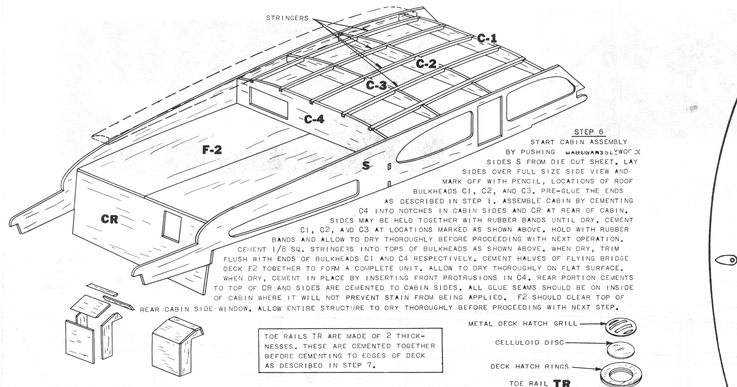
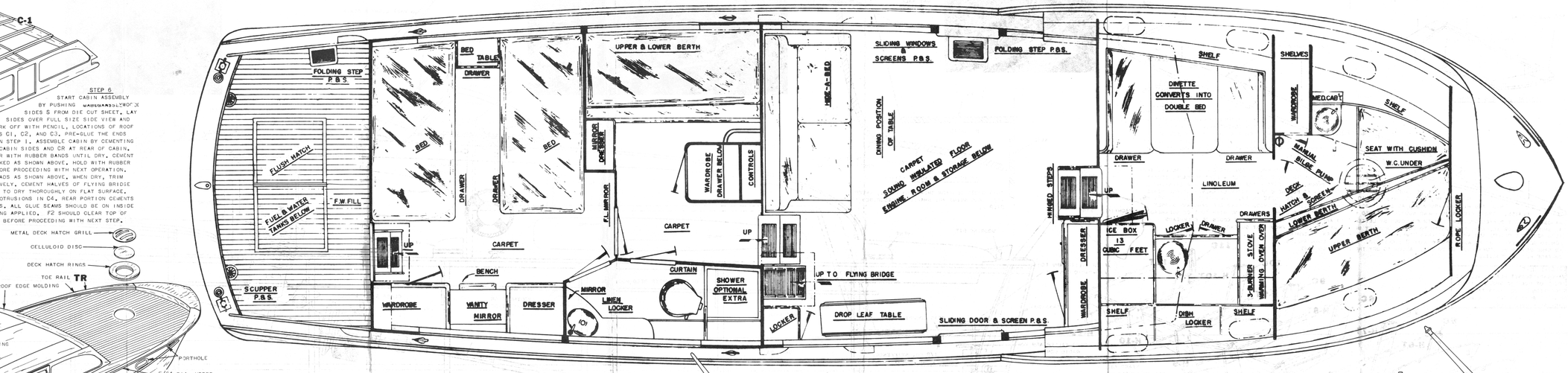
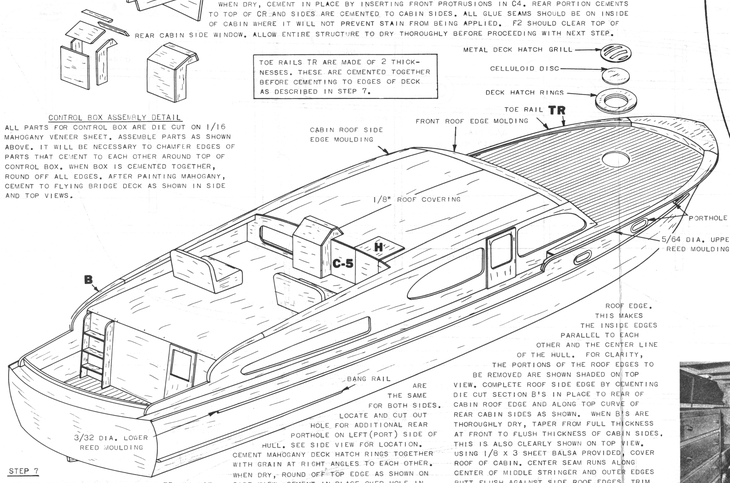


