



SYMBOL 60

"PASSAGE PERFECTION"



25 years and still going strong, Jack W. Sarin Naval Architects, Inc. is a full service naval architect firm. The man at the helm is Jack Sarin, an acknowledged leader in the field of yacht design. Before starting his own design business in 1980 Jack worked with Edwin Monk, Sr as principle in charge of commercial and merchant ship projects.

Jack's work includes the "first ever" GRP Mega Yacht, the 98' "Golden Delicious" launched in 1988, as well as some 400 others including the New Zealand built "Mea Culpa", well know to Australian boaters.

The Symbol we tested is the 60 Euro, which was conceived especially for the Australian market. Jamie MacPhail from Symbol Yachts (Aust), who has 20 years association with Jimmy Cheng and Symbol, worked with the yard and Sarin to create a boat that is better suited to the Australian boating lifestyle.

The new model features a Euro transom with dual access from the oversize swim platform to the enlarged cockpit, with 42-litre Fridge freezer. A 5 seater moulded rear lounge and dining table and a well-designed "Day Head" accessed from the cockpit by a purpose built watertight door. The day head solves the problem of guests wandering through the 5 star lounge and accommodation areas to access the bathroom. The head itself is finished in gelcoat and can be easily washed out by hose when attending to the routine cleaning of the aft deck areas.

When entering the 316 SS rear saloon door the first impression of the 60 Euro is the volume! This must be the biggest boat in its class! Everything is large and plush, from the 8-seater "U" shaped leather lounge to the copious cabinets and "home" size wine fridge.

The saloon also features a remote lift TV cabinet and 37" LCD with Bose surround sound.

The timber on this boat is Cherry wood, and is finished in a combination of Satin and High Gloss varnish, giving a rich, warm

appearance. Moving up to the Pilot House you find a generous galley with corian counter tops, a real boat size twin bowl SS sink and the best of appliances. Names like Leibher, and Kleenmaid are well represented. Opposite the galley is a large leather dinette capable of seating the largest family for meals. As expected the Pilot House also features the lower helm station, which can only be described as plush. The helm features a Benezoni custom Leather helm chair and all expected ships management gauges and displays, together with an integrated Furuno Navigation package. The LCD monitor



Symbol Yachts celebrates its 25th year in production this year. Founded in 1982 by CEO Jimmy Cheng, Symbol Yacht Co., Ltd. believes that the success of any business lies in its base of good people - recognizing the importance of the artistry, skill, and craftsmanship of a matured boat building industry above cutting costs. Evidence of Symbol's commitment to building better boats is its decision to use only composite structures in the manufacturing process. (Floors, bulkheads and structure members are now all composite. There is no plywood or timber used in the construction). Symbol is also one of a small number of Taiwanese yacht builders that have pledged not to move or begin manufacturing their boats in locations with cheaper labor rates.

As a builder of "semi custom" Trawlers and Pilot House motor yachts, Symbol has built a sound reputation for delivering quality products that represent excellent value for money.

Symbol is one of the few builders based in Taiwan who build and market their own product, which they believe is a significant factor in their favour. The ownership of their designs and moulds allows them to work directly with their customers and not through an American entity like some of the competing Taiwan built brands. This structure provides Symbol's customers the ability to customize and modify their boats to suite particular taste and requirements, and also means that the designer continues to be involved in a "hands on" basis, with all boats that Symbol build.

Symbol builds to ISO 9001 and ABS requirements, and has built many boats to "Class" for both pleasure customers and also for Government bodies including the governments of Queensland, (Aust), and Hong Kong.

In 1998 world renown naval architect with four decades of experience, best known for his mega yacht designs, Jack W. Sarin, signed on to become Symbol's exclusive designer. Symbol now builds a range of 14 Models from 42' to 90' all are designed by Jack Sarin.





at the lower helm also doubles as a TV or DVD player if required. For extra ventilation Jamie has fitted 2 X Bowmar Ocean hatches in the Pilot House roof together with dual operation "Ocean Air", ventilation screens.

