

COVERING ALL OPTIONS

With the science and technology of paint and surface coatings used on superyachts evolving so quickly, it is important to keep up to date with the latest developments and procedures

Words: Frances and Michael Howorth

It was the American oil well fire fighter, Paul better known as Red, Adair who made the phrase 'If you think it's expensive to hire a professional to do the job, wait until you hire an amateur.' become popular. He had become notable as an innovator in the highly specialised and hazardous profession of extinguishing and capping oil well blowouts, both land based and offshore and his fees for doing so were not cheap!

Adair was not using the term to describe yacht coating contractors but he could have been. "Nothing could be more true when it comes to finishes on a superyacht," says Nik

Cuttelle of Topcoat Yachting Painting. From his head office in Poole Dorset (UK) Nik, a former yacht Captain, runs teams of contractors based out of Antibes and during the winter season he has teams working out of Simpson Bay, Saint Martin, for yachts in the Caribbean.

We invited some of the industry's top performers to give us their views on product innovations, their sustainability and the various procedures and roles within a paint job application

Here are their top 16 considerations.

1

Product

The past decade has seen a true leap forward in terms of yacht coating technology. The improvements and diversification in products available means, yachts can for example extend the life of their paint work or renovate it using ceramic based coatings and nano technology is revolutionising the entire industry. "Probably the biggest topic at the moment is antifouling says Nik Cuttelle. "The industry has already taken out some of the real nasties (notably the ban on TBT back in 2003) but further restrictions coming into force by 2020 mean that copper based products (already restricted in Sweden and the Netherlands) and anything which releases biocides into the environment will be banned in many places."

New biocide-free nanotech coatings can now provide a surface so slippery (on a molecular level) that molluscs and weeds simply can't get a grip on the hull. There are strict controls for application and the initial outlay is more costly than traditional antifouling, but once applied, they deliver huge benefits not only to the environment, but very importantly in reduced downtime for the yacht as not only can they last up to 5 times longer than traditional antifouling, reduced fuel consumption and improved performance due to reduced drag.

Surface protection products the likes of Rokoat ceramic coatings offer a wide range of application areas as well including glass, stainless steel, leather, and marble/stone, giving interior crew a much reduced clean/turnaround time between charters. They provide easier cleaning around exhaust ports and heavy traffic areas.

Zytexx is a Hybrid-Ceramic Clear coat for marine paints. It provides an unsurpassed gloss and easy clean ability and prevents soot staining. Simply removed without sanding at end-of-service life.

Topcoat Yacht Painting have just completed applying a ceramic coating to a jacuzzi having done so previously on other areas which provide a non-slip surface when wet yet feel smooth to the touch. "It's unlike traditional non slip coatings where non slip particles are added to the paint mix and that makes it a fantastic progression in our opinion," says Nik Cuttelle.

Another new product from CD Nautica Custom ribs and boats is called All Dip Yacht, it is practically a liquid vinyl, liquid wrap. Sprayed onto anything that floats provided it is clean and dry. The environmentally secure product once installed

is temperature resistant from minus 30 to plus 93 degrees centigrade. Captains who seek to personalize tenders and water toys so that they match the superyacht will find this product of great interest.

Driven by innovation and a commitment to the environment, AquaCote is a specialist in eco-friendly, performance enhancing, foul-release coatings. Their range consists of a Hull, Propeller and RIB coating. The company recently launched an aerosol spray for those hard to reach places.

During application the common focus is on ambient temperature but there are many other factors to consider

Free of carcinogens, biocides and heavy metals, AquaCote foul release products are safer and easier to apply than traditional antifouling paint. With basic maintenance the value for money product has a warranty of 5 years, whilst also reducing fuel consumption. In the long term, maintenance costs are significantly reduced with requiring less equipment, labour and time than traditional anti-fouling paints.

