Cabo Rico 34

OWNERS manual

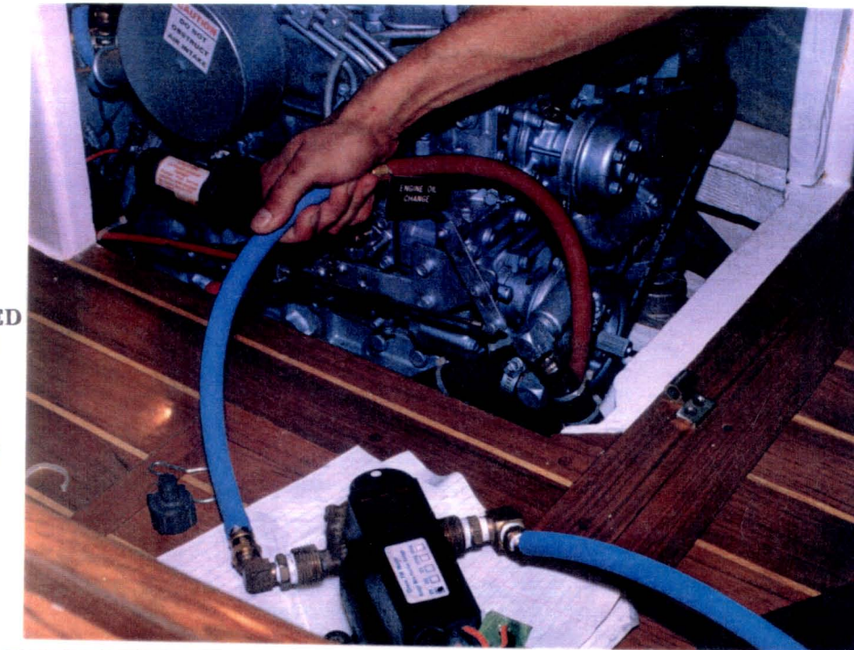
CR 34

HULL # 34

SUBJECT : ENGINE OIL CHANGE.

LOCATION : ENGINE ROOM FWD.

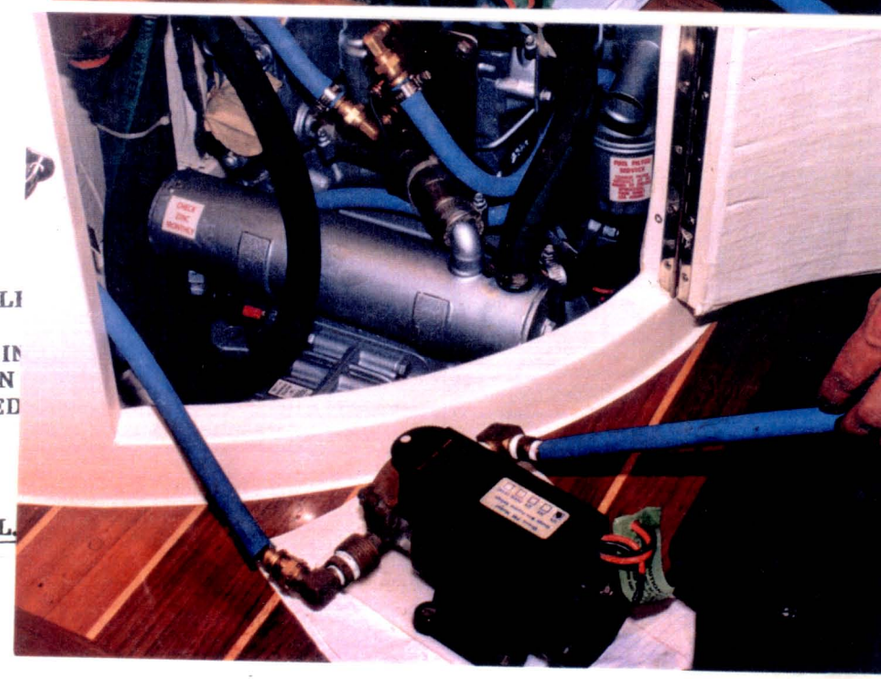
PROCEDURE: REMOVE CUP FROM OIL CHANGE HOSE LABELED "ENGINE OIL CHANGE". CONNECT OIL CHANGE PUMP (OPTION) AND PUMP OUT OIL INTO A SUITABLE CONTAINER. PLACE CUP BACK ON HOSE. CHANGE OIL FILTER. FILL ENGINE WITH RECOMMENDED OIL. CHECK LEVEL. RE-FILL IF NECESSARY AFTER RUNNING THE ENGINE. CHECK FOR LEAKS.



SUBJECT : TRANSMISSION OIL CHANGE.

LOCATION : AFT ENGINE ROOM.

PROCEDURE: REMOVE CUP FROM OIL CHANGE HOSE LABELI "TRANSMISION OIL CHANGE". CONNECT OIL CHANGE PUMP (OPTION) AND PUMP-OUT OIL I A SUITABLE CONTAINER. PLACE CUP BACK ON HOSE. FILL TRANSMISION WITH RECOMMENDED OIL. CHECK LEVEL. CHECK FOR LEAKS.



NOTE : RECOMMENDED OILS ARE SPECIFIED ON ENGINE OWNERS MANUAL.

R 34

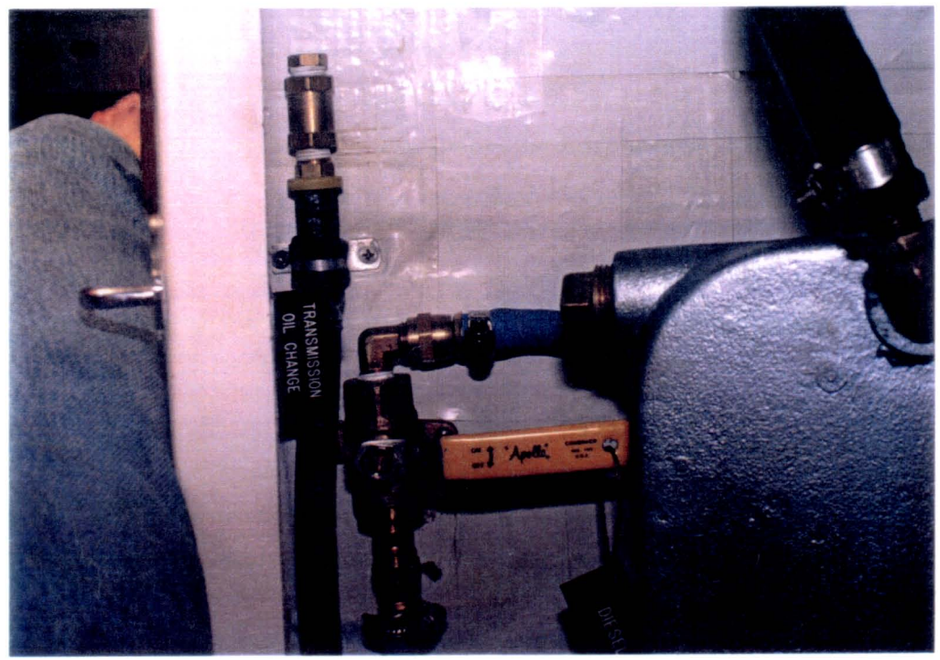
'JLL #34

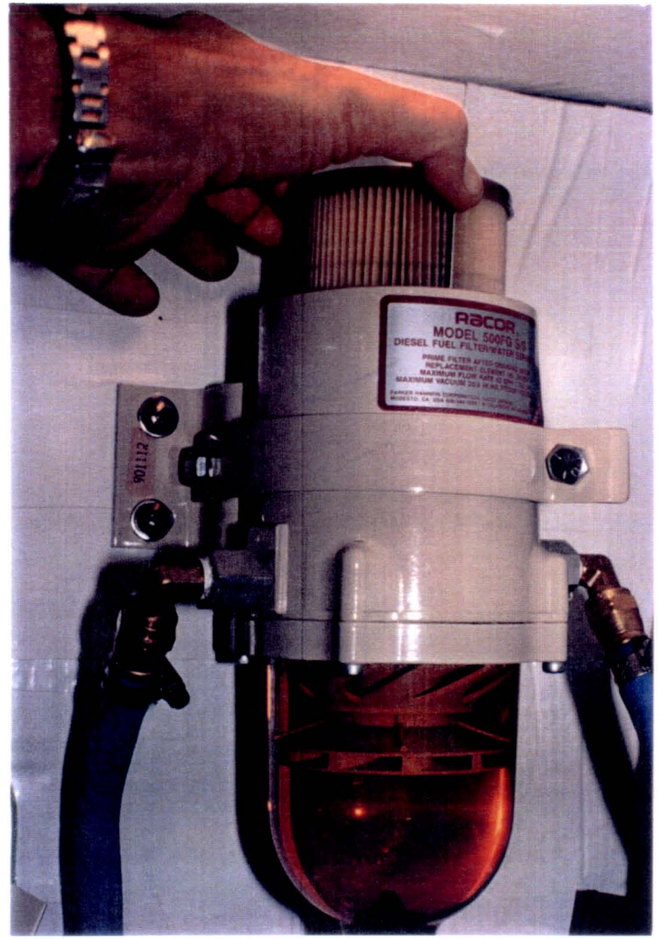
SUBJECT : FUEL FILTER CHANGE AND WATER DRAINAGE.

LOCATION : ENGINE ROOM.

PROCEDURE: SHUT-OFF THE FUEL LINE VALVE. UNSCREW TOP FILTER LEVER AND REMOVE TOP.
REPLACE FUEL FILTER. RE-ASSEMBLE FUEL FILTER CHECK FOR LEAKS.
ANY WATER INSIDE THE FILTER WILL SIT AT THE BOTTOM (CLEAR BOWL). IT CAN BE DRAINED BY LOOSENING THE FILTER'S BOTTOM KNOB.

WHEN RUNNING THE ENGINE THE DIESEL SHUT OFF VALVE MUST BE IN THE OPEN POSITION AS SHOWN.
PHOTO SHOWS FUEL VALVE IN CLOSED POSITION.





1105105 – ckED fuel dipstick showed almost 3/8 on stick after 41 hrs of uphill battle.

