



MORE OF EVERYTHING

THE ALL-NEW 58 SERIES HULL FROM SELENE
HAS INCREASED PERFORMANCE AND RANGE, AND RAISES
THE BAR FOR LUXURY AND LIVABILITY.

STORY BY JOHN WOOLDRIDGE

PHOTOGRAPHY BY NEIL RABINOWITZ

When Howard Chen and his team sat down to design the new Selene 58 Ocean Trawler, they began from a position of strength. “The Selene 58 is based on the most popular model in the range—the Selene 53—but with all the key dimensions of length, beam, and height extended to provide that extra level of comfort and accommodation for those who don’t want to compromise,” he said. And by combining the design concepts of his Next Generation Deep Hull with the extended waterline length of the Cruiser Stern feature that they developed to add efficiency, I’m certain that the word “more” crept into every discussion. More volume for livability and stowage, more headroom in all cabins and in the engine room, more tankage for those who want to extend their cruising or even make long open-ocean passages—these are the most obvious results evident in this new design.







Looking aft from the pilothouse steps, granite countertops and flawless teak craftsmanship are dominant visual cues in the saloon.

I had a chance to tour hull number 5830 with the folks from Selene Seattle (www.seleneseattle.com), its hull finished in sparkling white gelcoat, one of the very first Deep Hull 58 series to be delivered to the United States. They had recently sold hull number 5831, the gorgeous Alexseal Yacht Coatings yellow hull you see in the photos accompanying this article, and some comparisons were inevitable.

Hull 5830 had a single 450hp Cummins QSM11, the standard engine, while the owners of hull 5831 opted for a single 341hp John Deere 6125AFM diesel. Selene also offers the Selene 58 series with twin 267hp John Deere 6068SFM50 diesels. Both boats have bulbous bows, which are optional, but according to company representatives, a growing number of people cruising in this size range want them for efficiency when covering long distances in open water. "We think it adds much better fuel efficiency, particularly when combined with the Cruiser Stern that extends the hull under the swim platform," said Selene Seattle's sales manager, Tony Witek.

The hull drawings show a full-length keel that begins virtually at the stem and descends to a maximum draft in the last 20 percent of the hull length, terminating in a heavy-duty shoe protecting the prop and rudder. There's a nice flare forward that gradually warps to

near-vertical sides just ahead of amidship. The stem is gracefully angled and sharp, but quickly develops fully rounded sections that drop deeply into the water and then turn inward toward the keel with rounded chines. The full sections seemed to carry well aft.

"The deep, rounded sections extend about 60 percent of the length of the boat, then slowly slope upward in flatter sections, like the bottom of a fishing trawler, with harder turns aft at the bilges for added roll resistance," said Bradley Pilz, Selene Seattle's general manager. "The Deep Hull concept and a shallow prop pocket allow the builder to mount the engine much lower, and by lowering the center of gravity, to achieve improved seakindliness. And the flatter angle of the prop shaft improves efficiency."

THE BUILD

Cook Composites gelcoat is used on all exterior surfaces, followed by Cymax bi-axis, unidirectional stitched roving and mat, and additional layers of Taiwan Glass mat. Vinylester resin is used for the first five laminations to help mitigate osmotic damage, and the bottom is a handlaid solid fiberglass lamination up to 12 inches above the waterline. Selene seals 6,000 pounds of ballast in the deep part of the keel. Core-Cell is used for the core in the sides above the solid lamination, as well



Two barrel-style chairs can be pulled up to the expanding high-low teak table to feed or entertain a crowd of friends and family.

as in the deck and superstructure, all vacuum-bagged and resin-infused for an optimal strength-to-weight ratio. The collision bulkhead forming the chain locker is heavily reinforced, as are the longitudinal and transverse stringers making up the supporting grid system for the bottom and all the bulkheads. From the engine room forward, the grid is a molded, single-piece part. There are five watertight bulkheads in all, including the forward and aft engine room bulkheads.

The recessed bow thruster tunnel has a fairing extending from the after edge to minimize drag, and there is a semi-recessed tunnel for the stern thruster. The prop and rudder are both protected by an integral shoe on the keel. For those ordering the twin John Deere engine option, skeg keels that can bear the weight of the boat if it touches the bottom are integrally molded into the hull.

