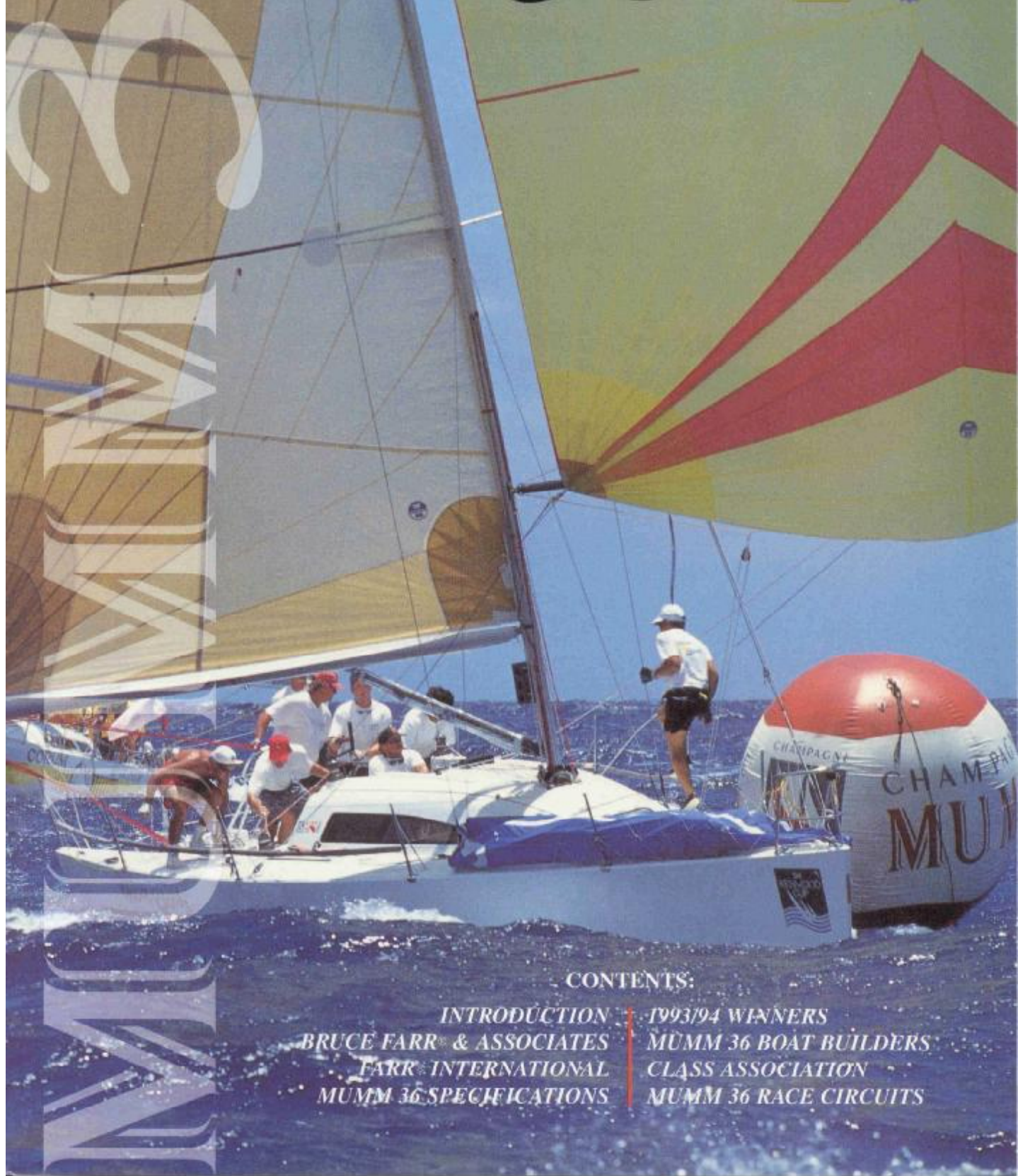


USA 29004
FOVES 121



MUMM

36



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INTRODUCTION

The story of the Mumm 36 starts at the Royal Ocean Racing Club in 1992, where a committee was studying the options for replacing the IOR yachts in the Champagne Mumm Admiral's Cup. One of the early decisions was to adopt a one-design yacht for the small boat slot in each team. The reason for this was to try and keep costs down and then encourage new sailors into the competition.

