

## Performance

Millpond conditions foiled our first attempt at a test sail but the wind was kinder the second time around, with bullet gusts of about 15 knots enlivening the five-eight knot nor-wester on upper Sydney Harbour.

The Slipstream handled like a big dinghy. The helm was light and responsive, manoeuvrability good: spinning the boat through gybes or tacks was easy.

Having a fully battened mainsail is a plus in several respects: it's relatively easy to trim and is powered, plus it's easy to roll up and store afterwards (it's not so surprising that Jon Simonds is an ex-Moth sailor). All the same, you need a pretty quick mainsheet hand because its rigid shape holds plenty of power in the leech until quite a lot of sheet is thrown.

Sailing to windward or reaching, the Slipstream was quick to accelerate in the gusts, while also quite tender and quick to heel. What I'm getting at is that you'd need two fairly switched-on people to handle the boat in a breeze under full main — one to steer and the other to work the main, which will take over if not freed quickly enough in the gusts.

The Number 2 jib was efficient, sheeting off on longitudinal tracks beside the cabin top. It was set up with roller furling gear, which worked well. The main has two sets of reef points, the first of which reduces sail area to about that of the Status and the second is provided for the very strong stuff. Off the wind, the Slipstream scooted along, planning in the gusts on her flat bottom. The big spinnaker really would get the boat moving.

## Summary

The Slipstream is available in two versions: sailaway (finished hull with rig of main and Number 2 headsail), or basic hull (hull and deck bonded together with windows and hatches fitted, keel and hoist mechanism installed, ready to be fitted out).

It is a fast performer, which is not for novices but for a racing crew who know what they're about — at least under full rig. It's likely to be in the hunt for line honours in its division in TY events, though handicappers aren't likely to be as kind as they were for its first showing at Marlay Point. Over-nighting is possible but facilities are minimal. You can't expect much more on a boat of this size, especially when a good-sized cockpit is part of the

deal.

I'd suggest the Slipstream is worth considering by people who've outgrown dinghies or want that bit extra which small TYs provide (that is, accommodation and ballast) but still want a nippy boat that handles like a high performance dinghy and is not too much of a hassle to transport. The closest comparison I can think of is the Blazer, which at 23 ft offers more space on deck and below, more performance, is heavier and more expensive and takes four to race well, with two on trapeze. The Slipstream achieves the purposes of its designers well although it appears that only a certain percentage of buyers are into this type of boat.

## Specifications

LOA .....	5.8 m
LWL .....	5 m
Beam .....	2.2 m
Draft centreboard down .....	1.2 m
Centreboard up .....	0.2 m
Towing weight .....	880 kg
Sail area mainsail .....	13 m <sup>2</sup>
Jib .....	10 m <sup>2</sup>
Spinnaker .....	32 m <sup>2</sup>
Test boat supplied by Timpenny Yachts 5 Tepko Road, Terry Hills, 2084.	



# Switched on mini racer

**Timpenny yachts are noted for their race performance TSs and they have not failed to come up with the goods with the Slipstream, a small lightweight cabin racer based on the proven Status dayboat hull. Vanessa Dudley reports.**

**I**F the hull shape looks familiar, your eyes aren't telling lies. The Slipstream is a Status 580 with a lid on.

Jon Simonds, of Timpenny Yachts in Sydney, has been marketing the Van de Stadt-designed Status in conjunction with its builder Rob Legg Yachts since the late 1970s. In that time, he says, about 80 have been sold.

Designed as an open cockpit day sailer, the Status has some space under the foredeck where hardy outdoor types can lay down their pillows for balmy night stopovers; the addition of a boom tent provides more shelter.

But that's not enough to comply with the Australian Yachting Federation's safety regulations for trailable yachts (introduced in 1977 and updated in 1981), which require a yacht to be fitted with at least two full-length berths, among other things, before it can be classified as a trailable yacht for the purposes of racing.

