

By Mike Eades ô SeaWind #86

It is sad once again to have to report the loss of a class stalwart, Dr. Ole Kistler, who sailed with the Naples, FL and Ann C t d q t . " O K " O [E ø u 0 " Frankie Novak first registered SeaWinds in early 2004 and started the Royal Amberwood Yacht Squadron on their neighborhood pond in Naples.

The fleet soon outgrew the venue and the Naples MYC was good enough to take them in as a new SeaWind fleet which has allowed continued growth until it is now one of the larger fleets in v j g " E n w d 0 " Q n g ø u " g skills took him into other classes and he became Soling fleet captain and vice-commodore of the Naples MYC and Region 3 Director of the SeaWind COA. Ole and Frankie organized the first and highly successful SeaWind Region 3 Regatta in April of this year where I was fortunate to meet up with Ole who had built three or four boats for other local skippers and still had a couple more of his own. The SeaWind class will miss Q n g ø u " f t k x k p i " h q t on and off the water. Another good man over the line early!

The SeaWind COA continues its steady growth with 225 registered members of whom 148 are current members of AMYA. The number of members who allow their AMYA membership to lapse is of concern to the class and AMYA. If anyone has ideas as to how AMYA could improve member retention please pass them along to me. The SCOA treasury is healthy at \$1019.56 but will incur the major expense of the bi-annual class ballot at the end of this year. It was necessary for me to replace Ole Kistler as Region 3 Director and I am pleased that Darrell Krasoski of the Central Florida MYC (Sunday Sloopers) has agreed to take on the role. At the same time I nominated

SCOA Class Officers:

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- V g e j p k e c n " C f x k u q t í
- AMYA Regional Directors
- T g i k q p " 3 " * P G + í í í 0
- T g i k q p " 4 " * G c u v g t p +
- T g i k q p " 5 " * U G + í í í 0
- T g i k q p " 6 " * E g p v t c n +
- T g i k q p " 7 " * U Y + í í í 0
- T g i k q p " 8 " * P Y + í í í 0
- P g y u n g v v g t " G f k v q t í

SCOA:

From the

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Chris Kuhn of the Heritage Harbor (Annapolis, MD) MYC as Region 2 Director since the membership level in that region has risen to the point that representation is desirable. All Officers and Class Secretaries positions are up for re-election in the class ballot. Any nominations for the positions should be mailed or emailed to me before the end of December for inclusion on the ballot.

Although proposals for Rules and By-laws changes for the "billot may still come in, to give you all some idea of what will be coming up for govt. Decisions summary of current proposals E j Bylaw changes j-p clarify the wording of M.4. since only AMYA members require's renewal add a new sub-section regarding temporary v alow sub-section regarding temporary v report to section 5. NRules changes Rules changes í codify to Enp (Cont. on page 7)

Western Carolinas: Hot Spot of SeaWind Fleet Development

By Jim Kransberger ô SeaWind #133

Choice of the SeaWind, as their fleet builder and center piece, provided a successful launch for two new AMYA clubs in the Western Carolinas. In Anderson, Southern Carolina Neal McGrath, along with several other RC fliers, registered the Green Pond Model Yacht Club (AMYA #252) in 2007. Shortly before that, three would-be-sailors in Asheville, North Carolina had registered the Asheville Yacht Club (AMYA #240).

Although the clubs are located two hours from each other, they have a synergy between them that has made radio controlled, model sailboat racing a growing sport. Collectively they could boast that they could have a regatta with 30 boats. Although not all their boats are registered with the SeaWind Class Secretary as of yet, they will be shortly. There are 250 SeaWinds registered nationally and these two clubs might represent twelve percent of the national fleet and growing fast. How did they get there? Neil McGrath lives on a small inlet bay

on Lake Hartwell. GPMYC sails on Thursdays about noon. They'd like to sail on Saturday's but can't due to heavy boat v t c h h k e " v j c v " y g g m lake. Neal has a two story boat dock and

everyone sails from the upper deck. It is a fantastic venue with an exceptional vantage point. Because of the topography of the inlet, winds are mostly square to the ; " g p course and offer proper (Cont. on page 7)



Jim Kransberger, AYC (red cap) confers with Neal McGrath, GPMYC between races.

