

plans possibly written by Bob Ross circa
late 70s

Timpenny 670

First impressions of this 6.7 metre boat are very favourable. Unlike many T-Ss which go for headroom in the cabin, or stability in the keel regardless of cost to outward profile, the Timpenny has as neat a profile outline as one would wish to see. She is built along classical yacht lines with a moderate raking stem, a squared-off tuck, and between them a nice curving sheer that makes the round bilge hull long and slim looking.

The cabin follows the same trend, being matched well with the hull in terms of height and design. The two nicely shaped windows and the smooth flow of the cabin side look just right, and flow back into a modest cockpit coaming which runs right aft to the transom. A small forward hatch and the transom-mounted tiller keep the deck areas uncluttered so that the whole impression is of a yacht much bigger than her 6.7 metres would suggest.

On board, the appearance is carried through into practical design. The cockpit is very roomy, with seating for six with comfort, though with some effect on trim. These seats are wide (since the coaming runs well out to the side of the boat) and the self-draining ports cut into the transom would ensure that no one got wet feet in the course of normal sailing. The amount of space offered by this cockpit guarantees comfortable sailing even for large families.

Below decks, the same theme is carried through. Space in the accommodation is first class. Apart from the forward compartment where there is a roomy double berth, space for a toilet under, and a bulkhead for privacy, the main saloon has the appearance of a much bigger yacht.

Quarter berths, and a full berth on the starboard side, provide full sitting and sleeping room. Four could sit without crowding, two could sleep, maybe three if you cut someone's ankles off! When sitting, the headroom is ample, and the deckhead is not too low even for moving around, provided you don't want to rear up to your full height.

The galley on the test boat was neatly located on the port side at the forward end of the main saloon, up against the bulkhead. As such, it

Australian trailer-sailers

incorporated the centreboard housing as part of the table, so located that four adults could eat a meal without any problems with elbows. I was not enamoured with the stove in its location near the bulkhead, and well forward in the boat. I have seen too many burned deckheads from flaming stove jets to feel comfortable with the stove anywhere but close to an opening hatch or companionway.

Cupboard space is sufficient, and in the test boat the arrangement of racks and galley fittings was good, allowing maximum comfort with minimum cluttering. While the centreboard raising does intrude into the cabin, this cannot be avoided, and at least it is nicely adapted into the scheme of things for use as a table.

Talking of centreboards, the Timpenny is somewhat different in that her centreboard is not adjustable. By that I don't mean that it cannot be raised or lowered; quite the reverse—it is fully retractable for trailering. But this centreboard is very heavy and very deep—it weighs 0.2 tonne and drops down to a depth of almost 1 metre below the keel. In fact, with the plate up the boat's draft is 0.25 metres and with it down 1.19 metres.

This adds up to a pretty heavy plate to raise and lower, and thus the Timpenny is really only a trailer-sailer in terms of getting her in and out of the water. Once in the water she is virtually a keel yacht with a pretty heavy ballast keel giving her about 30 per cent ballast ratio and a good draft.

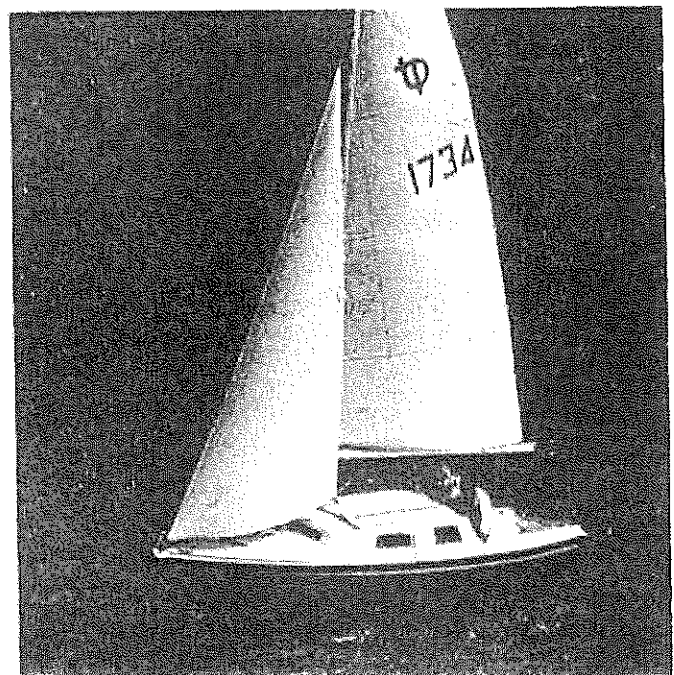
The weight of the plate requires some fairly hefty purchase, while the height limitations of the cabin eliminate any but short lifting gear. As a result, stainless-steel rods and purchases have to be rigged to carry out the raising procedure, and these fit into place over the housing when the top is removed. A fairly cumbersome arrangement, but since it only has to be done once when launching and retrieving, it is not too much of a hassle. While sailing, of course, the gear is dismantled and the table top replaced.

