

**The New
Symbol 42 Motoryacht
Is Contemporary and
Familiar**

*by Bill Parlatore
photography by
the author*

CASHMERE CRUISER





I FIRST SAW THE SYMBOL 42 MOTORYACHT AT A FALL SHOW AND THOUGHT it successfully combined traditional styling in a modern package. In our world of tugs, classic cruisers, pilothouse trawlers, and express motorboats, the Symbol 42 fits squarely into the motoryacht category.

Come to think of it, there are only a few new boats with these specs: semi-displacement hull form, 42 feet LOA, sundeck motoryacht layout, flybridge, and single diesel engine.

The Grand Banks 42 MY probably fits this description (although most are built with twin engines), and perhaps Island Gypsy may offer such a vessel, although I'm not sure I've seen one. The Symbol 42 joins a small group, indeed.

A New Beginning

Trawler-history buffs will appreciate a little trivia: the new Symbol shares lineage to a boat built in the early 1980s. The hull mold used for the 42-footer was initially used by Taiwan's Chung Hwa yard for the Present 42 Sundeck. It, too, was a double cabin cruiser and is still in demand by couples looking for a liveaboard.

But the Symbol 42 Motoryacht is no retro project and is altogether different from the Present 42 except for the hull. More on that in a moment.

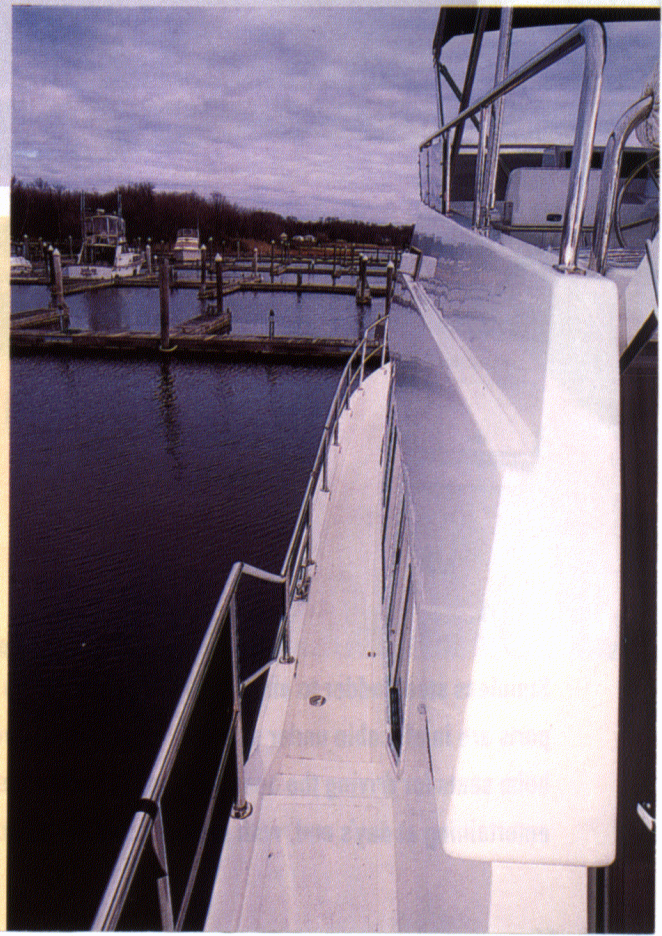
Symbol Yacht Company is based in Taiwan's Kaohsiung, a prolific yacht-building center. Symbol has been building yachts for almost 20 years, but mostly large, 50-80-foot high-speed yachts designed by Jack Sarin.

