



Goddess of the Moon

SELENE 48 OCEAN TRAWLER

If you're into boats and I would suspect most of our readers are, you have probably at some stage of your life, dreamed of stepping aboard and cruising off toward the horizon with no fixed port of call in mind.

The trouble is, you need the right kind of boat to do that - an ocean going passage maker to be exact. Well, here is your boat - welcome aboard the Selene 48 long range Ocean Trawler.

These ocean going passage makers are from the stable of Jet Tern Marine, one of the new breed of mainland China's boat builders. They are distributed in Australia by Halvorsen at Bobbin Head Marina in Sydney's beautiful Ku-Ring-Gai Chase National Park.

According to Mark Halvorsen, the build quality of these boats is as good as you would find anywhere in the world. So, on a recent visit to the Halvorsen

Marina, we had no hesitation in taking up Mark's offer to give the Selene 48 a test run.

Although more at home when crossing the oceans of the world, we had to be content with taking the long range trawler on a run down Cowan Creek towards the open boating waters of Pittwater on Sydney's north shore.

It was to be a great experience as it



The wheelhouse on the Selene 48 – comfortable, spacious and ideal for long distance cruising



The craftsmanship displayed in the furnishings on the Selene 48 is exemplary and a credit to the manufacturer

allowed us the time to fully inspect this superb cruiser and appreciate the sea going capabilities of the Selene 48.

Powered by a single 6 cylinder 315 horsepower Cummins diesel and with a fuel capacity of 4,100 litres, the fuel efficiency of the hull and the Cummins engine gives the boat a range of some 2,000 nautical miles.

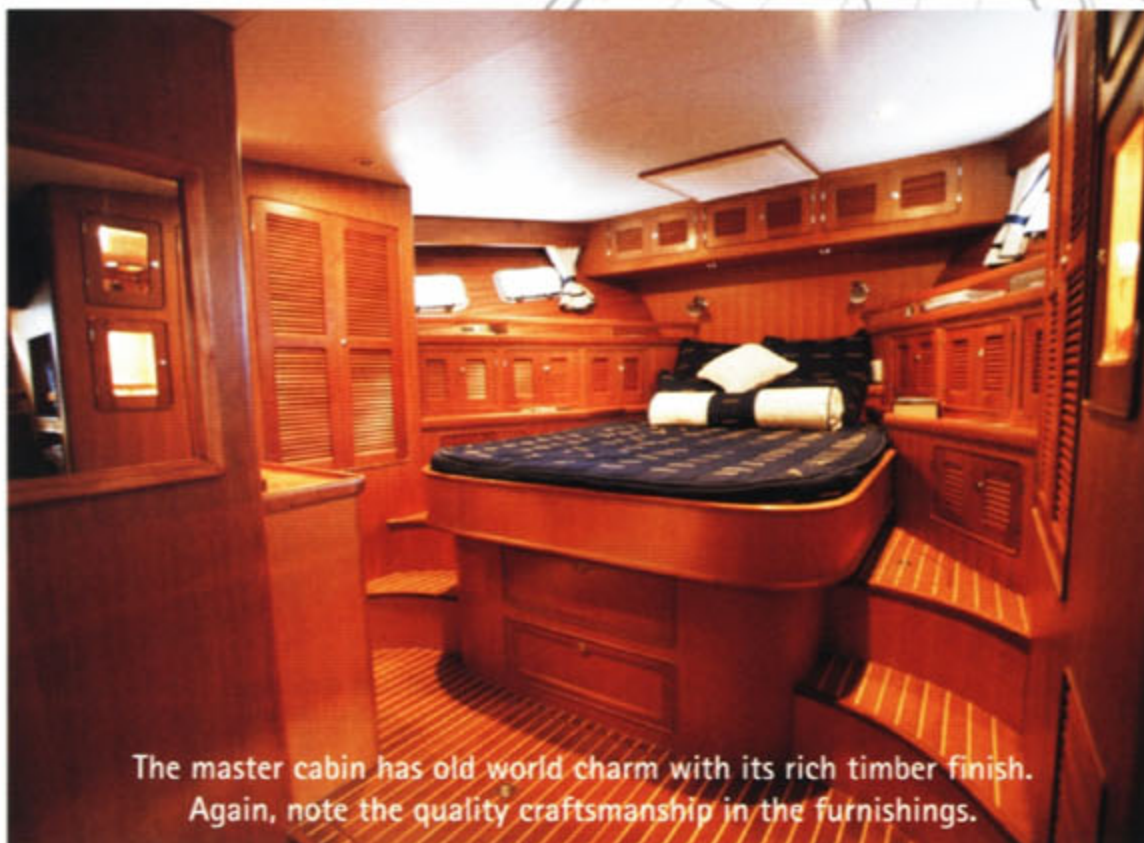
The Selene design has strong Halvorsen links. Harvey Halvorsen was instrumental in designing the profile and layout of the first Selenes and the pedigree has continued from there. Today, these long range ocean trawlers can be seen in virtually all of the major cruising destinations throughout the world - from Alaska to Greece and everywhere in between.