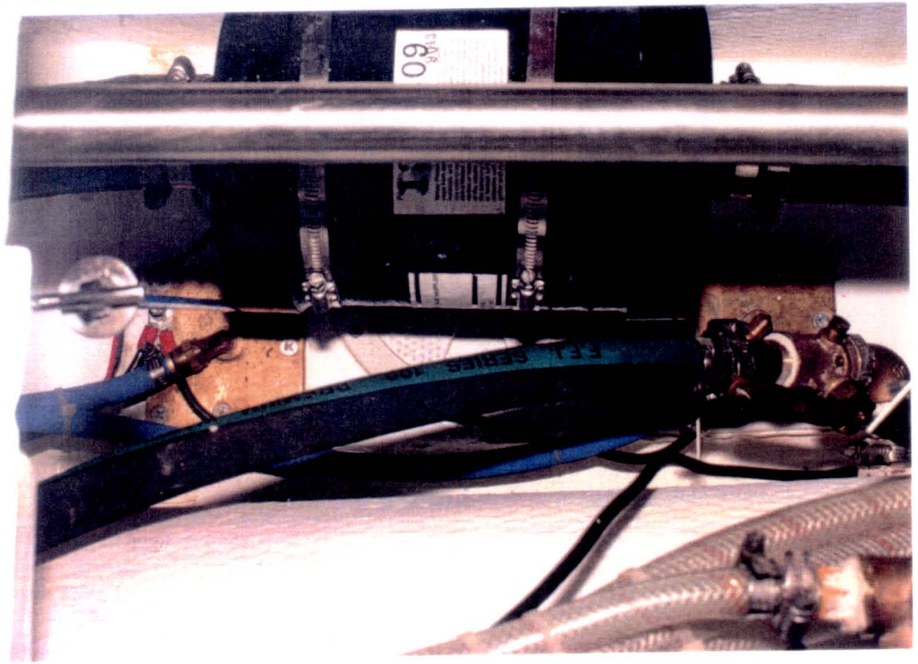
R 34

JLL # 34

SUBJECT : FUEL TANK, FILLER HOSE, TANK VENT HOSE, ELECTRIC FUEL GAUGE, FUEL PICK UP AND RETURN GROUNDING SYSTEM, DIP -STICK FUEL GAUGE, INSPECTION PLATES.

LOCATION: UNDER GALLEY FLOOR HATCH.

PROCEDURE: FUEL PICK-UP AND RETURN TUBES CAN BE UNSCREWED FROM THE BRASS PLATES BY REMOVING THE HOSE FITTINGS AND TURNING COUNTER CLOCK WISE THE BRASS FITTING. THEY WILL COME OUT WITH THE 3/8" BRASS PIPE ATTACHED. DIP-STICK FUEL GAUGE MUST BE UNSCREWED TO CHECK FUEL LEVEL AS SHOWN.
ELECTRIC FUEL GAUGE WILL OPERATE WITH THE IGNITION (ON ENGINE PANEL) ON. TWO INSPECTION PLATES ON THE FUEL TANK PROVIDE INMEDIATE ACCESS TO TANK INSIDE. WIRES ON BRASS PLATES CONNECT THEM TO THE GROUNDING SYSTEM.



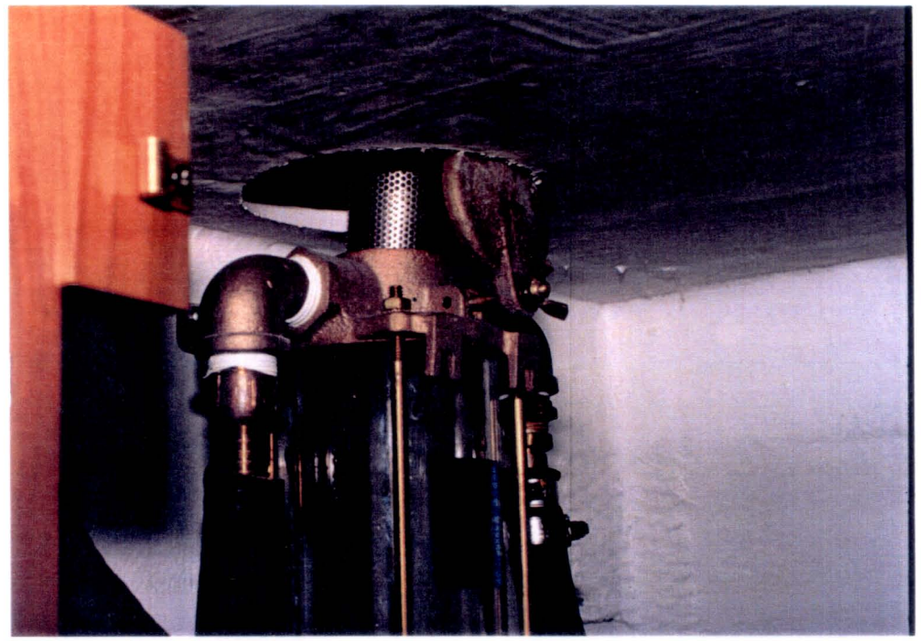
CR 34

HULL #34

SUBJECT : RAW WATER STRAINER INSPECTION AND CLEANING.

LOCATION : UNDER GALLEY SINK.

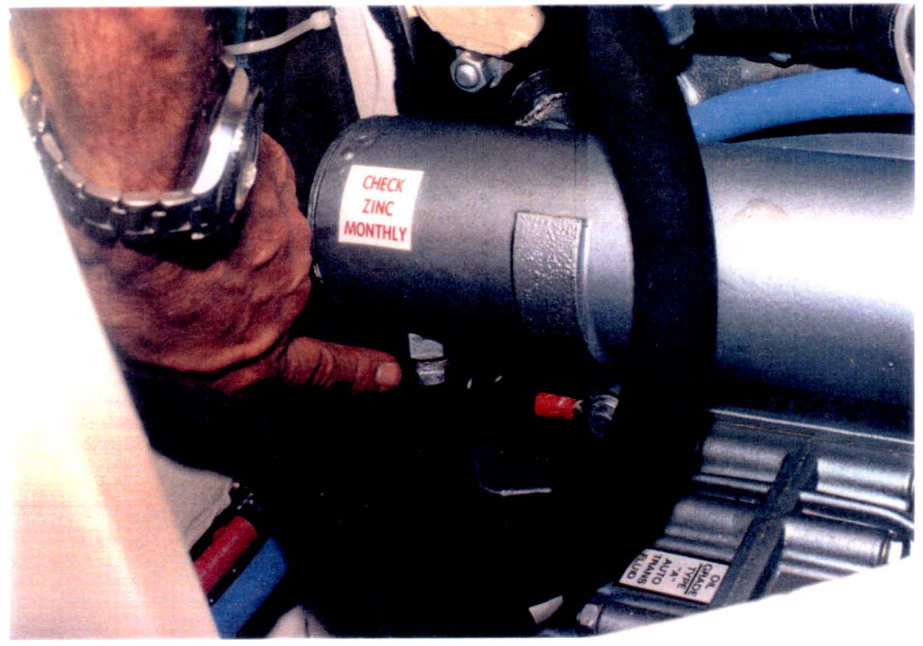
PROCEDURE : REMOVE BUTTERFLY NUTS AT TOP OF STRAINER. FLIP-UP THE BRASS CUP, PULL OUT THE STRAINER BASKET, WASH AND CLEAN IF NECESSARY. INSPECT ITS CONDITION AND REPLACE IF BROKEN OR DAMAGED. RE-INSTALL. CHECK FOR LEAKS.



SUBJECT : ENGINE RAW WATER ZINC ANODE.

LOCATION: AFT ENGINE ROOM. PORT SIDE OF ENGINE HEAT EXCHANGER.

PROCEDURE : THIS ZINC ANODE PREVENTS ELECTROLYSIS IN THE ENGINE RAW WATER SYSTEM. THE ANODE SHOULD BE INSPECTED PERIODICALLY, AND CHANGED WHEN NECESSARY. UNSCREW AT THE LOWER (PORT SIDE) PART OF HEAT EXCHANGER, CHECK AND RE-INSTALL IT IF IN GOOD CONDITION.



'R 34

HULL# 34

SUBJECT : VANITY SINK DISCHARGE (WASH BOWL)

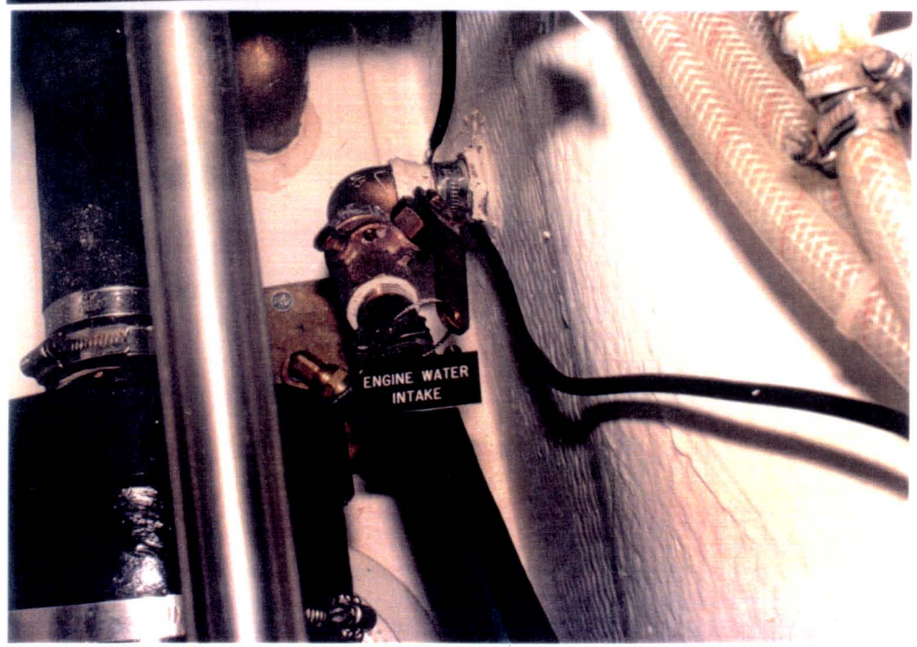
LOCATION : UNDER VANITY SINK.

PROCEDURE: SEACOCK SHOULD BE IN THE OPEN POSITION WHEN USING THE SINK.

SUBJECT : ENGINE RAW WATER INTAKE SEACOCK.

LOCATION: GALLEY FLOOR HATCH.

PROCEDURE: SEACOCK HANDLE MUST BE IN THE OPEN POSITION (AS SHOWN) WHEN ENGINE IS RUNNING, OR SERIOUS ENGINE DAMAGE WILL OCCUR.



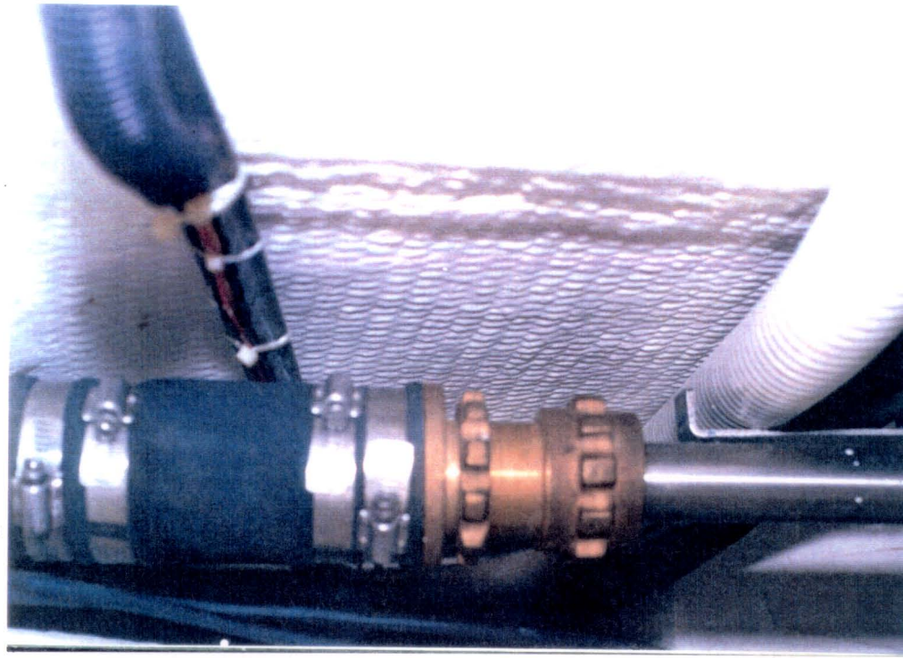
CR 34

HULL # 34

SUBJECT : STUFFING BOX (SHAFT) INSPECTION, ADJUSTMENT, REPLACEMENT (PACKING GLAND.)