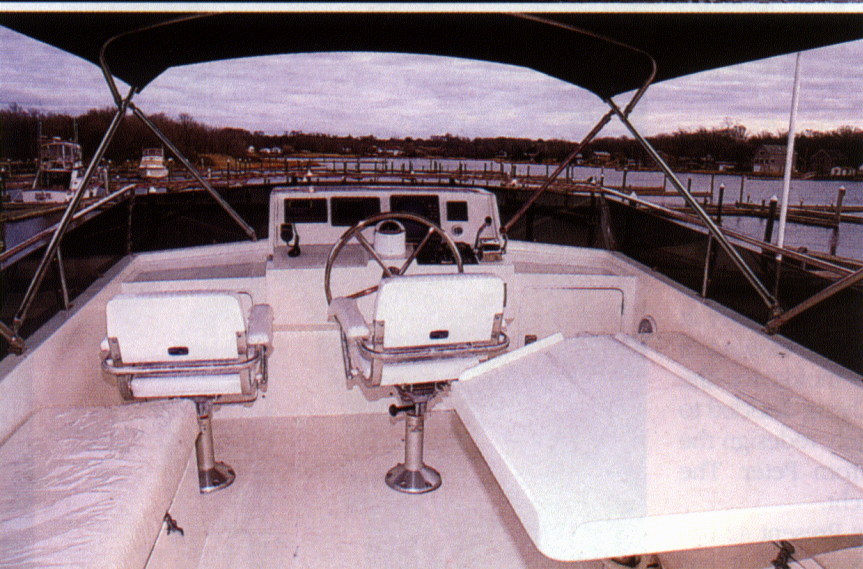
Symbol's Jimmy Cheng got talking one day to Peter Vassilopoulos, a successful yacht dealer in Warwick, Rhode Island, about developing a smaller, trawler-style boat. The molds for the Present 42 were available, and Cheng decided to buy the hull mold, then completely redesign the rest of the boat using input from Peter. The result is the Symbol 42 Motoryacht.

The existing hull shape on the Present 42 has a fair amount of flair in the bow, and it has proven to be a dry boat, capable of handling some pretty rough weather. The hull has a full keel, which was perfect for the single diesel engine installation that Vassilopoulos envisioned.

Peter said he chose a motoryacht over a

Chain/rode locker access is on low-maintenance foredeck (above). Quality stainless steel fabrication (above and below) is a Symbol Yacht trademark.





Stainless steel ladder to aft sundeck (top) from swim platform. Opening ports are in aft cabin under sundeck. Flybridge (above) includes dual helm seats for driving the boat. This upper location is perfect for entertaining at day's end, with plenty of seating and table space.

traditional classic layout to maximize living space. The additional volume of a motoryacht's aft cabin is considerable, and creates a sundeck aft deck for outside living. Peter's goal was to design a boat perfect for a couple wanting extended cruising capability, but with excellent accommodations for a second couple.

Peter and Cheng saw the need for new deck tooling as the project took shape. Full-length side decks were specified, and they are 12 inches lower than the previous flush-decked Present 42, for improved crew security.

Symbol Yacht Company's motoryacht background is quite evident in this cruiser.

Let's go aboard.

Classic Compromise

A full-length rubrail rings the boat and is the first line of defense against pilings and fuel docks, even though it is 50 inches off the water. A second, lower rubrail extends from the stern forward, stopping just short of the forward house windows.

The layout of a motoryacht represents the classic compromise of this type of vessel. A tall stern section makes for a huge aft cabin—but makes entry onto the boat more difficult from a swim platform. The presence of a sundeck also eliminates traditional gates onto side decks, as might be desired when docked stern-in on a finger pier.

Anyone who routinely cruises with pets or small children, or who loads groceries from a dinghy, must contend with a ladder from the swim platform up to the sundeck.

Side access is available through gates farther forward, but from a floating dock, at least, the swim platform is the only option.

As with all boats, it comes down to making a choice between design elements.

The swim platform is 32 inches wide, and the centerline ladder brings one up to the sundeck, which measures more than 9' long by 12' 6" wide. Double stainless steel stanchions, 31 inches high, surround the sundeck.

New deck tooling puts the lowered side decks inside bulwarks that are 13 inches high. Sturdy stainless steel stanchions atop the bulwarks bring the average rail height to 33 inches, making for secure movement on deck.

The Symbol's bow is just 6' 8" off the water, and just aft of the anchor platform are the boat's two chain lockers. Each locker has a top-opening hatch, which eliminates access (and smell) from doors in the forward stateroom.

The stainless steel work on the Symbol is gorgeous, and Peter tells me quality stainless steel fabrication is a Symbol Yacht trademark. Really nice stuff, and stands out on the low-



From sundeck, there is easy access to saloon or up to flybridge (left). Sliding window is in the galley.

Inner Strength

Access into the interior is through an aluminum door on the sundeck, or via a door on the starboard side of the house, forward outside the lower helm.

The boat I toured had the galley up, on the same level

maintenance exterior devoid of brightwork.

The flybridge is precisely what one would expect to find on a 42-foot cruising yacht. There are two helm seats at the upper console, which would be a perfect place to drive the boat in paradise. Additional seating includes a large L-shaped settee with table.

