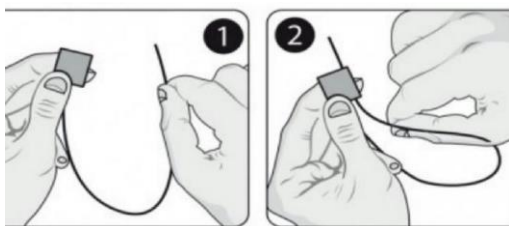
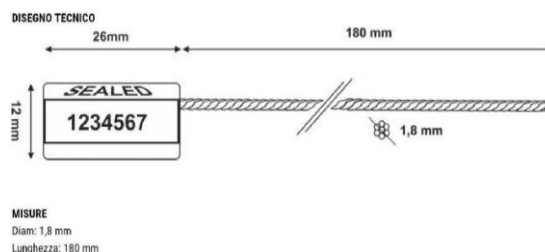
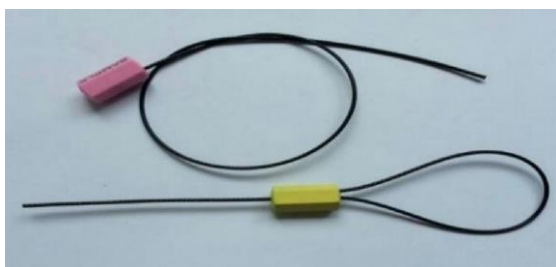


SEALES APPENIX

Roma per Uno, per Due, per Tutti – Riva per Uno, per Due, per Tutti

Notice of race, point 11.6: engine. Each boat shall equip itself to be able to make possible a functional sealing (seal) of the forward propulsion control systems, before the start until the finish. All boats regardless of Category will have their engines sealed. The sealing system will involve the installation of a "breakaway" seal acting directly on the "forward gear lever" control in order to increase safety and speed of action. The sealing will consist of a pair of steel wire seals plus an intermediate "breakaway" seal marked with a distinctive numerical code (an identical second set will be provided as a reserve in case of need following the eventual removal of all or part of the original sealing). The material will be provided, as per the Notice of Race, to the representative of each boat, in a personalized envelope with the sail number or name of the boat, at the time of verification of the executed preparation and affixing of the paint seals.



The placement of the seal with the final wire that will define the sealing will be done directly by the crews themselves only after they have independently motor out of the harbor before the start, except for the Solitaires who may seal in port and will be towed out by the CNRT's means, this is to avoid them going to operate below deck, in the open sea between other boats, consequently leaving the boat with no one in control. (The time at which to perform the dock sealing will be agreed with the Solitaires).

Other crews are advised to prepare by carrying out simulations of the passage of the final wire in advance, evaluating the best order and direction in the passages prepared for sealing, so as to ascertain the best sealing to seal off the impossibility of forward propulsion input while simultaneously allowing both neutral gear and the properly desirable input of reverse gear to the use of bringing down the propeller blades when necessary. The "breakaway" seal will bear



ROMA
PER UNO
DUE
TUTTI

two holes through which the two leaded wires will pass individually to thus compose a kind of weak link. Normally the plugging will therefore consist of: lead, breakaway seal, lead.

As per the Notice of Race, in order to allow detachable parts in the area affected by the sealing to be placed under control, this will be done by the application of the "Security Check Paint Marker" paint seals in the number that is deemed most appropriate. The application of the "Security Check Paint Marker" will be done directly in port in the most functional way possible to mark and seal all nuts and bolts that through their possible unsealing would nullify the validity of the sealing.

Both through-wires will be placed in the prearranged passages of the engine and in the two holes of the "breakaway" seal, everything being thus prepared for the subsequent refinement at sea to be carried out in neutral gear by the clockwise rotation of the flap in the hairpin barrel of one of the two through-wires.

A photo documentation of at least three images taken from different angles (showing date, time, boat name and GPS position at the time of the shots, remember beforehand to enable the position function in the settings) is required, using with Android, for example, "Timestamp Camera Free" and with iOS "Timestamp Camera Basic by Yubin Chen". After installing the App, it is advisable to do some trial runs to gain familiarity and verify that all the required parameters are highlighted in the image.

Said documentation will cover the seal for its entire extent with visibility of the numeric code in addition to any parts under control using "Security Check Paint Marker."

Images taken from after sealing and within the departure should be sent via WhatsApp to the phone number 320 7179987 and in any case should be kept by the boat representative. The CNRT boat stationed in the start area will be equipped with respect seals for any justified last-minute needs and will be listening for any requests via VHF radio channel 74. Each boat, immediately after arrival and before removal of the sealing, shall:

1. follow the instructions given by the CNRT officials on the boat present at the finish line;
2. have available suitable equipment from their own equipment to sever the leaded wire upon removal of the sealing after taking a photo documentation of at least three images taken from different angles (showing date, time, boat name and GPS position at the time of the shots, using the Apps with the geolocation marker).

Said documentation will cover the sealing for its entire extent with visibility of the numerical code in addition to any parts under control by "Security Check Paint Marker."

Pictures taken from after receiving instructions following the arrival and before the severing of the seal itself should be sent via WhatsApp to the phone number 320 7179987 within the time available for the delivery of the declaration of compliance and in any case should be kept by the representative of the boat. The seal will be removed exclusively by severing the metal wire and leaving the resin body intact with the original portion of the wire inside it exactly as it was during use and leaving the "breakaway" seal intact. The sealing thus removed should be delivered in the envelope received (as well as the unused spare equipment) along with the declaration of

compliance, to be completed online. The parts sealed by "Security Check Paint Marker" shall not be unsealed until two hours after the end of the award ceremony if the boat is not a part to a protest concerning this matter, otherwise until the end of the hearing itself it shall request and receive appropriate authorization from the Jury.

According to individual needs of distance between the seal passage points, for technical assistance, doubts and questions in general, regarding the topic covered by this Appendix please contact the RC in the person of President Fabio Barrasso at Tel. 320 7179987.

