



Dear CABO RICO owner:

Congratulations! You have acquired one of the finest yachts available today. Your recognition of good design, outstanding craftsmanship and extraordinary value, sets you aside as a yachtsman of discerning taste, and you will forever be pleased with your decision to own a CABO RICO yacht.

Great care and thought went into her design and manufacture. She is intended to sail very well in all air conditions, and to provide you and your guests with every comfort. Care for her and she will care for you!

We encourage you to refer any queries you may have about your CABO RICO yacht to your dealer, who was specially selected to sell CABO RICO yachts, due to his ability and knowledge of marine matters. He stands ready to assist and advise you in planning and choosing the equipment you will want on your new yacht, and its outfitting.

We hope that this manual will prove useful by helping to acquaint you with your CABO RICO. When considered necessary it will be updated in order to keep owners abreast of design modifications and improvements. In our constant dedication to refinement, we continue to test new equipment and ideas with an eye to providing the best available for your yacht. Consequently, modifications and changes in respect to original equipment manufacturers may be introduced from time to time.

CABO RICO S.A.

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HEAD(S) INSTALATION AND OPERATION (Refer to fresh water and waste system schematic)

Your new Cabo Rico 34 ft. complies with the latest United Stated Coast Guard requirements, regarding Marine Sanitation Devices (MSD) at the time of printing.

The standard toilet is the Raritan PH II, which is suitable for use in conjunction with a Coast Guard certified holding hank.

OPERATION

Please be sure to read the head operating instructions supplied with this manual, before the operation of this system.

The holding tank unit is located under the cabin sole (AFT the mast step).

Prior to use of the head, assure that the water intake valve is in the open position (head seacock is located under small saloon STBR hatch. Assure that the position of the Y valve is in the desired one as to use or by pass the holding tank. (Refer to plumbing schematic). To pump directly overboard the Y valve should be in the overboard discharge position. To pump into the holding tank, is should be in the holding tank position. This Y valve is under the head vanity sink.

Make sure that the discharge seacock is in the open position Port FWD Berth now the head is ready to use.

There are two systems to empty the holding tank.

Waste deck plate (deck/port)

Hand pump (saloon forward seatee) (option)

The other Y valve (located under the cabin seatee port side) should be in the desired position:
Deck pump out or overboard pump out.

The overboard pump out is accomplished by operating the hand pump with the overboard seacock in the open position (under cabin sole hatch, STBR)

After using the head, pump the lever at least 15 times to assure that the bowl is fully flushed and that all material has been removed beyond the anti-syphon loop.

AS A GENERAL RULE, PLEASE REMEMBER THAT MARINE HEADS HAVE SMALLER VALVES, DIAPHRAGMS, AND OPENINGS, ETC. THAN HOUSEHOLD UNITS, AND ARE THEREFORE VULNERABLE TO CLOGGING, DO NOT PUT ANYTHING THAT HAS NOT BEEN EATEN IN THE HEAD! EXCESS TISSUE, AND SIMILAR ITEMS WILL CLOG THE VALVES! DO NOT USE HOUSEHOLD "UNCLOGGING LIQUIDS" AS THESE HAVE CHEMICALS WHICH ARE TOO POWERFUL FOR USE IN MARINE DEVICES!

ICEBOX

The icebox on your CABO RICO 34 ft. was designed for cruising requirements, and efficient operation. This large box has an approximate capacity of six cubic feet. Drainage is into the bilge, through a small valve if block ice is used, it should be remembered that a twenty-five pound block will drain several gallons of water into the bilge, and it may be removed by operating the bilge pump. Unless it is cleaned periodically, food particles in the box could cause unpleasant odors, and excessive moisture might lead to mildew. Therefore, it should be completely washed out and rinsed whenever necessary. Also, the tops may be left off when not in regular use to allow through ventilation. Abrasive scrubbers should not be used to clean the inside of the box as these could scar the gel-coat finish and make further cleaning difficult.

Your icebox is well insulated with an average of approximately four inches of foam, resulting in excellent temperature retaining qualities.