Underway or at anchor, the flybridge is a prime social center—at least until the no-sees drive everyone below!

as the saloon. Peter Vassilopoulos told me the boat can also be ordered with the galley down, just aft of the forward stateroom.

Just inside the saloon on the port side is a built-in liquor cabinet with ice maker. Opposite is the galley on the starboard side. An L-shaped settee is forward of the liquor cabinet, and there is storage under the settee seating.

The combined galley/saloon area measures 12 feet long by 10 feet wide. Large fixed and

Up galley has good visibility and ventilation, with a proven layout for meal preparation.





opening windows offer a great view of the surroundings, yet mini-blinds and drapes are handy when privacy is desired.

The interior of the toured boat has a traditional, all-teak interior, but I'm told it is one of several interior finish and hardwood choices. Varnish and joinerwork are top notch, which we've come to expect from Taiwan's boat builders these days.

The galley is a U-shaped affair, with polished stainless steel double sinks, Princess three-burner electric stove, and full-size refrigerator. A convection microwave oven is mounted over the fridge. The lack of a traditional oven means the galley has lots of practical storage space for pots, pans, and provisions. Four long drawers are ideal for spices, utensils, and cutlery.

The galley could benefit from a swing-up counter extension on the open end of the counter. Sometimes the cook needs more counter, as when preparing the world's best salad to celebrate the captain's catch of the day.

An opening window on the aft bulkhead in the galley looks out on the sundeck and off the stern. Outside visibility is excellent, and the two opening windows in the galley will do wonders for keeping the cooking area livable.

The lower helm is located forward of the galley on the starboard side. A 26-inch teak wheel turns the Hynautic steering system, and there is room for a helm chair to serve double duty when it's time to stop for the day and relax.

A 40-inch-wide console includes flat and inclined surfaces for mounting a variety of



Main saloon (top) has comfortable, traditional layout. Inside lower helm (above) has good visibility, and console space for electronics.

electronics and radios. An overhead panel is ideal for gauges and switches.

The Symbol 42 saloon layout is similar to other proven designs that have been around a while, and it works. Personally, I'd forgo the teak and holly sole in favor of carpeting, but then I like to lie on the carpet with my pup, Boomer, when we watch movies on the entertainment center.

Headroom throughout the boat is 6' 3".

Aft Cabin

Between the galley and stairway from the sundeck are steps down to the owner's cabin. If the tradeoff of user-friendliness at the stern is accepted for better interior space, then one should expect the aft stateroom to be fabulous. It is.

Center stage is an island berth, which is 64



Island berth in Symbol's aft stateroom (above), with enough built-in storage (left) for a cruising couple's clothes, personal items, and books.

inches wide and 82 inches long. There are opening ports around the cabin, and ivory-colored overhead panels help to brighten things up, despite the teak interior.

Liveaboard storage space is a big feature on this 42-footer. On the starboard side of the cabin is a full-length bureau of drawers and opening lockers. The lower lockers house the boat's wet exhaust plumbing, but, as Peter pointed out, it is a perfect place for an extensive shoe collection.

I found three cedar-lined hanging lockers, and

there are more shelves, and drawers and a TV cabinet in the forward bulkhead of the stateroom.

The bottom step down from the saloon lifts to uncover a storage bin that measures 24 inches square and is 19 inches high. It is a great use of otherwise dead space.

Built-in night stands are on each side of the island berth. A large cabinet on the port side holds the Italian Splendide combination washer/dryer, out of the way, but handy.

Under the island berth is the stainless steel

water tank, and steering gear for the single, large rudder.

The ensuite head is all fiberglass for low maintenance. Ease of care takes precedence over lavish granite counters and cut-glass lighting fixtures. The shower area separates from the rest of the head with a shower curtain, and a molded seat adds safety and comfort to bathing underway.

A mirrored medicine cabinet holds the normal inventory of brushes, pills, potions, and creams, and a larger locker under the sink takes larger items.

Head (right) is bright, modern, and low maintenance.

Note storage locker in forward stateroom (below).

Forward Cabin

Back through the saloon, one descends three steps to the forward guest stateroom. (These steps are constructed as a single unit, which swings up for access into the engine room.)

