



SELENE 42

EURO DECK

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elene yachts introduced its original Archer in 2005, with the objective of delivering a displacement vessel with performance, range, and accommodations consistent with the demands of extended cruising. To that end, the new single-screw 36-footer offered an aft-cabin configuration with two separate private staterooms, a midship raised pilothouse with adjacent saloon and galley, a standard flybridge with upper helm station and lounge seating, and tender storage atop the after house. So popular was the design that Selene soon thereafter added a larger version, at 40 feet, and more recently extended that model as the 42-foot Archer. Currently, both Archer aft-cabin designs continue to generate steady sales volume and a growing charter clientele. Considering that they occupy the smaller end of the Selene product range, they also offer the builder an opportunity to build client loyalty and repeat business among those customers motivated to move up in size as their cruising horizons expand.

No wonder Howard Chen, the Taiwan-based CEO of Jet Tern Marine—the company that builds his Selene range—has paid considerable attention to the more diminutive of his offerings, and to the market segments they serve. As a naval architect and marine engineer, Chen strives to translate observed needs and preferences among his current and potential clients into specific design features integrated onto a functional, esthetically pleasing whole. In recognition of a discrete subset among extended cruising enthusiasts (i.e., those who balance their sense of adventure with a distinct social and family component), he set about to create yet a newer cruiser offering, which he named the Selene 42 Euro Deck. The first of this series was offloaded in Seattle for an early spring delivery to their new customers, former sailboat owners and experienced cruising couple, Jim and Karen Metcalfe of nearby Edmonds.

A PROVEN HULL FORM

In the hull design of the existing 42 Archer, Chen already had a proven and capable platform upon which to develop the newest Selene model. The product of an earlier collaboration with American naval architect Ted Hood, the hull form features a narrow forefoot, with steep forward sections that flatten quickly to much shallower contours over the aftmost two-thirds of its length. A full-length keel provides a substantial underwater lateral plane to attenuate both roll and any

Flybridge deck overhangs yield additional topside space for tender storage and a large settee lounge; narrower forward sections allow clear sightlines from the upper helm to either side.



tendency to yaw in a following sea, notes Chen, and anchors a heavy stainless steel shoe that supports the lower end of the rudder post as it helps protect the propeller against impact with underwater surprises. While the original 36-foot Archer was fitted with a bolt-on transom platform, the hull of both its 38-foot successor and the new 42 extends fully underneath, adding structure to the platform while augmenting running surface and lengthening the waterline to increase buoyancy aft. While a number of other displacement hulls in this size category offer similar geometry, few if any of these feature what Chen calls the Cruiser Stern, a simple design element that at the point where the bottom terminates at the transom trades the more common hard edge for a softly rounded transition. "The Cruiser Stern," says Chen, "combines the hull extension with the rounded turn to reduce wake height, and increases buoyancy aft to reduce pitching."

INNER WORKINGS

With its aft-cabin configuration, the Archer series positions the saloon/pilothouse space amidships to



Above: Seating in the saloon includes two occasional chairs along the port side, and a starboard-side banquette that seats five or six. Left: A lower helm console offers good visibility and a logical arrangement of controls and navigation displays.

separate the master suite and the forward guest accommodation, a welcome attribute for owners and guests on board for extended periods. Consistent with its focus on maximizing common areas, the new 42 Euro Deck includes an expanded saloon/galley/pilothouse space aft, adjacent to a considerably larger cockpit deck, to better allow dockside socializing or gatherings at an anchorage. Two staterooms, including a forward master with island queen berth and a guest

cabin on the starboard side, share a single head with separate stall shower. "That arrangement works well for us," said owner Jim Metcalfe, "because most of our cruising will include just the two of us, and we'll still have plenty of room on the main deck and bridge for entertaining family and friends." For those voyages that do include guests, he noted, the second stateroom,

serves as a ready resource for lumber, glass, stone, and upholstery products, and the area provides a skilled workforce for his operation there. Accordingly, wood cabinetry and paneling throughout the 42 is abundant and well finished. The material of choice is Burmese golden teak, fine-grained and of a consistent tone, with teak and holly cabin soles, as Jim Metcalfe points out, installed piece by piece in plank form rather than as the more common veneer-clad panels. Gloss-finished beams impart a coffered look to the saloon overhead, and precisely joined moldings frame the phalanxes of large view windows encircling the main deckhouse. The double-wide pilothouse helm seat, raised in order to improve sightlines and to allow space for the guest berth below, faces a logically arranged console, in this case fitted with a Garmin navigation suite in addition to requisite engine and thruster controls. Just across from the helm console is a cabinet with a wide drawer capable of storing a small stack of paper charts, although Metcalfe acknowledges that he'll need to find supplemental storage

