sails to different chartered boats. Charterers and Mumm 30 owners who charter are permitted to transfer their own sails to a chartered boat, or may use sails registered to the chartered boat, but may not combine inventories. Mumm 30 owners cannot charter a boat and purchase a set of charter sails. Mumm 30 owners with multiple boats cannot transfer sail inventories from boat to boat. Transfer of boat ownership to either immediate family members or a non-sailing Owner to increase sail entitlements is not permitted. Swapping of boat ownership between Mumm 30 owners to increase sail entitlement is not permitted. Should a sail be destroyed during a regatta, the owner of the boat or a representative from that boat may apply to the Race Committee for a replacement sail to be registered in place of the destroyed sail.

25.6 PERMITTED ITEMS - The following items are permitted as appropriate:

- reef points
- mainsail luff cunningham holes
- leech and foot lines
- camber stripes
- chafing patches
- windows in sails
- retrieval lines on spinnakers
- tell tales

26.0 MAINSAIL

26.1 EMBLEM - The Class emblem shall be on both sides of the mainsail as shown by drawing #17D.

26.2 SETTING - The mainsail shall be set within the contrasting color bands specified by rules 19.2 and 21.2.

26.3 WEIGHT - The mainsail excluding battens shall have a minimum weight of 12kg. Any mainsail which is under-weight shall have correction weight added at the headboard only. Artificially heavy footlines, bolt ropes, rings, cringles, or other fastenings shall be considered as correction weight. Reasonable normal reinforcement of sail material at tack or clew is permitted, but not excessive reinforcement intended to increase the weight of the sail.

26.4 BATTENS - The mainsail shall have four battens as outlined in drawing # 17D.

26.5 DIMENSIONS - The mainsail shall comply with all dimensions on drawing # 17D.

26.6 REEF - Each mainsail shall be equipped with a usable reef as outlined in drawing #17D.

27.0 HEADSAILS - All headsails shall be constructed and measured in compliance with drawing #17D.

27.1 LUFF GROOVE DEVICE - Maximum dimension of luff groove device measured at right angles to the longitudinal axis shall be no greater than 30mm.

28.0 SPINNAKERS

28.1 DIMENSIONS MASTHEAD SYMMETRIC - A symmetric spinnaker shall comply with drawing #17D.

28.2 DIMENSIONS FRACTIONAL ASYMMETRIC - A fractional asymmetric spinnaker shall comply with drawing #17D. (Fractional asymmetric spinnakers may have equal or near equal luff lengths and be symmetric.)

28.3 DIMENSIONS MASTHEAD ASYMMETRIC - A masthead asymmetric spinnaker shall comply with drawing #17D.

28.4 WEIGHT - If an owner chooses to have two masthead symmetric spinnakers, one (1) shall be constructed from cloth weighing no less than 30 grams/meter², and one (1) shall be constructed from nylon cloth weighing no less than 40 grams/meter² (polyester cloth is not permitted). If only one spinnaker is chosen, it can be either weight. Fractional spinnakers shall be constructed from cloth weighing no less than 40 grams/meter².

29 & 30 (SPARE)

31.0 CREW

31.1 WEIGHT - Maximum crew weight shall not exceed 525kg at weigh-in prior to the start of a regatta.

31.2 CREW CLASSIFICATION - (see Rule 1.1)

32.0 OPTIONAL EQUIPMENT

32.1 ELECTRONICS - Electronic sailing instruments, navigation and tactical equipment of any type is allowed.

32.2 RUNNING RIGGING - Shall be to minimum strengths as set out on Illustration 3.

33.0 OUTSIDE ASSISTANCE - A boat shall receive no outside assistance from: support boats, cell phone or radio communication, visual or vocal signaling, transfer of equipment or victuals or otherwise once she has left the dock for the day until the finish of the last race of the day, except in the case of emergency. Individual coach or support boats shall not approach closer than 300 feet to any boat that is racing, except at mark roundings or the finish line where they shall not approach closer than 100 feet upwind of the windward mark or downwind of the leeward mark, and extensions of the finish line. At the Warning Signal for the start, individual coach or support boats shall leave the area being used by the racing boats and may station themselves outside of either the pin or committee signal boat, but no closer to either end than 100 feet. Sailing Instructions for Mumm 30 regattas shall contain the following instruction: 'Video and photos taken from any support and/or coach boat shall not be used as evidence at protest hearings. This alters RRS 63.6.' The penalty for infringing this Rule shall be assessed at the discretion of the Event Jury or Protest Committee. This Rule is not intended as a deterrent to social interaction before and between races.

34.0 (SPARE)

35.0 PROHIBITIONS

35.1 NOT PERMITTED - The following are not permitted:-

- any item whose sole function is or could be to increase weight.
- hydraulic rig controls.
- multiple purchase halyards
- removal, modification or re-positioning of any builder fitted item (except repositioning of deck gear items in accordance with 10.3).
- sails with detachable pieces.

- artificially thickened sails and multiple surface sails, whether inflated by the action of the wind or otherwise.
- additional winches or winch systems.
- running backstays or any device intended for such use.

APPENDIX 1

RULE WEIGHT CONDITIONS

BUILDERS WEIGHT - Items included in the Builders Weight as set out in 15.1 shall include the completed hull, deck, keel, rudder, interior, and deck gear in a complete and finished condition with the following included:-

- windows and hatches
- berths and cushions
- tiller and extension
- electrical - panel, lights, one battery
- plumbing - sinks, 1 bilge pump, head, tanks, Y valve overboard discharge
- stove
- deck hardware - blocks, tracks, cars, cleats, jammers, organizers, pulpits, stanchions, pushpit, lifelines, winches and handles, compasses, padeyes, fittings for forestay, shrouds and backstays, mast collar

The boat in this condition shall not weigh less than 1912kg or more than 1972kg (see 15.1).

Note: If electronics are on the boat at the time of weighing, an allowance of 16kg shall be deducted when calculating the corrector weights.

Weight correctors will be added if necessary to bring the total weight to 1948kg.

RE-WEIGHING AFTER THE BOAT HAS LEFT THE FACTORY. - A boat may be voluntarily re-weighed once each year from the date of purchase, under the guidelines of Rule 15.1, and as set out in Appendices 1 and 2 after it has left the factory. The boat shall be in Builders Weight condition. Apart from bunk cushions and winch handles, all loose and removable items including liquids shall be removed, as shall mast, standing and running rigging, boom and spinnaker pole. Weighing shall be carried out by a Class Measurer and shall be by single point lift with a load cell of appropriate weight range recently calibrated to the satisfaction of the Class Measurer. The addition or re-fixing of corrector weights shall be similarly supervised.

RIG WEIGHT - The rig weighed in accordance with 19.14 shall not weigh less than 48.5kg.

