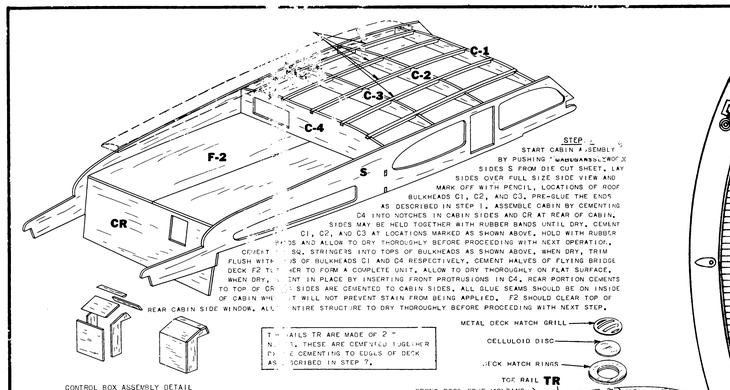


STEP 1

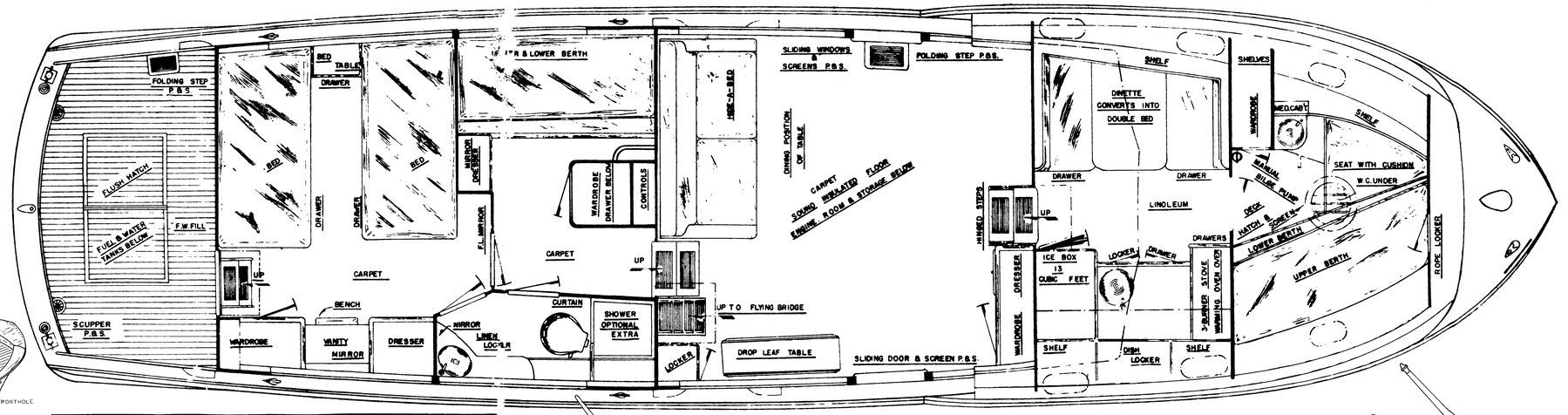
START CABIN ASSEMBLY BY PUSHING [illegible] SIDES S FROM DIE CUT SHEET. LAY SIDES OVER FULL SIZE SIDE VIEW AND MARK OFF WITH PENCIL, LOCATIONS OF ROOF BULKHEADS C1, C2, AND C3. PRE-GLUE THE ENDS [illegible] AS DESCRIBED IN STEP 1. ASSEMBLE CABIN BY CEMENTING C4 INTO NOTCHES IN CABIN SIDES AND CR AT REAR OF CABIN. [illegible] SIDES MAY BE HELD TOGETHER WITH RUBBER BANDS UNTIL DRY. CEMENT [illegible] C1, C2, AND C3 AT LOCATIONS MARKED AS SHOWN ABOVE. HOLD WITH RUBBER [illegible] AND ALLOW TO DRY THOROUGHLY BEFORE PROCEEDING WITH NEXT OPERATION. [illegible] SQ. STRINGERS INTO TOPS OF BULKHEADS AS SHOWN ABOVE. WHEN DRY, TRIM [illegible] OF BULKHEADS C1 AND C4 RESPECTIVELY. CEMENT HALVES OF FLYING BRIDGE [illegible] ER TO FORM A COMPLETE UNIT. ALLOW TO DRY THOROUGHLY ON FLAT SURFACE. [illegible] NT IN PLACE BY INSERTING FRONT PROTRUSIONS IN C4. REAR PORTION CEMENTS [illegible] SIDES ARE CEMENTED TO CABIN SIDES. ALL GLUE SEAMS SHOULD BE ON INSIDE [illegible] T WILL NOT PREVENT STAIN FROM BEING APPLIED. F2 SHOULD CLEAR TOP OF [illegible] ENTIRE STRUCTURE TO DRY THOROUGHLY BEFORE PROCEEDING WITH NEXT STEP.

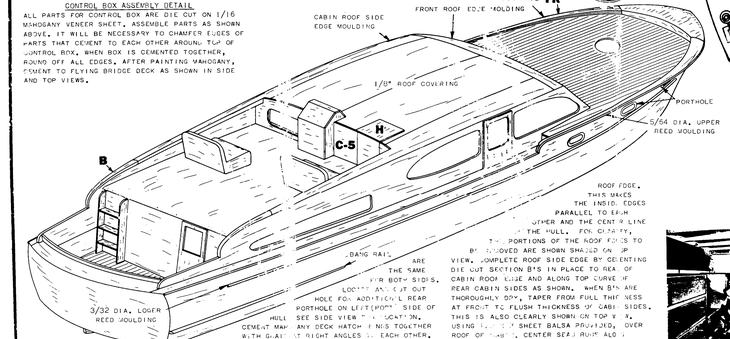
CEMENT [illegible] FLUSH WITH [illegible] DECK F2 TO [illegible] WHEN DRY, [illegible] TO TOP OF CR [illegible] OF CABIN WH[illegible]

T[illegible] AILS TR ARE MADE OF 2 [illegible] N[illegible] 1. THESE ARE CEMENTED TOGETHER [illegible] CEMENTING TO EDGES OF DECK [illegible] SCRIBED IN STEP 7.

CONTROL BOX ASSEMBLY DETAIL

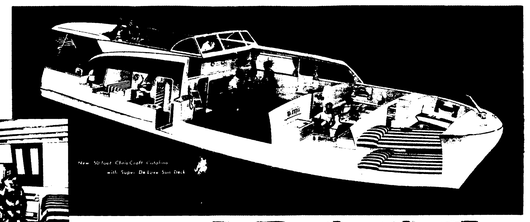
ALL PARTS FOR CONTROL BOX ARE DIE CUT ON 1/16 MAHOGANY VENEER SHEET. ASSEMBLE PARTS AS SHOWN ABOVE. IT WILL BE NECESSARY TO CHAMFER EDGES OF PARTS THAT CEMENT TO EACH OTHER AROUND TOP OF CONTROL BOX. WHEN BOX IS CEMENTED TOGETHER, ROUND OFF ALL EDGES. AFTER PAINTING MAHOGANY, CEMENT TO FLYING BRIDGE DECK AS SHOWN IN SIDE AND TOP VIEWS.