STEP 6

START CABIN ASSEMBLY BY PUSHING WAXED WAX PAPER OVER 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 AS DESCRIBED IN STEP 1. ASSEMBLE CABIN BY CEMENTING C4 INTO NOTCHES IN CABIN SIDES AND CR AT REAR OF CABIN. SIDES MAY BE HELD TOGETHER WITH RUBBER BANDS UNTIL DRY. CEMENT C1, C2, AND C3 AT LOCATIONS MARKED AS SHOWN ABOVE, HOLD WITH RUBBER BANDS AND ALLOW TO DRY THOROUGHLY BEFORE PROCEEDING WITH NEXT OPERATION. CEMENT 1/8 SQ. STRINGERS INTO TOPS OF BULKHEADS AS SHOWN ABOVE, WHEN DRY, TRIM FLUSH WITH ENDS OF BULKHEADS C1 AND C4 RESPECTIVELY. CEMENT HALVES OF FLYING BRIDGE DECK F2 TOGETHER TO FORM A COMPLETE UNIT. ALLOW TO DRY THOROUGHLY ON FLAT SURFACE. WHEN DRY, CEMENT IN PLACE BY INSERTING FRONT PROTRUSIONS IN C4. REAR PORTION CEMENTS TO TOP OF CR AND SIDES ARE CEMENTED TO CABIN SIDES. ALL GLUE SEAMS SHOULD BE ON INSIDE OF CABIN WHERE IT WILL NOT PREVENT STAIN FROM BEING APPLIED. F2 SHOULD CLEAR TOP OF REAR CABIN SIDE WINDOW. ALLOW ENTIRE STRUCTURE TO DRY THOROUGHLY BEFORE PROCEEDING WITH NEXT STEP.

TOE RAILS TR ARE MADE OF 2 THICKNESSES. THESE ARE CEMENTED TOGETHER BEFORE CEMENTING TO EDGES OF DECK AS DESCRIBED IN STEP 7.





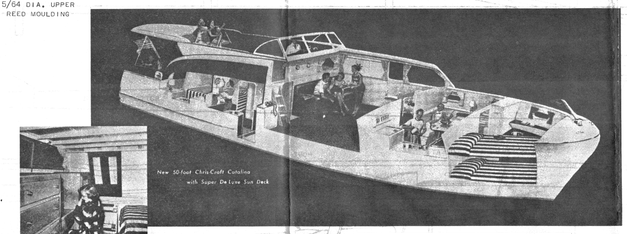
CONTROL BOX ASSEMBLY DETAIL

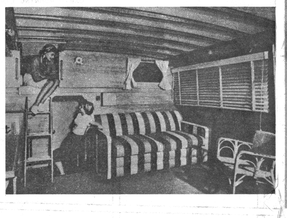
ALL PARTS FOR CONTROL BOX ARE DIE CUT ON 1/16 MAHOGANY VENEER SHEET. ASSEMBLE PARTS AS SHOWN ABOVE. IT WILL BE NECESSARY TO CHAMFER EDGES OF PARTS THAT CEMENT TO EACH OTHER AROUND TOP OF CONTROL BOX. WHEN BOX IS CEMENTED TOGETHER, ROUND OFF ALL EDGES. AFTER PAINTING MAHOGANY, CEMENT TO FLYING BRIDGE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