APPENDIX 2

PREPARATION FOR MEASUREMENT

1.0 General Measurement Procedure - To secure an accurate and fair measurement, it is necessary to have close cooperation between owner and measurer. It is desirable that the owner should be familiar with all parts of the measurement rule.

2.0 Hull Measuring Procedure -

Ashore - The principal hull measurements shall be taken prior to leaving the builders yard with the yacht approximately level athwartships and approximately in the same longitudinal trim which it might reasonably be expected to assume when afloat in measurement trim.

APPENDIX 3

SAFETY EQUIPMENT

ISAF Offshore Special Regulations Category 4 safety equipment, or the category specified by race organizers, whichever is greater, shall be carried on the Mumm 30 while racing. Mumm 30 Class specific requirements for equipment, and exceptions to Category 4 requirements are listed below. In the case of the anchor, it shall be stowed under the starboard settee outboard of and level with the engine.

ITEM	QTY	MINIMUM WEIGHT Kg (each)
Fire extinguisher	2 ea	1.0Kg
Anchor	1 ea	6.0 kg

With optional chain and 150' nylon anchor rode minimum diameter 3/8"

Tools	1 set	2.2 kg
-------	-------	--------

a) HATCHES & COMPANIONWAYS: A companion way hatch fitted with a strong securing arrangement operable from above and below including when the yacht is inverted shall not be required for Mumm 30 Class Category 4 racing.

b) PULPITS, STANCHIONS, LIFELINES: Lower lifelines shall not deflect more than 100 mm between the lifeline and the deck when firm downward pressure is applied. Lifelines shall be continuous around a working deck, except for the gap in the bow pulpit as supplied from the manufacturer.

c) NAVIGATION LIGHTS: Shall be mounted as supplied from the manufacturer.

d) STORM & HEAVY WEATHER SAILS: A storm trysail shall not be required for Mumm 30 Class Category 4 racing.

APPENDIX 4

ISAF SAILORS CLASSIFICATION CODE - ISAF Regulation 22

<http://www.sailing.org/classification/classificationcode.asp>

APPENDIX 5

RULE INTERPRETATIONS

1. Is it permissible to add blocks to deflect the backstay, traveller control and mainsheet fine tune to the cockpit sole or sides?

ALLOWED per Rule 10.3 "Fairleads, cleats....are the only additional deck gear items permitted".

2. Is it permissible to add spinnaker twing fairleads so that they may be adjusted from a better position?

ALLOWED per Rule 10.3

3. Is it permissible to replace the factory supplied spinnaker pole bridle with a spectra line?

ALLOWED if spinnaker pole and bridle conform to Rule 22.0 Spinnaker Pole Weight.

4. Is it permissible to use silicone or a similar sealant around the drive shaft for the sail drive?

NOT ALLOWED per Rule 3.4 and 8.6

5. Is it permissible to replace the backstay batten flicker with a stronger one or modify the existing one?

The batten flicker may not be removed or made lighter. It may not be replaced with a non-standard part. Reinforcement to the existing appendage is allowed.

6. Is it permissible to use a jib hank system instead of a luff tape and luff groove device system as supplied on a stock boat?

NOT ALLOWED per Rule 3.4, 8.3, 18.3, 27.1, and 35.1

7. Is it permissible to fair and template the rudder and keel?

ALLOWED as per Class Rule 8.0, 11.0 and 11.6 using templates from the Primary Builder.

8. Are fractional asymmetric spinnaker allowed?

ALLOWED as per Rule 28.2, and "Fractional asymmetric spinnakers may have equal or near equal luff lengths and be symmetric".

9. Is it permissible to replace a new sail with warranty problems regarding shape or construction, that has been used minimally, with a new sail?

ALLOWED with inspection and approval of Class Measurer and documentation from the sailmaker.

10. Is it permissible to purchase unused sail buttons from the preceding calendar year?

NOT ALLOWED per Rule 25.5 "...each yacht is permitted three new sails per calendar year (January 1 - December 31)".

11. Is it permissible to use a carbon fiber headboard for a Mumm 30 mainsail?

NOT ALLOWED per Rule 25.4. Carbon fiber may only be used for battens.

12. Are heavy footlines, big rings etc. allowed on the mainsail?

NOT ALLOWED. As per Rule 26.3 they are considered as correction weight, which is allowed only at the headboard.

13. Is it permissible to add a 2:1 mainsail halyard purchase?

NOT ALLOWED per Rule 35.1 -...multiple purchase halyards

14. Is it permissible to replace the electrical panel with an identical panel, but put it in a different location in the boat?

NOT ALLOWED per Rule 8.6, it is suggested to add a clear plastic cover to protect the panel.

15. What is the procedure to repair and re-measure a damaged boat?

Damages shall be repaired and re-measured as per Rule 3.3, 5.2 and 8.5.

16. How does the Rule pertain to the sale of used sails?

If an owner or charterer purchases a used Mumm 30 sail which is already buttoned, they must purchase the royalty and it will be considered part of the extra three sails per year under Rule 25.5. The owner who sells their sail is not entitled to additional sails for that year.

17. Is it permissible to use Spectron 12 Plus for the permanent backstay?

ALLOWED as per Carroll Marine Engineering Change Order # 011. It is also allowed for replacement of existing backstays.

18. Within the Class Sail Limitation Rule, is it permissible to replace sails damaged or destroyed while not at a Mumm 30 One Design Regatta?

NOT ALLOWED per Rule 25.5, only sails damaged during a regatta may be replaced at the discretion of the Race Committee.

19. Is it permissible to utilize a Lewmar 8 alloy winch handle with power grip instead of standard 8" locking winch handle?

ALLOWED per Rule 10.3.c as the replacement handles meet the same specifications outlined in the Rule.

20. Is it permissible to replace the factory supplied cushions with Bottom Siders 1.5" vinyl coated closed cell foam cushions of the same size, shape and weight as the originals?

ALLOWED as the replacement cushions meet the same specifications as the factory-supplied cushions. .

21. Is Category B allowed for National or Regional Championships?

NOT ALLOWED per Rule 2.6

22. What is the brokerage boat sail allowance?

Brokerage Mumm 30 owners are entitled to the base inventory of eight sails outlined in Class Rule 25.1 plus three additional sails per calendar year. Owners may buy all new sails for the inventory, declare existing sails for all of the inventory, or declare some existing sails and build some new sails for the inventory. The inventory must be registered with Stagg Yachts or the RORC Rating Office for a cost of \$30..00 to transfer ownership and make them eligible for use in Mumm 30 Class events

23. Is it permissible to use the spinnaker cloth utilized by Team Prada in the 2000 America's Cup for Mumm 30 spinnakers?

NOT ALLOWED per Rule 1.0 "...The Class Rules are intended to ensure that Mumm 30 ownership and campaign costs are contained..."