Top: Joinery throughout the boat is uniformly fine-grained and impeccably finished; an expanse of windows offers an excellent view even for seated guests. Above: Overhead cabinets augment storage volume in the galley area.

fitted with twin single berths, may also be converted to a good-sized double.

During construction of their boat, which they christened *Solstice*, the Metcalfes availed themselves of the Jet Tern yard's willingness to modify the underlying design according to customers' individual preferences—in this case, building a copious wine storage locker, in lieu of a compartment and lift for the pop-up television screen, into the tall cabinet separating the lower-helm seat from the starboard-side saloon banquette. The TV unit in their new boat, Jim notes, rests in a swing-down panel fitted to the portside overhead for viewing from the starboard-side lounge.

Jet Tern Marine operates manufacturing facilities in mainland China, at Zhuhai and Guangdong, Canton, where the Selene 42 Euro Deck is built. As a hub of the Chinese furniture industry, says Chen, Guangdong

for the bulk of his extensive chart collection, a prudent backup to the boat's electronic navigation system. Also adjacent to the lower helm, a Dutch-style weather door offers immediate access to the starboard side deck. The main electrical panel is centrally located, recessed into a side wall in the companionway leading below. Backlit switch labels and LED displays allow users to quickly identify individual circuits and monitor system status.

Galley fixtures are arrayed in a single cabinet along the saloon's port side, and include an electric oven, cooktop, double sink, under-the-counter fridge and granite countertop. A second cabinet, mounted overhead, provides storage for china, glassware, and provisions. Here, Metcalfe suggests that the erstwhile television cabinet behind the helm seat, clearly capable of accepting a larger refrigerator than the one in its current portside location, could well provide an



attractive alternative installation for future customers to consider.

A WIDE-BODY INTERPRETATION

A second Dutch door offers access to and from an aft deck that's easily twice the size of that on the 42 Archer, and is capable of accommodating a couple of deck chairs. Port-and-starboard side decks lead to the foredeck and bow pulpit. The flybridge deck overhangs the main level to shelter the entire cockpit—and nearly half the side decks' length—against sun and rain, and a transom door opens to the swim platform, which features a retractable three-step boarding ladder concealed beneath a flush hatch cover. On this inaugural 42 Euro Deck, the owners have specified optional teak planking for the swim step, cockpit, and side decks.

Those same overhangs that offer protection to the main-level exterior decks also add considerable square footage to the flybridge deck above. In its forward sections, the upper deck narrows to conform with the



Above: Hanging lockers flank an island queen berth in the forward master stateroom. Left: The dual-entry head features a stall shower separated from the adjacent toilet and vanity.

side contours of the main deckhouse, a design element that noticeably improves close-aboard sightlines from the upper helm, but aft of the helm chairs there's a remarkable expanse of real estate. Here, Chen and his design team have created an arrangement that includes a starboard-side lounge with pedestal table, and opposite, a cabinet with countertop for refreshment service, and a stainless steel cradle for securing a tender. "This 'wide-body' design," says Chen, "adds nearly 3 feet of width to most of the

flybridge deck, and allows us to offer room and features similar to those of a 48." Reinforced composite legs on either side, and stainless steel stanchions aft, he added, support the expanded top deck. Smack in the middle of the flybridge stands an aluminum mast fitted with platforms for radar and television antennas, and a boom



capable of launching and retrieving the tender on either side. Supported by a reinforced beam spanning the housetop, this fixture also may be rigged to carry a steadying sail. Getting around the mast on either side can be a bit of a squeeze, but its overall utility overrides much of that spatial objection.