If it is equipped with the optional icemaker and cooling unit, please refer to the specific page for use of this unit.

We strongly recommend to replace the standard alternator (on the engine) for an 80 to 100 amps, so that the batteries are re-charged faster as "cold machines" will drain your batteries more rapidly (also it is recommended to install a 3rd battery). A specific place was built-in to accept it.

COCKPIT SCUPPER DRAINS

Your CABO RICO 34 ft. is furnished with two scuppers located at the aft end of the cockpit sole. These are large enough to provide safe, adequate drainage should the boat take on unusual amounts of water in heavy weather. For safety, each scupper has an individual seacock and through-hull drain to port and starboard respectively. Periodically, the hose, clamps and seacock valves should be inspected to assure safe operation and watertight integrity. However, it should be noted that even the best designed draining system will not function if the scuppers are covered with foreign materials or become clogged. Thus, scuppers must be inspected periodically and debris removed.

The seacocks for the scuppers should normally be left open, even if you plan to leave the boat unattended for a long period of time. Heavy rains can easily fool a cockpit with closed-off scuppers.

INITIAL FUELING AND ENGINE OPERATION

The engine in your new CABO RICO 34 ft. has been run at the factory as part of the final inspection process. All systems were found to be in correct working order. Your vessel is normally delivered with ten gallons of diesel fuel in the tank. It is recommended that the tank be filled with diesel fuel as soon as possible.

Again, as a matter of good practice, during the first few hours of engine operation, monitor your engine instruments. Particular attention should be paid to engine temperature and oil pressure. Follow the recommendations listed in your Engine Manual.

FUEL SYSTEM (Refer to Plumbing Schematic)

Your CABO RICO 34 ft. is equipped with one fuel tank.

The fuel tank is constructed of heavy lay-up fiberglass and well baffled. A calibrated fuel dipstick is installed on the tank inspection plate, as well as an electric gauge, that will operate with the engine ignition key in the "On" position.

The tank features two inspection plates, for easy maintenance and clean-up when required. This plate can be removed by unscrewing the tops.

The vent for the fuel tank is located on the portside outboard of the cockpit coaming.

ELECTRICAL SYSTEM **(Refer to Electrical System Schematic)**

The electrical system provides for 12 volt negative ground D.C. service, and 110 volt AC service.

BATTERIES

Your CABO RICO 34 ft. is equipped with two heavy duty 95 AMP/HR 12 volt batteries.

These are located under the bottom step of the companion way. Although these are relatively maintenance free, they are easily accessed by lifting the step-box. The battery terminals should be kept clean and free from corrosion. We recommend the use of vaseline on these terminals, also the electrolyte level should be checked periodically, especially during extremely hot weather or after excessive charging. A hydrometer should be used to check the battery from time to time.

Do not smoke or use electrical tools near batteries, as the gas emitted from them may cause an explosion. When disconnecting a battery, always remove the negative terminal first and when installing a battery, always connect the negative terminal last. This will minimize the chance of sparks.

WIRING

All 112 volt and 110 volt wiring on the CABO RICO 34 ft. is N° coded and of sufficiently heavy gauge, to exceed the specifications of the American Boat and Yacht Council (ABYC).

All wiring fore and aft is channeled through PVC conduit for safety. Wiring not channeled through PVC tubing is bundled and strapped to bulkheads with rubber-backed stainless steel clamps. aircraft style.

It should be noted that boat wiring, due to the characteristics of DC electricity and marine environment, is considerably different from household wiring. In the event that you wish to make any electrical modifications to your CABO RICO 34 ft., follow the Electrical System Schematic or consult a competent marine electrician, if you are unfamiliar with this area.

ELECTRICAL PANEL

Your CABO RICO 34 ft. features a Bass Electrical Panel. This panel is located over the chart table.

There are two separate circuits 12 volt DC and 110 volt AC.