24. Is it permissible to replace the factory supplied propeller with a Flex-o-fold model propeller?

ALLOWED per Rule 13.1 and 13.4 with approval from the Management Group and Designer. Propeller shall be supplied by the builder and shall conform to Rule specifications.

25. Is it permissible for the Italian Mumm 30 Class to distribute an additional two buttons per year for their circuit?

NOT ALLOWED This is an International ISAF Recognized Class and regional fleets shall follow Class Rules.

26. Is it permissible to use a Blue Streak batten flicker for the batten flicker?

ALLOWED. It is a standard part that meets the weight, strength and dimensions of the existing factory supplied blue Aquabatten or RBS gray (Epoxy 15 x 230) battens.

27. Is it permissible to use stainless steel rings instead of the factory supplied blocks for the spinnaker and jib barber hauler?

As per Class Rule 10.3 the Management Group may permit removal of the blocks. The blocks may be replaced with stainless steel rings.

28. Is it permissible to change the spinnaker twings from 2:1 as shown on Drawing # 101 A to 1:1?

As per Class Rule 10.3, Management Group may permit the change, as there is no advantage to lowering the power ratio. All builder supplied items must remain in their original position except as in #27

29. Is it permissible to use micro ratchet blocks for the backstay?

NOT ALLOWED As per Class Rule 10.3 and Drawing #101 A.

30. Is it permissible to replace existing deck hardware with different parts?

NOT ALLOWED As per Class Rule 10.3 and Drawing #101 A. It is permissible to replace broken or worn deck gear with parts from Lewmar or their authorized supplier, that meet or exceed the same weight and breaking strength as original equipment.

31. Is it permissible to replace halyard snapshackles?

ALLOWED, as long as they meet or exceed the same weight and breaking strength as the original equipment.

32. Is it permissible to add a pad eye and turning block or a strop and ring on deck in order to windward sheet the jib?

NOT ALLOWED As per class rules 3.4, 8.6, 10.3

33. Is it permissible to replace the rigging screw with other standard adjustable rigging screws such as the Ronstan C Lock turnbuckle?

NOT ALLOWED As per Class Rules 3.4, 20.1 and 35.1

34. Is it permissible to windward sheet the jib?

ALLOWED. As per Interpretation 32, extra deck gear is not permitted.

35. How does the Class Rule for sail limitations apply to charterers?

As per the Class Rule 25.5, each yacht is permitted to have the base inventory, and to add three new sails per calendar year. The owner of a boat purchases the buttons, and they are registered in the owners name for that boat. If the owner of a boat wishes to charter another boat, he/she may either use all the sails belonging to the owner of the chartered boat, or he/she may use all their own sails. If an owner has more than one boat, sail inventories may not be transferred between boat.

36. Is it permissible to add hardware to the boom for stowing the spinnaker pole alongside the boom during racing?

No. As per Class Rule 3.4, Modifications

37. Is it permissible to have a change of ownership if the attempt is perceived by the Management Group as an attempt to circumvent the spirit or intent of the sail limitation rule?

No. As per Class Rule 5.6 a One Design certificate will not be issued to the new owner in such circumstances. The Management Group reserves the right to challenge transfer of ownership if this is perceived as a transparent attempt to circumvent the nature of the Class Rules (legal validity of the transfer of ownership notwithstanding). Cases shall be reviewed on an individual basis by the Management Group. The Management Group further reserves the right to recommend any additional action that may be deemed necessary under the Class Constitution.

38. Is it permissible to move the spinnaker block item #33 from drawing 101A to padeye #40 which is further forward?

Yes. According to Class Rule 10.3, the Management Group may permit movement of this block. Either position is permissible.

39. Is it permissible to replace the spinnaker block item #33 from Drawing 101A with a ratchet block?

Yes. According to Class Rule 3.4. The spinnaker block may be either the original block, Lewmar part number 2990 1651, or a 60mm VF Single Ratchet Block, Lewmar part number 2990 1661.

40. Is it permissible to reinforce the bow pulpit by adding a horizontal member, of equal gauge and diameter as the rest of the pulpit, at approximately the height of the lower lifeline which connects the fore and aft legs of the pulpit?

Yes. As per Class Rule 10.3, Management Group may permit the change.

41. Is it permissible to add the two stainless steel vertical struts located at the forward edge of the sink and cooler on boats built by dk Composites to Carroll Marine and Ovington boats?

Yes. As per Class Rule 10.3, Management Group may permit the change.

42. Is it permissible to create a small gusset under each stanchion to be located inside the boat and laminated to the hull and deck solely to create a stronger support for the stanchion base?

Yes. As per Class Rule 10.3, Management Group may permit the change. The gusset may only be used to reduce the flex of the deck under the stanchion and shall not be sized in such a manner that it would act as an additional bulkhead to the hull.

43. Is it permissible to set up the jib inhaulers to cleat on the same side as the inhauler ring?

No, according to Class Rules 3.4, 8.6, and 10.3



APPENDIX 6

Yacht Owner Compliance Declaration

The following hereby agree that they have fully read the Mumm 30 Class Rules and that to the best of their knowledge their boat complies with these Class Rules for the _____ event. The undersigned also agree to abide by these Class Rules while racing.