(Nationals \hat{o} Cont. from p. 1) Saturday morning as the last three boats were checked in. He just could not believe his boat was over 7 lbs. Seems he had traveled to the regatta with a battery pack in his boat. It had shifted during the trip and was not where it was supposed to be when he arrived. Bottom line is he found when he checked his boat out Friday night, that he had 2 battery packs in his boat when it was weighed. That combination had put it over 7 lbs! Just in case you were wondering, the heaviest boat according to the official weigh in was owned by none other than Mike Eades our class secretary. His boat was $\frac{1}{2}$ ounce under the 7 lb mark.

Did that stop him? No, Mike finished Saturday with 3 bullets, and tied for first place. Someone forgot to tell him a heavy boat was slow!

Once the remaining boats had been checked in there was the official introduction.

Each skipper was asked to come forward and receive their bag of items. These included a commemorative polo style shirt, a personalized tool pouch, a printed NOR & sailing instructions and, if you were not from Texas, a small Texas flag. The shore crew and RD had different color shirts to wear with the RD being Red while the Skippers had a dark green. The Shore crew wore a washed out green so they would be easily identified. A brief introduction was given by each skipper. This included where they were from, and how much experience they had with their boats. We found out the experience level went from Mike Eades sailing a SeaWind for as long as the class existed, all the way down to Mark Buesing with 1 week.

11 races (22 heats) were run on Saturday with a variety of winds from 5 mph up to 16 in a gust. The length of the course was set so the winning boat was finished in approximately 10 minutes. Scoring for the regatta was handled by the Odd/Even me-



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2008 National Championship \hat{o} Results		
Pos.	Skipper/Sail #:	Pts.
1	Mike Eades/86	26
2	Eric Rosenbaum/67	27
3	Charles Sudduth/1124	39
4	Hank Buchanan/79	43
5	Scott Loesch/46	45
6	Andy Rust/25	47
7	Bob Piper/465	49
8	Fred Ferris/71	51
9	Rich Hoffman/1222	52
10	Jeff Romero/776	55
11	Devry Garrett/57	61
12	Bob Harmon/1000	62
13	Dennis Corder/1040	68
14	Peter Jennings/90	70
15	Mark Taylor/194	82
16	David Schultz/151	100
17	Jerry McBride/37	101
18	Michael Tishlias/191	101
19	Mark Buesing/179	102
20	Les Sherry/172	111
21	Steve Sherry/75	115
22	Sam Forman/444	120
23	Carole Ford/169	124

thod. This keeps the scores tight, all skippers sail the same number of heats and allows every caliber of skipper to sail with each other. Sailing was stopped for an hour for the lunch prepared by Barbra Corder. Her husband Dennis r t q d c d n { " u c k f " k v " d g u happy to see me at a regatta, but you y k n n " d g " t g c n " j c r r { " v c bra and Chauncey Piper set out a Mexican style lunch of make your own tacos, chips, home made salsa and a few other things to round it out. The gals made sure everyone had plenty to eat and pushed water, iced tea, and lemonade to everyone who would listen. At the end of the day the scores (Cont. on page 6)



Skippers survey the action from the balcony of the CSC clubhouse.

(Region 1 Cont. from Page 1) out here that skipper Fred Goebel gave up most of his morning races in order to man our pram getting others back in action and clearing weed patches that were floating through the starting area. Later, Mark Obu g t x g t " L g h h " T g f u v Rescue Boat Captain so that Fred could get back to sailing the rest of the regatta. At the lunch break, with five races completed, it was current National Champion Mike Eades leading with 15 points over Tim Barnes with 19 points, followed by John Arkenberg (21 points), Marty Besant (25 points), and Hank Buchanan (28 points).

After lunch, with the promised downpours still not arriving, five more races were completed using a more distant windward mark to take advantage of clear water and a bit more breeze (and to test u m k r r g t u ø " f g r v j " r mum!). The order of the morning standings was not drastically altered during the afternoon session, with one skipper (Fred Goebel) breaking in to the top five and one falling back. While Mike Eades remained consistent throughout, John Arkenberg dominated the PM racing 11 points v q " O k m g ø u " 3 ; " y j k e was enough to give John a two point advantage in the end, and become our new Region One Champion

In such conditions a first place in any race is especially to be coveted, and these were spread around a bit with John Arkenberg, Hank Buchanan, and Mary Goebel each winning two races, and Tim Barnes, Marty Besant, Mike Eades, and Fred Goebel each with one win. In the end, the top finishers were those who did the best

job of keeping well clear of obstructions, even if that meant at times sailing in the wrong direction, keeping clear of log jams at marks, and above all being patient and persistent. Congratulations go to our 2008 Region One Champion John Arkenberg, to Runner Up Mike Eades, and to Marty Besant in third, Tim Barnes fourth, and Fred Goebel fifth.

