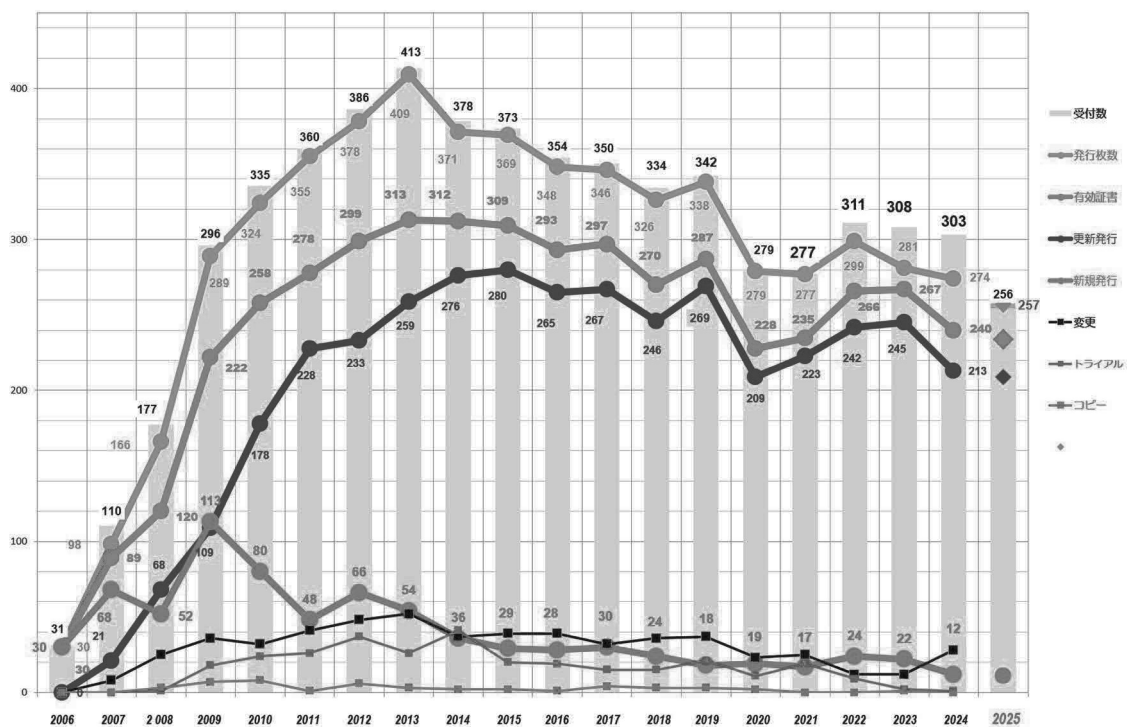


Japan Rule Authority Report to the IRC Congress 2025

- ・Valid IRC certificates at the end of 2024: **240** (-27 from 2023)
- ・Valid IRC certificates as of 31/08/2025: **234** (-6 from 2024)
- ・New applications as of 31/08/2025 : **17** (+7 from 2024)
- ・Re-validations as of 31/08/2025: **209** (0 from 2024)
- ・Endorsed certificates as of 31/08/2025: **143 (61%)** (+10 from 2024)



OVERVIEW:

We have seen slight decline in the total number of valid certificates than last year. This is reflecting our general trend of losing popularity of our sports last 10 or more years. Endorsed certificates however had increased from 51% to 61%, also new applications had increased.

Nevertheless the fleet of 300 is the size we are dealing with at a moment in Japan.

OBSERVATIONS:

Especially for distance race, recent good spinnaker cloth material makes it possible for a gennaker to sail higher in certain condition than before. This means some asymmetric spinnaker can now be used for upwind in some conditions, where flying headsail usually covers. That is, the smallest spinnaker may be replacing the biggest flying headsail.

Some sailors think this could create unfairness in rating, because the border between spinnaker and flying headsail by definition is just a single number of half width/foot length, where actual parameters should be more complicated.

There actually are opinions that a rating formula should take into account more factors like ORC.

However, the simplicity of IRC policy is the key to the fairness on its own and therefore any unnecessary complexity should be avoided.

Another topic was about one-design class.

IRC one-design certificate requires the boat to comply with one-design class rules. Besides its provisions for physical properties of the boat, many one design classes have limitations to how to race the boat, like the crew eligibility or owner helmsperson, for which IRC does not regulate. Sailors sometimes wonder if compliance with the one-design class rules means to follow all the regulations in the class rules.

There was particular case where a Melges 32 class boat with IRC one-design certificate had questioned if they could have a non-owner steer the boat. Because the Melges 32 class allows owner helm only, the answer is 'no, non-owner is not allowed to steer the boat even in an IRC fleet race, unless freed from this requirement by NOR.'

This is something a race organizer need to be well aware of in advance and the rating authority should make it clear that issuing IRC one-design certificate is on the premise that one design class rules shall be met end-to-end.

Haru-hiko Kaku

IRC Rating Office, JSAF