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# PassageMaker®

—The Trawler & Ocean Motorboat Magazine—

**SELENE  
40**

**A LIFESTYLE  
STATEMENT**



**FOCUS ON  
SAFETY**

**WORKING PILOT BOATS:  
Rugged & Unstoppable**





**E**very boat tour has its story: interesting people, unusual surroundings, and encounters that take me where I never imagined. In my book, the tale behind my tour of the Selene 40 ranks up there with the best of them, with twists and turns and unexpected connections.

The story began four years ago when I visited Jet-Tern Marine with Ted Hood, Brian Calvert, Alex Marcus, and John Clayman and we stepped aboard the first hull of the just-launched Selene 36 trawler. The boat, while good looking and with a traditional layout, seemed to need a





# The Selene 440

QUALITY, CAPABILITY &  
VALUE FIND HARMONY

Story By BILL PARLATORE

few more inches here and there to really work as a liveaboard cruising vessel.

With overall production now at approximately 50 boats a year, Jet-Tern has really cranked up the creation of a model lineup from 36 to 72 feet LOA. Howard Chen

continues his ever-present refinement, and the quality of today's boats is first class. I have been amazed at how quickly the Chinese boatbuilding industry has gone from zero to light speed, with quality continuing to increase, as many world-class builders find "The Central Kingdom" a

Bill Parlatore



Above: The Selene 40's deck plan allows secure movement, and quality construction is evident everywhere on the exterior. Inset: The shorepower is oddly located at deck level by the lower helm door. It should be moved to a more ergonomic location, ideally with foredeck and stern receptacles.

prime source of workers who are able to craft fine cruising yachts through training and hard work.

While the popularity of the Selene brand is a significant West Coast phenomenon, particularly in the Pacific Northwest, the recent introduction of Annapolis and Ft. Lauderdale dealerships should bring wider exposure of the Selene line to the cruising community.

The first twist in this story came after my visit to China, when Brian Calvert, the enthusiastic fellow who now heads up Selene Seattle, told me the Selene 36 I had toured in China in 2003 had gone into charter service in Anacortes, Washington. Hold that thought. We'll see where it leads us a bit later.

Now let's jump to October 2006, when Natalie Friton and I stepped aboard a shiny new Selene 40, hull number 21, at Trawler Fest in Solomons, Maryland. We both liked the boat and spoke with Chuck Wistar, the new Selene Annapolis dealer, about conducting a boat tour at the conclusion of the event, once the vessel had returned to Annapolis.

We spent a day aboard and found the Selene 40 to be a rugged-looking displacement boat that perfectly fits our niche.

## INITIAL THOUGHTS

I immediately noticed a beefy rubrail 14 inches off the water that runs from the swim platform to just aft of the flared bow, which stands proud of the rail.

Two opening-out side doors are located amidships, each 17 inches wide and 16 inches high. The doors' latches lock cleverly to prevent accidental opening.

The swim platform is integral to the hull, and a stainless-steel trim piece protects it and continues on to shield the rubrail as well. Thirty-two inches deep and full beam, the swim platform offers a solid surface for getting into or out of the dinghy or spreading out dive gear. A swim ladder slides out of the platform.

One step up from the platform through a transom door and we're in the small aft cockpit, 43 inches deep with a built-in bench seat (6 feet 3 inches long) that has storage under it. A starboard lazarette hatch opens to reveal a large storage area as wide and deep as the cockpit and 42 inches high.

The space contains steering gear, house batteries, and the stern thruster, with its switches and battery. I found that it took some gymnastics to get into the lazarette, but I'm sure with practice I could learn to slither into it nicely (although a removable set of steps would make it much easier).

The deck hardware on the boat is recessed into the 17-inch-high bulwarks, which have a stainless-steel rail on top for a minimum of 35 inches of protection. Side decks are at least 16 inches wide.

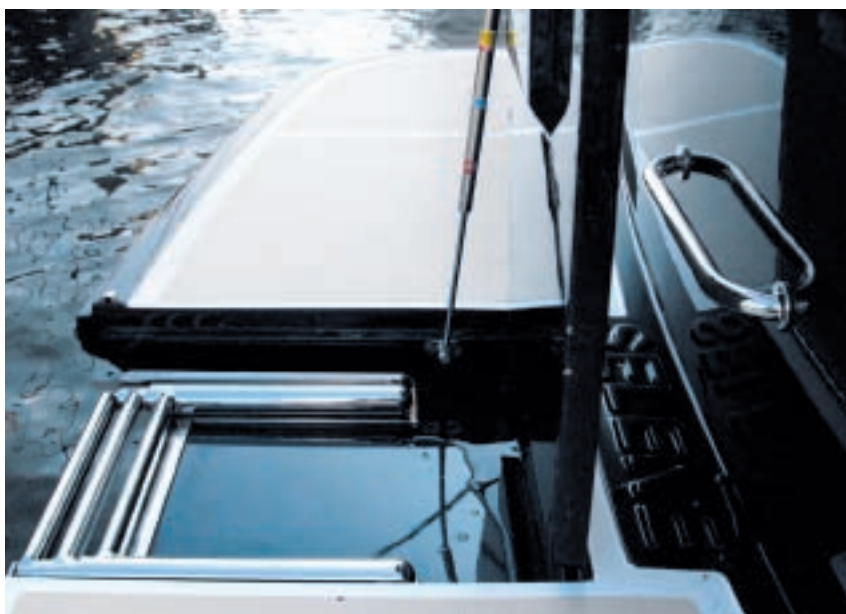
Walking up to the bow, I noted that it's 6 feet off the water and that the foredeck measures 12-1/2 feet from the reverse-raked forward windows to the bow platform. A massive samson post takes center stage on the foredeck, with matching chain lockers on each side of the Muir gypsy/capstan windlass. Foot switches are well protected beneath the windlass.

