

# FAIRING & FINISHES

Photo: MCPYachts



The Official Magazine of  
ALEXSEAL Yacht Coatings

**Volume XVII**

**Brazilian Craftsmanship** – Spot on MY HYGGE


**Sustainable Approach** – Electric Tenders from Sweden

**True Crime Story** – Interview with a Yacht Detective

**Colorful Tool** – Introducing the ALEXSEAL Color Configurator

**Long-lasting Surfaces** – The Importance of Care & Maintenance

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**ALEXSEAL®**  
Yacht Coatings

# Welcome to the World of ALEXSEAL

The ALEXSEAL team never backs down from a challenge. For 130 years, Mankiewicz Gebr. & Co. has led the development of advanced coatings products. The chemists and technicians who are responsible for ALEXSEAL Yacht Coatings, continually develop improvements throughout the entire coatings system, from fairing to finish. ALEXSEAL utilizes advanced raw materials and solutions derived from the aerospace, rail and industrial equipment industries — where solving similar challenges is often mission critical.

Enjoy reading and cast off.  
Your ALEXSEAL team

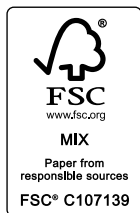
## Imprint

Publisher:

Mankiewicz Gebr. & Co. (GmbH & Co. KG)  
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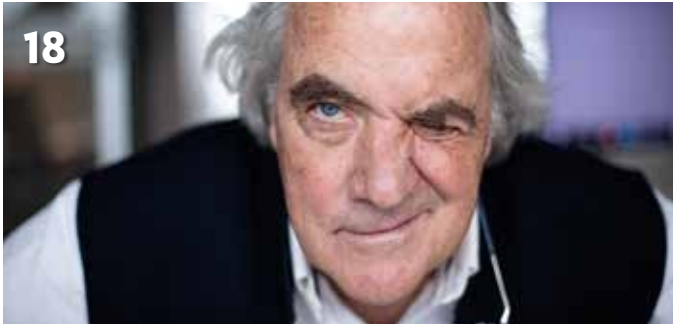
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© X Shore



**"I had a simple vision:  
to protect the oceans while creating  
something stunning to drive."**

Konrad Bergström, Founder of X Shore



# It's Electrifying

Sustainability is a driving force in many industries. The yachting industry faces this challenge, too. There are many ways to make yachting more sustainable. Let's have a look on electric innovation and striking design made in Sweden.

## Sustainable Innovation Meets Cultural Heritage

The story of the Swedish climate technology and electric boat company X Shore starts in 2016. Since then, the company founded by Konrad Bergström has become a major global player of electric boats with customers in markets such as North America and Europe.

Up to 300 boats yearly are produced by the Swedish yacht innovators in their factory in Nyköping, near Sweden's capital city Stockholm.

Their boats use no fossil fuels and have a minimal impact on marine wildlife. By combining Swedish maritime craftsmanship with technology, innovation and sustainability, they follow their clear mission of changing and charging the future of the boat industry.

X Shore boats have already received numerous design awards, achieving a hat-trick by securing three prestigious awards for both its performance and design; winning the German Design Awards, European Powerboat of the Year and Best of Boats Award.



# A Modular Platform Approach

X Shore designs and builds boats on two different platforms. Each boat can be configured with several options, adding value and functionality like a dive or fishing set-up and various technical configurations. The boats (all with a maximum speed of 30 kn) are available in two different lengths and are a smart combination of modular building approach with a high level of customization.



## 8 m platform

On the 8 m platform you can find the X Shore flagship “Eelex 8000” (launched in 2019) and X Shore PRO.



## 6,5 m platform

On the 6,5 m platform, X Shore comes along with the “X Shore 1” series offering three different models: Open, Top, and Bowrider.

## A Swedish Look and Feel

All three series of X Shore boats have a clean, minimalistic, Scandinavian design identity that naturally blends in with nature — dedicated to the Swedish heritage and understanding of product design.

The initial look of their first model “Eelex 8000” is carefully implemented in all details of our boats to make sure you recognize a X Shore boat from a distance. The design and the silence of the boat should pay tribute and respect to our surroundings, enabling the boat owner to become one with nature. The silhouette ends at water level to give passengers the best possible experience of being on the water.

Continuing their journey, they have launched the “X Shore 1”. This series is designed not just to look good, but also to be optimized for low resistance and maximum hull efficiency.

**François Renault, Head of Sales at X Shore, highlights a special material detail:**

*“We use cork because it’s a more sustainable option to the otherwise typically offered teak, but also because of the many benefits of the material suitability for boats. Compared to wooden floors, cork offers a soft feel and doesn’t get very hot on a sunny day. Which makes walking barefoot on the boat so much more pleasant. And apart from the natural aesthetic appeal of the material, cork also offers durability, traction, sound proofing, elasticity, compressibility, and insulation — while still being easy to maintain.”*





All our colors of the boats are inspired by nature, to blend in nature, named from nature: Moss Green, Sandy White, Graphite.

## The X Shore Design Approach

When Konrad Bergström founded X Shore, he had a clear mission to create sustainable yachts with a high-class design concept. He wanted to find an original silhouette that was recognized miles away.

Following this approach, he defined three pillars leading to this unique design appearance. This is Konrad's definition:

### → Aesthetics

Finding the right lines isn't always about perfection. Sometimes, the unexpected — a slight imbalance creates true beauty.

### → Functionality

Every element serves a purpose, like the modularity of our boats, which allows them to adapt to any adventure. The boats are coming up with details like a large screen showing you where you are riding.

### → CMF (Color, Material, Finish)

We pushed boundaries, using sustainable materials like cork in our boats. These bold, unconventional choices ground the design in earthy, natural tones.





## Surface Perfection – Approved and Tested

X Shore commit themselves to ensuring their boats not only perform exceptionally but also exude a premium appearance. “To achieve this, we required a paint that offers high gloss, UV protection, and excellent water resistance – qualities essential for maintaining the durability and aesthetics of our products,” explains François Renault. “After reviewing and testing numerous options, we found that ALEXSEAL Yacht Coatings not only met our requirements but also stood out as cost-competitive.”

They use an extended selection of the ALEXSEAL product portfolio – protective primer, fairing compounds, super build primer and finish primer. To optimize the appearance of the final finish and protective properties of the boats, X Shore applies the Acrylic X Series Topcoat paint system. The performance parameters matter for the Swedish yacht experts:

“The fact that you easily can both achieve the necessary thickness of the material as well as a smooth and super easily sanded surface is key to being able to bring down manufacturing time of each part. This, together with a great and easy applied topcoat is what made Alexseal our choice of paint supplier.”







## Spot on Emission Values

**We asked the X Shore team to do a calculation for sustainability and the emission values in comparison to classic tenders:**

*"An electric boat produces zero exhaust emissions, so it causes zero pollution in the air and water when out at sea. Which is great for the environment, and it also lets you breathe in the fresh ocean air instead of fumes," points out François Renault, head of sales at X Shore. But he also focuses on the energy needed to charge the boat. "The emissions caused by the production of the electricity used to charge your boat will vary depending on what type of electricity it is. Renewable electricity sources, such as solar, wind and hydropower, produce minimal carbon emissions."*

**François does the math for the Model Eelex 8000:**

*"If charged with the EU electricity mix, the boat saves approximately 2 metric tons of CO<sub>2</sub> emissions during a typical season of 50 hours on the water, compared to a high-performance ICE (Internal Combustion Engine) boat. This is equivalent to approximately 80 trees planted."*

**"The way this paint system is constructed gives us a very efficient way of working to bring our boats to their finished condition. Not to forget the amazing service provided by both the Swedish distributor as well as ALEXSEAL themselves."**

François Renault, Head of Sales at X Shore

# The Asian-Pacific Yacht Market in a Nutshell

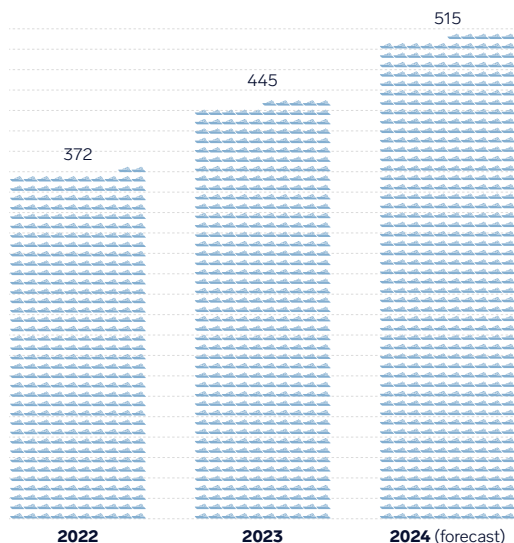
Let's spotlight a beautiful region for yachting which is a growing market of the yachting industry at the same time. We spoke to the market intelligence experts of SuperYacht Times and one of the most well-known yacht manufacturers in Asia.

## Increasing Numbers

The number of ultra high net worth individuals is constantly increasing – meaning that demand in the luxury and superyacht sector for 30+ meter yachts remains high. This is noticeable at shipyards, which have well-filled order books worldwide. The attractive ports and yacht tourism hotspots are also bustling.

These perfect destinations and amazing home ports can be found around the world. Some of the most beautiful and exotic places are in the Asian-Pacific region. Ralph Dazert and the team of SuperYacht Times took a detailed look at the Asian-Pacific yacht market in 2024. The report shows significant growth in the number of yachts larger than 30 meters based in the region or visiting.

