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JANUARY 2009

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AN INTERNATIONAL EFFORT



“Grace and strength”

is Selene's slogan. With its flagship 62, builder Howard Chen has delivered on the promise with a vessel whose shakedown cruise will be a three-year voyage. *Southern Pearl*, the first 62 to arrive on U.S. shores, shows her serious side with the forward rake of her wheelhouse glass and her Portuguese bridge, which includes what may be the best seat on board while underway. A padded bench stretches from port to starboard under the windshield, tucked in behind the protection of the forward bulwarks. Navigating the deck is made easier by the recessed cleats, high gunwales and wide walkways.

British designer Ken Freivokh took advantage of the wide-open spaces of the saloon (which has 6-foot, 10-inch ceilings, at the request the owner of *Southern Pearl*, Paul Dickert) by placing two port side chairs across from the starboard settee, with a teak hi-low

table. The open feeling created by the saloon's teak and holly sole leads the eye forward to the dining area and wet bar. Three steps up and forward lead to the galley located just aft of the helm in the wheelhouse. Meal preparation and conversation with the captain will be a breeze in the well-appointed cherry and granite U-shaped galley. A curved seating area flanking a table on the port side of the wheelhouse allows meals to be taken while underway.

Stairs to starboard of the helm lead down to the three-staterooms below. The 18-foot-plus beam makes for a roomy master stateroom with queen berth and ample closet space. Three layouts are available, one with the hanging closets located athwart-ships beside the berth, which shrinks the nightstand spaces but opens up more room for a settee and larger vanity. The other two options locate the closets

By ROBB HANRAHAN • PHOTOS BY SHAW MCCUTCHEON



Barely visible below the surface in this picture taken off the bow, Southern Pearl has the optional bulbous bow, which combined with KeyPower fin stabilizers, improves ride in heavy seas. Above right, generous cockpit seating will keep the captain in the heart of the gathering. Below right, the gentle sweep of the stern can be seen in the curved bench seat with cockpit table.



along the bulkheads to port and starboard, which opens up the spaces on either side of the berth for more walk-around room. The VIP stateroom forward includes a queen berth with separate head and shower, while the third stateroom has twin bunks that can be pushed together to form a queen. There's also a private entrance to the day head.

Selene owners typically are very active in the build process, and Paul played a major role in the mechanical make-up of his new yacht making several trips from his Florida Panhandle home to the yard in China during the build. Paul and his wife, Laura, wanted a cruising boat built for comfort and long-haul voyages. They saw a Selene 53 three years ago and were impressed with its look and price. "At first, I thought something was missing when they quoted me the price," says Paul. "Howard Chen takes a personal interest in all his boats, and [with *Southern Pearl*] he was willing to move things for me and put in the gear I requested."

That gear is an electrical wonder. The electronics panel in the wheelhouse is a work of art with every system clearly marked and lit. *Southern Pearl's* 20 kW inverter can run everything on board including appliances and A/C units without assistance

from the generators or main engine. Paul also wanted redundancy in all systems, including three back-up inverters, one 10 kW and two 4 kW. There are also two water pumps, four chilled water A/C systems and a 55 hp get-home motor. Paul went all-out on his electronics packages, installing four NavNet systems, two Simrad AB50 Autopilots and AIS. A hydraulic alternator charges a huge bank of batteries, providing 3,600 amp hours of 24-volt battery power.

Howard Chen's Jet Tern Marine has been exporting yachts from his Dong Guan, Canton, China, factory since 1999, earning the ISO 9001 certification in 2001. *Southern Pearl* has a Lloyd's "A" rating and is ready for worldwide travel. Selene hulls are laminated on a female mold with the laminate specifically controlled to provide exceptional hull strength. Balsa core is used above the waterline to provide weight savings, stability, strength, and insulation.

Selene believes controlling engine noise is part of a comfortable passage. Every Selene trawler utilizes the Soundown insulation process, which begins in the engine room. The layer visible in the engine room is made of perforated white aluminum and primarily protects the inner



Clockwise from upper left, the galley is located just aft of the lower helm station featuring granite countertops and a full-size refrigerator. LED accent lighting in the saloon adds elegance to the rich cherry finish and dark blue leather upholstery. The full-beam master suite has an ensuite head with tub. The VIP stateroom forward surrounds the island queen berth with ample storage.

layers and brightens the engine room. The middle layer is three-inch thick foam insulation surrounded by an outer sheet of high-density Tuff-Mass lead barrier. Cabin floors and bulkheads are mounted outside of those layers creating a quiet, vibration-free ride.

The engine room is exquisitely laid out, brightly lit and yes, even air-conditioned. Selene doesn't hide or cover any major system, but thoughtfully places them in easily accessible areas. Wire-runs are neatly laid out and labeled, making repairs and maintenance more convenient. At Paul's request, all plumbing runs have been left exposed so leaks can be easily traced. *Southern Pearl's* 12.5 liter John Deere 6125AFM75 engine sits on 1/2-inch stainless steel rails with ample walk-around room on all sides. Paul's emphasis on safety is evident by the 85

SPECIFICATIONS

LOA: 68' 10"
Beam: 18' 8"
Draft: 6' 4"
Displ.: 143,000 lbs.
Fuel/Water: 2,600/600 U.S. gals.
Power: 1 x John Deere
6125AFM75 @ 525 hp
Top/Cruising Speed: 12/10 knots
MSRP: \$1,984,900

CONTACT

Selene Ocean Trawler
Fort Lauderdale, FL
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seleneflorida.com

gallon-per-minute fire pump on board.

All Selene trawlers utilize AGM batteries and ESI Clean Fuel Systems as standard equipment. The device uses magnetic fields to destroy the fragile membrane of single-celled microbes—the microorganisms that can contaminate fuel, clog filters and damage engines.

With Paul's clear vision of built-in back-up systems combined with Selene's emphasis on producing cruising boats for global exploration, *Southern Pearl* is ready to stretch her legs. Paul and Laura are planning to do just that in April when they set out on a three-year cruise to distant ports and anchorages. You can bet they'll have Selene—the goddess of the moon—looking over them as they bask in the comfort and security of their new home-away-from-home under starry nights.