SIL

San Isidro Labrador

Buenos Aires / Argentina

2026

Club Náutico
San Isidro

SIL
San Isidro Labrador
Buenos Aires / Argentina

REGATTA OFFICIALS

CHAIRMAN

Mr Dario Febré

VICE CHAIRMAN

Mrs. Mariana Larumbe & Sr. Javier Padilla

RACE COMMITTEE

PRO Mr Agustin Guastavino (ORN ARG)

Mr. Lucas Achaval

Mr. Marcelo Costa (ORN ARG)

Mr. Nicolas Benvenuto (ORN ARG)

Mr Ernesto Lupo (ORN ARG)

Mr. Leo Rivas (ORN ARG)

Mr Rodolfo Sulín (ORN ARG)

Mr. Rafaél Tuvi (ORPN ARG)

TECHNICAL COMMITTEE

Clase 420

Mr. Manolo Bunge (MI BRA)

INTERNATIONAL JURY

Approved by the National Authority in compliance with the applicable National Prescriptions.

Mr Santiago Villamil - IJ/NU Argentina - Chairman

Mr. Flavio Naveira - IJ/IU - Argentina - Vice Chairman

Mr. Gonzalo Risco - IJ - Perú

Mr. Gabriel Schroder - NJ - Argentina

Mr. Carlos Gastelú - NJ - Argentina

Mrs. Constanza Simone - NJ - Argentina

Mr. Pablo Masseroni - PNJ - Argentina

Mr. Tomás Otero - NJ - Argentina

Mrsr. Clara Mallea Gil - NJ - Argentina

Mr. Daniel Ferreiros - PNJ - Argentina

Mrs. Mercedes Guaia - CJ - Argentina

Mr. José Paulo Fuentes Lufur - NJ - Chile

Mrs. Inés Pederiva - PNJ - Argentina

Mr. Gonzalo Heredia - IJ/NU - Argentina

BEACHMASTER

Mr. Ignacio Ramayon

SAFETY OFFICER

Mr. Dr. Jorge Sinner

SIL
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INTERNATIONAL 420 CLASS
SOUTH AMERICAN CHAMPIONSHIP 2026
CAMPEONATO SAN ISIDRO LABRADOR

SAILING INSTRUCTIONS

With Amendment 1 (March 30, 2026)

With Amendment 2 (April 2, 2026)

With Amendment 3 (April 3, 2026)

Organising Authority (OA): Club Náutico San Isidro, Argentina 420 Class Association and International 420 Class Association

1. Rules

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).

1.2 RRS Appendix P, Special Procedures for Rule 42, will apply.

1.3 International Jury will be appointed in accordance with RRS 91(b). Its decisions will be final as provided in RRS **70.3(a).**

1.4 SI takes precedence over NoR. This changes RRS **63.5(c)**.

1.5 In all rules governing this event:

1.5.1 [SP] denotes a rule for which a standard penalty may be applied by the race committee without a hearing or a discretionary penalty applied by the protest committee with a hearing. This changes RRS **60.5(b)(1) y A5.**

1.5.2 [NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS **60.1.**

2 [DP] [NP] IDENTIFICATION·CAMERAS AND ELECTRONIC EQUIPMENT

Boats may be required to carry an electronic device as specified and supplied by the Organizing Authority.

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 10:00 on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

4. COMMUNICATION

4.1 The Official Notice Board will be online only, available on the event website: The Official Notice Board URL: San Isidro Labrador 2026

4.2 On the water, the race committee intends to communicate with support persons on VHF channel 67.

4.3 [DP]Except in an emergency or using devices supplied by the Organising Authority, a boat shall not make data transmissions and shall not receive data communication that is not available to all boats.

5. CODE OF CONDUCT

5.1 **[SP]**[NP][DP] Competitors and support persons shall comply with any reasonable request from the Organising Authority.

5.2 [DP] Competitors and support persons shall handle any equipment provided by the Organizing Authority with proper care and seamanship, in accordance with any instructions for its use and without interfering with its functionality.