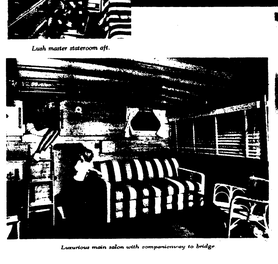




STEP 7

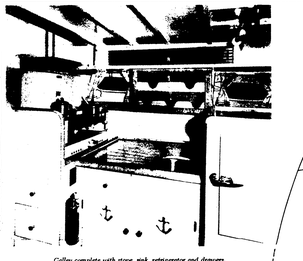
CEMENT FRONT TOE RAIL SECTIONS TR AGAINST REAR OF BP(BOW PIECE) AND ALONG TOP EDGE OF DECK AS SHOWN ABOVE. IT WILL BE NECESSARY TO BEND THE REAR ENDS OF TR SLIGHTLY WHERE THEY CEMENT DOWN ALONG CURVED SECTION OF RAISED DECK. HOLD WITH PINS AND ALLOW TO DRY THOROUGHLY. WHEN DRY, REMOVE PINS AND SAND OUTSIDE EDGE OF TOE RAIL TO MATCH CURVE OF BOW PIECE. WHEN FINISHED, TOE RAIL SHOULD APPEAR TO BE FLOWING INTO BP AS ONE UNIT. CEMENT 5/64 DIAMETER REED PROVIDED FOR MOULDING TRIM ALONG TOP OUTSIDE EDGE OF RAISED DECK. SEE SIDE VIEW FOR POSITION. FRONT OF REED WHERE IT ENDS AT THE CENTER OF BP IS TAPERED AS SHOWN ON TOP VIEW. THE VERY TIP IS CURVED AROUND PROFILE OF RAISED DECK PORTION. REED IS VERY EASILY BENT BY CRIMPING EVERY 1/16" OR SO WITH FINGER NAIL TO FORM THE DESIRED CURVE, ESPECIALLY AROUND THE RAISED DECK PORTION. REED SHOULD BE FITTED, TAPERED, AND CURVED BEFORE CEMENTING IN PLACE ON HULL. USE PINS [illegible] UNTIL DRY. BE CAREFUL NOT TO SPLIT THE REED. CEMENT REAR 5/64 REED MOULDING STRIPS ALONG SIDES OF HULL AND FLUSH WITH CAT WALKS AS SHOWN ON SIDE VIEW. REED ENDS FLUSH WITH END OF HULL AND FORMS A SQUARE JOINT WHERE IT MEETS RAISED DECK REED MOULDING. LOCATE POSITION OF 3/32 LOGER REED MOULDING ON SIDE VIEW AND CEMENT IN PLACE ON SIDE OF HULL. BE CERTAIN THAT MOULDING IS CEMENTED IN PLACE STRAIGHT. USE TAPE TO HOLD WHILE DRYING. LOCATE AND CUT OUT HOLES FOR PORTHOLE INSERTION. LOCATIONS OF PORTHOLES [illegible] DANG RAILS [illegible] ARE [illegible] THE SAME [illegible] FOR BOTH SIDES. [illegible] LOCATE AND CUT OUT [illegible] HOLE FOR ADDITIONAL REAR PORTHOLE ON LEFT(PORT) SIDE OF [illegible] SEE SIDE VIEW [illegible] LOCATION. [illegible] CEMENT MA[illegible] ANY DECK HATCH [illegible] RINS TOGETHER WITH [illegible] RIGHT ANGLES [illegible] EACH OTHER. [illegible] WHEN DRY, [illegible] UND OFF TOP EDGE AS SHOWN ON SIDE VIEW [illegible] CEMENT IN PLACE OVER HOLE IN DECK. AFT [illegible] MODEL HAS BEEN PAINTED, HATCH IS COMPLE[illegible] BY CUTTING CELLULOID DISC AND CEMENTING [illegible] IN PLACE. METAL DECK HATCH GRILL IS [illegible] N CEMENTED TO TOP OF CELLULOID AS SHOWN AB[illegible] VE. USING PATTERN PROVIDED, MAKE 2 BAR[illegible] RAILS FROM 1/8 SCRAP BALSA. ROUND EDG[illegible] AND CEMENT IN PLACE TO REAR [illegible] AS SHOWN ON SIDE VIEW. SIDES OF BANG RAILS WHERE THEY ARE CEMENTED TO HULL [illegible] OFFERED SLIGHTLY SO THAT THEY ARE CONTIG[illegible] AL AND DO NOT DROOP DOWN. COMPLETE [illegible] STRUCTURE BY REMOVING ALL PINS AND [illegible] CEMENT CABIN ROOF EDGES [illegible] ONTO ROOF EDGE IS FLUSH WITH [illegible] SIDES OF ROOF EDGE IS CE[illegible] STRINGER. ROOF EDGE [illegible] ALSO [illegible] CENTED AGAINST TOP OF CABIN S[illegible] TOP [illegible] FULL LENGTH. YOU WILL NOTICE T[illegible] POST [illegible] FOR OFF CABIN AT AN ANGL[illegible] S [illegible] EARLY SHOWN IN STEP 6 ISOMETRIC [illegible] W OF BOAT. BE CERTAIN ROOF EDGE [illegible] ELY. PIN DOWN FIRMLY. [illegible] ALLOW TO DRY THOROUGHLY BEFORE REMOVING PINS. OTHER SIDE IS MOUNTED IN SAME MANNER. WHEN ROOF EDGE IS THOROUGHLY DRY, REMOVE PINS AND TRIM OUTSIDE OVERHANGING PORTIONS FLUSH WITH CABIN SIDES. CUT OUT SECTION INSIDE FLYING BRIDGE COCKPIT AS SHOWN WITH SMALL DASHED LINES ON TOP VIEW. THE SECTION TO BE CUT OUT IS A LONG TRIANGULAR PIECE. IT IS TRIANGLE FLUSH WITH REAR OF C4 AND IS APPROXIMATELY 3/16 WIDE AT THIS POINT. THIS IS CUT OFF ON A STRAIGHT LINE TAPERING BACK TO REAR OF ROOF EDGE. THIS MAKES THE INSIDE EDGES PARALLEL TO EACH OTHER AND THE CENTER LINE OF THE HULL. FOR CLARITY, THE PORTIONS OF THE ROOF EDGES TO BE REMOVED ARE SHOWN SHADED ON TOP VIEW. COMPLETE ROOF SIDE EDGE BY CEMENTING DIE CUT SECTION B15 IN PLACE TO REAR OF CABIN ROOF EDGE AND ALONG TOP CURVE OF REAR CABIN SIDES AS SHOWN. WHEN B15 ARE THOROUGHLY DRY, TAPER FROM FULL THICKNESS AT FRONT TO FLUSH THICKNESS OF CABIN SIDES. THIS IS ALSO CLEARLY SHOWN ON TOP VIEW. USING [illegible] SHEET BALSA PROVIDED, COVER ROOF OF [illegible] CENTER SEAT ROOM ALONG CENTER OF [illegible] HOLE STRINGER AND OUTER EDGES BUTT FIRMLY AGAINST BLUE ROOF EDGES. TRIM ROOF CEILING FLUSH WITH FRONT OF C[illegible] AND REAR OF C4. FIT CABIN FRONT ROOF EDGE BETWEEN CABIN SIDES AND AGAINST FRONT OF C1. WHEN FIT HAS BEEN OBTAINED, CEMENT IN PLACE. TOP OF FRONT ROOF EDGE AND TOPS OF C1 SHOULD BE FLUSH WITH EACH OTHER. CEMENT MAHOGANY VENEER C5 IN PLACE AGAINST REAR OF C4. A LOW CABIN UNIT TO DRY THOROUGHLY. ENTIRE ROOF SHOULD NOW BE SANDED SMOOTH SO THAT IT APPEARS TO BE AS ONE UNBROKEN UNIT. ROOF EDGES AND B15 ARE NOW SANDED SMOOTHLY INTO TOPS OF CABIN SIDES. INSIDE EDGES IN COCKPIT REMAIN SQUARE AND ARTISTICAL. ROUND OFF REAR OF FLYING BRIDGE DECK F2 SMOOTHLY INTO CR AS SHOWN ON SIDE VIEW. FIT CABIN STRUCTURE ON HULL BY INSERTING FRONT PROTRUSIONS INTO NOTCHES FOR [illegible] IN H5. BOTTOM OF CABIN SIDES SHOULD REST ON SIDE CAT WALKS, REARWARD PORTIONS BETWEEN COCKPIT RAILING AND ON BOW(REAR CAT WALK). IF CABIN SIDES DO NOT FIT PERFECTLY ON HULL, SAND HIGH SPOTS UNTIL A GOOD FIT IS ACHIEVED. CEMENT SIDE AND REAR MAHOGANY CABIN DOORS IN PLACE TO SIDE CENTER WINDOWS AND REAR WINDOW AS SHOWN. CONSTRUCT MAHOGANY CONTROL BOX AND LADDER AS SHOWN. THESE ARE CEMENTED IN POSITION SHOWN ABOVE AFTER MODEL HAS BEEN PAINTED. CONSTRUCT 2 SEATS(SEE DETAIL) AND CEMENT IN PLACE ON FLYING BRIDGE DECK AFTER MODEL HAS BEEN PAINTED. ROUND EDGES OF HATCH AND CEMENT IN PLACE ON CABIN ROOF AFTER MODEL HAS BEEN PAINTED.



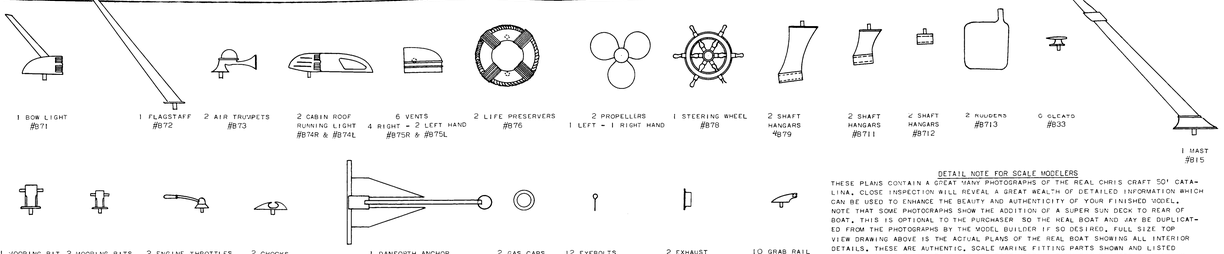


Lush master stateroom aft

Luxurious main salon with companionway to bridge

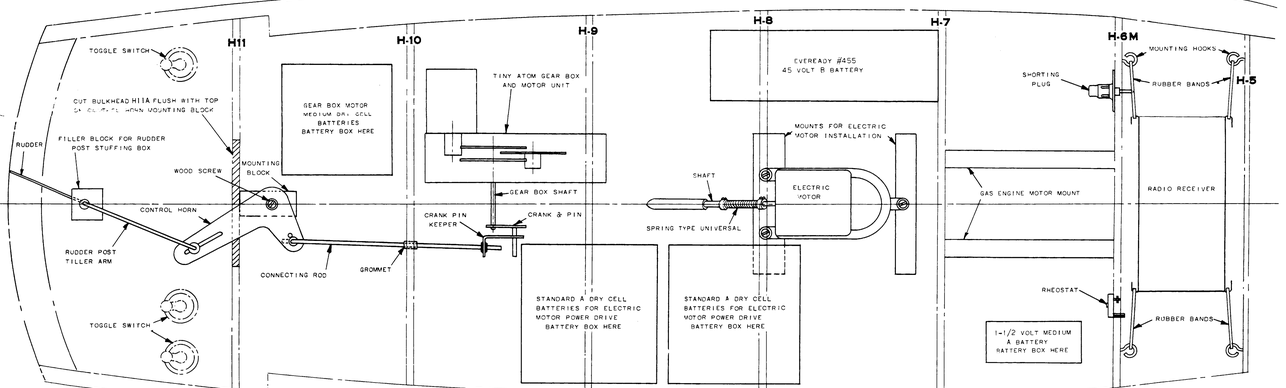


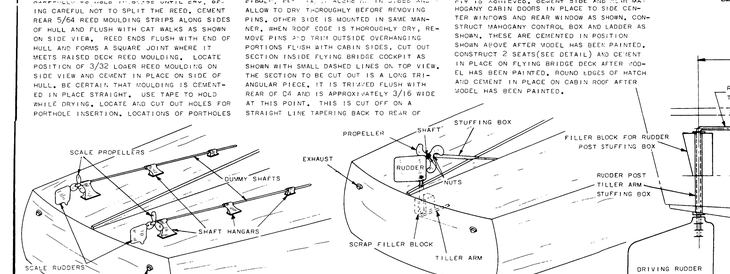
Galley complete with stove, sink, refrigerator and drawers.