2

Preparation

Adrian Mingo of Tribos Coatings in Malta believes preparation is everything. "Particularly for those protective coatings that are generally applied, after the manufacturers' warranty is coming to an end and therefore have been exposed to the harshest environments possible," he says. He adds, "This includes the complete removal of salt, sun cream, rain stripes, exhaust fumes and so forth." For any coating to successfully cure to a surface for long term protection, the surfaces and their pores must be totally clean and dry. "There are no shortcuts, no miracle products, says Mingo who adds: "Even the best product will fail when an inexperienced application team do not prepare correctly."

Hans Slegtenhorst, Segment Manager and Superyacht Product Specialists at AkzoNobel makers of Awlgrip advises taking time to properly apply a coating is critical to achieving high quality results. However he says, "This can often be overlooked due to time pressures. When considering the application of coatings there are several stages and a number of key factors to take into account.

Firstly, the performance and durability of the system is heavily influenced by preparation, and in most cases this can take up to 90% of the total time needed to complete a job. Secondly, the sequence of products is critical. All products are designed with specific functions in mind (such as anticorrosive protection, ease of sanding, gloss) and skipping any steps can reduce the final appearance or performance of the system. The choice of consumables throughout the process will also influence the outcomes; everything from mixing cups, through to abrasives, rollers, brushes and spray guns."



AquaCote Marine

Eight years in development and tested around the world, the AquaCote Marine range of hull, propeller and RIB products reinvent Yacht, Motorboat and RIB antifouling. Simply roll on to all substrates to create a high gloss finish that reduces drag and delivers improved speed and fuel efficiency for at least 5 years. Loved by divers, AquaCote completely changes the antifouling maintenance experience. With no carcinogens, biocides or heavy metals, divers come up safe and clean every time. No toxic blooms, no poisonous chemicals and no ruined dive gear.

For more details Tel: +44 (0)1282 873320
or visit www.aqua-cote.com

3

Application

Unfortunately the application of coatings is all too often rushed, mostly due to the time or financial constraints given at the beginning of the project. Good preparation will save both money and time in the long-run and will ensure that the end result has both the quality and longevity expected.

At Awlgrip, Slegtenhorst says, "During application the common focus is on (ambient) temperature but there are many other factors to consider, including humidity, ventilation, product temperature and surface temperature, which is often exceptionally high due to direct sunlight. Preparation time often includes a method of controlling these variables such as localised heating/cooling, tenting and extraction. Once all coating work has been completed, it is important to allow the system to fully cure before being put into full service to reduce the risk of premature deterioration."

He adds, "Although there is always a way of completing something faster, when it comes to preparing and applying coatings, skipping steps or pushing products often reduces the appearance or the performance of the system. In the short term this can produce satisfactory results but this will often lead to this having to be re-worked at a later date. Keeping this in mind and following the process carefully means you will achieve the optimum result."



Rolling Stock

Founded in 1989 and headquartered in Palma de Mallorca, Rolling Stock has been providing the highest quality yacht painting finishes around the world for the past 27 years. With our highly skilled workforce and experienced management team we target superyachts irrespective of their size in both the repainting of existing yachts and filling and fairing new builds, with a reputation for specialising in the large sailing fleet and metallic finishes. With a global reach, we pride ourselves on a highly technical and hands on approach giving our clients a personalised service no matter the size or location of the project. For more details Tel: +34 971 213 305 or visit www.rollingstock.es



CCS Coating Consultants

CCS has been providing paint coating inspections and consultancy services for more than two decades in the yachting industry with over 700 paint projects executed. CCS gives you peace of mind from start to finish with every painting issue. Especially when it concerns a full new build, a refit project, a warranty or arbitration case. CCS protects you for possible unforeseen cost. They achieve this by setting clear objectives and Acceptance Criteria which manages expectations. A perfect paint job starts with the assistance of a CCS coating surveyor, who will carry out regular inspections, setting a foundation for paint application success. Their surveyors are FROSIO and/or NACE and/or RMC certified. In short: they offer knowledge, independence and experience in all fields of superyacht coatings to ensure every paint job is done in the best way possible. For more details Tel: +31 (0) 35 7512150 or visit www.ccsyacht.com

4

Location

Where in the world the job should be done? George Balmforth of German based yacht finishing contractors General Coating GmbH believes, "Almost all coating works can be carried out almost anywhere in the world as long as the product and manufacturers technical and environmental requirements are adhered to.

