



SELENE

More than 200 Yachts In Less Than 10 Years

Riding the wave of the increasingly popular trawler styled yachts, Jet Tern Marine, builder of the Selene brand, has become one of the fastest growing boat builders in the world. Now with two factories in China employing over 1200 workers and run by the intensely ambitious Howard Chen, Jet Tern is making waves.

Selene's range of single-engine passagemakers starts at 36-feet and tops out at 75-feet, although larger models are undoubtedly on the drawing boards. Chen, who studied naval architecture in Taiwan, has designed each yacht, tweaking their lines to get a bit more performance from their full-displacement hulls. With large fuel capacities and efficient, ballasted hulls, Selenes are capable of offshore cruising, and

currently one of its new 66-footers is on its way around the world.

Jet Tern has a variety of well-thought-out layouts for each model, and the factory is willing and able to accommodate most requests for personalizing a yacht to the owner's specific needs. Most impressive is the quality of construction that the Selene line has achieved in a relatively



short period of time. From their state-of-the-art fiberglass work to their handcrafted wood interiors, from their fuel polishing systems to their sound proofing methods and more, Selenes now rank among the finest yachts in their class.

Selene Design Philosophy

For extended, offshore cruising, nothing beats the seaworthy competence and fuel-efficiency of a full displacement design. Like other designers and builders, Chen was inspired by Robert Beebe's "Voyaging Under Power," and he has designed his entire line of Selene trawlers around a full-displacement hull – only with a slight twist here and there.

The Selene's chines harden up about two-thirds of the length aft of the bow, and the bottom flattens out. This reduces the initial tendency to roll in beam seas and at anchor, and it provides a slight increase in lift similar to a semi-displacement hull. To counteract the tendency to yaw in following seas, the hull utilizes a deep, ballasted keel and a large rudder for enhanced directional stability.

The Selene hull also incorporates a slightly concave or hollow section near the stern to increase water pressure in the prop area. The increased pressure reduces prop cavitation and improves efficiency.

Above the waterline, the Selene series has a distinctly handsome, salty look. Chen also has a degree in traditional architecture, and his eye for balance and harmonious lines is clearly evident in the exterior design of each model. The reverse windshields not only give the design a rugged, serious look, but they reduce glare. Starting with the 43, all models incorporate separate pilothouses as well as flying bridges, and an internal stairway connects the two. Cockpits and side decks are protected by an extended hardtop. A Portuguese bridge wraps around forward of the pilothouse for protection against boarding seas, and stainless steel safety rails extend the height for added safety.

All models feature a single engine as standard, although larger models can be built with twins. The Selene 62 and larger models are also available with a bulbous bow designed to reduce drag induced on the hull by the bow wave. Some models are available with Selene's optional "Cruiser Stern," which presents a more rounded side and aft section to following seas, improving the ride down swell. The "Cruiser Stern" also adds to the boat's LWL, slightly increasing hull speed.

Selenes are designed for serious offshore cruising and are an ideal choice for those with ambitious cruising plans or who simply want to enjoy coastal cruising in comfort, knowing



New Model

The new 57DH was inspired by the successful 57 and incorporates an entirely new hull and super structure design for greater interior volume and higher fuel carrying capacity.



SELENE 57DH

LOA	63'7"
LWL	55'11"
BEAM	17'10"
DRAFT	5'10"
FUEL	1500 gal.
WATER	500 gal.
CRUISING SPEED	10 kts.

their boat can handle whatever conditions they encounter. Chen's architect's eye is also evident throughout Selene's interior layouts, which offer the amenities of a waterfront home.

Building a Selene

Jet Tern's impressive growth has been made possible by the building of a second factory in Zhuhai, China, where it now builds the 57, 59, 62 and 66. Its original yard in Dong Guan, Canton builds the 36, 40, 43, 47, 48, 53 and 55. To help ensure that high quality remains a major focus during this growth, the company has achieved ISO 9001 Certification. Under this stringent certification, all manufacturing processes are precisely documented and controlled for consistency and quality. Selenes are built to ABYC and CE standards, and it takes between six and twelve months to build one, depending on the model.

Hulls are constructed using the finest materials, including Cook gelcoat and vinyl ester resins for a flawless finish and resistance to moisture that can lead to osmotic blisters. As an added protective measure against blistering, all Selene bottoms are treated with a two-part epoxy barrier coating before leaving the factory.

Unidirectional, bi-axial

fiberglass materials are utilized for structural integrity. Above the waterline, a Divinycell core is used to reduce weight, keeping the center of gravity low while improving insulation. Vacuum bagging helps create a stronger bond to the core material and reduces the chances of voids by drawing out trapped air. Watertight bulkheads and collision lockers are standard where required.

Selenes feature the finest machinery and equipment available, ensuring superior performance, dependability and ease of service. Cummins, John Deere, Northern Lights, Maxwell, Racor, AGM, Kahlenberg, Diamond Sea Glaze and Cantalupi are just some of the top brands found on Selenes. Extensive use of Soundown materials reduce the level of engine noise reaching the pilothouse and main saloon. ESI fuel polishing



systems, which reduce fuel-related diesel engine failure, are now standard on most models.

Known for their Old World craftsmanship, the Chinese workers at Jet Tern are willing and able to customize each yacht to the owner's personal requirements. High quality woods, veneers, fabrics and granites are readily available, and a new stainless steel manufacturing center has been created to produce the Selene's custom designed hardware.

A project engineer keeps the dealer informed of the progress and adherence to specifications of each yacht under construction, and every two weeks new digital photos of construction progress are posted on a special section of the company's web site for owners to see.

Buying a Selene

There are four independent, strategically located Selene Dealers in the United States that specialize in the sale of new and previously owned Selene trawlers. Each dealer is intimately familiar with the Selene product line, and several of the principals are either current or recent owners of a Selene – meaning that they understand what "living the dream" is all about.

Because the ability to customize is a big part of Selene's attraction, especially with the larger models, many owners travel to China to see their yacht under construction. Jet Tern Marine offers help in finding comfortable accommodations and local travel arrangements.

To learn more about the Selene family of cruisers, visit each dealer's web site and read about the adventures of Selene owners. You'll also find answers to many FAQs about cruising on a Selene.

For international buyers, Selene has dealers in Europe, Australia, New Zealand, Asia and the Middle East.

Selene U.S. Dealers:

Selene California, San Diego, CA, 619-224-1161
www.selenecalifornia.com

Selene Annapolis, Annapolis, MD, 410-280-0006
www.seleneannapolis.com

Selene Seattle, Seattle, WA, 206-352-1168
www.seleneseattle.com

Selene Florida, Ft. Lauderdale, FL, 954-728-
www.seleneflorida.com

About Us

Howard Chen is the CEO and driving force behind the Selene brand. Chen is a 1983 graduate of the Taiwan National Cheng Kung University with a Bachelor's degree in Naval Architecture and Marine Engineering. He later earned a Masters Degree of Architecture from Tung Hai University in Taiwan as well as an MBA from Sun Yan-Sen University in China. After working as an engineer at another yacht design company, he started Jet-Tern Marine in 1998 and shipped his first Selene trawler from Dong Guan in 1999. In 2003 he opened his second facility in Zhuhai.

When Chen is not at one of his factories, he's traveling to an owners' rendezvous, attending boat shows or visiting one of his dealers to get input and feedback that will help him improve and refine his designs.

The company's impressive growth has been made possible by the development of a dedicated, talented management team headed up by J.R. Hsu, Jet-Tern's Chief Operating Officer.



Howard Chen

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