

THE MILOSEVICH 280

layers with Sealer 800 and screws. After all sponsons planking is completed, a piece of aluminum angle should be installed along the side of each airtrap and the bottom of the main hull with screws and sealer. Before turning boat right side, the propeller shaft hole is drilled. The angle for the hole and it's location will be determined by such factors as: angle of strut, the drop of strut, etc. At this point of construction the bottom can be varnished if so desired. Now is the time to turn the hull right-side. The deck battens are next. They are applied in the same manner as the bottom. After deck battens are in place, the engine compartment and the cockpit are "framed in". The center batten for the deck is now installed. This batten will be used to secure the deck planking seam that will run down the center of the hull. The piece for the dash is also installed. Now with all members in place, shape the entire surface in preparation for planking (sponsons included). Before planking the entire inside of the hull should be properly sealed with varnish or other preservative. Also, forward of the engine compartment, provisions should be made for floatation required by A.P.B.A. rules governing this class.

The hardware is now installed. The steering mechanisms, rudder bracket, strut, should all be braced to the motor stringers with aluminum angle. Complete the steering assembly, and install the gas tank. Although it is easier to install this hardware before the decking is secured, it should be easily removed if necessary after decking is installed.

A thrust bearing is installed to absorb the strain of the thrust developed by the engine. It is mounted to either the keel or the motor stringers in a piece of aluminum channel. In order that the propeller shaft is able to turn free, the alignment between the strut and the thrust bearing must be carefully trued. The shaft is installed and aligned at this time also. While the prop shaft is installed, the intermediate strut is installed and aligned. This additional strut is used in the prevention of shaft whip during engine high r.p.m. The intermediate strut

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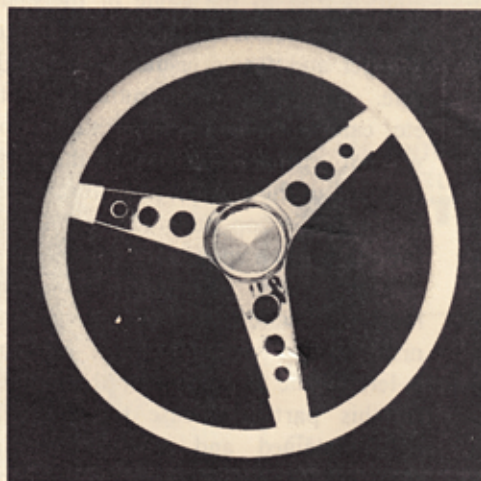
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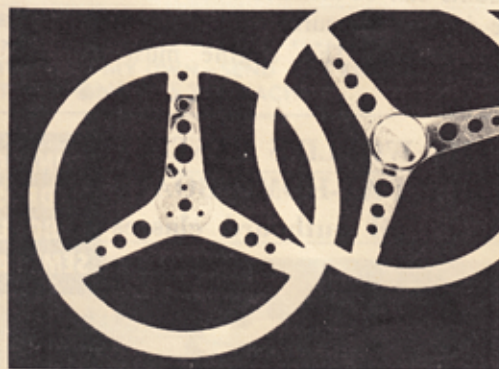


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