



**Snap Decision — lively  
new Elliott cruiser**



*The Elliott 1050's stiff upwind characteristic, as well as being a race day advantage, will prove a real bonus when cruising and sailing short-handed.*

*The novel cockpit layout worked well once the crew came to terms with it.*

**T**he Elliott 1050 production cruiser is a yacht which created a lot of interest soon after leaving the drawing board — a solid list of orders having been compiled even before the first yacht hit the water. We'd watched the construction and read the promotional material — all that was now required was to sail this eagerly-awaited new cruiser.



*Upwind, the Elliott 1050 was particularly powerful.*







*Sharp ferry wakes and harbour chop do little to slow this powerful new Elliott's upwind progress.*

The yacht we are to test is Snap Decision, owned by John and Margaret McCall, who like to cruise but are keen on a touch of performance as well.

The test day coincides with the second day of the Steinlager Cup, so there is plenty of traffic on the Hauraki Gulf when we leave Auckland's Westhaven Marina.

Unfortunately, photographically, the day is overcast but the wind is rolling in from the northeast at 15-20 knots. As well, a sharp harbour chop has been given extra impetus by ferries and launches — so the Elliott will have ample wind and an untidy slop to cope with.

But first Snap Decision, with a 27hp Yanmar 3GM saildrive, is asked to show off her motoring performance, an important facet of cruising. Under power, the yacht cruises easily at 7.1

knots (3000 revs), the engine running smoothly and quietly. At full speed under motor, the Elliott reaches 8.2 knots in flat water.

Under sail, the first thing we experience is a good beat to windward. With 25 knots apparent over the deck and full main and No 3 genoa, Snap Decision felt impressive.

While being quick to develop an angle of heel, the yacht simply stopped tipping and drove forward powerfully at between 6.8 and 7.1 knots.

The Elliott 1050 is clearly a stiff, powerful and dry yacht — real benefits for owners keen to cruise extensively or sail short-handed.

Bearing away onto a two-sail reach does require co-ordination between mainsheet trimmer and helmsman, the main being so large and powerful. This

is particularly true on Snap Decision because of the mainsheeting system, a conventional system would allow the helmsman to do it all himself.

Beam reaching, the Elliott easily achieved 8.5 knots, but this did not last long with the crew impatient to get the spinnaker set.

With the kite hoisted, Snap Decision accelerated abruptly. The kite ride back to Auckland, before the diminishing northeasterly, produced a top speed of 10.5 knots. The Elliott felt right on the brink of breaking out completely for a hummer of a kite ride — but the wind wasn't co-operating.

Throughout the test sail — which included contesting the Ponsonby Cruising Club's Thursday afternoon Rum Race — the yacht really started to reveal its potential. During the Rum Race, Snap Decision, upwind, matched a Ross 40 for the length of the harbour, eventually finishing second over the line in a strong fleet.

#### *Accommodation*

Below decks, Snap Decision has a very traditional appearance with teak trim on white lacquered surfaces and teak and holly flooring. Working well with this is the squab fabric, which features bright speckled colours.

Beginning our interior inspection at the bow, we discover a foc'sle V-berth, capable of being converted to a double. The hatch above provides light and ventilation for those using the for'ard berth and also provides access for sail changing.

Moving aft through an open bulkhead we encounter the toilet compartment. A Par manual toilet is fitted to port, other "head" amenities including



*The engine installation is very neat, access being from either under the companionway or from the quarterberths.*

a small stainless steel sink with a mirror above and single locker beneath. Further stowage is provided behind twin perspex slide locker doors under the side deck.

Two huge lockers directly opposite the toilet provide plenty of space for personal or sailing gear.

Stepping aft through a bulkhead door we enter the saloon. This features a U-berth to port, which could convert to a double, and a single settee to starboard.

Ample stowage space is provided in