We were very pleased to have old friend Mike Eades join us once again, and to welcome Bob (formally known as Texas Bob) Harmon plus Carole Ford on their first (but hopefully not their last) visit with us. Enough cannot be said about each and every competitor for their patience, understanding, and good cheer under less than ideal circumstances, and we offer our sincerest appreciation to all.

Thanks also to Melanie Buchanan for score keeping, to Tony Bosco for start and finish observing, Jeff Redston as Mark Observer and rescue boat operator, Alice Fredericks for cheerleading, and certainly to Regatta Organizer Fred Goebel with the always enthusiastic support and assistance of Wife Mary. Even with the rainy weather, scant winds, and debris fields to contend with in the water, we hope and



Skippers take refuge from rain showers under the convenient shelter.

believe that all competitors went home happy that they had participated!

2008 Region 1 Regatta Results		
Pos.	Skipper/Sail #:	Pts.
1	John Arkenburg/195	25
2	Mike Eades/86	27
3	Marty Besant/182	38
4	Tim Barnes/9	40
5	Fred Goebel/40	50
6	Mary Goebel/171	52
7	Dick Chandler/99	59
8	Bob Harmon/000	63
9	Hank Buchanan/79	68
10	Carole Ford/169	68
11	Cliff McCarty Sr./204	72

Air Capitol MSC Enjoys Successful Season

By Andy Rust • SeaWind #25

The 2008 Air Capitol MSC is nearly over, and for the first time in a couple of years y g ø x g " u g g p " u q o g " membership. Four new Seawinds have been purchased and are either being built or are already completed. Another new member purchased a used boat from Ebay, which brings the overall new boat total to five. This has been particularly good news after a somewhat stagnant 2007 membership-wise. We hope to see all of the new boats at the pond at the final event in November or early in the 2009 season. In the annual Club Championship Series

races Scott Loesch, one of the founding members of the club has been dominant since his win in the 4th Annual Icebreaker Regatta (covered in the last issue of the Seawind Express). Not only has he won six out of the seven events held so far this season (the final race of the season will be contested in mid-November) but he has done so in convincing fashion. In addition, j g " j c f " t g u g v " v j g " e in a single season that had been set in 2004 by the mid point in the season (he currently has 41, and as previously mentioned v j g t g ø u " u v k n n " While the date is not yet set, look for the ACMSC to

host the 5th Annual Icebreaker Regatta k p " O c t e j " q h " 4 2 2 ; 0 " " V dictable weather makes it a real challenge for locals and visitors alike, and we hope to entice a few more out of town skippers

The club held two very successful ÷ H w p " U c k n u ø " y j g t g " e n encouraged to bring any sailboat in their ÷ f q e m u ø " v q " v j g " r q ð g c v the most popular boat by far however). The first was held in May, and the second in July and was the first-ever joint event with the local RC powerboat club and was great fun for both clubs.

Painting the SeaWind: Your Best Finish

By Darrell Krasoski \hat{o} SeaWind #176 and Charles Samaha \hat{o} SeaWind #4667

Y j g v j g t " k v ø u " h q t " your boat from a distance, protecting the plastic from the sun, emulating your favorite livery or to express your own imagination, a good paint job is important to RC sailors. AMYA Fleet #241, aka the SundaySloopers of Central Florida are privileged to have Charles Samaha as Commodore and one of the most professional RC sailboat painters in the hobby. In this arti-

e n g " y g ø n some examples of what is possible and provide you with information on what it takes to achieve a professional finish to assist you in your project. Why paint at all? The Seaw-

ind is made from ABS which is a great material for a manufacturer to use that produces a fairly strong hull, economical prices and smooth surface. The downside of ABS is that it is susceptible to degradation from UV and other rays from the sun and other light sources. The result can be discoloration and potential weakening of the hull. For that reason alone, it makes sense to; at least, apply a basic coat of paint to the hull and deck. The same techniques in this article can also be used on fiberglass or carbon fiber hulls.

The first step in the painting process is deciding on what you want the boat to look like. Many of us agree this can be either the easiest or hardest part of the process. N g v ø u " n q q m " c v " v j g color paint scheme can be beautiful and there is a nice selection of colors to make your boat unique. A single color is also obviously the easiest project for the beginning painter to tackle and is the most cost effective. Single colored hulls can also be enhanced with the use of decals. Adding a



Some examples of creative paint jobs offered by Charles Samaha.

second color to the hull, such as a stripe, does add a degree of difficulty to the project but can still be done by the non-professional.