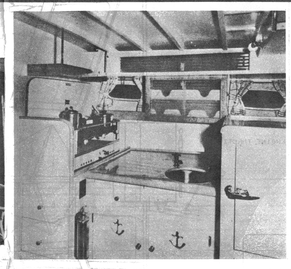
STEP 7

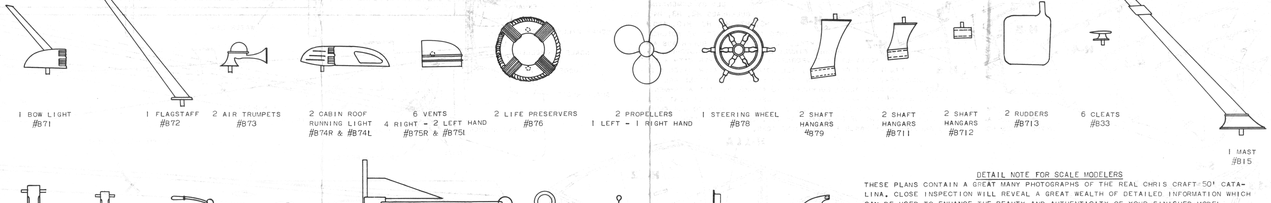
CEMENT FRONT TOE RAIL SECTIONS TR AGAINST REAR OF BP(BOW PIECE) AND ALONG TOP EDGE OF DECK AS SHOWN ABOVE. IT WILL BE NECESSARY TO BEND THE REAR ENDS OF TR SLIGHTLY WHERE THEY CEMENT DOWN ALONG CURVED SECTION OF RAISED DECK. HOLD WITH PINS AND ALLOW TO DRY THOROUGHLY. WHEN DRY, REMOVE PINS AND SAND OUTSIDE 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 CAREFULLY TO HOLD IN PLACE UNTIL DRY, BEING 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 LOWER 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 ARE THE SAME FOR BOTH SIDES. LOCATE AND CUT OUT HOLE FOR ADDITIONAL REAR PORTHOLE ON LEFT(PORT) SIDE OF HULL. SEE SIDE VIEW FOR LOCATION. CEMENT MAHOGANY DECK HATCH RINGS TOGETHER WITH GRAIN AT RIGHT ANGLES TO EACH OTHER, WHEN DRY, ROUND OFF TOP EDGE AS SHOWN ON SIDE VIEW. CEMENT IN PLACE OVER HOLE IN DECK. AFTER MODEL HAS BEEN PAINTED, HATCH IS COMPLETED BY CUTTING CELLULOID DISC AND CEMENTING IT IN PLACE. METAL DECK HATCH GRILL IS THEN CEMENTED TO TOP OF CELLULOID AS SHOWN ABOVE, USING PIN PROVIDED. MAKE 2 BANG RAILS FROM 1/8 SCRAP BALSA, ROUND EDGES AND CEMENT IN PLACE TO REAR SIDES OF HULL AS SHOWN ON SIDE VIEW. SIDES OF BANG RAILS WHERE THEY ARE CEMENTED TO HULL ARE CHAMFERED SLIGHTLY SO THAT THEY ARE HORIZONTAL AND DO NOT DROOP DOWN. COMPLETE CABIN STRUCTURE BY REMOVING ALL PINS AND RUBBER BANDS. CEMENT CABIN ROOF EDGES IN PLACE. FRONT OF ROOF EDGE IS FLUSH WITH FRONT OF C1. INSIDE OF ROOF EDGE IS CEMENTED ALONG OUTER STRINGER. ROOF EDGE OF MOULDING IS ALSO CEMENTED AGAINST TOP OF CABIN SIDES FOR ITS FULL LENGTH. YOU WILL NOTICE THAT ROOF EDGE RUNS OFF CABIN AT AN ANGLE. THIS IS CLEARLY SHOWN IN STEP 6 ISOMETRIC AND TOP VIEW OF BOAT. BE CERTAIN ROOF EDGE IS CEMENTED SECURELY. PIN DOWN FIRMLY, ESPECIALLY ALONG CABIN SIDES AND 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 TRIMMED 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 B*S IN PLACE TO REAR OF CABIN ROOF EDGE AND ALONG TOP CURVE OF REAR CABIN SIDES AS SHOWN. WHEN B*S ARE THOROUGHLY DRY, TAPER FROM FULL THICKNESS AT FRONT TO FLUSH THICKNESS OF CABIN SIDES. THIS IS ALSO CLEARLY SHOWN ON TOP VIEW. USING 1/8 X 3 SHEET BALSA PROVIDED, COVER ROOF OF CABIN, CENTER SEAM RUNS ALONG CENTER OF MIDDLE STRINGER AND OUTER EDGES BUTT FLUSH AGAINST SIDE ROOF EDGES. TRIM ROOF COVERING FLUSH WITH FRONT OF C1 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. ALLOW 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 B*S ARE ROUNDED SMOOTHLY INTO TOPS OF CABIN SIDES. INSIDE EDGES IN COCKPIT REMAIN SQUARE AND VERTICAL. 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 SAME IN H5. BOTTOM OF CABIN SIDES SHOULD REST ON SIDE CAT WALKS, REARMOST PORTIONS BETWEEN COCKPIT RAILING AND ON BC8(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.