The forward cabin on the boat I toured had a V-berth with lockers underneath. Each bunk is three feet wide, so no makeshift filler piece is



For occasional guests, these accommodations are perfect. Just enough space and no more.

Engine Room

While saloon sole hatches are available for engine room access, lifting up the guest cabin's three-step box is far more convenient for regular use, as the entry passage is 16 inches wide and 36 inches high. (I found it easiest to back into the engine room through this opening.)

I always make a big deal about how much room can be had in engine rooms with a single diesel. This seems even more true on the Symbol 42.

Sitting on the fiberglass platform just inside the engine room, the space looks positively enormous. I measured 48 inches of headroom between this platform and the overhead.

The folks who built this boat did not add floor panels between the stringers to create a horizontal floor. Instead, they added nonskid to the inside of the hull, and an adult can stand on the sloping hull's nonskid surface and move around the space without difficulty. I figure there is another 10–11 inches of headroom gained by not having a horizontal sole. It is a nice feature for those of us over six feet tall, as there is no need to crawl around on hands and knees on this boat.

The single Cat 3126 is mounted high over the keel. While two fiberglass fuel tanks (with sight gauges) straddle the 420-hp diesel, there is still



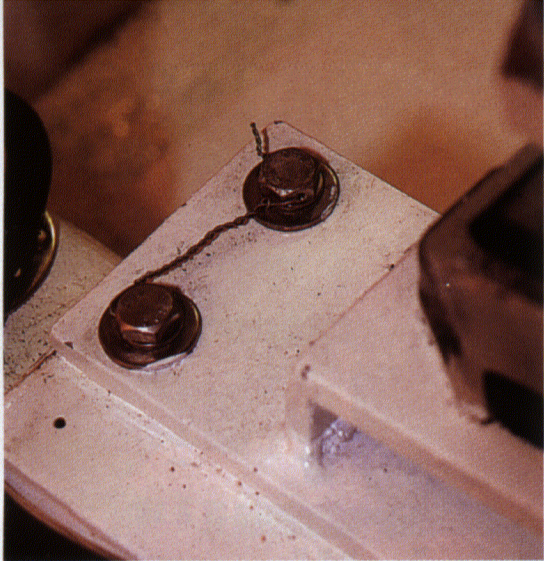
needed to make it sleep-worthy.

The cabin has a hanging locker, and there are several drawers for handling clothes and the soft-sided luggage seasoned guests use.

At the bow end of the V-berth are two large teak doors. Rather than offering entry into a chain locker, however, they open up a marvelous shelved locker—perfect for blankets, pillows, and other bulky items.

Three opening ports aid the large overhead hatch in keeping this cabin bright and well ventilated.

The guest head is also fiberglass for low maintenance and has a separate shower as found in the master stateroom.



Safety-wired bolts can't work loose.

hoses relates directly to the charm of single-engine trawlers.

The only negative in this engine room is the lack of things to hold on to. Moving around is admittedly more tedious due to the angled footing, so perhaps stainless steel supports could be mounted around the engine to provide handrail security.

A very minor point is that the bolts on the engine mounts are safety-wired. This is a technique to counteract any tendency of a bolt to back out from vibration and is often used at the racetrack and on aircraft.

It's a nice touch, even in a world of Locktite, but I noticed several of the engine bed bolts