Some famous boats, especially Amer- k e c ø u " E w r " E n c u u " d replicates, beg to have replicas of the big boats. Like replicas a unique design livery is the most challenging and costly to accomplish.

K p " y t k v k p i " v j k u " as thorough as space permits without making it sound too difficult. As hard as we

tried it still comes out a bit intimidating, so the one commodity you will need the most is patience. As co-author of this article, I painted my Seawind in the most basic way, with no primer, way too much spray paint and in too much humidity and too high a temperature. It looks OK (as long as I

TECH CORNER

e n q u g " v q " q p g " q h " E j c t my share of races so, please take what you need from the article and go as far as you like. The preliminary stages can be done at most any time but, especially during painting process, temperature and humidity are as important as surface preparation. Ideally the humidity should be about 80% or a bit lower (low humidity can cause paint to dry too quickly and result in a dull, grainy finish) and the temperature range is from 65-90 (*Continued on p. 8*)

- | Basic Painting Supplies | |
|-------------------------|---|
| < | 3M 220 grit sandpaper |
| < | 8 ø " h q c o " u c p f k p i " d n |
| < | Latex or Nitrile gloves |
| < | Bulldog adhesion promoter |
| < | DuPont Sontara cloth |
| < | DuPont First Clean |
| < | 3M 233+ masking tape |
| < | Dupli-Color sand able primer (<i>two cans to be safe</i>) |
| < | 3M 400 grit sandpaper |
| < | Dupli-Color spray color (s) of your choice (<i>These paints come in either lacquer or enamel. Choose one or the other but do not mix</i>) |
| < | Dupli-Color clear (<i>can be used over lacquer or enamel</i>) |
| < | 2 bottles of beer |
| < | 3M Fine Line tape |
| < | Green masking paper (<i>optional</i>) |
| < | 3M Perfect-It polishing compound |
| < | Gobs of patience |



Most of these basic supplies can be found at auto parts stores.

(Nationals *ô cont. from page*) were interesting with places 1 & 2 having a 9 point lead over the third place boat. 3rd through 7th was separated by a total of 6 points with the next group right on their sterns. 8th through 12th was the next tight group with only 4 points separating them. At this point it was still any-d-q-f-ø-u. Also 9 different skippers took home a bullet for the day. This is another of the benefits of the odd/even scoring. Lots of skippers get to brag about the bullets they bring home!

After the sailing was over the skippers packed up, and then met at a restaurant about a block from the host hotel. It was still warm (OK hot!) so it was decided to sit inside at several tables instead of outside on the porch on one big table. During U-c-v-w-t-f-c-ø-u-u-c-k-n-k-p-i down and cool off for awhile as the heat was getting to them. The air conditioned room was welcome.

Sunday was the toughest day of the weekend. The skippers were greeted with almost no wind to be found on the lake. The length of the course was cut by at least a third, and the finish time for the first boat was still almost doubled! The RD did his best to run good fair races. He ended up running 4 heats in 2.5 hours to end up the short day. That last even heat had started with a little wind and a lot of hope it would continue. They were on the second lap when the wind just faded to almost nothing. The RD asked the skippers

and it was decided to finish that heat out instead of dropping an entire race. I believe it took the winning boat just less than 45 minutes to complete! A far cry

together to see who was going to win the chevrons. Mike Eades and Eric Rosenbaum had been battling all weekend for the top spot, and it was not yet known how that would end up. Both skippers won their heat in the first race of the day. The odd heat of the last race saw Mike come in first place followed closely by Eric then Charles Suduth. This turned out to be a foreshadowing of how the regatta would finish out. Mike took the honors by 1 point, Eric came in second and Charles took third.

After the awards were handed out, each skipper was given a score sheet to take home. New stories started to be told, and all of the



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from the 10 minutes the winning boat took on Saturday. The regatta ended with a nice lunch, again set up by Barbra and Chauncey, while the skippers waited on the results. f After lunch everyone gathered back

skippers expressed the same thought. What a great bunch of people sail the SeaWind! Everyone mentioned that it was a lot of fun meeting the names you sometimes see in regatta reports, and the fun they all had pitting themselves against the others. It is

worth the effort to go to different venues, and meet new skippers. It is a small world when we share something this good. My hope is that next year, and every year after, we can build on our attendance at regattas.