Owner 1 – print

Owner 1 - signature

Owner 2 – print

Owner 2 – signature

Owner 3 – print

Owner 3 - signature

Tactician – print

Tactician - signature

Boat Captain – print

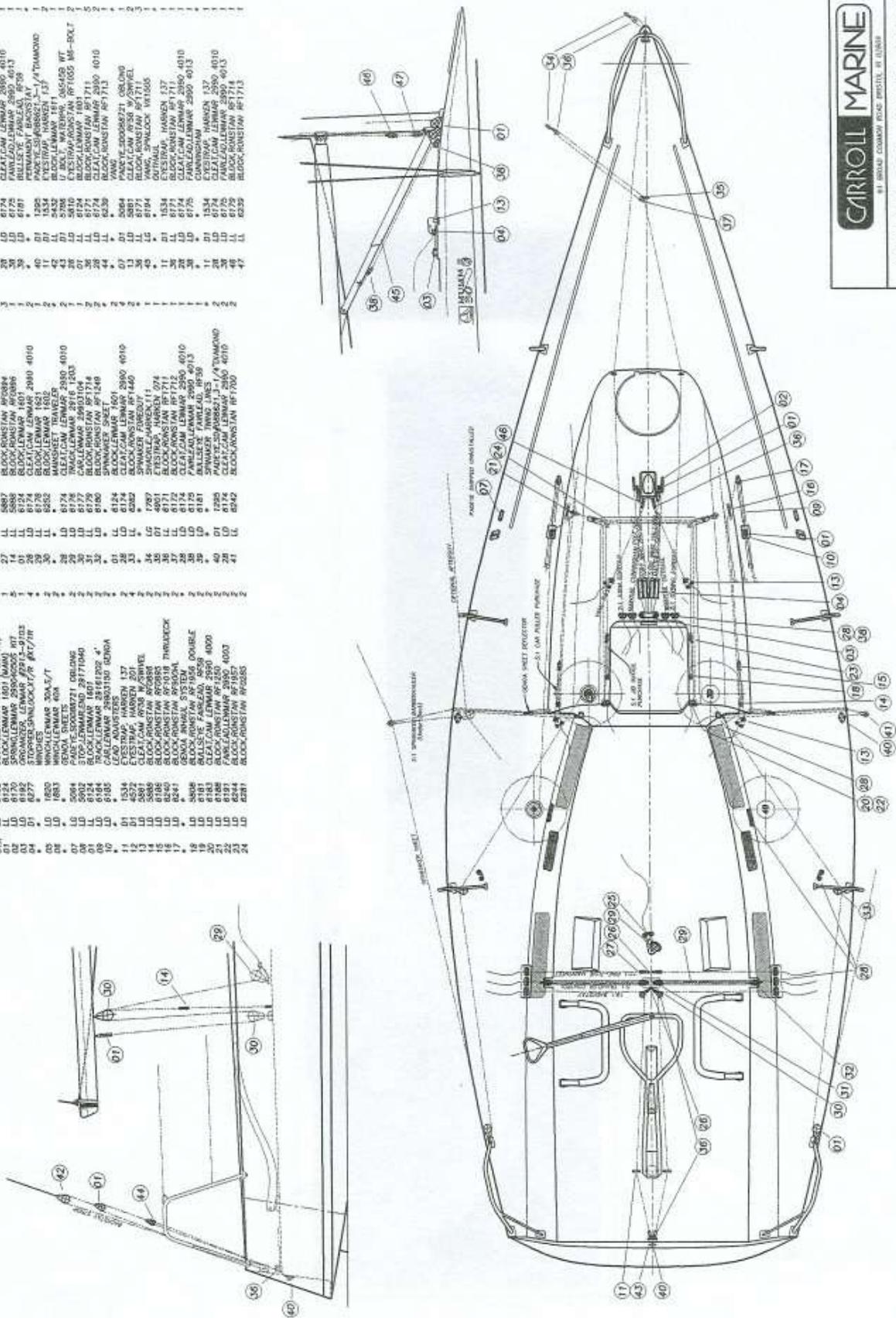
Boat Captain - signature

Boat Name

Date

Approved – Class Representative

Date



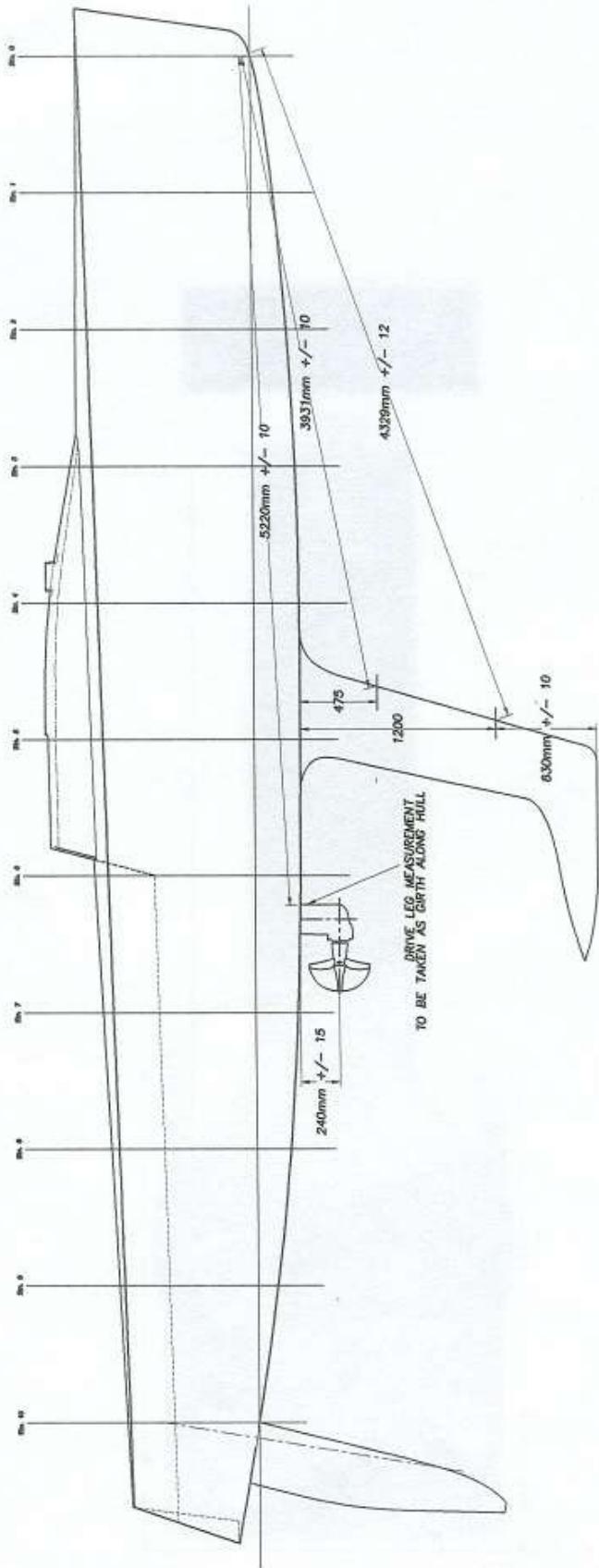
CARROLL MARINE

MUMM 30 ONE DESIGN

NAME DECK HARDWARE
Picard BY: JPF
PICARD BY: NTS
DATE 338-101A
TIME 10/4/95
SCALE NTS
VERSION A 11/2/95

DRAWING # 101 AMENDMENT				
MUMM-30 DECK PACKAGE				
DATE: DECEMBER 11, 2001				
		Safe working load	Weight	Line Size
QTY	PART No.	DESCRIPTION	kg / lbs	Each gm / oz mm / inches
MAIN HALYARD SYSTEM				
1	29901611	60mm HL SINGLE	800 / 1760	162 / 6 13 / 1/2
1	29904040	G-PADEYE DIAMOND	1135 / 2502	0 0
CUNNINGHAM SYSTEM				
1	29900202	27mm DOUBLE	280 / 617	68 / 2 8 / 5/16
1	29900205	27mm DOUBLE BECKET	280 / 617	73 / 3 8 / 5/16
1	29904111	MEDIUM CLEAT ALLOY	200 / 441	63 / 2 4-10 / 5/32-7/16
1	29904114	MEDIUM CAM FAIRLEAD	0	0 0
MAINSHEET SYSTEM				
2	29901652	60mm VF Double Blk	750 / 1653	206 / 7.3 12 / 1/2
1	29901651	60mm VF Single Blk	400 / 880	105 / 3.7 12 / 1/2
1	29901661	60mm VF Single Rtcht Blk	400 / 880	123 / 4.3 10 / 3/8
1	29904126	SWIVEL CAM BASE FOR 60/80MM	300 / 661	302 / 11 0
3	29900211	27mm SINGLE SWIVEL HEAD	140 / 309	42 / 2 8 / 5/16
2	29904111	MEDIUM CLEAT ALLOY	200 / 441	63 / 2 4-10 / 5/32-7/16
3	29904113	MEDIUM EYE STRAP (PAIR)	0	0 0
MAINSHEET TRAVELLER				
0.3048	29161200	SZ 1 D TRACK 5M	0	2700 / 95 0
