

GO BOATING

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BOAT REVIEW

SUPERB SELENE

SELENE 59 OCEAN TRAWLER

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PEOPLE ARE SOMETIMES described as being proud, confident or displaying great presence. Unfortunately, these descriptions are seldom, if at all, used to describe boats. Yet, I'm convinced there is no better way to describe the Selene 59 as being a proud, confident cruiser with great presence. Quite

simply, because that is how this classic motor cruiser presents. Distributed in Australia by Mark Halvorsen and built by Jet Tern Marine from its factories in mainland China, the Selene 59 is a new design based on the popular Selene 57.

It is a long distance cruiser in the mould of an ocean trawler. She has been designed and built for one purpose - comfortable cruising, in every sense of the word. The Selene 59 has timeless lines, a strong deep hull and fully protected keel. Powered by a 700hp Yanmar six cylinder naturally aspirated





commercial diesel engine, driving a four blade prop, the Selene 59 has a cruising speed of nine knots, a top speed of 10 knots and an incredible 3,800 nautical mile range.

The commercial grade Yanmar uses a miserly 26 litres at 1,400rpm to achieve a speed over the ground of nine knots. Pick the speed up to 10 knots and consumption almost doubles to 50 litres per hour! Fully ballasted, the Selene 59 carries 10,000 litres of diesel fuel and 3,700 litres of fresh water as well as being equipped with a desalinator.

Her displacement of some 55 tonnes, a hull length of some 56 feet and a beam of almost 18 feet, give the Selene tremendous stability and the capability to simply eat up the sea miles. While build quality is clearly evident, (she is built to Lloyd's Category A standards) it is the quality of fitout and level of appointments that make the Selene 59 a supreme cruising vessel.

This long distance cruiser has all the trademark design features of an ocean-going vessel such as high bulwarks with teak capping rails, non-slip decks, a Portuguese bridge, twin anchoring system, full stabilisers, raised pilothouse and fully covered aft cockpit and side decks. The Selene Ocean Trawler is equipped with an impressive array of electronics and navigational aids to meet the needs of passage making. An impressive suite of electronics includes twin E120 Raymarine GPS plotters with integrated 72 nautical mile radar, auto pilot, the all new ST 60 Series instruments, Icom HF and VHF radios, Floscan fuel monitoring system as well as being fitted with the AIS ship identification system. There are cameras in the engine room (two), anchor, cockpit and flybridge. For docking, the vessel is fitted with bow and stern thrusters while the anchors, thrusters and davit crane are all fully hydraulic.

Electrical power aboard is provided by a 25kVa genset coupled to a hydrostatic emergency propulsion system with a capacity to push the ocean trawler along at five knots, in the unlikely event of engine failure. The engine room features full head height, water tight bulkheads with an inspection hatch, an expansive lazarette as well as access to the steering mechanism and the vessel's air conditioners. The engine room is beautifully engineered – after all, this is a small ship. There are teak grates over the walkways and access to the imposing Yanmar diesel on both sides. Battery banks are raised well above the emergency bilge water mark and there is a FireBoy





suppression system, Reverso oil waste system and through hull fittings are of the very best quality. I have rarely seen a better lower deck configuration with the assuredness of water tight bulkheads and access to almost every moving part on the vessel. This is a cruiser that has been designed to stay at sea for long periods or to tackle long passages. Even the Yanmar diesel only requires a full service every 500 hours.

Ahead of the engine room is another expansive lower deck area with fully functional laundry including large Corian benchtops, washer, dryer, sink and large freezer. Opposite is a small room which houses the vessel's charging systems as well as the gyro stabiliser.

The command centre of the Selene 59 is the pilothouse which has three forward windows all equipped with wipers and curved quarter glass on either side of the pilothouse gives uninterrupted views on a wide arc.

The pilothouse is of traditional design with a single skipper's chair, large teak and stainless steel cruising wheel, overhead pelmets for radio mounts, chart table, red night-running lights, overhead grab rails, doors to each side deck, an aft lounge and a watch bunk.

The flybridge also has a helm station and is equipped with fewer electronics but includes a depth sounder, electronic throttle control, VHF radio and auto pilot. There are twin pedestal chairs, a chart recess and a Ritchie compass.