Provision is made for two anchors, a nice cruiser-friendly feature. I will mention that the Selene 40, with its 41,000-lb. displacement, is at the upper end of the capability range of the HR1200 windlass, according to Muir's selection chart. I would go up to the next size if





Natalie Fritton



A telescoping swim ladder tucks neatly into the large swim platform, which is very sleek but provides nothing to grab onto when returning to the boat by dinghy. Adding several stainless-steel grabrails to the platform would make docking the dink much easier. The grabrail seen at right is just too far away for practical use.

I intended to get real adventuresome. I would also replace the rope-handling capstan with an optional second gypsy.

The boat deck is up several steps from the aft cockpit and is where the boat's dinghy will be stored. While the standard boat does not come with a dinghy or cradle, it is clear this setup will work well, as the boat's mast and boom can lift a 9- to 10-foot dinghy and motor with ease. (The boom has electric winches mounted on it.)

The flybridge is large, with two helm chairs and a centerline helm console. Visibility from the helm is outstanding in all directions, and, with a bimini to protect the crew from the sun, it is a wonderful place to watch the world go by.

An L-shaped settee with storage underneath is on the port side of the flybridge, complete with table. There is terrific storage under the helm console as well. This spot was intended as a place for a LP gas tank, but the tank was moved to a stand-alone locker near the mast.

My impression of the exterior of this boat is one of lasting construction, first-rate stainless-steel work that feels good to the touch, a minimal amount of brightwork to maintain, and excellent fiberglass work. The Selene feels like it will stay solid for a very long time, and I suspect that notion stems from the lack of visibly caulked seams, which usually indicate panels

assembled to create a structure. I really like that sturdiness.

At the end of the day, we spoke with Chuck Wistar and agreed to come back the following week to spend more time on and in the boat, and to take more photos. But life has a habit of deciding its own direction, and the boat sold before we got back aboard. The Selene 40 quickly returned to Washburn's Boat Yard in Solomons for some work that needed to be completed before the new owners took delivery. I was told that the new owner planned to do his own commissioning, especially with regard to the trawler's electronics.

Here's the next twist: the couple who bought the Selene 40 live next door to me in Annapolis. And the plot thickens...

Howard and Pat Brooks are lifelong sailors, having sailed the Great Lakes in their early years and more recently cruising Chesapeake Bay aboard their



Bill Parlatore

No nail was used to scratch a hull number into the fiberglass transom of this boat. The placard is a very classy way to identify the hull and is indicative of Howard Chen's lofty goal of crafting a superior cruising boat in every Selene.



Bill Parlato

The business-like foredeck of the Selene 40 comes ready to go cruising. For extended cruising, one might consider installing a second anchor, rode, and gypsy, which would easily fit. In the real world, bigger anchors are better!

Sabre 425 sailboat. The Brookses also are active members of the Annapolis Yacht Club. Last year, AYC's cruising club organized a group charter to the San Juan Islands out of Anacortes, Washington.

For the trip, Howard and Pat chartered a boat from Anacortes Yacht Charters named *Dragontail*—hull number one of the Selene 36, the very same boat that yachting icon Ted Hood and I had been aboard in China in 2003. Brian Calvert giggled over the phone when he and I assembled the pieces of the puzzle and made the almost spooky connection. Talk about six degrees of separation!

Howard spent the winter doing his commissioning work and having a bimini constructed for the Selene 40, while Pat picked a theme and created a wonderful interior that fit the personalities of both the vessel and the crew. And it all came together as I watched from my living room window. Howard promised he would let me know when Natalie and I could go back aboard the trawler.

A few months later, *Lunar Lady* was ready, and so we continue the tour...

## A VERY LIVABLE INTERIOR

Access to the interior of the Selene 40 is through two side doors: a 20-inch-wide sliding door by the lower helm and a 24-inch-wide door on the port side that affords access just aft of the galley up.

