

2004 CLASS REPORT

Name of Class	Mumm 30 Class Association
Class Website Address	www.mumm30.org
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	CHIEF MEASURER: James Dadd, RORC Rating Office, Seahorse Building, Bath Road, Lymington Hampshire, SO41 9SE. GBR. Phone: +44 1590 677 030. Fax: +44 1590 679 478. Email: james@rorcrating.com
Average price of complete new boat without sails (Pounds Sterling)	GBP 53,050
Name three builders (preferably one per continent) and quoted price for 2003/2004 (Pounds Sterling)	(1) BUILDER NAME: US Watercraft - USA, PRICE: GBP 62,735. (2) BUILDER NAME: Ovington Boats - GBR, PRICE: GBP 52,285. (3) BUILDER NAME: dk Composites - Malaysia, PRICE: GBP 44,130
Name all National Association member countries paid in 2003	N/A
Name six Countries & number of members that represent the ISAF minimum criteria	FRA 34, GBR 17, ITA 25, SUI 4, NED 7, USA 24
How many new	3

boats were built in 2003	
How many boats were built over the past 5 years	Approximately 120
Approximately how many boats exist Worldwide	200
2003 World Championship(s)	<p>HOW MANY WORLD CHAMPIONSHIP EVENTS WERE HELD FOR THESE GROUPS: (1) OPEN - 1, (2) MEN - 0, (3) WOMEN - 0, (4) YOUTHS - 0, (5) OTHER - 0.</p> <p>RESULTS:</p> <p>http://www.mumm30.org/news/2003/2003worlds/results.htm</p>

If there is more than one World Championship please submit the details, copying this section of the questionnaire.

(1) EVENT TITLE: Mumm 30 World Championship for the Royal Canadian Yacht Club Trophy. (2) VENUE: Portoferraio, Elba Island, Italy. (3) NUMBER OF ENTRIES: 41. (4) COUNTRIES REPRESENTED: 10 AUS, FRA, GBR, GER, ITA, MON, NED, SUI, SWE, USA. (5) NUMBER OF RACES: 11. (6) NUMBER & NATIONALITY OF NON ISAF JURY MEMBERS: 1- ITA – Jury Secretary. (7) EVENT WEBSITE: www.mumm30.org. (8) NAMES OF ISAF INTERNATIONAL JUDGES PRESENT: John Ripard – MAL, Peter Valentino – MAL, Nevan Baran – CRO, Costas Tsantilis – GRE, Michael Clough - ESP, (9) NAME OF PRINCIPAL RACE OFFICER: Peter Reggio, (10) NAME OF EVENT CHIEF MEASURER: James Dadd, (11) NAME & NATIONALITY OF WORLD CHAMPIONS: Claudio Recchi and Carla Silva Ubertalli, Italy. (12) WHERE ANY BOATS SUPPLIED AND BY WHO? No. (13) ORGANISATION QUALITY? Excellent. (14) VENUE GOOD & BAD POINTS? (a) ASHORE: Regatta organization was fantastic. The title sponsor, Moby, brought one of their ships into the port to use as regatta headquarters and housing for everyone. Meals were provided at a very reasonable rate, and the venue was a short walk into the historic town of Portoferraio with an abundance of restaurants and shops. All the boats were Med-moored in a row along the city front, arranged by bow number – very impressive sight! Cars and trailers were ferried across from the mainland by the Moby ferries for a minimal fee of one euro. Administration was done by the very capable Mascalzone Latino sailing team. Travel logistics were a bit cumbersome – there is only a very small airport on the island, so you had to either drive, or sail over from France with the boat, and fly into Pisa or Rome and train/car/ferry to Elba. There were plenty of ship stores for general spares, and several members of the class, including the UK builder and Italian dealer, brought class specific spares.

Please state any recommendations for future World Championship events

(b) Afloat: Race Management was excellent under the direction of the infamous "Luigi" aka Peter Reggio and the Italian race committee. There was either LOTS of wind or it was light to medium and shifty – making for a good challenge on the race course. Recommendations: Future events should be run under the auspices of the Mascalzone Sailing team and the local yacht clubs. It is necessary to have a local team to help with all the logistics. A customs agent is also recommended so that sails and/or any other equipment shipped in aren't held up in the system.