

the saloon — there being some room around the 160 litre (35 gallon) stainless steel water tanks and more space behind the settee's backrests.

Small lockers are positioned beneath the side decks at each end of the saloon with an open gear bin between.

Car-like vinyl headlining, producing a smart appearance, is featured in the saloon and galley areas.

The galley, to port, is small but has all the vital features for cooking at sea or while cruising. The stove is a Mariner Prince, which has two burners and a small oven.

Twin stainless steel sinks are fitted into the small bench, with a huge food bin alongside. As with the toilet compartment, pressurised water (cold only) is fitted.

There is plenty more room for galley essentials in three large lockers — two under the sink and one aft of the stove. As well, there is more locker space behind slide perspex doors under the side deck.

The navigation station to starboard has a table large enough for a folded chart over a good-sized freezer and



*The galley is small but boasts all the equipment for feeding the crew at sea or at anchor.*

small front-opening fridge. The chart table has a small seat with stowage beneath.

The navigation station features a

readout for the Autohelm Seatalk sailing instrument system, a BEP switch panel, Yanmar engine instruments, a stereo and barometer. A Belcom VHF is mounted behind the navigator's seat above the starboard quarterberth.

Navigation equipment stowage is either in a locker at the navigator's right elbow or in a bulkhead bin.

Both quarterberths are doubles and are lined with grey Fronrunner.

Access to the 27hp Yanmar 3GM saildrive engine is achieved by either removing the companionway stairs or by removing side panels in each quarterberth. The engine and battery installation is well laid-out. The 80 litre (18 gallon) diesel tank is fitted aft of the engine, beneath the cockpit floor.

#### *Deck layout*

A shallow anchor well at the bow handles the ground tackle for cruising, with a single fairlead on the bow fitting. Painted-in non-skid covers all potential skating areas on the cabintop and decks.

Two IMI hatches are fitted in the cabintop — one over the foc'sle and the other over the saloon. A large stainless

steel solar vent over the toilet compartment worked overtime each time sun broke through the patchy cloud.

The mast is a Die 18 Yachtspars section put together by Matrix Masts. The fractional rig configuration is true Elliott — twin well-swept spreaders with no backstays. The mast is secured by stainless steel rod rigging and Graham rigging screws. The boom is a Sparcraft F40 section.

Two Bariant 22 self-tailing winches and twin banks of Ronstan rope clutches are fitted each side of the cabin at the cockpit to handle the six-a-side mast ropes. Large tail bags ensure there is no spaghetti tangle in the cockpit.

Bariant 27 self-tailing primary winches are fitted each side on the cockpit coamings. English-made Main blocks are used throughout.

The three-readout Autohelm Seatalk sailing instrument system over the companionway is clearly visible from well aft in the cockpit — and provides an impressive range of information.

As well as the Multi unit, giving depth, log, heading, wind and VMG, the Wind instrument gives wind angle and wind speed. There's also a digital compass with clear off-course indicators.

Snap Decision has a large, roomy cockpit with no bridging mainsail track preventing direct walking access from the step-through transom to the cabin. The owners have opted for a track across the floor of the cockpit aft with traveller adjustment lines running forward for easy adjustment in jammers close to the helmsman. Mainsheet adjustment is made either side on the cabintop winches.

The cockpit features a liferaft bin built into its floor and a large stowage



*Those boarding the big roomy cockpit enjoy unencumbered access from the boarding platform to the companionway thanks to the positioning of the mainsheet track on the cockpit floor.*

locker each side at the transom. These provide ample room for all the desired cruising toys. The gas bottle is fitted in the port locker.

A TX throttle-gear shift control is fitted on the starboard wall of the cockpit while a bilge pump is fitted to port.

#### *Construction*

The hull, deck, keel and rudder (Stage 1) was completed by Elliott Yachts to ABS (American Bureau of Shipping) standards with Geary and Sherson completing the finishing work.

The hull and decks are of divinycell core with vinylester resin being used in the hull. The keel is built on a steel

frame with fibreglass fairing. The rudder is moulded with a foam core.

#### *Summary*

It would be fair to say that the pre-launch hype for the Elliott 1050 was warranted. While many regard all yachts from the board of Greg Elliott as thinly-disguised racers, this is a cruising yacht — with a full and comfortable interior.

It is the class intention that all 1050s will be similarly equipped — the class rules requiring IMS standards which cover such things as proper bunks, galleys, toilets etc.

While the Elliott 1050 was not designed for the race track, the yacht will certainly not disgrace itself should the owners decide to compete.

Snap Decision has all the attributes of a comfortable cruiser — ease of handling, stiff sailing characteristics, ample engine power, plenty of stowage above and below decks — and a comfortable interior.

With the interest already shown, there is little doubt that this will be a very popular and strong class cruiser.

## *The vitals*

LOA .....	10.5m (34ft 5ins)
LWL .....	9.7m (31ft 10ins)
Beam .....	3.7m (12ft 1ins)
Draft .....	2m (6ft 7ins)
Ballast.....	1360 kgs (3000 lbs)
Displacement.....	3860 kgs (8509 lbs)
Designer.....	Greg Elliott
Rig .....	Matrix Masts
Sails.....	Rick Royden
Winches .....	Bariant
Rope clutches .....	Ronstan
Sailing instruments .....	Autohelm
Engine .....	27hp Yanmar 3GM saildrive
Paint system .....	Altex Devoe
Resins.....	Stratos Resins
Engineering .....	High Modulus