Once inside, the visual transition from white fiberglass and highly polished stainless steel to fine furniture is stunning. Jet-Tern's interior treatment is absolutely first class. The double-stateroom design puts guest accommodations forward and the master cabin at the aft end of the boat. A large saloon, 12 feet by almost 10 feet, separates the two private cabins in classic fashion.

The saloon has a large, 9-foot-4-inch-long galley on the port side, with a beautiful granite counter running the full length. The refrigerator is at the aft end of the galley, and a Force 10 oven/stove is on the forward end of the counter. The placement of the double stainless-steel sink offers good utility while allowing visibility and interaction with crew lounging on the U-shaped settee opposite the galley. The settee is raised enough off the sole to give everyone a clear outside view.

Seating is relaxed, and the adjustable saloon table





doesn't force that "suck in the gut" maneuver while sliding around the settee. This is a much appreciated feature, as so many boats try to maximize table size at the expense of comfort. Jet-Tern's answer is a table that opens almost magically into a larger one through a built-in leaf. It may be a small detail, but it points to the general comfort level and focus of the boat. This is a trawler to relax in and really enjoy, not just look at with shoes off.

Headroom exceeds 6 feet 6 inches throughout the boat. Tinted, opening windows provide excellent light, ventilation, and visibility. I also noted plenty of handholds for moving safely around the boat.

Forward of the settee on the starboard side is the lower helm, which has a built-in double helm bench with storage underneath. Storage is everywhere on the Selene: in lockers, drawers, and bins and on shelves. It is difficult to imagine running out of space with the normal amount of cruising and living "stuff" we bring aboard. The helm console has enough room for a full suite of integrated electronics, as well as controls for the engine, bow and stern thrusters, and Exalto windshield wipers.

*Lunar Lady* has the complete package of Raymarine E-Series electronics. Howard Brooks, a retired electrical engineer, carefully planned out the commissioning, an impressive feat. He also was kind enough to allow us to publish some of his design and performance diagrams (see pages 108, 109, and 115). Howard's fastidious work is evident throughout the boat.

The helm's overhead panel houses engine instrumentation, a searchlight, and a VHF radio. I was impressed with the visibility from the lower helm; two 18-inch ports on the aft bulkhead allow a view behind the boat. An opening chart table lies forward of the galley, opposite the helm.

Standing in the saloon, taking it all in, I thought about the quality of the countless bits and pieces that make up all boats. The Selene 40 has Cantalupi lighting fixtures, overhead cabinets in the galley (including a wine glass rack), leather settee cushions, positive-latching hardware for drawers and lockers...there is a lot to like. Many of these elements might be missed on a casual boat show walk-through, but they make the ownership experience special. Quality just feels good. The more time I spent aboard *Lunar Lady*, the more I appreciated the fine details on this boat. They do make a difference.

It's three steps down to the forward guest stateroom, complete with en-suite head and shower. The steps have storage underneath, and a clever pocket door closes off the cabin for privacy.

The V-berth, with a seat in the middle, has drawers and lockers beneath, and there's a 16-inch-long cedar-



Photos by Natalie Fritton

Top: The view down into the lazarette from the aft deck. It is a large cavern indeed, which speaks to its utility. Above: A view of the lazarette from inside. There is a lot of room for gear despite the many systems installed here.



Bill Parlatore

Howard Brooks shows Chuck Wistar the electronics installation on the flybridge of *Lunar Lady*. The original console was reworked to fit in all of the electronics in the most usable layout. Later boats have a removable cover.

lined hanging locker on the starboard side. Two opening ports and a third in the head complement the overhead Manship hatch, and all bring in lots of light and ventilation, although there is a separate register for air conditioning in the guest cabin.

The head features a Tecma head, shower and faucet fixtures by Grohe, and three mirrored medicine cabinets to hold all of one's toiletries as well as visually open up the space.

Walking back through the saloon, three steps lead down to the master stateroom, which measures roughly 9 by 9 feet. Drawers and lockers surround the island queen berth, and several opening ports make for a bright and cheery interior. The master head is on the port side, and there's a huge stand-up shower on the starboard side of the stateroom. The shower has a dogged door for engine room access, with a viewing port so one can see into the machinery space before opening the door.

Two hanging lockers complete the master accommodations. Visibility from this stateroom offers as much or as little privacy as one might want; one can close the

curtains and the pocket door to create a truly private cabin away from the rest of the boat.

A nice master stateroom is expected on a 40-footer, but having two nice staterooms is even better. I can't imagine how to improve much on this layout and its proportions if one desires a classic two-stateroom boat.

### AN ENGINE ROOM THAT EARNS HIGH MARKS

Several large sole hatches lift for access into the engine room, and one is hinged to provide easy entry down to the Northern Lights 8kW genset. But the main engine room entrance is through the dogged door in the master shower.