12 volts DC

The panel features a battery condition indicator, measuring the voltage of a specific battery by the "test switch". The "main switch" in the top center of the panel cuts the 12 volts current from the panel. All circuit breakers have "pilot" lights that will be "on" when switches are "on". There is also an amp-meter that will monitor the current consumption on the system.

The companion way second step, it is installed a battery selector switch than can be turn off, battery 1, battery 2 or both. Whenever this main selector switch is off the 12 volt system will have no current, with the exception of the bilge pump and the courtesy lights which are wired directly from the battery.

110 volts AC

This circuit has a volt-meter as well as an amp-meter. When the 110 volts plug is used, make sure that the "polarity light" is off, otherwise the polarity will be reversed. The main switch in this circuit must be turned to the "on" position as to have 110 volts in the system.

All out lets throughout the boat are for 110 volts.

REMOVING ELECTRICAL PANEL

The electrical panel can be open by removing the wood block at top center. It will hinge at the bottom for easy access.

CAUTION

Make sure the selector switch is in the off position and the 110 volt shore power is not connected before opening the electric panel.

Should an overload or "short circuit" occur in the system, the respective circuit breakers will automatically "trip", throwing the switch to the OFF position. Unless the skipper has good reason to believe that the overload was only very temporary, the circuit breaker should not be brought back to the ON position until the cause for the "trip" is thoroughly investigated and repairs made. Each circuit breaker is rated for the amperage load of the specific circuit it serves.

When leaving the boat it is recommended that the Battery Selector Switch be left in the OFF position.

CAUTION

DO NOT TURN THE BATTERY SELECTOR SWITCH TO THE OFF POSITION WHILE THE ENGINE IS OPERATING, AS THIS COULD SERIOUSLY DAMAGE THE ALTERNATOR CHARGING SYSTEM.

FRESH WATER SYSTEM

(Refer to Plumbing Schematic)

The CABO RICO 34 ft. which is designed for extended cruising, features adequate water tankage.

Your yacht is equipped with two fiberglass fresh water tanks, one located under the V-berth in the forward cabin and the other located below the quarter berth. Both tanks are located below the waterline in order to keep the center of gravity low, and enhance stability when underway. Both incorporate baffles and inspection plates. The interior of these fiberglass tanks is surfacecoated for cleanliness.

The forward water tank is filled from the port side deck through a deck plate. The vent hose for this tank is also located in the anchor locker.

The AFT fresh water tank is filled from the STBR side deck located AFT. The vent for this is also located on the STBR side. When filling the water tanks, great care should be taken to assure that the correct deck plate (marked "water") is opened to prevent water being hosed into the fuel tank by mistake.

Forward tank holds approximately 130 gal. AFTs' tank approximately 30 gal. for a total tankage of 160 gal.

The outlet of each tank leads AFT to a manifold (T-shaped) with gate valves at each side of the "T" permitting optional selection.

Selection of the desired tank is accomplished by closing one valve and opening the other.

(Remember to turn gate valves clockwise to close, and counter clockwise to open). To select the forward tank, close the AFT valve and open the forward tank unit. To select the AFT tank, close the forward valve and open the AFT unit. These valves are accessed by lifting the cabin sole hatch located in front of the gallery.

The "heart" of the fresh water system is an ITT/PAR heavy duty diaphragm pump. This pump renders reliable and efficient performance, using a heavy duty 12 volt motor and low amperage to conserve battery power. It is flexibly rubber mounted to minimize noise and vibration. The pump is of the "demand" type providing water at any water fixture in the boat when required. It automatically senses water pressure and starts pumping when a faucet is opened. This system is also able to conserve water by virtue of its ability to provide a slow trickle or a full stream as needed. An ITT/PAR Jabsco accumulator tank is provided to reduce water system pulsation, and to prevent excessive on-off cycling of the pump.

Your CABO RICO 34 ft. features a Raritan two-way heater, Model R6E with a six gallon capacity. This is a superior unit providing hot fresh water when required. It supplies hot water dockside by use of a 1250 watt, 115 volt AC heating element with a built-in adjustable thermostat. Underway, a highly efficient heat exchanger uses engine cooling water as a heat source. Normal heating time when underway is approximately two hours.