All tanks are fiberglass, fabricated outside the boat and then installed to prevent movement. There are two wing tanks per side, all with man-size inspection ports, and they are also fitted with baffles that have removable ports inside to facilitate tank cleaning. Water tanks are made with food-grade gelcoat interiors. Beginning with the 58, gray water tanks are standard in all Selene models, draining the showers, head sinks, galley sinks, and the washer/dryer.

THE ENGINE ROOM

Propulsion on the boat I tested was the single 450hp Cummins QSM11 6125AFM diesel mentioned earlier. Access was through two watertight doors with viewing ports, either from the master stateroom forward of the engine room or from a commissary located beneath the aft deck, and there was 6 feet 2 inches of headroom inside, another benefit of Howard Chen's quest for "more." Working around all sides of the engine was hassle free. The upgraded, optional 23kW Onan generator was positioned aft of the engine, but access to it for routine checks or service was quite good, as it was for the optional hydraulic Wesmar Get Home System, which is powered by a power takeoff on the genset. The prop was a Faster four-blade NiBrAl turning a stainless steel shaft in a removable, sealed fiberglass tube with nitrile rubber bearings, part of the Amartech AxiSeal (www.amartech.nl) propulsion system Jet-Tern selected for 5830 and is using on all Selene trawlers 45 feet and up.

There was more than enough room on the port side for the Racor 75/1000 Max dual fuel filter/water separator for the main engine, as well as the Racor 900MA for the genset. This boat had an ESI fuel transfer and polishing system, and clearly-labeled, easy-to-understand manifolds for tank selection.



Top: The U-shaped galley is blessed with loads of stowage above and below the flawless granite countertops and serving bar.
Above: Visibility from the pilothouse is excellent for the helmsman and crew, with plenty of room for an optional Stidd helm chair.



Top: Cantalupi lights bathe the midship master stateroom, the queen size berth, and drawer bureaus in soft light. Manship opening portlights add natural light and ventilation. Above: The VIP guest stateroom has abundant storage and an island berth that is easy to access from either side.

Flexible, fire-resistant fuel hoses are used throughout. I particularly liked the fuel sight gauges that are a sturdy, integral part of each tank structure, with internal magnetic vanes that show tank levels have no fuel inside the tubes yet.

Hull 5830 has some additional options that populated the engine room, such as Wesmar RS900 stabilizers, Cruisair air conditioning, a Newmar 4.8kW inverter, and Mastervolt battery chargers. These are all placed and mounted for easy access, should service be needed.

To help owners understand the operation and routine maintenance of their yachts, Selene has entered into an agreement with Wheelhouse Technologies to create an owner's manual. Each manual is created for a specific build and the equipment selected. I've seen the manual for 5830, and it is by far the most thorough and understandable guide available. There will be the usual collection of manuals for individual gear, but from the operational standpoint, you won't find any better. A year's worth of Wheelhouse Technologies service, and access to their custom SeaKits replacement parts, is included.

SELENE 58 OCEAN TRAWLER

LOA	63' 7"
LWL	55' 11"
BEAM	17' 2"
DRAFT	5' 10" (full load)
DISPLACEMENT	118,188 lb. (full load)
BRIDGE CLEARANCE	25'7"/20'7" (mast up/down)
ENGINE(S)	Single 450hp Cummins QSM11 6125AFM (standard) Twin 267hp John Deere 6068SFM50 (optional)
GENERATOR(S)	12kW Northern Lights (standard) 23kW Onan (optional upgrade)
FUEL	1,600 U.S. gal.
WATER	450 U.S. gal.
HOLDING TANK	120 U.S. gal.
GRAY WATER	70 U.S. gal.
MAXIMUM SPEED	11 knots (standard power)
CRUISE SPEED	7.95 knots (standard power)
RANGE AT CRUISE SPEED	3,000nm at 7.95 knots
DESIGNER	Howard Chen
BUILDER	Jet-Tern Marine
PRICE	\$1,549,000 (with numerous options)

For more information:

Jet-Tern Marine

www.selenetrawlers.com



Courtesy of Selene Yachts



There is 6 feet 2 inches of headroom in the engine room, which is well laid out for maintenance or routine service checks.