You enter the Euro's accommodation via a passage down the STB side of the Pilot House along side the standard ships door. This passage takes you to the master, VIP and a twin berth guest cabin. Again the impression here is of significant volume. Headroom in the lower passage way is better than 7 foot in the old measurements.

The full width master cabin and ensuite are huge and feature a king size island bed and all the usual features including a 23" LCD TV and DVD. The ensuite shower is sized for 2+ and has a large moulded seat and teak floor. The vanity bench top is corian and the sink is china, which is a nice change from the usual moulded GRP. The head is a silent flush unit similar in size to a household unit. The master has excellent storage and hanging space as well as a ladies make-up desk with lift up mirror and leather covered stool. There is a washer dryer in the hallway with generous linen and towel storage alongside.

The VIP forward is a queen Island, and has its own ensuite bathroom, with corian bench top, separate shower stall and silent flush head. Floors in the bathrooms are Teak and Holly finished in a satin two-pack varnish.

The twin berth cabin features two single beds with ample storage under and separate hanging space.

A nice feature in all cabins is the custom bevelled mirrors which add a touch of class to the warm Cherry wood finish. All cabins have custom 316 SS opening ports with fly screens and are finished with custom bedding and soft furnishings by GM interiors.

The lighting and bathroom fittings are of high standard marine 316 SS and were supplied by well-known Italian supplier Geineco based in Surry Hills.

Back upstairs the access to the flying bridge is from the Pilot House via an open SS - teak ladder. Its only 5 easy steps and makes routine access as easy to a bridge as we have seen. The bridge is like all other areas of this boat, "generous" in size! It features an enclosed "SS hard top - Soft Top", and full function helm station, lounge seating for 9-10 and a full size Kleenmaid Bar-B-Que. The BBQ cabinet also houses a fridge freezer and separate icemaker.

Aft of the BBQ is the dinghy storage area which can house a 13' RIB and is fitted with a full function Hydraulic 350KG Crane. There is also an additional access ladder that leads down from the bridge to the cockpit.

On test the Symbol did everything you would expect of a Jack Sarin designed cruiser. It is soft, smooth and quiet and runs with a minimum of fuss. The C12 Cats as fitted lifted the boat from displacement speeds of 9 - 10 Kts to a top speed of 23 Kts, which is impressive for a boat that weighs in at better than 36 Tons. While the speed was impressive its not where this boat excels. This Symbol is designed to be at home offshore when others would be heading for "smooth water". Sarin says this boat is at its best at speeds of 9 - 14 kts and this boats range of 1000 NM + at 9 Kts makes its well suited to the long passages we have on the Australian coast. During the test we noted that fuel consumption as indicated by the Caterpillar electronic displays was less than 40 litres total per hour while achieving 9.5 Kts of hull speed.

On returning from the test we inspected the Euro's engine room and under deck spaces and found all to be first class. There is even an air-con duct into the engine room that would make those regular engine checks just that little more comfortable. The composite - sandwich bulkheads are covered with acoustic insulation material which all but stops the transfer of sound to the accommodation spaces. There is definitely some nice engineering down there, and we liked the generous use of 316 SS for the engine bearers and beds as well as the well-situated SS hand rails. Fuel filters and management systems are all easily accessible and well laid out as is access to the fresh water maker and charging systems.

About the only thing we did not find on the test boat was a pair of stabilizers. Jamie suggested that these could be fitted at short notice and would help make the Symbol even better suited to its intended offshore use.

On reflection we have to agree with the designer Sarin when he says that this boat is a serious passage maker. Its generous proportions, design and level of equipment would make it the perfect home away from home for voyages around Australia.

The Symbol 60 Euro certainly sits favourable when compared to others in its class and at just over A\$1.9 Mil as tested it looks excellent value. ■