Special appreciation needs to go to the RD - Ray Seta, scorekeeper - Eric Gregory, and shore crew Ray Mireles all of the Woodlawn Sailing club, also to Jared Piper for d g k p i " c " õ i q h g t ö . Corder for the wonderful lunches and Chauncey Piper for helping out and being nurse maid to some of the skippers and of course to Kyo-sho America for their continued sponsorship support by donating two boat kits for the skippers raffle.



The start of the first heat of the regatta on Saturday.

* *U g e t g v c ô C q n t f r o m f. 2 u i m*
 terpretations regarding CE mast compression struts and battery weight limits. Some interpretations may be left as a list of such items rather than modify the existing Rules, such as prohibition of elastic tensioners and alternative mast joiners. Rule changes to restrict battery location to the kit battery box (allowing limited drainage holes?), re-introduction of an earlier proposal to allow installation of cosmetic deck fixtures to be optional and for further standardization of sail number size, placement and visibility requirements will be proposed. In cases where an approved rule change would lead to obsolescence of current parts such as sails/batteries etc there will likely be some grace period after which all yacht after which all boats entered in competi-

tion would need to be in compliance. As part of the natural growth in the class we are seeing one or two new fleets and/or clubs emerge, sometimes as spin-offs from existing clubs where a nucleus of skippers from one area form a club to reduce travel or to provide more opportunities to race their particular class. This is a healthy development as local rivalries can develop to heighten interest in local and regional regattas.

To help SeaWind skippers find a h n g g v " v q " u c k n " y k v link is provided from the US-SCOA page of the SeaWind Resource Center web site www.seawindrc.com. There you can find where SeaWinds are sailed and the name of a contact as all clubs and fleets welcome new members. I am currently aware of 16 active SeaWind

fleets. If any others are hiding out there be sure to provide me with your information so I can include you in the list. The SCOA can be justifiably proud that by the end of this year we will have conducted three Regional and the annual National Regattas. They are great fun, provide good sportsmanlike competition and, above all, provide an excellent opportunity for SeaWind skippers to meet, swap stories and form long lasting friendships. My thanks to all who take the time and trouble to organize these events and/or take part as I n g g v competitors or volunteers. How about a h w n n " u n c v g " q h " T g i k q p Plans are being developed for the 2009 NCR to return to Hop Brook Lake in Region 1 in late August or September. Watch the AMYA Schedule and web sites for further details.

* *Y g u v g t p " E c ô C q n t f k o m p. u*
 2) starts. It's a good place to sail. GPMYC has no dues or structure other than a credo q h " \$ 0 " 0 " 0 " d g " v j g t g

In Asheville, AYC sails at a very visible location, Beaver Lake. Beaver Lake is a good sized, private lake owned by an association. Dues for AYC are \$10.00 per year, payable as a check made out to the association. As guests on the private lake, it was thought that it was the only responsible thing to do when the association has a \$59,000 annual budget for the property. The absolute beauty of the AYC location is that it is located directly next to the major arterial street in North Asheville. You can't be in Asheville very long before you discover the presence of competitive model sailing on Beaver Lake.

AYC's competitive sailing schedule is twice a week all year round when the forecast says it will be 50 degrees or better. In the summer they also sail at 6:00 PM. They sail a SeaWind regatta each month on the fourth Saturday. Chances are that on any given day there will be a couple guys sailing most all the time. For more information about AYC go to: <http://www.ashevilleyachtclub.com>.

GPMYC and AYC have joined together and are sponsoring the formation of the Greenville Model Yacht Club in Greenville, SC. GMYC is another SeaWind centered club and Don Hightower is registering the new club with AMYA. GMYC will hold it's first regatta on Thursday, November 6th on Oak Grove Lake, Greenville, SC. Watch out, someday there will be a SeaWind Nationals in somewhere in the Western Carolinas!



* *V q r + < " P g k n " O e I t c v j " ÷ v y g c m k p i ø " j k u " % 3 5 9 " p*
 (Bottom): Big smiles from Don Hightower 1st, Gerry Provost 2nd (R) and James Farley 3rd (L).



(Painting *ô Cont. from p. 5*) degrees F, particularly not higher.

Surface Preparation

Regardless of which paint scheme you choose, the beginning stages are the same. A large portion of your time will be spent on preparation of the hull surface

- < U v c t v " y k v j " 4 4 2 " i t c f g " u c p f " r c r g t " q p " c " 8 ö " h q c o " u c p f k p i " d n
the long axis of the hull) strokes with light pressure letting the sand paper true up any large imperfections. Sanding without a block can cause finger ridges or wavy lines in your final paintjob.
- < Once the hull is smooth it is time to put on a pair of latex or nitrile gloves, because sweat and finger oils prevent good adhesion of any finish. Use an air gun/can to blow all of the sanding dust away.

