



# Storm 22

The Storm 22 has potential as both a fun club racer and good family boat, all at an attractive price. **Rupert Holmes** took her for a spin...

## Specifications

Hull length:	6.58m
Waterline length:	6.26m
Beam:	2.49m
Draught:	0.26-1.46m
Displacement:	c.1,000kg
Ballast:	c.330kg
Sail area:	215sq m
CE Classification:	C (five persons)
Price:	£???

This Polish-built 22-footer is offered in three versions – Standard, Sport and Saltwater – each of which could be used as a family day boat, club racer or weekend cruiser. In addition an all-up weight of 1,000kg, plus 350kg for the trailer, means it can be towed by many 2 litre cars.

The 22 is Warsaw-based Storm Yacht's first production boat and was launched two years ago in the Baltic, where the Sport version has enjoyed success on the racecourse. The builder also has 25, 26 and 28ft models on the drawingboard.

## Design options

The key differences between the three versions are in the rigs and keel options. The standard boat has a 100kg iron centreboard, plus 180kg of internal ballast. The Sport model has a daggerboard-style bulbed lifting keel of 200kg, plus 60kg of internal ballast, which confers greater stability and a commensurately larger rig.



The Saltwater design combines the Sport's underwater configuration with the more conservative standard rig.

The hull shape has a near plumb bow combined with relatively fine forward sections, moderate beam and a transom that's broad enough for downwind control in a stiff breeze, without creating problems when well heeled. We tested the standard model – the only Storm 22 in the UK at the time – on a blustery day that gave a good opportunity to put the boat through its



paces. First impressions are of a boat that feels larger than the dimensions suggest – there's good deck space, helped by an almost 8ft long cockpit.

The seven-eighths fractional rig is a sturdy affair with a single pair of swept-back spreaders and shroud base taken fully outboard. Sail controls are simple, but effective. The mainsheet for instance, is mounted dinghy-style on a pedestal, removing the need for a traveller. The backstay would benefit from more purchase, but that's an easy modification for an owner to make. The only winches are two single-speed Harken 6s, which have to serve for both headsail sheets and the occasions that halyards need an extra tweak. They're positioned such that cross sheeting the headsail to the windward side is easy.

The standard boat is fitted with a powerful pulley system for lifting the centreboard. Although the controls and camcleat for this are below deck, it's possible to reach them through the companionway from the helm. Two large cockpit lockers, plus a small foredeck locker provide ample easily accessible stowage when using the boat in cruising mode.

## Under sail

We had a range of conditions for our test, with an average wind speed of 16-18 knots and gusts well above 20 knots. Not surprisingly the design is sensitive to crew weight, but we were still able to sail singlehanded for the photo session with no problems. A few controls are a stretch from the helm, but it's perfectly possible to sail the boat alone. Equally there's enough deck space to sail with a crew of four or five.

Sailing close-hauled with full Dacron sails set she naturally called for the mainsheet to be eased in the gusts. When we deliberately tried to stall the large rudder this was difficult to achieve and we just rounded up slowly – it certainly wasn't a case of the boat spinning out.

In any event, even at large angles of heel, the helm remained positive, carrying an optimum amount of weather helm. The mainsheet pedestal is well positioned for bracing feet against when helming; and there's an option of a stainless steel rail along the inner edge of the cockpit benches for crew to brace themselves while sitting on the side deck in cruising mode. Disappointingly there was a little play ▶

**ABOVE** With a decent breeze against tide the Storm 22 was just on the edge of surfing under white sails.

**FAR LEFT** The mainsheet pedestal is well positioned for bracing feet against when helming; and there's an optional steel rail along the cockpit benches for crew to brace themselves against.

**RIGHT** The standard model has a seven-eighths fractional rig with a single pair of swept-back spreaders - the Sport model has a proportionally larger rig.

**FAR RIGHT** The helm retained a nice positive feel both upwind and on a reach.



in the lower bearing, which slightly marred an otherwise positive experience.

On the wind with a reef tucked in we made good progress. There were no instruments onboard, so it wasn't possible to measure tacking angles, but she felt close-winded and was easy to settle into the groove.

Bearing away, hull speed was quickly achieved on a reach, with the same positive feel. In a quartering sea with wind against tide she was just on the edge of surfing - a spinnaker would have had her achieving respectable speeds, without hiccups. The Sport version, with its 200kg ballasted daggerboard that can be locked down, would have undoubtedly been good fun in these conditions flying an asymmetric kite.

Overall there's a bright, nice feel, with quality woodwork. The centreboard box on the centreline is a visual barrier, but surprisingly unobtrusive when moving around the cabin, although it inevitably reduces floor space. There's no separate heads compartment, but a chemical toilet can be stowed under the companionway and slid forward into the cabin when needed. In reality four adults would find the space very crowded, but a well-organised couple with small children should find it ample for weekends.

**BELOW** The interior is well thought out with a mini galley, four berths, and remarkably good stowage.

**Below decks**

The interior of many small boats is a disappointment - space is at a premium, but building in effective stowage is expensive. However, the Storm 22 is well thought out, with a mini galley, four berths of over 2m length (including a double forward), a folding table and remarkably good stowage, both under the berths and in numerous shelves and lockers. Maximum headroom of just under 5ft is enough to make moving around relatively easy.

**Verdict**

The Storm 22 is a very attractive package and one of a small number of new trailerable boats of this size that suits a variety of uses, including club racing, weekend cruising and family daysailing. Granted, she doesn't offer the full-on sports car feel of a Sportsboat, but then Sportsboats don't have the benefit of a fully-fitted and equipped interior. ■



**Beneteau First 21.7**

Evergreen cruiser-racer with lifting keel and asymmetric or symmetrical spinnaker.

- LOA:** 6.4m
- Beam:** 2.48m
- Draught:** 0.7/1.8m
- Displacement:** 1,245kg
- Sail area:** Main 13.8sq m  
Jib 11.4sq m  
Spinnaker 34sq m
- Guide price:** From £26,000

**Hunter 20 Fox C**

The latest incarnation of the Red Fox 200, now built by Lauren Marine in Southampton, and available with a lifting ballasted fin keel.

- LOA:** 6.17m
- Beam:** 2.5m
- Draught:** 0.2-1.27m
- Displacement:** 1,160kg
- Sail area:** 18.7sq m
- Guide price:** TBC

Answer Back

From Xxxxxx

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