

FINISHING YOUR Soling 1 Meter

The Instructions apply to the Victor Model Products' and 3DRC Boats' Soling 1 Meter model yachts and associated or offered parts such as keels, rudders, and hatch covers.

From simplest to most complex

A. Simplest:

Of course, **leaving the hull and deck "as is"** (white polystyrene) is the easiest route to take. The "plain" styrene hull looks pretty smooth either sanded with a progression of wet/dry sandpaper grades (220, 600, 1000, 1500). Painting the hatch cover a contrasting (any) color makes the boat easier to follow among others.

Protection: Over (a long) time UV exposure from the sun and fluorescent lighting will turn the unfinished styrene from white to sort of an off-white, to "yellow" - a color hard to match or repair. It may take several years for this process to become a real problem.

B. Add striping or decals: A plain Soling can be dressed up with some graphics- thin decals, oversprayed with several coats of clear lacquer, sanded and polished. You can use automotive pin-striping tape stripes or decals over the unpainted topsides (above the waterline) as an easy way to distinguish your Soling. (see page in this document for where a waterline should be placed.) Over any decals, you should **clear-coat** using Tamiya Gloss Clear (see below).

C. Paint stripes or mist edges on your sails: use a fabric paint such as used for coloring silk flowers- "Design-Master" is available at Michael's, or JoAnn Fabrics.

These are the easiest ways to make a "plain, white Soling" be easier to identify on the water.

D. Painting: You can paint the entire boat- hull and deck- one color, or mask the hull and paint the deck or vice versa. Remember that the boat will be exposed to knocks and bumps during races, so a creative, careful paint scheme will not look "new" forever.

Read the section in this document concerning paint types. Use only the paint and primer of the same brands and types.

Preparation for painting-

1. **Sandpaper-** always use wet and dry waterproof sandpaper - you will need 80-grit (for removal of material), 320, 600, 1000, 1500 and perhaps 2000 grit, wet and dry waterproof paper. Two 8-1/2 X 11 pieces of each (like in an assortment) should be enough.
2. Use a small bucket or your laundry tub, and add about 5 drops of dishwashing detergent to 2 gallons of water- it helps keep the sandpaper from loading up.
3. **Filler** – there is no need for filling 3DRC Soling 1 Meters. The hulls are near perfect right from the factory.

Filling in uneven parts of the Victor hulls is necessary to achieve a hull that is "fair". There were "indented" sections on the hull in certain areas of the hull. To identify these, and remove any residual mold release (which can inhibit paint adhesion): (On boats other than 3DRC - fill the low spots using body filler, and re-sand. The combination of sanding the high spots and filling and sanding the low spots will eventually yield a "fair" hull.

- first wet-sand the entire hull using 320- 400 grit wet and dry paper. Add a small amount of dish detergent to the basin or pail of water you use to wet the paper. Wash, rinse and dry.

- take a thin strip of wood or plastic (a strip of a credit card might be enough) and flex it over the hull- look for light to show under the wood in spots. (There were often indented spots on the port side just ahead of the rudder, and on the starboard side next to the keel opening.) Mark them in pencil.

- rough those spots again using 100 grit paper to give “tooth” for the filler to stick.

- use a body putty applicator (or old credit card/ motel “key”) to spread body filler in thin layers over the areas. Do not use standard Bondo – it is not waterproof. Instead use a waterproof 2-part filler like **Duraglas**. An alternative is **Bondo Glass**.

4. Let the spots cure thoroughly, then use a sanding block and 320 paper to sand the areas smooth. You will have to repeat this process until (a) the high spots are removed, and (b) the low spots are filled and “fair”. 3M “Sanding Sponges” are also a good product for this.
5. **Sand** the boat using 320 wet & dry paper to remove all the mold release and wax. **Wash** the hull, deck, rudder and keel w/a water and dishwashing soap mix, followed by a rinse. Allow to thoroughly dry. The boat is “smooth enough” when your fingernail passing over an area cannot feel any imperfections.
6. **Choosing paint:** The “paint for plastics” enamel paints (Krylon Fusion, or Rustoleum Painter’s Choice) say they do not need a primer. That is true- they will stick to the plastic without a primer. But they will be far more glossy over a primer - and it will take fewer coats to cover.

