



# Mumm 30

*As the rapid growth in mid-20ft sportsboats continues, Matthew Sheahan considers whether the 30 footers are next in line for popularity, as he sails the new Mumm 30*

**C**ontroversy surrounded the Mumm 36 even before the first boat touched the water two years ago, and one world championship and an Admiral's Cup later, the subject still draws strong opinions.

Only time will tell if the new Mumm 30 is similarly controversial, but having sailed her on her debut at the US Sailboat Show in Annapolis, we found that she had clearly drawn on the experience of the 36, although she is designed specifically for sailors of more modest means and abilities.

## THE CONCEPT

In many ways, she looks just like the Mumm 36. A super-fine entry forward, a near plumb bow opening out to flared, beamy sections amidships that run almost all the way aft, are, of course, typical of modern-day racers. So is the shallow cockpit, narrow side decks and open transom.

Slip the 30 alongside any of last year's Admiral's Cup fleet and it would only be her size that would give the game away. Otherwise, she is typical of the current state of the art.

And yet she was designed to appeal to a different audience altogether. Right from the

start, Bruce Farr and his team sought to produce a one-design for amateur sailing, but without compromising the boat's performance. Instead, they saw the future success of this class in being able to exclude the hired helms and crews from the circuit events and



thus encourage the growth of an international owner/driver fleet.

There is no question that this is an ambitious goal. There will be countless reasons put forward by others as to how difficult it will be to achieve. But there's no harm in trying, and the Farr office have thought long and hard about the fundamental issues involved: namely, the boat, the events and the funding.

Let's set aside the boat for the moment and consider the class structure. Farr International is responsible for the one-design measurement, administration and regatta schedules. At the moment, a provisional US regatta circuit runs alongside the Mumm 36 events, and plans are being made for European events.

Funding from Champagne Mumm and Lewmar assures the means for class promotion and race management.

## THE BOAT

"This is a user-friendly boat," announced Bruce Farr as we sat below.

Simplicity has been a key element in her

**Light and variable winds dogged our trials in Chesapeake Bay, but despite the lack of breeze, Canned Heat sliced along upwind at six knots**

# On test

manoeuvres. But if you've never tried it, don't be put off: it's not so difficult and makes it easier to keep the boat under control, especially in strong winds.

(If all else fails, just think of the days of gybing bloopers round the outside of spinnakers and this manoeuvre will seem a doddle!)

Overall, she is everything you would expect from a grand-prix, one-off boat and yet she remains a production boat.

## CONCLUSIONS

At present she's built by Carroll Marine, the American builders licensed for the Mumm 36, along with several other boats. The possibility of additional builders in New Zealand and Europe are being investigated at present. The tooling for the 30, including all moulds, will be produced by Carroll Marine to ensure that strict one-design measurements are adhered to.

I know the Mumm 30 is not the first and she's probably not the fastest in her class, either, but the combination of her build quality, versatility and price tag mean she's more than just a nose ahead.

The 30ft range is tipped by some as being the next boom area in performance boats. If this does turn out to be the case, and I for one believe it will be, the Mumm 30 will be a strong contender so long as the price remains close to the US equivalent of £53,000 ex sails and instruments.



## Dimensions

LOA	9.42m	30ft 11in
LWL	8.41m	27ft 7in
Beam	3.07m	10ft 1in
Draught	2.11m	6ft 11in
Displacement	2,041kg	4,500lb



**Folding footbars and all controls placed close to the helmsman's hand make this an excellent cockpit layout**

design. The fixed keel, lack of running backstays and unfussy deck layout are all good examples. But keeping her simple does not mean a sacrifice in performance or handling.

Her fixed keel draws 2.10m (6ft 11in) and takes the form of a bulb and high aspect ratio fin, a characteristic reflected by her slender deep rudder.

Her rig is produced in carbon fibre by Umohundro and incorporates twin aft-swept spreaders and a beefy backstay, (with a 24:1 purchase), to provide all the fore and aft support required.

The boom, on the other hand, is a simple yet practical aluminium extrusion onto which the loose-footed mainsail is attached.

For me, it was the deck layout that stood out. It is simple, effective and well finished and I ticked myself off on several occasions for just thinking the words 'user-friendly'. The trouble is that this was exactly what sprang to mind as I tweaked the jib sheet lead inboard a little, pulling on the barber hauler that runs neatly between the coachroof deck moulding and the interior headliner below decks.

Multi-purchase jib car traveller control lines are led back along the side of the coachroof, and spinnaker sheet twacker lines disappear through purpose-built internal tubes in the hull's topside to re-emerge discreetly in the cockpit.

For the crew on the rail, a lower guardwire makes hiking more comfortable, as does the radiused gunwale. But, for a boat that will no doubt thrive on her performance, it is the accommodation that emphasises her quality.

Simple, but well built, her layout incorporates two pipecot berths (a further two mounted under the side decks are optional), a moulded galley arrangement to port and an

icebox to starboard, with a portable head unit mounted forward of the main bulkhead. Nothing particularly striking about that, nor about the use of a saildrive unit fitted under the cockpit floor.

What does impress, though, is the finish. The moulded glass headliner, the joins, all corners, nooks and crannies are as well finished as if in full view.

## UNDER SAIL

Stretching is a thing of the past aboard this boat. Controls are close at hand, sheet leads have been thought out so that cross sheeting works for the jib and spinnaker and, best of all, there's plenty of space.

Two aspects of her design will no doubt attract plenty of comment, though. Her non-overlapping jib could prove difficult to live with in handicap fleets when racing against boats with overlapping headsails, especially in sloppy conditions.

Downwind she has been designed to fly either masthead or fractional symmetric spinnakers as well as asymmetrics, the idea being to give her versatility.

Learning how to gybe a masthead asymmetric, America's Cup style, on a tight round-the-cans course may prove rather interesting for those who have no experience of such



**The finish throughout her accommodation matches the high standards set above deck**