

## Symbol 45 Fast Trawler

BY CHRIS CORNELL

**A**s someone used to express cruisers, my strongest impression upon stepping aboard the Symbol was that this is a *big* 45-footer. It reminded me more of the 65-foot commercial fishing boat I used to run than the 40-foot “lobster yachts” I’ve spent time on in recent years.

The saloon is spacious, open and well lit, thanks to the three large, squarish windows that flank it port and starboard. Moving forward in a world of warm, satin-finished teak, I turned left into the large, U-shaped galley, which opens to the saloon and puts the kitchen in my apartment to shame.

Exiting the galley, I grabbed one of the substantial vertical teak handrails and, three steps later, found myself in on an expansive bridge, whose forward-slanting windows provided an excellent view over the bow and the adjacent slips to port and starboard.

An elevated, L-shaped lounge seat positioned against the aft and port bulkheads is served by a nice triangular, variable-height teak table, but the absence of a fully adjustable helm chair seemed glaring in a boat intended for long runs

on, say, the Intracoastal. My host, veteran Symbol broker Peter Vassilopoulos, said that there is room for a Stidd (or equivalent) chair, and that’s the way I — and at least one Symbol 45 owner I later talked to — would prefer it.

There’s plenty of room at the full-width helm and its raised, angled instrument module for a full array of electronics and gauges. The five-spoke, laminated-teak wheel is both handsome and correctly sized. Moreover, sturdy teak fiddles not only prevent binoculars and other cruising paraphernalia from sliding onto the floor when the going gets sloppy, but also provide secure handholds — a nice but rare touch in a cruising powerboat.

Turning aft, I climbed five teak steps, passed through a watertight door and moved onto the upper deck. (I discovered later in conversations with Symbol owners that this inside access to the flybridge is a favorite feature of the boat.) The boat deck is, well, huge and can easily accommodate a serious RIB or other tender; launching should be relatively simple thanks to the 800-lb.-capacity Brower crane mounted to port.

The 45 Fast Trawler, including the boat I examined, now has a substantial radar arch which is hinged, to handle the low bridges common to inland waterways. A hinged mast is also available. As I moved forward to the flybridge itself, Peter read my thoughts and said, “No, you can’t quite see the bow from here; every boat’s a compromise, and owners said they wanted the inside helm as far forward as possible.”



**With two staterooms and two heads; a large, well-equipped galley; a spacious, well-lit saloon and raised pilothouse; and a huge boat deck, the Symbol represents a lot of power cruiser in 45 feet. Fit and finish are excellent throughout.**

We descended to the pilothouse, slipped easily through the watertight (double-dogged), powder-coated, aluminum Dutch door on the starboard side (there’s a twin to port) and went forward. I immediately noticed the broad, nicely cushioned bench seat that’s molded into the forward face of the house. (Enthusiastic 45 owner Frank Davis later told me that his guests love to sleep there when he’s cruising in the Bahamas.) There’s even a plug-in for the remote autopilot control so that the 45 can be steered from this position.

At the bow, there are twin stainless-steel anchor pulpits and twin stainless anchors, along with a Muir power windlass. Going aft on deck, toward the



cockpit, I found the side decks rather narrow (an observation later shared by Symbol owner Bob Wolfe). That said, the molded nonskid pattern, which Peter told me is rolled with grit-treated Awlgrip, provided very secure footing.

I appreciated the cockpit access to the engine room, but the fit was tight for my six-foot frame. The sitting headroom once I got below was adequate but not generous. Engine mounts, exhaust

### SPECIFICATIONS

**LOA:** 47' 8"

**Beam:** 14' 10"

**Draft:** 4' 6"

**Displacement:** 47,300 lbs. (single diesel)

**Fuel Capacity:** 750 gals.

**Fresh-Water Capacity:** 200 gals.

**Power:** Single 540-hp Cummins or

twin 440-hp Yanmars

**Price:** \$700,000 (single engine)

**Information:** 401-737-2233

[www.symbolyachtsales.com](http://www.symbolyachtsales.com)

systems, wiring, pumps and plumbing, however, were accessible, clearly marked and/or color coded, and professionally executed. I was delighted when Peter showed me the high-water alarm system and, yes, the emergency tiller. Think modern hydraulic steering systems don’t fail offshore? It once happened to me, and just such a tiller saved the day.

The Symbol 45 Fast Trawler is based on a modified-V, semi-displacement hull that has a substantial, full-length keel whether it’s powered by a single engine or twins. This feature provides not only good tracking (as our sea trial demonstrated) but also significant protection to the hull and running gear during the minor groundings that are almost inevitable in cruising (also demonstrated, with yours truly at the helm!). According to the Simrad GPS, our test boat’s twin Yanmars gave it a comfortable, quiet, vibration-free cruising speed of 10 knots at just 2,000 rpm. Pushing the throttles to 2,500 yielded 12 knots, and we hit 18 knots at 3,300 (WOT). In short, the Symbol 45’s performance is ideal for long-range, economical cruising, yet it can get there in a hurry when you need to.

For additional comments on the boat, check our website: [www.powercruisingmag.com](http://www.powercruisingmag.com).