

NEW LOOK FOR THE REGION'S ONLY BOATING MAGAZINE

# Anglia Afloat

March/April 2010

**WIN!**  
A tall ship  
sailing  
holiday

## Storm 22

*The perfect trailer-sailer?*

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# Three men in a Storm

Garth Cooper braves icy winter blasts and comes up smiling on the new Storm 22 – a trailer-sailer with speed, accommodation and a great price.



Reaching across the Orwell in the shadow of its distinctive bridge, the Storm 22 sets a brisk pace.

Proud new owner Martin Appleton can't contain his delight at the smooth handling of the Storm 22.



**WHAT SHORE-SIDE** onlookers must have thought of three grown men in a boat, all grinning inanely and laughing with excitement despite a keen Nor'easter sprinkled with sleet and snow showers, probably doesn't bear thinking about.

The three were yours truly, Martin Appleton, from Maldon, happy because the day we tested the Polish built Storm 22 coincided with his first ever sail in his new boat. The last crew member was Clipper Marine broker John Cochran, and he was just happy we were happy.

## Performance

We headed out of Woolverstone Marina on the River Orwell into the teeth of a fresh, cold NE wind. With full main and jib she took off like a rocket and only when the wind gusted over an estimated 22 knots

“Fast acceleration, ideal for a young family, and she has good looks”



did she tuck up into the wind. Even then, the helm was light and gave considerable control.

In about 17/18 knots of wind she flew, eight knots plus. She remained balanced and in control. She tacks through 50 degrees almost like a dinghy, but where a large dinghy or day boat (Martin's previous boat was a Hawk 20 Cruiser) might hesitate and almost 'stand' for a fraction of a second at the apex of the turn, the Storm kept turning and at the same time moving ahead. The acceleration was sparkling.

Sailing the Storm 22 is a joy. Everything is lead aft, the main, jib and spinnaker halyards all lead back to winches on the aft end of the coach roof via clutches. So too do the single-line reefing lines. The same two winches can also be used to control the headsail, which doesn't come aft of the

mast, and is so light to handle that even in a strong gust you really don't have to use the winches.

Martin is having two self-tailing winches mounted on moulded pads at the aft end of the cockpit coamings so he can more easily sail the boat single-handed.

The main has a full roach and can be supplied loose-footed. We found that to reduce sail it paid to keep the main full as long as possible and de-power her by rolling in some jib. There are two deep reefs in the main.

The rig is seven-eighths with single spreader with the uppers brought to a fitting on the gunnel while the lowers are mounted inboard on a fitting that doubles as a fixing point when using the mast-lowering kit. The forestay is fitted with a headsail furler, while the main is stowed in a packaway bag.

She handles just like a big dinghy. Her wide beam is carried all the way aft, giving her considerable stability. Although we didn't attempt it, I'm assured she can lie over on her beam-ends and still won't take water into the cockpit.

## The boat

There are three versions of the Storm 22 trailer sailer available in the UK; the Standard, the Sport and the Saltwater. In Poland they have a Regatta version, which is lighter still and has an even bigger rig. All have the same hull but different rigs and lift keel configurations. It is an ideal boat for someone just starting out sailing, or moving up from a dinghy and with a young family; on the other hand it could be a good second boat for racing round the cans. →

## The owner



Martin, (63) is a semi-retired insurance broker who has sailed extensively in the Med and Caribbean in a friend's Oyster 46. He had a Hawk 20 Cruiser two-berth cuddy version for four years, which he sailed extensively on

the east coast. He lives in a waterside house on Maldon's new marina quay where the old granary used to be.

He had test-sailed a demonstration Storm Standard, but he was highly delighted at the performance of the slightly racier Sport

version. "I am so very pleased I bought this boat. The performance on this first sail, when she's not tuned up and we haven't learnt her little ways, is amazing. I can't get over how well she tacks, points and how calmly she gybes. She's going to put in some fast passages," he added.

Because he has a berth right outside his front door he's not bought the trailer, but he's already planning trips up and down the east coast. "I used to sail up the Deben, up the Orwell to Ipswich, the Backwaters and of course my home waters on the Blackwater in my Hawk, but I wanted something with that sort of seaworthiness, good performance, more space below and more comfortable accommodation. I had the first of the cabin version Hawks, and I did think of waiting for the new Hawk 25 cruising version, but these boats impressed me with their quality, finish and, of course, price."

Getting all this in one boat is some achievement but Polish designer Wojciech Spisak has produced a good-looking boat that sells at a keenly competitive price. The factory turns out 17 boats a month.

Built in Poland by Storm Yachts and sold in the UK by Clipper Marine, it really is a pocket-rocket. The boat I took out was the Sport, which has a taller mast and bigger sail area than the Standard or Saltwater versions, which share the same slightly smaller rig.

With internal accommodation for four adults in comparative comfort, it features a double V-berth forward, divided from the main saloon by the galley pod to port and the sink pod to starboard. The main settees give seating for four round a drop-leaf table astride the top of the centre-box. When used for sleeping the feet of the settees tuck under the cockpit side decks. The space also makes a good depository for bedding and clothing.

Aft of the berths are two large sealed flotation compartments containing styrene foam blocks, and aft again are two large lockers entered from the cockpit.

A small chemical loo can be fitted behind the centre box under the cockpit deck; as with a lot of these small craft, modesty is sacrificed somewhat.