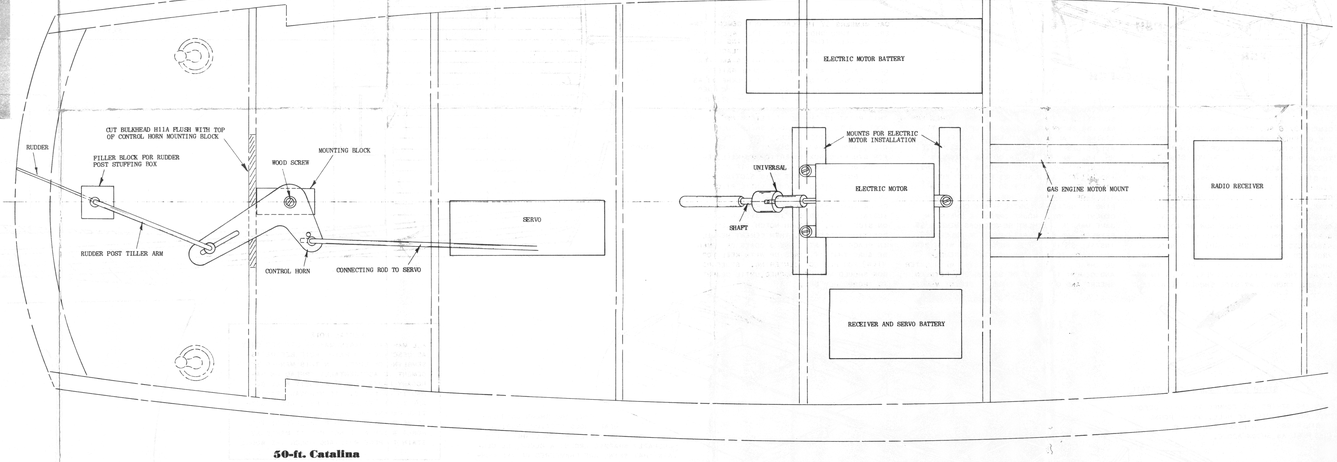


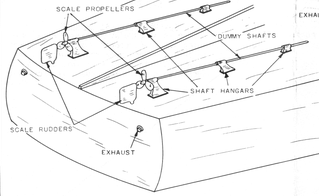


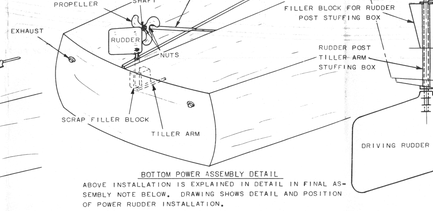


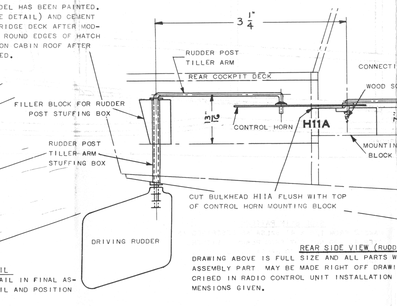
DETAIL NOTE FOR SCALE MODELERS

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

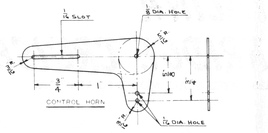
ABOVE INSTALLATION IS EXPLAINED IN DETAIL IN FINAL ASSEMBLY NOTE BELOW. DRAWING SHOWS DETAIL AND POSITION OF POWER RUDDER INSTALLATION.

REAR SIDE VIEW (RUDDER SERVO DETAIL)

DRAWING ABOVE IS FULL SIZE AND ALL PARTS WITH THE EXCEPTION OF BRASS RUDDER SERVO ASSEMBLY PART 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.

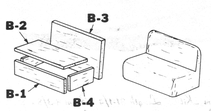
HULL BOTTOM SCALE ASSEMBLY DETAIL

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 CONTROL HORN

Above layout should be made of approximately .025 Sheet Brass. Layout is full size, however, it is recommended that dimensions be used.



SEAT CONSTRICTION 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, SEAT SHOULD BE CEMENTED IN PLACE ON FLYING BRIDGE DECK LOCATIONS SHOWN ON TOP VIEW.