Although a substantially heavy boat weighing in at a little over 30 tonnes and with a beam of almost 16 feet, the manufacturers have chosen to fit an optional Naiad Anti-Roll Stabiliser System to the hull which makes for pleasant long range cruising. Even simulating rough conditions in the deep water on Cowan Creek using our camera boat to stir things up a little, the stabilisers worked perfectly.

Speed over the ground too was impressive and ideal for cruising. At 2600 rpm, we clocked the Selene at 10.2 knots while easing the throttle back a little to 2000 rpm, we settled into a comfortable 9.5 knot passage.

The Selene 48 is purpose built for long range cruising and this is clearly evidenced by the fitout and design of the wheelhouse. With classic brow lines created by the overhang of the bridge deck and the aft facing fixed windows, the Selene's wheelhouse is located forward of midships with half Dutch doors either side of the wheelhouse for ventilation, even though the 48 is fully airconditioned.

Inside the wheelhouse are all the comforts required for cruising. A raised bench seat is set aft of the steering station and a bunk is located behind the bench seat with a pull out extension for those who are a little taller than normal.



The master cabin has old world charm with its rich timber finish. Again, note the quality craftsmanship in the furnishings.



The double latch waterproof door provides access to the engine room. The rich timber finish has been continued throughout the boat.



Boarding the Selene 48 is via a somewhat narrow swim platform through a slightly off centre transom door. The aft deck is short but fully protected by the extended bridge deck.

A practical utility bar is positioned to port of the double latch saloon doors. Phone, internet and television connections are located on the starboard side in the transom. A hatch in the aft deck provides access to a voluminous lazarette while the high gunwales with timber railings provide safe passage around each side of the boat leading forward by way of two short steps. A Portuguese bridge prevents direct access to the bow of the boat although access is available via a centrally located hatch. Between the bulkhead and wheelhouse forward moulding, the manufacturers have installed a large padded bench seat.

Entry to the saloon is either by way of the Dutch doors adjacent to the

wheelhouse or through the main cabin door via the aft deck. The saloon is spacious, superbly appointed and is evidence of the quality craftsmanship used in construction. It is finished in highly polished and stained Cherry wood timbers. The flooring is hand laid Holly inlaid teak which provides a warm, welcoming atmosphere. There is also a commissary located directly under the saloon sole aft which features an eutectic freezer and plenty of storage for those long trips.

It is equipped with the usual L-shaped lounge to starboard, an extension table has been positioned on the port side. Twin bucket lounge seats provide extra seating. The long saloon leads to a central bar which conceals a dedicated TV/DVD area and well appointed galley with cocktail cabinet above. The designers have cleverly located the galley amidships to accommodate twin stairwells either side of the main saloon. The starboard side stairwell leads to the wheelhouse while the

portside stairwell leads to the cabin quarters below.

Wooden venetians and drapes provide privacy to the saloon area while a centrally mounted grab rail has been positioned on the roof of the saloon to allow ease of movement when in rough conditions. Rows of down lights subtly illuminate the saloon bringing out the contrast of colours with the blue leather lounges and rich timber furniture.

The galley features a three burner gas range, gas oven and microwave. Twin stainless steel sink, upright fridge/freezer and ample bench space provide a practical working area for meal preparation. There is ample storage by way of a host of drawers and lockers. A feature of the cabin design is the use of fixed round portholes either side of the island bar near the stairwells.

