

TRIPLE TEST

3 Timpenny 770

If my argument about what constitutes a trailer yacht conforms to a general rule, then the Timpenny 770 is the exception that proves it. Though of similar size to the two others tested here, the Timpenny is a genuine trailer boat that can be launched and recovered in exactly the same manner as an average trailer-sailer. In fact, the Timp I tested for this piece arrived at the launching ramp behind a six-cylinder Commodore and was taken to Melbourne soon after, where, incidentally, it was legally trailerable. The owners did admit that perhaps the car was too light for the job, and in the manner of all good yachting people said they'd get a bigger car if necessary rather than a smaller boat. More power to them.

Design

The 770 was designed by Colin Thorne for his own family use, because his family had outgrown the popular 670. Thorne is obviously a person who doesn't believe two into one won't go, and has come up with a six-berth planing dinghy style hull with lines of a style later used in the Iain Murray designed South Coast 22: ie, razor bow, fat centre sections and flat run aft, drawing 0.28 metres with the board up and 1.42 with it down. While the 770 has lost the distinctive pilot-type front windows of its little brother, it shares the generally low freeboard, dinghy feel, and retains the easily operated sail plan with its self tacking headsail and loose footed main.

The cockpit is similar to the 670 and of surprisingly similar size, although it looks bigger. A welcome addition however are coamings you can sit on comfortably when leaning over the side. The 770 also has a pop top, with the main traveller therefore sheeting on the bridge deck. The foredeck has the now customary anchor well built in.

Arrangement

Below decks the 770 has the space to allow good elbow room and a separate toilet compartment while retaining the Timpenny look. The centreboard case has a drop-leaf for dining; the galley and sink arrangement is up against the partial bulkhead, allowing the cook his/her own space. There's a big vee-berth up forward and extended settee berths in the saloon which become quarterberths, allowing four adults and two children to inhabit the boat for reasonable periods of time.

The toilet compartment is in an alcove created by the bulkhead and the

end of the centreboard case, making it open to the vee-berth. A little ingenuity here could see it completely separate, though the occupants of the vee-berth would still be disturbed if it were to be used at night. Save the Pacific's utterly separate toilet, this is still a major limitation in trailerable yachts. The Timp has plenty of stowage below, and if necessary, could be fitted with an in-board engine under the companionway.

Rig

The Timpenny 770 is three-quarter rigged with the headsail-self-furling and rigged on a traveller in front of the mast so it is self-tacking. The mast has upper and lower shrouds and the backstay is adjustable. The mainsail is loose-footed, and shape is controlled by outhaul, downhaul and vang.

Timpenny pioneered this simple approach to rigging for trailer-sailers and the 770 is simply a bigger version of the 670, and just as easy to use.

Performance

The day of our test sail was light — the wind scarcely reaching eight knots, but even so I was able to get an idea of how she would perform in stronger breezes, as her characteristics were very similar to the 670. Sailing the 770 reminds one of sailing dinghies; they respond to every small tweak or adjustment, and like the 670, stability is controlled by the mainsheet. When it blows, you let the traveller off and when it eases, you drag it on again. The siting of the mainsheet traveller in the cockpit meant sail control was not quite as easy as on the 670, where it is over the hatchway, but still it was easy. There was no hint of weather helm in the tiller, which was light and responsive, with the deep rudder blade giving enormous leverage in the water. In harder winds I would expect the boat's characteristics to be similar to the 670, though being bigger things would not happen with

quite the same speed, hence more time for the crew to compensate. Provided Timpenny's are sailed the way they were designed to, they can cope with most of the conditions likely to be encountered in the water in which they will be used.

How Much

The basic hull/deck assembly with toe rail, hatches and centreboard is \$10,990. Another \$2800 buys the complete sailing package down to jib furler, and for \$16,440, you get the deluxe sailaway. Add pushpit, pulpit, lifelines, basic navigation lights and a tandem trailer if necessary.

Conclusions

Very much in the same philosophy as the smaller 670, the Timpenny gets away with the rare double of actually having enough room to be classed as a yacht while still being a genuine trailer boat.

SPECIFICATIONS

LOA.....	7.70m
LWL.....	7.18m
Beam.....	2.45m
Draft:	
Keel Up.....	0.28m
Keel Down.....	1.42m
Ballast.....	410kg
Sail Area:	
Main Sail.....	14.9 sq.m.
Jib.....	8.5 sq.m.
Spinnaker.....	29.7 sq.m.

TOP LEFT: Shallow draft, skegless hull keeps the Timpenny in the ranks of genuine trailer boats.

TOP RIGHT: Partial bulkhead hides toilet, centreboard case doubles as table with dropleaf. Teak cup rack optional.

CENTRE RIGHT: Long and lean, the Timpenny looks as fast as it can be.

BELOW RIGHT: Timpenny 770 gets along at a clip even in light winds.