"In 2022, the number of 30+ meter yachts was at 372 a year, but in 2023, the number rose to 445, and the forecast for the end of 2024 is over 500 yachts," Ralph stated.



\* All data and figures in this article are provided by SuperYacht Times.





**"Asia has many spectacular and captivating cruising grounds. If governments can invest in developing more yachting infrastructure, the yacht market in Asia will experience significant growth."**

Martin Lo, Director of Cheoy Lee Shipyards





## Hotspot Hong Kong

In every region of the world, you find specific hotspots and countries with impressive numbers of yachts. “Looking at Asia, there is one city outperforming everything around,” Ralph summarizes the detailed market research done by the SuperYacht Times team.

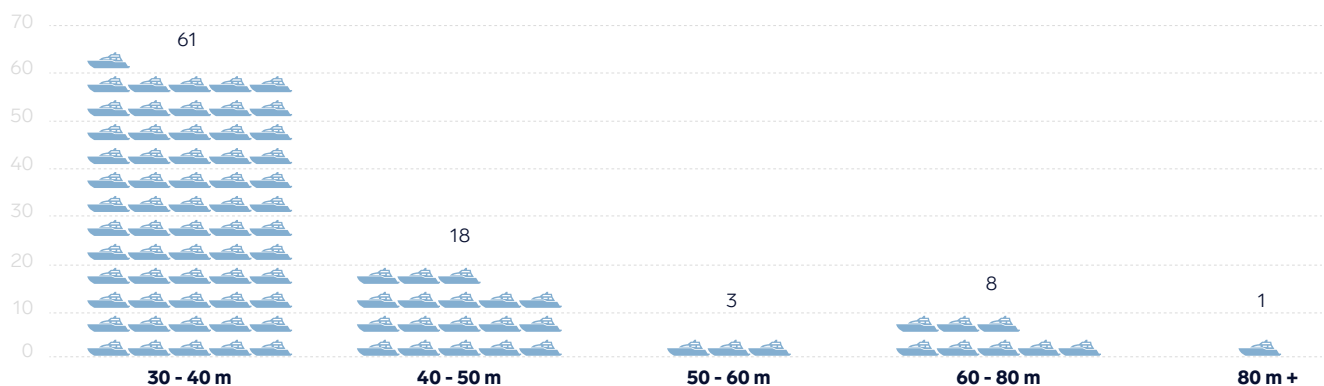
“With 91 yachts larger than 30 meters, Hong Kong is even in front of the big neighbor region China (53 yachts). Looking at the greater Asian-Pacific region, only Australia has more yachts (145).”

There are some interesting details to this. Only 17 of these 91 Hong Kong citizen-owned yachts are not based in Hong Kong. These 17 are located in the Mediterranean, Dubai, or the Caribbean.

And the Hong Kong yacht owners love motor yachts – only two of the 30+ meter yachts are sailing yachts. 89 are purely motor-driven boats.

## Motor Yachts Leading the Way

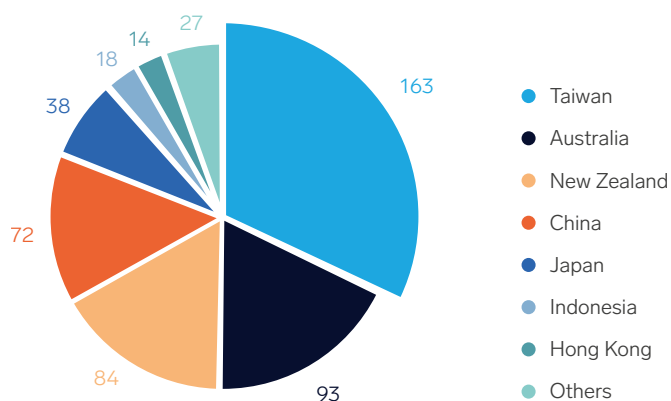
At the start of 2025, SuperYacht Times counted more than 6,000 superyachts over 30 meters in operation worldwide. The fleet is dominated by more than 5,100 motor yachts and there are close to 900 sailing yachts. The preferred size of yachts seems to be 30-40 meters, with







**Superyachts in operation 30 m + built in Asia-Pacific**



a share of 63 % of the global fleet. 9 % of the global fleet is over 30 meters and has been built by Asia-Pacific based yacht builders.

Looking at the Hong Kong owner figures, with only 2 % of sailing yachts and the global demand, it's no surprise that most Asian shipyards focus on building motor yachts. Focusing on the global order books, you get another piece of evidence that motor yachts are leading the way – only 7 % of the current global new builds are sailing yachts.

Cheoy Lee Shipyards, one of the most well-known motor yacht experts in Asia, provided us with some insights and evaluated the importance of the Asian yacht builder market.

## Asian Yacht Market Characteristics – A Ship Builders Point of View

### Cheoy Lee Shipyards

“Asian market is evolving rapidly. With the encouragement of local governments on pleasure boating and yachting tourism shows promise for future growth,” sums Martin Lo, Director at Cheoy Lee Shipyards. He recognizes, that the young generation are asking for yachts with sustainable performance, and Cheoy Lee Shipyards have answered this request by implementing this into their building approach.

“Sustainability is not limited to hybrid propulsion and electric systems. Efficient hull designs to reduce fuel consumption and the adoption of green materials for interior design are charting a course toward a greener horizon without compromising luxury and comfort.”

Putting a spotlight on the Asian customers, Martin Lo states: “Our local clients highly value exclusivity and privacy, preferring dining and entertainment areas that can be separated from helm or the galley. Since most owners focus on day cruising with friends or business partners, there is less emphasis on accommodations. Range and speed are less important, and a greater focus on comfort and design comes to the forefront. In contradiction, American and European clientele may seek the freedom to enjoy an alfresco lifestyle, making an emphasis on outdoor space and ample storage. Long range, plenty of refrigeration, and thoughtfully designed crew quarters are some of the features an experienced owner would be looking for.”

\* All data and figures in this article are provided by courtesy of SuperYacht Times.

# Tradition and Innovation Made in Hong Kong

Cheoy Lee Shipyards can look back on over 150 years of shipbuilding tradition. CL Yachts is their division for series-production yachts with FRP hulls.

Headquartered in Hong Kong, they craft luxury yachts ranging from 15 to 30 meters in size. All CL Yachts models feature FRP hulls. It is their favorite choice for building yachts of this size due to its lightweight, rigidity, and strength. "Lightweight is an overall philosophy for building customized yachts," highlights Martin Lo, Director at Cheoy Lee Shipyards, "and beyond the hull, we continue this approach with Tricel and aluminum honeycomb materials that are used throughout the boat for furniture cabinetry.



© Cheoy Lee Shipyards



Cheoy Lee is named one of the most well-known Asian shipyards by SuperYacht Times, and Martin Lo states: "Our shipyard is known for its innovation, design, comfort, and robust performance." It's not only a statement of philosophy; it is also reflected in the market's reaction to the latest new build of the Cheoy Lee yacht fleet. The CLX96 has been shown on four covers of major yacht magazines since its launch and has already won several design awards.



One crucial point for creating yachts with outstanding designs is the appearance of the surface. Choosing a fitting yacht coating system and the perfect color shade is essential for the visual performance of the surfaces. For CLX96, Cheoy Lee Shipyards used the ALEXSEAL full system in a wide range of colors: Matterhorn White, Super Jet Black, Memphis Gray, Midnight Gray, Dark Gray, Stardust Silver, and Kingston Gray.

The relationship between ALEXSEAL goes back almost 20 years; they were one of the first superyacht builders using the ALEXSEAL system. "ALEXSEAL has long been a trusted partner, creating impressive exterior finishes that protect against UV and the harsh marine environment," highlights Martin Lo the cooperation.



## Exploring the World from Different Angles – the CLX96

The reverse-angled superstructure is eye-catching and innovative in many ways. First, the geometry of the house reduces internal heat and glare. Secondly, the reverse angles provide an additional structural support, like a buttress, allowing ring frames throughout the house to support the rest of the load. This resulted in an open layout that was unseen in the industry – rarely did we ever see a main deck unencumbered by structural bulkheads, with the ability to see from bow to stern standing at any point within the main salon.

The open layout, combined with floor-to-ceiling glass, gives a deep connection with nature that is unparalleled. Two stylish social zones on the sky deck and foredeck – the Terrazza Portoghese and Piazza del Sole, offer an array of entertainment options.

The full beam VIP stateroom has a virtual skylight with a ceiling-embedded screen connected to an external camera pointing to the sky. This camera provides a constant feed of the sky and surroundings, giving the sense of a virtual skylight above the VIP berth, building upon the theme of a connection with nature prevalent throughout the boat.

# Luxury Motor Yachts Crafted in Taiwan

Since its foundation in 1978, Ocean Alexander has become one of the largest luxury yacht manufacturers worldwide.



© Ocean Alexander





## Puro Series – Details & Facts

Comparing the brand-new PURO Series from Ocean Alexander with their other three series (Revolution, Explorer, and Legend) shows they have created a slightly different style than those used with their previous collections.

The interior and exterior design is a harmonious blend of rich features, not dedicated to a specific geographical style. Even with the Mediterranean touch brought by the Italian designer Giorgio M. Cassetta, you have the approach of purity and timeless craftsmanship. From the interior and exterior, you recognize the large windows, which bring a lot of natural life into the cabins and lounge areas.