Access to the cabin quarters below decks is by way of the portside stairwell which leads down to the entry to the second cabin featuring twin overhead bunks. The cabin is surprisingly small however there is ample storage in hanging cabinets and under bunks. Installed neatly and unobtrusively behind slatted doors in the wall of the stairwell is a washer/dryer.

Turning hard to starboard and then aft, is the watertight double latched entry to the engine room. A porthole in the door provides good vision to the engine.

While the engine room doesn't provide full headroom, it is none-the-less well laid out with access around the centrally mounted Cummins diesel. A 16 kVa generator is also mounted in the engine room together with four large house batteries and a separate starter battery for the generator.

The Selene 48 is equipped with a Racor fuel purifier and filtration system, essential for long passages. Stainless steel engine mounts also reflect the quality of workmanship displayed in the long range cruising. The Selene is also equipped with a 200 litre holding tank.

It is clever and experienced seamanship



on the part of the manufacturers to allow entry to the engine room from below decks in the event of problems at sea during a long passage. A companionway leads forward to the main bathroom which features unusual black metallic tiles on the floor with a separate shower cubicle with curved sliding opaque door for privacy. A china vanity basin, electric toilet, timber framed wall mounted mirror and storage cabinets complete a useful and spacious wet area.

The main cabin is located in the bow of the boat and is huge. Immediately to starboard is a skipper's desk while the island bed sits imposingly on a raised platform.

Western Red Cedar hanging cabinets are located either side of the cabin while a very clever touch are the lit toiletry cabinets with glass doors. A flat screen TV has been installed in the aft



wall of the cabin. I have rarely seen such a well appointed cabin with its many lockers, side portholes and warm timber panels. Down lights have also been used below decks and in the companionway. The bridge deck with dual control station, lounge, utility bar and barbeque is accessed by a stairwell running aft on the port side of the wheelhouse. It is a large area for relaxing or entertaining and a mast and boom would allow the setting of a small sail. The large extended bridge deck allows for storage of a tender behind the lounge area.

As you would expect, the Selene 48 is equipped with radar, Sat Nav and three radios including HF, VHF and 27 Meg.

Visibility forward from the bridge deck is diminished because of the wheelhouse but all round visibility is still quite good.

The wheelhouse is cleverly laid out with gauges mounted above eye line while a Seiwa Chart Plotter with C-Map and a Furuno 42 nm daylight viewing radar screen is located immediately in front of the timber wheel. Forward and reverse gear stick and throttle control are mounted on the skipper's starboard hand.

The ship's electrical control panel has been installed in the wheelhouse below the dash on the starboard side. The Selene 48 is also equipped with an Interphase forward looking sonar, particularly useful when navigating through coastal reefs and unfamiliar anchorages. Other equipment includes a Coursemaster auto pilot, a Muir anchor winch, Plastimo offshore

compass and a rudder indicator. Standard digital Cummins' engine monitoring gauges have been installed in the wheelhouse dash.

Make no mistake, this is a superbly appointed ocean trawler with proven ocean going capabilities. Named after the Goddess of the Moon, this Selene long range ocean going trawler combines old world craftsmanship with the very latest technology to provide the very best in passage makers.



Specifications:

LOA	53 ft 7" (16.33 metres)
Beam	15 ft 8" (4.78 metres)
Draft	5 ft 1" (1.55 metres)
Displacement	65,000lbs (28,100kg)
Fuel capacity	4,164 litres
Fresh Water	1,130 litres (desalinator is an option)
Accommodation	4 - 6 people
Engine	Cummins 315hp 6 cylinder diesel
Hull type	GRP with balsa core sandwich with longitudinal stringers and traverse frames
Warranty	24 months
Price	Standard boat delivered into Australia \$1,060,000

Test boat supplied by Halvorsen Marine, Bobbin Head, NSW. Halvorsen is the sole distributor of the Selene range of ocean trawlers for Australia and New Zealand. More than 120 Selene Ocean Trawlers have been built since 1998. The range includes the 36, 40, the original 43, 47, the 48, a 50, 53, 57 and the Flagship 62. Plans are being drawn up for an 80 footer.

For further information contact Mark Halvorsen on 02 9457 9011 or visit: www.halvorsenmarina.com.au or www.selenetrawlers.com

Peter Scott