The flybridge is protected by a hardtop supported by stainless steel bracing while the deck area is painted with aggressive anti-slip. The large fabric lounge wraps around an extendable table. There is also a sink and room for a barbeque. Aft of the flybridge lounge are extensive lockers. The safety rail protected area behind the flybridge accommodates a tender and 600kg davit.

Boarding the Selene 59 is by way of the integrated swim platform which leads to the cockpit with an unusual transom lounge configuration. Slightly raised, the alcove lounge is set between two massive stainless steel supports and seating is behind a polished teak oval table. The aft cockpit can be closed off by doors on both side decks.

The polished teak saloon also has teak and holly soles with soft cream leather upholstery on the lounges. The saloon

features a typical cruising configuration with starboard lounge and extendable dining table while to port, there is another lounge. Forward of the dinette is a breakfast bar which separates the galley from the lounge. All benches are finished in granite and bench space is enormous. There is a concealed fridge and freezer, twin bowl sink, gas range, oven, microwave, dishwasher, filtered water outlet and overhead storage for glasses.

The saloon also features an extensive audio visual system with large flat screen television, Bose speakers and adjustable wall mounted lamps. A stairway leads to the full beam master cabin from the saloon while a passage way leads past the galley to the pilothouse and from the pilothouse by way of circular stairwell, to the lower deck which accommodates two additional cabins.

The overall finish of the accommodation deck is a credit to the builder. No effort has been spared to provide a comfortable, completely liveable environment aboard.

All cabins are spacious, feature teak and holly soles, teak bulkheads, generous storage compartments and plenty of portholes. The master cabin has an ensuite with separate shower, cedar lined cabinets, desk and island queen bed. The overhead decorative pelmets are a feature as is the overall spaciousness of the master cabin.

The stairwell from the pilothouse opens to a companionway from which access is gained to a portside twin cabin with upper and lower bunks while the main bathroom is set to starboard with a separate entry from the companionway as well as the forward cabin.

The wet areas of the Selene 59 are immaculately finished with teak shower grates, glass shower stalls, granite benchtops, large timber framed mirrors and quality Tecma twin rinse toilets.

The forward cabin has a true nautical feel - planked white hull set amidst a myriad of teak work and cabinets. There is an overhead escape hatch complete with stainless steel ladder, book rails, adjustable lamps and twin hanging robes.

There is so much that is of exceptional standard on the Selene 59. Small things which stand out include teak grates in the base of every locker and every locker is lit. The saloon window frames are stainless steel and fully screened. The blue courtesy lights around the base of the breakfast bar provide a wonderful ambience after dark while all





windows and portholes have curtains. There are copious wall mounted adjustable period lamps which are supplemented by overhead downlights. I would be remiss in not mentioning the decorative pelmets and ceiling tray in the saloon.

Once you have reached your dream destination you need the comfort of knowing your anchor will hold. The Selene 59, as mentioned earlier, has twin anchoring systems. Both are powered by a 3500 Maxwell windlass. The port anchor runs 40 metres of 13mm short link chain while the starboard anchor has 100 metres of chain. There are fresh and saltwater deck washes, a samson post and even teak grates in the chain lockers.

If tying up at the marina, there are four fairleads on both port and starboard decks as well as side deck gates for boarding and disembarking. There are even side lockers for tailing winches.

There are few long range ocean trawler designed vessels on the market which compare with the quality and robustness of a Selene 59. This is a vessel which is capable of plying the best cruising grounds of the world. The Selene 59 is simply superb.

SPECIFICATIONS	LOA	65ft 1" (19.84 metres)
	LWL	55ft 9" (16.99 metres)
	Beam	17ft 10" (5.44 metres)
	Draft	6ft 6" (1.98 metres)
	Displacement	57,500kg (126,760lb)
	Fuel capacity	7570 litres (
	Fresh water	2270 litres + desalinator
	Accommodation	6 + persons
	Engine	Single 700hp Yanmar 6HYMETE diesel with four blade prop in fully protected keel
	Auxiliary	Hydrostatic drive
	Cruising speed	9 knots
	Top speed	11 knots
	Warranty	Manufacturer's specification
	Price as tested	POA

Base models priced from \$2,100,000.

Test boat supplied by Halvorsen Boat Sales, Sydney. Phone 02 9457 6725.
www.selenetrawlers.com



Selene[®]
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Selene 59



Designed by Howard Chen
Manufactured by Jet-Tern Marine

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