FINAL ASSEMBLY NOTE

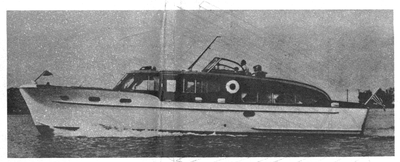
CHECK THAT FRONT CABIN SIDE PROTRUSIONS FIT EASILY INTO NOTCHES IN H5 SO THAT CABIN MAY BE QUICKLY AND EASILY PUT ON OR REMOVED FROM HULL. IT MAY BE NECESSARY TO TRIM EITHER THE PROTRUSIONS OR NOTCHES TO ACHIEVE THIS. IF MODEL IS TO BE FOR DISPLAY ONLY, BOTTOM OF HULL IS FINISHED AS PER THE HULL BOTTOM 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 JOTOR MOUNTS BY LOCATING POSITION OF ENGINE ON SAWE 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 BEARERS 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 FRO. 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 REAR 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 DETAILS 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 VENTILLATION. 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 FUMES, ETC. FOR REALISTIC DETAIL, ASK YOUR DEALER FOR FITTING SET B-7F WHICH HAS BEEN PREPARED AS PER 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 AROUND 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 screws can be tightened. Full size top and isometric drawings clearly show approximate locations of the various units. These should be placed so that model floats parallel or level to the water line around entire boat. Make Rudder Servo Control Horn of brass as described in final assembly detail. Solder horn 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 are full size drawings and 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 1/32" clearance for free movement. Cut hardwood mounting block as shown in rear side view. Any piece of hardwood will be satisfactory. See control horn notes. Cement securely in place as shown. Control horn is mounted 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 provided. Use washers above and below control horn for bearing surfaces. Do not tighten completely. Control must move freely. Forward end of Tiller Arm should move along slot in control horn, which moves Rudder from side to side. Check for smoothness of operation. Bend connecting rod to exact shape required. This is best so that it will engage control horn and servo at proper height as shown. 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 bulkhead through bulkheads on sides of boat close to skin and wires threaded through holes. This will keep wires firmly in place and out of the way. If gas engine is used, it is advisable to mount a shield between engine and radio receiver to protect receiver from heat and any possible escaping exhaust gases. However, do not make shield too large so as to obstruct the flow of air for cooling engine. After all equipment is in place, insert rear deck in position and mount cabin on boat.



PAINT NOTE

USE FOLLOWING PROCEDURE FOR BALSA PARTS ONLY EXCEPT ENTIRE REAR COCKPIT WHICH INCLUDES DECK, F3, AND THAT PORTION OF H12 EXTENDING ABOVE REAR COCKPIT DECK. (SEE MAHOGANY INSTRUCTIONS) SAND ENTIRE MODEL PERFECTLY SMOOTH BEFORE APPLYING PAINT. APPLY 2 OR 3 COATS OF CLEAR DOPE, SAND LIGHTLY. APPLY 3 HEAVY COATS OF DUCO PYROXALIN PRIMER OR SANDING SEALER. SAND TO GLASS LIKE FINISH WITH #400 WET-OR-DRY SANDPAPER, USET WET. FINAL FINISH IS OBTAINED BY USING 4 COATS OF DUCO AUTOMOBILE LACQUER OR DOPE, APPLY WITH SPRAY GUN FOR BEST RESULTS. ALLOW FINISH TO DRY AT LEAST 3 DAYS BEFORE RUBBING WITH CHEESE CLOTH AND DUCO SUPERFINE RUBBING COMPOUND. RUB UNTIL A BEAUTIFUL HIGH GLOSS IS OBTAINED. COLOR SCHEME: THE REAL BOATS ARE GENERALLY PAINTED TO SUIT THE PURCHASER. OUR ORIGINAL MODEL WAS PAINTED } FOLLOWS. CABIN ROOF, FLYING BRIDGE DECK, AND HAND RAILS PAINTED LIGHT BLUE. BOW PIECE AND SIDES OF BOAT DOWN TO WATER LINE ARE WHITE. WATER LINE(BOOT TOPPING) IS SAME SHADE OF BLUE AS ROOF. ENTIRE BOTTOM OF HULL FROM WATER LINE IS BRONZE. (BRONZE PAINT MAY BE OBTAINED IN ANY SHIP SUPPLY STORE) WATER LINE(BOOT TOPPING STRIP) IS PAINTED ON LAST, TO LOCATE WATER LINE ACCURATELY, SET BOAT IN VEE BLOCKS ON FLAT SURFACE, MEASURE DISTANCE FROM TOP DECK TO WATER LINE FORE AND AFT AND MARK ON BOAT. ADJUST BOAT ON VEE BLOCKS UNTIL BOTH MARKS ARE LEVEL WITH FLAT SURFACE. USING PENCIL COMPASS, MARK WATER LINE ON SIDE OF BOAT, RUNNING COMPASS ALONG FLAT SURFACE FROM STEM TO STERN, BE CAREFUL TO KEEP COMPASS FLAT ON SURFACE. USE MASKING TAPE FOR A NEAT JOB. ALL MAHOGANY PARTS ARE PAINTED AS FOLLOWS: SAND MAHOGANY PARTS UNTIL SMOOTH, USING EITHER OIL OR WATER MAHOGANY STAIN, APPLY A COAT OF SAME TO ALL MAHOGANY PARTS. THIS WILL ALSO INCLUDE BALSA PARTS MENTIONED IN BEGINNING OF PAINT NOTE. TOE RAIL PIECES, AFT OF BOW PIECE, MAY BE EITHER PAINTED WHITE OR STAINED MAHOGANY. USE STAIN ON BALSA PARTS. WHEN DRY, SAND SMOOTH. APPLY A COAT OF MAHOGANY FILLER TO PARTS. REMOVE EXCESS FILLER AND SAND SURFACE LIGHTLY. RESTORE GROOVES IN EMBOSSED DECK BY RUNNING POINTED INSTRUMENT(NAIL) THROUGH GROOVES. APPLY 3 OR 4 COATS OF CLEAR LACQUER OR MODEL AIRPLANE DOPE. APPLY DECALS BEFORE LAST COAT OF CLEAR DOPE. RUB WITH SUPERFINE RUBBING COMPOUND FOR HIGH GLOSS.