With its 34,6 meters of length, the PURO can accommodate up to six crew members, and has one large owner cabin, and four guest cabins. The PURO series is designed for stable seaworthiness and can safely handle rough seas. She is a timeless traveler.

They are a family-owned business. Founded by Alex Chueh, the company is now run by his son Johnny to continue expanding their worldwide service and strong alliances with the finest architects and designers in the world. In 2005, they launched “hull 1” of the Ocean Alexander 30.5 meter motor yacht, pushing the builder into another segment of the yacht building industry and establishing the future direction of the company.

As it is common among Asian yacht builders, Ocean Alexander relies on fiberglass components to construct its three design series, ranging from 27 to 35 meters. Their yachts are always semi-custom projects, combining the benefits of the well-thought-out series with the owners' individual requirements.

With their latest series, the PURO, Ocean Alexander wanted to create a yacht that fits their traditional yacht-building philosophy but with a significant new design approach. The designer, Giorgio M. Cassetta, who worked for Ocean Alexander for the first time, reached their target very impressively.

The world-first official presentation of the PURO Series was at the Palm Beach International Boat Show in 2024.

The Puro's exterior appearance is dressed with an ALEX-SEAL full system in a Stardust Silver metallic color shade.

Since 2011 Ocean Alexander trusts the ALEXSEAL product portfolio to make their yacht collections an impressive eye-catcher in every harbor. The approach of close cooperation goes far beyond the relationship between Ocean Alexander and their suppliers. When they are building a dream for an owner, he is always invited to visit the shipyard to closely follow the building process of his new beauty.



# A Man for all Seasons

Michael Kurtz has a remarkable eye for yachts and a wide range of talents. In an age long before the internet and satellite-based ship tracking, he hunted for missing and stolen yachts. In doing so, he discovered his passion and talent for yacht photography. He is no longer a detective but still has a nose for good photos. An interview about an adventurous life that unfolds like a storyboard for a series of cops-and-robbers road movies.

## The Beginning of a True Crime Story

*We jump ahead to the conclusion of this interview. The life of Michael Kurtz could be told on a full screen. Let's take a look at the ingredients this interview reveals to us. Michael, if you were the hero of your own movie, how would you characterize you to the audience?*

Imagine a young man from Hamburg, Germany, spending his youth on the water learning to sail, and loving photography. At the age of 17, he left home in discord with his father, who was a soldier in World War II and held to his ideology. This boy is torn between his passion for sailing, his economics study, and the political currents that prevailed in Germany at the time. A rough sea in which you first have to find your anchorage.

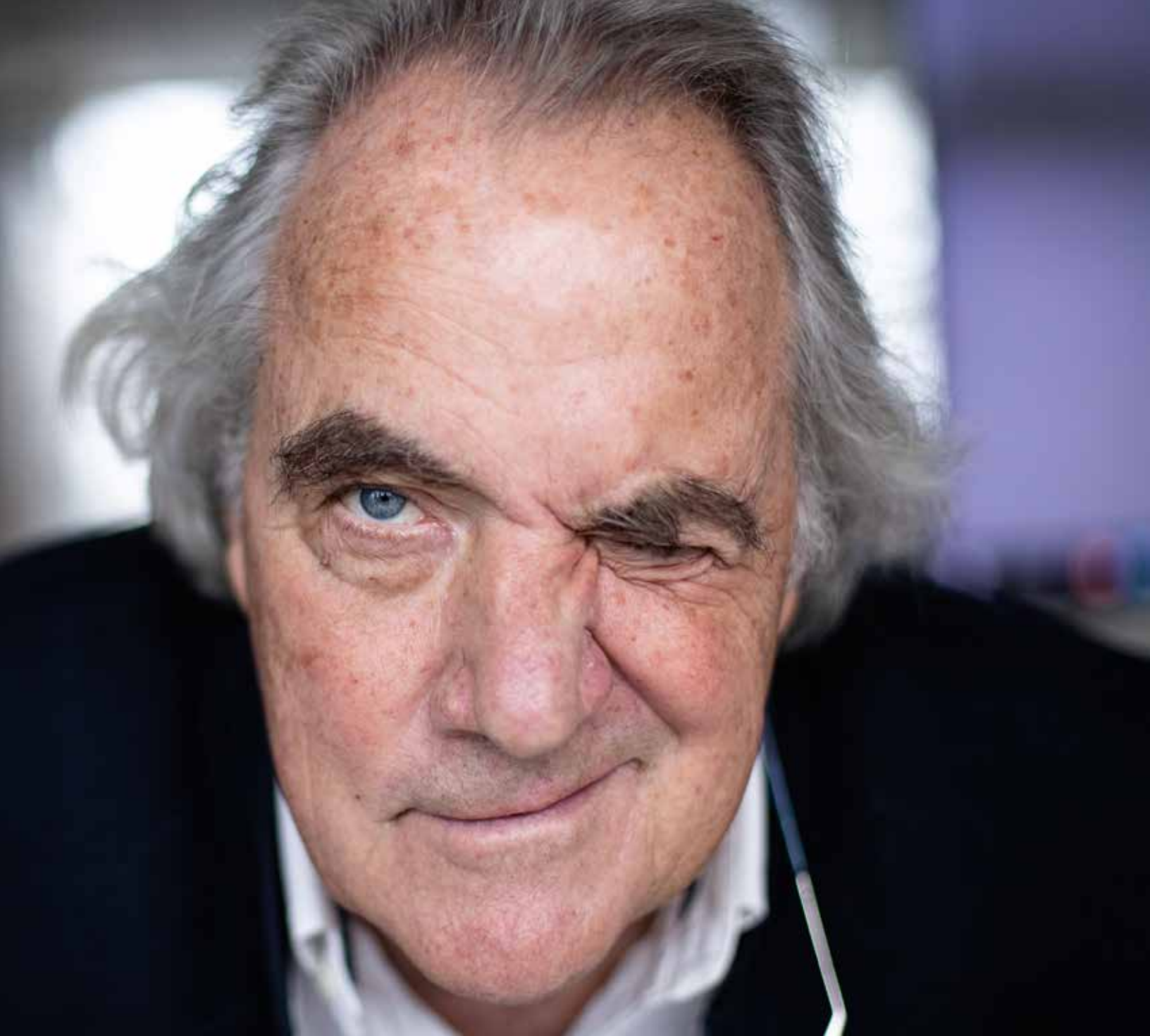
*Where does our film character and young rebel in the 70s begin his journey?*

Where there is good money to be made. In Hamburg at that time, that was the harbor. With my truck driving license, I drove everything that could be transported from quay to quay during my studies. After graduating, a friend and I founded a yacht charter company, which we ran economically aground when I was 32 years old. In your words, it was the first failure in the hero's journey.

*And how and where did you get back on your feet?*

The Hamburg-based yacht insurance broker Pantaenius had noticed me and was looking for someone with my sales skills and, above all, in-depth knowledge of yachts. They knew me from my time as a yacht charter entrepreneur, as I had insured all my yachts (approx. 40) with them. We were one of the biggest charter companies in Germany in that times.





*Okay, from truck driver to unlucky devil and now you are sitting in a small insurance office in the center of Hamburg. Now let us turn our movie script in the direction of a detective film.*

Pantaenius had a courageous and innovative boss at the time. Not only did he play a major role in shaping today's German yacht insurance structure, but he was also open to new approaches. In the 1980s and 90s, there was a very hot phase that made things financially very difficult for the yacht insurance industry. I had an idea to solve this – and not from behind my desk but out there in the world's ports because the established world of local surveyors were not able to solve the problems.

## The Birth of the Yacht Detective

### *What was the problem – and what was your solution?*

The volume of claims in those years simply went through the roof. We determined that 1-2 % of policyholders were responsible for more than 80 % of the insurance claim value. In other words, out of 2,000 cases, only 20 were really costly. And half of them were blatant frauds – stolen yachts or burned to the ground. We decided to be generous and uncomplicated with the other 98% of the cases and to devote ourselves to the big fraud cases to avoid having to pay out.

### *And you went out to find these missing yachts?*

Exactly. There were no internet, mobile phones, or other tracking of the yachts. It was pretty easy to get away with a stolen yacht. Until I came along. My plan was not a new one. The solution was “wanted posters” with a bounty.

### *Like in the Wild West?*

Yes. A 10% reward was offered for each of the missing yachts, based on the salvaged value of the yacht when it was found. It's a simple calculation. Best case: If you are looking for a yacht with an insurance value of 500,000, then the informant collects a whopping 50,000, and the insurance company saves 450,000. It's a win-win situation. The challenge was to get this message to the right people. In other words, we needed a network of harbor masters, yacht clubs, and the like in all relevant coastal areas where yachting was done in Europe. It was incredible research, but it paid off quickly and well.

### *And how did a search proceed then?*

We wrote profiles of the missing yachts and then sent them by post mail to our ever-growing network list. If someone had seen a ship that matched our description, they could call us on a phone number and give us the tip. Once I had the tip, I went there, armed with a camera and a nose for the chase, and tried to arrest the yachts in the ports with the help of the local police. I was able to find 350 boats in 15 years. 60 of these cases are truly cinematic.



© Michael Kurtz Photography

**"I always had my camera with me. Back then, photos were often the only evidence."**

Michael Kurtz has traveled extensively with his camera. Not only as a yacht detective, but also as a claim manager for an internationally renowned yacht insurance broker he documented claims and crimes.