The next step was to choose a one-design. It had to be a Grand Prix racer fit for the premier event it was destined for. It was decided that an international tender to design and build a 36' one-design yacht should be issued. The resulting tenders should then go before an independent international committee who would select the winning Design and Build group.

Six proposals were received by the RORC and these were all very carefully evaluated and investigated. Boat yards were visited and designers quizzed about their designs, so that an impartial assessment of each proposal was available to the selection committee.

Early on in the whole process it had been agreed that the yacht, whatever it was, would be known as the Mumm 36. This was in recognition of the tremendous support that Champagne Mumm have given the sport in general and the Admiral's Cup in particular.

The committee chose the proposal put forward by Farr® International with the recently designed Farr® 36. This yacht most closely matched the criteria set by the RORC committee and had the added advantage of having yachts in existence. Thus cutting down the development and deployment time needed to build a sizable fleet.

The Farr® 36 became the Mumm 36, a truly great yacht which has already made its mark in the annals of yacht racing history.

**VOTED 1994 BOAT OF THE YEAR
SAILING WORLD MAGAZINE**

fast!

"The boats accelerate on a dime and are a blast downwind."

John Constantinos,
Owner of ALLEGRO

exciting!

"The most fun you can have with your clothes on!"

Andy Ogilvie,
Crew on PIGS IN SPACE

challenging!

"Racing is extremely close... you will go home a better sailor."

Peter Vessella,
Owner of RHODY EXPRESS

easy!

"Coming out of the box and winning our first regatta doesn't happen often... the boat is amazingly easy to set up and sail... we're thrilled with the Mumm!"

Don Ellman,
Partner in CONSPIRACY

strong!

"Thank goodness the Mumm is as strong as it is. We bounced three times on the reef and the damage was far less than expected. The boat will go anywhere."

Peter Lester,
Tactician on KONAKAI BABY



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BRUCE FARR® & ASSOCIATES, INC. and FARR® INTERNATIONAL, INC.

Bruce Farr® & Associates, Inc. is a company of 12 employees under the direction of Bruce Farr®, President, and G. Russell Bowler, Vice President.

The primary objectives of Bruce Farr® & Associates are to provide yacht research and design services. The design work runs across a broad range of styles including racing, cruising and production yachts. Research takes place at leading tank testing and wind tunnel facilities with study and evaluation of the results taking place at the Farr® design office in Annapolis.



Kevin Fleming

Bruce Farr® & Associates provide excellent and well detailed design drawings. They work closely with builders to successfully create refined concepts formed in well engineered structures. The Farr® designers continually set new industry standards for design and performance excellence.

Farr® International, Inc.

613 Third Street, Suite 11,
Annapolis,
MD 21403
USA

Telephone: 1 410 268 1001

Fax: 1 410 268 1137

Farr® International, Inc., project managers of the Mumm 36 venture, was established in 1982 by Bruce Farr® and Russell Bowler. Their aim was to form a company that would act as a marketing agency for Farr® designs and Farr® boats thereby allowing the design team to concentrate on yacht design and research.

Under the direction of Geoff Stagg, President, and fellow shareholders Farr® and Bowler, Farr® International has developed three primary objectives. The first is to sell Farr® designs: Farr® International works closely with the client on behalf of Bruce Farr® & Associates. Second, Farr® International may also be contracted to provide a variety of additional



project management services from equipment procurement through construction management, tuning, measurement and sailing assistance to total campaign management. And third, Farr® International offers a yacht brokerage networked world-wide and featuring listings primarily of Farr®-designed yachts for sale.

