



LEADERS IN POLY BOATS

WHO IS POLYCRAFT

Polycraft is part of National Poly Industries, a Bundaberg based company who manufactures polyethylene products ranging from rainwater tanks through to agriculture and aquaculture equipment. Polycraft is providing an ever increasing range of polyethylene boats as an alternative to conventional aluminium and fibreglass boats for the Australian marine market.

Polycraft boats first came onto the market place in 2001 with the introduction of the 3.00 meter Tuff Tender and have quickly evolved into a viable alternative to the tinny.

HISTORY OF POLYETHYLENE BOATS

The first Roto moulded boat was manufactured in 1959 by a Norwegian company called Pioneer boats. You may remember their earlier boats which were orange and can still be seen in service behind yachts and on top of trawlers today, obviously having stood the test of time for over 30 years.

A testament to the durability of Polyethylene.



25 year old Pioneer poly used as a tender for a yacht in Brisbane.

Today there are dozens of Roto and injected moulded polyethylene boats available from various boat companies world wide, with the largest manufacture "Triumph" a USA based company which consistently records sales in excess of 500 boats per month.

Example of Triumphs 19 and 21 foot hulls



HOW ARE THE BOATS MADE

By a method called Rotational moulding which is widely used to manufacture now common polyethylene products such as, rainwater tanks, wheelie bins and children's playground equipment.

Rotational moulding gives Polycraft some distinct advantage over its competitors.

- Quicker lead times from order to delivery time.
- Quality control and consistency because it's a moulded product.
- Seamless dual skin hull.
- Environmentally friendly with no CFC or harmful by-products emitted during manufacturing process.

The mould is filled with a quantity of UV stabilized Polyethylene powder, which has the look and consistency of washing machine powder. The mould is then positioned into a very large computer controlled oven for a preset period of time and temperature. It is then rotates in a clockwise and anti-clockwise direction to get the desired thickness throughout the entire hull.

After the procedure is finished it is then taken to the cooling bay where the hull is released from the mould and is placed into a cooling jig. Here it is slowly cooled in controlled conditions over several hours.

From there the hull is taken to the fit bay where accessories such as transom plate, rod holders screens, consoles and other components are fitted to order. The boats are then cleaned and ready for dispatch.



Seamless Dual skin hull

POLY VERSES OTHER BOAT MATERIALS..

Alloy boats have established themselves over the past 40 years and are now widely recognised as the most common boat building material. While the tinnie is very popular, alloy is not the smartest or most durable material to use for boat building because it is:

- Susceptible to electrolysis.
- Has hard riding on- water characteristics.
- Can split in the right conditions.(or wrong depending upon which way you look at it.)
- Not easy to maintain or clean.
- Needs painting.
- Is noisy on the water.
- Variable in quality, from boat to boat.
- Non buoyant in its standard form.
- Not impact resistant and is susceptible to dints and holes from even minor impacts.

Polyethylene on the other hand has many distinct advantages over its alloy and fibreglass counterparts.

- Is not susceptible to electrolysis or osmosis.
- Is remarkably soft riding when compared to alloy boats.
- 10mm thick dual skin hull that is five time more impact resistant than fibreglass.
- Is easy to clean and basically maintenance free.
- Never needs painting and is solid colour right through.
- Is the quietest boat on the water by way of dual skin hull absorbing wave and engine noises.
- Polyethylene can float unaided while also having the advantage of air trapped between the two skins of the hull.
- Every boat is an exact replica of the original mould, guaranteeing quality and consistency.
- Will not dent and is more likely to flex and deflect away from object.
- Is better value for money than similar tinnies on the market.
- Has quicker turn around time from order to delivery.



Five tonne monster truck could not damage the 599 hull

FAQ'S

Over the past three years many barriers have been broken down regarding public perception of poly boats. There are thousands of Polycraft boats in service around Australia with the boats now being seen by more and more people everyday. The owners themselves have helped overcome some of the hurdles by giving glowing recommendations to anyone who has asked about their boat.

However, there is still plenty of work to do until they become the mainstream choice. This is largely due to misinformation about Polycraft boats.

