



## Appendix Seals to the Notice of Race

### NoR Point 18: ENGINE CHECKS – LEADS AND TRACKER

The purpose of sealing is to ensure that the propulsion is not possible.

During the race it will be allowed to turn on the engine to recharge batteries while keeping the gear in neutral and at the same time with the engine off to be able to insert the reverse gear to close the blades in navigation.

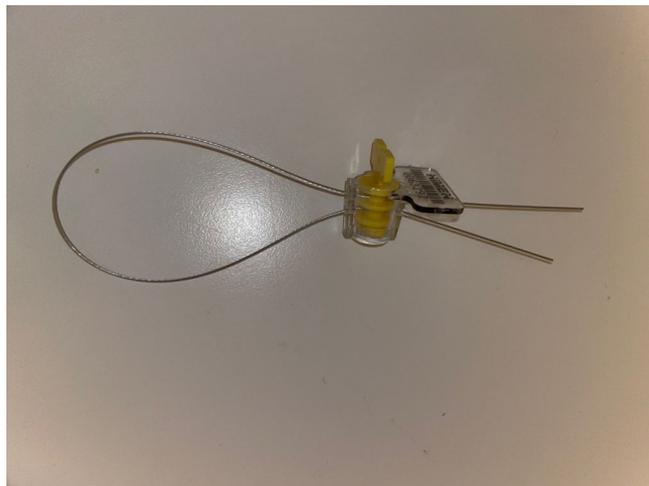
In order to do this, it is necessary to prevent the reversing lever from being pushed forward, preventing propulsion.

In case of need, for safety reasons, the seal can easily be broken by forcing the gear forward.

In the days before the start a technician in charge from the O.C. will visit the boats and will provide to predispose the marking of the closing of the bolts of the inverter with anti-burglary varnish.

Boats that arrive directly at the start, must contact the C.O. in advance to agree on the delivery of the device and marking.

For each boat registered at La Cinquecento.21 will be provided the " Seal Kit" which includes:



- Cable
- numbered seal
- Compliance seal kit
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The material will be provided to the person in charge of each boat, in a personalized envelope with the sail number or name of the boat.

The positioning of the seal with the cable that will define the seal will be positioned directly by the crews themselves, only after having carried out autonomously the motorized exit outside the port, before departure.

The "tear" seal will carry two holes through which the cable will pass to compose a sort of weak link.

Once at sea, the crew will proceed to insert the cable into the holes/passages identified in the inverter and then insert them in the two holes of the seal -with neutral or reverse gear (depends on the position of the holes)- when the seal is turned clockwise and when it reaches the correct length in order to be able to reverse and neutral, detach the tongue.

Within the warning signal the inverter must be plumbed in and a clear photo of the plumbing with the n. of the seal must be sent via whatsapp +39.336.829581 or mail [info@cnsn.org](mailto:info@cnsn.org)

You are asked to send a **PHOTO** with date, time and position at the time of the shot.

**IMPORTANT:** remember to enable the position function in the settings of your mobile in advance.

We suggest free APP, for Android for example, "Timestamp Camera Free" and for iOS "Yubin Chen's Timestamp Camera Basic".

After installing the App it is advisable to do some tests to become familiar and verify that all the required parameters are highlighted in the image.

At the arrival of the event a person in charge of the O.C. will verify the integrity of the sinkhole and will provide its removal.

The seal will be removed exclusively by cutting off the metal cable and leaving intact the resin body with the original portion of cable inside it exactly as during use and leaving intact the seal "tear". The removed plumbing should be delivered in the envelope received (as well as the spare equipment not used).

In case of conditions that prevent the O.C. from accessing the boats after arrival, the same can provide for the removal of plumbing after cutting the cable as indicated above (only after receiving the ok from the R.C. on arrival).

Before removing the plumbing, the person in charge of the boat must send photographic proof of the integrity of the seal in the same way used at departure.

At the end of the operation, the person in charge of the boat must keep the seal and the envelope containing the seal of respect available to the O.C., taking care to send it within the time available for delivery of the compliance declaration.