LOCATION : QTR CABIN (UNDER BERTH TOP)

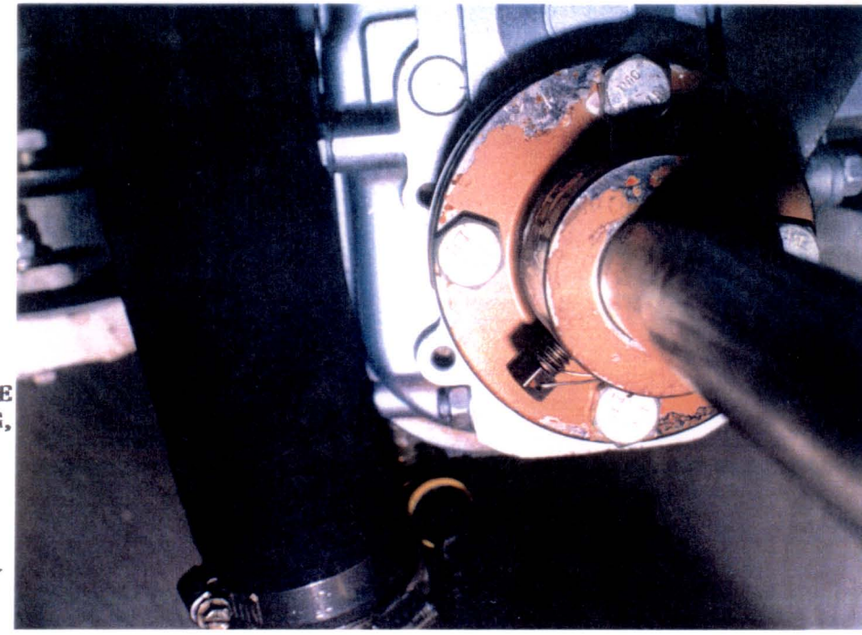
PROCEDURE : ACCESS IS THROUGH THE QTR CABIN BERTH TOP HATCH. REMOVE BERTH CUSHION, AND LIFT HATCH. TIGHTEN OR LOOSEN THE STUFFING BOX AS REQUIRED TO OBTAIN THE PROPER DRIP. REPLACE THE PACKING GLAND IF NECESSARY (¼" BY APROX. 14" LONG). TO REPLACE THE PACKING GLAND THE BOAT SHOULD BE OUT OF THE WATER. THESE OPERATIONS SHOULD BE PERFORMED BY A CERTIFIED MECHANIC.



SUBJECT : ENGINE ALIGNMENT INSPECTION.(VIBRATION)

LOCATION : AFT ENGINE ROOM.

PROCEDURE : ACCESS IS THROUGH THE GALLEY FLOOR HATCH AND THE ENGINE ROOM (AFT). VIBRATION CAN BE CAUSED BY SEVERAL REASONS :
UNBALANCE PROPELLER, BENT OR WORN-OUT SHAFT, ENGINE MIS-ALIGNMENT, DEFECTIVE ENGINE MOUNTS, WORN-OUT CUTLASS BEARING, DAMAGED PILLOW BLOCK ETC. TOLERANCE BETWEEN THE ENGINE AND SHAFT COPLING SHOULD NOT EXCEED 0.003" (WITH A FILLER GAUGE BETWEEN COPLINGS) FOR A CORRECT ENGINE ALIGNMENT.
THESE OPERATIONS SHOULD BE PERFORMED BY A CERTIFIED MECHANIC.



CR 34

HULL # 34

SUBJECT : PILLOW BLOCK GREASE POINT.

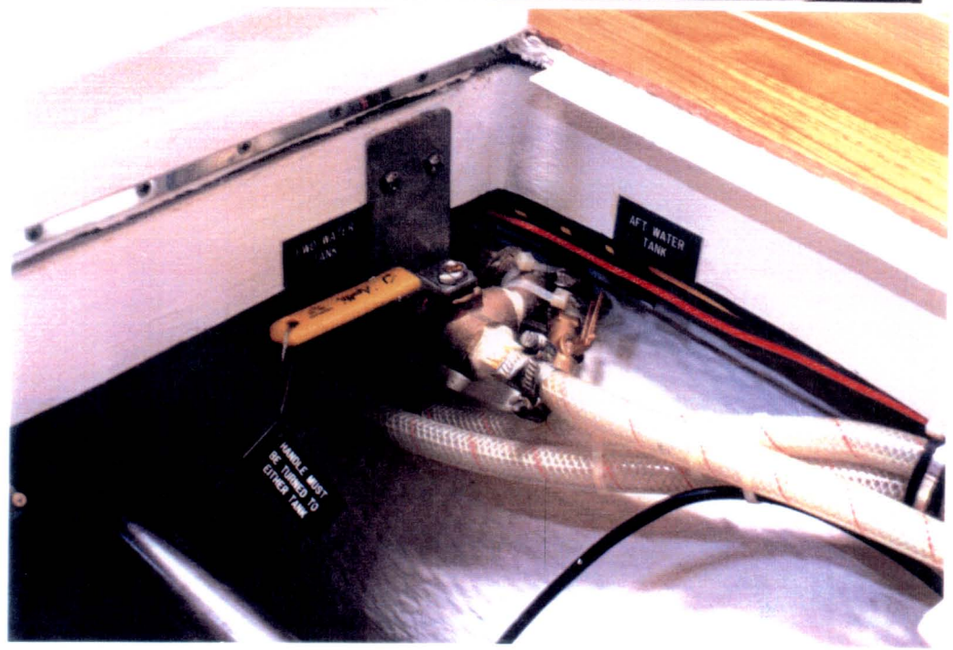
LOCATION : GALLEY FLOOR HATCH.

PROCEDURE: THE SHAFT IS SUPPORTED APROX. MID-WAY BETWEEN THE SHAFT COUPLING AND THE SHAFT CUTLASS BEARING WITH A PILLOW BLOCK, TO AVOID VIBRATION DUE TO ITS LENGHT. THE PILLOW BLOCK SHOULD BE GREASED PERIODICALLY TO AVOID DETERIORATION.

SUBJECT : WATER TANK SELECTION.

LOCATION : GALLEY FLOOR HATCH.

PROCEDURE : TO SELECT FWD OR AFT TANK, THE YELLOW HANDLE MUST BE TURNED TO EITHER LABEL (FWD WATER TANK OR AFT WATER TANK). IF HANDLE IS LEFT IN THE ½ WAY POSITION WATER FROM THE FWD TANK WILL FLOW INTO THE AFT TANK.



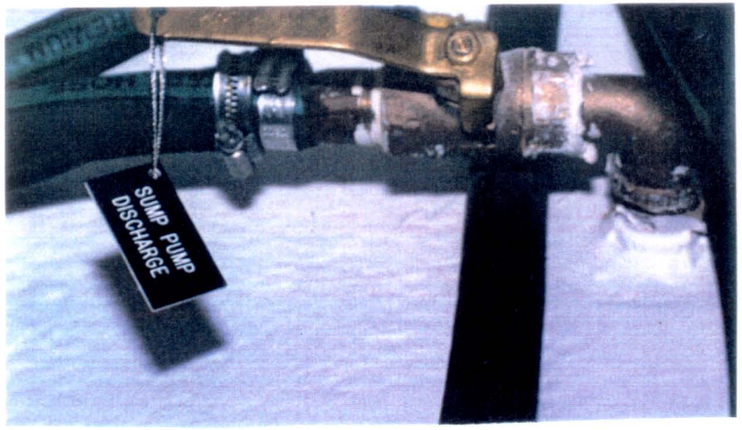
CR 34

HULL # 34

SUBJECT : SUMP PUMP, STRAINER CLEAN OUT, DISCHARGE SEACOCK.

LOCATION : UNDER HEAD VANITY SINK.

PROCEDURE : THE STRAINER SHOULD BE INSPECTED PERIODICALLY, AND CLEANED IF NECESSARY IF IT GETS CLOGGED, THE PUMP WILL RUN BUT WILL NOT PUMP ANY WATER.



CR 34

HULL #34

SUBJECT : ANTISIPHON VALVE VENT.

LOCATION : HEAD PORT SIDE BEHIND CABINET.

PROCEDURE : OPEN HEAD CABINET DOOR (FWD). REMOVE TEAK COVER BY UNDOING SCREWS THAT SHOW.

SUBJECT : HOLDING TANK DISCHARGE, FILLER AND VENT HOSE ACCESS.

LOCATION : CABIN SOLE AFT OF MAST STEP.

PROCEDURE : LIFT HATCH. NOW HOSES ARE ACCESSIBLES.

PAGE

MISSING

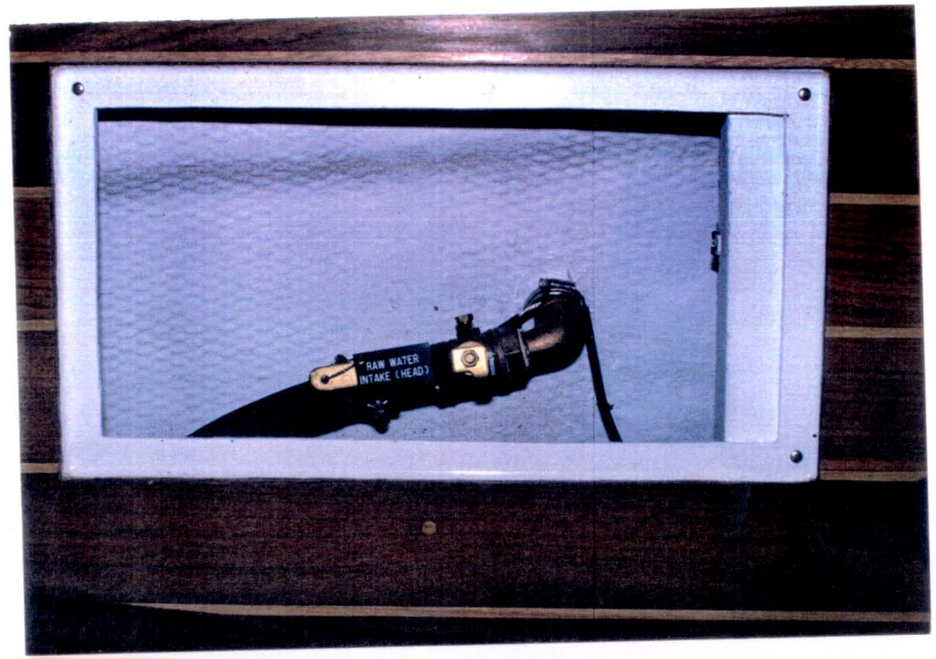
CR 34

HULL # 34

SUBJECT : HEAD RAW WATER INTAKE SEACOCK.