When we attend boat shows, trade days, boat demos or from telephone feedback we have similar questions and reservations from customers,.

Below is a list of frequently asked questions and our answers.

Q. What happens to the plastic when left out in the sun, will it go brittle over time?

A. The short answer is no, the Polyethylene we use has a UV stability rating of 11, compared to a wheelie bin with a UV rating of 4 - the boats are two times more UV stable. Go home and have a look your wheelie bin, it sits in direct sunlight 24/7 365 days a year with little effect or notable damage. It's always good to point out that the poly used in the boats is nothing like the plastic used to manufacture outdoor furniture, garden lights etcetera. The only other thing you could confidently compare the boats to would be a poly rainwater tank; most of these come with a 25 year guarantee and are nearly always in direct sunlight.

Q. What if the hull is scratched – damaged - holed. Can it be repaired?

A. Polyethylene is very easy to repair if scratched or marked.

For small shallow scratches, simply sand with 800 grit sand paper, clean and then heat the effected area with an industrial heating gun until it takes on a shiny appearance.

For deeper , larger scratches contact a plastic repairer from the yellow pages (they cater to the car industry fixing poly bumper bars) , they will fill it with a poly welder, sand back and finish with a industrial heat gun.

You can see examples of poly welding on the 410, 455 and 599 models where the console is welded to the hull; it has a neat presentable finish and is very strong.



POLY WELDING GUN

If in the unlikely situation the boat is holed, the plastic repairer will open the hole by grinding a scallop around the effected area to create greater surface area for the weld to bind to .After the weld is finished they will sand back and heat with an industrial heating gun.

It's worth noting that polyethylene once repaired is almost indistinguishable from an unaffected area on the hull, unlike alloy.

While it's not impossible to hole a poly boat, it is certainly more difficult to puncture than an alloy or fibreglass boat. To date not one of our boats has had this occur. Why because, the hull is 10mm thick and flexes, absorbing a lot of the initial impact.

Q. Will the boats warp and twist over time?

A. This can happen to a boat if not stored on a recommended Polycraft trailer with full length skids. The main offender is the multi roller trailer, which are not suitable for Polycraft boats. The reason being is that they create pressure in small concentrated areas under the hull which then flexes and small depressions form in the hull above each roller.

On the other hand a full length trailer distributes even pressure over the entire length of the boat, ensuring it holds its shape. **They design is intended for easy launch and drive on retrieve.**

Trailers can be ordered with the boats direct from the factory and will be delivered set up ready for motor installation. **All Polycraft models come with a Four year hull warranty when stored on the correct trailer.**



EXAMPLE OF FULL SKID /DRIVE ON POLYCRAFT RECOMMENDED TRAILER

Its worth remembering that if a boat has been stored on an incorrect trailer and has depressions in the hull it can be remedied by placing the boat on a correct skid type trailer. What will happen over a period of time (2 to 4 weeks) is that the depressions will return to their original shape as the hull having a memory. Unlike alloy or fibreglass!

Q: Can you screw directly into the hull, and if so how?

A: Yes you can and a lot easier than alloy or fibreglass. Remembering each one of the dual skins is 10mm thick; this provides more surface area for the threads to bind into. Any boating accessory such as radios, cup holders, sounders can be simply screwed to the boat with confidence.

For best results use a self tapper or coarse threaded stainless screw.



OVERLAPPED POLY SCREWED TOGETHER LIFTS CAR OFF THE GROUND

Q. How can anti-fouling paint be applied to the bottom of a polyethylene boat?

A. Sand the bottom with a random orbit sander and 80-grit paper (Just like a fibreglass boat). Then, using a propane torch, oxidize the surface by quickly sweeping the blue part of the flame across the bottom of the boat. Do not linger in one area, similar to spray painting (One three foot pass should take less than one second.) Apply Polyethylene Primer to entire area, and then apply your anti fouling paint.

