CRUISING the

Our appetites whetted by a day sail on the Elliott 1050, we decided to take one away overnight to find out what the boat was all about.

One of the success stories of the production yacht industry last year was the Elliott 1050.

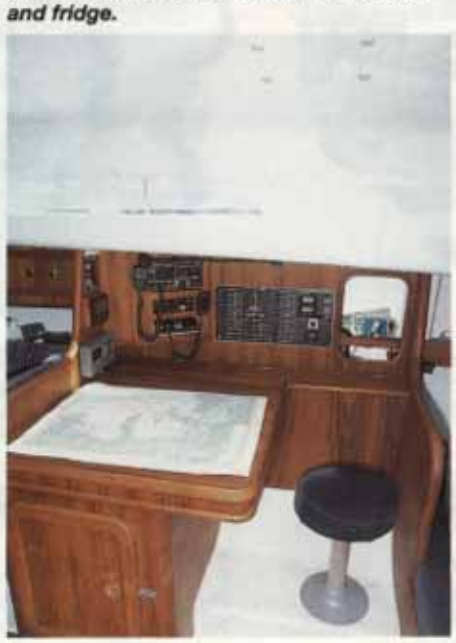
The attributes of this design were fairly typical of Greg Elliott's boats, and added up to a package which filled a gap in the market for a 35 footer with good accommodation and performance.

Elliott yachts had identified that there were a number of people who already owned one-design boats and who wanted a yacht which took advantage of some of the modern design trends and, in particular, the features which Greg Elliott's designs had promoted.

The E1050 was, as they say, just what the doctor ordered, finding immediate popularity among people who had one-design keel boats. Its blend of space, performance, and stability helped Elliotts to achieve dozen-plus sales in the first six months of production and to date, some 18 have been sold.

Sea Spray was the first magazine to sail aboard the 1050 with a trip from Gulf Harbour to Auckland on Peter Lory's *Room to Move*, the first Elliott 1050 in the water. It showed us a little of the boat and whet our appetite for more.

Navigation table is big enough for a folded chart. It also contains the freezer and fridge.



But being a boat aimed largely at cruising, (or so the designer said at the time, even if few people totally believed it!) we wanted to take it away overnight to get some idea of its true character.

Having looked at the boat, its success can be put down to two factors - performance and room. Not that the 1050 will blow away every other boat in the harbour; but it's a solid all-round performer with particular ability upwind in over 20 knots. Where the 1050 is exceptional is the amount of room down below. The design features which Greg Elliott has made his trademark - plumb bow, wide waterline beam, and extremely beamy after sections, make the 1050 an exceptionally roomy boat. It is possible to fit in three double berths, a large saloon, and enclosed head and still have enough room for a big cockpit. In short, it's a combination that appeals to many yachting people and the use to which they put their boats.

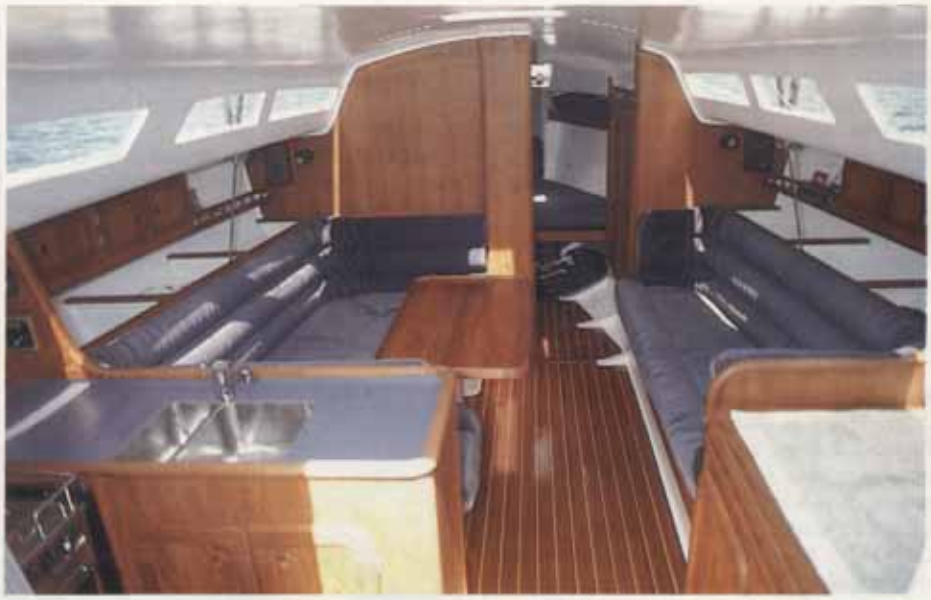
BIG ELLIOTT

The strict class association rules which were already in place when the first boat went into the water have also helped boost the confidence of owners that the boats will hold their value. When racing, they all start with basically an even chance. Construction of the hulls and decks is by Geary and Sherson Boatbuilders, who do most of Elliott Yachts' work. The boat is female moulded fibreglass with a Divinycell foam core and vinylester resin to a laminate by High Modulus. Hull and decks are both foam-cored, with high density foam used in high load areas, specifically, from the stem back through the keel floor area and in the deck, under winches and turning blocks. The main structure is provided by an internal grid liner which incorporates bulkhead locating ribs, keel floors, fore and aft girders, and engine beds.