LOCATION : STBR SIDE OF HEAD (CABIN FLOOR).

PROCEDURE : SEACOCK SHOULD BE IN THE OPEN POSITION WHEN USING THE HEAD. AS SHOWN.



SUBJECT : GALLEY SINK DISCHARGE SEACOCK.

LOCATION : UNDER GALLEY SINK CABINET.

PROCEDURE : SEACOCK MUST BE IN THE OPEN POSITION WHEN USING SINK. IF NOT USING THE SINK THIS SEACOCK SHOULD BE IN THE CLOSED POSITION TO PREVENT WATER FROM BACKING UP TO THE SINK.

CR 34

HULL #

SUBJECT : ELECTRIC BILGE PUMP AND FRESH WATER PUMP (12 VOLTS DC)

LOCATION: PORT SAIL LOCKER.

PROCEDURE: THE FRESH WATER PUMP IS A DEMAND PUMP. WHEN A FAUCET IS OPENNED, IT WILL GO ON TO SUPPLY THE REQUIRED WATER THROUGH THE PRESSURE ACCUMULATOR TANK, LOCATED NEAR IT. IF THE PUMP SHOULD RUN WITH ALL FAUCETS CLOSED, EITHER TANKS, ARE EMPTY (REFER TO TANK SELECTION) OR THERE IS A LEAK IN THE SYSTEM.
THE BILGE PUMP IS ACTIVATED BY MANUAL OPERATION ON THE SWITCH OR AUTOMATICALLY THROUGH THE BILGE FLOAT SWITCH. THE BILGE PICK UP HAS A STRAINER AT ITS END TO PREVENT DEBRITS OR OTHER SOLID PARTICLES TO ENTER THE PUMP. THIS STRAINER SHOULD BE KEPT CLEAN. JUST PULL-OUT THE PICK UP HOSE TO INSPECT AND CLEAN THE STRAINER IF NECESSARY.

SUBJECT : BILGE PUMP ANTISIPHON VALVE.

LOCATION: PORT SAIL LOCKER.

PROCEDURE: THIS VALVE IS TO PREVENT RAW WATER SIPHONING BACK TO THE BILGE. TO INSPECT AND CLEAN PROCEED AS WITH ENGINE ANTISIPHON VALVE. (SEE FIGURE #1)

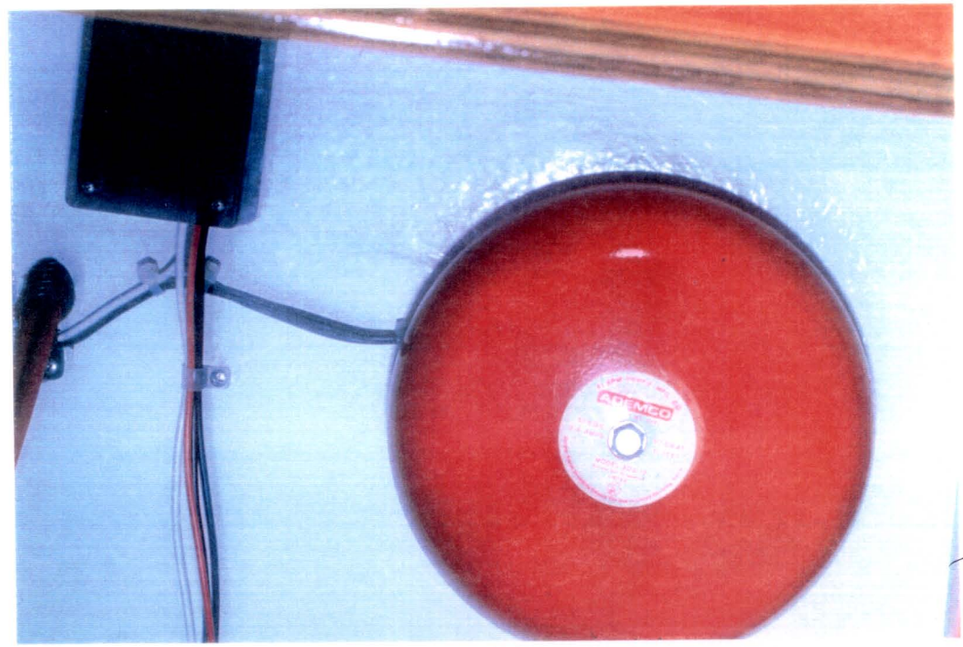
CR 34

HULL # 34

SUBJECT : HIGH BILGE WATER ALARM BELL AND INTERFACE.

LOCATION: PORT SAIL LOCKER BULKHEAD.

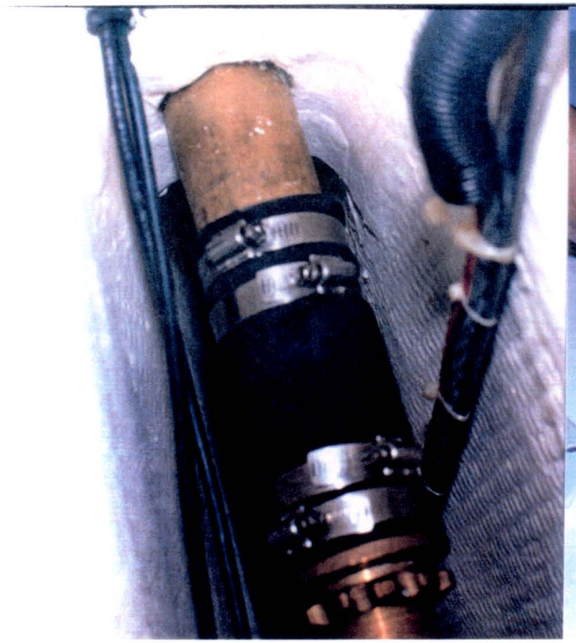
PROCEDURE: THE BILGE FLOAT SWITCH HAS TWO FUNCTIONS: ONE IS TO ACTIVATE THE BILGE PUMP WHEN WATER IN THE BILGE GETS UP TO APROX. 3" AND THE OTHER IS TO ACTIVATE THE ALARM BELL IF WATER GETS HIGHER.
THE ALARM SHOULD BE TESTED ON A REGULAR BASIS TO ENSURE THAT IT IS WORKING PROPERTY.



SUBJECT : HIGH BILGE WATER ALARM FLOAT SWITCH INSPECTION.

LOCATION: UNDER QTR CABIN BERTH.

PROCEDURE: UNSCREW THE SS PLATE ON THE BULKHEAD. THE FLOAT SWITCH IS ATTACHED TO THE LOWER PART OF THIS PLATE. PULL-UP THE SS PLATE TO INSPECT OR CLEAN THE FLOAT SWITCH IF NECESSARY. THIS SHOULD BE DONE PERIODICALLY IF THE BILGE HAS OIL, DIRT, DEBRITS, ETC, THAT COULD GET THE FLOAT SWITCH STUCKED OR CLOGGED, WHICH WILL MAKE IT IN OPERATIVE.



CR 34

HULL # 34

SUBJECT : ELECTRIC BILGE PUMP DISCHARGE.

LOCATION : SAIL LOCKER PORTSIDE

PROCEDURE : SEACOCK SHOULD BE IN THE OPEN POSITION (AS SHOWN) WHEN USING THE BILGE PUMP.

SUBJECT : COCKPIT AND DECK DRAINS

LOCATION: SAIL LOCKER PORT AND STRB.

PROCEDURE : SEACOCKS SHOULD BE OPEN ALL THE TIME SO THAT ANY WATER IN THE COCKPIT AND DECK WILL DRAIN OVERBOARD.

CR 34

HULL #34

SUBJECT : ENGINE RAW WATER ANTISIPHON VALVE.

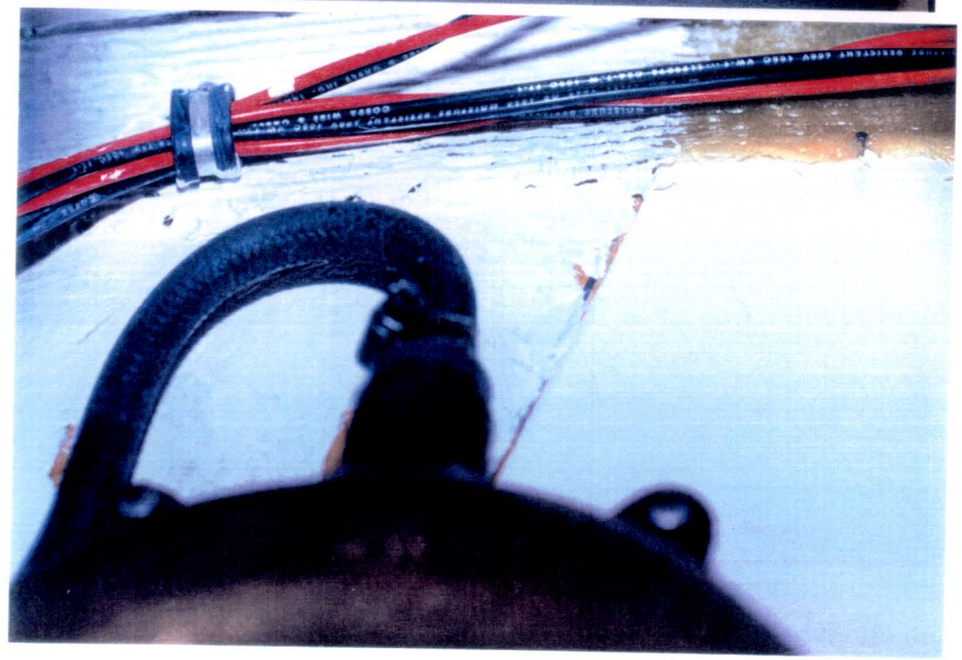
LOCATION : UNDER GALLEY DRY STORAGE BIN.

PROCEDURE : THIS VALVE IS TO PREVENT RAW WATER SIPHONING BACK TO THE ENGINE EXHAUST SYSTEM. TO CLEAN OR INSPECT, REMOVE THE ANTISIPHON VALVE (CHROME-PART) WITH A SUITABLE WRENCH. THIS VALVE UNSCREWS IN TWO HALVES. VALVE IS OK WHEN AIR CAN NOT BE BLOWN BUT IT CAN BE SUCKED. (SEE FIGURE #1)

SUBJECT : HEAD DISCHARGE ANTISIPHON VALVE.

LOCATION : HEAD CABINET PORT SIDE.

PROCEDURE : THIS VALVE WORKS AS ABOVE TO PREVENT RAW WATER SIPHONING BACK INTO THE HEAD. TO PREVENT BAD ODORS FROM THE HEAD, A ½" HOSE IS CONNECTED TO THE TOP OF THE VALVE AND VENTED OVERBOARD.



