

SEA STORM

DESIGNED FOR SCANDINAVIAN WATERS



SeaStorm stands out by combining modern HDPE technology with a design which is tailored for the Norwegian archipelago.



ROBUST

Built to withstand the toughest conditions



FUEL EFFICIENT

More time on the water



FAMILY FRIENDLY

Safe, stable and easy to use



SeaStorm 17

SeaStorm 17 HPDE Advantage powered by Mercury F 50 ELPT EFI 20 year hull warranty



SeaStorm 14

SeaStorm 14 HPDE Advantage powered by Mercury F 30 ELPT EFI 20 year hull warranty



SeaStorm 12

SeaStorm 12 HPDE Advantage powered by Mercury F 10 EL (15/20) EFI 20 year hull warranty

READY FOR SUMMER?

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Tonsberg

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Wave Haugesund As

Haugesund

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***The boats that can withstand
most of it...***

Rotationally molded polyethylene boats have undergone a small revolution in recent years. Now they have become larger, more comfortable and experience high demand from people who want an uncomplicated life at sea.



Text:Vetle Børresen
Photos:Christian Eriksen

*... and has become
more modern*

SELECTED 16-18-FOOTERS

What you need to know about polyethylene boats

- **Application and equipment:**Ideal as uncomplicated country boats, for fishing and as safe boats for young people and as a first-time boat. Before buying, you must consider space requirements, weight and engine size. The fact that the boat is self-bailing is for many a practical and important detail.
- **Extremely robust:**The material is tough, UV-resistant and can withstand very rough treatment, including impacts and being pulled straight up onto rocky beaches. However, the finish can be a bit rougher than on a classic fiberglass boat. The material is also recyclable.
- **Minimal maintenance:**The material requires less care. A simple wash with soap and water is usually enough. If the boat is to be in salt water, it should be treated with antifouling.
- **Requires custom trailer:**This is an important point! To avoid "dents" and deformations in the hull in the long term, the boat must be transported and stored on a trailer or other rig that is specifically adapted for polyethylene boats. This way you avoid harmful point loads.
- **Simple and inexpensive repairs:**Should you, against all odds, get a deep tear in the dyed material, the polyethylene can be "welded". This is often both easier and cheaper than extensive fiberglass repairs. (Note: Sandblasted surfaces can be more difficult to repair 100% invisible in the event of, for example, abrasion damage).

MORE MODERN

While previously it was mainly about smaller, open dinghies and workboats with modest equipment levels, our impression is that the polyethylene segment has undergone enormous development in recent years. The boats have become larger and are much more built for family use, with modern solutions and more comfort. It is now not at all uncommon to find separate driver's seats, chart plotters, cup holders, smart sunbed solutions and more modern lines on these boats.

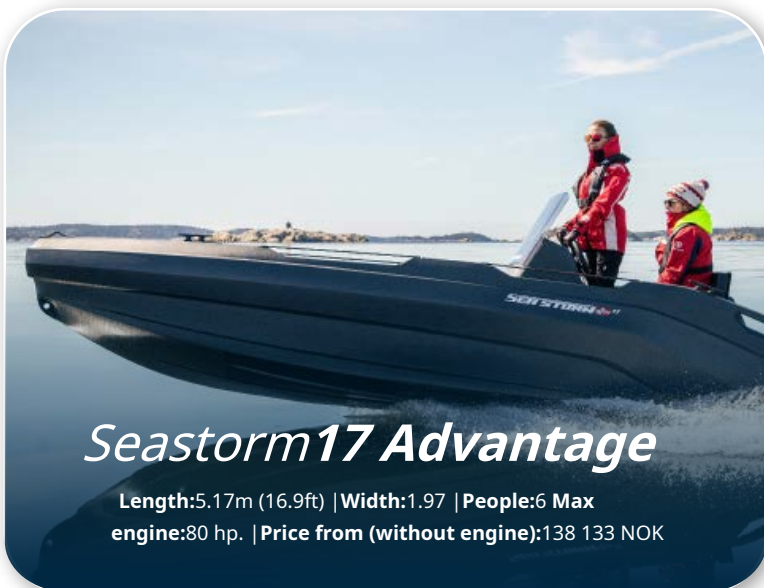
– They are practical, modern, self-draining and almost maintenance-free. They can withstand rough use and are affordable both in terms of purchase and operation. Our customers simply want a simple boating life, says Jo Erling Riise at Pioneer. He particularly highlights the new 12-foot Pioneer Go – which many have nicknamed the "youth boat" – and the Pioneer 16 Explorer Bowrider.

GOOD DEMAND

The ever-widening selection in this segment seems to be hitting the mark in today's market. All three of the aforementioned players are reporting increased sales, as is Seastorm dealer Bakken Motor.

Pioner can point to a formidable sales increase of 70 percent last year, and this year looks set to be just as good. River is also experiencing a significant jump from last year. They points to it still coming news from several manufacturers, but that the high demand provides plenty of room for this diversity. At Hasle, pre-sales for this season have exceeded expectations, and now the yard is preparing to return to the market with the same production volume as

the company has historically had.