Open this door and you are in for a treat. The Selene 40's engine room, more than 11 feet long, is simply superb, and I have been in a lot of engine rooms. Well lined with sound-deadening insulation and trimmed in teak to cover those nasty sharp corners, the space is relatively huge. Between the two outboard fuel tanks, I measured 7 feet of easily reached space around the centerline 230hp Cummins QSB diesel engine.





The Raymarine electronics suite is a fully integrated information system that shows just how far electronics have come in recent years. Loads of vital information is displayed; even thunderstorms can be monitored from the flybridge helm.

Headroom is 5 feet 9 inches just inside the engine room access door, and it tapers down to 4 feet 9 inches as one walks forward, although one can stand up in front of the engine because of the open bilge.

I spent quite a bit of time in this engine room, and the machinery access is just about as good as it gets on a 40-foot boat. All systems are out in the open and easy to use. Nothing is hidden or tucked away. The Reverso oil-changing system sits next to the dual switchable Racor 751000 fuel filters (which are the correct marine product, with stainless-steel bowls). Everything, from the ESI fuel polishing system to the well-designed fuel manifold, is easily accessed from a comfortable seated position. I could live in this engine room.

Parts storage is available atop the fuel tanks, and engine and battery boxes are well secured, exceeding ABYC minimum standards. The space is well lit, and visibility is excellent throughout.

Holding onto the stainless handrail around the Cummins, I really enjoyed what my eyes took in: blue Parker fuel hose, Type A1, which is fire rated by the

USCG. The fuel fittings are JIC reusable fluid fittings, which can be rotated to the desired position and then tightened for a complete, leak-proof seal. An outstanding touch that is a combination of Jet-Tern and Howard Brooks: all hose clamps are covered by red Clamp-Aid protectors to eliminate the possibility of slicing yourself on sharp ends.

Every part of the engine is out in the open, with several feet of space around each component for easy maintenance and service. There's no need for mirrors or "one eye around the corner" inspection.

The fuel tanks have inspection ports, and the boat comes with sight gauges that are robust and easily monitored. I noticed a well-protected balancing line connecting the tanks, which adds to the infinite variation of fuel supply and return. Even the strategically placed handrails invite comment, as they allow one to move around freely with one hand always on the ship.

A beautifully varnished teak grate sits over the 2-inch Aquamet propeller shaft and PYI stuffing box. The grate lifts for equipment examination and adjustment.