DETAIL NOTE FOR SCALE MODELERS

THESE PLANS CONTAIN A GREAT MANY PHOTOGRAPHS OF THE REAL CHRIS CRAFT 50' CATALINA. CLOSE INSPECTION WILL REVEAL A GREAT WEALTH OF DETAILED INFORMATION WHICH CAN BE USED TO ENHANCE THE BEAUTY AND AUTHENTICITY OF YOUR FINISHED MODEL. NOTE THAT SOME PHOTOGRAPHS SHOW THE ADDITION OF A SUPER SUN DECK TO REAR OF BOAT. THIS IS OPTIONAL TO THE PURCHASER. SO THE REAL BOAT AND MAY BE DUPLICATED FROM THE PHOTOGRAPHS BY THE MODEL BUILDER IF SO DESIRED. FULL SIZE TOP VIEW DRAWING ABOVE IS THE ACTUAL PLANS OF THE REAL BOAT SHOWING ALL INTERIOR DETAILS. THESE ARE AUTHENTIC, SCALE MARINE FITTING PARTS SHOWN AND LISTED HERE DO NOT COME WITH THIS KIT FOR BOAT MODEL. THEY CAN BE MADE BY HAND BY THE MODEL BUILDER OR A SET OF ALL DIE CAST METAL FITTINGS SPECIFICALLY MADE FOR THIS MODEL AND AUTHENTIC IN EVERY DETAIL ARE AVAILABLE AT YOUR DEALER. ASK FOR STERLING BOAT FITTING SET B-7F.





BOTTOM POWER ASSEMBLY DETAIL

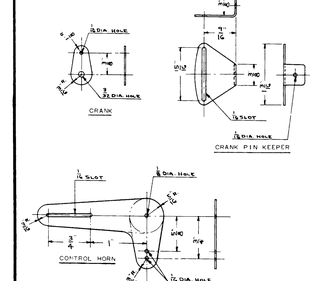
ABOVE INSTALLATION IS EXPLAINED IN DETAIL IN FINAL ASSEMBLY NOTE BELOW. DRAWING SHOWS DETAIL AND POSITION OF POWER RUDDER INSTALLATION.

REAR SIDE VIEW (RUDDER SERVO DETAIL)

DRAWING ABOVE IS FULL SIZE AND ALL PARTS WITH THE EXCEPTION OF BRASS RUDDER SERVO ASSEMBLY PARTS MAY BE MADE RIGHT OFF DRAWING. WHEN ASSEMBLING SERVO UNIT AS DESCRIBED IN RADIO CONTROL UNIT INSTALLATION BELOW, PAY CAREFUL ATTENTION TO ALL DIMENSIONS GIVEN.

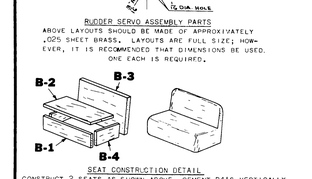
HULL BOTTOM SCALE ASSEMBLY DETAIL

MARK LOCATIONS OF TWIN RUDDERS, SHAFT HANGARS AND THE POINT OF ENTRY OF SHAFT INTO HULL AS SHOWN ABOVE AND ON SIDE VIEW. SOLDER SCALE PROPELLERS TO ENDS OF 1/16 WIRE DUMMY SHAFTS PROVIDED. CEMENT SHAFT HANGARS IN POSITION. SLIP SHAFTS THROUGH HANGARS AND PUSH INTO HULL. CEMENT RUDDERS INTO POSITION.



RUDDER SERVO ASSEMBLY PARTS

ABOVE LAYOUTS SHOULD BE MADE OF APPROXIMATELY .025 SHEET BRASS. LAYOUTS ARE FULL SIZE; HOWEVER, IT IS RECOMMENDED THAT DIMENSIONS BE USED. ONE EACH IS REQUIRED.



SEAT CONSTRUCTION DETAIL

CONSTRUCT 2 SEATS AS SHOWN ABOVE. CEMENT B4'S VERTICALLY AGAINST BOTTOM SIDES OF B3. CAP FRONT OFF WITH B1. CEMENT B2 TO TOP OF B1'S AND B4 AND AGAINST B3. ENTIRE ASSEMBLY SHOULD BE RAPID SO THAT EDGES CAN BE LINED UP AND SQUARED OFF WITH EACH OTHER AS ASSEMBLY IS MADE. HOLD WITH PINS UNTIL DRY. NOTE THAT B4'S ARE PLACED SO THAT ANGLE IN SAME CAUSES REAR PIECE B3 TO SLANT BACKWARDS. WHEN DRY, SEAT SHOULD BE SANDED SMOOTH AND ROUNDED OFF AS SHOWN IN FINISHED DRAWING. AFTER PAINTING, THESE SHOULD BE CEMENTED IN PLACE ON FLYING BRIDGE DECK LOCATIONS SHOWN ON TOP VIEW.