Seastorm 17 Advantage

Length: 5.17m (16.9ft) | Width: 1.97 | People: 6 Max
engine: 80 hp. | Price from (without engine): 138 133 NOK

Arrobust

Seastorm 17 Advantage is a rugged archipelago SUV made of polyethylene, built to take a lot of beating and require little maintenance.



Text:Vetle Børresen

Photos:Christian Eriksen



challenger

A dark blue kayak is positioned on a calm body of water, likely a lake or fjord. The background features a steep, forested hill under a clear sky. The water reflects the surrounding landscape, creating a serene and scenic environment.

Seastorm is a relatively new name in the boat market, but is already starting to get a good foothold in the Norwegian market. Within two years, the boats will be sold in over 60 countries, and the Norwegian entrepreneur behind it has set high ambitions. Båtens Verden has put the flagship to the test.

Last year, the brand fully released its Advantage series consisting of three models of 12, 14 and 17 feet.

The common denominator is a design language signed by Swedish Mannerfelt Design. The boats have traditional V-bottom hulls and are rotationally molded in polyethylene. Earlier this year, the manufacturer expanded its portfolio with a 13-footer with a more advanced double-stitched hull. This model marks the start of the new "Sport Line" series, which will eventually also consist of 16 and 19-foot models.

FROM KAYAK TO POLYETHYLENE BOATS

Behind Seastorm is the Norwegian entrepreneur Len Ystmark. He once achieved great success with kayak production through Sea-Bird Designs, which over a twenty-year period is said to have sold more than 100,000 kayaks. The goal of Seastorm has been to build on this experience to think differently about small boats: To combine Scandinavian design with a solid construction. ▶



▲ **Seastorm 17** is approved for up to 80 hp. We have tested the boat with an optimal 60 hp, which gives a top speed of approx. 30 knots.

▼ **The boat** has a transom that allows for swimming and playing.

construction that requires minimal maintenance.

The boats are manufactured in Estonia by Ceranos Invest OÜ, where Ystmark continues to play a key role in the development. Last year, the manufacturer also entered into a strategic, global partnership with Mercury Marine. This means that the boats are now delivered pre-rigged from the factory, optimized for Mercury engine installation.



ROTATIONAL MOLDING

Polyethylene as a building material is known to withstand a fair amount of impact and requires very little maintenance, while being recyclable. The material can, however, appear somewhat softer than traditional fiberglass, especially as boats increase in size.

The Seastorm 17 has a double hull that is cast in one piece, which is supposed to make the boat sturdy. That is also our overall opinion of the Seastorm 17. The engine well and bracket in particular, which often take a beating from strong engine forces, are among the most robust and silent we have seen on similar boats. The manufacturer emphasizes durability by giving a 20-year warranty.

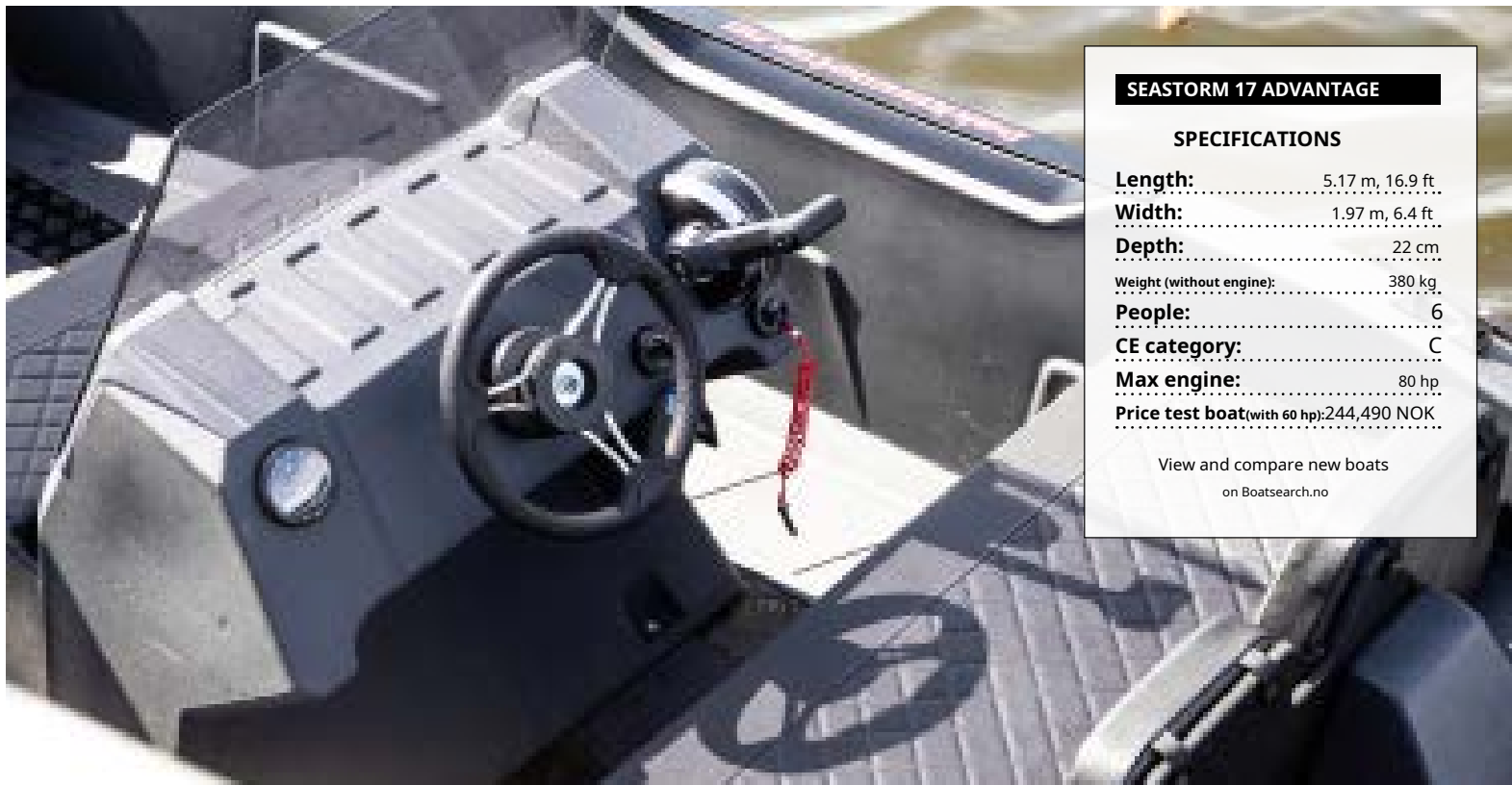
The boat is available in eight different colors, from classic white and black to fresh red, green and yellow.