This unit meets U.S.C.G. ignition protection requirements. Dockside heating time is thirty minutes.

The hot water tank is located under the saloon seatee. It is ruggedly, assuring continuous reliable service.

It is important to note that the hot water tank should be full at all times when using the 115 volt feature model. Do not turn on the 115 volt AC circuit breaker unless there is water in the fresh water system, otherwise the electrical heating element will burn out.

Should the heating element fail, it is relatively easy to replace. A new one may be obtained through Raritan directly or through your local marine outlet. Carefully follow the instructions supplied with the replacement element, to eliminate the possibility of leakage.

All water hoses installed at the factory on your CABO RICO 34 ft. are of the highest quality available ensuring tasteless water for many, many years.

When filling the hot and cold fresh water system for the first time, or when refilling an empty system, you will have to bleed the air out of all the waterlines. This is accomplished in the following manner:

1. Fill the desired water tank(s) and turn on the battery switch to a desired battery, preferably the one not used for engine starting.
2. Turn ON the water pressure pump by activating the respective circuit breaker switch on the Electrical Panel.
3. Starting at the Galley Sink, open the HOT WATER FAUCET. Expect nothing but air for the first few minutes, as the hot water heater must be filled before water will flow from the faucet.
4. As the Water Heater approaches full, water will start to spurt from the faucet. Turn the HOT WATER FAUCET OFF.
5. Now turn the faucet ON and OFF slowly, with one hand under the spout. This will keep water from splashing while the remaining air is being removed from the heater and the galley sink hot water lines.
6. When a solid stream of water is flowing from the spout, turn the faucet OFF. The pressures pump will continue to run, and upon reaching about 25 psi will automatically shut off.
7. Repeat this same procedure for the Galley Sink Cold Water Faucet, and both faucets in the Head and the Shower.
8. Do the same for the manual water pump in the Galley, pumping several times until a good stream of water starts flowing.
9. The system is now completely primed. If desired, top off the water tank(s) to replace the water lost during the priming operation.

If the fresh water electrical pump should start running "wild", check the following:

Empty tank	re-fill system or switch over tank
Leack in plumbing	check location of problem
Air lock	bleed system throughly

If water is left standing in tanks for extended periods of time, it may adopt an unpleasant odor or appearance. Should flushing of the tank not eliminate this problem, a mild solution of baking

soda may be used. After letting the baking soda stand for several hours, the system should be flushed thoroughly, before refilling with fresh water.

BILGE PUMPS

The CABO RICO 34 ft. is normally equipped with two standard bilge pumps, one electrical and one manual.

The electric pump is a heavy duty ITT/PAR diaphragm pump providing dependable service and top performance. This pump is self-priming and is conveniently mounted high and dry in the sail locker compartment. The unique design permits it to be run dry without damage. It is belt driven (by a 12 volt motor) and is mounted on large rubber pads to minimize noise and vibration. The heavy duty electric motor and the permanently lubricated ball bearings will assure long life. Pick-up for the pump is in the trailing end of the bilge cavity. The pick-up hose has a strainer attached, to prevent the possibility of debris from entering the pump. It should be noted that periodic inspections of this strainer is recommended to ensure that dirt and other foreign matter are not blocking the strainer passages.

To assure that any water which may have entered your boat is removed, the pick-up hose reaches down to the bottom of the bilge.

To activate the electric bilge pump, use the switch on the appropriate circuit breaker (Auto-Manual).

The manual bilge pump is a high capacity, heavy duty Whale Gusher Pump capable of pumping 25 gallons per minute. It is a diaphragm self-priming unit in a thru-deck mount, conveniently located in the cockpit on the portside, within easy reach of the helmsman.

This arrangement permits the pumping of the bilge with all hatches closed, a safety precaution should you have to pump in severe conditions. It discharges water overboard through a fitting located above the waterline near the transom.