Clients ultimately benefit from the best research, design work, project management and consultant service available in today's highly competitive and dollar-conscious yachting industry.

If you have any questions, please do not hesitate to contact them for further clarification.



Ocean Images



SPECIFICATIONS

A complete set of specifications has been created for the MUMM 36 to insure uniform construction worldwide and the quality required for an international grand prix one-design ocean racing yacht.

PRINCIPAL DIMENSIONS

LOA	35'10"	10.92 M	I	43.70'	13.31 M
DWL	31'9"	9.68 M	J	12.60'	3.84 M
BEAM	11'10"	3.62 M	P	44.70'	13.63 M
DRAFT	7'4"	2.24 M	E	16.50'	5.02 M

DISPLACEMENT:	Approx 8,150 lb	Approx 3,700 Kg
BALLAST:	Approx 3,500 lb	Approx 1,590 Kg
IMS GPH (1994):	601.3 sec/mile	
PHRF:	45 sec/mile (may vary with location)	
CHS (1994):	1125 (kevlar sails)	

CONSTRUCTION

The construction plans and procedures meet the American Bureau of Shipping (ABS) requirements for Plan Approval, and the 1994 IMS requirements for the Racing Division.

HULL & DECK

The hull and deck are constructed of bi-axial and unidirectional E-glass laminated with epoxy resin in a proprietary one-step vacuum bag method. Foam core is used in the hull and deck. Balsa core is substituted in areas of high compressive load. A structural aluminum grid carries both keel and rig loads out to an FRP composite longitudinal frame. Exceptional structural longevity guarantees years of trouble free sailing.



Peter Bandy

KEEL

The keel is lead cast to a high tolerance alloyed with 4% antimony for strength. It is faired to the designer's templates, coated with epoxy, and sanded smooth ready for bottom paint. It is attached by stainless steel bolts which exceed ABS structural requirements. The shape and weight are held to strict one-design standards.

A single point lift ring is installed with the keel bolts as a standard feature.

RUDDER

The rudder is S-glass and epoxy built on a pre-preg S-glass stock. Harken bearings are used for minimum friction and maximum helm response. A custom tiller is fitted with an adjustable ladder-type hiking stick.

MECHANICAL

Yanmar 2GM20FC-SD20 18 hp diesel sail drive engine.
Fresh water cooled.
Instrument panel includes tachometer, warning lights, alarm.
Brisk low drag racing propeller or approved equivalent
Fuel tank: 12 gallon
Fuel Filter: Racor filter with water separator
Controls: Single lever throttle/clutch control in cockpit

ELECTRICAL

- *12 VDC negative ground system
- *Main distribution panel with amp meter
- *13 circuit breakers
- *Dual battery switch
- *Two 105 amp gel cell batteries
- *50 amp alternator on main engine
- *Dome lights throughout interior
- *Windex light
- *USCG regulation navigation lights

MAST, BOOM, & RIGGING

MAST: tapered aluminum fractional rig finished in white AWL-grip, or clear anodised
Two sets of spreaders
Discontinuous rod rigging
Tuff Luff installed
Steaming light
Windex light
VHF cable to mast head (ORC Category 3)
Mast step configured for hydraulic jack (jack optional)
Spinnaker gear installed

BOOM: aluminum section finished in white AWL-grip, or clear anodised
Set up for loose foot main
Outhaul lead aft to cockpit
Mechanical Vang, 8:1 installed lead aft
One reef line lead to stopper at gooseneck

SPINNAKER POLE: 3 inch OD aluminum pole
Piston end, trigger outboard end
Carbon pole is optional
Double ended foreguy lead aft

RUNNING RIGGING

Standard package includes:

Main halyard:	K-900	1-each
Main sheet:	Spectra	Coarse/fine
Spinnaker sheets:	Dacron	2-each
Spinnaker topping lift:	Spectra	1-each



SPECIFICATIONS

Twing lines:	Dacron	2-each
Checkstay control:	Spectra	lead aft
Outhaul:	Dacron	lead aft
Forward halyards:	K-900	3-each
Jib sheets:	Spectra	2-each
Spinnaker guys:	K-900	2-each
Foreguy:	Dacron	Double end
Traveller crosshaul:	Dacron	2-each
Cunningham:	Dacron	lead aft
Reef:	Dacron	1-each

A Grand Prix upgrade package is available as an option.