So Simonds sat down with Ian Thomas and Geoff Scotter to draw up a cabin version of the Status. They also decided to 'soup the boat up' with a bigger sail plan, in line with the 1980s trend toward TYs for race-oriented buyers. More ballast was added, too.

The result of that round table discussion was the Slipstream, which rewarded Simons with both line honours and handicap victory in Division 2 of the Marlay Point overnight race last year. Everyone knows that the Marlay Point is a wildcap evening — more event than race — but fast, well-sailed boats tend to prove themselves there anyway. A favourable handicap for the modified Status did help to take the double.

Although the Marlay Point race is often called the marketing exercise of the year for TY sellers, times generally are fairly tough for small yacht companies and the Slipstream's 1982 success

hasn't in the last two years paid off greatly in sales. When I test sailed *Silverstream*, the second one built, during winter, I was interested to see whether some flaw in the boat would affect sales — or whether it was a good boat sitting dormant.

## Layout

Standard glass fibre lay-up is used for the hull and the deck incorporates some balsa/glass sandwich in the cabin top. A hefty rubber chafing strip around the topsides provides protection against 'dings'.

Simonds brought *Silverstream* to the water behind his four-wheel-drive but was quick to emphasise one of the main marketing points for the boat — an all-up towing weight on trailer of about 880 kg, putting it within reach of bigger four-cylinder family car owners. The single axle Tracer trailer is optional