# LUNAR LADY NAV.

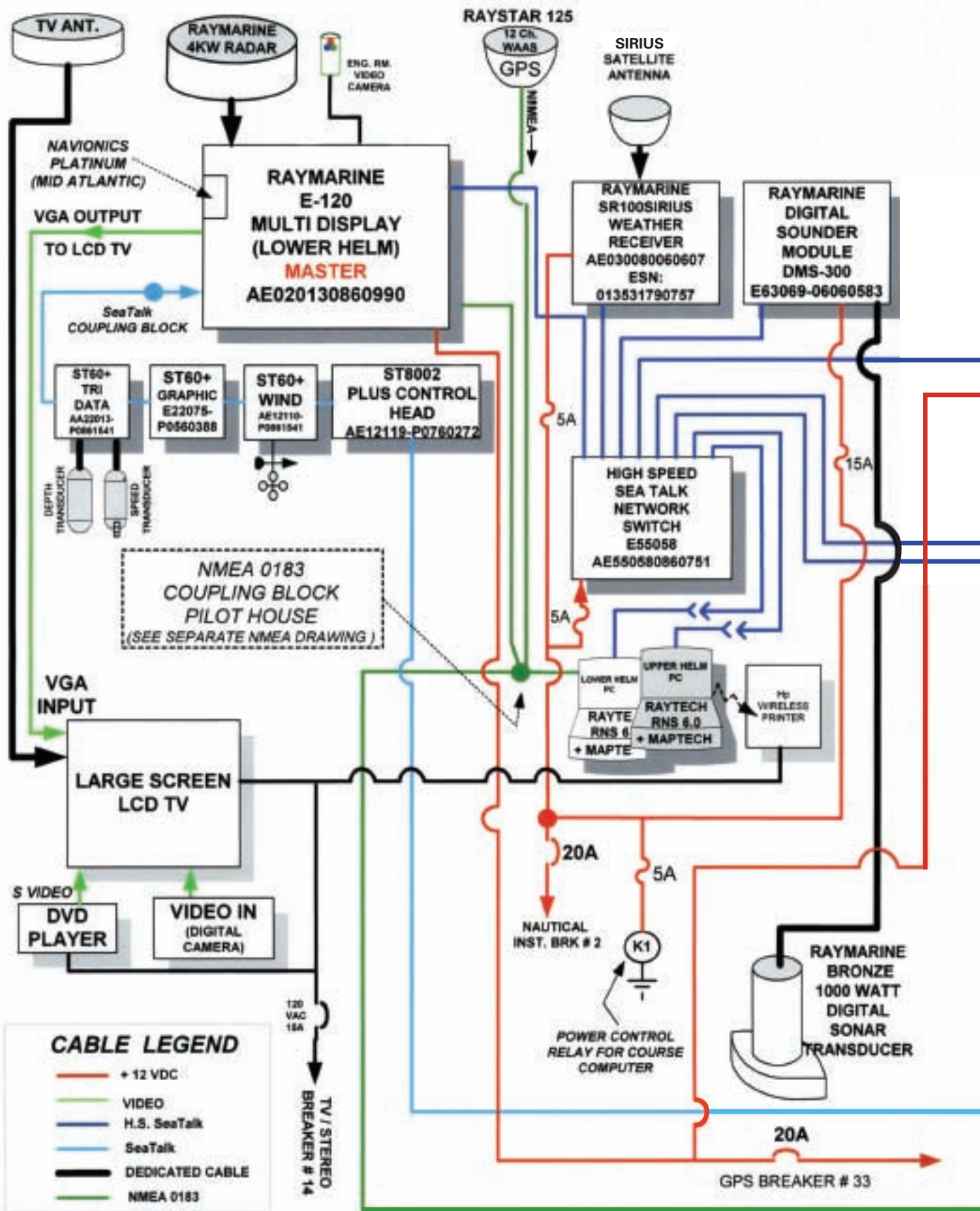
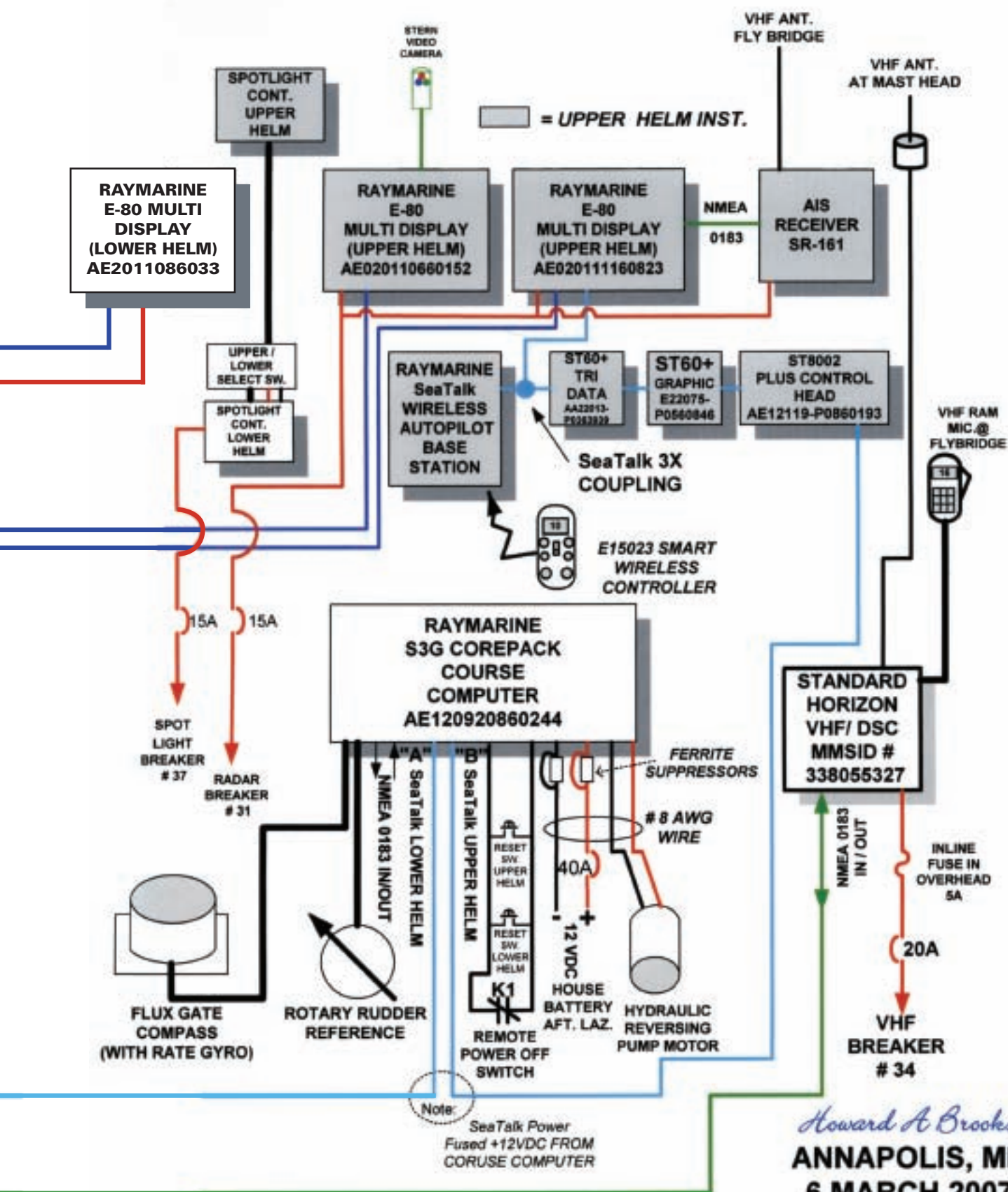