SYSTEMS AND PERFORMANCE

Access to the engine room is by way of a good-sized hatch in the saloon sole, and a fixed ladder that descends to a landing just forward of the main engine. Just above the hatch on the saloon and companionway bulkheads, Metcalfe has installed two stout handholds to assist those entering or leaving the mechanical space, a detail that the builder might well consider adding to the standard equipment list. There is no standing headroom below (hey, it's a 42-footer!), but plenty of room to reach the single 230hp Cummins QSD engine, the transmission, shaft, and generator on all sides, plus filters, fuel management boards, and supporting hardware. As a recently retired



Above: The 42's single-engine installation allows good access all around the mechanical space. Note the fuel transfer panel with polishing system on the port side. Left: Wiring and plumbing runs are neatly installed and well supported. At the bottom is one of two raw-water intakes.

Boeing test pilot and a veteran of multiple aircraft development projects, Metcalfe has a keen sense of what's proper in a product's design, engineering, structure, systems, and function; no surprise then, that during a recent tour of his boat he was quick to identify several of his favorite attributes. Not least of these is a standard ESI fuel polisher plumbed into the diesel transfer system, a feature that can be programmed to circulate fuel at regular intervals

in addition to routine fuel transfer operations, thus effectively heading off contamination problems resulting from infrequent use. Two raw-water intakes ensure a plentiful supply of sea water to the cooling system, and offers redundancy in the event that either of these suffers an obstruction.