FUNCTIONAL AND SIMPLE LAYOUT

The layout of the 17-footer is fairly traditional for an archipelago SUV, without many details or extra features. The boat is approved for six people and offers good seating for four to five of them: two on the aft bench behind the console, one in front of the console and one in the bow. Around the engine at the stern we find submerged platforms with a swim ladder on the port side.

The console is centered, so that the driver sits in the center of the boat.





SEASTORM 17 ADVANTAGE

SPECIFICATIONS

Length:	5.17 m, 16.9 ft
Width:	1.97 m, 6.4 ft
Depth:	22 cm
Weight (without engine):	380 kg
People:	6
CE category:	C
Max engine:	80 hp
Price test boat (with 60 hp):	244,490 NOK

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The ergonomics are generally good; the backrest provides the right angle and you sit well protected behind the windshield. Like the rest of the boat, the console seems solid, but the instrumentation itself is of the simple kind with a tachometer, steering wheel and throttle/gear. There is the option of mounting a chartplotter on a bracket up to 9 inches, but we miss, for example, integrated cup holders and space to put a mobile phone. Some of this can of course be solved by mounting mesh storage or similar under the console.

PRACTICAL

There is no storage space in the console itself. Nevertheless, the boat should offer sufficient storage for most people: Under the seating area in the bow there is a large 72-liter storage compartment that swallows ropes and fenders, plus an easily accessible compartment under the step plate for ropes. Under the aft bench there is open space for a 25-liter gas tank, a separate compartment for the battery and a separate 45-liter compartment for other equipment. Another big plus in terms of practicality is that the boat is equipped with four solid, good crossbeams.

SAFE, DRY AND PLAYING IN THE SEA

The World of Boats test drive the flagship with a Mercury 60 hp on the stern over three days, with one, two and three people on board. The boat is rigged by Bakken

Motor in Drammen, one of Norway's largest boat dealers and one of a total of six dealers currently focusing on Seastorm here in Norway.

Out on the water, the boat feels very stiff and solid, and it is remarkably stable even when stationary. The hull has a low planing threshold and behaves predictably and safely when we provoke sharp turns. At the same time, it is quite playful. With a modest weight of 380 kilos (without engine), it thrives with a bit of sporty driving and active use of engine trim.

During our test we had virtually flat water, so it was mainly

stern sea from passing boats and some current sea we got to grips with. The boat feels dry in a head sea anyway. 60 horsepower seems to be a sensible and sufficient engine choice for many. We measured the top speed at exactly 30 knots with two people on board, which gives a comfortable cruising speed of over 20 knots. If you want more power, the hull is approved for 80 hp, which according to the manufacturer should give a top speed of around 36 knots.

Seastorm 17 appears as a solid and robustly built archipelago SUV with a minimalist and uncomplicated interior – and with good floor space. It is noticeable

▲ *The console is simply furnished – but the driver ergonomics are good.*

▼ *An advantage with the advantage of the polyethylene material is that it is durable and can withstand an impact.*





▲ **We have** had with two or three people on our test rides with the test specimen.

that the philosophy has been to create a worry-free boating experience. The price tag is not a deterrent either: Our test boat with the "Advantage" con-

figuration – which includes a set of cushions – and with a Mercury 60 hp. on the stern, costs 244,490 kroner. This makes it a very

competitive alternative for those who want an uncomplicated, new utility boat.

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