6. SIGNALS MADE ASHORE

6.1 Signals made ashore will be displayed on the official flag pole.

6.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP. **This changes RRS Race Signals.**

6.3 **[SP][NP][DP]** Flag D displayed ashore means 'The warning signal will not be made less than 60 minutes after flag D is displayed.', and the boats shall not leave the harbor until this signal has been displayed.

7. REGATTA FORMAT

The event will be raced as a single series event consisting of 12 races.

8. SCHEDULE

8.1

				Time
31	MAR	2026	Registration and equipment inspections	09:00 - 19:00
01	APR	2026	Registration	09:00 - 17:00
02	APR	2026	Skippers Meeting Races Warning signal for the first race	10:00 13:00
03	APR	2026	Races	13:00
04	APR	2026	Races	13:00
05	APR	2026	Races Prize Giving and Closing Ceremony	12:00 17:00

8.2 RACE SCHEDULE Maximum of 4 races per day shall be sailed.

8.3 Races not sailed at the scheduled day may be sailed on a following at the discretion of the race committee.

8.4 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made **This changes RRS Race Signals**.

8.5 The warning signal for the race following may be made as soon as possible.

8.6 On the last day of racing, no warning signal will be made after 16:00.

9. CLASS FLAGS

9.1 The class flag will be a white flag displaying the class logo in black.

10. COURSE AREAS

The course areas are shown in SI Addendum A.

11. THE COURSES

11.1 The diagrams in SI Addendum B show the courses, the course designations, the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

11.2 Courses will not be shortened. This changes RRS 32.

11.3. No later than the warning signal, the race committee signal vessel will display a flag or a board that indicates the course to be sailed and the approximate compass bearing of the first leg. (I, O, LG, LR)

12. MARKS

12.1 Marks and associated gate marks will be as follows.

Marks 1, 2, 3s,3p, 4s,4p	New Mark	Starting Line Mark	Finishing Line Mark
Yellow	Orange	RC vessel / Green mark	RC vessel / Red mark

13. THE START

13.1 The starting line will be between a staff displaying an orange flag on the race committee signal vessel and a staff displaying an orange flag on the pin end race committee vessel or the course side of an inflatable mark

13.2 **[SP][DP] [NP]** When a starting sequence is in progress, boats whose warning signal has not been made shall avoid the starting area. The starting area is defined as the area 100 meters from the starting line and the starting marks in all directions.

13.3 **A boat starting later than 2 minutes after her starting signal will be scored DNS (Did Not Start) without a hearing.**

13.4 Any boat that does not start within 2 minutes after her starting signal and is identified as OCS will be scored OCS without a hearing. This changes RRS A5.1 and A5.2.

13.5 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

13.6 The orange starting line flag will be displayed, with one sound, at least 5 minutes before a warning signal is displayed, to alert boats that a race or sequence of races will begin soon. This changes the Race Signals.

14. CHANGING THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee may (a) set a new mark, (b) move the finishing line, or (c) move the leeward gate marks. If possible, the race committee may remove the original mark. When the new mark needs to change for another change of the next leg, the mark will be changed by an original mark.

15. THE FINISH

The finishing line will be between a staff displaying a blue flag on the race committee vessel and the course side of the inflatable mark.

16. PENALTY SYSTEM

16.1 RRS Appendix P, Special Procedures for Rule 42, will apply.

16.2 RRS P2.3 will not apply and RRS P2.2 is changed so that it will apply to any penalty after the first one.

17. TIME LIMITS AND TARGET TIME

17.1 Time limits and target times in minutes are as follows.

Time Limit	Mark 1 Time Limit	Finish Window	Target Time
70min	25min	15min	45min

17.2 If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned.

17.3 Boats failing to finish within the time stated in the Finish Window after the first boat sails the course and finishes will be scored DNF (Did Not Finish). This changes RRS 35, A4 and A5.