DECK GEAR/WINCHES

The deck gear is supplied by the finest manufacturers in keeping with a first quality yacht. All necessary racing gear (including spinnaker gear) is included as standard. The position of the primary jib tracks and winches are restricted by the one-design rules.



Primaries:	Lewmar 43A 2-speed	(2 each)
Secondaries:	Lewmar 40A self-tailing	(2 each)
Runners:	Lewmar 44A self tailing	(2 each)

Genoa Tracks:	Harken adjustable, 2 aft, 1 forward
Traveller:	Harken system, controls lead forward to trimmer
Mainsheet:	5:1 coarse tune, 20:1 fine tune system
Control Box:	Central cockpit floor control box containing checkstay, mainsheet finetune, and traveller.

ACCOMMODATIONS

The interior accommodations comply with the 1994 IMS Racing Division regulations for a 36 foot boat. They include:

- * Gimbale two burner alcohol stove
- * Marine toilet; holding tank/y-valve/OB discharge
- * Water tank, 40 gallons
- * Galley sink with hand pump
- * All through hulls are flush closing seacocks
- * Four fixed berths with lee cloths
- * Two folding aluminum pipe berths
- * Storage for personal gear
- * Full size hanging locker
- * Food and utensil storage in the galley

MISCELLANEOUS

Tail Bags:	4 each including winch handle pouches
Compass:	2 each, bulkhead mount with lights
Lift ring:	High strength single point lift at keel bolts
Hatches:	Aluminum forward hatch (1 each)
	Composite companionway sliding hatch
	Cockpit opening ports (2 each)
	Fixed plexiglass portlights, port & starboard

ONE-DESIGN

Each Mumm 36 will be measured at the factory prior to shipment. An international one-design certificate will be presented to the owner upon purchase of the yacht.

An ABS Certificate is available for an additional \$125.00.

International IMS Certificate is available for a nominal fee from local authorities on proof of one-design.

Note: These specifications are believed to be correct at the time of printing. Farr® International reserves the right to change details or specifications as considered desirable without notice. No such alteration will be considered retroactive for yachts already completed or under construction. Clients are urged to review the specifications at contract signing.



MUMM 36 BOAT BUILDERS

The builders chosen to participate in the Mumm 36 project are considered among the best in the world. The Mumm 36 builders were chosen for their reputation to produce quality products under the strictest standards. The builders were also chosen for their ability to produce and deliver Mumm 36s to exacting standards in specific regions of the world; making the Mumm 36 readily available anywhere worldwide.

ASTILLERO DEL ESTUARIO 94



Founded in 1994 Astillero Del Estuario 94 is quickly becoming one of the best boat builders in South America. Its team of experienced engineers and builders have quickly made a name for themselves by building some of the most successful IMS racers of recent years such as *Bwana*, *Califa 3*, *Max Plus*, *Tabasco*, *Fuga*, *Gaucha* and *Full Cry*.

ADE 94's strategic location in Buenos Aires Argentina and their reputation for quality construction are making a success of the Mumm 36 in the South America region.

Astillero Del Estuario 94, Espana 1265, (1642) San Isidro, Buenos Aires, **Argentina**
Tel: 541 747 4162 Fax: 541 742 7059



BENETEAU



Since the first series of racer cruisers were developed in 1977, Beneteau has been involved with top level racing, and in particular with the Champagne Mumm Admiral's Cup, which proved an exceptional testing ground for such Beneteau built greats as *Lady Be*, *Fiere Lady*, *Phoenix* and *Coyote* in the early days.