50-ft. Catalina

With or without the broad Super Sun Deck, the Chris-Craft Catalina is sheer beauty afloat!

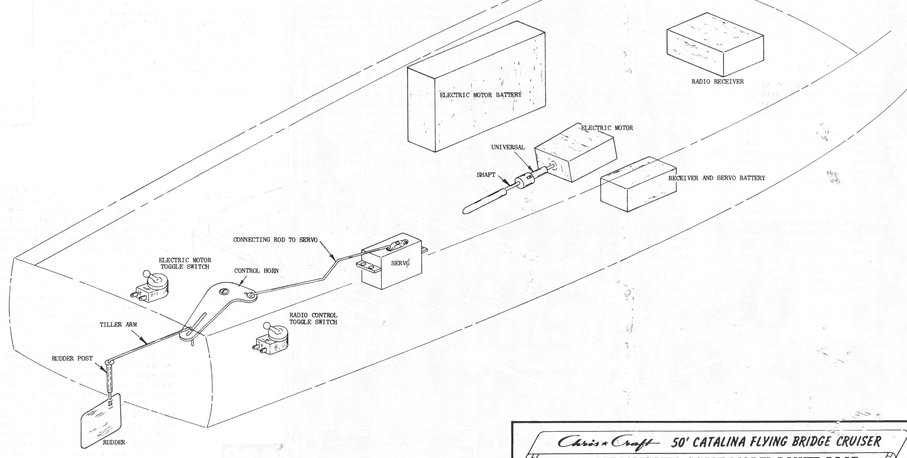
SPECIFICATIONS

Beam	12'-0"
Draft	3'
Freeboard, fore and aft	7'8" and 5'1"
Bottom, double-planked	1"
Sides, batten-seamed	3/4"
Engine stringers	15" and 12"
Headroom	6'3"
Sleeping capacity	10
Fresh water capacity—gallons	84
Fuel capacity—gallons	300

EQUIPMENT

ANCHOR - ANCHOR LINE - BELL - BILGE BLOWER BILGE PUMP - BRIDGE DECK SEATS* - CARPETS - CHAIRS COMPANIONWAY FROM FLYING BRIDGE TO DECKHOUSE DOCK LINES - DOAL ELECTRIC TRUMPETS - FIRE EXTINGUISHERS - GALLEY—BLOWER, ICE BOX, SINK, STOVE INSTRUMENTS—AMMETER, OIL GAUGE, TACHOMETER, TEMPERATURE GAUGE - LIFE PRESERVERS - LIMBER CHAIN - LINOLEUM - MAST AND YARDARM - PEDESTAL-TYPE THROTTLE CONTROLS - RING BUOYS - SELF-BAILING COCKPIT - SHIPPING CRADLE - SIDE - TOILETS (2) TOOLS - VENETIAN BLINDS - VENTILATING WINDSHIELDS WAKE BAKING (2) - WINDOW DRAPES

*One only with Super Sun Deck Cruiser



Chris-Craft 50' CATALINA FLYING BRIDGE CRUISER

A PREFABRICATED SCALE MODEL POWER BOAT

Kit B-7M Length 31¼" Beam 8⅝"

Sterling MODELS INC. PHILA. PA. 19144, USA