The keel is in two parts; the top is a galvanised frame which is faired by female-moulded fibreglass sides, and the bottom is lead ballast which bolts to the frame. The effect is to have a deep fin with the lead right at the bottom where it can - and does - do the best work of keeping the boat upright. The winged configuration of the keel helps to keep the weight down low.

The E1050s which have gone in the water have various layouts, though most have stuck to Greg Elliott's original design for an open-plan type of interior with three double berths, and an enclosed head/shower.

Graeme Johnston's *Out a Town*, the subject of this test, has a fairly typical interior layout, which has proved to be most serviceable on this type of yacht.



Interior space is the most impressive aspect of the Elliott 1050 and Out A Town's decor highlights the space.

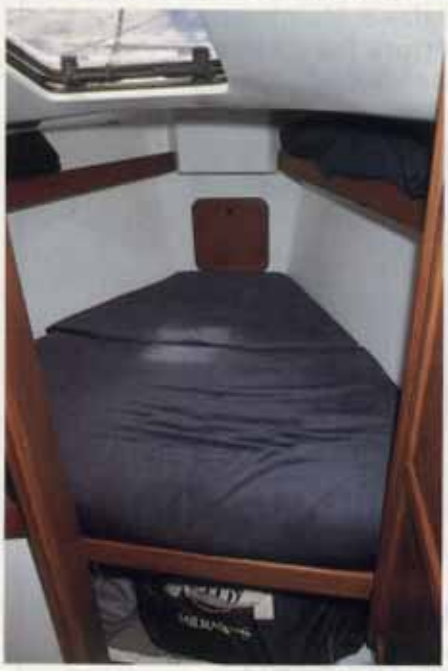
Out A Town's interior, superbly built by boatbuilder Brian Gibbs of Hamilton, has a large double V berth up for'ard in an area which doubles as sail stowage. Abaft this to port is a large head/shower compartment which has a hand basin along the for'ard bulkhead and other stowage under the deck. Opposite the head are two cupboards with shelves and a hanging locker.

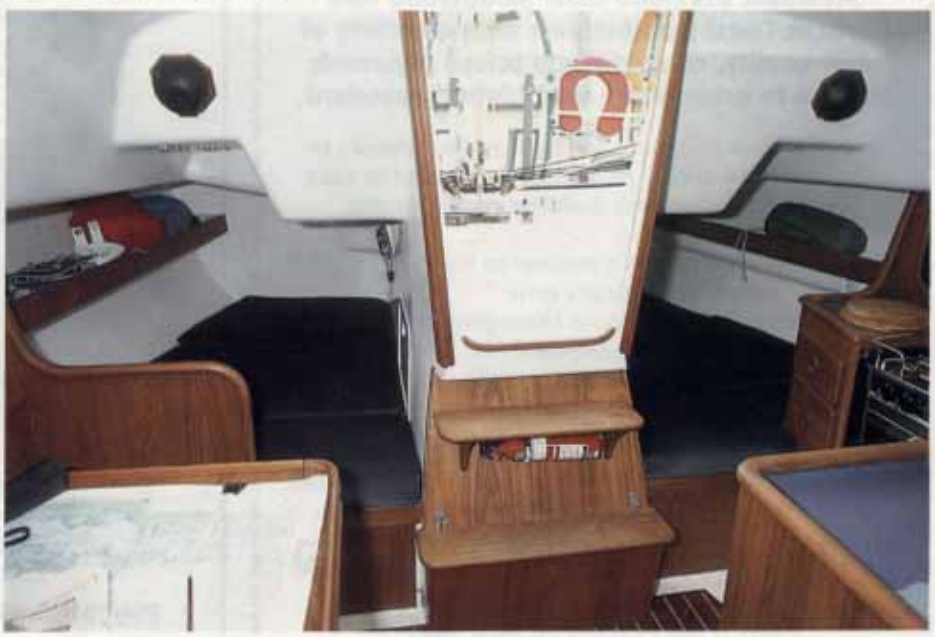
One modification made to *Out a Town's* interior was moving the main bulkhead to the for'ard side of its locating rib in the grid liner, providing a few more inches of room in the saloon. The keel-stepped mast goes into the toilet compartment where it is out of the way.

The saloon has a U-shaped settee around the table to port, while the starboard side is taken up by a single settee. When dining, the table swivels so it is across the boat rather than along and this makes access a bit easier.

The settee backs are arranged to form

For'ard cabin doubles as sail stowage.





The after area can have two open double quarterberths aft or a private cabin arrangement.

large stowage bins, which provides plenty of usable space for gear bags and cameras and this also tidies up the chainplate tie rods, where they come down to tie into the keel area. Beneath the settees are the water tanks, holding a total of 200 litres of water.