Located in the Saint Hilaire de Riez, the Beneteau racing yacht division has risen to the challenge of the Mumm 36 by building a highly successful "first" Mumm, *Corum No Problem* which won the 1994 Kenwood and Corum Cups. Beneteau's experience and success record are reflected in the success the Mumm 36 is having in Europe, where more than 27 Mumm 36s are actively sailing.

Chantiers Beneteau, Z.I. des Mares, B.P. 66,
85270 Saint Hilaire de Riez, **France**
Tel: 33 51 55 53 82 Fax: 33 51 55 89 10



Beneteau



MUMM 36 BOAT BUILDERS

CARROLL MARINE



Carroll Marine was founded in 1984 by Barry Carroll and a small group of young but experienced boat builders. The company's goal is quality over quantity:

Not only in boats built, but the service provided to clients. Their focus on limited run, high performance racing boats made Carroll Marine the ideal licensee for the building of the original Mumm 36 moulds.

Carroll Marine has compiled an impressive record of success including class overall wins in the SORC, Ft. Lauderdale-Key West Race; Yachting's Key West Race Week; Chicago-Mackinac; Newport-Bermuda; among others. Carroll Marine is the only US builder to collect an impressive seven Boat of the Year Awards from Sailing Magazine.



To date, Carroll Marine has helped increase the Mumm 36 fleet worldwide by contributing more than 39 Carroll Marine built Mumm 36s, with over twenty in the US alone. Their quality and careful attention to detail as expressed in their latest IMS creations, the ILC 40's *Beaugeste* and *Omen*, bespeak of Carroll Marine's commitment.

Carroll Marine Ltd., 91 Broad Common Road, Bristol,
Rhode Island 02809, USA
Tel: 1 401 253 1264 Fax: 1 401 253 5860

COOKSON BOAT BUILDERS



Founded over 24 years ago by the father and son team of Terry and Mick Cookson, Cookson Boat Builders of Auckland, New Zealand produce Mumm 36s for the Pacific region. Cookson Boat Builders has

an impeccable record in the production of custom and semi production boats.

In the Grand Prix world, Cookson Boat Builders has managed to produce boats which have won the One Ton Cup five times since 1987, the Champagne Mumm Admiral's Cup top scores twice, won the Sydney Hobart, Southern Cross Trophy, Kenwood Cup, Sardinia Cup and the 50' Worlds. Cookson Boat Builders today is synonymous with winning performance and quality construction, two themes which run deep in the Mumm 36.



Cookson Boat Builders Limited,
59 Hillside Road, Glenfield, Auckland, New Zealand
Tel: 64 9 444 9915 Fax: 64 9 444 8198

ROBERTSON AND CAINE



The latest addition to the Mumm 36 builder's list, Robertson and Caine, comes after their great success and quality of construction reflected in their latest ILC 40 *Orion Express*. Based in South Africa, Robertson and Caine are poised to have two Mumm 36s in South African waters before years end with a projected eight to twelve Mumm 36s per year.



Robertson and Caine Marine Ltd., PO Box 43341,
Salt River 7925, South Africa
Tel: 27 21 448 5666 Fax: 27 21 448 5741



MANAGEMENT GROUP/ MUMM 36 CLASS ASSOCIATION

Once the Mumm 36 came into being there was a need for an authority to firstly write the Rules and secondly to ensure that owners and yachtsmen adhered to these Rules.

The integrity of the one-design specification is central to the whole one-design concept and the Mumm 36 was to have the highest rules and most closely controlled building standards of any class. To achieve the above and get the class under way a Management Group was set up. Geoff Stagg of Farr® International, Gerard de Ayala of Champagne Mumm and David Minords of the RORC were given the task. All had been closely involved right from the start and knew in detail about the project.

