

DREAM GIRL — SYMBOL



Builder: SYMBOL

Year Built: 2005

Model: Motor Yacht

Price: PRICE ON APPLICATION

Location: United States

LOA: 68' 0" (20.73m)

Beam: 18' 6" (5.64m)

Max Draft: 4' 8" (1.42m)

Cruise Speed: 18 Kts. (21 MPH)

Max Speed: 22 Kts. (25 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **DREAM GIRL — SYMBOL** from **our catalogue**. Presently, at **Shestakov Yacht Sales Inc.**, we have a wide variety of yachts available on **our sale's list**. We also work in close contact with all the big **yacht manufacturers** from all over the world.

If you would like to buy a yacht **DREAM GIRL — SYMBOL** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

Basic Information

Category: Motor Yacht

Model Year: 2005

Year Built: 2005

Country: United States

Dimensions

LOA: 68' 0" (20.73m)

Beam: 18' 6" (5.64m)

Max Draft: 4' 8" (1.42m)

Speed, Capacities and Weight

Cruise Speed: 18 Kts. (21 MPH)

Max Speed: 22 Kts. (25 MPH)

Displacement: 88000 Pounds

Water Capacity: 360 Gallons

Fuel Capacity: 1200 Gallons

Accommodations

Total Cabins: 3

Total Heads: 4

Hull and Deck Information

Hull Material: Fiberglass

Hull Designer: Jack Sarin

Engine Information

Engines: 2

Manufacturer: Caterpillar

Model: C-18

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

68' Symbol Motor Yacht DREAM GIRL

Currently stored in an undercover yacht showroom in Fort Lauderdale. This 68' Symbol Motor Yacht DREAM GIRL was designed by renowned naval architect Jack Sarin, well known as designer of Westport Yachts, West Bay SonShip, Crescent and other large motor yachts. This Symbol was designed for the owner operator, large enough for extended cruising but small enough for a couple to handle without crew. Built with three cabins, all with en-suite heads, plus a day head in the salon, a large back deck, walk around side decks, and a great entertainment area on the flybridge makes this a well-rounded cruiser.

Main Salon

Entrance to the salon is from a glass and stainless sliding door from the cockpit. Immediately to port is a day head, typical for Symbol Yachts, but unusual in most other cruisers in this size. The interior woodwork is satin finish cherry with very large windows. The lower edges of the windows are at a height that allows guests seated inside to see out to the water, not just to the sky. The furniture inside is not fixed or built in, the couch, coffee table, chairs and dining table can be kept the way they are or all can be changed to the new owner's tastes. To port is an entertainment center with a flat screen satellite television on a lift to be hidden away when not in use.

Galley

A few steps up from the salon leads into the pilothouse and galley. The U-shaped galley is to the starboard side with brown granite counters and back splash. The Sub Zero refrigerator with two freezer drawers below has the same wood doors as the rest of the galley; the floors are teak and holly. The cabinet doors are all louvered for ventilation. Over the ceramic cook top is an opening looking into the main salon. The sink is double stainless steel.

- Kenyon four burner glass cooktop
- GE Convection oven
- GE microwave
- GE trash compactor
- Sub Zero Refrigerator with 2 freezer drawers
- In-Sinkerator disposal
- GE dishwasher
- Central vacuum cleaner inlet

Pilothouse

The pilothouse has been designed for full operation of the vessel with good visibility from two Stidd helm seats. The helm has a full array of electronic navigation and engine displays. There are watertight Pantograph style doors to each side for access to side decks and the bow. Generator monitors along with shore power and ships powers selectors are on a panel here, easily checked from the helm. The navigation electronics are impressive but there is a radar antenna unit that was improperly installed when the boat was new. It was mounted between the two satellite domes for television and Sat phone under an aluminum arch. The transmit signal cannot get through the metal parts to show targets to the sides of the boat. No previous owner has thought it important enough to move it 22" higher to the top of that same aluminum arch to get a clear signal.

- Hydraulic power hydraulic steering
- Single lever electronic throttle and shift controls
- Rudder angle indicator
- Bow and stern hydraulic thruster controls
- Caterpillar engine display monitors
- Simrad Auto pilot
- Simrad jog steering lever
- Furuno NavNet with two 15" displays
- Furuno GPS plotter with 10" display
- Closed circuit television with multiple cameras
- Brooks and Gatehouse (B&G) wind speed indicator
- B&G wind direction indicator
- B&G depth indicator
- B&G speed indicator
- Icom VHF radio
- Wesmar stabilizer control with video monitor DSP4801
- Bennett Trim tab control
- Fireboy fire suppression monitor
- Windshield wiper and washer controls
- Bilge alarm monitors
- Danforth compass
- Remote spotlight control

