



SeaStorm 17

Story and photos: Hanno Kask

Polyethylene is increasingly making its mark as a hull material in the boatmarket. This isn't the same polyethylene used for grocery bags, but a certified marine-grade material. While we've previously written about polyethylene-welded RIB boats from TS Marine, this time we're test-driving the SeaStorm 17, a polyethylene boat manufactured in Estonia using rotational molding. The boat project was initiated four years ago by Ceranos Invest OÜ, owned by Norwegian Len Ystmark. The boats are designed by the Swedish company Mannerfelt Design Team, which has designed and engineered hundreds of boats before SeaStorm. SeaStorm boats are now produced in Estonia because Len Ystmark, the brand and company owner, married an Estonian and now lives in Estonia with his family.

The SeaStorm 17 is not meant for someone looking to conquer oceans. It's more suited for a casual day trip with a small group. You can get from point A to point B, go fishing, pull a water skier or an inflatable tube and

just enjoy yourself on the water. I'm 60 years old, and sometimes I wake up at 7 in the morning, ready to go. I take the boat and head to an island to barbecue; the SeaStorm is perfect for that.



Hanno Kask and Marili Mugamäe (Salesmanager)

The SeaStorm 17 is suitable for young people, families, and older folks alike. It's great for fishing because it can access shallow waters, and its hull can handle collisions with rocks well, so you don't have to be overly cautious when fishing around rocky areas. Additionally, thanks to its flat bottom, the SeaStorm 17 is very stable, meaning the boat doesn't rock from side to side when you move around.

Our test boat had an 80 HP engine. For the SeaStorm 17, the recommended engine power is 40–60 HP, with a certified maximum of 60 HP.

Joining me on the test ride was Jüri Järv, an experienced boater. Since this particular test boat was the first prototype, we didn't nitpick on minor details. However, it became clear fairly quickly that the console would need to be moved at least 10 cm forward from the rear seat. With the console positioned too far back, standing behind the wheel was cramped, and maneuvering was challenging. However, since this was a prototype, the console was set slightly back; in the final version, it has already been moved approximately 15 cm forward.

A tubular frame around the windshield would have been useful, providing a handhold when moving around in the boat. However, since the test boat was the SeaStorm 17

Club version/prototype, which lacks some additional features, this model did not include the frame. But beyond that, neither of us had further criticisms about the boat.

There was enough space for belongings, with one seat in the stern for the driver and at least one passenger. Another seat in front of the console could accommodate one person, and a third seat in the bow could fit two more people. The maximum allowed number of people on board the SeaStorm 17 is six. While it might feel a bit cramped with six, it's manageable for shorter trips. The boat comfortably accommodates 4–5 people. The SeaStorm 17 is simple, sturdy and spacious, suitable for smooth cruising, fishing and small tasks. The polyethylene hull is very durable, allowing for the transport of stones or metal items on the floor without any worry.

Our test boat was powered by an 80 HP outboard motor, which, in Jüri's and my opinion, was more than sufficient. Since the SeaStorm 17 has a relatively flat bottom, it can reach speeds of up to 36 knots when driven solo, which, with proper handling, offers an exhilarating experience. On our test run, there were initially four people onboard and even then, the 80 HP engine felt like more than enough power. Although the boat's name is SeaStorm, then in reality it is not a rough weather boat—which does not mean that with good driving skills it cannot be driven in rougher weather also.

The boat has a relatively flat hull, meaning it can plane at low speeds but also has a good wave-handling ability. The smooth and shallow V-shaped hull allows for a shallow draft, making it easy to navigate shallow waters and even pull the boat onto a sandy beach. Due to the polyethylene hull, which is resistant to mechanical impacts and scratches, the SeaStorm 17 can safely be beached and enjoyed at summer destinations.

As the SeaStorm 17 is a relatively light boat, maneuvering in a windy harbor requires experience. While the stern remains stable even in strong winds, the bow tends to drift downwind easily. To prevent this, one must confidently and skillfully use the throttle and gear lever.

After returning from the four-person test run, Jüri was eager to go out alone for a spin to test the boat's limits. Such slightly wilder rides are always best done alone, so passen-



gers don't have to endure the experience. Jüri's first thought was that the 80 HP motor is too powerful for the SeaStorm 17. On our test day in Leppneeme, there was a wind of around 10 m/s, and the powerful engine made the SeaStorm 17 fly over the waves quite a bit. My personal opinion is that, with some experience over time, it could actually be quite fun to tackle the waves with a strong hull and a powerful engine.

In summary, it can be said that this is a lively and somewhat playful boat. One particular highlight is that the hull is relatively quiet; it doesn't rattle or clang but glides smoothly through the waves. If your boating needs don't demand anything extreme beyond durability and low maintenance, this economical-to-operate boat is sure to bring more joy than worry.

The manufacturer offers a 20-year warranty on the boat hull.

Polyethylene is certainly a material of the future in the boating world, as algae do not grow on polyethylene hulls when in the water. The polyethylene hull is easy to repair, and unlike fiberglass, polyethylene is much easier to recycle.



Len Ystmark (CEO / Founder) and Jüri Järv