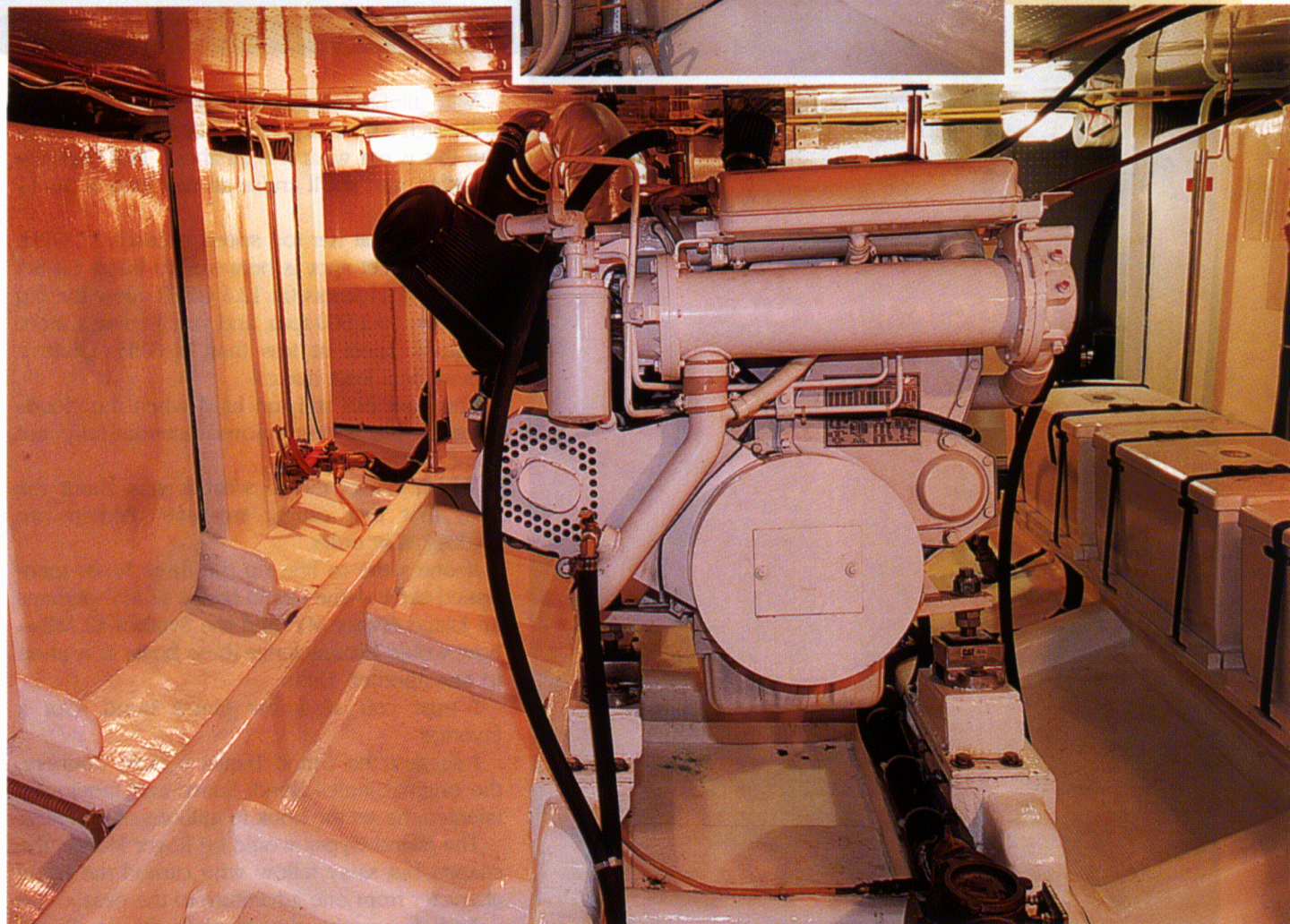
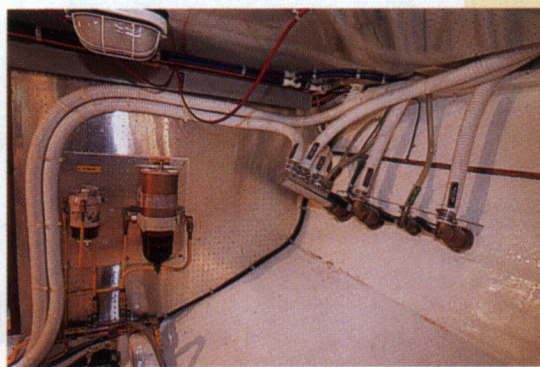
enough room to walk completely around the engine on either side. On the port side, there are three large battery boxes on a shelf, but I moved around them just fine.

The engine room is painted white, and appears even brighter and cleaner without the plumbing and machinery nightmare of two big diesel engines. The Northern Lights genset is installed aft of the main engine.

Racor filters are located just inside the access opening, and again, the simplicity of valves and

Organized engine room plumbing (left).

There's a lot of elbow room around this single engine (below).

