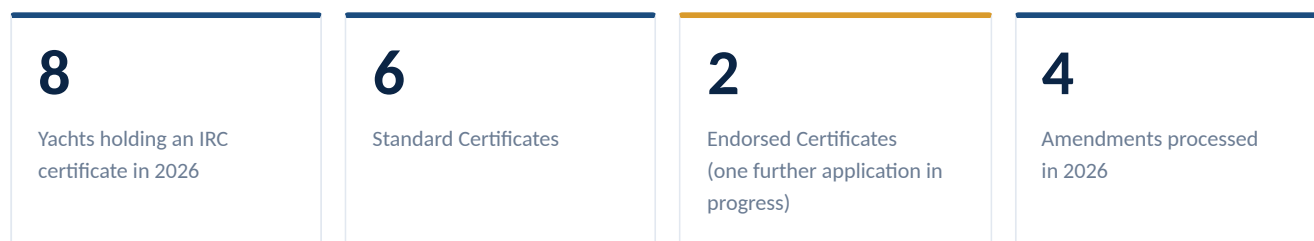




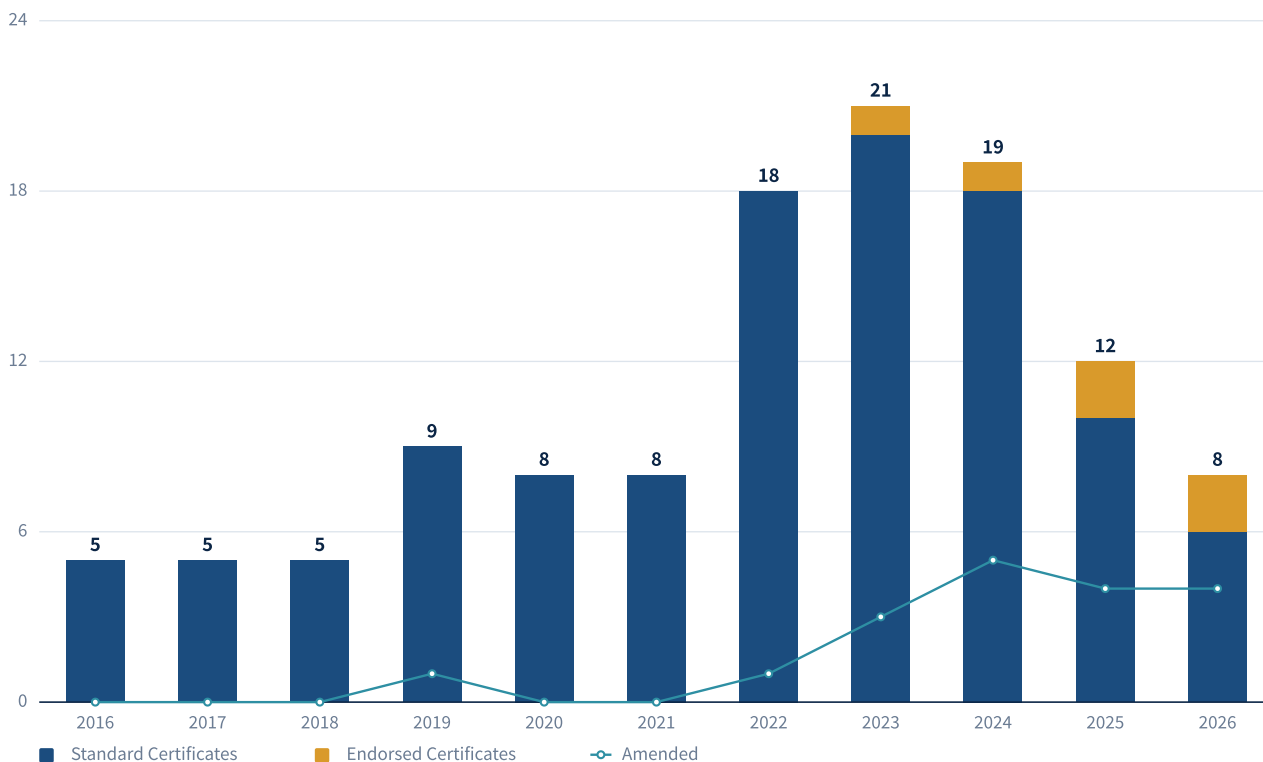
From Chinese Taipei (Taiwan), TPE Authority IRC Rule Authority / CTSA By Ting KUO & Bou WANG Date Sep 2026

2026 is the eleventh year since Chinese Taipei adopted the IRC system. **Eight yachts hold an IRC certificate this year** — six Standard and two Endorsed. A further Endorsed application is expected before the end of the year, and we will carry out the full measurement and weighing ourselves.

Endorsed Certificates first appeared in Taiwan in 2023; the 2024 entry is that same certificate carried over following a change of owner. In 2025 we completed the first Endorsed Certificate measured and weighed entirely by our own team, using 3D laser scanning and load-cell weighing, and we have promoted endorsement actively across the fleet since. The four amendments recorded this year also reflect increasingly active optimisation of sail wardrobes. Driven by growing demand from racing and by rising technical standards, more specialised sails — Genoa Staysails, Spinnaker Staysails and Flying Jibs — are being taken up by a steadily increasing number of boats in Taiwan, although they are not yet commonplace.



CERTIFICATES HELD, 2016–2026





CERTIFICATES HELD BY YEAR

Year	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Total certificates held	5	5	5	9	8	8	18	21	19	12	8
Standard Certificates	5	5	5	9	8	8	18	20	18	10	6
Endorsed Certificates	0	0	0	0	0	0	0	1	1	2	2
Amended	0	0	0	1	0	0	1	3	5	4	4
Secondary	0	0	0	0	0	0	0	0	1	0	0

Note: figures show the number of yachts holding a valid IRC certificate in each year, not newly issued certificates — the same yacht may appear in consecutive years, so the columns must not be added together. Total is the sum of Standard and Endorsed Certificates; Amended and Secondary are recorded separately. 2026 figures are as at the date of this report.

OUTLOOK & DEVELOPMENT STRATEGY

The majority of yachts in Taiwan are still owned and used for cruising rather than racing, which keeps the number of IRC applications modest relative to the size of the fleet. The encouraging change in 2026 is commercial: corporate willingness to sponsor sailing events has risen noticeably, and sponsors are choosing to attach their trophies and prizes to the IRC divisions rather than to the handicap classes — Nautor Swan coming on board as a sponsor of the Penghu Regatta this year is a good example.

Our plan for the coming year is to work with organisers on regatta marketing and to direct corporate trophy and prize sponsorship specifically towards IRC divisions. Making the IRC class the best-rewarded class on the race course is, in our view, the most effective incentive for owners to apply for an IRC rating — and the fastest route to adding IRC divisions at the events that do not yet have one.