Russell Bowler and Bryan Fishback, along with the Management Group, wrote the Rule Book and set up the

Class Association. This is based in London at the RORC and David Minords has been working on firstly building up the membership and secondly getting a flow of information to all owners.

The Class Association has set up two Championship circuits in 1994 - one in the US and one in Europe. The aim is to have circuits wherever there are enough Mumm 36s to make up a fleet. Australia and New Zealand are sure to be the next regions to have their own circuit. The basis of the circuit is that between 6 & 9 regattas are selected in an area, either "in being" regattas or specially arranged Mumm 36 events. The owner or charterer has to complete a percentage of Championships. The great advantage of the Mumm 36 is that as they are all the same, an owner/charterer does not have to ship his yacht to take part in events outside his area. He just has to take his sails wherever he wishes to compete and charters another Mumm 36.



Mumm 36 European Championship Circuit 1995

1995 Programme

(Provisional)

April (21) 22-25	Livorno - Italy
May (24) 25-28	La Rochelle - France
June (8) 9-11	Nieuwpoort - Belgium
June (20) 21-23	Kiel Cup - Germany
July (13-14) 15-19	Mumm 36 World Championships - Solent UK
Sept (7) 8-10	Sete - France
Sept (28) 29-30 Oct 1	Punta Ala - Italy
Oct (12) 13-15 (or 1 week later)	Riva di Traiano - Italy

5 Regattas to count towards Championship for the year
(Days in brackets are for inspection and weighing)



Mumm 36 US Championship Circuit 1995

1995 Programme

(Provisional)

January 16-20	Yachting Race Week - Key West
February 25-26	Sailing World Regatta - Key Biscayne
March 1-6	SORC - Miami
April 21-23	East Coast Championship - Annapolis
June 26-30	North American Championship - Block Island
July 7-9	Bayview YC National Championships - Detroit

+ 2 more regattas

5 Regattas to count toward Championship for the year



Key to Success.