FINAL ASSEMBLY NOTE

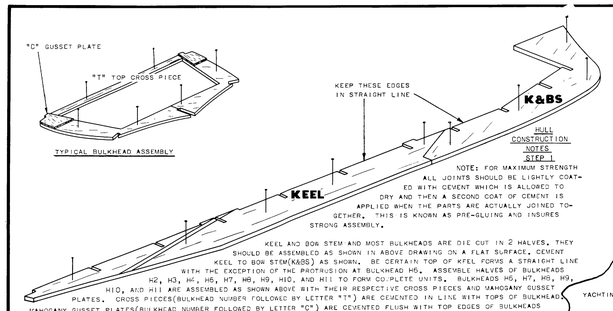
CHECK THAT FRONT CABIN SIDE PROTRUSIONS FIT EASILY INTO NOTCHES IN HS SO THAT CABIN MAY BE QUICKLY AND EASILY PUT ON OR REMOVED FROM HULL. IT MAY BE NECESSARY TO TRIM EITHER THE PROTRUSIONS OR NOTCHES TO ACHIEVE THIS. IF MODEL IS TO BE FOR DISPLAY ONLY, BOTTOM OF HULL IS FINISHED AS PER THE HULL BOTTOM SCALE ASSEMBLY DETAIL. THIS DRAWING SHOWS THE ASSEMBLY CLEARLY. ALL DIMENSIONS MAY BE TAKEN OFF SIDE VIEW. IF MODEL IS TO BE POWERED BY GAS ENGINE, PREPARE ENGINE FOR MOUNTING ON MOTOR MOUNTS BY LOCATING POSITION OF ENGINE ON SAME AND DRILLING HOLES FOR MOTOR MOUNT BOLTS. MOUNT PROPER SIZE FLY WHEEL(CLASS A FOR CLASS A MOTOR, ETC.) TO FRONT OF ENGINE. PREPARE PROPELLER SHAFT FOR INSTALLATION BY CUTTING SAME TO PROPER LENGTH SHOWN ON SIDE VIEW. CUT OFF END NOT THREADED. INSERT SHAFT THROUGH REAR OF STUFFING BOX. ASSEMBLE PROPELLER SHAFT TO ENGINE SHAFT WITH UNIVERSAL. BE CERTAIN ASSEMBLY IS SECURELY TIGHTENED ON SHAFT. MOUNT ENGINE ON BEARS WITH NUTS ON TOP FOR EASY REMOVAL OF ENGINE. MOUNT DRIVING PROPELLER ON SHAFT BETWEEN 2 NUTS PROVIDED IN KIT. BE CERTAIN DRIVING PROPELLER CLEARS KEEL. IF NECESSARY, KEEL MAY BE NOTCHED OUT AT THIS POINT FOR CLEARANCE. TIGHTEN NUTS SECURELY TOWARDS EACH OTHER TO LOCK PROPELLER IN POSITION. CEMENT COCKPIT DECK PERMANENTLY IN PLACE. IF MODEL IS TO BE POWERED BUT NOT RADIO CONTROLLED, BEND RUDDER POST TILLER ARM MARKED 'NON-RADIO CONTROL' ON SIDE VIEW TO EXACT SHAPE SHOWN FROM 1/16 WIRE. DRAWING SHOWS SHORT TILLER ARM. HOWEVER, THE TILLER ARM TOP SHOULD BE AS LONG AS POSSIBLE FROM THE POINT OF ENTRY AT REAR OF COCKPIT DECK TO THE REAR CABIN BULKHEAD CR. LOCATE HOLE IN AND COCKPIT DECK DIRECTLY ABOVE TILLER ARM STUFFING BOX. DRILL HOLE FOR SAME AND CEMENT OVER-SIZE WASHER OVER HOLE TO ACT AS BEARING SURFACE. INSERT RUDDER POST TILLER ARM THROUGH DECK AND VERTICAL STUFFING BOX. SLIP RUDDER ON TO POST AND SOLDER SECURELY. CARE MUST BE TAKEN THAT RUDDER IS PRECISELY IN LINE WITH HORIZONTAL TILLER ARM VIEWED FROM TOP. A TILLER ARM POSITIONER MAY BE MADE OF SCRAP PLYWOOD WITH NOTCHES ON TOP. THIS SHOULD BE MOUNTED VERTICALLY APPROXIMATELY 1/2" BACK FROM THE FRONT OF THE TILLER ARM SO THAT TILLER ARM IS HELD IN NOTCHES TO GIVE DESIRED RUDDER TURN. IF MODEL IS TO BE OPERATED BY RADIO CONTROL, SEE RADIO CONTROL NOTES FOR PROPER INSTALLATION PROCEDURE. IF MODEL IS TO BE POWERED BY ELECTRIC MOTOR, THE SAME PROCEDURE SHOULD BE FOLLOWED AS GAS ENGINE INSTALLATION; HOWEVER, BE CERTAIN MOTOR SHAFT IS CENTERED ON PROPELLER SHAFT. TYPICAL ELECTRIC MOTOR INSTALLATION IS SHOWN ON RADIO CONTROL SKETCHES. MODEL SHOULD NOW BE PAINTED AS DESCRIBED IN PAINT NOTE. AFTER PAINTING, ALL EXTERIOR DITAILS ARE ADDED. INSTALL ALL CELLULOID WINDOWS AND FINISH FRONT DECK HATCH AS DESCRIBED IN STEP 7. IF MODEL IS TO BE POWERED WITH GAS ENGINE, IT IS SUGGESTED THAT ALL WINDOWS BE LEFT OUT FOR COOLING AND VENTILATION. AN EXHAUST STACK EXTENSION SHOULD BE MADE FROM APPROXIMATELY .020 BRASS OR TIN AND ATTACHED TO EXHAUST STACK OF ENGINE AND EXTENDED THROUGH BOAT TO OUTSIDE OF HULL. THIS WILL KEEP BOAT FREE OF EXHAUST VAPORS, ETC. FOR REALISTIC DETAIL, ASK YOUR DEALER FOR FITTING SET B-7F WHICH HAS BEEN EXPRESSLY MADE FOR THIS MODEL. FITTINGS ARE SHOWN ON DRAWINGS AND CAN BE MADE BY THE MODELER IF DESIRED. IF FITTING SET B-7F IS USED, INSTALL ALL CAST METAL FITTINGS AT LOCATIONS SHOWN ON SIDE AND TOP VIEWS. NOTE THAT FITTINGS HAVE PROTRUDING STUDS. DRILL HOLES AT PROPER LOCATION AND CEMENT UNIT IN PLACE FORCING STUD INTO HOLE. THIS WILL SECURELY FASTEN ALL UNITS. BEND PLASTIC FLYING BRIDGE WINDSHIELD ALONG CREASE MARKS TO FIT ON CABIN ROOF AS SHOWN ON TOP AND SIDE VIEWS. PUSH MAHOGANY FLYING BRIDGE WINDSHIELD FRAMES FROM DIE CUT SHEET AND CEMENT TOGETHER ON OUTSIDE OF PLASTIC FLYING BRIDGE WINDSHIELD AS SHOWN ON SIDE AND TOP VIEWS. AFTER PAINTING, THIS MAY BE CEMENTED IN PLACE. MAKE FLYING BRIDGE WINDSHIELD GRAB RAILS AS SHOWN IN DETAIL AND CEMENT IN PLACE TO SIDES OF WINDSHIELD. CEMENT 3/32 REED FLYING BRIDGE HAND RAILS DIRECTLY TO REAR OF FLYING BRIDGE WINDSHIELD AND ALONG SIDE MOULDING FOLLOWING THE CURVATURE DOWN TO REAR COCKPIT DECK AS SHOWN ON SIDE AND TOP VIEWS. CEMENT ALL OTHER DETAILS SUCH AS SEATS, ENGINE BOX, HATCH, ETC. IN PLACE. PENNANT MAY BE MADE FROM COLORED SCOTCH TAPE AND WRAPPED AND PENNANT STAFF. FOLD YACHTING ENSIGN IN HALF AND CEMENT TOGETHER OVER FLAGSTAFF AS SHOWN. CUT INSTRUMENT PANEL FROM PLANS AND CEMENT TO CONTROL BOX. INSTALL ENGINE THROTTLE AND WHEEL AS SHOWN. CUT DECALS APART AND INSTALL ON SIDES OF CABIN IN POSITION SHOWN IN PHOTOGRAPHS. IF MODEL IS TO BE OPERATED ON A TETHER, MOUNT BRIDLE AT POINTS MARKED ON TOP VIEW.

FLYING BRIDGE GRAB RAIL

USING PATTERN ABOVE, MAKE 2 GRAB RAILS FROM 1/16 SCRAP MAHOGANY VENEER. ROUND OFF EDGES AND CEMENT TO FLYING BRIDGE WINDSHIELD AS DESCRIBED IN FINAL ASSEMBLY NOTE.

RADIO CONTROL UNIT INSTALLATION

FOR ALL INSTALLATIONS THAT REQUIRE A SURFACE FOR WOOD SCREW MOUNTING, IT IS RECOMMENDED THAT A PIECE OF PLYWOOD(SCRAP FROM KIT MAY BE USED) BE CEMENTED TO SURFACE SO THAT WOOD SCREWS CAN BE TIGHTENED. THIS IS TRUE IN INSTALLATIONS SUCH AS SERVO UNIT MOTOR AND GEAR BOX, BATTERY INSTALLATIONS, ELECTRIC MOTOR INSTALLATION, ETC. FULL SIZE TOP, SIDE VIEW AND ISOMETRIC DRAWINGS CLEARLY SHOW SPECIFIC LOCATIONS OF THE VARIOUS UNITS. THESE SHOULD BE FOLLOWED QUITE CAREFULLY DURING THE INSTALLATION OF YOUR RADIO EQUIPMENT. PAY CAREFUL ATTENTION TO ALL GIVEN DIMENSIONS. MAKE RUDDER SERVO ASSEMBLY PARTS OF SHEET BRASS AS DESCRIBED IN NOTE. INSTALL RUDDER POST AS DESCRIBED IN FINAL ASSEMBLY NOTE AND SHOWN ON REAR SIDE VIEW DRAWING ABOVE. THE ONLY DIFFERENCE IN INSTRUCTIONS IS THAT THE RUDDER POST TILLER ARM IS LOWER IN THE RADIO CONTROL INSTALLATION SO THAT IT CLEARS THE REAR COCKPIT DECK. EXACT MEASUREMENTS AND FULL SIZE DRAWINGS ARE GIVEN ABOVE IN THE REAR SIDE VIEW DRAWING. SOLDER RUDDER IN PLACE AS DESCRIBED, BEING CERTAIN THAT RUDDER POST TILLER ARM AND RUDDER ARE PERFECTLY IN LINE WITH EACH OTHER WHEN VIEWED FROM TOP. SLIP WASHER ON TILLER ARM TO ACT AS BEARING SURFACE AND SOLDER IN PLACE DIRECTLY ABOVE STUFFING BOX AS SHOWN, LEAVING ABOUT 1/32" CLEARANCE FOR FREE MOVEMENT. CUT HARDWOOD CONTROL BLOCK FOR CONTROL HORN FROM ANY PIECE OF HARD WOOD. BE CERTAIN IT IS 7/16 HIGH AS NOTED. CEMENT SECURELY IN PLACE AS SHOWN. CONTROL HORN IS CENTERED ON HARDWOOD MOUNTING BLOCK AS SHOWN IN REAR SIDE VIEW AND EXTENDS REARWARD THROUGH H11A. THEREFORE, IT WILL BE NECESSARY TO SLOT H11A TO ALLOW CONTROL HORN TO OPERATE THROUGH THE BULKHEAD. THE SLOT SHOULD BE FLUSH WITH HARDWOOD MOUNTING BLOCK APPROXIMATELY 1/4" HIGH. WIDTH IS CLEARLY SHOWN ON RADIO TOP VIEW. WHEN HARDWOOD BLOCK IS DRY AND SLOT HAS BEEN MADE IN H11A, SLIP TILLER ARM INTO SLOT FOR SAME IN CONTROL HORN AND FASTEN HORN IN PLACE WITH WOOD SCREW AS SHOWN. USE WASHERS ABOVE AND BELOW CONTROL HORN FOR BEARING SURFACE. DO NOT TIGHTEN COMPLETELY. CONTROL HORN MUST PIVOT FREELY. FORWARD END OF TILLER ARM SHOULD MOVE ALONG SLOT IN CONTROL PLATE WHICH MOVES RUDDER FROM SIDE TO SIDE. CHECK FOR SMOOTHNESS OF OPERATION. BEND CONNECTING ROD TO EXACT SHAPE AS SHOWN ON REAR SIDE VIEW. THIS IS BENT SO THAT IT WILL DISAGGE CONTROL HORN AND CRANKPIN KEEPER AT PROPER HEIGHT AS SHOWN. LOCATE POINT WHERE CONNECTING ROD GOES THROUGH BULKHEAD H10A. DRILL OVER-SIZE HOLE FOR SAME. CEMENT WASHERS TO EITHER SIDE OF BULKHEAD OR INSERT GROMMET IN HOLE, BEING CERTAIN THAT CONNECTING ROD SLIDES THROUGH FREELY. SLIP CONNECTING ROD THROUGH HOLE. SLIP WASHER ON REAR END OF CONNECTING ROD AND ENGAGE ROD INTO HOLE IN CONTROL HORN AS SHOWN ON TOP RADIO VIEW. THERE ARE 2 HOLES IN HORN. INSIDE HOLE WILL GIVE MAXIMUM RUDDER MOVEMENT. SLIDE WASHER BACK OVER CONTROL HORN AND SOLDER TO CONNECTING ROD AS SHOWN. THERE SHOULD BE A 1/32" CLEARANCE BETWEEN WASHER AND CONTROL HORN TO ALLOW FOR FREE MOVEMENT. IT MAY BE NECESSARY TO UNSCREW CONTROL HORN TO ALLOW INSERTION OF CONNECTING ROD. ASSEMBLE TINY ATOM MOTOR AND GEAR BOX USING THE LOWEST GEAR RATIO. SOLDER 1/16 WIRE CRANKPIN IN 1/16 HOLE FOR SAME IN CRANK THROW. BE SURE IT IS SOLDERED SECURELY AND SQUARELY. SOLDER CRANK THROW ASSEMBLY ON TO GEAR BOX SHAFT AS SHOWN. THIS MUST ALSO BE SOLDERED SECURELY AND SQUARELY AS SHOWN. MOUNT ENTIRE UNIT CONSISTING OF ELECTRIC MOTOR, GEAR BOX, AND CRANK ASSEMBLY IN BOAT BETWEEN BULKHEADS H9 AND H10 AS SHOWN. USE WOOD SCREWS FOR INSTALLATION. PLACE RUDDER IN NEUTRAL POSITION(NO TURN EITHER LEFT OR RIGHT). REVOLVE GEAR BOX SHAFT UNTIL CRANKPIN IS TOP CENTER, PIN IS IN NEUTRAL POSITION AS SHOWN ON SIDE VIEW. MOUNT CRANKPIN KEEPER ON CONNECTING ROD. THE LOCATION OF SAME IS AUTOMATICALLY DETERMINED ON CONNECTING ROD BY POSITION OF THE CRANKPIN. HOLD IN VERTICAL POSITION AS SHOWN AND SOLDER SECURELY TO CONNECTING ROD. ENTIRE UNIT INCLUDING RUDDER IS NOW IN NEUTRAL POSITION. GEARS MAY BE TURNED OVER BY HAND TO CHECK FREENESS OF OPERATION. BE CERTAIN THAT THERE IS NO BINDING ON ANY MOVING PARTS. RUDDER SERVO UNIT MAY NOW BE CHECKED OUT FOR PROPER OPERATION BY TOUCHING LEADS OF GEAR BOX MOTOR TO 3 VOLT BATTERY. THIS SHOULD ACTUATE UNIT AND DRIVE RUDDER FROM SIDE TO SIDE. AT THIS POINT ELECTRIC MOTOR, AS SHOWN ON RADIO DRAWING, OR GAS ENGINE, AS SHOWN ON FULL SIDE VIEW, SHOULD BE INSTALLED. GAS ENGINE AND ELECTRIC MOTOR INSTALLATION ARE DESCRIBED IN FINAL ASSEMBLY NOTE. IN ANY CASE, BE CERTAIN THAT SHAFT OF MOTOR LINES UP PERFECTLY WITH PROPEL