**"There were no internet, no mobile phones, no tracking of the yachts. We designed wanted posters."**

Michael Kurtz, Yacht Hunter and Detective

## On the Hunt

*Let us dive into your most exciting hunt.*

There isn't just the ONE hunt; back then, the whole time was too wild and too colorful for that. But one story I like to tell around the campfire is about a Hallberg-Rassy 42 stolen in Punta Ala, Italy at the time. A toggle switch and a snippet of a conversation brought me success.

↓ Michael Kurtz photographs the total loss of the SY My Song, a Baltic 110.



Months had passed since the theft of the yacht and my search had been fruitless. There I was again, sitting in a café at the scene of the crime, listening with half an ear to a group of Italians seated at the next table, half speaking the language. Suddenly, the name of the yacht and the name "Ibiza" were dropped.

So I called a friend who lives on Ibiza. I described the yacht to him and chased him from port to port on the island with the motorbike. There were a lot of Hallberg-Rassy yachts there, but the one we were looking for had a unique toggle switch that the owner had installed below the steering wheel. So my buddy sneaked onto the yachts, and sure enough, he found the yacht hidden in a harbor construction site. Bingo.

So I flew to Ibiza and, together with the police, arrested four people on the boat. Three guys and a beautiful woman who used the ship for charter, adult films and smuggling.

They were all put in jail that day. Later that evening, we cleaned up the mess on the ship. Suddenly, these guys stood behind us again, and we looked into a gun barrel.

As a good salesman, I persuaded the four to take their personal belongings and disappear from the scene. They got off the boat, and we stayed with our clothes on.



© Robert Deaves

## Dangerous Circumstances

*What were they actually like, the guys who stole yachts back then?*

Many thieves were actually quite likable. They were taxi drivers, ordinary seafarers, and bon vivants. When in doubt, they would say, "Well, I tried." They then had five months of adventure on the high seas with the stolen yacht. Many of the thieves' stories and lives somehow touched my heart. But, of course, there were also cases of a different caliber. I also looked into the barrel of a gun several times. But nothing serious ever happened. It was never a capital offense. Ultimately, it was always an insurance case, although an adventurous one. Over the years, the search circumstances were usually more dangerous: lots of drinks, about 20 crashed rental cars, and all the trappings of an adventurer.

## With a Sharp Eye

Michael Kurtz, born in Hamburg, now lives in Southern France. As a yacht insurance manager he processed the claims for Pantaenius for 20 years and opened the Monaco and Palma de Mallorca offices. In 1992, he founded MSC (Marine Claim Service).

In the 80s and 90s, he solved over 350 insurance fraud cases as a yacht detective.

Where he used to hunt down criminals, the passionate and awarded photographer is now hunting for the perfect yacht photo.

He discovered his talent for professional regatta photography at the Voile de Saint Tropez.

Since 2012, he has been one of the pro photographers capturing the St. Barths Bucket in the tricky waters around the islands. In 2024, a hotel dedicated an exhibition of his racing impressions to him. At the METSTRADE in Amsterdam, he received his latest official award for his yacht photography.





**"I have been involved  
with the Voile de St. Tropez  
since 1989. First as a sailor,  
then as a photographer."**

Michael Kurtz

***Can people no longer steal yachts?***

Of course, you can. But they find you after 72 hours, and the adventure is over. Unfortunately, tracking and pictures on social media have hijacked my job. The wild times are over.

***One thing from that time has however survived:  
your enthusiasm for yacht photography.***

I came to professional yacht photography through Europe's most famous sailing regatta. Fifteen years ago, I was a tender driver for a filmmaker at the Voile de Saint Tropez, the most famous regatta in Europe. On the side, I took photos of the yachts watching the race and offered them to the owners and captains if I could make them an insurance offer in return. These photos were very well received, and I realized I had a real talent for them. One thing led to another, and now I travel around the world to photograph the most beautiful sailing regattas. It's always a very exciting mission without bounty hunters or smoking guns.



## Many Chances for the First Impression

Unveiling the ALEXSEAL Color Configurator: From spring 2025, you can visualize our standard solid and metallic color shades on five different digital yacht types on our website and on your mobile device.

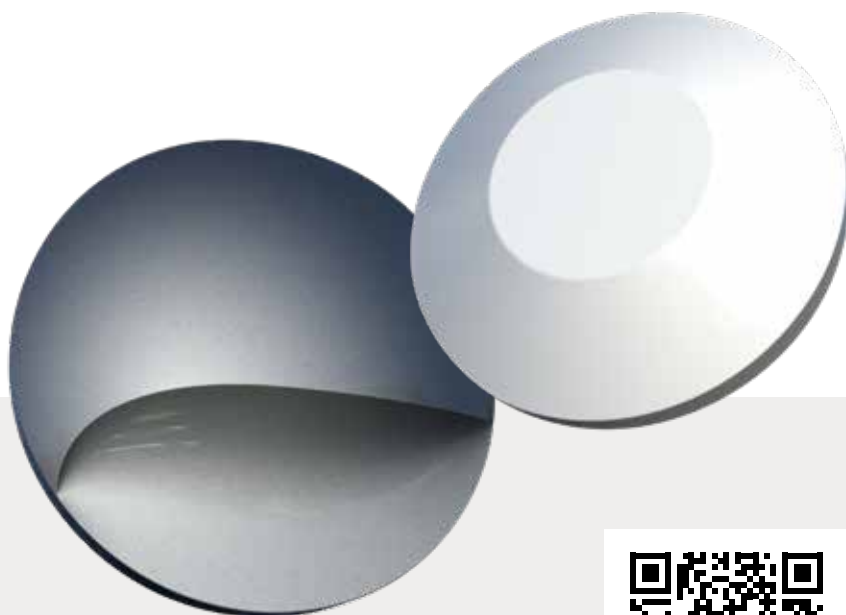






**"A special highlight is the 3D design lens, which can be moved freely and, thanks to its shape, combines the typical geometries of a yacht in a single object."**

Thomas Schultz, Sales Director at ALEXSEAL Yacht Coatings



## Colorful Choices

When you think of painting or repainting your beauty, you give much thought to choosing the right color or combination of colors to have her dressed perfectly for these settings. Our solid color card and metallic color card are well-known and helpful tools. Color chips give you a good impression of the color shades.

But there is still a difference between looking at color chips and getting an impression of the colors dressing your yacht. That is why we brought the ALEXSEAL Color Configurator (ACC) to life. It's your choice which kind of yacht you start your

configuration on. The ACC offers you five yacht types: a sailing yacht, motor yacht, picnic boat, sportfish yacht, and superyacht – all on the water.

There are three areas for personalization: the hull, the superstructure, and the bootstripe. The combination of these areas is essential for the overall appearance of your yacht.

The ACC offers the full range of metallic and solid colors, 121 shades in total, from Snow White to Piano Black, from Wine Red to Lambo Orange, and from Stardust Silver to Dolphin Blue.

↑ Scan here

to check the mobile version of our digital color configurator.

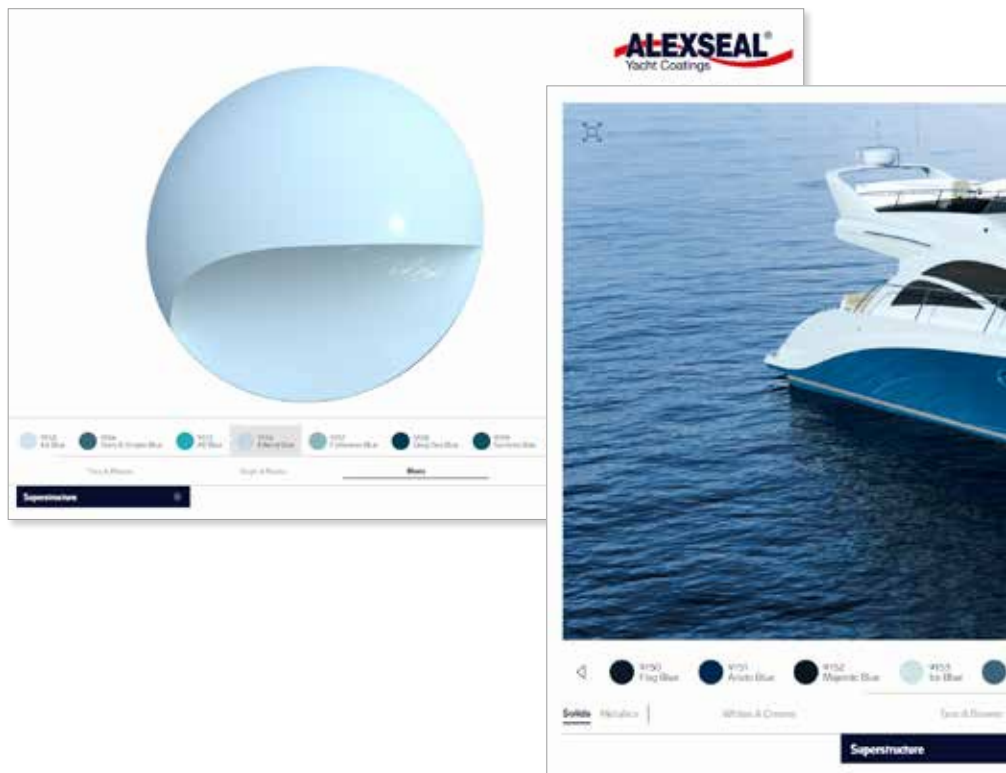
Access the full desktop version on our website:  
[www.alexseal.com/color-configurator](http://www.alexseal.com/color-configurator)