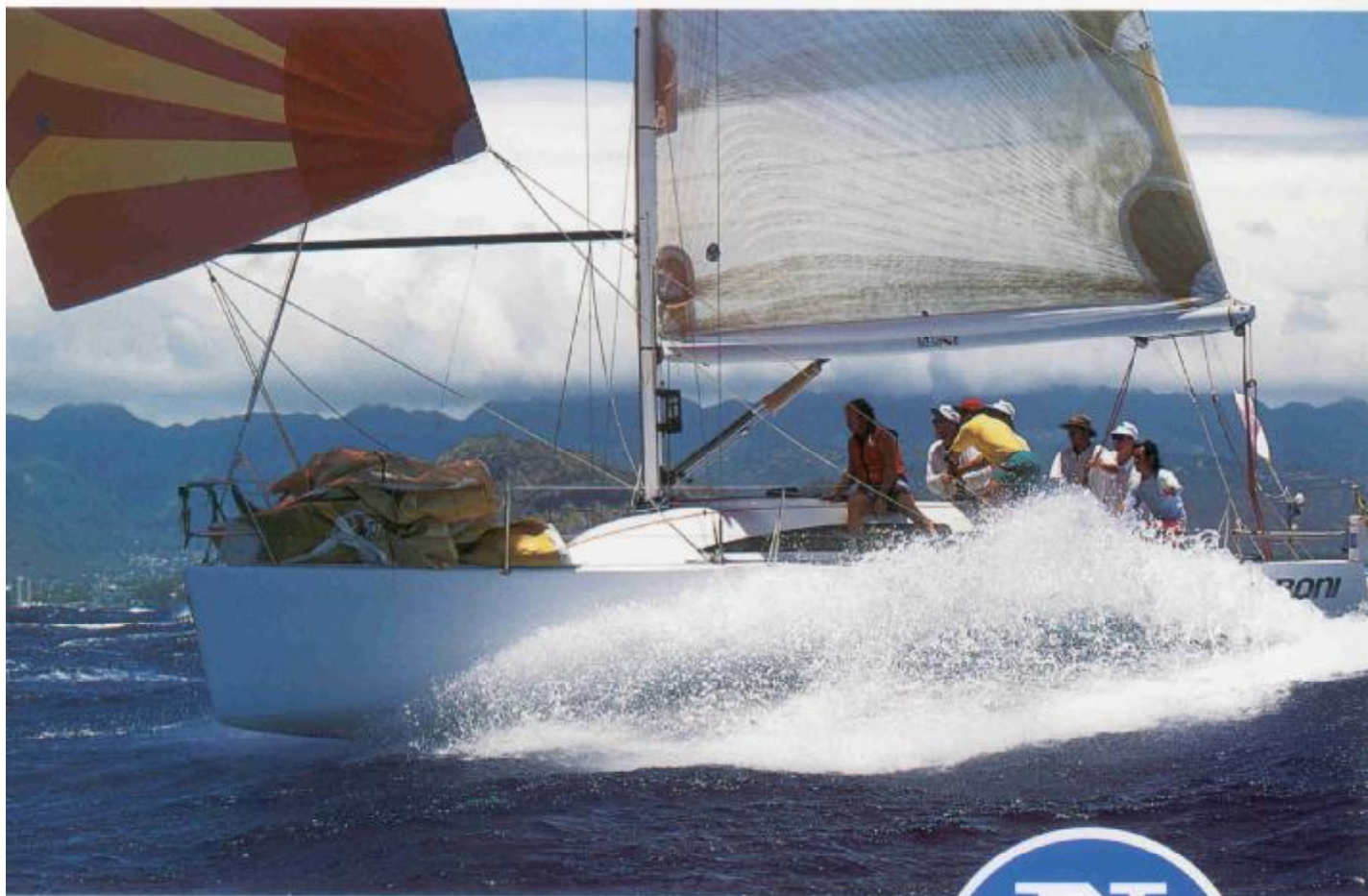
From Key West to Newport to Maui to Sydney to Sardinia to Cowes, the sail of choice for Mumm 36 sailors is North. North helped pioneer the development of the Mumm 36, and to date, North sails have dominated virtually every major Mumm event in the world. With the largest Mumm 36 performance database of any sailmaker, we can help new boats become competitive quickly and provide crews with the most extensive tuning guides available.

North has become the world leader in sailmaking through an ongoing commitment to making sails faster, lighter, and stronger. We are equally committed to working as a team with our customers. Call your nearest North Sails location today and let our commitment be your key to success. *There is a difference.*

Mumm 36 '94 Class Race Results

Key West Race Week	1, 2, 3, 4, 7, 8, 9
S.O.R.C.	1, 2, 3, 4, 5, 6
U.S. East Coast	1, 2 (7 of top 10)
Bermuda Race	1st in Class, 1st Overall
Commodore's Cup	1, 2, 3, 4
Kenwood Cup	1, 2, 3, 4
IMS-Air New Zealand Regatta	1, 2, 3

*partial inventory



There is a difference

Argentina: 54 1 745 7028 Australia: 61 2 997 5966 Belgium: 32 3 325 6720 Brazil: 55 11 548 2904
 Chile: 56 32 970054 Denmark: 45 46 731429 Finland: 358 21 247 1000 France (Northern): 33 97 30 13 11
 France (Southern): 33 93 36 66 17 Germany: 49 7543 1669 Greece: 30 1 983 4064 Italy: 39 18 535 0955
 Japan: 81 468 571262 New Zealand: 64 9 378 1320 South Africa: 27 21 511 2154 Spain: 34 71 725752
 Sweden: 46 8 520 20676 Switzerland: 41 22 782 3222 U.K.: 44 1703 455 220 U.S.A.: 1 203 877 8234

ABOVE: Doug Taylor's Zamboni surfs to 2nd in the Mumm 36 class in the '94 Kenwood Cup. Sharon Green Photo