1	29903104	SZ1 MS CAR UPSTAND	800 / 1760	493 / 17 n/a / n/a
2	29904111	MEDIUM CLEAT ALLOY	200 / 441	63 / 2 4-10 / 5/32-7/16
2	29900205	27mm DOUBLE BECKET	280 / 617	73 / 3 8 / 5/16
2	29902022	27mm DOUBLE VERTICAL LEAD BLOCK	280 / 617	90 / 3 8 / 5/16
2	29171040	SZ 1 SIMPLE END STOP	0	22 / 1 0
BOW SPRIT FOREGUY SYSTEM				
1	29904111	MEDIUM CLEAT ALLOY	200 / 441	63 / 2 4-10 / 5/32-7/16
1	29904114	MEDIUM CAM FAIRLEAD	0	0 0
1	29904117	MEDIUM BULLS EYE (PAIR)	0	0 12 / 1/2
1	29900311	38mm SINGLE SWIVEL HEAD	140 / 309	60 / 2 10 / 3/8
DECK FORE GUY SYSTEM				
1	29900311	38mm SINGLE SWIVEL HEAD	140 / 309	60 / 2 10 / 3/8
1	29900314	38mm SINGLE BECKET SWIVEL HEAD	140 / 309	67 / 2 10 / 3/8
1	29904040	G-PADEYE DIAMOND	1135 / 2502	0 0
1	29904117	MEDIUM BULLS EYE (PAIR)	0	0 12 / 1/2
1	29904111	MEDIUM CLEAT ALLOY	200 / 441	63 / 2 4-10 / 5/32-7/16
1	29904114	MEDIUM CAM FAIRLEAD	0	0 0
SPINNAKER SHEET SYSTEM				
4	29901651	60mm VF Single Blk	400 / 880	105 / 3.7 12 / 1/2
2	29900301	38mm SINGLE FIXED HEAD	140 / 309	43 / 2 10 / 3/8
2	29904110	MEDIUM CLEAT COMPOSITE	180 / 397	38 / 1 4-10 / 5/32-7/16
PERMANENT BACKSTAY SYSTEM				
3	U BOLTS	(USA Used Wichard 6512- presume we can buy at same price)		
1	29901611	60mm HL SINGLE	800 / 1760	162 / 6 13 / 1/2
1	29901651	60mm VF Single Blk	400 / 880	105 / 3.7 12 / 1/2
1	29900202	27mm DOUBLE	280 / 617	68 / 2 8 / 5/16
5	29900211	27mm SINGLE SWIVEL HEAD	140 / 309	42 / 2 8 / 5/16
2	29904101	SMALL CLEAT ALLOY	140 / 309	29 / 1 2-6 / 3/32-1/4
GENOA LEAD SYSTEM				