## Fast & Intuitive Interface

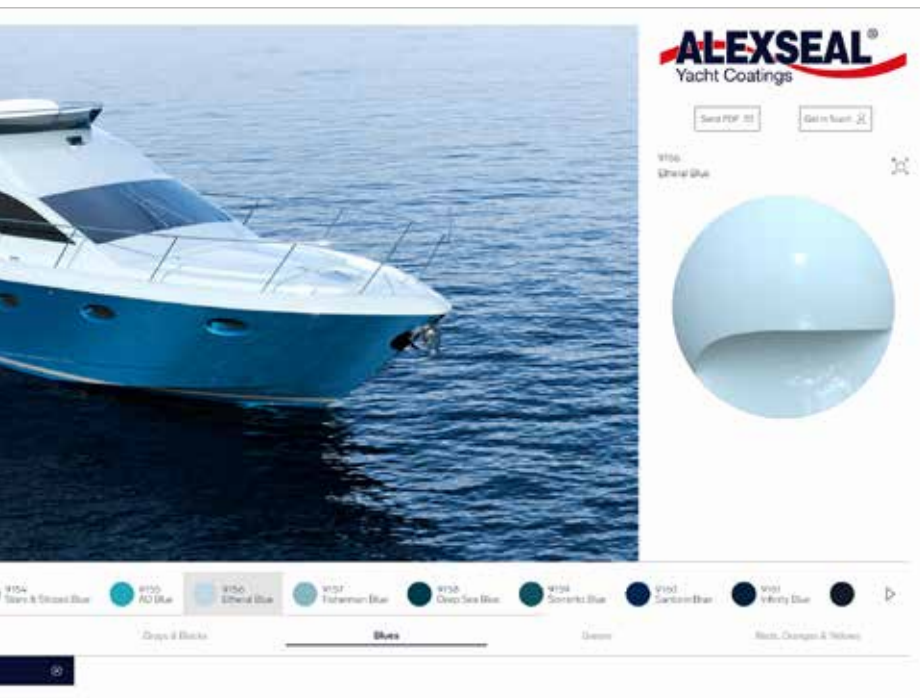
In addition to color visualization, straightforward navigation was an essential point that was a core requirement for programming the color configurator. The yacht types and colors of the individual areas for superstructure, hull, and bootstripe can be easily accessed.

A special highlight is the 3D design lens, which can be moved freely and, thanks to its shape, combines the typical geometries of a yacht in a single object.

Incidentally, the finished configuration can be comfortably sent to you as a PDF. Enjoy trying the ACC. It's your life, your choice, your color.







## Behind the Scenes

### Coating Manufacturer Meets Digital Experts

Bringing yachts and colors to life on digital screens is quite challenging. Together with the highly qualified team of 3D Interaction Technologies, we created an interactive tool offering you the chance to combine our standard colors in five different yacht types.

Stephen Rahn, Head of Sales at 3D Interaction Technologies, took over the project lead for this impressive and challenging color configurator: "We have many years of experience in creating 3D-based configurators and other product presentations. Working with a coating manufacturer was a thrilling experience as the quality and accuracy of the surface appearance was top priority," he points out. "Bringing high-level surface design with interactive 3D samples and impressive 2D yacht surfaces with high-gloss and reflection to your everyday PC and smartphone was a pleasant challenge for our 3D artists and programmers."

"We spent a lot of attention on the process of adjusting the colors, defining the reflections on the surfaces — all this was done with many photos of real yachts and painted color samples around us. The result is a configurator catching the atmosphere of seeing our coatings performing out on the water," adds Thomas Schultz, sales director at ALEXSEAL.

"Our goal with the Color Configurator is to offer our customers an additional, easy to use decision-making tool for selecting an individual color tone. The ability to try out as many options as possible will certainly be a great benefit for anyone looking to redesign their yacht." Give it a try.

**"Visualizing your favorite colors on different hulls within seconds – that's the mission of the color configurator. And a perfect addition to our solid and metallic color cards."**

Thomas Schultz, Sales Director at ALEXSEAL Yacht Coatings





# Extended Metallic Color Range

Metallic color shades are an impressive way to create a unique appearance for a yacht. Whether you use it only for hull, superstructure or boot-stripe or on the entire yacht - metallic colors come along with a very special look bringing that certain something of glamour.

When most people think of metallic color shades, they have the classic shades in mind used in the automotive industry. You often find collections of Blues, Grays, Silvers when you make the configuration of your car.

Looking on a yacht, you have many opportunities to select a fitting color expressing your personal taste and lifestyle.

We recently extended our standard metallic color selection with 19 new colors. You now have the choice of 45 metallics — all specially designed for application in the yachting industry.

**Let's have a look on them on our design lenses →**





Ibiza Blue



Poseidon Blue



Malaga Silver



Whitehaven Champagne



Hortensia Blue



Bay Blue



Frozen Silver



French Champagne



Blue Jeans



Light Sapphire Blue



Thunder Silver



Aurora Gold



Mermaid Green



Cayo Green



Lotus Green



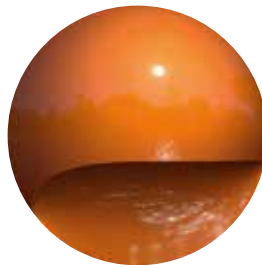
Spectrum Gold



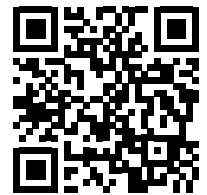
Ipanema Brown



Copper Gold



Lambo Orange



↑ Scan the code to  
order your metallic  
color card via our  
contact form.

Please note: The color and effect displays are digital or printed images that may differ from the real appearance of the painted surface. The display of colors in a digital or printed tool is always influenced by the type, setting, and quality of the display/paper on which the above color samples are shown. In addition, the visual appearance of a painted surface is influenced by the painter's application conditions and craftsmanship and the lighting conditions in which the surface is viewed.



## Creating Cozy Comfort

2024, MCP Yachts launched the MY HYGGE, the largest full aluminum yacht made in Brazil so far. This customized prestige project was carried out in close cooperation between the shipyard MCP Yachts, the owner and the Vripack Design Studio.





## MY HYGGE – Excellence in Aluminum

MY HYGGE was built by the team at MCP Yachts. For 43 years, they are the experts in design and naval engineering. Located near Sao Paulo, the largest industrial hot spot of Latin America, they are responsible for the largest aluminum yachts built in South America. For us, they put a detailed spot on why choose an aluminum yacht and the MY HYGGE in detail.

Denis Fidalgo from MCP summarizes the key performance indicators of the material: “Aluminum yachts stand out for their lightness, durability, and structural strength. Being about one-third lighter than steel and 15% lighter than glass-reinforced plastic, Aluminum allows for greater speed, fuel efficiency, and extended range of yachts. Moreover, it offers advantages such as being non-flammable, water-resistant, and not deforming or delaminating like fiberglass.”

The durability and low maintenance of aluminum hulls ensure high resale value, often surpassing the original purchase price in the Brazilian market. The specific alloys used in shipbuilding are highly resistant to corrosion, even in harsh marine environments.

During construction, aluminum is easy to work with, allowing for innovative designs and varied shapes. With high structural efficiency, rigidity, and ease of repair, aluminum yachts deliver exceptional safety and performance, making them ideal for ocean crossings and challenging conditions.

“Working with aluminum, the initial surface treatment is of utmost importance. Ensuring a perfectly flat, uniform surface with impeccable adhesion preparation is essential. This allows us to achieve the outstanding results seen in the vessels produced here at the shipyard. Because a perfect finish starts with the first layer,” underlines Denis the importance of fairing the construction of hull and superstructure. “It’s essential.”



## A Dutch-Brazilian Success Story

MY HYGGE was built in close cooperation between the Dutch design studio Vripack and MCP as a well-established Brazilian shipyard. Their relationship goes beyond professionalism and relentless pursuit of perfection. “We have a relationship which goes way back, both families united by a love for the sea,” explains Denis Fidalgo from MCP.

With MY HYGGE, they have successfully mastered to create a spacious and cozy concept, including seven magnificent cabins with exceptional volume. “Creating a 40-m yacht with seven cabins, including an owner’s suite offering a 180-degree view of the bow and sides, along with a private balcony, was no small feat.”

This well-thought room concept for a 40-m yacht can easily be compared to a 50-m yacht and makes her a real space miracle.

By now, the MY HYGGE is the largest aluminum yacht build in Brazil in terms of volume. “With the closure of some American shipyards, we now hold the title of the largest build in the Americas. In fact, this trophy passes from one yacht to another, because in two years, we’ll launch a new record holder; a 50-m yacht with 499 gt,” Denis describes.







## Clever Concepts

Even the crew area is strategically placed on the port side, spanning from the lower deck to the sun deck, with the kitchen on the lower deck. This layout keeps the crew's spaces and stairways entirely separate from the guest areas. The crew can access the beach club in the lower deck through a long service corridor passing the engine room, a truly unique feature.

**"The structural resistance and lightness result consequently in high speeds and space-providing construction. MY HYGGE achieves over 20 knots and comes along with an immense room concept for a 40-meter yacht which can be compared to a 50-meter yacht."**

Denis Fidalgo, MCP Yachts

## Coating Insights

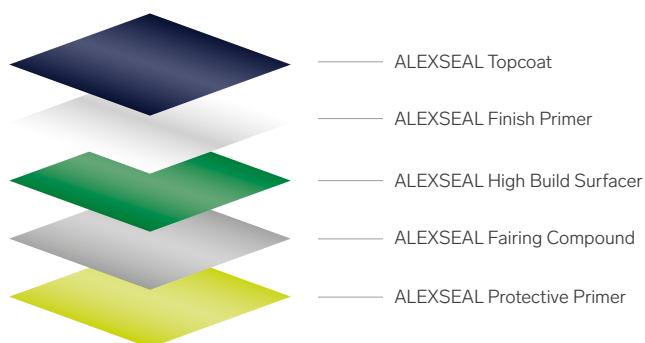
The base for a high-gloss finish is set in the layers below. MCP decided to use the ALEXSEAL full system.