Illustration by Howard Brooks





# INST. CONFIGURATION





Photos by Bill Parlatore

Top: The portside galley shows the rich detail, fine hardware, and excellent craftsmanship of the Jet-Tern construction team. Notice the practical storage over the counter and the handy wine glass rack integrated into the overhead cabinets. Above: Opposite the galley are this comfortable settee and a table that cleverly opens up when dinner for six is on the agenda.





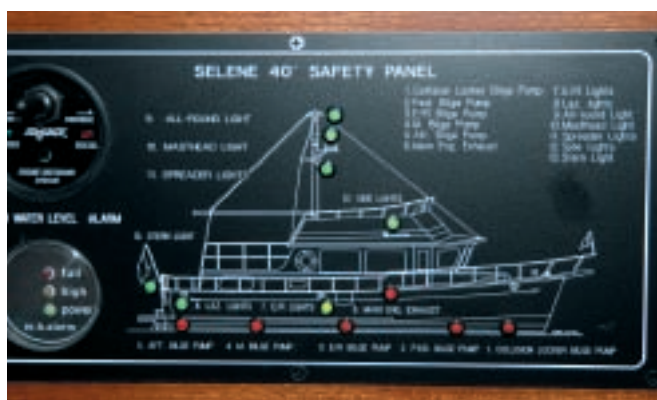
Photos by Bill Parlatore

Top left: The lower helm and ship's electrical panel. The pocket door behind the helm closes for guest privacy. Top right: Sailors will feel right at home in the forward stateroom, which works great for occasional guests. Above: The large master stateroom has a great berth, offers terrific storage, and is bright and airy with opening ports. Nice.





Photos by Bill Parlato



Jet-Tern Marine

Top: A hatch opens right by the genset for easy inspection. Other hatches really open up the engine room when needed. Middle: I'm seeing more and more trawlers that are equipped with safety panels to centralize the various alarms. A very shippy touch.

As many of us get older and stiffer, engine room service access becomes a bigger issue. I can see myself truly enjoying the maintenance routines in the Selene 40's Holy Place. It really is that nice.

### A SHARING EXPERIENCE

When I had completed my tour of the interior, I asked Chuck Wistar to come join Howard, Pat, and me on the boat. I wanted to hear how each felt about their experience so far. Sitting comfortably on the flybridge of *Lunar Lady*, we chatted about the random events that had led us to be in this place together.

Chuck, who is every bit as enthusiastic as Brian Calvert, remembered the phone call he'd gotten from Howard, seemingly on the ride home from the airport after the Brooks' charter in the San Juan Islands. Howard and Pat had had such a great experience, they'd decided to look at a Selene as their next boat.

"I had never been on a trawler before the charter," Pat told me. "And I didn't think I would enjoy it. But it turned out to be less work than sailing, and it was so comfortable. And now it is time to be comfortable." They have yet to don foul-weather gear aboard *Lunar Lady*.

Howard jumped in with his own comments. "We





Above left: Howard Brooks modified the water heater plumbing to simplify the winterizing process on *Lunar Lady*. Nicely done. You can see the storage above the fuel tank, a handy place to stash filter elements and small bagged parts. Top right: There are no hose barbs or clamped hoses in the fuel system here. Fittings like these are the way to go. Above right: All hoses are well marked, and underwater fittings are bonded. Howard added the Clamp-Aid protectors to all engine room clamps, expanding the practice that came on his Cummins engine. The protectors help eliminate cuts from hose clamp ends.

really enjoyed opening up all the windows, which gave us great ventilation, just like on our sailboat.”

The conversation continued as Pat and Howard alternately shared opinions developed on *Dragontail* and *Lunar Lady*.

“The Selene seemed to have real quality compared to other powerboats we looked at,” Pat said.

Howard added: “I really liked the engine room access and how it was laid out. I can winterize the engine room from one location, as the various seacocks and valves are right together. And the saloon hatches can be raised to really open up the engine room with full headroom.

“I also really like the documentation that came with the boat, which included CAD drawings of every system on this boat.” As an engineer, Howard truly appreciated that point.

When I asked about his commissioning endeavors, Howard commented that running wires and cables was a challenge. He had to run a second raceway down to the lower helm for all the antenna cables.