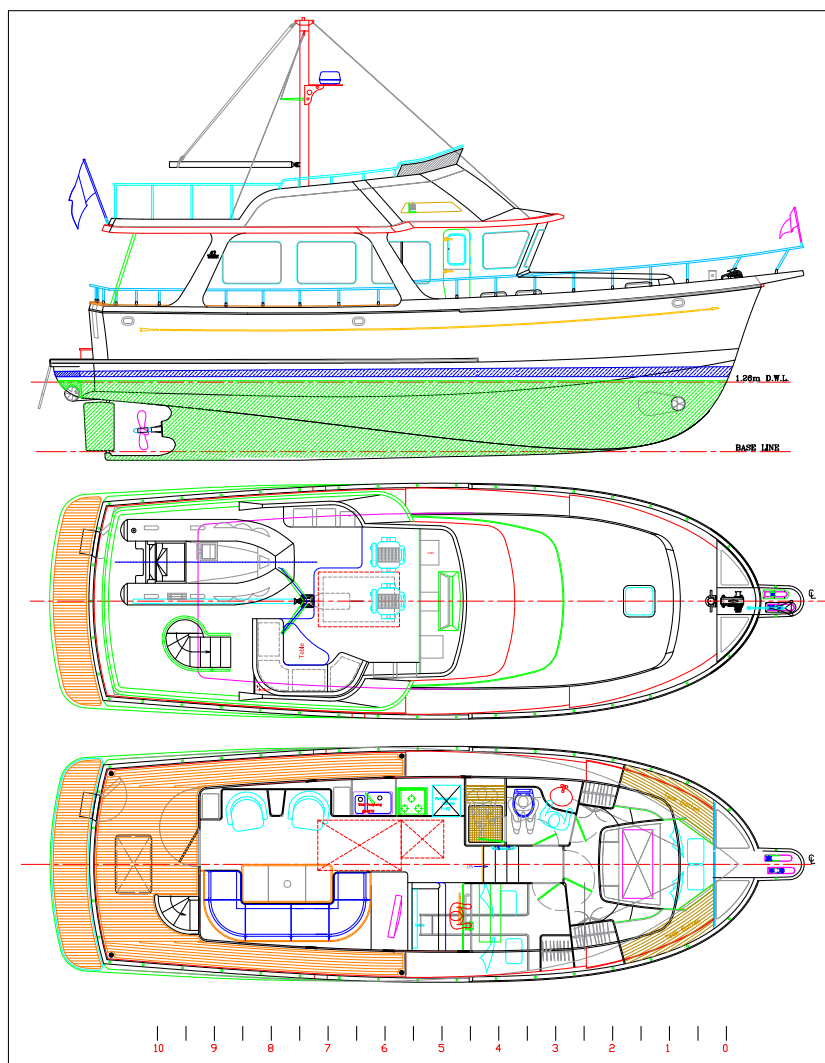


Equally noteworthy is a removable panel in the saloon overhead/flybridge deck, often referred to as a "soft patch," that when unbolted allows near-vertical removal and reinstallation of the main engine in the event of a major overhaul or repower. While extracting the main is never a routine task, it is made infinitely easier by the simple expedient of providing just this kind of direct access, and it's the all-too-common absence thereof throughout the inboard cruiser sector that leaves so many owners—and their mechanics—scratching their heads.

Underway, the Selene 42 displays predictable good manners. Even at idle, the boat answers immediately to the helm and standard hydraulic bow and stern thrusters ensure precise close-quarters maneuvering. The 42 feels solid and stable; at cruise speeds or higher, the hull tracks well, producing only a modest outboard angle of heel at anything more than a moderate turning rate. The boat seems most comfortable at 1,500 to 1,700 rpm, a hair below to just above 7 knots. At 1,500 turns the onboard engine display indicates a burn rate of 2.15gph, for an admirable range of 2025nm with a 10-percent fuel reserve. Skippers who plan their cruise itineraries around local tide and current tables, of course, will do even better.

The Jet Tern yard focuses its sound and vibration attenuation efforts at their source, soft-mounting mechanical installations and enclosing the engine space in three inches of acoustical foam and a lead barrier behind perforated aluminum paneling. The hull, built of solid FRP laminate from the waterline down, features topsides cored with Corecell to reduce weight and further isolate sound, and a grid of extruded fiberglass I-beams stiffens the main deck sole against flexing and creaking. These measures mute noise levels to a comfortable 57dBA at 1,500 rpm, scarcely changing as one moves between saloon and forward stateroom. The application of vinyl ester resins in the outer four glass layers protect the hull against osmotic blistering, and five coats of International Paints Gelshield, a two-part barrier, provide additional protection under three coats of antifouling bottom paint.

In its dual role as a long-range displacement cruiser and inviting social center, this newest Selene motoryacht seems to accurately reflect a well-researched



SELENE 42 EURO DECK

LOA:	45' 2"
LWL:	40' 7"
BEAM:	14' 6"
DRAFT:	4' 8"
BRIDGE CLEARANCE:	21' 6" (waterline to top of the mast)
DISPLACEMENT:	41,000 lb.
ENGINE:	1X Cummins QSB at 230hp
GENERATOR:	Onan 5kW (as tested, 7.5kW)
FUEL:	700 gal.
WATER:	200 gal.
HOLDING TANK:	60 gal.
GRAY WATER:	N/A
MAXIMUM SPEED:	9.8 knots
CRUISE SPEED:	6.95 knots at 1500 rpm
RANGE AT CRUISE SPEED:	2,025nm (10% reserve)
DESIGNER:	Howard Chen
BUILDER:	Jet Tern Marine
BASE PRICE:	\$449,000

For more information:
www.selenetrawlers.com

RPM	dbA Pilothouse	dbA Master	Speed (knots)	GPH	NMPG
600 (idle)	56	61	3.1	0.4	7.6
1000	52	52	4.9	0.8	6.2
1500	57	57	6.9	2.15	3.2
2000	64	65	8.4	5.75	1.5
2500 (w.o.t.)	69	69	9.8	11.2	0.9

and well-articulated design brief offering an attractive complement to the proven and popular Archer series, and as such, promises to broaden the brand's appeal to the sub-45-foot, single-engine market. For experienced enthusiasts like Jim and Karen Metcalfe, the Selene 42 Euro Deck appears to deliver a just-right arrangement and equipment list in a boat whose engineering and fit-out appear eminently worthy of an owner the likes of an aerospace industry veteran. Attached to *Solstice's* ignition key ring and trailing across the lower-helm console is a red and white embroidered cloth tag bearing the inscription "remove before flight," certainly a souvenir of Jim Metcalfe's aviation career, but perhaps also an oblique hint at the couple's lofty cruise ambitions.

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