A high-quality paint job done with passion and craftsmanship leads to a long-lasting and high-gloss finish.

The different layers create protection, a smooth surface and in the end a high-gloss finish. Due to the fact, that yachts are used frequently and in harsh marine conditions, it is not only necessary to create a durable finish but also to have regular care and maintenance in order to provide and extend the life cycle of the surface.

## Spot on the Layers

The products used by MCP to create the finish of the MY HYGGE.



**"I enjoyed the ability to customize every detail to reflect my lifestyle. We created a true paradise at sea."**

The owner of MY HYGGE on creating his own superyacht in close cooperation with MCP Yachts and Vripack Design Studio.

## A Big "Small" Boat – Private Insights of the Owner

"I love enjoying life onboard with my family and friends. I requested a 40-meter motor yacht with 7 suites. I did not want to own a big yacht, but wanted the space of a big yacht for sure," summarizes the owner the challenge he placed for MCP Yachts and Vripack Design Studio. "It was also important to maximize the use of all areas of the boat, ensuring 14 guests could be comfortably accommodated at the same time. We arrived at a magical solution where all the tables onboard can seat 14 people."

Building a ship and being involved as the owner is a time-consuming but very fulfilling mission: "I was fully involved in the construction process. I visited the shipyard every month and monitored all the small details until the end. No changes or regrets. Sure, this is time consuming. But I believe this is one of the unique aspects of a full custom build with a builder who does all in-house; you are able to determine all the details."

A main focus of this custom yacht was to meet the owners' requirements for having a spacious, cozy and family-friendly home away from home.

"MY HYGGE has an impressive interior volume with a very clever and functional layout compared to similarly sized yachts, and its style profile is unique. Her interior is very comfortable and suits all my family members' needs. More people should build custom yachts I believe."







## MY HYGGE at a Glance

**Type of Yacht** Explorer Yacht

**Exterior Design** Vripack Design Studio

**Interior Design** Leonardo Rotsen

**Size** 40 meters

The 2nd-largest yacht built by MCP Yachts and largest by volume produced in Brazil

**Capacity**

7	Cabins
18	Owner & Guests
5	Crew Cabins
10	Crew

**Owner** The owner has possessed yachts in different size since he was 21 years old. The MY HYGGE is his second experience building a vessel from the beginning

**Where to spot?** The yacht was spotted in several areas off the Brazilian coast. In Europe it will appear in 2025 – the owner plans to cross to The Mediterranean Sea in 2025, focusing on trips through Spain, France, Italy, and Croatia

# Shining Bright

In 2020, the paint crew of NLF Yachting Protection dressed the MY Spirit with a glossy High Solid Base Coat / Clear Coat system at Monaco Marine. Almost four years later, Captain Scott Macahonic made a gloss check with our ALEXSEAL team to get a measurable impression of the surface performance.







## MY SPIRIT at a Glance

<b>Type of Yacht</b>	AMELS Motoryacht
<b>Exterior Design</b>	Tim Heywood
<b>Size</b>	54.3 meters
<b>Capacity</b>	5 Cabins 12 Owner & Guests 7+1 Crew Cabins 14 Crew
<b>Travel Highlights '24</b>	Croatia, Corinth Canal Santorini, Greece

## Measuring MY SPIRIT – Exceeded Expectations

Performance is not a temporary state. Just like an athlete who has to perform at a high level throughout his entire career, the paintwork of a yacht is also permanently required to perform at a high gloss level.

In 2021, MY Spirit was newly painted by Monaco Marine with our High Solid Base Coat/Clear Coat (BC/CC) system. Bright in Matterhorn White, she was able to achieve excellent gloss values. Captain Scott Macahonic and the ALEXSEAL team at the Monaco Yacht Show 2024 did the gloss check almost 4 years later and measured the gloss level at 20 different points.

Captain Scott with his 17 year yachting industry experience sums up the outstanding result: “The results speak for themselves – an impressive average gloss reading of 92 after 3.5 years of double season heavy use is a testament to our maintenance practices and the durability and quality of the BC/CC system. This level of performance highlights the system’s ability to withstand demanding conditions while maintaining a high-gloss, showroom-quality finish.” At peak levels over 95 GU were measured.

**“These values are a testament to the durability and quality of the coating system.”**

Captain Scott Macahonic, MY Spirit

“2021, it was the first time we chose a BC/CC system, and it has proven to be a great choice. The owner’s primary requirement was a finish that would last for many years without the need for repainting, which has become a concern with some other paint systems that don’t seem to hold up as well over time.” The crew also

monitored the coating performance during daily use. “The paint provides a superior shine and finish that elevates the yacht’s appearance while maintaining durability,” the Captain adds and highlights the importance of proper care & maintenance.

The regular application of the Polymer Sealer has played a crucial role in maintaining the finish. His crew uses the ALEXSEAL Premium Polymer Sealer because it’s an easy buff on and buff off, and for stubborn stains such as exhaust, a quick machine buff takes out any marks and stains. “Additionally, this system offers the practical advantage of low maintenance, a key factor for a yacht in regular use. On rare occasions when repairs are needed, the BC/CC system makes the process straightforward, saving time and effort by spot-repair.”

Up to 95 Gloss Units—that’s the result when a perfectly done paint job with a high-performing product meets a high expertise crew taking care of the yacht. Shine on, MY SPIRIT.





# Behind the High Gloss

Gloss Value and DOI (Distinctness Of Image) are measurable benchmarks for perfect yacht surfaces. Let's spot their detailed meaning.

## What is the Gloss Level?

The gloss level describes how well a surface can reflect light. This value is technically determined in gloss units (GU) using special gloss meters.

The device throws a beam of light onto the surface to be measured at a specific angle and measures how much light is reflected. A 60° angle is standard for gloss level measurements in the yacht sector. 100 GU is considered to be the perfect high gloss, whereas a matte surface has a value of less than 10 GU.

A very well-finished yacht has a gloss level above 90 GU and could be even higher depending on the paint system chosen and the quality of the paintwork.



## Why Does the Gloss Level Decrease as Time Goes On?

Yachts are often exposed to intense sunlight and massive UV radiation. This applies especially to yachts that sail in the Mediterranean and the Caribbean for double seasons.

UV radiation affects the coating's surface structure, causing reflectivity and, thus, gloss to decrease slightly over time. Robust coating formulations help to reduce this effect.

However, inadequate cleaning can also damage the surface. The wrong tools or chemical cleaning agents can cause the coating's surface to become less smooth and more irregular. Uneven surfaces refract light and thus reflect less, reducing the gloss.



## When Do We Consider a Coat of Paint to be Particularly Glossy?

The surface, which is perceived as perfectly glossy, is influenced by various parameters.

### 1. Paint Formulation

The chemical composition of the topcoat (i.e., the combination of binders, pigments, and other ingredients) contributes significantly to the surface's smoothness.

### 2. Quality of Topcoat Application

Craftsmanship is a key success factor for a high-gloss finish. There must be no over-spray dust, waves, or orange peel when painting. In addition, the painting environment must be extremely clean to avoid particle inclusions.

### 3. Layer Build-Up

Yacht coatings consist of five different layers. The four layers below the topcoat not only provide corrosion protection but also smooth the usually very uneven surfaces of the yacht construction. The more attention paid to smoothness in the lower layers, the better the chance of an extremely glossy final layer. This includes also a lot of sanding steps with the correct selection of sanding paper grades.



## What is the DOI?

While the gloss level only measures how strongly a surface reflects, the DOI (Distinctness of Image) measures the sharpness of the reflected image. A DOI measuring device uses laser beams reflected from the surface.

The quality of the reflection is again measured on a scale of 0-100, with this value composed of various individual values of the different laser reflections.

The measuring device is rolled over the surface and shoots laser beams at it at different angles. It measures the accuracy of the reflected image. Again, values of 90 or higher stand for the impressive DOI.



# Shine It – The Importance of Care & Maintenance

A yacht is the pride and joy of its owner and should appear shiny for as long as possible – proper care and maintenance are essential for the optimum longevity of the finish.



## Contamination

Dirt has many facets: rust stains, mineral deposits like salt, oils, diesel soot, and even champagne, wine, and coffee. Surfaces on yachts are exposed to contamination from a wide variety of sources.

Horizontal surfaces are usually more susceptible to dirt than vertical ones because dirt accumulates more quickly on them. In addition, some areas on boats are particularly exposed to heavy dirt, such as the areas around the yacht exhausts.



## UV Radiation

UV radiation is a massive factor affecting yacht surfaces on the water, especially in the warm climates where the yachts are cruising. Yachts that spend time in the Mediterranean and the Caribbean during the double season are exposed to high levels of exposure almost year-round.





## Take Good Care of Your Yacht Coating Finish

Today's yacht topcoats are high-tech products designed for high gloss, brilliant distinctness of image, and durability. And for good reason: a yacht paint job is expensive, and the owner wants to do a refit as rarely as possible and set sail with his radiant beauty for a long time.