The spaces around the settee on the flybridge, normally open voids that would be easy to run wires through, had been filled with foam to allow the option of converting the storage space to a refrigerator or a freezer. As anyone who has tried it knows, passing



Photos by Bill Parlato

Top: The engine room is clean, yet everything is out in the open. Note the shower hatch access, the ESI fuel polishing system (visible on the left), and the space around the engine, complete with safety rail. The hatch overhead lifts for standing headroom. Above left: The fuel manifold can be reached from just inside the doorway and is clearly marked to avoid confusion. Above right: With plenty of room around the engine, there is space for additional equipment, such as this engine room heater.

wires through foam is all but impossible, and Howard had to get creative with the work-arounds.

Howard also mentioned that he kept finding wires that weren't in his documentation. Clearly, the boat had been pre-wired for additional systems and equipment, such as an autopilot or washer/dryer. He is

pleased that someone thought ahead and added the wiring during construction to simplify later installations.

Pat wishes she had a bigger refrigerator but is learning to improvise, doing things such as putting drinks in a cooler. She adds that she believes their style of cruising will be different than it was on the sailboat. That is





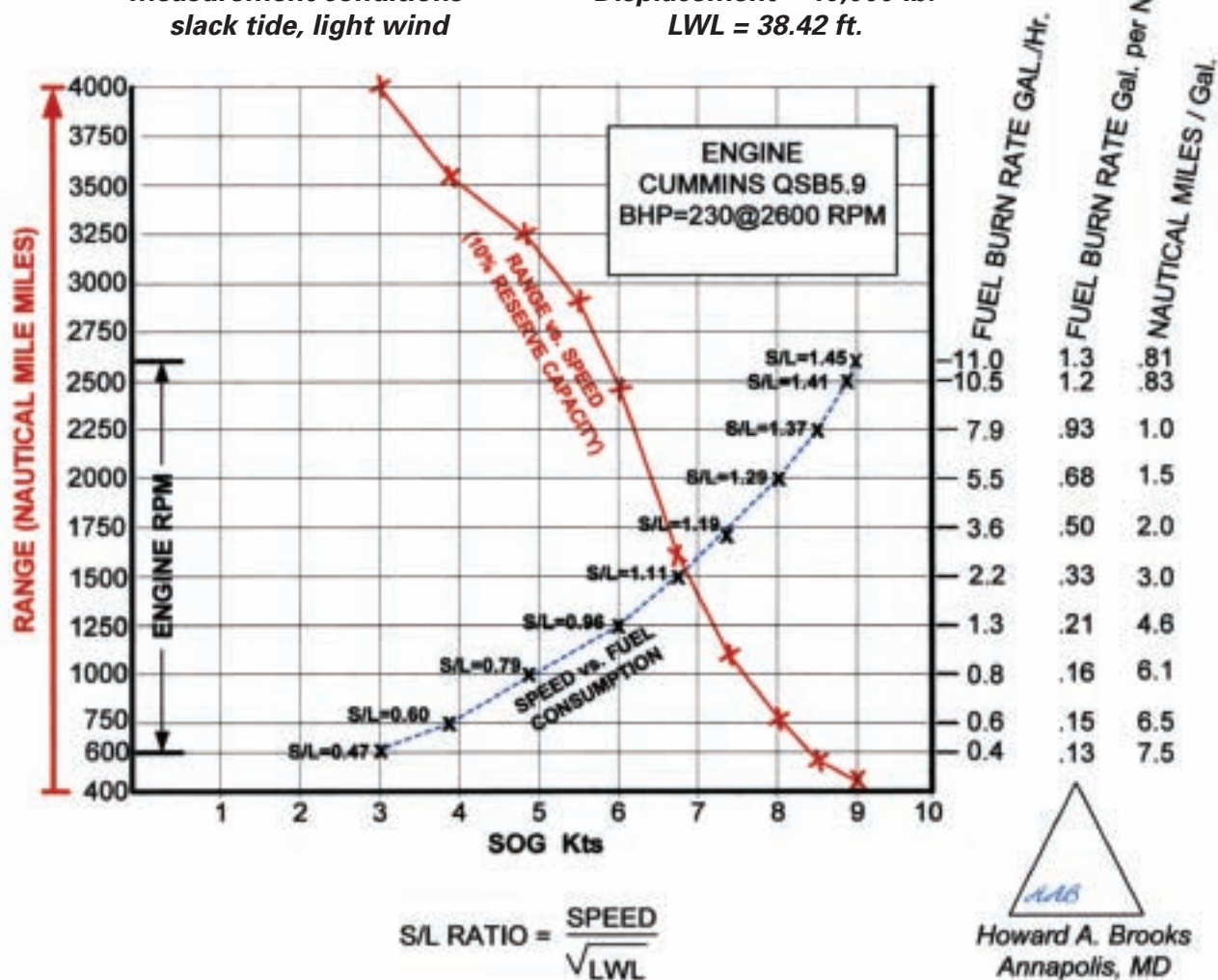
# Selene Ocean Trawler 4021

## Lunar Lady

Performance  
Measurements  
13 June 2007

Measurement conditions =  
slack tide, light wind

Displacement = 40,000 lb.  
LWL = 38.42 ft.