The rudder design shows the innovations of a centreboard sailor; no doubt Colin Thorne's Northbridge Senior days had much to do with this. The tiller extends to form a clamp over the transom into which the rudder blade is inserted

rather like a dagger board—a system widely used in performance centreboarders. A small bracket on the stern takes an outboard for motoring.

Regrettably, the day of the test was not good for this boat, as we were very keen to see how she performed for speed and handling in a good breeze. However, there was enough to get her going and give us the feel of her, even though we couldn't bury the lee rail. The boat is simply rigged with normal sloop jib and main. The jib is sheeted onto a track—a novel innovation in this type of boat and one which again shows the influence of a racing man, although this time it has the air of a Soling rather than a Northbridge about it. For cruising, of course, it is ideal as it saves a lot of fuss when leisurely going about or tacking up a river where you would otherwise wear out your crew.

The Timpenny is a delight to handle. She is easy on the helm, even in the moderate gust that occasionally caused her to get up and go. She points well and is very responsive to the helm; at times she had us flying about as the blade rudder swung her quickly from tack to tack. The over-rotating mast is another racing idea and sets up the main quickly and well when she settles onto a tack. It is easy to see why she has a reputation for speed she footed along at a great rate, and given a few more knots, we would have been flying. Off the wind she really took off, and even downwind, with only feeble gusts and the plate down, she still left a good wash astern. We threw her into all the contortions we know and practise on boat tests, and she came up shining on every one. This is really a delightful little boat to sail.



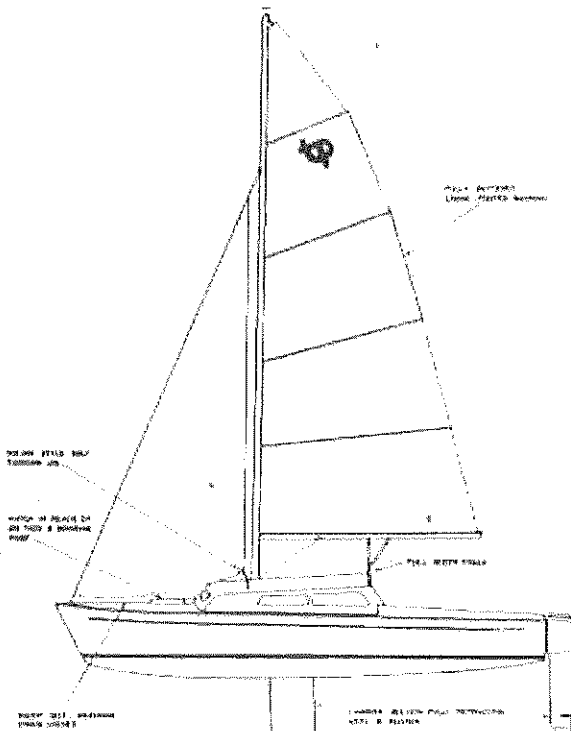
Trailer-sa

Summing up, although we had no opportunity to really find out how fast the Timpenny can go, we were left in no doubt that she can show most other boats a clean pair of heels. A couple of keelers in the area looked very sheepish as we skidded past them, seemingly carrying our own private breeze, and it would be safe to say that with all her racing innovations, this boat would be great fun and very rewarding to race.

Outside that, we also liked her cruising ability, both in the cockpit and the cabin.

SPECIFICATIONS

<i>LOA</i>	6.7 m
<i>LWL</i>	6.15 m
<i>Beam</i>	2.21 m
<i>Maximum draft</i>	1.19 m
<i>Minimum draft</i>	0.25 m
<i>Ballast</i>	220 kg
<i>Hull material</i>	GRP
<i>Keel type</i>	Drop/retractable
<i>Jib</i>	5.8 m ²
<i>Main</i>	12.8 m ²
<i>Berths</i>	5
<i>Motor</i>	5 hp (3.73 kW)
<i>Manufacturer</i>	Timpenny Yachts 8 George Street Hunters Hill NSW 2110



The End
The 1970's (hayday)