The continuous development of coating systems' durability and performance helps achieve this. But it is not enough just to initially coat your boat with a good paint. As with a car, the surfaces must be regularly maintained and cared for to preserve their quality in the best possible way. Many factors can try to diminish the perfect finish.

Care & maintenance is the perfect duo for maintaining a long-lasting, perfect surface appearance. Proper care & maintenance means cleaning und protecting painted surfaces in the right way. And the right way means to do this regularly with the correct cleaning products and equipment. This is crucial because the wrong products or equipment can damage the surface or leave streaks and marks.

### Let's spot the influencing forces on surfaces and the challenges for a long-lasting finish.



#### Intensity of Yacht Use

This is an important point that applies not only to UV exposure. Boats that are permanently in use with guests as charter boats are used so intensively that the crew does not have the time to thoroughly clean the boat at the necessary weekly intervals.

Aligning proper maintenance cycles of the surfaces with a tight charter schedule requires strict and good planning on the part of the crew.



#### Crew Experience

The number of crew changes has increased significantly in recent years, and many who sign on in the yachting industry now only work on one boat for shorter periods. As a result, it is natural that the long-standing know-how for care and maintenance is sometimes lacking.

To get this knowledge back on deck, ALEXSEAL offers special crew training courses that provide helpful tips on care products, tools, and procedures for the care of ALEXSEAL Topcoat solutions.

# Cleaning Like a Pro

Professional yacht cleaning is based on the so-called "Sinner's Circle" – a mechanism of action including different aspects: Chemistry, mechanics, temperature and time.

## Right Products *(Chemistry)*

The basic need is soft, clean and fresh water. (Using salt water can damage the surface and hard water, which contains a lot of minerals, can bring a dull appearance to the coating). In addition, choosing the right cleaner is crucial. The paint surface should be washed using a mild detergent with a neutral pH formulated for paint finishes. Attention: Aggressive detergents can strip off the wax and protective sealant, exposing the paint surface to potential staining and additional UV exposure. Always check the detergent label, follow the detergent manufacturer's instructions, and do practical test on a non-visible area before using the cleaner on the entire surface.

## Right Equipment *(Mechanics)*

Abrasive brushes, sponges, or pads should not be used on paint, as they can cause scratches and damage to the finish. Use soft, clean wash mitts and brushes specifically designed for washing painted surfaces. After washing, it is important to dry the surface to prevent water spots. This can be done using a quality towel, chamois, and/or a wiping blade wherever possible.

## Right Conditions *(Temperature)*

Cleaning painted surfaces in favorable weather conditions, such as mild temperatures, can make the process more efficient and effective. High temperatures and direct sunlight will cause cleaners and sealers to dry on the surface and create a persistent film, which can be difficult to remove. This means that yachts need to be cleaned in the early morning, in the evening or during the night depending on the area where you are located.

## Regularity *(Time)*

The original Sinners Circle definition says for "time": The time factor includes both the contact time of the cleaner to the surface and the working time of the cleaning process. Thanks to a longer contact time, the dirt is often softened and easier to solve from the substrate. Always check the product instructions of your individual cleaner for choosing the right time.

But there is another "time" factor, we need to consider: The longer you wait, the more complex the cleaning work becomes and the more the paintwork is affected. To prevent time-related issues, the paint surface should be washed at least once a week.







↑ A matter of time: The longer you wait, the more complex the cleaning work becomes and the more the paintwork is affected.

## Always Consider the Dirty Details

If you want to remove persistent stains, the stain's pH value is an essential factor to consider when choosing the right detergent.

For example, if the substance you want to remove is acidic (e.g. diesel soot), you should use an alkaline cleaner; if the substance you want to remove is alkaline (e.g., rust and mineral deposits), you should use an acidic cleaner. The pH value of a stain determines the type of cleaning agent that should be used to remove it.

It is important to note that the cleaning agent's pH value should also be compatible with the substrate you are cleaning. For example, using a highly alkaline cleaner on a delicate fabric or surface can cause damage; the same goes for paint.

Always read the cleaning product's information and test it on a small, inconspicuous area before using it on the stained area (all information on our cleaners can be found in the technical or safety data sheets). When using an acidic or alkaline cleaner, make sure that you rinse the surface and run-off areas thoroughly. Then, wash down the affected area with a pH-neutral soap and rinse it and run it off thoroughly.

### **Alkaline Dirt** – *to be cleaned with acidic cleaner*

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Mild rust stains

---

Mineral deposits

---

*i.e. hard water spots, limescale, salt*

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Soap film build-up

---

Polishing product residues

### **Acidic Dirt** – *to be cleaned with alkaline cleaner*

---

Dirt stains

---

Fats / greases

---

Diesel soots / fumes

---

Champagne, coffee, wine, juice

---

Proteins & organics (*bird droppings*)

# My Canvas is a Yacht

When Lauren Topchik sees the SY MAUI for the first time, it clicks. The sailing yacht from the 1960s has its best years behind it. But beneath the dents and chipped paintwork lies a proud ship. All this yacht needs is a new coat of paint.



© Lauren Topchik



From the can to the canvas – Lauren used the ALEXSEAL Finish Primer 442 and the ALEXSEAL Premium Topcoat 501 to create her perfect finish.



The story begins with Lauren Topchik. She is a boat enthusiast. Her dream: a sailing yacht. She is young and has little capital, but she has time and a fair amount of know-how thanks to her previous experience of working on boats. She is specifically looking for a ship from the 60s or 70s with a solid fiberglass hull and a full keel. Lauren's dream boat should offer solid material and structural properties. The DIY enthusiast wants to be able to take care of repairs and maintenance herself later on.

It is winter when Lauren makes the drive of several hours to Haddam, Connecticut, because an old boat is for sale there. Once there, she sees the Maui for the first time. It is a 1967 Pearson Alberg 35, a sailing yacht. The hull of the boat is scuffed and the paint is peeling. But all the boat needs is a coat of paint.



Step by step to the final finish. On the way to the final topcoat, you can already see how the new look of the SY Maui is taking shape in the intermediate steps.

## Preparation is Everything

A high-gloss finish requires detailed preparation. It takes several days before the first coats of paint can be applied. Old paint has to be sanded off everywhere, dents repaired and filled. Then Lauren and her family start applying the final primer coat. Here she uses a total of four ALEXSEAL products to create the ideal working conditions for her requirements: Finish Primer, Finish Primer Converter, Epoxy Primer Reducer, Accelerator Finish Primer. Even now, a huge difference to the old paintwork can be seen.

## Finishing Touches

Even after the first application with the roller, the ship shines as if it had just left the shipping company. This is made possible by the ALEXSEAL Topcoat 501 Roll Additive, which transforms the sprayable Topcoat 501 into a brush 'n' roll version. The small bubbles that conventional paints often form when used in this way dissolve by themselves before Lauren's eyes. After one coat with the roller, the hull of the ship shines in reflections of the entire surrounding harbor. Lauren is happy: her own dream boat, with her first refit job - nothing stands in the way of her maiden voyage.



© Lauren Topchik



© Knierim Yachtbau

## Race Yacht Reborn in Metallic Green

The SY UCA is one of the most famous German race yachts. Built in 2002 – with the hull dressed in white – she recently became a colorful refit.

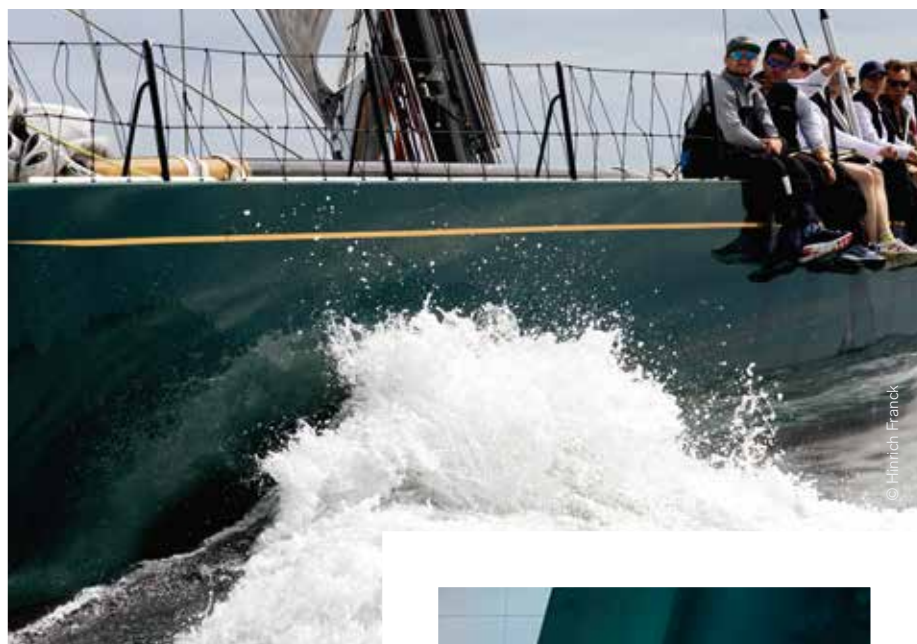




## Spot on the Yard

Since 1965, Knierim Yachtbau has been building yachts according to the individual wishes of the owner in the most modern wood or composite construction (carbon or FRP), whether it's an open motorboat, a cozy cruising yacht for family vacations, or a racing yacht for regattas.

These masterpieces are created directly on the banks of the Kiel Canal in Northern Germany.