17.4 Failure to meet the target time will not be grounds for redress. This changes rule **61.4.b(1).**

18. REQUEST FOR A HEARING

18.1 Hearing requests shall be submitted to the online form “Hearing Request” within the appropriate time limits at San Isidro Labrador 2026

18.2 The protest time limit shall be 60 minutes after the arrival at the harbor of the respective Race Committee boat. This time will be published at the following link: San Isidro Labrador 2026. If the Race Committee boat experiences a mechanical failure or is required to take any unforeseen action that significantly delays its return to the harbor, the Race Committee shall determine the deemed arrival time based on when it would have arrived under normal conditions

18.3 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest

room at the posted time. Hearings may begin earlier than the protest time limit, but never more than 30 minutes before the protest time limit.

18.4 Notices of protests by the Race Committee, Technical Committee, or Protest Committee will be posted to inform boats under **RRS 60.2(d)** at San Isidro Labrador 2026

18.5 A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted.

18.6 The "authority responsible" of **RRS63.5(d)** is the technical committee.

18.7 The guidelines of the breach of rules marked [SP] and associated penalty shall be posted on the Official Notice Board, and it will be scored STP. However, the Race Committee may protest a boat when they consider the standard penalty to be inappropriate. This changes RRS 60.1, **64** and A5.

18.8 Penalties for breaches of the class rules, RRS 50.1, or rules in the Notice of Race and Sailing Instructions marked [DP], or rules marked [SP] which had a hearing, are at the discretion of the International Jury and may be less than disqualification.

19. SCORING

19.1 To request correction of an alleged error in posted race or series results, a boat may complete and submit the online form "Scoring Enquiry" at San Isidro Labrador 2026

19.2 When fewer than six races have been completed, a boat's series score will be the total of her race scores.

19.3 When six or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

20. [DP] [NP]SAFETY REGULATIONS

20.1 Boats not participating in the race shall inform the regatta office in writing.

20.2 **[SP]** Check-out and Check-in

20.2.1 All coaches are required to perform Check-in / Check-out at the kiosks (tótems) located near the ramps. An RFID TAG, provided during accreditation, must be used for this purpose.

20.3 **[SP]** When a boat retires offshore, if possible, she shall notify the Race Committee vessel before leaving the racing area, and also, she shall submit a 'Retiree Report' as soon as possible after returning ashore.

20.4 **[DP]** Boats not racing shall remain clear of boats that are racing.

20.5 When the Race Committee displays flag V, all race committee vessels and support person vessels shall rescue any boats in danger as soon as possible.

21. [DP] REPLACEMENT OF CREW OR EQUIPMENT

21.1 Replacement of competitors will not be allowed without prior written approval of the Race Committee and shall comply with any restrictions in the Notice of Race.

21.2 Replacement of damaged or lost equipment will not be allowed unless authorized by the Technical Committee. Request of substitution shall be made by at the first reasonable opportunity at San Isidro Labrador 2026

22. [DP] EQUIPMENT AND MEASUREMENT CHECKS

22.1 A boat or equipment may be inspected at any time for compliance with the class rule and the Sailing Instructions. **Measurement appointments shall be requested by email to tecsail@hotmail.com.**

22.2 Boats shall comply when the technical committee requests to go to the specified area for inspection on the water.

23. OFFICIAL VESSELS

Official vessels will be marked as follows.

Vessel	Flag description
Race Committee	flag with red " CR "
Jury	flag with white " J "
Media	flag with white "MEDIA"
Technical Committee	flag with white "M"

24. SUPPORT PERSON VESSELS

24.1 VENUE [NP] [SP] [DP]

24.1.1 Coach boats shall use the designated launching area.

24.1.2 Only registered coach boats shall be permitted access to the Championship venue.

24.1.3 When not in use, coach boats shall be properly moored in their assigned areas at all times while these Support Person and Support Boat Regulations apply.

24.1.4 In order not to obstruct launching operations, coach boats shall not use launching ramps or adjacent marinas for any purpose, including mooring, launching, recovery, or loading/unloading of equipment.

24.2 SUPPORT AND COACH BOATS [NP] [SP] [DP]

24.2.1 Support and coach boats shall monitor the VHF channel 68.

24.2.2 When instructed by the Race Committee or Safety, coach boats shall switch to the Safety VHF Channel 69 (“SIL Safety”). This channel shall be used only in emergency situations.

24.2.3 Support boats shall display at all times the identification flag provided by the Organizing Authority during registration, in a clearly visible position.