RPM	SPEED (Kts)	gal/hr.	NM/gal	BURN RATE Gal. Nm	S/L RATIO	ENGINE % LOAD	THROTTLE	Range Nautical Mile	
								10% reserve RANGE	20% reserve RANGE
600 IDLE	0.0	0.3	0	N/A	N/A	13	0	0	0
600	3.0	0.4	7.5	0.13	0.47	19	0	4050	3600
750	3.9	0.6	6.5	0.15	0.63	20	9	3510	3120
1000	4.9	0.8	6.13	0.16	0.79	25	21	3307	2940
1250	6.0	1.3	4.6	0.21	0.96	26	32	2492	2215
1500	6.7	2.2	3	0.33	1.08	26	44	1644	1461
1750	7.4	3.6	2	0.5	1.19	33	56	1110	987
2000	8.0	5.5	1.45	0.68	1.29	48	68	785	698
2250	8.5	7.9	1.07	0.93	1.37	70	80	581	516
2500	8.8	10.5	0.83	1.2	1.41	96	92	452	402
2600	9.0	11	0.81	1.23	1.45	100	100	441	392



Bill Parlatore

This handsome view of the Selene shows the boat's fender storage, grill, rear-facing saloon ports, and clean lines.

something I've heard many times over the years—once people begin to enjoy the comforts and benefits of a trawler, they are less inclined to rough it.

Howard and Pat agree the Selene 40 is more

## LUNAR LADY

LOA	45'
LWL	38'
LOD	40'
BEAM	14' 6"
DRAFT	4' 8"
DISPLACEMENT	41,000 lb.
FUEL CAPACITY	600 U.S. gal.
WATER CAPACITY	180 U.S. gal.
HOLDING CAPACITY	55 U.S. gal.
TOP SPEED	11 knots
CRUISE SPEED	9 knots
BRIDGE CLEARANCE (MAST UP)	21' 2"
BRIDGE CLEARANCE (MAST DOWN)	13' 1"
STANDARD POWER	230hp Cummins QSB5.9

comfortable than the 36, which they found a bit tight when hosting a group dinner during the charter. They say the longer saloon is a big plus.

Chuck Wistar concurred, saying the improvements in the larger sistership translate into a better overall cruising boat. He also made the point that Howard Chen continues to evolve all of his boats and that the current trend of Jet-Tern is toward deeper hulls with a rounder, fuller, more efficient stern shape.

The Selene of today is a hugely improved boat when compared with the initial models introduced in 1999. The workforce has grown, the yards have expanded, and collectively the Jet-Tern team is able to produce quality boats that represent excellent value. That is a good thing.

When I mentioned the enthusiasm of Selene owners on the West Coast, Chuck responded that he hopes to develop a similar following along the eastern seaboard. He feels the boats are perfect for cruising and living aboard in all of the popular areas, from Nova Scotia to the Bahamas.

Chuck should know about that; it is precisely what he and his wife, Andrea, did on their Selene 53 before he became a dealer. Chuck is a knowledgeable and experienced guy who knows what owners will need





Most Selene owners agree that a 9-foot tender, such as this Avon R280 RIB, is a good choice for the Selene 40's boat deck. Howard, Pat, and Scuffy go ashore several times a day when they are cruising, and the Avon works great.

and do. (It is the same story with Brian Calvert, who lives aboard a 48 and cruises Alaska, the Pacific Northwest, and Mexico.)

If you haven't checked out a Selene recently, I think you will be impressed. Orders for the popular Selene 53

have already passed the 100 mark, and that boat made its debut as recently as 2002. That's impressive.

Congratulations to Howard and Pat, Howard Chen and his team at Jet-Tern, and to some of the most enthusiastic boat guys I've met, Chuck Wistar and Brian Calvert. They make a great team. (I'm sure there are more folks in the mix, but these are the players I know.)

I look forward to seeing *Lunar Lady* on Chesapeake Bay, and occasionally joining her for a raft-up to celebrate a lifestyle that is often too exquisite for words. As Brian once told me, nestling in a cozy anchorage with nothing but nature all around, watching eagles fly high above, is pure magic.

I couldn't agree more, and now I'll also be smiling over a glass of wine, reflecting on just how entertaining this trail of random events we call life can be, with its many twists and turns, not unlike the story of *Lunar Lady*.

It seems we've come full circle. Just like the moon. 

## FOR MORE INFORMATION

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**Selene<sup>®</sup>**  
Ocean Trawler



Selene 53



YOUR DREAM — OUR COMMITMENT



Designed by Howard Chen  
Manufactured by Jet-Tern Marine

ISO 9001 : 2000 Certificate Number : 35916  
[www.selenetrawlers.com](http://www.selenetrawlers.com)

