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Photos: Terry Fong/AFA Photography

Elliott 1050

With a reputation built on sailing performance, these cruiser/racers, in hot demand by hardened racing yachtsmen, made a big impression as soon as they hit the water.



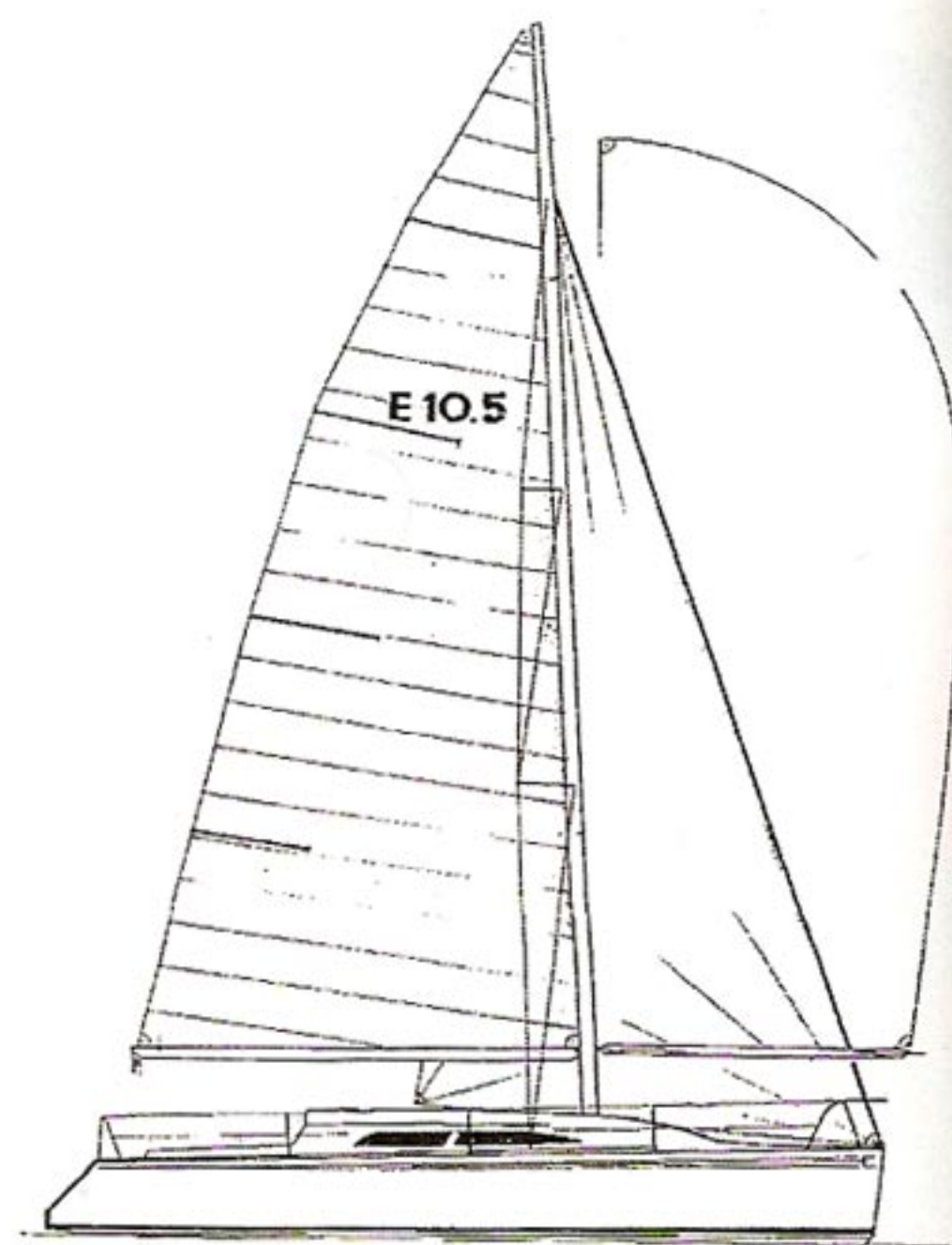
Sailing at speed is an exhilarating thing and some boats are more prone to it than others. If the conditions are right, you'll keep your kite up all night and what better testimony to sailing efficiency could there be than sailing from Auckland to Fiji in five days (kite up all the way, Wind Gods on your side).

The Elliott 1050 cruiser/racer has a reputation built on sailing performance and it's nothing less than you'd expect

from a designer such as Greg Elliott. The 1050 emerged as a new one-design class boat in 1981 and 22 exponents can be found today. Conventional by Elliott standards, the 1050s (34ft 6in) these days are mostly in the hands of ruthless racers intent on regularly beating 40 footers all over New Zealand. Families get their sailing sojourns, too, as long as they don't interfere with the racing calendar.