24.3 GENERAL RESTRICTIONS [NP] [SP] [DP]

24.3.1 The registered driver(s) of a coach boat shall be responsible for its control at all times and for any improper conduct, dangerous actions, poor seamanship, or any actions affecting the fairness or safety of the competition.

The wearing of a personal flotation device and the use of an engine kill cord are mandatory at all times while the engine is running.

24.3.2 Coach boats shall not leave any device, equipment, buoy, marker or similar item permanently in the water. Temporary floating objects may be used for current measurement and shall be removed immediately after use.

24.3.3 Coach boats shall take particular care to minimize wash while operating within the racing area.

24.3.4 Coach boats entering or leaving San Isidro Harbour shall not overtake other coach boats navigating within the harbour.

24.3.5 Coach boats shall minimize wash while navigating the access channel to San Isidro Harbour and shall comply with the maximum speed limit of 3 knots.

24.4 RESTRICTIONS IN THE RACING AREA [NP] [SP] [DP]

24.4.1 Support boats shall not be positioned:

- Within 150 metres of any boat racing.
- Within 100 metres to leeward of the starting line and its extensions from the preparatory signal until all boats have left the starting area, or the Race Committee signals a general recall, postponement, or abandonment. The Race Committee may mark this limit with buoys.
- Between any boat racing and the next mark of the course.
- Between the inner and outer trapezoid courses when boats are racing on both.
- Within 50 metres of any mark of the course while boats are in the vicinity of that mark.
- To windward within 50 metres of the finishing line and its extensions while boats are finishing. The Race Committee may mark this limit with buoys.

Additionally:

- Support boats operating at speeds greater than 5 knots shall remain at least 150 metres from any boat racing.

- Coach boats shall not enter the racing area from the starting signal until all boats have finished, or the race has been abandoned, postponed, or a general recall has been displayed.

- The racing area is defined as the area enclosed by the course marks and the area used by boats while racing, plus 100 metres beyond the laylines.

24.5 The support person vessels shall display a pink ribbon which will be provided by the Organizing Authority, from departure till return to the port.

25. TRASH DISPOSAL

While racing, trash may be placed aboard support person vessels or Race committee vessel and International Jury vessel.

26. RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

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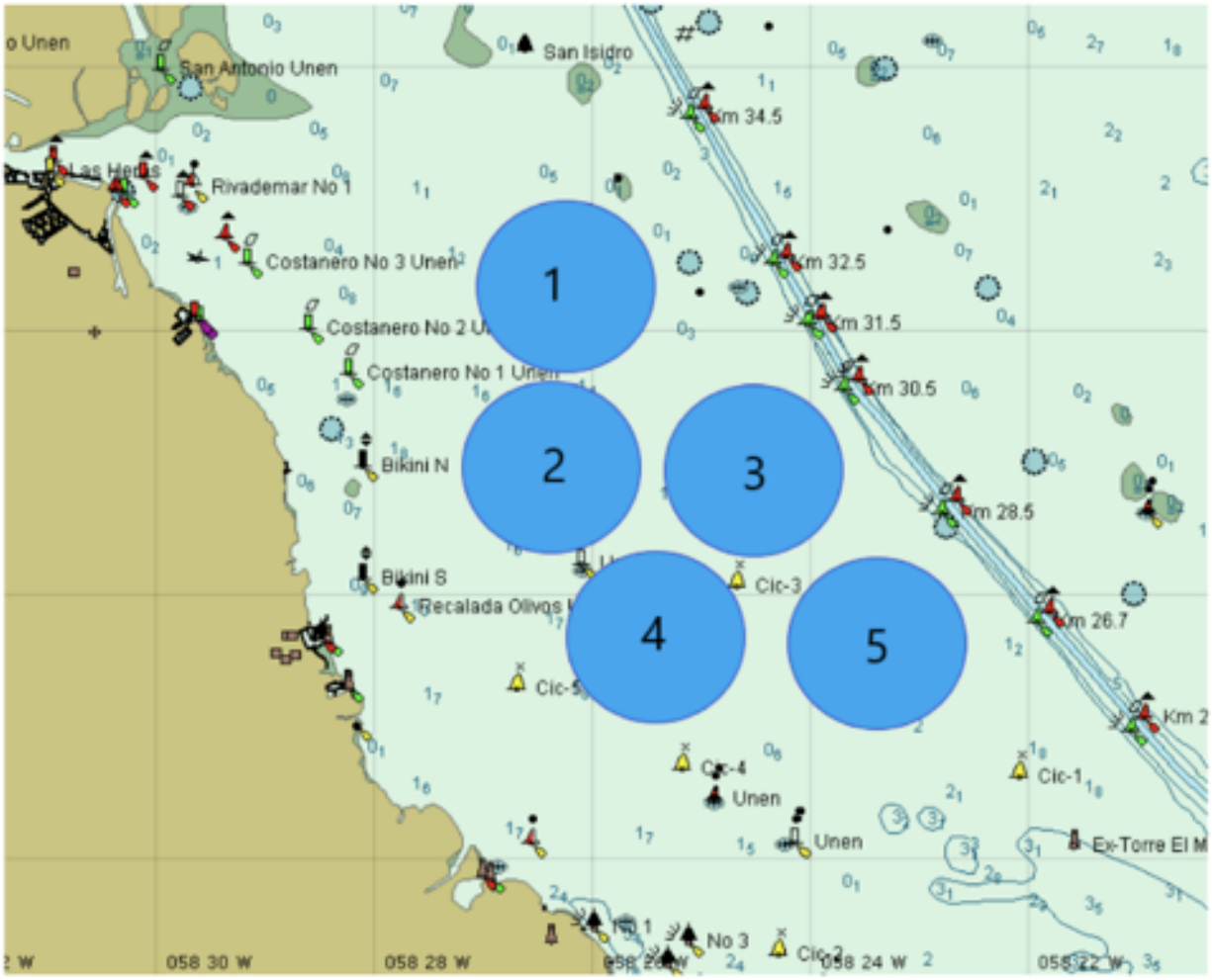
SI Addendum A COURSE AREA #4 “ALPHA” VHF 68



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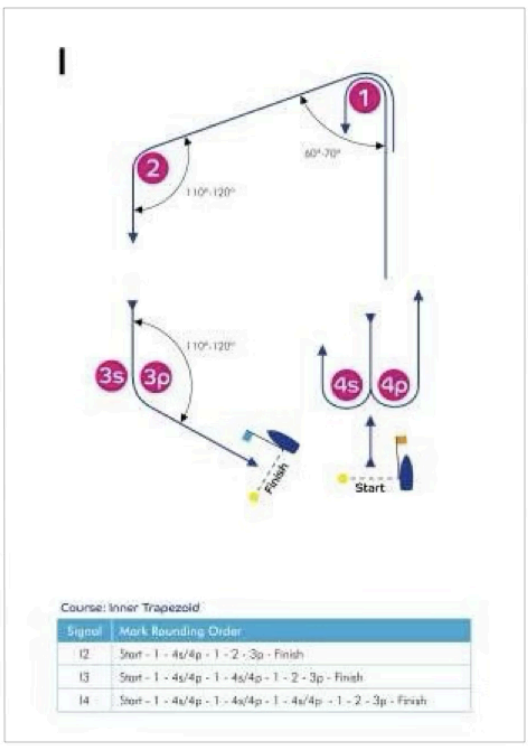
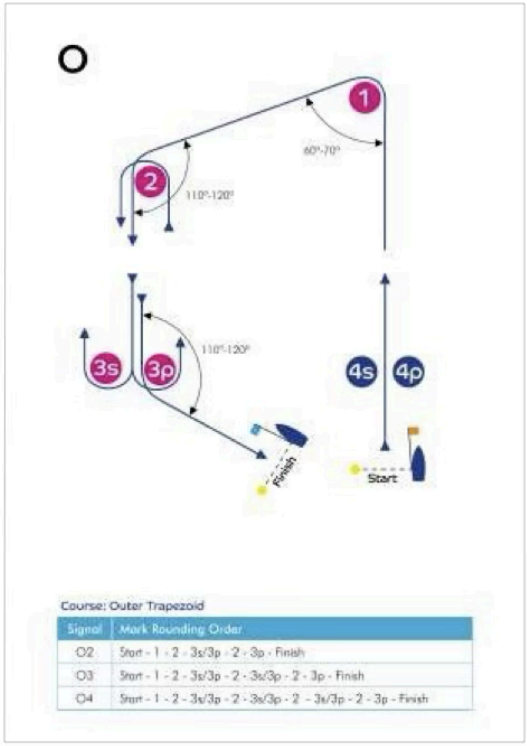
SI Addendum B COURSE ILLUSTRATION