It is designed to pump water containing debris and foreign matter, but it can become clogged due to an excessive amount of dirt. If it should fail to operate after several strokes, check to see that the pick-up hose is positioned properly, and also check the pump body for debris. The rubber diaphragm may be removed by loosening the screw holding the stainless steel clamp. Inspect the pump body for foreign matter and gently lift the intake and outlet flapper valves to determine that they are clear. Reassemble the unit and continue pumping.

FUELING PROCEDURES

Your CABO RICO 34 ft. is equipped with a diesel engine. It should be noted that diesel fuel is considered the "safe" option compared with gasoline. This is due to the fact diesel has a much higher flash point than gasoline, and thus is less susceptible to vapor explosion.

SAFETY was a prime consideration in the design and construction of your yacht. We suggest that you treat all fuels with respect and follow the general fueling suggestions below, and also familiarize yourself with the Engine Owner's Manual before fueling.

1. Fuel docks should be approached at safe speeds, without leaving a wake but maintaining steerage. Have docking lines ready and cleated.
2. Use bow, stern and spring lines to properly secure your boat to the fueling dock. It is obviously important that the lines be properly secured to cleats, lest they become undone during the fueling process.
3. Close and secure all hatches and ports. This is particularly important when fueling at a dock where gasoline is also available, since the possibility exists of gasoline fumes entering the cabin from the dock.
4. **ALL SMOKING IS FORBIDDEN** for safety reasons at or near fueling docks. All smoking materials must be completely extinguished well before approaching the dock. Smoking should not be resumed until the fueling operation is completed, and the boat is well away from the dock, and there is no evidence of vapor aboard. Of course, "smoking" includes any kind of open flame.
5. After the engine has been stopped completely, all circuit breakers, including the MAIN battery switch, should be placed in the "OFF" position. (DO NOT TURN OFF THE LATTER SWITCH WHILST THE ENGINE IS RUNNING TO PREVENT DAMAGE TO THE ALTERNATOR).
6. Crew members or guests not specifically involved in the fueling operation should be encouraged to disembark.
7. Coast Guard approved fire extinguishers should be at hand readily available for immediate use.
8. Remove the fuel deck plate. Care should be taken that the plate labeled "FUEL" is the one to be removed, and remembering not to confuse this with the "WATER" plate.
9. Ensure that the fuel to be taken on is diesel and not gasoline, since confusions have been known to occur resulting in serious problems.
10. Maintain the fuel filling nozzle in contact with the deck plate **AT ALL TIMES**, to prevent sparking which can occur due to the generation of static electricity.

11. Do not overfill the tank. A good practice is to fuel the tank to about 90% of its capacity, allowing room for the fuel to expand in warm weather.
12. Carefully replace the fuel deck plate, ensuring that it is correctly screwed in. Check the fuel tank vents for overflow, in the event of which any spillage should be immediately removed by hosing down with fresh water.
13. Open all ports and hatches to induce ventilation.
14. Remember that although diesel is relatively safe, any fuel can prove to be dangerous under certain circumstances.
15. Never fuel during electrical storms or under other hazardous conditions. Whenever possible, do not fuel at night or in heavy weather, except in emergencies in which case extreme caution and prudence should be exercised.

LAUNCHING

Prior to launching, make sure that every seacock on the boat is closed. In the closed position, the handle is perpendicular to the seacock and feeding hose. In the open position the handle is parallel or in line with the valve and feed line. Once the boat is in the water, check that there are no leaks anywhere, before any valves are opened. Check the bilge and the area surrounding each seacock, allowing a few minutes to elapse for water pressure to build up in the valves. After completing this inspection, proceed to open the seacocks, one by one checking that there are no leaks in the valves or loose hose clamps.

The stuffing box for the rudder was inspected at the factory and the packing nut set. This fixture should leak slightly under normal circumstances. However, should it start dripping, adjust it by backing off the locking nut and tightening the packing gland until the leak abates. Re-tighten the locking nut.