TYPICAL BULKHEAD ASSEMBLY

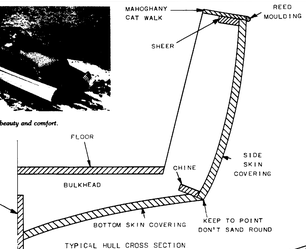
HULL CONSTRUCTION NOTES STEP 1

NOTE: FOR MAXIMUM STRENGTH ALL JOINTS SHOULD BE LIGHTLY COATED WITH CEMENT WHICH IS ALLOWED TO DRY AND THEN A SECOND COAT OF CEMENT IS APPLIED WHEN THE PARTS ARE ACTUALLY JOINED TOGETHER. THIS IS KNOWN AS PRE-GLUING AND INSURES STRONG ASSEMBLY.

KEEL AND BOW STEM AND MOST BULKHEADS ARE DIE CUT IN 2 HALVES. THEY SHOULD BE ASSEMBLED AS SHOWN IN ABOVE DRAWING ON A FLAT SURFACE. CEMENT KEEL TO BOW STEM(K&BS) AS SHOWN. BE CERTAIN TOP OF KEEL FORMS A STRAIGHT LINE WITH THE EXCEPTION OF THE PROTRUSION AT BULKHEAD H5. ASSEMBLE HALVES OF BULKHEADS H2, H3, H4, H5, H7, H8, H9, H10, AND H11 TO FORM COMPLETE UNITS. BULKHEADS H6, H7, H8, H9, H10, AND H11 ARE ASSEMBLED AS SHOWN ABOVE WITH THEIR RESPECTIVE CROSS PIECES AND MAHOGANY GUSSET PLATES. CROSS PIECES(BULKHEAD NUMBER FOLLOWED BY LETTER "T") ARE CEMENTED IN LINE WITH TOPS OF BULKHEADS. MAHOGANY GUSSET PLATES(BULKHEAD NUMBER FOLLOWED BY LETTER "C") ARE CEMENTED FLUSH WITH TOP EDGES OF BULKHEADS AS SHOWN. ALLOW ALL ASSEMBLED UNITS TO DRY THOROUGHLY BEFORE REMOVING THEM FROM FLAT SURFACE. ALSO ASSEMBLE CHINES AND SHEERS AT THIS TIME. ASSEMBLE BOTH CHINES BY CEMENTING FCH TO BCH, KEYING JOINT AS SHOWN IN STEP 3 ISOMETRIC. ASSEMBLE BOTH SHEERS IN SAME MANNER BY CEMENTING FSH TO BSH. ALLOW TO DRY THOROUGHLY ON FLAT SURFACE BEFORE REMOVING.

SPECIAL NOTE
MAHOGANY GUSSET PLATES ALL FACE FRONT OF BOAT AS SHOWN WITH THE EXCEPTION OF 6C. THIS FACES REAR OF BOAT TO FORM A MAHOGANY FACE AT RAISED DECK.

For speed, beauty and comfort.

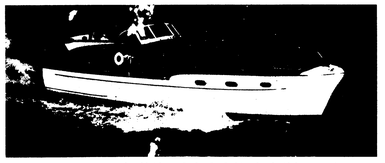


TYPICAL HULL CROSS SECTION

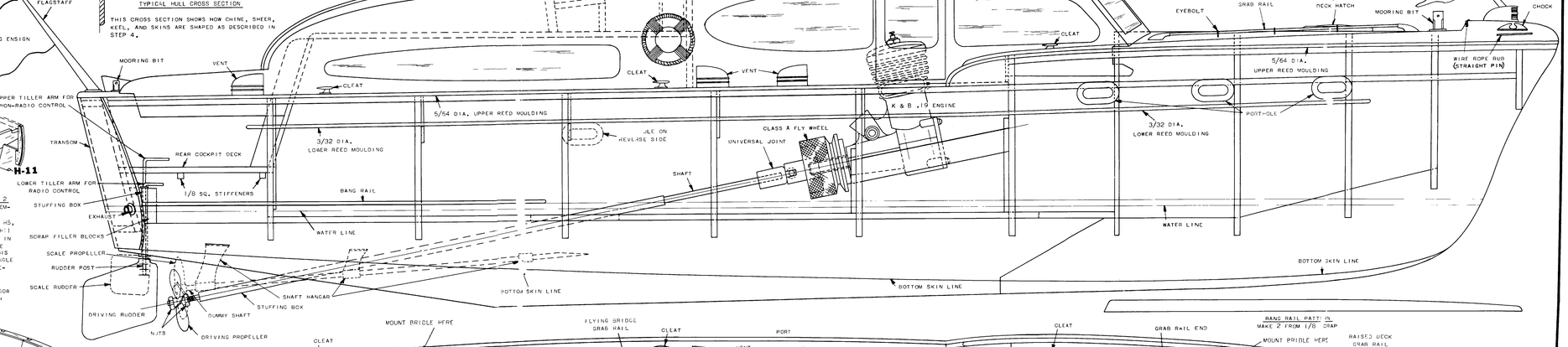
THIS CROSS SECTION SHOWS HOW CHINE, SHEER, KEEL, AND SKINS ARE SHAPED AS DESCRIBED IN STEP 4.

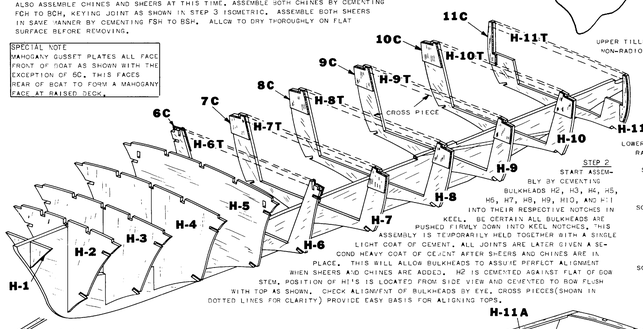
Super Sun Deck with hard top aft is an optional extra for the 50-ft. Catalina.

Looking aft from the Super Sun Deck.



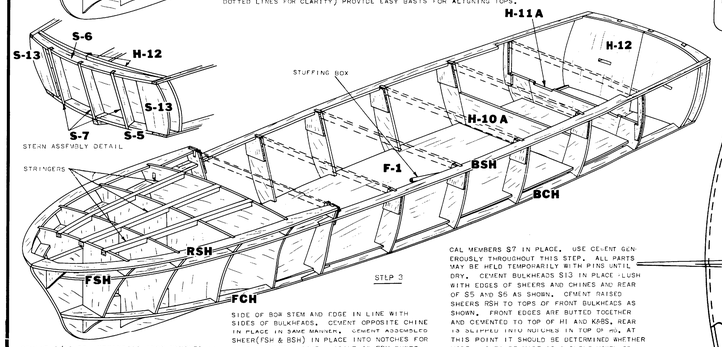
Here's the Super Sun Deck model of the new Catalina. Sun Deck is teak with wide lounge seat aft.





