



## Timpenny 670

LOA	6.7m	
LWL	6.15m	
Beam	2.2m	
Draft(cb up/down)	0.25m	1.19m
Displacement	710kg	
Ballast	220kg	
Sail Area	12.8sq m	
Jib	6.92sq m	
Spinnaker	22.5sq m	



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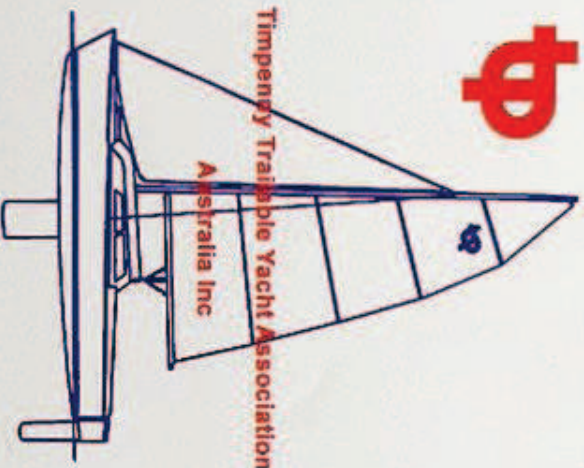
**FAST SPIRITED**, and dinghy like, Timpenny, with her powerful mainsail, and sleek underbody, positively sizzles off the wind. She scurries along, her fine bow slashing through the waves, her tiller humming sweetly. Harden up, and the motion changes. Timpenny climbs her way upwind, thumping through any kind of a chop, heeling readily, and gripping in the gusts unless you play the mainsheet, that is.

To make it plain she's a 'goer', sporty, exhilarating, ideal for dinghy men who want a planing performance with accommodation.


### Contact

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The other important characteristic is her trailing capability. It allows you to bring her home for the winter on a single axle trailer behind a family 6 cyl sedan, or how to pastures new, perhaps using her as a caravan on the way. You can always sail her a shade freer if you want a more relaxing ride. With the advantage of a small self-tacking jib, a bustling performance anywhere off the wind, and the minimum number of wires (no backstays) to worry about when de-rigging. Actually, the shrouds are left connected when you lower the mast. 

## THE CONCEPT


The Timpeny 670 is a class of trailer yacht for idyllic cruising and superfast racing. The spaciousness of a 6.7m hull is ingeniously utilised and the rig and foils are designed for maximum efficiency and simplicity. The retractable keel in both swing and drop keel configuration allows trailing and means the boat can be beached when cruising, eliminating the need for a dinghy. While sailing, the keel is bolted down, achieving safety and stability akin to a fixed keel yacht. 

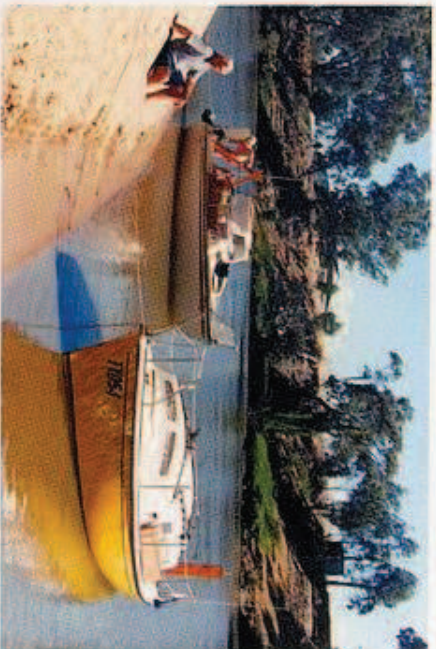
## THE RIG

Timpeny incorporates advanced yacht hydrodynamics and the small, easily controlled sails produce more power than much larger rigs and explain the boat's superb racing reputation. Two light control lines change the loose footed mainsail from a flat, heavy weather sail to a full reaching sail in seconds, and the small self-tacking jib can be sheeted far more easily and efficiently than a large genoa. In heavy weather, reefing is simple. Two jiffy reefing points on the main and roller furling on the jib enable an almost instant 50 per cent reduction in sail area. No great strength is required on any sheet, removing the need for winches. As a bonus, snap hooks do away with shackles when rigging. A spinnaker provides exhilarating performance in light winds. 




## THE HULL


The hull is light displacement with firm bilge and flat floor to give stability and fine entry for dryness even in fresh conditions. It has a low displacement-to-length ratio and will plane downhill in winds over 20 knots. The keel and rudder are carefully proportioned for good balance and to retain control even at high angles of heel. The laminar flow sections keep drag down and contribute to the excellent performance. 



## ACCOMMODATION


The boat is supplied with a wide double berth forward and two comfortable quarter berths. The galley is amidships to port and the toilet forward of the bulkhead for privacy. This layout will sleep four adults or two adults and three children. As well, there is plenty of stowage for long cruises. 

## CONSTRUCTION


The hull is hand-laid fibreglass using a mixture of chop strand and woven rovings to give a laminate of optimum strength in each part of the hull. All up hull and keel weight is 930kg. 

## SAFETY


For family sailing, safety is most important. The Timpeny is stable and moderately canvassed. A knockdown is very

unlikely, but extreme conditions can happen. The inbuilt hull buoyancy with a keel of 220kg gives a good safety margin and the mast is also fully buoyant. Even with the mast tip in the water, the companionway and hatches are clear of the water and there is ample foam buoyancy even if the boat was totally awash. 

## SIMPLY AND EASY

Timpeny sailing is easy, single handed or with a crew of two or more. The simple controls mean no fuss for the beginner and make fine tuning easy for the expert. Because the Timpeny trailer is specially designed for the boat, launching, recovering and towing is a breeze. The clean hull lines and trailer tilt action allow launching in 0.25m of water much shallower conditions than other trailer yachts ensures the future of the class. 