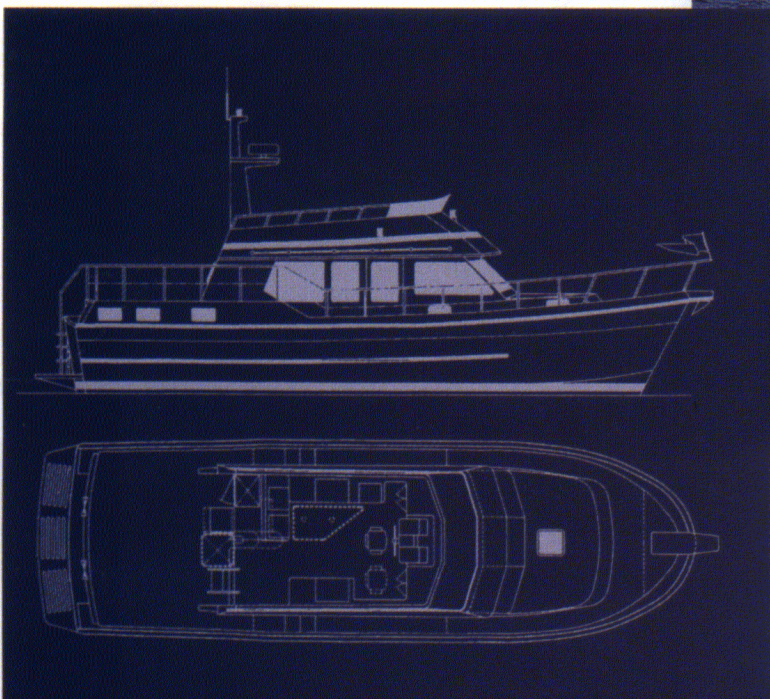


were not properly wired, reducing the technique's effectiveness. No big deal, but it does give me the idea that the practice of safety wiring might be a good future tech article.

This is a great engine room, considering it is on a 42-foot cruising boat. Everything about it should help an owner keep it that way.

What It Is

The Symbol 42 Motoryacht is meant for relaxed cruising, which is really clear when one considers her performance envelope.



SPECIFICATIONS

Symbol 42 Motoryacht

LOA	41' 10"
LWL	38'
Beam	13' 8"
Draft	4'
Displacement	30,000 lbs.
Bridge Clearance	16' 3"
Engine	Caterpillar 3126, 420 hp Twin engines available
Genset	Northern Lights 8 kW
Fuel Capacity	450 U.S. gallons
Water Capacity	200 U.S. gallons
Base Price	\$325,300

With all 420 horses properly applied, the boat will reach a maximum speed of almost 14 knots. But this is not what it is all about. Pull back the throttles, and she'll cruise all day long at 10–11 knots.

Fuel burn at her top speed exceeds 17 GPH, but the sweet spot is between 10 knots (at 8.5 GPH) and 11 knots (at 12.6 GPH). Slow the big Cat down to 1,800 rpm, and you'll enjoy a more sedate 9 knots at less than 6 GPH. Quite a difference a knot makes!

The boat can still run hard when the clouds threaten, but is best enjoyed economically and comfortably.

Which brings me to what it was about the boat that first caught my eye. Perhaps an analogy is in order.

If one were to line up the three boats mentioned earlier—the Grand Banks 42 MY, perhaps an Island Gypsy MY, and the Symbol 42 MY—how would I characterize these boats in relation to one another? Hmm.

I trust you all know James Bond. Got a favorite?

I suggest the Grand Banks is Sean Connery, the original James Bond. Suave and fabulously talented, he set the hook in millions of Bondites.

The Island Gypsy would be Roger Moore, the snappy but sassy fellow who carried the Bond character from one adventure to the next.

And I present the Symbol 42 as Pierce

Brosnan, the latest James Bond. Fresh, with a new look, he remains a quintessential Bond figure but is more modern than traditional.

To me, this also depicts the Symbol 42 and Symbol Yachts. Jimmy Cheng has kept pace with technology, and Symbol Yacht Company is now a Det Norske-certified ISO 9002 company. He has every intention of being a modern boat-building company.

Details like close-cell, high-density foam for structural cores, ABS lamination schedules, aluminum frames for windows and doors instead of wood, fiberglass fuel tanks, using stainless steel and fiberglass over teak, and even the ultrasuede on cushions suggests something contemporary and familiar but in a new package.

That is Brosnan's Bond, and is the Symbol 42 Motoryacht. The cashmere equivalent of the trusted bomber jacket.

Peter Vassilopoulos tells me they are considering a pilothouse version of the boat, and future plans include several other trawler-type cruising boats.

We have a growing world market with a definite future, and Symbol plans to be a part of the future. As does James Bond.

Think they'll consider a helm-chair ejection seat? ●

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