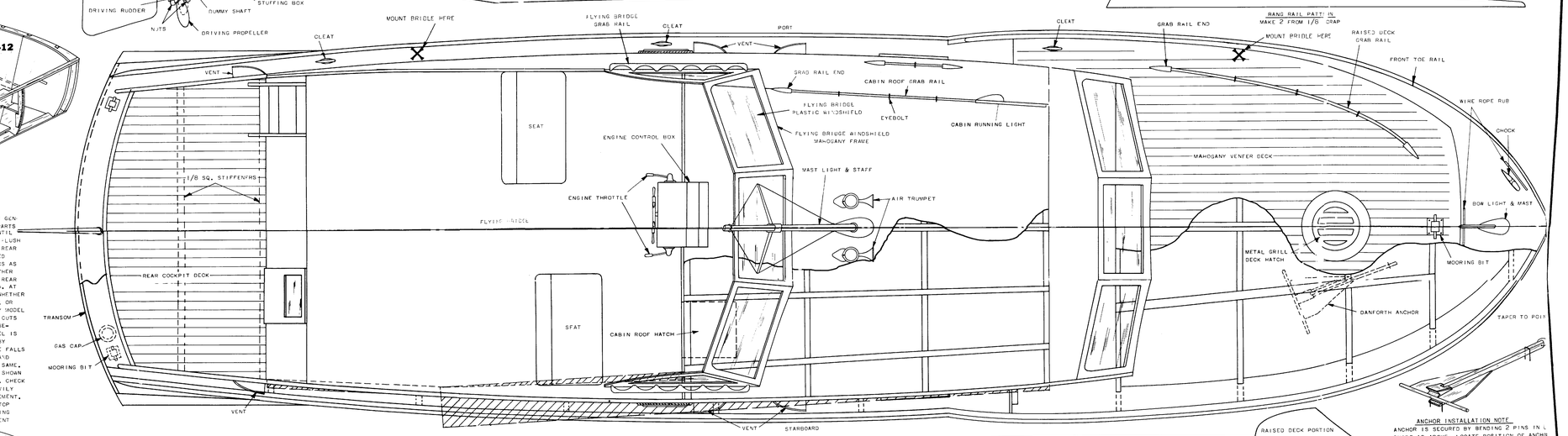
STEP 2

START ASSEMBLY BY CEMENTING BULKHEADS H2, H3, H4, H5, H6, H7, H8, H9, H10, AND H11 INTO THEIR RESPECTIVE NOTCHES IN KEEL. BE CERTAIN ALL BULKHEADS ARE PUSHED FIRMLY DOWN INTO KEEL NOTCHES. THIS ASSEMBLY IS TEMPORARILY HELD TOGETHER WITH A SINGLE LIGHT COAT OF CEMENT. ALL JOINTS ARE LATER GIVEN A SECOND HEAVY COAT OF CEMENT AFTER SHEERS AND CHINES ARE IN PLACE. THIS WILL ALLOW BULKHEADS TO ASSUME PERFECT ALIGNMENT WHEN SHEERS AND CHINES ARE ADDED. H2 IS CEMENTED AGAINST FLAT OF BOW STEM. POSITION OF H1'S IS LOCATED FROM SIDE VIEW AND CEMENTED TO BOW FLUSH WITH TOP AS SHOWN. CHECK ALIGNMENT OF BULKHEADS BY EYE. CROSS PIECES(SHOWN IN DOTTED LINES FOR CLARITY) PROVIDE EASY BASIS FOR ALIGNING TOPS.



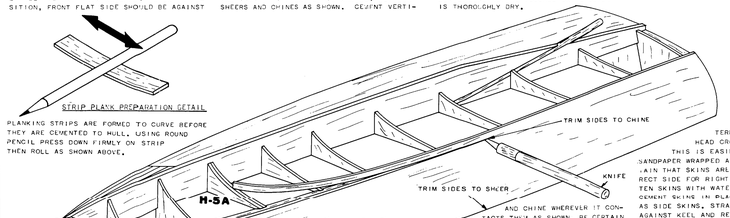
STEP 3

CEMENT 3/16 SQ. STRINGERS INTO NOTCHES IN TOP OF BULKHEADS FROM H2 TO H5. TEMPORARILY INSTALL CABIN FLOOR F1 IN PLACE THROUGH REAR OF HULL. DO NOT CEMENT. FLOOR IS REMOVED AT A LATER STEP. NOTCHES IN SIDES KEY INTO BULKHEADS. PRESS DOWN FIRMLY TO SEAT AGAINST BULKHEADS AND TOP OF KEEL. HOLD IN PLACE TEMPORARILY WITH PINS. H10A AND H11A ARE CEMENTED IN PLACE IN STEP 5 AFTER HULL HAS BEEN COVERED. CHINES SHOULD NOW BE ADDED. WORKING SLOWLY AND CAREFULLY, INSERT THE ASSEMBLED CHINE(FCH & BCH) INTO NOTCHES PROVIDED ON LOWER SIDES OF BULKHEADS AS SHOWN. BE CERTAIN CHINE IS PUSHED FIRMLY ALL THE WAY INTO NOTCHES. WHEN IN POSITION, FRONT FLAT SIDE SHOULD BE AGAINST SIDE OF BOW STEM AND EDGE IN LINE WITH SIDES OF BULKHEADS. CEMENT OPPOSITE CHINE IN PLACE IN SAME MANNER. CEMENT ASSEMBLED SHEER(FSH & BSH) IN PLACE INTO NOTCHES FOR SAME AS SHOWN ABOVE. FRONT OF FSH BUTTS AGAINST REAR OF H1 AND EDGES ARE FLUSH WITH SIDES OF BULKHEADS H1, H2, H3, H4, H5, H6. THE REMAINDER OF THE SHEER IS CEMENTED TO TOPS OF BULKHEADS H7, H8, H9, AND H11 AND INTO NOTCHES PROVIDED FOR SAME. EDGES SHOULD ALSO BE FLUSH WITH SIDES OF BULKHEADS. HOLD IN PLACE WITH PINS IF NECESSARY UNTIL HEAVY COAT OF CEMENT IS DRY. MOUNT OPPOSITE SHEER IN SAME MANNER. CEMENT REAR CROSS MEMBER S6 BETWEEN AND FLUSH WITH REAR OF SHEERS S2. INSTALL S5 IN LIKE MANNER. HOLD WITH PINS AND ALLOW TO DRY THOROUGHLY. ASSEMBLE BULKHEAD H12. WHEN DRY, MOISTEN WITH WATER AND CEMENT TO FRONT OF S5 AND S6, BETWEEN SHEERS AND CHINES AS SHOWN. CEMENT VERTICAL MEMBERS S7 IN PLACE. USE CEMENT GENEROUSLY THROUGHOUT THIS STEP. ALL PARTS MAY BE HELD TEMPORARILY WITH PINS UNTIL DRY. CEMENT BULKHEADS S13 IN PLACE FLUSH WITH EDGES OF SHEERS AND CHINES AND REAR OF S5 AND S6 AS SHOWN. CEMENT RAISED SHEERS RSH TO TOPS OF FRONT BULKHEADS AS SHOWN. FRONT EDGES ARE BUTTED TOGETHER AND CEMENTED TO TOP OF H1 AND K&BS. REAR IS BUTTED INTO NOTCHES IN TOP OF F1. AT THIS POINT IT SHOULD BE DETERMINED WHETHER MODEL IS TO BE MADE AS A SHELF MODEL OR FOR POWER INSTALLATION. FOR DISPLAY MODEL ONLY, APPLY COAT OF CEMENT TO KNIFE CUTS FOR STUFFING BOX INSERTION IN KEEL BETWEEN BULKHEADS H9 AND H11. IF MODEL IS TO BE POWERED, REMOVE THIS SECTION BY CAREFULLY EXTENDING CUTS UNTIL PIECE FALLS OUT. INSERT SHAFT IN STUFFING BOX AND CHECK THAT SHAFT REVOLVES FREELY IN SAME. INSTALL STUFFING BOX IN POSITION AS SHOWN ON SIDE VIEW, THROUGH NOTCH IN KEEL. CHECK POSITION CAREFULLY, THEN CEMENT HEAVILY IN PLACE WITH AT LEAST 3 COATS OF CEMENT. BE SURE THAT IT LINES UP WITH KEEL(TOP VIEW) FOR PERFECT CENTERING. STUFFING BOX SHOULD NOT BE TOUCHED UNTIL CEMENT IS THOROUGHLY DRY.



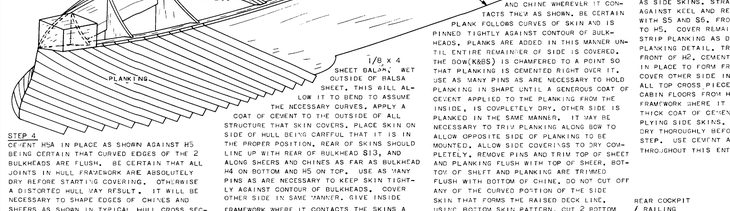
ANCHOR INSTALLATION NOTE

ANCHOR IS SECURED BY BENDING 2 PINS IN L SHAPE AS ABOVE. LOCATE POSITION OF ANCHOR ON DECK. PIERCE DECK FOR U SHAPED CLIPS WITH PIN, THEN DRIVE PINS INTO DECK OVER ANCHOR AS SHOWN. USE CEMENT IF NECESSARY



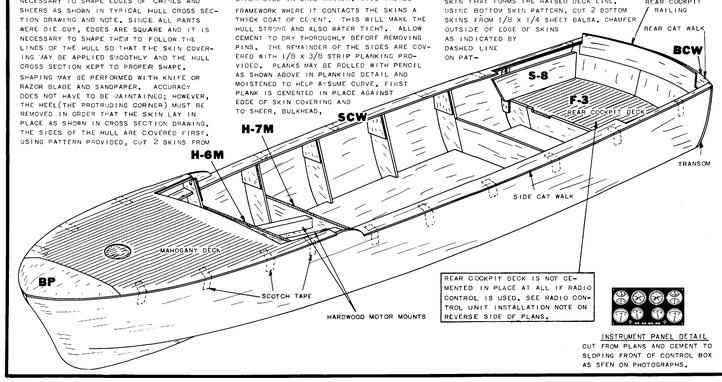
STRIP PLANK PREPARATION DETAIL

PLANKING STRIPS ARE FORMED TO CURVE BEFORE THEY ARE CEMENTED TO HULL. USING ROUND PENCIL PRESS DOWN FIRMLY ON STRIP THEN ROLL AS SHOWN ABOVE.