The Elliott 1050s made a big impression as soon as they hit the water, particularly in Wellington where they were bought in

numbers by hardened racing yachtsmen intent on knocking the Young 11 from its perch as the line honours boat to beat. One of the first 1050s to race on Port Nicholson Harbour was *Chain Reaction*, owned by Brian Coleman. Coleman was a canny sailor and *Chain Reaction* went on to win almost every start, taking out Division One honours for the next few seasons. But the 1050's dominance over the Young 11 was not going to be taken lying down. Young 11 owners banded together and had a bulb keel designed to



increase draft and upwind sailing performance. The changes resulted in one of yachting's fiercest battles that is still being fought out today.

Another design that has stood the test of time, the 1050 length was chosen to suit the size of berths in the then new marinas and because it gave good volume for a cruising interior with class racing potential. Whether it's family or friends, a certain amount of space is required for humane relaxation and the 1050 provides it. Full standing headroom throughout (1.90m) and a long trench-like cockpit provides all the necessary features to cater for the crew.

Built of hand-laid fiberglass with a Divinycell core pre-cut by High Modulus and assembled jigsaw fashion, construction is to American Bureau of Shipping standards, with extra deck stiffening for loaded up fittings. Elliott Type Yachts and later Eagle Yachts in East Tamaki made all the hulls and decks in a female mould and assembled them with internal structural components fitted and

keel complete with fin and lead bulb and rudder ready for attachment. Most finishing and fitouts were completed by other boatbuilders subject to the owner's nuisances, with a cruising accommodation version and more barren hardcore racing layout to be found. The racing emphasis interior has the galley bench to port cut short for more floor space to facilitate sail handling and the forepeak is bare for sail stowage. The space between the settees is left open for crew bag stowage. The more predominate cruising version has the expected double vee berth in the forward cabin ahead of the toilet/shower compartment to port; cupboard with shelves and hanging locker opposite and a door separating the forward section from the main saloon.

The saloon features a large U-shaped settee with a table centre and linear settee opposite; ahead of the big L-shaped galley to port with double stainless steel sinks in a non-slip Formica covered bench top, big fridge, two-burner gimbaled stove with grill, plenty of cupboard space, shelving,

drawers and cupboards. The freezer is located under the chart table opposite and there are two double berths aft by virtue of the generous 3.7m beam.

Designed as a fractional rig supported by two sets of spreaders and running backstays, many 1050s now sport masthead spinnakers with big-roached mainsails and 6.5 knots under mainsail alone on a tight reach is standard fare. Seven knots upwind under working sail and 10 to 13 knots plus with the kite up finds the boat still very easy on the helm even when intimidated by gusts of a more nasty variety.

Achieving good speeds with little difficulty while keeping the crew relatively dry is a performance feature of this design and the high topsides play no small part. The cockpit has an open step-through transom, tiller steering, teak sole with integral life raft bin and a mainsheet traveller system that divides the space in two. Convenient perches for the helmsperson and mainsheet hand can be readily found at all angles of heel. Barient winches and these days Spectra Bistar sails complete the many tidy 1050 packages to be found on the water all around the North Island. Four 1050s built by Eagle Yachts make up a hire fleet in Fiji.

Yanmar 28 to 30hp saildrives are the favoured auxiliaries situated aft of the curved companionway steps that provide good footing when the boat is heeled. Eight knots under motor is not a problem and a 30-gallon diesel tank and two 140-litre water tanks are situated under the



saloon settees.

The Elliott 1050 is not a cheap boat and prices reflect their scarcity and performance pedigree. Stuart Reed, who owns *Cutting Edge*, is the club secretary and an affable point of contact (tel 09 828 2159) for those who want to know more about these fast production boats. His hull has recently sprouted a new T-shaped keel (designed and fitted by Greg Elliott himself) with 40 per cent less wetted surface area and an America's Cup style

bulb that predictably enables him to sail higher and faster upwind and much improved on all points of sail.

As with other production yachts of this vintage, the strict one-design concept has begun to incorporate turbo speed features that make for accelerated performances in interclass racing and brings out the best in the boats.

Prices predictably encompass such modifications and 160k-plus is not uncommon. ■

SPECIFICATIONS

ELLIOTT 1050

DESIGN	ELLIOTT 1050
DESIGNER	GREG ELLIOTT
LOA	10.50M
LWL	9.70M
BEAM	3.70M
DRAFT	2.0M
DISP	3860KG
MARKET VALUE	\$120K-\$160K+

TO OWN THIS BOAT:

ELLIOTT 1050

EXAMPLE BASED ON

Purchase Price of	\$160,000
Deposit	\$55,000
Final Balloon Payment	\$32,000
Term	60 months
MONTHLY PAYMENT	\$1,789*

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