If these are not the case then it could lead to an array of problems. Some favourites among the industry are Northern German shipyards, Barcelona, Palma Mallorca and Of Course the south of France. In the colder climates it is required to heat and tent the vessels in question completely in order to adhere to the technical requirements."

With cruising seasons extending on both sides of the Atlantic, Topcoat have found that it can often help vessels meet tight deadlines by carrying out heavy preparation work at the end of the winter season in the Caribbean in warmer climates, applying a 'sacrificial' top coat to enable the vessel to make the crossing back for the spring season in the Mediterranean and then redressing the top coat and finishing off with the final show coat once the vessel has arrived in the Mediterranean can cut down on a great deal of time in weather delays and allows the vessel to be in pristine condition right at the beginning of the summer Mediterranean season.

"Every location has a price consequence," suggests Paul Bournas the Managing Director of CCS Coating Consultants for Superyachts in the Netherlands. He adds, "The most important thing is to know what you are looking for concerning quality and what you're willing to pay for it. Price differences can double depending on the geographical location chosen for the work to be completed."

5

Temperature

Most experts agree that the temperature should always be kept between 18 - 22 degrees centigrade for good application. These specialists agree that this is vital to the curing processes and flow of the various paints and fillers. The temperatures should be checked twice daily both internally and externally and on all parts of the vessel. George Balmforth of General Coating says, "The macro and micro climates play a large role and again should be checked twice daily to ensure the applicator is safe to apply the given product. The technical data sheet should be checked together with a member of the manufacturers inspection team to make sure everyone is adhering to the technical requirements."

General coating ensure this is carried out on a daily basis and have all aspects signed by all parties before proceeding with a given step. The humidity is also a large factor and vitally important for acrylic and polyurethane products to flow properly. The norm is usually between 40 and 60 per cent humidity when applying topcoats.

Atmospheric Conditions & Clean Air

Atmospheric conditions are always vital to take into consideration as they can have devastating results on the now more delicate coatings being produced to meet current VOC emission legislation. A well managed environment will pay back in dividends and reduce costly time extensions at the end of a refit, and let's not forget, it's the painters who are often the last to get off the project, so the better the set up the better the results.

In order to achieve optimum results, a dust free environment such as low winds, plus no rain or salt spray are required

Zytxx ClearCoat requires anywhere between 30-80% humidity and 10° C to 30° C warmth in order for it to cure in its initial stage. It becomes 'dust safe' on the surface within a 5-10 minute time-span from initial application and requires 24 hours to fully cure.

Michael Pass of Zytxx says " Although tenting is not necessary when applying Zytxx, common sense is. In order to achieve optimum results, a relatively dust free environment such as low winds, plus no rain or salt spray are required. Additionally, application from a platform in the water can be undertaken which is also a convenient and cost effective option."

Nik Cuttelle of Top Coat says, "Just remember that if the applicator tells you it's too hot, too cold, too windy or has too much of a condensation risk to paint, then it's wise to listen! Professionals like us generally know what we are talking about!"

Contractors

The secret of an excellent painting service lies in the client knowing exactly what the desired result of the project will look like and what needs to be done to achieve that result. This is often easier said than done. When it comes to choosing the best paint company for your yacht Kai Arendholz of M.u.H. von der Linden GmbH in Germany believes "Key decisions need to be made early on, such as choosing the right company for the scale of the project."