STEP 4

CEMENT H5A IN PLACE AS SHOWN AGAINST H5 BEING CERTAIN THAT CURVED EDGES OF THE 2 BULKHEADS ARE FLUSH. BE CERTAIN THAT ALL JOINTS IN HULL FRAMEWORK ARE ABSOLUTELY DRY BEFORE STARTING COVERING. OTHERWISE A DISTORTED HULL WAY RESULT. IT WILL BE NECESSARY TO SHAPE EDGES OF CHINES AND SHEERS AS SHOWN IN TYPICAL HULL CROSS SECTION DRAWING AND NOTE. SINCE ALL PARTS WERE DIE CUT, EDGES ARE SQUARE AND IT IS NECESSARY TO SHAPE THEM TO FOLLOW THE LINES OF THE HULL SO THAT THE SKIN COVERING WAY BE APPLIED SMOOTHLY AND THE HULL CROSS SECTION KEPT TO PROPER SHAPE. SHAPING MAY BE PERFORMED WITH KNIFE OR RAZOR BLADE AND SANDPAPER. ACCURACY DOES NOT HAVE TO BE MAINTAINED; HOWEVER, THE KEEL(THE PROTRUDING CORNER) MUST BE REMOVED IN ORDER THAT THE SKIN LAY IN PLACE AS SHOWN IN CROSS SECTION DRAWING. THE SIDES OF THE HULL ARE COVERED FIRST, USING PATTERN PROVIDED, CUT 2 SKINS FROM THE NECESSARY CURVES. APPLY A COAT OF CEMENT TO THE OUTSIDE OF ALL STRUCTURE THAT SKIN COVERS. PLACE SKIN ON SIDE OF HULL BEING CAREFUL THAT IT IS IN THE PROPER POSITION. REAR OF SKINS SHOULD LINE UP WITH REAR OF BULKHEAD S13, AND ALONG SHEERS AND CHINES AS FAR AS BULKHEAD H4 ON BOTTOM AND H5 ON TOP. USE AS MANY PINS AS ARE NECESSARY TO KEEP SKIN TIGHTLY AGAINST CONTOUR OF BULKHEADS. COVER OTHER SIDE IN SAME MANNER. GIVE INSIDE FRAMEWORK WHERE IT CONTACTS THE SKINS A THICK COAT OF CEMENT. THIS WILL MAKE THE HULL STRONG AND ALSO WATER TIGHT. ALLOW CEMENT TO DRY THOROUGHLY BEFORE REMOVING PINS. THE REMAINDER OF THE SIDES ARE COVERED WITH 1/8 X 3/8 STRIP PLANKING PROVIDED. PLANKS MAY BE ROLLED WITH PENCIL AS SHOWN ABOVE IN PLANKING DETAIL AND MOISTENED TO HELP ASSUME CURVE. FIRST PLANK IS CEMENTED IN PLACE AGAINST EDGE OF SKIN COVERING AND TO SHEER, BULKHEAD, AND CHINE WHEREVER IT CONTACTS THEM AS SHOWN. BE CERTAIN PLANK FOLLOWS CURVES OF SKIN AND IS PINNED TIGHTLY AGAINST CONTOUR OF BULKHEADS. PLANKS ARE ADDED IN THIS MANNER UNTIL ENTIRE REMAINDER OF SIDE IS COVERED. THE BOW(K&BS) IS CHAMFERED TO A POINT SO THAT PLANKING IS CEMENTED RIGHT OVER IT. USE AS MANY PINS AS ARE NECESSARY TO HOLD PLANKING IN SHAPE UNTIL A GENEROUS COAT OF CEMENT APPLIED TO THE PLANKING FROM THE INSIDE, IS COMPLETELY DRY. OTHER SIDE IS PLANKED IN THE SAME MANNER. IT MAY BE NECESSARY TO TRIM PLANKING ALONG BOW TO ALLOW OPPOSITE SIDE OF PLANKING TO BE MOUNTED. ALLOW SIDE COVERINGS TO DRY COMPLETELY. REMOVE PINS AND TRIM TOP OF SHEET AND PLANKING FLUSH WITH TOP OF SHEER. BOTTOM OF SHEET AND PLANKING ARE TRIMMED FLUSH WITH BOTTOM OF CHINE. DO NOT CUT OFF ANY OF THE CURVED PORTION OF THE SIDE SKIN THAT FORMS THE RAISED DECK LINE. USING BOTTOM SKIN PATTERN, CUT 2 BOTTOM SKINS FROM 1/8 X 1/4 SHEET BALSA. CHAMFER OUTSIDE OF EDGE OF SKINS AS INDICATED BY DASHED LINE ON PATTERN, AND SHOWN ON BULKHEAD CROSS SECTION DRAWING. THIS IS EASILY ACCOMPLISHED WITH SANDPAPER WRAPPED AROUND A BLOCK. BE CERTAIN THAT SKINS ARE CHAMFERED ON THE CORRECT SIDE FOR RIGHT AND LEFT SKINS. MOISTEN SKINS WITH WATER ON CHAMFERED SIDE AND CEMENT SKINS IN PLACE IN THE SAME MANNER AS SIDE SKINS. STRAIGHT EDGE OF SKINS BUTT AGAINST KEEL AND REAR OF SKINS ARE IN LINE WITH S5 AND S6. FRONT SECTION IS CEMENTED TO H5. COVER REMAINDER OF BOTTOM WITH STRIP PLANKING AS DESCRIBED IN BOTTOM PLANKING DETAIL. TRIM PLANKING FLUSH WITH FRONT OF H2. CEMENT BLOCK PROVIDED IN KIT IN PLACE TO FORM FRONT OF BOTTOM COVERING. COVER OTHER SIDE IN SAME MANNER. REMOVE ALL TOP CROSS PIECE "T" SECTIONS. REMOVE CABIN FLOORS FROM HULL. GIVE INSIDE FRAMWORK WHERE IT CONTACTS BOTTOM SKINS A THICK COAT OF CEMENT AS DESCRIBED IN APPLYING SIDE SKINS. ALLOW ALL COVERING TO DRY THOROUGHLY BEFORE PROCEEDING WITH NEXT STEP. USE CEMENT AND PINS GENEROUSLY THROUGHOUT THIS ENTIRE STEP.



REAR COCKPIT DECK IS NOT CEMENTED IN PLACE AT ALL IF RADIO CONTROL IS USED. SEE RADIO CONTROL UNIT INSTALLATION NOTE ON REVERSE SIDE OF PLANS.

INSTRUMENT PANEL DETAIL

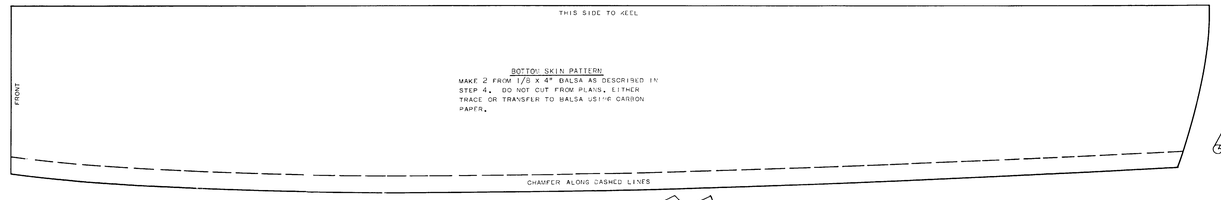
CUT FROM PLANS AND CEMENT TO SLOPING FRONT OF CONTROL BOX AS SEEN ON PHOTOGRAPHS.

SPECIAL NOTE

ALL MAHOGANY PARTS MAY BE STAINED ONLY AS DESCRIBED IN PAINT NOTE BEFORE ASSEMBLING ON BOAT. IN THIS MANNER IF CEMENT IS ACCIDENTALLY SPREAD ON MAHOGANY PARTS, NO DIFFICULTY WILL BE HAD IN PAINTING. IF MAHOGANY PARTS ARE TO BE ASSEMBLED FIRST, AVOID GETTING CEMENT ON MAHOGANY WHERE IT IS TO BE PAINTED. CEMENT WILL SEAL THE PORES WHICH WILL NOT PERMIT MAHOGANY STAIN TO PENETRATE AND COLOR THE WOOD.

SIDE SKIN PATTERN

MAKE 2 FROM 1/8 X 4" BALSA AS DESCRIBED IN STEP 4. DO NOT CUT FROM PLANS. EITHER TRACE OR TRANSFER TO BALSA USING CARBON PAPER

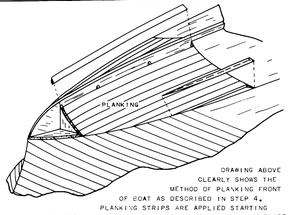


BOTTOM SKIN PATTERN

MAKE 2 FROM 1/8 X 4" BALSA AS DESCRIBED IN STEP 4. DO NOT CUT FROM PLANS. EITHER TRACE OR TRANSFER TO BALSA USING CARBON PAPER.