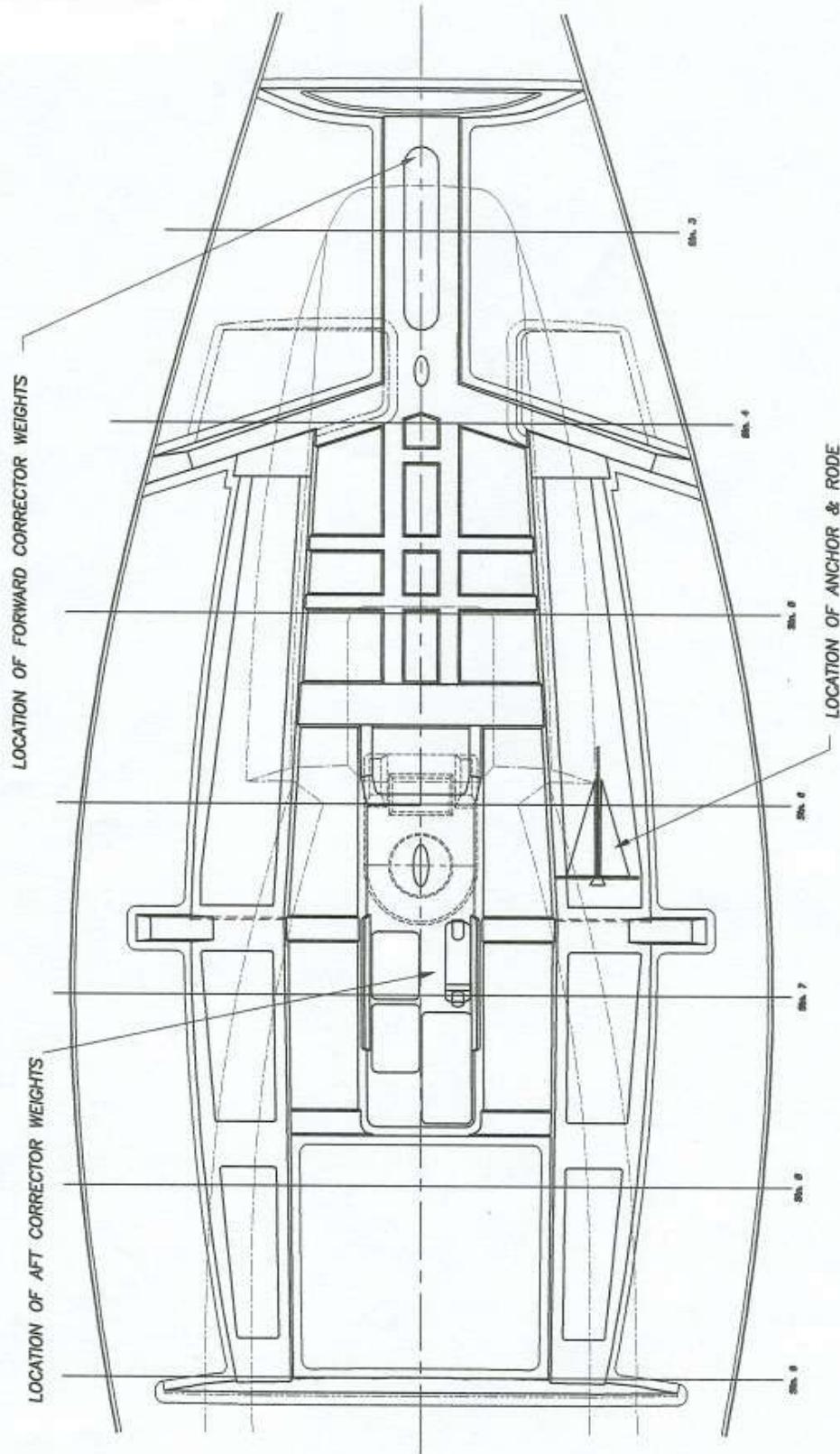
0.2438	29161200	SZ 1 D TRACK 5M	0	2700 / 95	0	
2	29903150	SZ1 OR GENOA TB CAR EXCL.BLK.	400 / 880	272 / 10	n/a / n/a	
2	29901651	60mm VF Single Blk	400 / 880	105 / 3.7	12 / 1/2	
2	29900211	27mm SINGLE SWIVEL HEAD	140 / 309	42 / 2	8 / 5/16	
4	29171040	SZ 1 SIMPLE END STOP	0	22 / 1	0	
2	29906261	27mm SINGLE THROUGH DECK	140 / 309	40 / 1	8 / 5/16	
2	29900202	27mm DOUBLE	280 / 617	68 / 2	8 / 5/16	
2	29900214	27mm SINGLE BECKET SWIVEL HEAD	140 / 309	49 / 2	8 / 5/16	
2	29904101	SMALL CLEAT ALLOY	140 / 309	29 / 1	2-6 / 3/32-1/4	
1	29904103	SMALL EYE STRAP (PAIR)	0	0	0	
GENOA IN-HAUL SYSTEM						
2	19901700	9017 SZ 0 SINGLE	475 / 1050	75 / 3	10 / 3/8	No
2	29904117	MEDIUM BULLS EYE (PAIR)	0	0	12 / 1/2	Got
2	29906021	27mm SINGLE FOOTBLOCK	140 / 309	32 / 1	8 / 5/16	No
2	29900205	27mm DOUBLE BECKET	280 / 617	73 / 3	8 / 5/16	No
2	29900202	27mm DOUBLE	280 / 617	68 / 2	8 / 5/16	No
1	29904113	MEDIUM EYE STRAP (PAIR)	0	0	0	
2	29904111	MEDIUM CLEAT ALLOY	200 / 441	63 / 2	4-10 / 5/32-7/16	
2	29904114	MEDIUM CAM FAIRLEAD	0	0	0	
VANG SYSTEM						
3	29900311	38mm SINGLE SWIVEL HEAD	140 / 309	60 / 2	10 / 3/8	
2	29904040	G-PADEYE DIAMOND	1135 / 2502	0	0	
2	29904115	SWIVEL MEDIUM CAM BULLS EYE	200 / 441	168 / 6	4-10 / 5/32-7/16	
HALYARD BLOCK SYSTEM						
1	29901611	60mm HL SINGLE/ SPINNAKER	800 / 1760	162 / 6	13 / 1/2	
3	29901651	60mm VF Single Blk JIBS/T.L	400 / 880	105 / 3.7	12 / 1/2	
4	29904040	G-PADEYE DIAMOND	1135 / 2502	0	0	
1	29904111	MEDIUM CLEAT ALLOY	200 / 441	63 / 2	4-10 / 5/32-7/16	
1	29904114	MEDIUM CAM FAIRLEAD	0	0	0	
3	29101108	Superlock D1 6-8 Single	500 / 1100	249 / 9	6-8 / 1/4-5/16	
MISCELLANEOUS HARDWARE						
CLEATS AT PRIMARIES						
2	29904110	MEDIUM CLEAT COMPOSITE	180 / 397	38 / 1	4-10 / 5/32-7/16	
WINCHES AND HANDLES						
2	29141111	10 HANDLE ALLOY LOCK-IN GRY	0	480 / 17	0	
2	49030000	30AST GY AL WINCH	8 - 12 / 5/16 - 1/2			
2	49030030	30A GY AL WINCH	8 - 12 / 5/16 - 1/2			
HATCH						
1	39918030	LP 18 GRY 15 SLV HATCH		3.8 / 8.4	0	



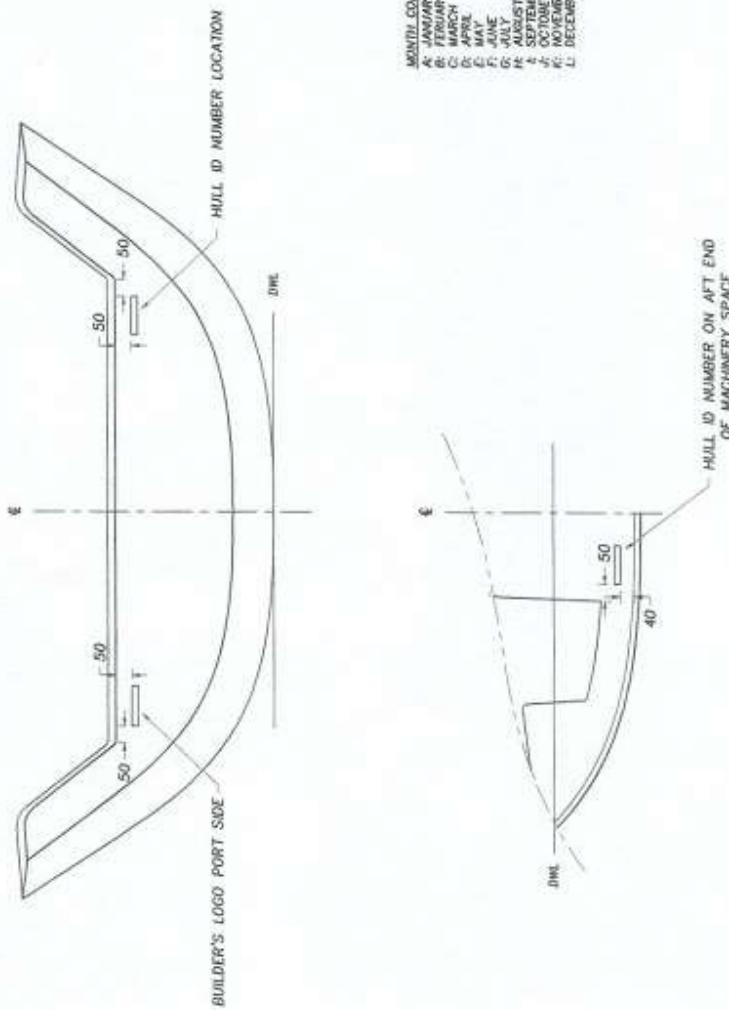
CARROLL MARINE

MUMM 30 ONE DESIGN

APPENDAGE LOCATIONS	336-102A
SCALE	1/100
DESIGN BY:	JPF
PRINTED BY:	NTS
10/19/95	
A 1/12/95	



CARROLL MARINE		ONE DESIGN	
BY SPENCER CONSTRUCTION, INC., BIRMINGHAM, ALABAMA		338-103A	10/19/95
TITLE	CORRECTOR WEIGHTS	SCALE	NOTES
DRAWN BY	JPF	INCHES	3/5/97