There are lots of skilled people for small repair jobs, but there are very few who do total refits on 40m yachts for example." He adds, "These decisions will reverberate throughout the length of the project so it pays to ask the local distributor for advice. They will know a range of companies that specialise in painting services because they deliver the materials to them."



Topcoat Yacht Painting

Topcoat have long been established in the Mediterranean as leaders in the field of paint and varnish application, they remain at the forefront of application techniques for traditional, metallic and pearlescent finishes as well as being experts in anti-corrosion technology. Topcoat are approved applicators in the latest biocide-free foul-release (anti-fouling) products which can not only dramatically reduce yard time, but can also increase speed performance and reduce fuel consumption. Topcoat offer an all round service from small repairs to full refinishing and offer a modular system, whereby the whole vessel can be re-coated above the waterline whilst still in the water, enabling the vessel to obtain a full paint refinish at a fraction of the cost of going into the yard. They also have spray booth facilities for painting or varnishing smaller items which are able to be removed from the yacht, such as jet skis, tables and capping rails.

For more details Tel: +33 (0)6 16 97 78 64 or visit www.topcoatuk.com



Glass Coating Yachts

Glass Coating Yachts' paint team has built a reputation for more than 15 years with their customers who they have been responsible for various big paint projects and Glass Coating treatments. Glass Coating Yachts have improved their research and managed to introduce a new system to Super Yachts to solve painting problems with less extra expenses and a superior gloss finish. Glass Coating system works in a way that it protects surface from being damaged by salt & UV rays – since these elements can easily damage and burn paint and gel coat surfaces. Their system proves that you can fight all the sea elements and has proven its ability that the crew can handle an easy job without polishing and extra efforts to keep the boat looking fabulous.

For more details Tel: +356 2189 4800 or visit www.glasscoatingyachts.com

Value

Whether the Yacht Owner always receives value is often dependent on proper planning and guidance received. David Ball, Senior Consultant at Factotom Marine Ltd, says, "The Owner pays a lot of money for exceptional results. Often the work will be rushed and the Captain encouraged to sign-off on a less than perfect application due to time constraints or schedules of the Applicator and/or Shipyards.

The application of Acrylic tends to be preferred by many yards, because less than perfect jobs and or mistakes are easily rectified through polishing. This however can often diminish both the life and quality of the paint. The Global Yachting Group (GYG) through Pinmar and Rolling Stock undertake to provide competitive pricing through the economies of scale and scope. "However," they say, "You get what you pay for!"

Warranties

Typically a 12 month warranty is provided by the applicator on defective workmanship in conjunction with a 12 month warranty provided by the paint manufacturer to cover paint defects. "But this is usually dependent on the specification given to the applicator and what is required," says George Balmforth of General Coating GmbH.

He believes, it varies depending on the project, and says, "The length of a warranty required for a new build differs from that of a refit for example, sometimes being up to 24 months. It is important to point out here that the applicator warranty should be in line with the manufacturer's guidelines and product guarantee and the applicator is only responsible for items that can be attributed to application error and not what can be seen as a structural issue."

Varnish

Varnishing teams from the Caribbean islands continue to be much in demand on some of the most beautiful and most photographed yachts in the world. Their skills in all aspects of bright work including damage repairs, colour matching, staining and brush or spray finishes, mean they often find themselves being flown in to Mediterranean ports by superyachts keen to secure their services during the summer months which can be a quiet time for them back home.

"Location is not as important as the facilities in which the works will be completed," says GYC, "Using a scaffold and containment system, as provided by Techno Craft, one can create a suitable environment in conjunction with filtered extraction, lighting and temperature controls. In addition, the accessibility of a suitable spray cabin facility is required for the painting of the removed components."