THE TOUR

Twin molded staircases allow owners to board the Selene 58 aft deck from either side of the Euro-style transom. There are two side boarding gates serving the aft deck, plus an opening gate on the Portuguese bridgedeck level, just aft of the pilothouse door to starboard. I noticed when stepping aboard that there was no tenderness apparent on this solid-feeling vessel. While the extension of the boat deck overhead doesn't quite cover the aft deck all the way to the transom, the side decks are well covered to the stairs heading up to the Portuguese bridge. High bulwarks make passage along either side of the deckhouse safe and secure. Optional teak packages are available for the swim platform, the aft deck, and the side decks, all of which were present on the boat I tested.

There are 10 hawseholes with integral cleats for every kind of docking situation imaginable, and hull 5830 had a massive Maxwell HWC 3500 24-volt DC windlass on a raised platform on the foredeck serving a pulpit storing two anchors—the ideal setup for anchoring situations of all kinds. A stout samson post is provided for taking strain off the windlass. Selene also provides four through-hull fender clamps on each side, along with the four stainless steel safety rails on the swim platform.

A molded, quarter-turn, spiraling staircase on the port side, well provided with strong stainless steel handrails, leads from the aft deck up to the boat deck, where I found an optional Steelhead hydraulic davit and room for a 12-foot inflatable RIB dinghy. There's stowage along the port side, with an L-shaped settee and table to starboard. The portside cabinet is perfect for an outdoor kitchen, and has its own integral LPG locker below. Additionally, there's an LPG locker on the starboard side serving the galley below. A watertight hatch leads into the pilothouse.

"The measurement from the waterline to the top of the optional radar/electronics mast on 5830 is 25 feet 7 inches," said Pilz. "The radar/electronics mast is 6 feet tall, but a custom hinge can be added so it could be lowered to give 20-foot 7-inch clearance. The 58 in stock at Selene Seattle has an optional hardtop and electronics mast. However, the Selene 58 is also available with the standard arch, which would bring the clearance down to about 18 feet with the arch in the lowered position."

A wide Diamond Sea Glaze Dutch-style door lets you into the saloon, which is flawlessly fit and finished in wall-to-wall teak. Select teak veneers are used on the built-in bulkheads, window trim, and furniture,



At 7.95 knots and 1200 rpm, the Selene 58 burns 3.8gph and has a range of 3,000nm with a 10-percent fuel reserve.

while the soles throughout the boat are hand-fitted teak and holly. Selene's trademark high-low table, which expands with panels automatically fitting into the center, serves the L-shaped settee in the saloon. Thumbscrews with threaded receivers set into the sole allow relocation of the table to provide more leg room, yet still remain safe in a seaway. There are several lockers for stowage and entertainment gear. An optional wine cooler is fit into the forward-most locker on the port side, just aft of the optional private stairway to the master stateroom. Large windows make the saloon an inviting area in which to dine, relax, or entertain guests.

The galley is on the saloon level, separated from the pilothouse by a solid bulkhead. Granite countertops, abundant teak drawer and under-counter stowage, and top-flight appliances—from GE, Broan, and Sub-Zero, some of which are optional—are notable components.

The pilothouse is three steps up from the saloon level, with the electrical panel on your right at the head of the stairs. Designed with the input of Jet-Tern's vice president of engineering, Mickey Smith, it is a back-lit marvel controlling 50-amp, 110/220-volt AC and 24-volt DC service. The split-bus system allows easy operation of all systems, with a single leg devoted

solely to the ship's environmental control systems. The pilothouse layout includes a large helm console with room for paper charts, a dash that will accept large monitors, and space beneath for optional computer systems. Visibility is excellent through roughly 270 degrees from the optional Stidd helm chair, and there is a raised settee and table in the starboard aft corner for those who wish to keep the helmsman company. Two Diamond Sea Glaze Dutch-style doors give instant access to the Portuguese bridgedeck.

Access to the accommodations level is on the port side of the pilothouse. A quarter-turn spiral staircase with a solid handrail winds down to a landing serving a guest stateroom to starboard with over-and-under berths, the day head with separate shower to port, and the VIP guest stateroom in the bow. I found separate Bosch washer and dryer units in a locker on that landing. Both guest staterooms have hanging lockers and stowage appropriate for the size of the compartment.

There's more than meets the eye in 5830, much more. If you're interested in increased range, highly livable interior spaces, and luxury accommodations that meet Selene's high standards, then the 58 series deserves close inspection. 