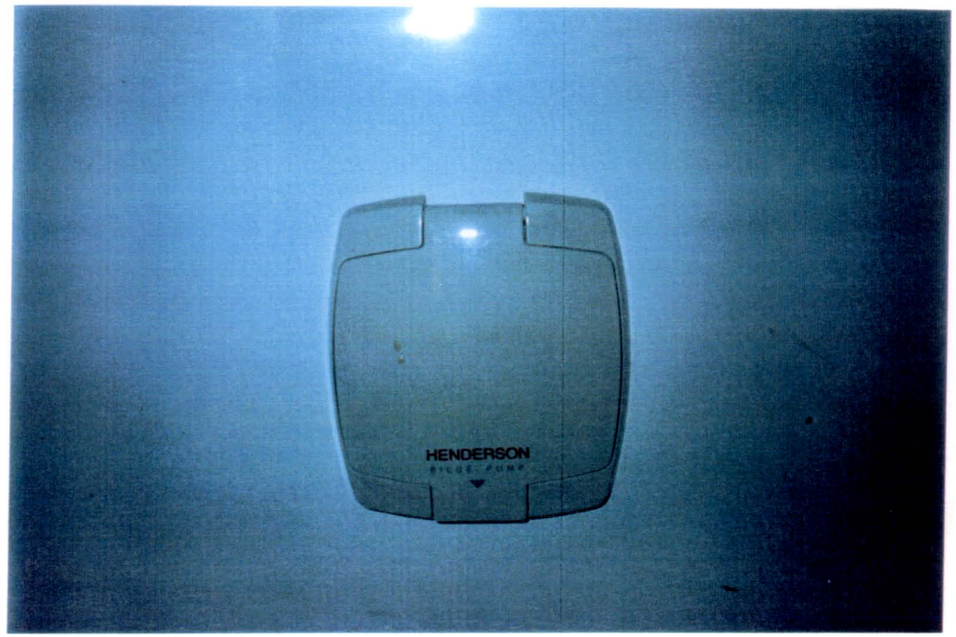
CR 34

HULL # 34

SUBJECT : HAND BILGE PUMP (EMERGENCY) OPERATION AND INSPECTION.

LOCATION : PORT COCKPIT COAMING. UNDER COCKPIT (SAIL LOCKER).

PROCEDURE : TO OPERATE PUMP, INSERT THE HANDLE AND PUMP UP AND DOWN.
TO INSPECT THE PUMP OR TO CLEAN IT, REMOVE (UNSCREW) THE BOTTOM PLASTIC CUP. ACCESS FOR CLEAN UP IS THROUGH THE SAIL LOCKER.



CR 34

HULL # 34

SUBJECT : EMERGENCY TILLER.

LOCATION : STORES UNDER HELSMAN SEAT.

PROCEDURE : SCREW TOGETHER TILLER TUBES TO FORM A 90º, INSERT (THROUGH THE HOLE OF THE STORAGE FLOOR) THE SQUARE END OF THE TILLER AND FIT IT OVER THE TOP OF THE RUDDER POST.

SUBJECT : STEERING CABLES AND PULLEY INSPECTION.

LOCATION : QTR CABIN HEAD LINER.

PROCEDURE : REMOVE FIBERGLASS HEAD LINER PANEL. NOW PEDESTAL BASE, PULLEYS AND STEERING CABLES ARE ACCESIBLE.

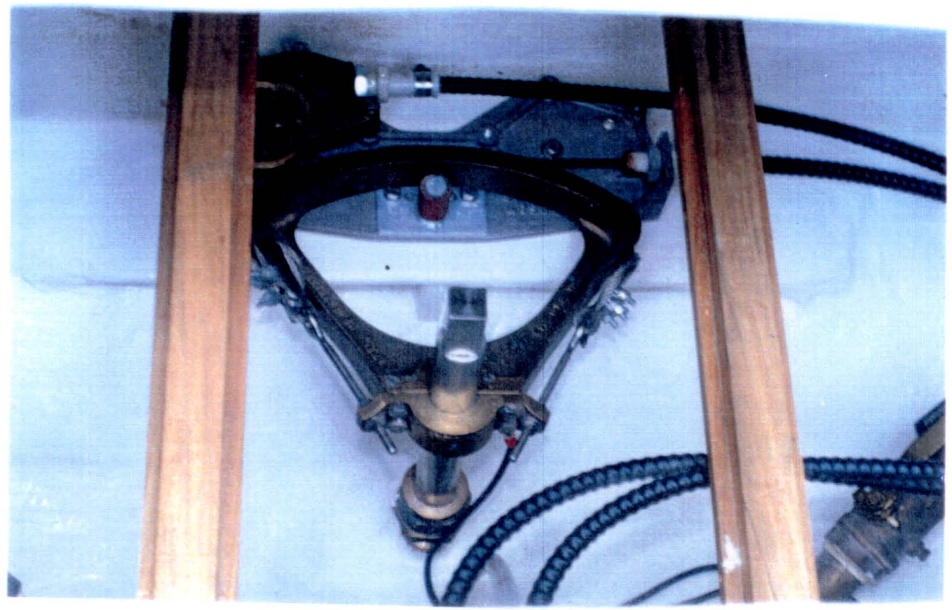
CR 34

HULL #34

SUBJECT : STEERING SYSTEM CABLE TENSION.

LOCATION : ACCESS IS THROUGH THE HELSMAN SEAT, REMOVING THE FIBERGLASS FLOORS.

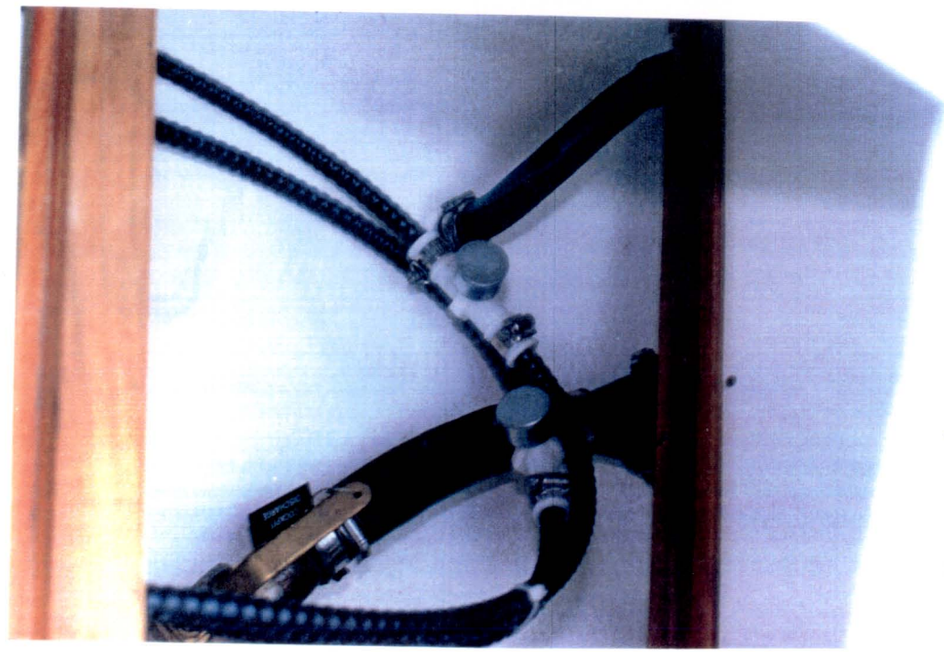
PROCEDURE : WITH TIME AND USE, STEERING SS CABLES WILL ELONGATE; TO ELIMINATE CABLE SLACK, RE-TIGHT NUTS ON TENSIONERS BY LOOSENING THE FWD ONE AND TIGHTNING THE AFT ONE. AFTER GETTING THE RIGHT TENSION, TIGHTEN BOTH NUTS AGAINST THE BRASS QUADRANT TO PREVENT FROM LOOSENING DURING OPERATION.



SUBJECT : STEERING CABLES GREASING.

LOCATION : SAME AS ABOVE.

PROCEDURE : FILL RESERVOIRS WITH GREASE ON CABLE SHIELDS BY OPENNING THE SS CUP. GREASE PERIODICALLY.



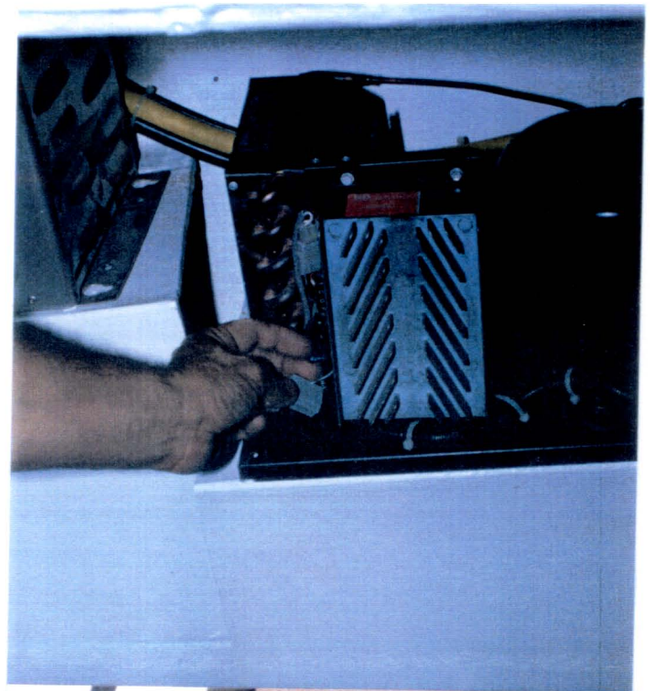
CR 34

HULL # 34

SUBJECT : 12 VOLT DC REFRIGERATOR COMPRESSOR UNIT (OPTION).

LOCATION : SAIL LOCKER SHELF.

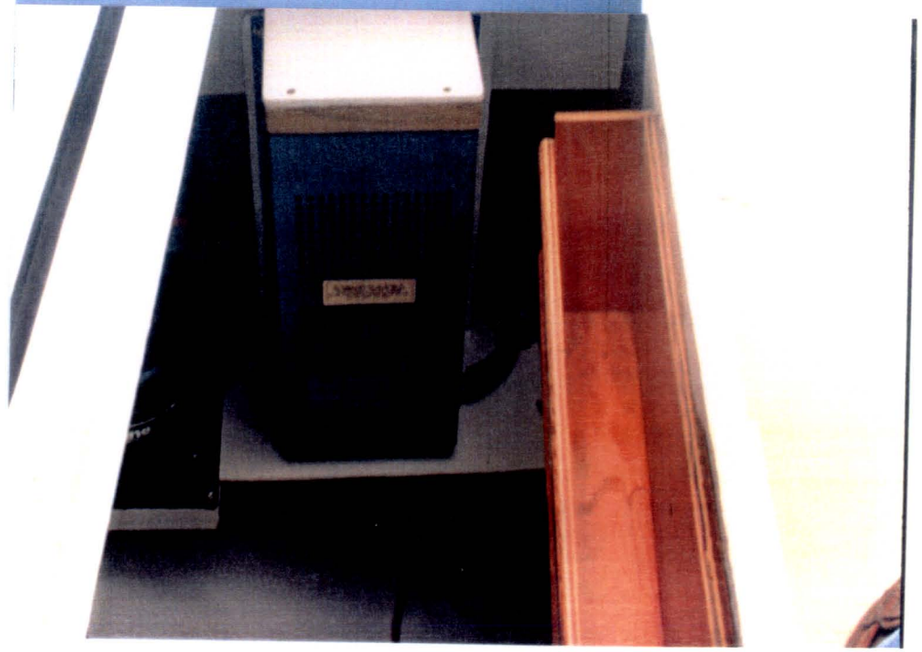
PROCEDURE : THIS UNIT HAS A FUSE BETWEEN THE COMPRESSOR AND THE RADIATOR. IF UNIT DOES NOT GO ON WITH THE PANEL BREAKER IN THE ON POSITION, THE FUSE MIGHT BE BURNED.