Pinmar

New build or refit, a Pinmar finish is recognised as first-rate worldwide. From our bases in Palma de Mallorca and Barcelona, and in many other countries including the USA, Pinmar has repainted the world's finest superyachts for over 40 years and has completed new builds up to 162.5M in many leading shipyards. In a recent independent industry survey 92% named Pinmar as the leading painting company and 97% said Pinmar's after sales service was excellent or good. With installations certified under ISO 14001, ISO 9001 & OHSAS 18001 we believe Pinmar's quality is second to none.

For more details Tel: +34 971 713 744
or visit www.pinmar.com



CD Nautica

Custom RIB and boat builder CD Nautica has launched a new antifouling product, 'All Dip', in collaboration with All Dipping International. 'All Dip' is used in conjunction with 'Marine Dipping', a new technique and alternative to antifouling the underwater hull of a boat. 'All Dip' is a new, cost-effective alternative to antifouling within the marine industry. The 'Marine Dipping' technique involves covering an object with a removable spray film, providing protection from sun, salt, shock and friction. 'All Dip' can be used for a number of different techniques on a boat, from changing its colour to protecting its exterior with a resistant coating. The film can also be applied to a range of materials including steel, fibreglass, wood, rubber and glass, and is easily peeled off without leaving traces of glue that need to be scraped.

For more details Tel: +39 389 1799508
or visit www.alldipping.it

Wrapping

Not all coatings are paints or varnishes. In today's modern world vinyl wrapping has moved into the superyacht arena and boy has it become popular.

Nick Andain of Azur Wrap tells us, "From a product point of view there are three main vinyl categories we focus on. Firstly, the most frequently requested are colour change vinyl. These offer an extensive choice of colours, finishes and textures. Colours can be regular or metallic in Gloss, Matt, or Satin finishes. Let's not forget the weird and wonderful - Chrome, Holographic, Glow in the Dark etc. Carbon fibre is by far the most commonly requested of the textured vinyl also available in Gloss, Matt and Satin finishes. Secondly, clear paint protection films. These are incredibly strong scratch resistant films, which can have easy clean and self healing properties. Ideal for protecting an expensive paint job, especially in high traffic areas. Thirdly, Architectural or interior films. Most commonly wood finishes but leather, snake skin and velvet are also among the popular choices"

Preparation of substrate to be wrapped is relatively quick and straightforward. A smooth non porous surface is ideal. Oxidised gelcoat for example will need to be cut back first to achieve a sound base for best results. Then the surface will require a thorough degrease and surface prep clean.

Wrapping is an ever expanding industry as the technology used in material production creates stronger, more flexible and durable vinyl and greater choices. Andain says, "I believe wrapping has a big future due in part to the fact it is an environmentally friendly, clean application process well suited to the yachting environment being particularly beneficial for interior refurbishment."

"Wrapping has a place in the industry for specific project and areas, but, in my opinion," says Rupert Savage Group CEO of the Global Yachting Group, "It is not currently a viable option for large areas based on our clients' quality expectations."

Gloss it up

Specialist polymer and ceramic coatings enhance and protect the exterior paint surfaces against ultra violet, salt, dirt, exhaust fumes, oil and a host of other contaminates. Using a good polish can delay a paint cycle and if applied from new or whilst still in good condition can extend the life of the paint for years.

When polishing surfaces it pays to use products specifically designed to work perfectly with most surfaces. Adrian Mingo of Yacht Help Malta says, "We are constantly researching and developing our range. Our Tribos paint coatings give unrivalled shine and depth of colour, delivering a new look to your surfaces. You can touch and feel the difference from the very first time you apply it and the longer you do so, the better that surface is protected."



Gel Coat Doctors

Gel Coat Doctors is a company specialized in yacht coating solutions. The company repair, restore and maintain gel-coat from boats. They use original gel-coat avoiding painting solutions which do not offer the same quality as the original coating. Quite often boat owners chose a painting solution to repair damaged hulls or decks (such as bumps, cracks or scratches), or even to repair sun-bleached or worn out areas because most of the companies do not offer a gel coat solution, on the grounds that it is not possibly to keep the colorimetry, brightness or durability of that brightness.