A. Downsides of acrylic enamels (like *Rustoleum, Krylon*) is that they are sensitive to the time between coats. Due to the solvents used to enhance drying , they can “lift” or ruin an earlier coat when over coating. **They take at least a week to be truly hard enough for handling.**

B. Lacquers: such as **DupliColor** (auto supply store) paint well, cure fast and are harder than enamels when cured, but are generally limited in available colors to what is popular in cars and trucks- lots of silvers, whites, reds, and dark greys- to black. AND- after DupliColor dries, it is best clear-coated or fine sanded to get a glossy finish. It is around \$15 a can- you need 1 can plus a clear coat.

SO- we like Tamiya TS hobby spray paints. Billed as a “synthetic lacquer”, these seem to be smoother and dry faster as well as harder than any of the spray enamel brands. Sold at hobby shops at around \$7. You need at least 2 cans plus any primer. Tamiya is available in MANY colors, in flat as well as satin and gloss. See the last page of this document for a color chart.

7. **Prime:** make the primer coat as smooth as possible, yielding a super smooth final coat - especially if you are planning a light final color. Let dry for at least 30 minutes.
8. **Painting:** Now you are ready to apply the color coat. Mask off the deck, unless you plan to paint the deck and hull one color.
 - A. Lightly sand using 400- 600 paper. Dust off the areas to be painted.
 - B. Mask off the deck and deck flange. Dampen a clean (microfiber or linen, NOT paper) cloth with water, and wipe the surface clean of dust. Some next use a “tack cloth”, (auto supply store) to remove all lint and dust. Let dry.
 - C. Paint the boat upside down -keel up in your stand or on a cardboard box. Paint outside IF temperatures are above 60 degrees F. If inside paint in a well-ventilated area.

Gloss comes with successive light coats, over a light primer. Paint the hull with at least 3 or more thin coats of paint, until the color is even in tone and all areas are covered to your satisfaction. Light colors will take more coats than reds, black, dark blue, etc. **Do not** try to get a “wet gloss”- you’ll get a run. If it does- DON’T panic and try to wipe it off or fix it yet- let it thoroughly dry then sand it out.

Tacky paint, and whatever the boat sits on in the stand will mar the paint job on your hull. Allow at least 24 hours for Tamiya – up to 10 days (Rustoleum and Krylon) for the paint to harden. Try and avoid handling it during this time- even though it will “feel” dry- it isn’t. The longer you wait- the happier you’ll be.

9. **Clear-Coating:** I have had poor results from clear coats, especially enamels where the color coat is ruined by the solvents in the clear coat. If you are determined to use clear coat- use only the same brand paint as your color coats as a final 2 or 3 coats over the color coat.
10. **Finish Sanding:** AFTER everything is thoroughly dry, to get a super smooth finish, start with a light sanding using 1000 wet/dry paper, then use 1500,
and finish off using- you won’t believe this- **notebook paper**.