The stuffing box for the propeller shaft was left loose at the factory deliberately. Remember, the "stuffing" material is water lubricated and must be thoroughly saturated before the engine is operated in gear. Hence, the packing gland is left loose at the factory to permit water absorption after launching, whereupon the packing gland should be tightened until excessive dripping ceases. It should be left this way for about twenty-four hours. After the initial wetting period, the packing gland should be re-tightened until all dripping ceases. Check the locking nut for tightness.

Remember:

THE STUFFING BOX SHOULD DRIP WHEN UNDERWAY AT THE RATE OF ABOUT ONE DROP PER MINUTE IF THE PACKING IS TOO TIGHT AND DOES NOT PERMIT DRIPPING, IT WILL BURN UP DUE TO SHAFT SEIZURE!

MAST STEP (Fefer to Mast Step Diagram)

The mast is stepped on the cabin sole of the main salon, directly over the main floor timber that incorporates a massively constructed "I" beam, which transfers the compression load directly to the keel.

This installation provides for a very seaworthy arrangement and offers many advantages that become apparent later on in the life of your CABO RICO 34 ft.

A few of these advantages are as follows:

1. The aluminum keel foot is located in a dry area as opposed to a moist bilge area where undesirable oxidation might occur.
2. The elimination of exposure of thru-the-mast wiring to a moist bilge environment.
3. The mast step and attacking bolts are located in a dry area, not exposed to the bilge.

To prevent any water from dripping down the inside of the mast onto the salon floor, the mast heel is bolted inside a finished aluminum "gutter" mounted over the cabin floor, and draining into the bilge.

The prudent sailor will always pump the bilge before casting off, and again upon returning to reassure himself that the boat is not taking on unusual amounts of water.

The manual bilge pump can be conveniently serviced through the port cockpit locker or through the aft lazarette.

ELECTROLYSIS GROUNDING SYSTEM (See Grounding System Diagram)

Your CABO RICO 34 ft. is equipped with two sacrificial zinc-anodes (aft port and star-board) which are inter-connected with all bronze thru hull fittings in addition to the engine and rudder in order to minimize electrolysis.

It is very important that periodic inspection and replacement (when necessary) of these zinc-anodes be included in your preventive maintenance schedule to avoid electrolysis.

When replacing these zinc-anodes, make sure that you seal them with an appropriate bedding compound to prevent leaks.

INTERIOR AND EXTERIOR FINISH

Interior Finish

There are several products used throughout the interior finish of your CABO RICO 34 ft. which have been chosen to protect and enhance the solid teak interior.

The methods and products used are described as follows:

- a. Main sallon table, chart table, ladder, grab rails on companion way, drop boards on companion way, screens for hatches, cabin sole. All these areas were finished with polyhuretane clear lacker (two part mix). They are sprayed using a spray gun. For touch-ups consult a paint specialist as it also can be applied using a brush. This finish gives an excellent protection against moisture, stains, scratches, etc.
- b. All the remaining areas were finished using a clear wood sealer. Touch ups are done as follows:
 - b.1 Dry sand affected area with sand paper (wet sand paper) 240 grit. Do it gently to remove gloss or stains. Clean dust with a clean rug.
 - b.2 Using a clear wood sealer mix (50% sealer 50% thinner), apply with a soft rug, rubbing gently with small straight movements. As thinner will evaporate very fast, stop rubbing the area when rug tends to stick. Let it cure for 5/10 minutes and repeat with gently sanding. Apply more sealer and let it dry. Apply 4/5 coasts until the finish matches the other non affected areas. If properly done, after the first two coats no more sanding is necessary, just rub as described more sealer on top of previous coat. If the area is too big keep rubbing from one end to the other, always following the grain of the teak. By the time you finish one end the other one will be cured. Dip the rug in the mix as necessary, avoid drips.

CAUTION

Always wear a mask and protective gloves and never smoke while performing this operation. These products are **FLAMABLE**.

Exterior Finish

All teak parts on the exterior were painted with marine varnish (option) a teak oil.

REFERENCE DATA

CABO RICO HULL No. _____

SERIAL No. CQB34 _____

DELIVERY DATE: _____

SOLD BY: _____

COMMISSIONED BY: _____