The galley is to port, with a return into the cabin containing the stowage for pots and pans. It also has twin sinks. In the return is a large food stowage bin which is backed up by cupboards under the deck, by the area under the sinks and a rack of drawers next to the stove.

Opposite is the navigation area which has a chart table suitable for a half-folded chart. There is stowage for charts under the table and the whole top portion lifts to provide access to the freezer. A cool air over-spill is used for the fridge, which is accessed through a door in the side of the nav table. The navigator gets his own rounded seat. Navigation instruments fitted to *Out a Town's* nav area were a Navstar satnav, Codan SSB radio, AWA pilotphone VHF and an Autohelm Tridata. The electronic panels were from BEP with Enertec's battery state monitor keeping the battery state in order.

Abaft the nav area and galley are the pair of double quarterberths with stowage beneath. The three batteries are split with two under the starboard berth for household use and one under the port berth for engine starting.

The engine, located under the cockpit, is a Yanmar 3GM 27hp diesel running through a sail drive. The engine is accessed by removing the companionway steps and side panels. The fuel tank is located behind the engine and holds 80 litres.

The interior volume strikes you as you board the E1050 and the headroom continues right up to the for'ard areas. Graeme Johnston's use of a combination of white, teak trimming and joinery and blue trim was most effective. If we were to change anything on the interior it would be to raise the for'ard berth a bit to provide more space beneath for sail bags when the boat is cruising. The for'ard berth cushions are removed for racing and there is plenty of room then. Some people would also prefer to have another private cabin aft and this could be achieved, although it would be at the expense of some usable space around the nav area or galley.

On deck, things are kept as simple as possible, with control lines led from the

Big volume hull also means that the deck area is spacious.

mast back to the cockpit and an array of Autohelm instruments in a binnacle over the companionway. The big volume hull means lots of space up here too, so moving about is easy. The cockpit is large and well thought-out, with Graeme Johnston adding a few touches of his own, like the stowage shelves tucked in under the wide coamings. Under the cockpit floor is a large life-raft stowage area and when cruising this doubles as the stowage for the dinghy outboard motor, spare petrol for the outboard and the fishing net.

We began our sail on the 1050 in 20 knots of apparent wind, leaving Westhaven, beating out of the harbour, reaching over the Rangitoto light and sailing close-hauled out into the gulf. Using the number two genoa for cruising left the boat a little under-powered and it was really only getting powered up at 20 knots apparent. But it really came alive when it did power up. With the apparent wind in the 20 knot range we were getting 6.4 to 7 knots of speed and the boat's stability was impressive.

The rig was made by Matrix, and is a double spreader fractional rig with a large-roached mainsail and relatively small fore-triangle. The rigging was Riggarna rod and a Francespar boom support/vang was used.

The sails, in dacron/mylar, were made by Steve Trevurza and looked sweet. The boat was fitted out with Barient winches with a Lewmar mainsheet system and Gibb genoa cars.

The wind backed until we were heading completely the wrong way so we put up the kite and enjoyed a run across the back of Tiritiri Island as the wind began to die out. We ended up motoring the last miles to Kawau, dropping the anchor in the late afternoon, where, to our horror, we found the fridge had been left turned on and the beer had got cold in the freezer. You can't help bad luck so we turned our bad fortune to good use and drank it.

Four of us spent a comfortable night aboard, and departed for Auckland the next morning. Pulling up the anchor revealed the one disadvantage of the plumb bow - you have to be very careful not to damage the bow gelcoat with the anchor when hauling it in, as basically, the pick is being pulled straight up the bow.

We set sail for Auckland into a lumpy easterly swell and about 13 knots of breeze. The volume of the 1050 hull tended to make the boat feel the swell a little but it would be difficult to ascertain whether it would feel the lumpy stuff more than an equivalent boat.

The second day was a rerun of the first with the wind gradually lightening off until we ended up motoring - and how nice it was to just hit the Autohelm 6000 button and let it do the mundane steering work.

Conclusion

Out A Town was built for a keen sailor and cruiser who had a Noelex 30 for many years, who wanted to extend his sailing into division four (35ft), to do two-handed events, coastal and Transtasman racing. He felt the E1050 was a 1990s design which was built to comply with the IMS handicapping rule, was capable of off-shore work, yet the home comforts were there too.

The size and capabilities of the 1050 make it appealing to a broad range of people, and this has been proved by the numbers sold in these difficult times. The stage one price, which includes hull and decks bonded, structural components, windows supplied, main hatch fitted, chainplates and stemhead fitted, is $59,300 plus GST. ❑

ELLIOTT 1050

LOA	10.5m (34ft 1iin)
LWL	9.7m (31ft 8in)
Beam	3.7m (21ft 1in)
Draft	21.95m (6ft 6in)
Displacement	3860kg (8509lbs)
Sail area (main foretraingle)	699sq ft)

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