SUBJECT : BATTERY CHARGER (OPTION)

LOCATION : AS ABOVE.

PROCEDURE : WHEN CONNECTED TO SHORE POWER. THE MAIN PANEL BREAKER "BATTERY CHARGER" MUST BE IN THE ON POSITION TO CHARGE BATTERIES.



CR 34

HULL # 34

SUBJECT : MAST STEP TERMINAL BLOCK.

LOCATION : FWD OF MAST STEP.

PROCEDURE: REMOVE TEAK COVER. WIRES FROM/TO MAST ARE WIRED ON THIS TERMINAL BLOCK.

THEY ARE:
1- ANCHOR LIGHT
2- STROBE LIGHT
3- SPREADER LIGHTS
4- RUNNING LIGHT (SAIL)
5- RUNNING LIGHT (POWER)
6- SPARE
7- STEREO/TV ANTENA (OPTION)

REFER TO ELECTRIC DIAGRAM.

SUBJECT : MAST STEP DRAIN.

LOCATION : MAIN SALOON FLOOR.

PROCEDURE : WATER COMING DOWN FROM MAST, WILL BE COLLECTED BY THE CANISTER AROUND THE STEP, AND WILL DRAIN TO THE BILGE THROUGH THE CENTER HOLE AND GUTTER RUNNING FWD AND AFT UNDER THE STEP. THIS GUTTER CAN BE CHECKED AND CLEANED THROUGH THE FLOOR HATCH, AFT OF THE STEP.

CR 34

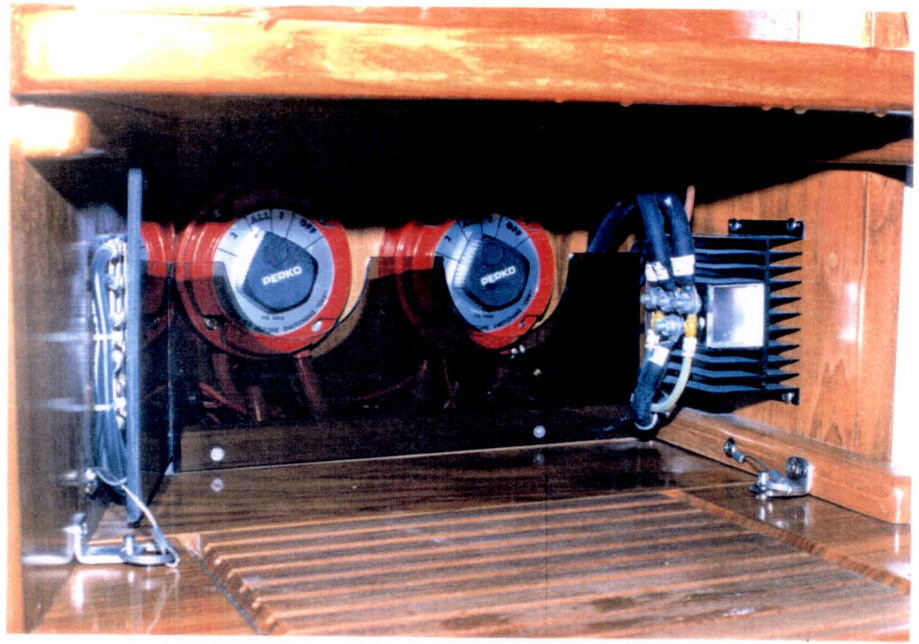
HULL # 34

SUBJECT : BATTERY SELECTOR SWITCHES, ISOLATOR, TERMINAL BLOCKS. (REFER TO ELECTRIC DIAGRAMS AS 2 BANKS WITH 4 BATTERIES IS AN OPTION).

LOCATION : UNDER COMPANION WAY STEPS.

PROCEDURE: TERMINAL BLOCKS ON THE STBR SIDE ARE FOR EQUIPMENT THAT RUNS DIRECTLY FROM THE BATTERIES AND ARE NOT WIRED TO THE MAIN PANEL CIRCUIT BREAKERS AS FOLLOWS:

1- BATTERY CONDITION METER
2- LPG SOLENOID SHUT DOWN (HAS A FUSE BEHIND LPG CONTROL PANEL)
3- BILGE PUMP (THE BILGE PUMP CONTROL PANEL AUTO/MANUAL HAS ITS OWN FUSE).
4- COURTESY LIGHTS (OPTION).



SUBJECT : TERMINAL BLOCKS PORT SIDE, FUEL GAUGE, LPG PANEL, ICE BOX LIGHT, BILGE PUMP SWITCH, ALARM SWITCH ACCESS.

LOCATION: GALLEY PORT SIDE.

PROCEDURE: REMOVE SCREWS THAT HOLD DOWN THE TEAK PANEL, AND PULL OUT.
TERMINAL BLOCKS ARE FOR DC SYSTEM ON PORT SIDE.

CR 34

HULL # 34

SUBJECT : ENGINE PANEL REMOVAL.

LOCATION : STBR COCKPIT COAMING.

PROCEDURE : REMOVE SCREWS FROM PANEL CORNERS AND PULL OUT PANEL.

SUBJECT : MAIN PANEL

LOCATION : CHART TABLE (AFT)

PROCEDURE : TURN WOODEN KNOB AND PULL OUT PANEL. ACCESS TO WIRING IS PROTECTED BY CLEAR PLEXIGLASS TO PREVENT ELECTRIC SHOCK. IF REQUIRED REMOVE PLEXIGLASS BY UNDOING SCREWS SHOWING.

CR 34

HULL # 34

SUBJECT : CHART TABLE (ELECTRONIC) PANEL REMOVAL.

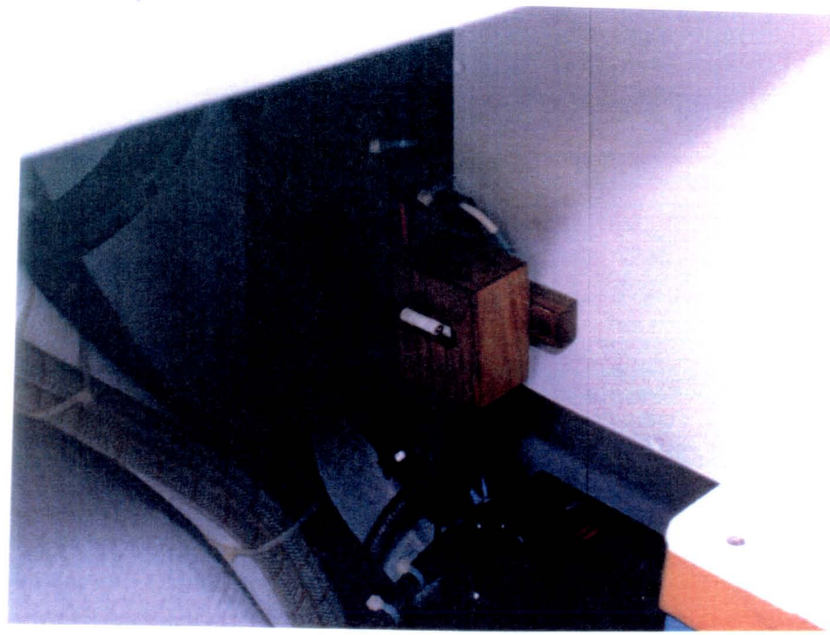
LOCATION : CHART TABLE STRB SIDE.

PROCEDURE : REMOVE SCREWS THAT HOLD IN POSITION THE TEAK STRIPS, AND THEN REMOVE BLACK PANELS.

SUBJECT : 110 VOLTS SHORE POWER BREAKER.

LOCATION : SAIL LOCKER.

PROCEDURE : THE SHORE POWER (110 VOLTS LINE) GOES THROUGH THIS BREAKER AND THEN TO THE MAIN CONTROL PANEL. THIS BREAKER IS TO PROTECT THE PANEL. IT SHOULD ALWAYS BE IN THE ON POSITION OR NO POWER WILL FEED THE MAIN PANEL (AC SIDE)



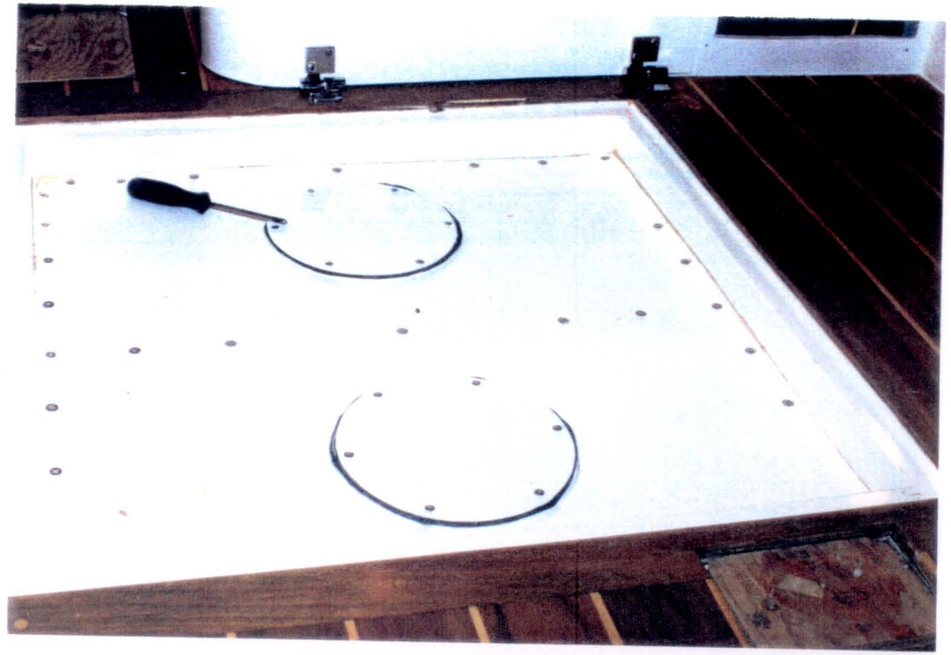
CR 34

HULL # *34*

SUBJECT : FWD & AFT WATER TANKS INSPECTION.

LOCATION : FWD CABIN, AFT CABIN.