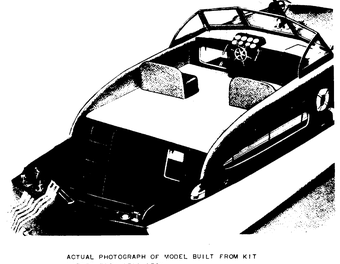
STEP 5

CEMENT BOW PIECES BP'S TOGETHER AND SET ASIDE TO DRY. CEMENT MAHOGANY DECK HALVES TOGETHER ON FLAT SURFACE. WHEN THOROUGHLY DRY, REMOVE FROM FLAT SURFACE AND GIVE BOTTOM OF SEAM ONLY AN ADDITIONAL COAT OF CEMENT. REMOVE PINS AND TRIM OFF ANY EXCESS PLANKING OR SKIN COVERING AS SHOWN IN STEP 4. HULL IS NOW SANDED SMOOTH. CAREFUL ATTENTION SHOULD BE PAID TO PLANKING AROUND THE NOSE. BE CAREFUL NOT TO SAND TO EXCESS AND THEREBY SAND THROUGH SKINS. WHEN SANDING OPERATION IS FINISHED, THE COVERING SHOULD APPEAR AS ONE UNBROKEN UNIT FROM STEM TO STERN. ALL CURVES BLENDING SMOOTHLY INTO NOSE WHICH IS POINTED. CHECK THAT FRONT PROFILE OF BOAT MATCHES SIDE VIEW WHEN SANDING IS FINISHED. CHINE LINE IS KEPT SHARP AS INDICATED ON CROSS SECTION DRAWING. DO NOT ROUND OFF. THIS SHARP LINE REMAINS DEFINITE UNTIL THE SIDE AND BOTTOM SKINS BLEND INTO THE NOSE FORWARD OF BULKHEAD 2. CAUTION: PINS ARE APT TO SPLIT MAHOGANY. USE SCOTCH TAPE WHERE POSSIBLE TO HOLD PARTS IN PLACE UNTIL DRY. CEMENT DECK IN PLACE ON HULL LINING UP REAR WITH H5, USING GLUE ON ALL FRAMEWORK COVERED. HOLD IN PLACE WITH SCOTCH TAPE AS SHOWN. CEMENT ASSEMBLED BP'S AGAINST FRONT OF MAHOGANY DECK AND ACROSS SHEERS. HOLD WITH PINS UNTIL DRY. MOISTEN TRANSOM AND WRAP AROUND LARGE POT AND ALLOW TO DRY. TRANSOM, WHEN DRY, WILL BE BENT TO CURVE. IT MAY NOW BE CEMENTED TO REAR OF BOAT. TOP SHOULD LINE UP WITH TOP OF H12. USE CEMENT GENEROUSLY HOLDING TRANSOM IN PLACE WITH SCOTCH TAPE UNTIL ABSOLUTELY DRY. CEMENT SIDE CAT WALKS BCW'S IN PLACE AGAINST REAR OF 6C AND TO TOP OF SHEERS AS SHOWN. CEMENT BACK CAT WALK IN PLACE BETWEEN SIDE CAT WALKS AND TO TOPS OF H12 AND TRANSOM. BEND REAR COCKPIT RAILING TO CURVE IN SAME MANNER AS TRANSOM. ROUND TOP SMOOTHLY AND CEMENT IN PLACE AS SHOWN BETWEEN SHEERS AND AGAINST H12. TRIM OFF ANY EXCESS MAHOGANY AND SAND SMOOTHLY FLUSH WITH SKINS. BP'S SHOULD BE ROUNDED SMOOTHLY TO SHAPE AS SHOWN ON SIDE VIEW. TOP REAR OF BP'S IS SHAPED MATCHING TOP CURVE OF DECK AND REMAINS APPROXIMATELY 1/4" ABOVE SURFACE OF DECK AS SHOWN ON SIDE VIEW. MOTOR MOUNTS ARE NOW INSTALLED. IF MODEL IS TO BE FOR DISPLAY ONLY, DO NOT INSTALL SAME. REINSERT CABIN FLOOR F1'S. THIS TIME IT IS TO BE CEMENTED IN PLACE PERMANENTLY AND A COAT OF CEMENT SHOULD BE GIVEN TO ALL FRAMEWORK IT CONTACTS. HOLD WITH PINS TO INSURE FLATNESS UNTIL DRY. CEMENT PLYWOOD BULKHEADS H6M AND H7M TO REAR OF BULKHEADS H6 AND H7 RESPECTIVELY AS SHOWN ON SIDE VIEW. INSERT 1/4 X 3/8 POPLAR MOTOR MOUNTS IN PLACE IN NOTCHES FOR SAME. THIS ENTIRE INSTALLATION SHOULD GET AT LEAST 3 COATS OF CEMENT AND IS ALLOWED TO DRY THOROUGHLY. CEMENT TOGETHER REAR COCKPIT DECKS F3. WHEN DRY, TURN OVER AND CEMENT 1/8 SQ. STRINGERS ACROSS GRAIN AS SHOWN ON SIDE AND TOP VIEWS. SET ASIDE TO DRY. CEMENT H11A IN PLACE AS SHOWN IN STEP 3 ISOMETRIC. TOP SHOULD BE FLUSH WITH TOP OF INSIDE OF H11 TO FORM FLAT MOUNTING FOR COCKPIT DECK. H10A IS CEMENTED IN PLACE AS SHOWN IN STEP 3 ONLY IF RADIO CONTROL UNIT IS TO BE INSTALLED. IF RADIO UNIT IS NOT TO BE INSTALLED, H10A IS OMITTED. THE FOLLOWING INSTALLATION OF RUDDER POST STUFFING BOX IS OMITTED IF MODEL IS TO BE FOR DISPLAY ONLY. IF MODEL IS TO BE POWERED, DRILL 1/8 HOLE IN POSITION SHOWN ON SIDE VIEW AND THROUGH CENTER OF KEEL. BE CERTAIN THIS HOLE IS DRILLED VERTICALLY. INSERT TUBE PROVIDED BEING CERTAIN TO CHECK THE REAR SIDE VIEW(RUDDER SERVO DETAIL) ON REVERSE SIDE OF PLANS FOR EXACT HEIGHT POSITIONING. LOOK UP WITH SCRAP BALSA AS SHOWN IN REAR VIEW DETAIL AND CEMENT HEAVILY IN PLACE. DO NOT TOUCH UNTIL ASSEMBLY IS COMPLETELY DRY. REAR COCKPIT DECK IS LEFT REMOVABLE FOR RADIO CONTROL INSTALLATION ONLY. TEMPORARILY PLACE REAR COCKPIT DECK IN POSITION WITH FRONT RESTING ON H11A AND REAR PROTRUSIONS BEING INSERTED INTO H12. COCKPIT SKIRTS S8 SHOULD NOW BE FITTED IN PLACE. S8 IS FITTED BETWEEN SIDES OF COCKPIT FLOOR F3 AND THE FRONT POITION RESTS ON FLAT PORTION OF H11. TOP OF S8 SHOULD RUN PARALLEL WITH DECK AND REAR IS AGAINST H12. IT MAY BE NECESSARY TO SAND BOTH SIDES OF F3 SLIGHTLY TO FIT BETWEEN COCKPIT SKIRTS S8. WHEN S8'S ARE FITTED, CEMENT IN PLACE AS DESCRIBED. F3 MAY BE CEMENTED IN PLACE PERMANENTLY FOR DISPLAY MODEL. IF MODEL IS TO BE FOR POWER OR RADIO CONTROL, SEE FINAL ASSEMBLY NOTE BEFORE CEMENTING F3 IN PLACE.



DRAWING ABOVE CLEARLY SHOWS THE METHOD OF PLANKING FRONT OF BOAT AS DESCRIBED IN STEP 4.

PLANKING STRIPS ARE APPLIED STARTING FROM THE KEEL AND WORKING TO OUTER SIDES OF HULL. PREPARE THE FIRST PLANK AS SHOWN ABOVE. THIS MUST BE CHAMFERED TO FIT AGAINST KEEL. CARE SHOULD BE TAKEN THAT THE CURVATURE OF THE SKIN LINE AS SHOWN ON SIDE VIEW IS FOLLOWED. THIS CURVE MAY BE SHAPED AFTER ALL BOTTOM PLANKS ARE APPLIED. APPLY PLANKS TO EACH OTHER FROM BULKHEAD H5A TO H1 AS SHOWN UNTIL BOTTOM IS COVERED. FRONT SECTION SHOWN OPEN HAS BLOCK CEMENTED IN PLACE AS SHOWN IN STEP 4 WHICH IS SHAPED AND SANDED OFF TO MATCH SKIN.

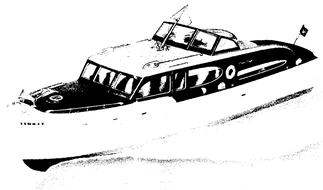


ACTUAL PHOTOGRAPH OF MODEL BUILT FROM KIT VIEWED FROM REAR DECK

Chris Craft 50' CATALINA FLYING BRIDGE CRUISER

A PREFABRICATED SCALE MODEL POWER BOAT

Kit B-7M Length 31¼" Beam 8⅜"



Actual Photograph of Model Built from Kit Length 31-1/4 Beam 8-3/8

SHELF MODEL ★ RADIO CONTROL ★ POWER BOATING

Manufactured by

Sterling Models PHILA., PENNA. U.S.A.