## CLASS ASSOCIATIONS

Class Associations and a strong and active National Incorporated Association administer the affairs of the Class throughout Australia. An informative magazine, Timpeny Times is sent to members quarterly and the Website is updated regularly. Cruises and races, including State and Australian titles are held regularly. 





# Timpenny 670

**PAYNE:** In its hull and rig design this boat is intended, I should think, to have somewhat the same appeal as the RL24 and the South Coast 22. It is quite clearly meant to be a high-performance boat. It would have been interesting to race the various "performance" trailer-sailers together, but we would not have dared to draw any conclusions because of the inevitable problem that the results would reflect only the capabilities of those individual boats and their crews, rather than of the classes as a whole.

The Timpenny sails very well, no doubt of that. Her ballast is internal, 220kg, and the hinged drop keel is only lightly ballasted. Thus there is no difference in stability with board up or down. The rig is what one might call "advanced", but it is of a kind that has been familiar to us for many years on racing boats like the Northbridge Senior and the Soling. While it is true, I suppose, that, as we were told, the Timpenny is perfectly suited for just cruising around, it is hard to believe that the rig is suitable for the sailor who doesn't much care about the set and shape of his sails.

This is not meant as a criticism. It's just a fact that the Timpenny rig, with bendy mast and fully battened mainsail, and with its various twitches and adjustments, calls for a crew that's interested in such things.

Considering what a pleasing sailing machine the Timpenny is, I was a bit disappointed at the way a large amount of the windward-sailing side force is carried by the rudder. Performance-wise, this may well be the right way to go, but the helmsman has constantly to hold against a considerable load in the tiller.

This is not like ordinary weather helm, in that the rudder is actually held in more or less the straight ahead position, while the rudder blade helps the centreboard to resist leeway. Here again, helmsmen who are graduates from smaller racing classes may be quite used to this effect, and may even feel lost without it.

One can really see the Timpenny as the boat for someone who wants to stay with the small racing boat thing, and also wants to have a boat with a cabin.

The stability seemed good, and the relatively wide cabin house is a good feature, providing buoyancy in the best place to combat a knockdown.

## **TIMPENNY 670:**

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**WEBSTER:** The "little" Timp struck quite a few responsive chords with this writer. It's a very honest trailer-sailer with few pretensions, providing a very well considered level of accommodation for 4 adults, in a manner larger yachts could well consider.

Back to basics. The Timp is a relative lightweight at 1.23 tonnes on the road, leaving it in the 6-cylinder family car category for the time being at least. Apart from being one of the smaller trailer yachts in the Rally both in weight and bulk, the Timp was one of the most easily launched, thanks to its shallow draft, lack of keel protrusion and a sensible single axle trailer. It was one of the few yachts that could be launched with the trailer wheel back from the water's edge.

It was easily rigged too — John Simonds assembles the whole thing in slightly less than 9 minutes, and was scarcely pressed in the process.

Below decks, the Timpenny 670 has a comfortable double berth in the forepeak. This can be curtained-off if privacy is required. There is a moulded toilet locker between berths, meaning the occupants of the double berth will be disturbed each time the toilet is used.

The galley is excellent; tight, compact but very well designed, it might only have a two burner stove and a small sink, but they are arranged in such a way as food preparation and galley efficiency work hand in hand. The dinette arrangement uses the traditional centreboard case flaps, and freezer chest capacity is reasonable without being exciting — it is designed for an Esky to be placed under the bridge deck. Good thinking!

Headroom in the Timp is a bit restricted — it's a crawl-around-or-sit-down-and-be-comfortable operation, which tall men might find a bit of a nuisance initially. The cockpit design is quite functional. The mainsheet is located right over the companionway on the cabin roof, the Timp being unusual in not having either a pop top nor a sliding hatch. Funnily enough, access to below decks is not a problem, and there is obvious structural benefits in eliminating pop tops and hatches. An outboard can be fitted on the transom.

Summing up the Timp is to turn the clock back slightly to the original concept of a trailer yacht — light, swift, portable, with a sensible — but not overly generous accommodation that will allow the crew a few overnight comforts for weekend cruising.

**DAVIDSON:** The Timpenny 670 impressed by its exceptionally good manners and the simplicity of its rig: jib furling and self tacking, loose footed mainsail and the traveller arched across the companionway, well out of the cockpit and making sense of the Timp's lack of pop top or even sliding hatch. What particularly appealed was the boat's controllability: sailing in 10 knots to windward, a gust of 15 wasn't a sign to abandon ship; the boat heeled just a little more but there was no sudden wrenching of the tiller. (Playing the mainsheet traveller has reached the point of an art form on the Timp. You sit forward in the cockpit with the tiller extension dangling between two fingers, and hang on to the traveller control. As a gust hits, you ease it and harden it at whim — the boat responds either way. The Timp has the ability to be sailed how you want — hard or soft. The self-tacking jib, once hoisted, needs no further attention, but when you want to ease the sail, the sheets are on either side of the cockpit. The Timp sails well under main alone, so with the roller-furling jib, bringing her into a beach is easy. Gripes — the centreboard needs a "flopper" board to be inserted manually after lowering, and this involves ducking below deck at the very time you need to be in the cockpit, and, again, the coamings aren't comfortable when you are hiking out.

The Timpenny 670 has a good overall standard of finish, particularly above deck. Fixing the outboard straight to the transom does away with costly brackets or cumbersome wells. The way the sailing gear is incorporated into the cabin top integrates both and gives the Timp a unity of purpose. Below decks it is small but cosy with some nice touches, like a vertically sliding hatchboard under the companionway, so the gear you stow there cannot lurch forward.