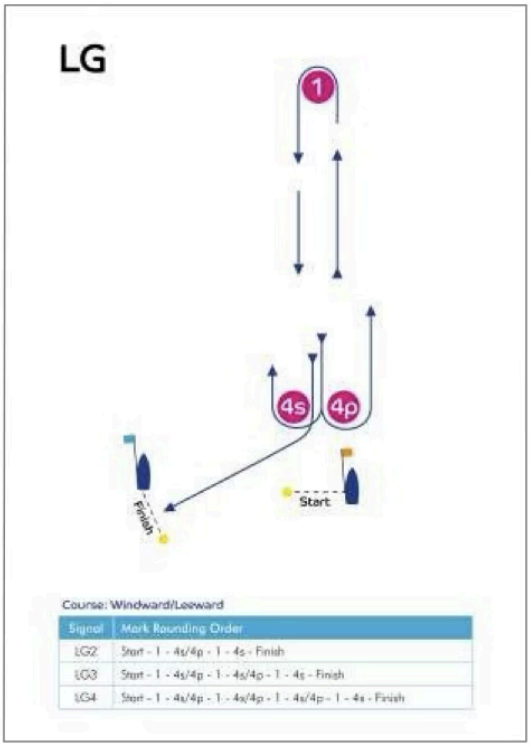
Course: Inner Trapezoid

Signal	Mark Rounding Order
I2	Start - 1 - 4s/4p - 1 - 2 - 3p - Finish
I3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 2 - 3p - Finish
I4	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s/4p - 1 - 2 - 3p - Finish



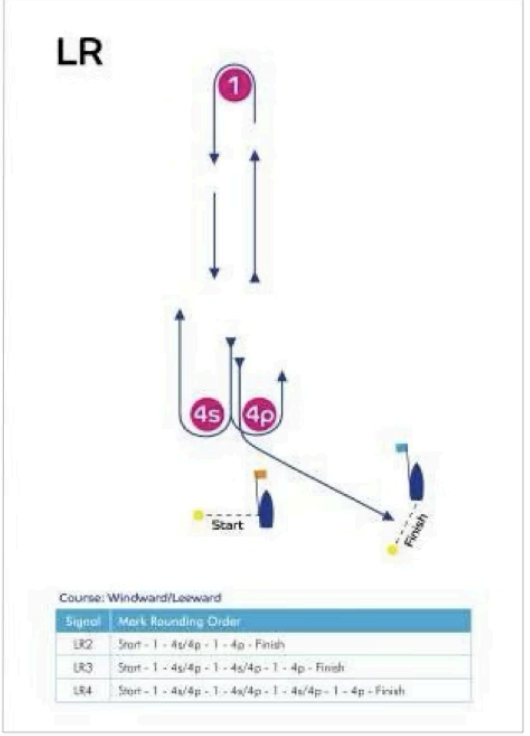
Course: Outer Trapezoid

Signal	Mark Rounding Order
O2	Start - 1 - 2 - 3s/3p - 2 - 3p - Finish
O3	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - Finish
O4	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - Finish



Course: Windward/Leeward

Signal	Mark Rounding Order
LG2	Start - 1 - 4s/4p - 1 - 4s - Finish
LG3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s - Finish
LG4	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s - Finish



Course: Windward/Leeward

Signal	Mark Rounding Order
LR2	Start - 1 - 4s/4p - 1 - 4p - Finish
LR3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4p - Finish
LR4	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s/4p - 1 - 4p - Finish