For more details Tel: +34 653 099 724 or visit www.coatdoctors.com



Tribos

Tribos has been at the forefront of superyacht protective coatings development since the very start. Over this period Superyacht Builders, Refit Yards, Paint Companies, Management Companies, Owners and Captains have gone from complete sceptics to enthusiastic promoters. They have accepted that a sacrificial, professionally applied coating will protect a yacht's surfaces thereby extending their life while saving time and money and improving shine appearance. Tribos remain committed to the long term supply of scientifically researched protective coatings proven on superyachts year after year. Whether advanced amino functional polymers, or ceramic protective coatings, glass protection for increased visibility and safety, or stainless steel coatings for enhanced protection and shine, Tribos provides totally unrivalled protection, managed by experienced project managers and applied by a highly attentive team of applicators.

For more details Tel: +356 79 895 558 or visit www.triboscoatingsmarine.com

Ceramics

Michael Pass is accredited by many as having introduced ceramic coatings into the superyacht industry. His Zytexx PG-4100 Ceramic Clear-coat has been designed to solve the issues associated with diesel soot staining on large painted vessels. It is a slick, glossy, easy to clean coating that prevents diesel soot etching and other problems like acid rain and pollution streaks.

As a result he is winning great testimonials from those crew who have used it: The 1st Officer of Baton Rouge reported that over 90% of the yacht has been coated in Zytexx. He says, "The crew, guests and owner could not be happier. It has restored the paint and brought back the shine that guests and owners both demand and love. It was a fraction of the cost in comparison to a repaint and can be applied with great flexibility. The maintenance is very easy with dirt washing off with great ease, cutting down on washing." He added, "Zytexx are very helpful with nothing being too much bother. They will always find a way to fit in with the operation of the yacht. This product has saved us a lot of time and money, while giving new life to the paint."

Antifoul

Coppercoat is particularly suitable for superyachts where lifting out or dry docking for re-application of antifouling paint is highly costly and removes the vessel from operation. Unnecessary with use of this product other than at initial application. The product is said to protect the underwater surface of the vessel for at least 10 years. The product is a solvent free epoxy based coating. The resin is packed with fine copper, which can be applied by roller or spray and is approved for both professional and DIY application. It is fully compliant with IMO regulations.

Once applied Coppercoat protects from all varieties of weed and barnacles, any slime that does adhere is very easily wiped away. It is the strongest copper based antifouling available. The finish is a hard, smooth surface suitable for high speed power craft and sailing yachts. It can be applied to GRP, Steel, Aluminium or wood.

The superyacht coatings brand, Awlgrip has a huge selection of products available including the 545 Epoxy Primer, a multi-use product that can be used to seal filler primers and fairing work before applying topcoats. It benefits from fast overcoating times and is the ideal undercoat for all of the company made topcoats including Awlcraft SE – Solids & Effects, a revolutionary topcoat which encompasses solid, metallic and pearl finishes that is fast drying with excellent opacity. Awlcraft SE is designed to work as one layer of a multi-part system. It imparts the colour and effect and is then top coated with a clear high finish to give gloss and protection – resulting in a high performance, high shine robust topcoat system.



ZYTEXX

The Only genuine ceramic clear coat on the market today, with over 10 years' experience on more than 150 super-yachts, no-one else can offer our level of expertise, history, warranty and proven product. With hundreds of vessels choosing Zytexx, it's become the industry standard in resilient, easy-clean coatings. Our Hybrid Ceramic can easily and inexpensively be removed using our Ceramic Removal Gel. New Hybrid-Ceramic Coating Paint Protection is harder & more abrasion resistant, has better adhesion, offers superior stain resistance, the new generation UV filters protect underlying paint and the new generation UV stabilizers maintain gloss.