Q. What if the bottom is not painted?

A. Grass, green algae and barnacles can attach to the surface. Any growth that does attach to the bottom can be removed with a stiff brush or pressure washer. If barnacles attach, allow them to completely dry with the boat out of the water; they can then be scrapped off with a piece of wood or with a pressure washer

Q. What are the white plugs or discs visible on the transom and other locations on the boat?

A. They are where the two skins are fused together, creating strength similar to ribs in an alloy boat

Q. How are the hull and deck joined?

A. The entire boat is moulded in one piece; therefore there is not a joint seam that can leak. There is a parting line where the two parts of the mould come together and separate.

Q. What happens if I hit a jetty or a rock with the boat?

A. The boat will flex and absorb the impact instead of cracking, splitting or denting like an aluminium or fibreglass hull.

Q. What are the environmental benefits to this boat?

A. The boat is produced using a zero-emissions manufacturing process. The hull is also 100 percent recyclable. It can be reground and made into another PE product. Of course, Polycraft uses only 100 % virgin material for strength.

Q: How do you stick rego numbers to the hull?

A: Heat the boat with a heating gun or oxy heating torch until it gets a shinny appearance, then clean with shellite or citrus cleaner. Then apply stickers to prepared surface. Note that 3M stickers seem to be of better quality and adhere more effectively.

Q: What are the best silicon / sealant to use on Poly?

A: The best and worst thing about poly is nothing sticks to it, i.e. blood and guts won't stick but same goes for certain types of sealants and the like. For best results use **Elastomeric** silicon / sealers. (It's a matter of looking on the label on the tube.) We use a clear all purpose sealer called LEXEL . It's available from most hardware stores. Sicaflex will loose its seal over time

Q. What warranty do Polycraft provide on the boats?

A. Every model in Polycraft's range come with a four year manufactures hull warranty.

Selling features and benefits for Polycraft

- ✓ Dual skin hull
- ✓ Easy to clean, maintain and repair.
- ✓ Softer riding than a Tinny
- ✓ Awesome stability provided by pronounced reverse chines
- ✓ One piece construction, no seams, no welds, no weak points.
- ✓ Price competitive when compared to similar sized Alloy boats.
- ✓ Does not develop electrolysis or osmosis.
- ✓ Four year hull warranty.
- ✓ Never needs painting.
- ✓ Available in a large range of colours.
- ✓ Virtually unsinkable, by way of air trapped between dual skin hulls.
- ✓ Fast delivery turn around times.
- ✓ Available in survey for hire drive, charter and commercial use.

The Range

There are four different models available in eleven different configurations. We feel that each one of these models fills a certain niche in Australia's more popular boating applications.

300 Tuff Tender

- Incredibly stable
- Tri hull design
- Positively buoyant
- Hundreds of potential applications
- Available in survey
- Rated to 3 people
- Maximum 15hp (around 45kmph top speed)
- Four year hull warranty (one year for commercial use)



Incredible stability



Car topper



Versatile

410 Challenger

- Incredibly stable
- V nose punt design
- Non slip full floor, casting decks and has ample storage
- Stainless bow and hand rails are standard
- Suitable for estuary, impoundment fishing for both social and competition anglers
- Available in three models
- Available in survey
- Rated to 4 people
- Maximum 50hp (around 55kmph top speed)
- Four year hull warranty (One year for commercial use)



410 open



410 centre console



410 side console

455 Quickcraft

- Traditional deep V design
- Non slip full floor and casting deck
- Suitable for estuary and inshore fishing
- Available in five models
- Available in survey
- Rated to 6 people (with optional centre seat)
- Maximum 60hp (around 65kmph top speed)
- Four year hull warranty (One year for commercial use)



455 open



455 centre console



455 runabout



455 frontrunner

599 Frontier:

- Best value six meter on the market
- Positive flotation as standard
- Rated to 8 people in survey and 6 in standard format
- Long list of standard features
- Extremely stable due to pronounced reverse chines
- Four year hull warranty (one year for commercial use)
- Huge internal deck area
- Available in Centre Console and Cuddy Cabin
- Maximum 175 hp (115hp 55 kmph, 150hp 75 kmph.)
- Abundant storage and seating



599 Frontier Centre console



599 Frontier Cuddy cabin



User friendly layout



Incredible stability

FOR FURTHER INFORMATION VISIT : www.spencergulfmarine.com.au