Hull Cleaning

- < Using a lint free DuPont Sontara cloth clean every part of the hull with DuPont First Clean to remove any foreign oils or mold release from the manufacturing of the hull.
- < Use a high grade masking tape to tape off the areas you do not want to paint. The blue 3M tape you can purchase from your local hardware store is designed to be used in painting houses and does not work well for this process.
- < Spray 2 light coats of Bull Dog Adhesion promoter to any surface that will now be painted and let dry for 10 minutes between coats.



F c t t g n n ø u " D n w g " j w n n " * c h v g t " 3 4 " o q p v j u " q h " u

For the DIY process the best results can be achieved by using Dupli-Color primers and paints. Now this is where the fun comes in:

- < Apply 3 coats of Dupli-Color sandable primer. Make sure to put wet even coats down allowing 15 minutes of drying time between coats, do not rush the process. *A wet coat is still a thin coat of paint but enough so the paint appears wet when put f q y p 0 " V q q " v j k e m " q h " c " e q c v " y k n n " r t q f w e g " t w p u " c p f " r t q o q v rate of application down right.*
- < After the third coat is applied let the primer cure for 2 hours.
- < Go back with the foam sanding block and 400 grade sandpaper to make the hull perfectly smooth. Once again use long strokes and light pressure. Once you are happy with the surface (remember take your time, an imperfection in the primer will be 4 times more noticeable when painted) blow it off with compressed air and wipe it again with a Sontara cloth and First Clean.
- < Now it is time for the color coat using the color of your choice. Spray even wet overlapping coats letting the paint dry 15 minutes between coats (it is a good idea to start spraying before you hit the boat and spray past the boat). Do not rush it! Wait the 15 minutes and lay down another coat and wait another 15 minutes.
- < Now apply 2 even wet coats of Dupli-Color Clear waiting 15 minutes between coats. Now you can peel off the gloves and have a beer. Let the paint cure for 12 hours before handling the hull.
- < In 2 days you can use some 3M Perfect-It polishing compound and bring the gloss out in the paint. Cheaper polishing compounds contain carnauba wax which is not desirable for fast sailing.

The big trick with applying a second color is the type of masking tape you use. Standard masking tape leaves rough lines and an inconsistent tape line. Use 3M Fine Line tape which is designed for this process, applied to the hull and burnished (rubbed down) with light even pressure.

- < Use your 233+ masking and green masking paper to cover any areas not to be painted with the second color. Make sure the tape is well burnished and all openings in the paper are taped shut to prevent overspray from entering the masked off area.

(Continued on page 9)

(Painting ô Cont. from p. 8)

- < Spray the second color using light coats, once again waiting 15 minutes between coats. After an hour slowly remove the masking tape to reveal your work.
- < Now apply 2 even wet coats of Dupli-Color Clear waiting 15 minutes between coats.
- < Now you can peel off the gloves and have a beer. Let the paint cure for 12 hours before handling the hull.
- < In 2 days you can use some 3M Perfect-It polishing compound and bring the gloss out in the paint.



This quad color hull is a good example of a multi-colored paint application.

The previous mentioned finishing process used acrylic air dry lacquer and enamel paints which provide a nice finish. But, if you want the ultimate you need to use catalyzed epoxy urethane finishes. In addition, a shaker can will only get you so far in trying to achieve special effects like the fade shown on the Oracle boat. These paints are usually a 3 part epoxy mix and need to be sprayed out of a high end paint gun and are toxic to breathe during the application process and require an especially designed respirator for breathing. This process is one only a professional painter should do for you, and the colors that are available are only limited by your imagination unlike the color selection at the auto parts store. You can airbrush any design you want from extremely wild to

o c m g " { q w t " h c x q t k v g " C o g t k e c ø u " E w r " [c e j v " t g r n k e c 0 "

The Sunday Sloopers have a forum on our website www.SundaySloopers.com which is an excellent place to ask more questions about this article and checkout our excellent venue. Charles has a site www.latitude24designs.com for more information, instruction and pictures of some even more beautifully painted boats. Our hope is that you found this article helpful and you are successful in your project.

Note the striking detail on this custom painted carbon edition boat.