

The New Rotomoulded
17ft Sea Scout Cutter



The new Sea Scout Cutter design is based on the original wooden cutter with great effort going into retaining the features of the existing cutters but introducing new and advanced features.

A very experienced team from Scouts New Zealand, Sea Cadets, and Galloway International Ltd have worked on utilizing the best features of the existing 5.2m New Zealand designed cutter fleet and introducing new features to enhance the design.

This will make this New Zealand 5.2m long cutter unique and it has been designed using the very latest Technology in Polymers.

The new version of the New Zealand 5.2m cutter will be unique as it has been designed using the very latest technology in polymers innovated by Total, a very large oil company based in France.

The Polymer, Bio-TP Seal, designed for Galloway International in conjunction with Total's Research and Development Division in Belgium has been created by adding polylactic acid (PLA) to a polyolefin structure. PLA is a plant based plastic, containing a lactic acid monomer, it has been used in high-tech industries such as surgery for around twenty years. Integrating PLA into polyolefin structures is not about fashion, it offers sustainable alternatives to fossil-based plastics, but above all this combination offers novel mechanical properties.



boats for life

Galloway International Ltd is recognized as one of the Global Leaders in design, manufacture of Rotational Moulded boats. Since 1986 we have been manufacturing "Mac Boats" with an extensive range. From Rescue Boats to Tourist Boats which are used internationally.

The Patented Technology has been used for Disney where we have supplied rides such as Disney's Flag Ship ride The Pirates of the Caribbean.



The New Zealand
Standard 17ft Cutter



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Maritime History

The ubiquitous 17ft (5.2 metre) clinker built cutter found initially in New Zealand but now being used in Hong Kong, Samoa, Fiji, Cook Islands, Kiribati, and Tuvalu is based upon similar boats carried in naval ships from the early 1700's. Though not as the same length as those earlier craft, they carry the same hallmarks of pedigree being robustly built and extremely seaworthy. Initially built on New Zealand kauri and held together with copper nails and roves a skill that is kept alive today by some boat repairers in Waiuku, New Zealand.



Since they were designed in 1945 cutters were built in Port Chalmers for Sea Scout groups and were used for the first times at the Dominion Sea Scout Regatta in Nelson in 1947 and since 1962 they were built by final year apprentices at the Devenport Navy Dockyard until its closure. They were used by the Royal New Zealand Navy and for the training of naval recruits, as well as by the Sea Cadets Units in New Zealand.

Being extremely versatile they can be pulled (rowed) and in less than 30 minutes can be rigged, ready for sailing, which permits regattas in both skills at four different age groups to be completed in one day.



Easily transported by road



Seamanship skills are the prime use for these boats which can include the recovery of a person overboard whilst under sail. Being trailer borne they can be taken to an event anywhere in New Zealand or the world as occurred in 2007. Two fibreglass cutters were shipped to and back from England where they were used at the water activities base of the 100 years of Scouts World Jamboree which was attended by 40,000 scouts from around the world. Sea Scout leaders from New Zealand looked after the two boats during the time that they were in use at the base which saw 38,000 scouts being put through a variety of water skills e.g. canoeing, rafting, rowing and sailing in eight days!

New Zealand is the only country in the world which has a standard seamanship training boat which is used by three different youth organisations. Currently they are fleets owned by Young Mariners (girls), New Zealand Sea Cadets, and Sea Scouts comprising of both wooden, and since 1972 fibreglass cutters.



To ensure that the boats are maintained to a seaworthy condition the Sea Scouts New Zealand and Young Mariner organisations require an annual survey of the boat and its associated equipment. This is undertaken by an approved person and is well documented and includes a swamp test to ensure that the boat will float to a datum mark (fitted on the centre case inside the craft) with all gear and persons in it.



In 2007, the idea of a Rotationally moulded plastic versions was first discussed with a leading boat manufacturer in New Zealand who already supplied power boats made in a similar material to UK and America, at that stage the project was put on hold until in 2015, the idea was resurrected and a committee was formed, comprising of representatives from Sea Scouts and Sea Cadets, together with technical staff and management of Galloway International Ltd.

The development of this concept also carries a requirement that existing cutter sailing rigs i.e. mast and spars can be easily repositioned into the new roto-moulded hull and some design work has been carried out on the rudder and centre plate to ensure standardisation in these areas also.

The concept has been forwarded to various other organisations both in New Zealand and overseas including Naval architects and The University of Auckland, to ensure the design of the hull meets the specifications under various load scenarios.

It is anticipated that the first 30 boats will be available in late 2016.