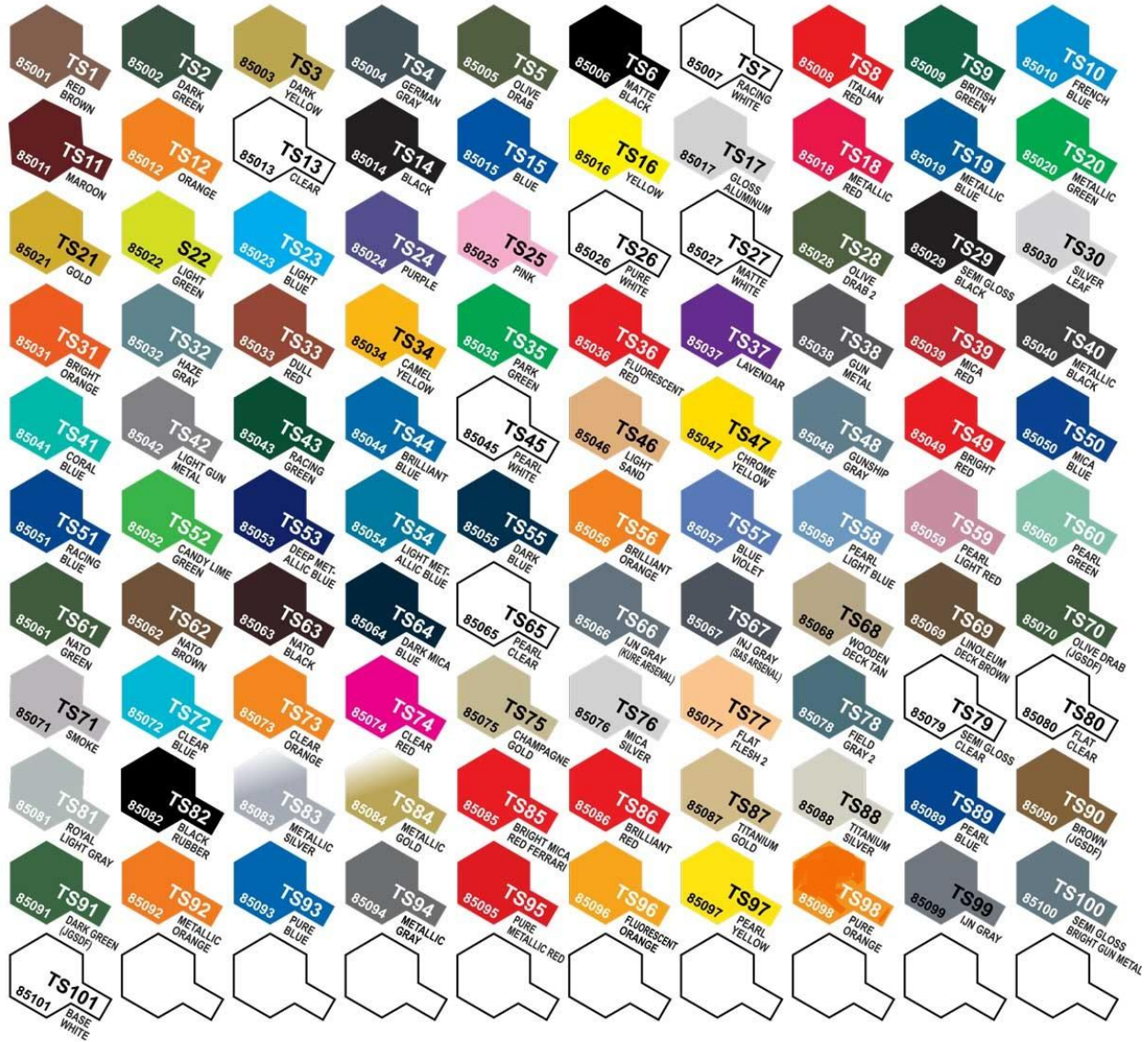
For advice- give us a call.

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Tamiya Paint Chart

Use "TS" lacquer paints.



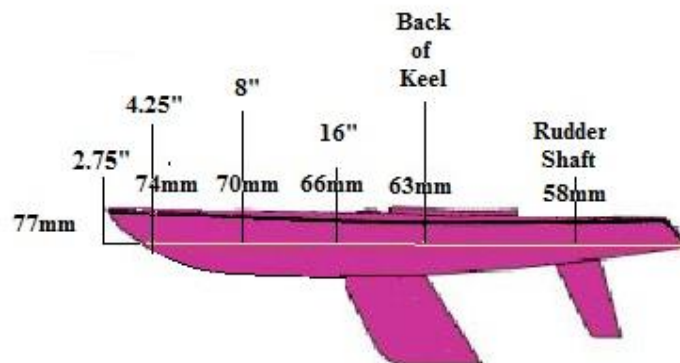
"PURE" means bright. Paint white under flourescents and under "Pearls".

Waterline drawing – revised numbers October 2013 by Frankie Novak (Previous waterline for painting purposes was more generous with the area of paint at the bow).

Horizontal reference point for Vertical measurements below is the top edge of the deck “turn”.

1. At a point 2.75” from the Bow stem, measure down 77 mm from the edge of the deck. This is the point at the Bow where the port and starboard water lines bisect.
2. At a point 4.25” from the Bow stem, (center hole for the jib swivel), measure down 75 mm.
3. At the front of the Keel, (16” aft of the Bow stem), measure down 70 mm. 4. Half way between points 2. and 3. measure down 66 mm.
5. At the rear of the Keel, measure down 63 mm.
6. At the rudder log (Shaft), measure down 58 mm.
7. At the bottom of the Transom, the lines should end at the transom about ½ “apart.

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|---------------|---------------|------------------|----------------------|---------------------|---------------|
| 2.75 " | 4.25 " | Mid Point | Front of Keel | Rear of Keel | Rudder |
| 77 mm | 74 mm | 70 mm | 66 mm | 63 mm | 58 mm |



You may want to consider just painting from the waterline, slightly overlapping over on to the deck- (essentially a wide stripe from the waterline to just over the deck.)

Painting a hull color overlapping the edge of the deck will hide the flange, and also hide any excess glue or other imperfections in the hull/deck joint. Then leave the rest of the deck and the bottom as is- unpainted.

This minimizes the painting, yet LOOKS like a painted boat. The styrene under the waterline can be buffed to a high gloss or clear-coated for protection and easier cleaning as a last step.