CIR300000G596	
YEAR OF MANUFACTURE	19
MONTH OF MANUFACTURE	
HULL NUMBER	
BUILDER #	
MODEL NAME	

MONTH CODES:

A	JANUARY
B	FEBRUARY
C	MARCH
D	APRIL
E	MAY
F	JUNE
G	JULY
H	AUGUST
I	SEPTEMBER
J	OCTOBER
K	NOVEMBER
L	DECEMBER

CARROLL MARINE	
30' ONE DESIGN	
REG. NO. 30-104	11/2/85
REG. DATE	11/2/85
REG. OFF.	NTS

MUMM 30 ONE DESIGN RULE

Boat Builder.....

Boat #.....

Date.....

MUMM 30 MEASUREMENT CERTIFICATE - COMPLETE BOAT

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
HULL QUALIFICATION					
1	4.3	Are the scales used for builders weight certified?		Y/N	
2	9.1	Does station 5.5 on hull align +/- 4mm with Qualifying Jig?		Y/N	
3	9.1	Is hull surface within 4mm of qualifying jig?		Y/N	
4	9.1	Is hull mould qualification date less than 6 months ago?		Y/N	
5	9.2	Have less than 20 parts been taken from the mould since last qualification?		Y/N	
COMPLETE MEASUREMENT					
7	14	All interior items on dwg #104 are present		Y/N	
8	9.7	Beam measurement at station 7.0	3044		3054
9	10.5	Does deck layout conform to dwg #101?		Y/N	
10	10.3a	Jib track - usable length	700		750
11	10.3a	Distance from Station 7.0 to aft end of Jib track	2020		2070
12	10.3c	Cabin top winches on plinths at aft end of cabin house?		Y/N	
13	10.3c	Primary winch distance fwd sta 7.0	160		260
14	11.1	Is keel tooling approved?		Y/N	
15	11.2	Keel weight	920		945
16	11.2	Weight stamped in backing plate?		Y/N	
17	11.1	4% antimony verified?		Y/N	
18	11.4	Keel depth	620		640
19	11.5	Does geometry conform to templates?		Y/N	
20	12.1	Rudder tooling approved?		Y/N	
21	12.2	Gap between hull and rudder	3		6
22	12.2	Minimum distance hull surface to lower tip of rudder	1568		1578
23	12.2	Maximum thickness of rudder	59		65
24	13.3	Depth from underside of hull to center of prop shaft	225		255
25	13.4	Propeller diameter	352		362
26	13.4	Propeller blade width	90		96

MUMM 30 ONE DESIGN RULE

Boat Builder.....

Boat #.....

Date.....

MUMM 30 BUILDER COMPLIANCE CERTIFICATE

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
27	15.1	Hull weight	245		271
28	10.2	Deck weight	145		170
29	11.2	Keel weight	920		945
30	12.3	Rudder weight	12		15
31		Structural liner weight	128		168
32		Headliner weight	12		16
33	13.6	Total battery weight	23		50
34	19.1	Bare mast tube weight	39		41
35	19.14	Bare mast tube center of gravity	7615		7790
36	21.4	Boom weight	17		19
37	22.2	Spinnaker pole weight	3.8		
38	App. 1	Builder's weight before corrected	1912		1972
39	App. 1	Electronics allowance (16kg)		Y/N	
40		Optional head		Y/N	
41	15.1	Corrector weights			36
42	App. 1	Builder's weight corrected	1948		1972

I certify that this boat complies: _____

Measured by:

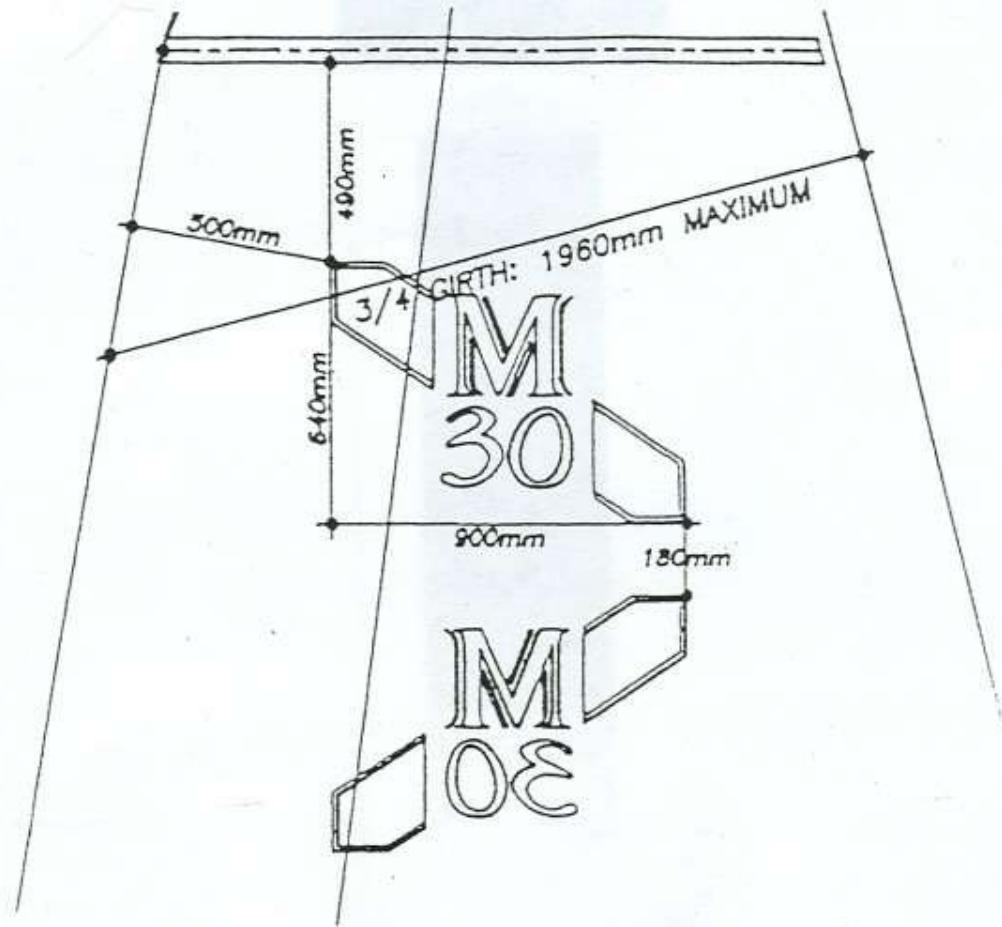
Class Measurer: _____

MUMM 30 ONE DESIGN RULES

ILLUSTRATION 1

MAINSAIL EMBLEM SIZE/COLOR SCHEMATIC

"30" shall be black
"M" and diagonal arrow shall be red

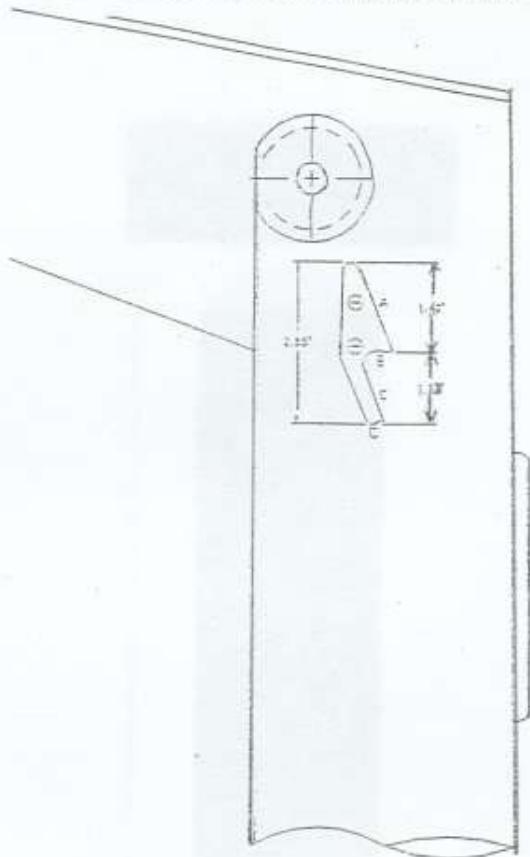


**M
30**



ILLUSTRATION 2
OMOHUNDRO MAINSAIL HALYARD LOCK INFORMATION

THE OMOHUNDRO COMPANY
2393 Heybourne Rd., Minden, NV 89423
(702) 782-6788 fax: (702) 782-6799



The drawing above shows the geometry of the Mumm 30' halyard lock. The lock is made from two identical metal plates that are fastened to the masthead crane with a 1/4" gap between the plates. The main halyard has a wire pennant with a ball swage that is used to engage in the lock and keep the sail at maximum P band.

The rope tail is too thick to run through the halyard lock and is deflected aft of the lock plates. The wire pennant is designed to run between the plates.

As the sail is hoisted, three things will happen.

1. The rope will run aft of the plates until you get to the wire pennant, then the wire will run between the plates.
2. The ball swage will hit the plates and be pushed forward by the upper ramp,(A).
3. When the ball swage is hoisted past the upper ramp, you will hear a clicking sound. This sound is from the swage falling into the lock,(B). If the sail is hoisted too far, the swage will fall off the lower ramp,(C), and will not be engaged. To try again, lower the sail about 12" and rehoist.

To disengage, raise the sail so the ball swage falls off the lower ramp, (C), and then lower the halyard.

A potential problem you may have when lowering the sail is:

When lowering the sail, the rope to wire splice may jam into the lock. To overcome this, hoist the halyard about 6" and keep tension on the halyard as you lower the halyard until the splice is past the lower ramp,C. This will keep the halyard from being deflection in front of the locking plates and being jammed into the base of the upper ramp,A.

For initial hoisting of the sail and when hoisting the sail to get off hook, make sure the Cunningham is off, the tack slider is loose the outhaul is eased and lift the boom. This will make hoisting easier.

ILLUSTRATION 3

RUNNING RIGGING SPECIFICATIONS

Description	QTY	Rope Size/Type	Breaking Strength (actual)	Length (minimum)
Main Halyard	1	5/16" Ultratech w/ 3/16" pigtail	7,800 lbs 3,700 lbs	3,589 6'6"
Jib Halyard	2	1/4" Aracom-T R/G	6,800 lbs	3,553 87'
Masthead Spin Halyard	1	3/16" Spec-12 w/cover	4,300 lbs	2,813 105'
Hounds Spin Halyard	1	1/4" Maxibraid Plus	4,300 lbs	3,553 93'
Mainsheet Fine Tune	1	8mm Marston	1,700 lbs	28'
Mainsheet	1	5/16" XLS Dacron	3,500 lbs	2,000 88'
Jib Sheet	2	5/16" XLS Dacron	3,500 lbs	3,500 33'
Backstay Tackle 2:1	1	1/4" Maxibraid	6,600 lbs	3,600 6'4"
Backstay Tackle 2:1	1	3/16" Maxibraid	4,300 lbs	3,600 5'10"
Backstay Tackle 4:1	1	6mm Brite Lite	1,760 lbs	40'
Spinnaker Sheet	2	5/16" XLS-900	5,700 lbs	1,327 80'
Cunningham Line	1	1/4" Prestretch	2,200 lbs	14'
Cunningham Strop	1	1/8" Maxibraid	1,800 lbs	5'
Traveler Control	1	1/4" XLS	2,300 lbs	38'
Gybing Foreguy	1	1/4" SSX Lite	2,200 lbs	600 40'
Stemhead Foreguy	1	1/4" SSX Lite	2,200 lbs	45'
Spinnaker Twing	2	3/16" Prestretch	1,200 lbs	545 20'
Jib inhaul 1:1	2	5mm Brite Lite	1,320 lbs	1,320 5'
Jib Inhaul 4:1	2	3/16"	1,200 lbs	16'
Jib Car Puller 1:1	2	1/8" Spectra	1,800 lbs	1,260 4'
Jib Car Tackle	2	3/16"	1,200 lbs	24'
Vang Tackle	1	5/16" XLS	3,500 lbs	28'
Afterguys	2	5/16 " Aracom-T Red	9,700 lbs	6,430 1,350
Reef line	1			1,350
Outhaul Strop	1			1,350

This list is supplied by Hall Spars Rigging, who supplies the original equipment on boats produced by the Primary Builder.

All minimum breaking strengths for running rigging, and control lines are base breaking loads with no additional safety factors for handling considerations. All lines should be chosen to give an acceptable factor of safety above the minimum breaking strengths listed here. Appropriate factors of safety should be determined by the wear, stretch, handling, holding, intended use and splicing requirements of the lines.