For more details Tel +33 (0) 483 282 178
or visit www.zytexx.com



Factotom Marine

A sculptured finish and reflective surface are a prerequisite for any yacht. A guiding hand and trained eye can ensure that your yacht will be admired. Whether embarking on a new construction, looking to refit an old one, or in the process of acquiring a new – professional coatings advice will mean that potential issues are avoided, costs are kept to a minimum, attention to detail guaranteed and peace of mind assured. Factotom Marine is an established coatings & corrosion consultancy, focused on delivering customised & reliable advice. For more details Tel: +49 174 777 6946 or visit www.factotom-marine.com

Supply

In Malta The Yacht Shop headed up by Karl Borg is a young and dynamic company offering visiting yachts the opportunity to buy paint and coating products. The dedicated team are part of the S & D Yachts Superyacht agency group and manage a stock portfolio including most of the most popular and requested brands by the yachting industry.

The Global Yachting Group (GYG) owners of both Pinmar and Rolling Stock, have extensive experience in the application of the major paint brands, which include Alexseal, Awlgrip, Axalta/DuPont and Jotun in both new build and refit. Covering Spain, the group offers a full service supply and chandlery with shops in Palma and Barcelona in addition to a full logistics department to delivery larger orders throughout the world. They are able to source anything and everything from consumables, engine rooms spares, waterspouts equipment through to owners interior supply.

Consultants

Atlas Paint Consultants B.V. is run by partners Nico Röper and Frank Heijster. They have a combined wide range of experience with more than 40 years in the coating industry, which brings an enormous depth of knowledge and experience to a project. This experience has been built up with technical, commercial and management positions at different contracting, paint manufacturer and inspection companies throughout the years on many high profile projects. Based in The Netherlands from where its team provides a full range of professional, specialised, independent paint and coating consultancy and inspection services worldwide.

Their advice is to, "Compare quotations. For bigger projects, ask more than one company for a quote. Normally the prices of experienced companies are similar, but if one is very low in price, double checking the company before awarding the contract is a good idea."

Contacts

Factotom Marine	www.factotom-marine.com
Topcoat Yacht UK	www.topcoatuk.com
CCS Yacht Coating Services	www.ccsyacht.com
Atlas Paint Consultants	www.atlaspaintconsultants.com
Zytxx	www.zytxx.com
CD Nautica	www.alldipping.it
Tribos Coatings	www.triboscoatingsmarine.com
General Coating GmbH	www.general-coating.com
Coat Doctors	www.coatdoctors.com
Aqua Cote	www.aqua-cote.com
Glass Coating	www.glasscoatingyachts.com
Pinmar	www.pinmar.com
Rolling Stock	www.rollingstock.es
Azur Wrap	www.azurwrap.com



Atlas Paint Consultants

Atlas Paint Consultants B.V. offers a wide range of paint inspection, consultancy and legal expert services to the superyacht paint industry. They are a truly independent company that has no conflict of interest because they only work for the owner on projects they are involved in. Their inspectors and consultants are carefully selected and have a wide range of experience gained on many high profile Yacht projects over the years. The company work from their office in Schiedam, The Netherlands but also have local representation in New Zealand. Their specialised services include: Preparation and review of bid documents; Preparation and review of paint manuals / specifications / inspection plans; Preparation and review of paint contracts; Pre refit surveys to determine actual status of the paint system; Failure analyses and Set up QA/QC systems; For more details Tel: +31(0)10 2681495 or visit www.atlaspaintconsultants.com



General Coating

General Coating GmbH was founded in 2001 and has since continued to steadily grow and take on projects ranging 50 - 160m super yachts. Their expertise lies in corrosion control and finishing, striving to reach the highest quality finishes possible both within the new build and refit markets. The company is fully certified in ISO 9001:2008. All of the companies workforce have an in depth knowledge of the industry and the quality expected. The yacht finishing division is run by a multilingual and experienced management team.

For more details Tel: +49 431 2893 3127 or visit www.general-coating.com