There's a remarkable amount of storage space on so small a boat. Martin elected not to have the single burner spirit stove built in; he used a portable self-contained gas burner on his last boat and will fit another to this boat. There's a teak shelf unit above, which houses the electric switches and fuse panel and has fiddled shelving for crockery and utensils.

The locker under gives access to the 110 Ah 12-volt battery and the skin fitting for the TackTick log/speed transducer.

Opposite on the starboard side is a small recessed sink with an electric pump, which

draws water from a built-in 'soft' water container. There's deck filler immediately above. There is storage under all four bunks.

The whole interior is well finished with cloth headliner and lined cabin sides above the bunk bases.

Forward there is a glazed hatch, which acts both as a ventilator and an emergency escape route for sleepers forward. On either side of the forward area are handy cloth bags and there's an overhead locker right forward.

The glazed main hatch gives easy access below although in choppy conditions it is advisable to put in the two-part washboards and close it. The hatch panel is designed to slide right out, opening up the boat in warm and sunny weather.

Launching and retrieving the Storm 22 is no more difficult than with any similar-sized trailer sailer. With the Standard version weighing in at a little over 1,000 kilos, the Sport at around 50 kilos more and the Saltwater version 1,100 kilos it doesn't require more than an average family saloon to tow her around.

The mast is easily dropped and lies along the top of the boat supported on two frames fore and aft (supplied with the boat). The Sport mast is nine metres long, the others eight and a half metres.

The Standard has a draft of 1.4m, while the sport and Saltwater are 1.5m. You can have the boat with a stainless steel dagger board or a galvanised mild steel swinging lift keel, which is what Martin opted for, as he'll be keeping the boat in a drying mud berth outside his quayside house.

## Conclusion

The Storm 22 in its various forms should become a popular boat on the east coast. It's ideal for the Broads, as well as salt water rivers, and for coast hopping as well. ⚓

“Three versions including a top performer and guide budget £30k including trailer”



Hard on the beat: the guys sit out the Storm dingy



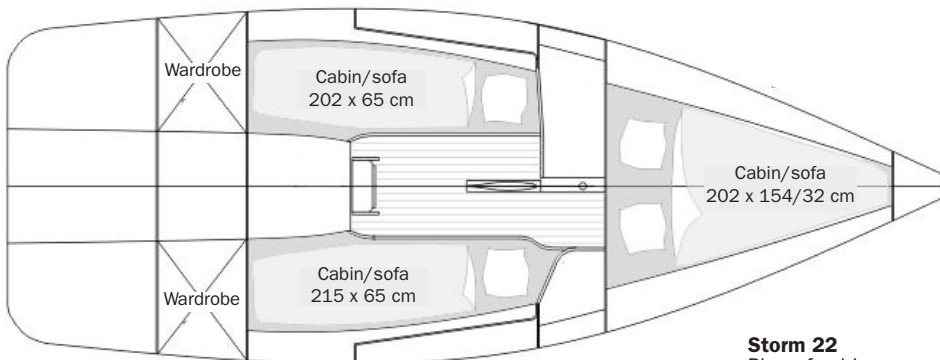
The 22 sits comfortably on a two-wheeled braked trailer and can be towed with a medium-sized 1800cc or two-litre family saloon.



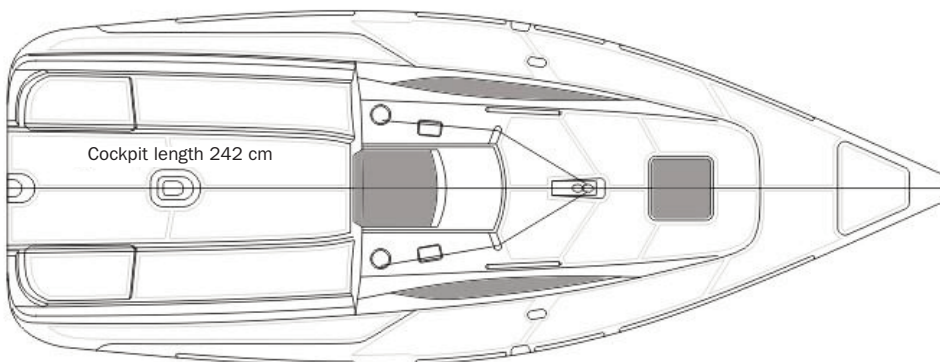
Martin, six foot, has plenty of room when sitting.



style. Note the tiller extension enabling the helmsman good vision and a seat on the gunwhale.



**Storm 22**  
Plan of cabins and deck



### Storm 22

LOA	6.58m
WLL	6.28m
Beam	2.49m
Keel up (down)	0.26m/(1.46/1.51)
Displacement	1,000kg (Standard)
Ballast	Keel 100kg + 230kg bonded in the hull
Berths	4
Headroom	1.52m
Sail area:	
(Standard/Saltwater)	21.5 m <sup>2</sup>
(Sport)	23.5 m <sup>2</sup>

**Price** Basic boat ex-works: £26,665 inc VAT. The test boat, including factory-applied Copperbottom, TackTick instruments, Raymarine VHF, delivery and commissioning, blue hull option, galley pack, spinnaker, cockpit coaming tapes, tiller extension, mainsail pack system, boarding ladder, s/s mast supports and compass, mains connection system and battery charger, came out just over £29,000. A trailer would cost just over £2,000.

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