Staterooms

Access to the staterooms is from a curving staircase in the pilothouse leading to a foyer with a separate stacked washer and dryer. As with most boats built in Taiwan, the interior woodwork is what sets these boats apart from European and American builders. Symbol has done a spectacular job on the interior woodwork with matched

grains, trim work, curved rails and fiddles, curved door frames, louvered doors, wooden air conditioning vents instead of metal, and all the carpentry touches that are too expensive to build in the US. In addition to the washer dryer in this area, the stairs to the forward stateroom lift to reveal a storage and equipment compartment for access to shower sumps, the Trace inverter, thru hull fittings, and room to store bins and baskets and boxes of extra provisions and spare parts. The master cabin is midship and full beam with a king size center-line walk around berth with night tables to either side. There is storage below the berth and many cabinets, drawers and closets to allow time for on board for extended cruising. The en-suite head has an oversize enclosed stall shower, granite counter tops, recessed sink, and large mirror. The VIP stateroom is forward with center-line queen berth with storage below, a hanging locker, an opening hatch for light and fresh air, and an en-suite head with granite counters and stall shower. The third stateroom has upper and lower bunk berths, sometimes referred to as the Grandchildren's cabin; this stateroom also has an en-suite head with stall shower and the same granite counter top. All cabins have individual satellite receivers for the televisions.

Flybridge

There are two ways to access the flybridge, a set of interior stairs from the pilothouse/galley area or from the aft deck. This is a very large area with two helm seats, one for the skipper and one for an observer at the same height and level as the skipper. To port is an L-shaped curved bench seat with table and to starboard is another bench seat, both with very recent vinyl cushions and seat covers. Instead of a folding Bimini top there is a welded frame with Stamoid fabric top. To the aft is the summer kitchen with U-shaped counter, Sub Zero refrigerator, Sub Zero ice maker, sink, Miele barbecue grill and four bar stool around a high gloss varnished counter top. There is a rigid soft top extension from the radar arch to keep this area all covered from the sun. The flybridge helm is almost a duplicate of the pilothouse electronics:

- Two Furuno 15" NavNet Monitors
- Simrad AP 25 Autopilot
- B&G wind speed and direction indicators
- B&G depth
- B&G speed
- CAT engine display monitors
- Two VHF radios
- Remote spotlight control
- Bow and stern thruster controls
- Rudder angle indicator
- Trim tab controls
- Compass
- Clarion FM stereo radio

Decks

The teak covered aft deck is shaded from the sun all the way to the transom. Rather than built in bench seating it was designed to be more flexible with tables and chairs to be picked by the boat owner and moved as they see fit. There is a remote docking station here in a closed compartment with engine and throttle controls and bow and stern thruster controls. An electrically operated hatch gives access to the lazarette for storage. It also provides access to steering, stern thruster, trim tabs and Glendenning Cable master and more. Stored here is a seven step Marquipt Sea Stairs boarding stair, the type that always have the steps level, even as the tide goes up and down. There is a door in the transom rather than only a gate, leading to the teak covered swim platform. Mounted on the platform is the hydraulic dinghy davit so that the tender does not take room away from the flybridge entertaining area. There is no dinghy included. The boat was built with full walk around side decks so line handling when docking is so much easier. The teak covered side decks are covered at the main salon, helping to keep out the strong sun so the window shades in the salon need not always be down. There are side doors from the aft deck for boarding, plus gates in the stainless rail forward if the dock is much higher. Forward at the bow the decks are non-skid, there is a sun pad over the forward cabin area. There is a Muir electric windlass here with foot controls and a water wash down for a muddy anchor. The chain and rope lockers have room for more fender storage.

Mechanical, Systems, and Engine Room

The engine room is accessed from the cockpit via a concealed door in the staircase to the Flybridge. Full stand-up with good access throughout. The engine room is dressed in white, perforated aluminum surface with foam/lead sound shielding behind it. Engines are mounted on one-piece polished stainless steel beds. Two(2) 600 gallon fiberglass fuel tanks run athwartships forward in the engine room for superior balance (connected via hose w/ ball valves, sight gauges, distribution manifold).

