

Instruction for the sealing of the engine

The purpose of this document is to provide practical help, including pictures, regarding what is required of **all boats** in Section 4.5 of the Notice of Race, subsequent to the considerations set forth by some competitors and for the purpose of sharing them with all others.

The ultimate purpose of the sealing will be to prevent the input of forward gear by allowing the normal neutral position and the input of reverse gear when useful for the purpose of bringing down the propeller blades.

To all boats in the Solitaires and all boats in Crew of the Roma who wish to have or not have reverse gear available in regatta are requested that as per the Notice of Race, in order to allow the evaluation of the solution identified, are prepared to pass a leaded cable (which will be provided by the CNRT). This will be done by the creation, directly by the crew of the boat, of at least two holes (or otherwise the identification of present passages that have the same function as the hole).

The leaded cable will have a cross section of about 2mm, so holes of 4 - 5mm will be sufficient and the distance between them should be no less than 15 cm.

It is advisable to identify the locations where to drill to achieve this distance in the neutral running position.

Some have provided for attaching heaths to create these passages in a more approximate position between them.

Normally, the best choice of the area where to drill the holes for sealing is at the inverter, as in the photos that follow (courtesy of some Competitors who have authorized their sharing).

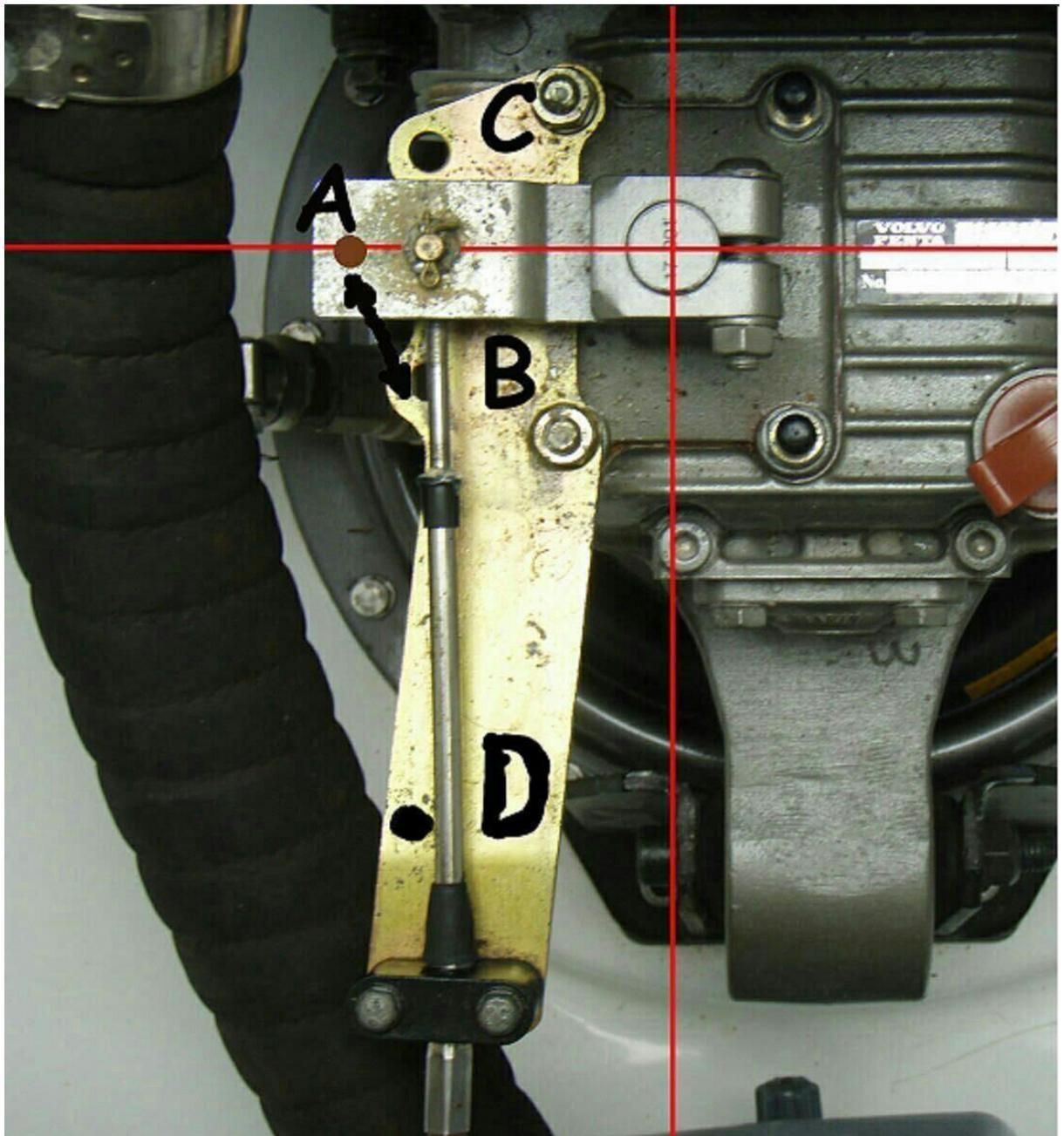
For the sake of completeness of information, we would like to point out that in any case, in addition to the placement of the leaded cable, all those parts that would nullify the presence of the leaded cable itself with a simple unsealing will also be sealed with paint. This material like the sealing cable will also be provided by the CNRT.

Below we outline three solutions of possible arrangements on three different engines.

1. Provision for standard Yanmar inverter by locating points "A" and "B" on these positions to drill and prepare for the seal. The picture represents the neutral position with the possibility of shifting to the left to put reverse gear after sealing.



2. Arrangement for Volvo engine. The image should represent the neutral position. Holes "C" and "B" would appear to be already present. Creating a new hole in "A". Placing the gear forward would bring the two holes "C" and "A" to overlap. A new hole about in "D" could be considered to make the leaded cable work easily in the transitions from neutral to reverse.



3. Further example of setup on unknown engine. One can see a simulation of the future leaded cable made with a simple cable to test the two positions of neutral and reverse. A hole was intended to be created from the inverter and a passage was used, it would seem, to locate the lead circuit. From the inverter the hole to the right of the one made for the passage would seem to already exist and could be used based on what was previously said about the fact that anyway nuts and bolts will be marked and sealed in turn.