The UCA was designed by the design agency Judel & Vrolijk and built by the traditional German yacht builder Knierim in Kiel. Gunnar Knierim and Steffen Müller built the yacht in a mere 212 days (from building the hull to the maiden voyage).

The yacht's creation and racing history are characterized by velocity: with a speed of over 30 knots, she won the "Rund Skagen" in 2004. Our Metallic Base Coat / Clear Coat system in a special metallic Green was used for the refit. It is quite different from the original paint job done in white but a very fast color, reminiscent of British sports cars.

# Captain of the Road

Sometimes our yacht coatings are used for other objects. This time, we followed our paint to the streets of Holland, where it is giving vintage cars a new look.



← Peugeot Commercial 1926: Camel Beige / Vivid Red



↑ Austin Cambridge 1955: Thunderstorm Gray / Stark White

We have already reported on art objects and on an oversized cow that was repainted as the heraldic animal of a zoo. It seems that our yacht coatings perform in fields we would not expect at the first sight.

Let us meet Wim Zwaans. Wim is now 80 years old and he lives in Holland. For over 30 years he has been a professional painter for pleasure yachts. When he handed his yacht paint business over to his son, he needed to find a hobby to keep him busy. Many years before retiring he had restored a 1953 Landrover. So the solution to keeping active in his retirement was simple: He started again restoring vintage cars.

Talking with Wim makes you feel his passion for cars and surfaces. "It gives me enormous satisfaction to save these old cars from certain destruction and to find after weeks of searching that very old part you needed to get the car running again", he explains. Once finished, he participates with his cars in vintage car summer activities such as country touring and exhibiting at car shows.

**"On all the cars I only use  
ALEXSEAL products because  
I know for sure they will give me  
the result I want."**

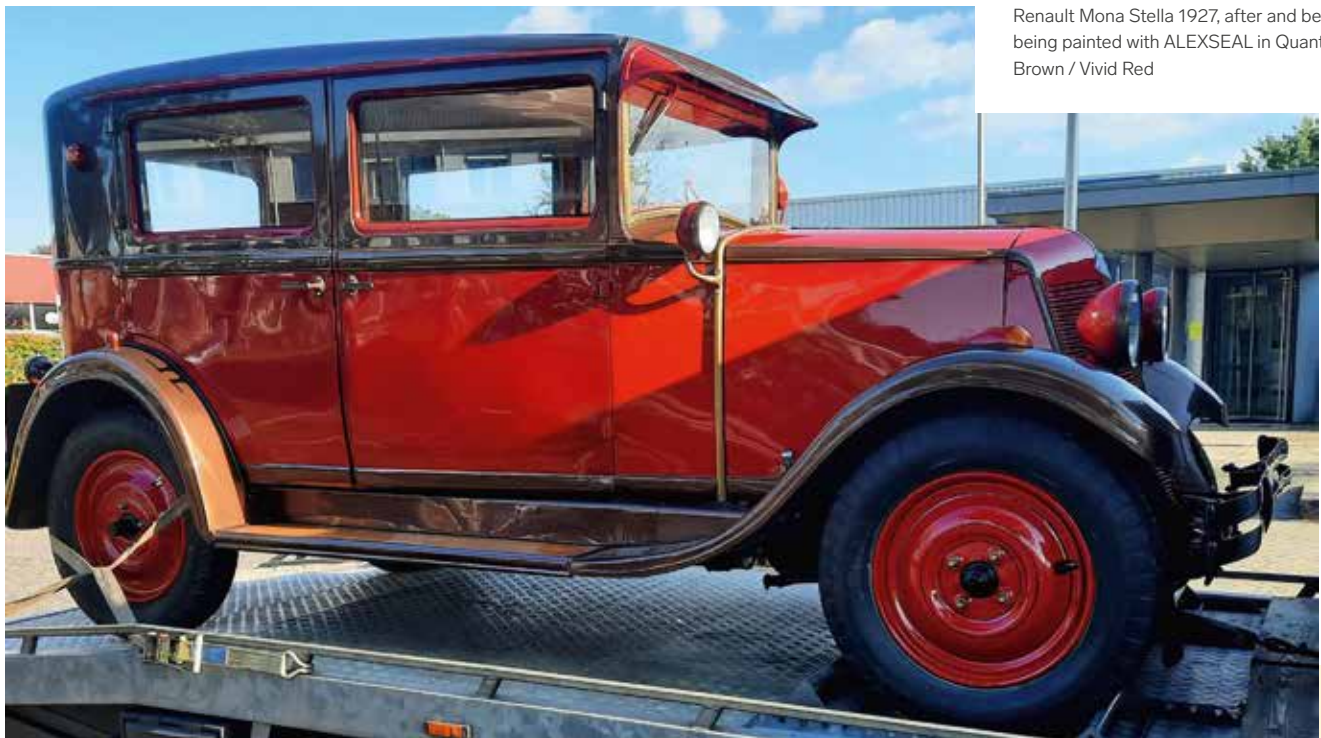
Wim Zwaans, Passionate Vintage Cars Restorer



← Renault Tornado 1923 in Federal Yellow / Wine Red







Renault Mona Stella 1927, after and before being painted with ALEXSEAL in Quantum Brown / Vivid Red



**"It gives me enormous satisfaction to save these old cars from certain destruction."**

Wim Zwaans, 80 years,  
Former Owner of a Yacht Painting Company

For his latest project, Renault Prima Quatre, he chose a very nice combination of Vivid Red and Pure Silver. "The car is completely taken apart down to the last bolt, then sandblasted and treated basically the same as a pleasure yacht," he summarizes the process. And the car gets the same layer structure as a yacht would get. Wim starts with a protective primer, followed by fairing compound, fine filler and finish primer. For the last layer he uses ALEXSEAL Topcoat.

That is the way he creates stunning new dresses for impressive old cars. And he becomes the captain of the road.



## Connecting & Celebrating

In June 2024, we hosted our ALEXSEAL Yacht Coatings Summit with over 90 European yacht industry experts.

Of course, fitting products are crucial when creating high-class yacht finishes. Being a coatings manufacturer means for us providing suitable products to the market and a deep understanding of the needs of the yacht industry. That is why we believe in the power of know-how exchange and close cooperation.

And that is why we offer a variety of events worldwide, such as paint schools and yacht coating summits.

A very special summit took place in Summer 2024 in Hamburg. On the one hand, we gave a platform to European yacht industry experts focused on paint application, and on the other hand, we

wanted to celebrate our 20<sup>th</sup> anniversary with our customers and partners.

It was a varied mix of live product performance demonstrations from our application technology center via live stream, keynotes on yacht market and coating product developments, and an exclusive behind-the-scenes tour of our Hamburg site.

And in the evening, there was still some time left to celebrate our anniversary on the river Elbe.

**Thank you to everyone who attended our event for your trust and partnership. Here's to the next twenty years.**





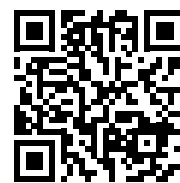
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If you are interested in receiving ALEXSEAL news more than once a year with our "Fairing & Finishes" magazine, you are cordially invited to follow us on social media. There, you can find news and stories from the world of yacht coatings and insights into stunning projects and new product developments.

📷 [instagram.com/alexsealpaint](https://www.instagram.com/alexsealpaint)

in [linkedin.com/company/alexseal-yacht-coatings](https://www.linkedin.com/company/alexseal-yacht-coatings)



## Make Your Project a Story

*Do you have a fantastic yacht-building project where you used our yacht coatings?*

*Or have you and your yacht experienced an adventurous journey with our coatings on your hull?*

*Or have you used our coatings in a very unusual way?*

We would be happy to report on your experiences on social media or in our Fairing & Finishes magazine.

**To share your story with ALEXSEAL just write an email to Tobi from our marketing team:**

→ [tobias.greisen@mankiewicz.com](mailto:tobias.greisen@mankiewicz.com)

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# Meeting You on Docks Around the World

The ALEXSEAL boat show calender 2025 comes up with some of the most impressive shows in America und Europe.



<b>Seattle Boat Show</b>	Seattle, USA	January / February	31 <sup>st</sup> – 08 <sup>th</sup>
<b>Palm Beach International Boat Show</b>	Palm Beach, USA	March	19 <sup>th</sup> – 23 <sup>rd</sup>
<b>Newport Charter Boat Show</b>	Newport, USA	June	23 <sup>rd</sup> – 25 <sup>th</sup>
<b>Cannes Yachting Festival</b>	Cannes, France	September	09 <sup>th</sup> – 14 <sup>th</sup>
<b>Newport Boat Show</b>	Newport, USA	September	11 <sup>th</sup> – 14 <sup>th</sup>
<b>Monaco Yacht Show</b>	Monaco	September	24 <sup>th</sup> – 27 <sup>th</sup>
<b>IBEX</b>	Tampa, Florida USA	October	07 <sup>th</sup> – 09 <sup>th</sup>
<b>Annapolis Boat Show</b>	Annapolis, USA	October	09 <sup>th</sup> – 12 <sup>th</sup>
<b>FLIBS</b>	Ford Lauderdale, USA	October / November	29 <sup>th</sup> – 02 <sup>nd</sup>
<b>METS</b>	Amsterdam, The Netherlands	November	18 <sup>th</sup> – 20 <sup>th</sup>

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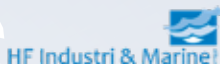
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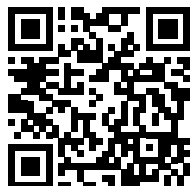


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