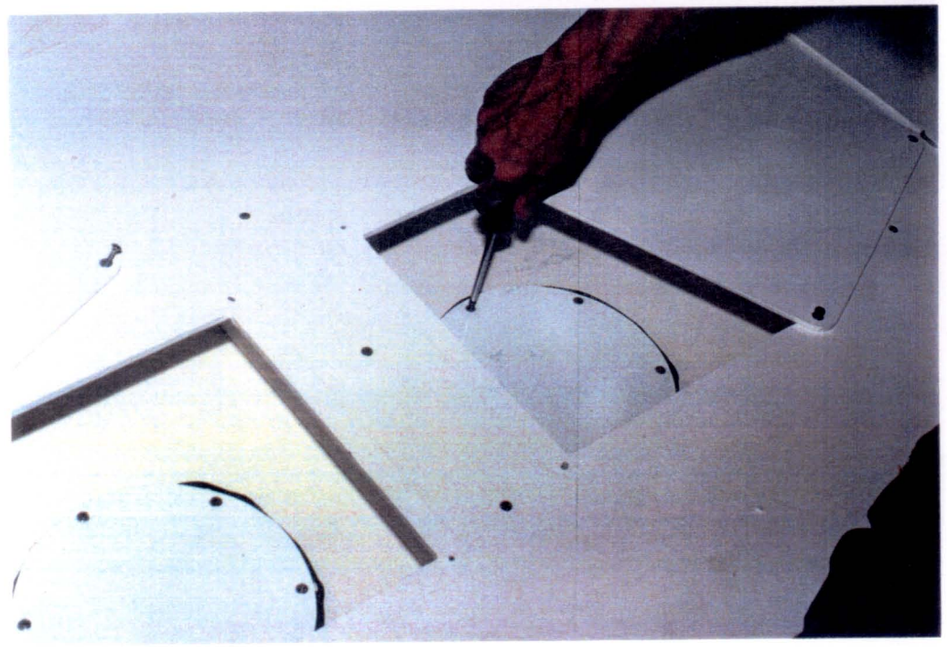
PROCEDURE : TO INSPECT OR CLEAN WATER TANKS REMOVE SCREWS AND INSPECTION PLATES AS SHOWN.



SUBJECT : MID SHIP HOLDING TANK.

LOCATION : UNDER SALOON MAIN FLOOR HATCH.

PROCEDURE : REMOVE MAIN FLOOR HATCH AND PROCEED AS ABOVE.



CR 34

HULL #34

SUBJECT : FRESH WATER HEATER.

LOCATION : UNDER PORT SALOON SETTEE.

PROCEDURE : REMOVE SCREWS THAT HOLD FIBERGLASS COVER PLATES ON THE TOP AND FACE OF THE SETTEE.

SUBJECT : STAY SAIL TRAVELER BACKING PLATE ACCESS.

LOCATION : HEAD AND OUT BOARD OF HEAD DOOR HEAD LINERS.

PROCEDURE : REMOVE TEAK COVER STRIPS

CR 34

HULL # 34

SUBJECT : MAIN SHEET TRAVELER BASE.

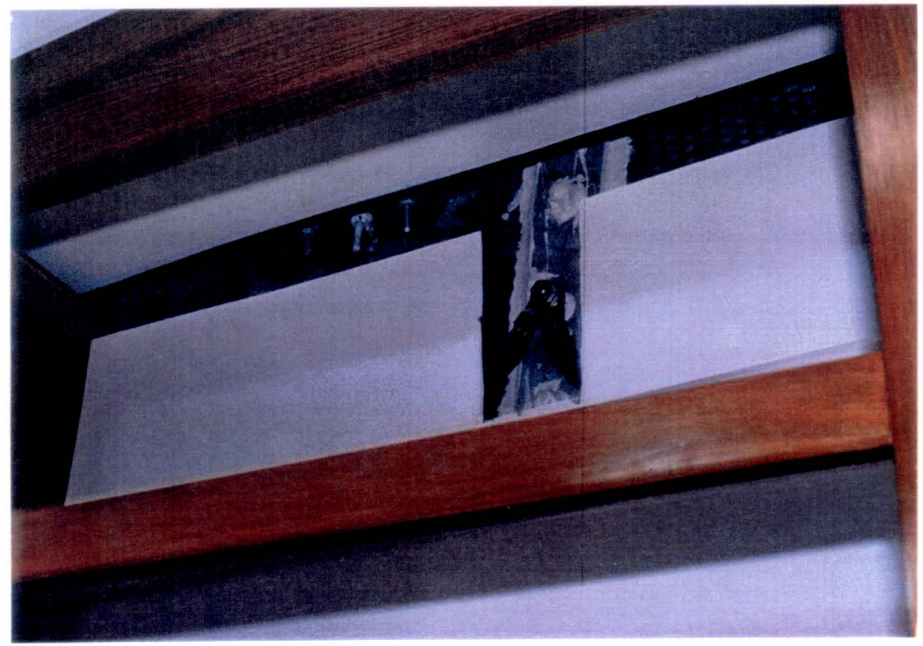
LOCATION : QTR BERTH AND GALLEY HEAD LINER.

PROCEDURE : TO GET TO THE TRAVELER BASE, REMOVE LAMP ON THE QTR BERTH HEAD LINER, AS WELL AS THE TEAK PAD. OVER THE GALLEY JUST REMOVE THE TEAK PAD.

SUBJECT : ACCESS TO CHAIN PLATES BACKING PLATES AND HULL AND DECK JOINT.

LOCATION : PORT AND STRB SIDES.

PROCEDURE : IN ORDER TO GET TO THESE AREAS, REMOVE THE SCREWS SHOWING ALONG BOTH PORT AND STRB SIDES FWD AND AFT.



CR

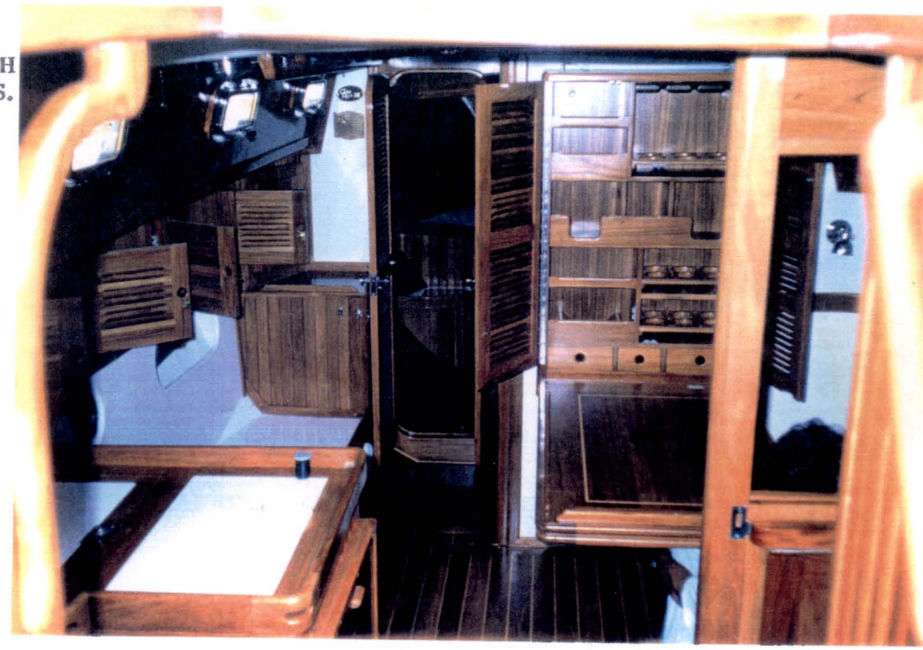
HULL # 34

SUBJECT : POLYHURETANE INTERIOR FINISH.

MATERIAL : TWO PART MIX, POLYHURETANE (CLEAR).

PROCEDURE : THE INTERIOR IS FINISHED WITH A CLEAR WOOD SEALER, WITH THE EXCEPTION OF THE FOLLOWING PARTS THAT HAVE A POLYHURETANE FINISH : MAIN SALOON TABLE, CHART TABLE, LADDER, MEDICINE CABINET, GRABRAILS, HATCH SCREENS. THIS FINISH GIVES AN EXCELLENT PROTECTION AGAINST MOISTURE, STAINS, SOLVENTS, SCRATCHES ETC.
IT IS SPRAYED USING A SPRAY GUN (4 COATS).
IT CAN BE SANDED (320 WET SAND PAPER) AND POLISHED TO GET A DUST FREE GLOSSY FINISH.
FOR TOUCH UPS IT CAN BE APPLIED WITH A SMALL BRUSH, SANDING BETWEEN COATS TO REMOVE BRUSH MARKS. IF SURFACE TO BE REPAIRED IS TOO BIG, IN ORDER TO GET A GOOD FINISH THE POLYHURETANE MUST BE SPAYED.

FOLLOW PAINT INSTRUCTIONS IN THE CAN WITH REGARDS TO MIX, CURE TIMES AND DILUTIONS.



CR 34

HULL # 34

SUBJECT : CABIN SOLE FINISH

MATERIAL : FABULON. SEMI-GLOSS / CLEAR. OIL. MODIFIED POLYURETHANE (ORDER #P83-5611-1)

PROCEDURE : SAND BARE WOOD UP TO #120 WOOD SAND PAPER. CLEAN WOOD WITH A SUITABLE SOLVENT (ACETONE OR SIMILAR). CLEAN SURFACE WITH TAC RAGS AND APPLY THE FIRST COAT. LET IT CURE. HAND SAND WITH SANDING BLOCK AND #220 SAND PAPER. CLEAN WITH ALCOHOL (DENATURATED) AND TAC-RAGS. (DO NOT USE ACETONE OR SIMILAR SOLVENTS AS THEY WILL ATTACK THE FABULON). APPLY 2ND COAT, FOLLOW SAME PROCEDURE AS BEFORE. APPLY 3RD, 4TH, 5TH, AND 6TH COAT, SANDING BETWEEN COATS. AFTER CURE THE FLOOR AND HATCHES CAN BE POLISHED IF THERE ARE TOO MANY IMPERFECTIONS SUCH AS BRUSH MARKS, DUST, ETC. TO DO IT, HAND SAND AFFECTED AREA WITH #320 SAND PAPER VERY GENTLY AND THEN POLISH.

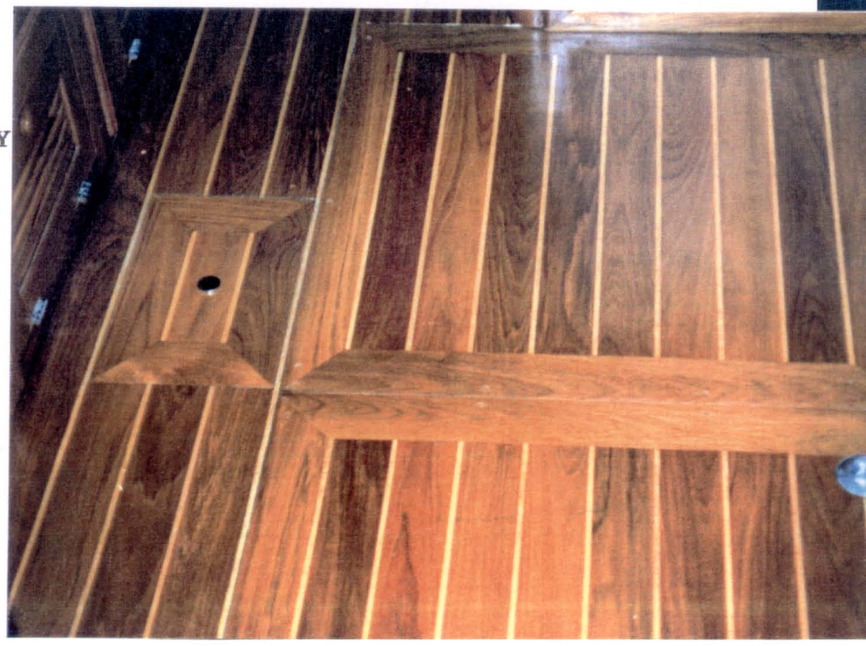
REPAIRS : AFFECTED AREA CAN BE POLISHED IF DAMAGE IS SUPERFICIAL AND DOES NOT GO DOWN TO THE WOOD. IF THEY ARE DEEP INTO THE WOOD, AREA SHOULD BE SANDED DOWN TO BARE WOOD.
IT IS IMPORTANT TO DO COMPLETE AREAS AS JOINTS OR OVERLAPS BETWEEN OLD AND NEW COATS WILL BE VERY EVIDENT.
THE QUALITY OF THE FINISH WILL DEPEND ON SEVERAL FACTORS :

A- ABILITY TO VARNISH.