- ZF IRM350A Transmissions (2.635:1)
- Wesmar Stabilizers
- Side-Power hydraulic bow and stern thrusters (40 hp)
- PTO on main port engine for hydraulics
- Reverso oil change system
- Dual Racor FG 1000 dual fuel/water separators (per main engine)
- Dual Racor FG 500 fuel/water separator (genset)
- Hynautic hydraulic controls
- Marineair air-conditioning (direct expansion, reverse cycle, 6 units w/digital controls, 72k BTU total) 2 seawater pumps and intakes for redundancy
- (6) automatic/manual bilge pumps - Rule
- Teleflex hydraulic steering w/power assist

- Seawater strainers with ball valves
- Headhunter and Paragon fresh water pumps (dual redundant units, w/ accumulator tank)
- Torrid 30 gallon hot water heater
- Techma electric heads
- Holding tanks w/ Sealand macerator and Y-valves
- Par shower and cabin blowers
- Salt water pump and outlets
- Fireboy CG2-1000 fire extinguisher system (ER)
- Delta T engine room ventilation system
- Munters air intake demisters
- Dripless shaft seals
- Underwater exhaust with Unicraft mufflers
- Central vacuum system

Electrical

- 20 KW Northern Lights generator in Sound Shield with 1510 hours
- 12 KW Northern Lights generator in Sound shield with 780 hours
- 240 volt 50 amp shore power with 80 feet of cable
- Glendening Cable master shore cord retractor
- 240 volt panel
- 120 volt panel
- 24 volt DC panel
- Trace 4000 watt inverter
- Two 24 volt chargers one 12 volt charger
- Shore telephone and cable TV connector

Exclusions

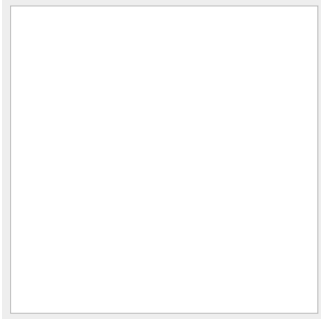
Owner's personal belongings.

Disclaimer

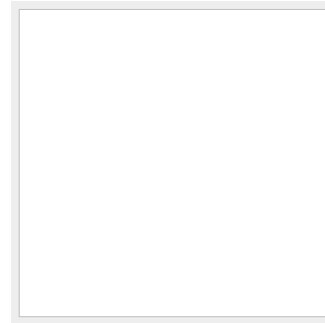
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PHOTOS

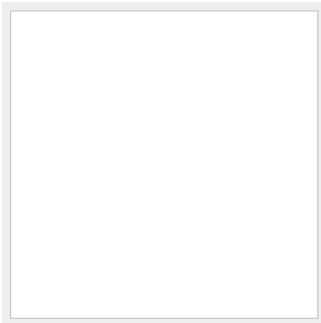
**Stored in Undercover Yacht
Showroom**



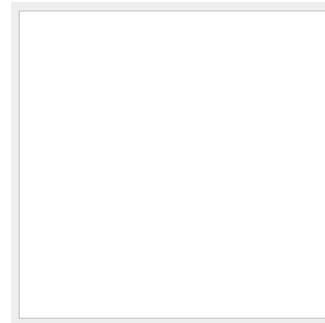
Flybridge Bar



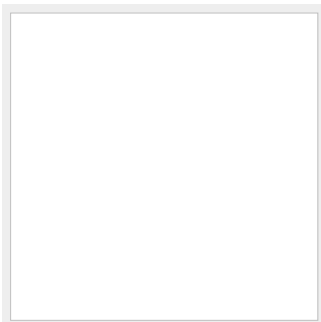
Flybridge Helm



Flybridge



Flybridge



Flybridge Galley



Flybridge Controls



Helm



Helm



Helm



Controls



Salon



Salon Aft



Galley



Galley



Dining



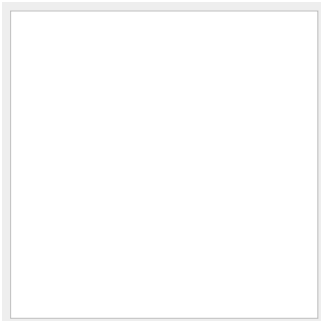
Day Head



Master Stateroom



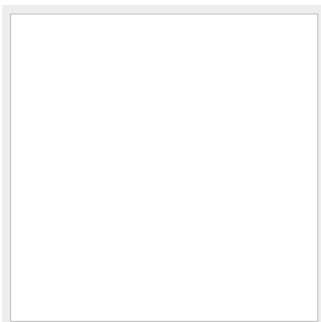
Master Bathroom



VIP Stateroom



VIP Bathroom



Guest Stateroom



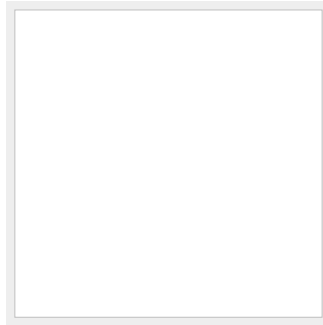
Guest Bathroom



Engine Room



Engine Room



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