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GLOBAL

Selene 72 Explorer View at Cannes Boat Show



The **Selene 72** yacht, a product of a collaboration between Howard Chen and James Fwu, represents a combination of modern styling and the enduring qualities of a classic ocean-going vessel. Here are the key features and details of the **Selene 72**:

1. **Design Collaboration:** Howard Chen worked with Guido de Groot, a renowned Dutch designer, to create yachts that maintain the core qualities of Selene's classic ocean yachts while incorporating softer lines and different interior decorations that appeal to European owners.
2. **Naval Architect Expertise:** James Fwu of JFNA, a notable naval architect from Taiwan, joined the international design team. He contributed to various aspects of the yacht's design, including hull lines, hydrostatics data, structural design, stability calculations, dynamics

performance, and obtaining the "EU Type Examination Certificate" with RINA.

3. **Specifications:** The **Selene 72** has a Length Overall (LOA) of 75 feet and 9 inches, with a displacement of 158,688 pounds (72 tons). Two Cummins QSL9 405 BHP engines power it, although a single-engine version is also available.
4. **Fuel Capacity:** The yacht has a substantial fuel capacity, carrying more than 3,000 US gallons (approximately 11,355 litres) of fuel. This allows for long-range voyages at a cruising speed of 9 knots, with a top speed of 11.5 knots.
5. **Elegant Design:** The most striking aspect of the **Selene 72** is its elegant combination of modern styling and the traditional design elements of a reliable ocean-going vessel.
6. **Distinctive Features:**
 - **Raised Pilothouse:** The yacht features a powerful raised pilothouse, offering excellent navigation and control visibility.
 - **Portuguese Bridge:** The Portuguese bridge is a characteristic feature that enhances onboard safety and convenience.
 - **Wide Upper Deck:** The expansive upper deck provides additional space for various activities and relaxation.
 - **Side-Deck Walk-Arounds:** The side-deck walk-arounds ensure easy and safe passage for passengers of all ages. A wide-body or semi-wide-body design is also an option, catering to different preferences.
7. **Innovative Elements:** The yacht introduces some new design elements, such as large side windows in the hull, which enhance the interior's luminosity and offer beautiful views of the surroundings. Additionally, the flying bridge features curvy and sleek lines, adding a modern touch to the vessel's aesthetics.

In summary, the **Selene 72** yacht is a product of international collaboration, blending classic ocean yacht features with modern design elements. It offers a combination of elegance, safety, and convenience, making it an attractive option for those seeking a luxurious and seaworthy vessel for long-range voyages.

General

Year:	2024
Price:	\$POA
Additional Charges:	None
Broker Quote:	A true ocean going passagemaker - the most popular trawler in New Zealand!
Boat Type:	Power
Hull Type:	Trawler
Location:	Auckland
Engine/Fuel:	Diesel
Hull Material:	GRP

Dimensions

Length:	72 ft
LOA:	23,11 m
LWL:	21,48 m
Beam:	5,92 m
Draft:	1,90 m
Bridge Clearance:	7.6 m
Displacement:	72 tons

Builder / Designer

Builder: Selene Yachts
Designer: Howard Chen and Guido de Groot

Engines

No. of Engines:	Two
Engine Brand:	Cummins QSL9 405 BHP @ 2100 RPM
Engine(s) HP:	405 hp
Cruising Speed:	9 knots
Max Speed:	11.5 knots

Tankage

Fuel:	11,355 Litres
Water:	2,271 Litres
Holding:	757 Litres

GENERAL CONSTRUCTION

Hull lamination: The hull lamination schedule is per the construction plan. The area below the water line will use "Isophthalic" Gelcoat and vinyl ester resin for the first three (3) layers. The deck lamination schedule is per the construction plan. Construction plans for the structure will be based on standards set by the AMERICAN BUREAU OF SHIPPING (ABS).

FRP Details:

- Hand-laid Cymax bi-axis and uni-direction stitched woven roving/mat
- Vacuum resin infusion hull and superstructure
- Four watertight bulkheads (chain locker, collision locker, forward E/R, Aft E/R)
- Transverse frames and longitudinal girders system
- Vinylester resin for the first three layers
- Transverse frames and longitudinal girders system
- CPP Gelcoat for the hull, deck, superstructure and non-skid surfaces
- FRP radar arch with s/s radar support
- FRP staircase from the cockpit to flybridge
- Built-in settee at cockpit and flybridge
- Built-in settee at the foredeck
- Integral fully protected keel & rudder shoe
- Recessed bow thruster tunnel
- Integral FRP stern thruster casing

MACHINERY DETAILS

Core Materials:

Main Engine:

- Cabin side (vertical surfaces): Divinycell
- Twin Engine Gummings QSL 9 405 BHP @ 2100 RPM, Wet exhaust & 24VDC starting
- Cabin top and deck (horizontal surfaces): Static or equivalent vertical end-grain balsa, 1" thick
- Gear Box: ZF 360, 2.917:1 reduction
- Alternators: 24VDC 80AMP

Deck/Walk joint

- "Air Sep" crankcase ventilation
- Two (2) Vision 6FM200D-X batteries
- Between deck and hull flange 3M 5200 bonded in series for 24VDC 200AMP
- Inside of joint: Three (3) layers M. & W.R. in all accessible locations
- Engine bases are to have a 1/2" stainless steel cap on top of the bed and a 1/4" plate on the sides. The plates are to be highly polished stainless steel.

Longitudinal Stringer:

- Each engine is mounted on (4) resilient mounts
- Hull: Full length of each port and starboard

Engine Controls and Panels:

Watertight bulkheads:

- Two (2) stations: pilothouse, flybridge. Controls in the aft deck and P&S bridge are optional.
- Watertight bulkheads per the construction drawing will include, but not be limited to, the following areas: between crew quarters and E/R, E/R and lower guest pressure cabins, aft the bulkhead of Fwd. The guest cabin and chain locker/collision bulkhead are included.
- Engine water temp, System voltage, Gear oil pressure and fuel burn for each main engine.

Additional Images