B- USE OF FINE BRUSH (PURE BRISTLE GLASS KOTER #2040) AND TAC RAGS.

C- DUST IN THE AREA.

D- FOLLOWING PRODUCT SUGGESTIONS ON CURE TIMES, APPLICATION, DILUTIONS, ETC.



CR 34

HULL # 34

SUBJECT : INTERIOR WOOD HAND RUBBED FINISH

MATERIAL : CLEAR WOOD SEALER (LACKER)

PROCEDURE : DRY SAND AFFECTED AREA WITH SAND PAPER (WET SAND PAPER) 220 GRIT. DO IT GENTLY TO REMOVE GLOSS OR STAINS. CLEAN DUST WITH A CLEAN RAG.
USING A CLEAR WOOD SEALER MIX (50% SEALER 50% THINNER), APPLY WITH A SOFT RAG, RUBBING GENTLY WITH SMALL STRAIGHT MOVEMENTS. AS THINNER WILL EVAPORATE VERY FAST, STOP RUBBING THE AREA WHEN RAG 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 COATS 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 RAG IN THE MIX AS NECESSARY AVOID DRIPS.

CR 34

HULL # 34

SUBJECT : EXTERIOR VARNISH (INTERLUX PRODUCTS)

MATERIAL : #1026 INTER-PRIME WOOD SEALER CLEAR
#96 SCHOONER VARNISH (INTERLUX)

PROCEDURE : SAND BARE WOOD UP TO #100 WOOD SAND PAPER. CLEAN WOOD WITH A SUITABLE SOLVENT TO REMOVE GREASE, DIRT, ETC. (ACETONE OR SIMILAR). APPLY ONE COAT OF PREMIER AND LET CURE. AFTER CURING, USE SCOTCH BRITE PH-0100-6095-4 (3M) (TYPE A VERY FINE) INSTEAD OF SAND PAPER TO REMOVE DUST AND BRIGHTNESS. CLEAN SURFACE WITH DENATURATED ALCOHOL (DO NOT USE ACETONE OR SOLVENTS AS THEY WILL ATTACK THE PREMIER AND VARNISH) AND APPLY A SECOND COAT. FOLLOW SAME PROCEDURE UP TO THE 4TH COAT.
THEN, SAND WITH #180 SAND PAPER VERY GENTLY TO AVOID PREMIER REMOVAL. CLEAN WITH ALCOHOL AND APPLY 1ST COAT OF VARNISH. CURE. SAND WITH SCOTCH BRITE AS ABOVE AND FOLLOW SAME PROCEDURE UP TO THE 3RD COAT. NOW SAND GENTLY WITH #220 SAND PAPER USING A RUBBER SANDING BLOCK TO GET A NICE FLAT SURFACE. CLEAN WITH ALCOHOL AND TAC-RAGS AND APPLY THE LAST COAT (SPRAY OR BRUSH).

THIS VARNISH CAN NOT BE POLISHED.

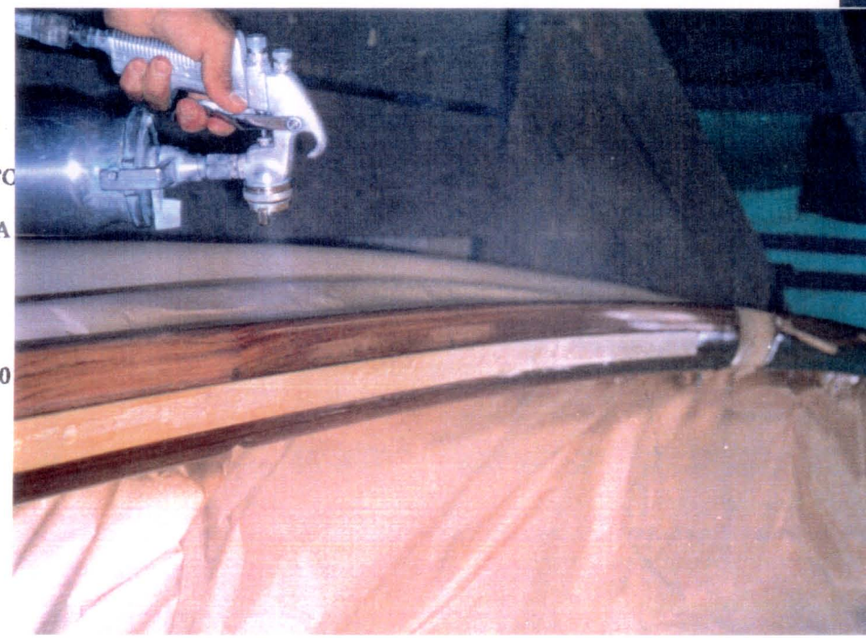
REPAIRS : IF DAMAGE IS SUPERFICIAL, IT CAN BE SANDED WITH #220 SAND PAPER AND EXTRA COATS APPLIED.
THE AFFECTED AREA SHOULD BE VARNISHED COMPLETE TO AVOID JOINTS OR OVERLAPS WITH OLD VARNISH.
SMALL SCRATCHES OR DENTS CAN BE TOUCHED UP WITH A SMALL BRUSH, JUST ON THE SMALL AREA.
THE QUALITY OF THE FINISH WILL DEPEND ON SEVERAL FACTORS :

A- ABILITY TO VARNISH.

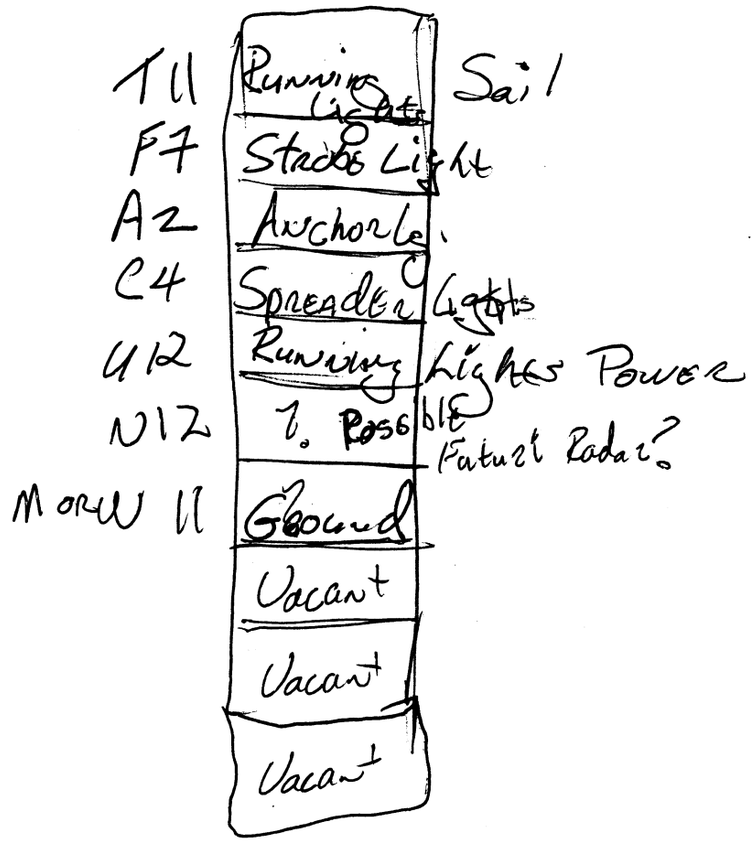
B- USE OF FINE BRUSH PURE BRISTLE GLASS KOTER #2040 AND TAC RAGS.

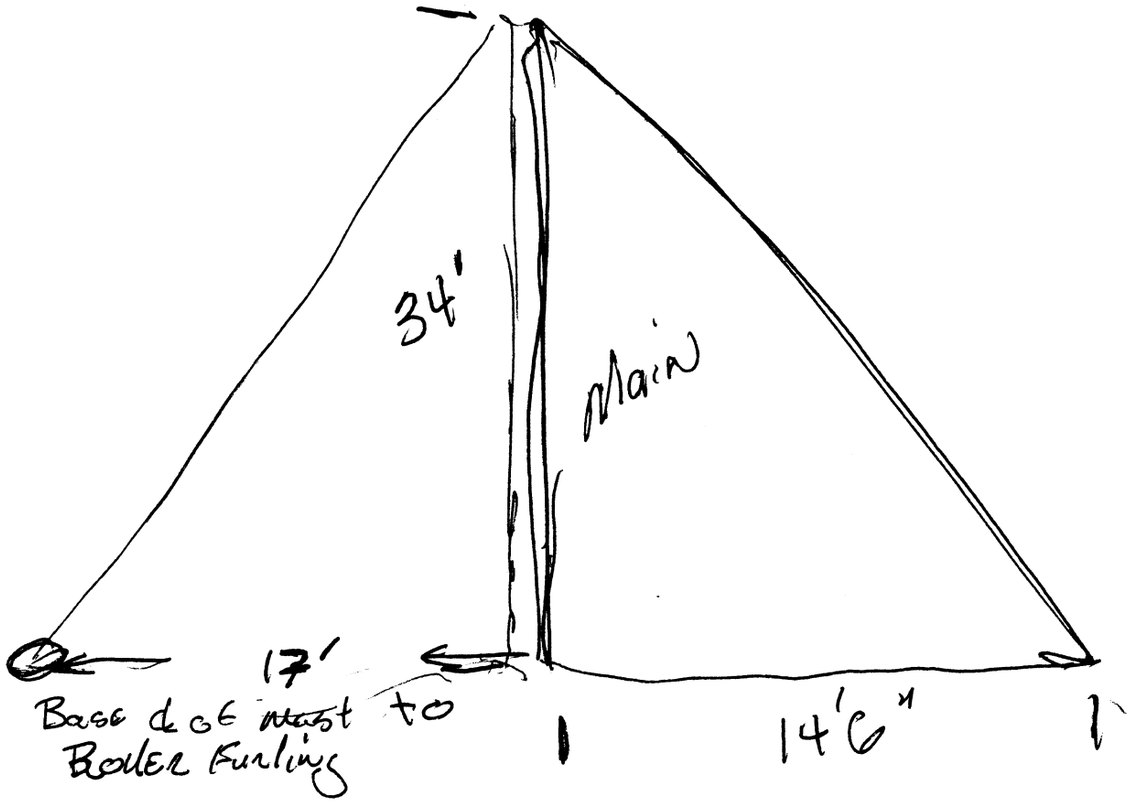
C- DUST IN THE AREA.

D- FOLLOWING PRODUCT SUGGESTIONS ON CURE TIMES, APPLICATION, DILUTIONS, ETC.



Mast Base Terminal Block





Dimensions are eye to eye