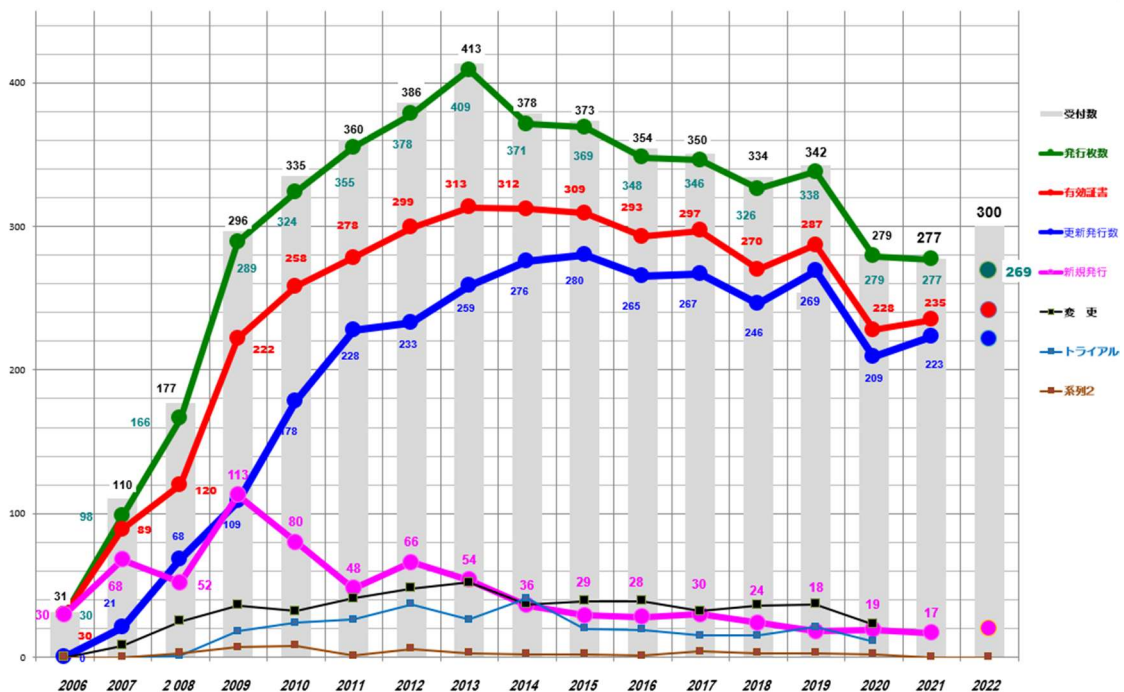


Japanese Rule Authority Report to the IRC Congress 2022

- Valid IRC certificates at the end of 2021: **235** (+7 from 2020)
- Valid IRC certificates as of 31/08/2022: **242** (+11 from 2021)
- New applications as of 31/08/2022 : **20 (9%)** (+6 from 2021)
- Re-validations as of 31/08/2022: **222** (+5 from 2021)
- Endorsed certificates as of 31/08/2022: **133 (55%)** (+1 from 2021)

Comments:

The number of the events has almost been back to pre-covid19 level, though the number of participants is still lower than before. IRC fleet size, however, has been recovering steadily since 2020.



There is no issue regarding 2022 IRC rules and applying process. The rule changes are all well accepted.

If we pick up a sort of issue, there was an inquiry from sailors asking if IRC intends to include a rule defining what exactly 85kg of crew weight is. Sometimes they face crew



no. vs weight problem for which 1 kg matters. So instead of race committee deciding how to weigh the crew, which may differ regatta to regatta, they think it is easier and fairer if there is a rule definition of crew weight, which may be defining how to weigh the crew or what condition the crew should be when weighing or something.

This is not submission but any suggestions from the congress would be appreciated.

Haru-hiko Kaku

IRC Rating Office, JSAF