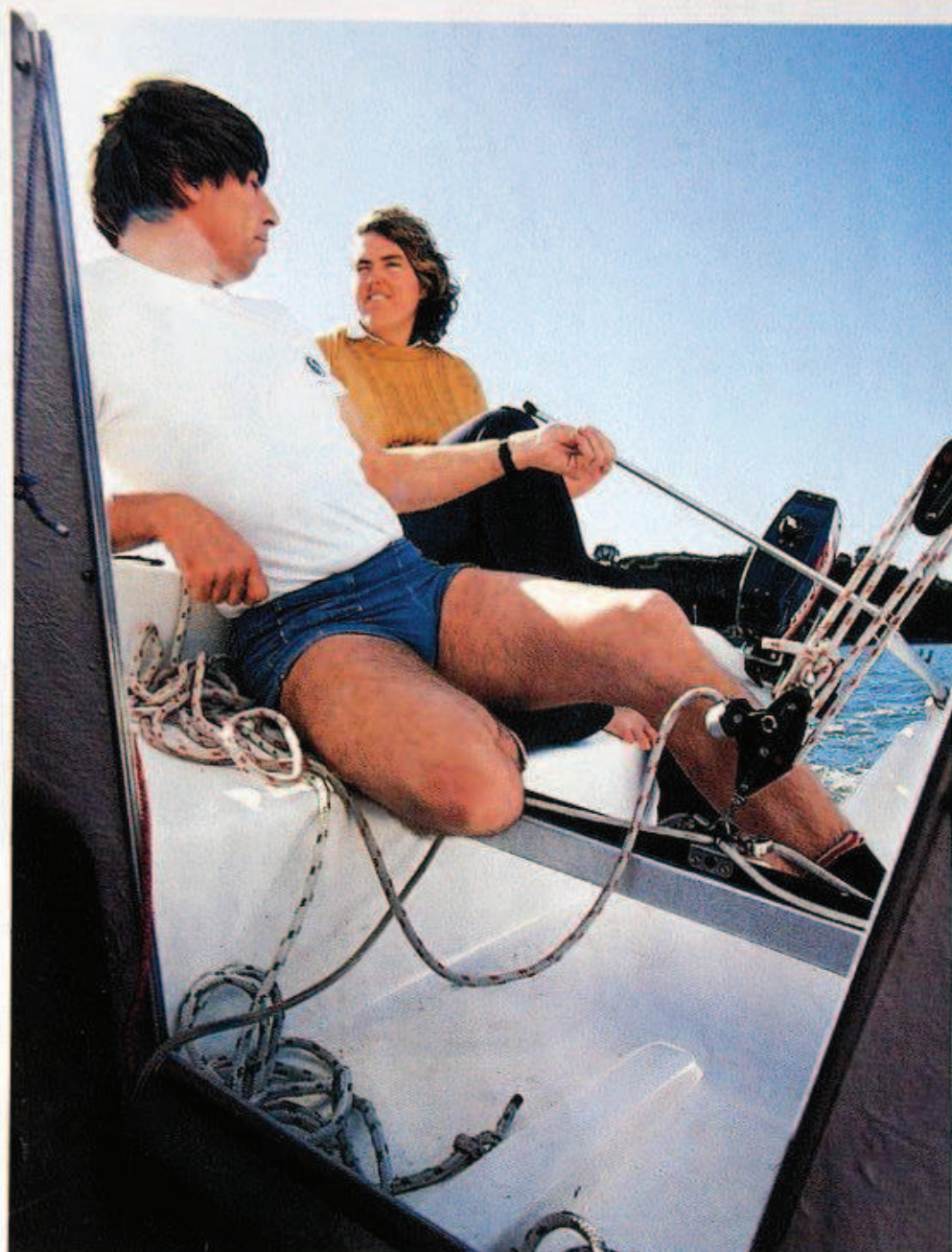


Cut-out transom allows quick draining of Slipstream's large cockpit. Opposite, large full-battened mainsail is another feature.









Above: Full width mainsheet traveller divides up the cockpit, and allows helmsman to handle mainsail. Below: Interior is basic but comfortable.



at about \$1000. Simonds estimates the boat's weight, minus trailer at about 680 kg.

The boat was easy to rig and launch between the two of us. As is common among trailable yachts, the mast is tabernacle-stepped, which means you simply need one person at the stern pushing the mast up, one person at the bow pulling on the forestay . . . and you're in business.

The 3.5 hp Tohatsu outboard pushed us away from the ramp at a good clip; only in rough water would more 'horses' be required.

The Status day sailer was designed to have as much cockpit space as possible and that concept naturally carries over to the Slipstream. The cockpit is open and roomy for a 19 ft cabin sailer and would seat four comfortably. When racing, a crew of two or three would be ample, four a crowd. Keen racers could add toestraps for hiking over the coaming. The transom cutouts make the cockpit self-draining in the full sense of the term and add an unclosed dinghy feel.

Below, there's not a lot to speak of: bunk mouldings run either side of the hull, from the forward Vee area to quarter berths, and are furnished with bunk squabs. Four adults could bed down, the forward two for a reasonable sleep; but the other two would be drawing the short straws, as the quarter berths are rather narrow.

Along the centreline is the swing centreboard case, which can double as a narrow tabletop for coffee mugs, wine glasses etc. The top lifts off to reveal the mechanism of the centreboard, which is raised and dropped using a small winch. The centreboard has 130 kg ballast and another 30 kg are in the hull around the centreboard case.

If the cabin fitout indicates that the Slipstream is not geared for cruising, the rig reveals what the boat is all about — racing.

The fully-battened mainsail is big and high aspect, measuring 13 m<sup>2</sup>, while the optional Number 1 Mylar genoa is 10 m<sup>2</sup>. The Number 2 jib, which comes in the sailaway package (and was on test boat *Silverstream*), is 5.6 m<sup>2</sup> (the same as the Status headsail).

The tapered mast sports single spreaders. Halyards cleat off at its base, while the rig control lines lead back to the cockpit. Boom vang purchase is 6:1; mainsail outhaul 2:1.

The optional spinnakers are a 22 m<sup>2</sup> tri-radial, or a 'monster' 32m<sup>2</sup> lightweight (½ oz). Unfortunately, *Silverstream* was not set up with spinnaker gear but it would be safe to predict that it would be a livewire performer under the big kite.