

## SELENE 65 M/Y LUZERNE (HULL NO. 5916)

### GENERAL SPECIFICATIONS

First registered	: March 2007
Flag	: Malaysia
Length OA	: 65' 1" (19.84m)
Length OH	: 60' 2" (18.34m)
Beam	: 17' 10" (5.44m)
Draft	: 6' 6" (1.98m)
Fuel	: 2 x 1100 USG Approx.
Water	: 600 USG Approx.
Engines	: 2 x "John Deere" 265HP diesel engines
Hull & Superstructure	: Fiberglass
Generator	: "Kohler" 20 EFOZD
Watermaker	: "Horizon" 420 GPD plus upgrade to 800 GPD
Speed	: 12.5 knots (approx) at full throttle
Cruise	: 8 to 10.5 knots
Stabilizers	: "Wesmar"
Bow Thruster	: "Sidepower" 25HP
Air Conditioning	: "CruiseAir"
Bulbous Bow	: Yes, factory option
Extended Swim Platform	: Yes, factory option
FRP Hardtop	: Yes, factory option
Extra Crew Cabin	: Yes, factory option
Davit	: "Aritex" 600 kgs

### SALOON

Upon entering the saloon from the aft saloon door, one will notice the wide beam because of the extended full beam on the port side. There is a long sofa instead of the normal 2 single-seater armchairs. This is to allow long items to be kept below the seats such as fishing rods etc. There are also small drawers and boxes to keep all the fishing gears.

On the sideboard of the portside is a large 37" "**Sharp**" LCD TV which is linked to the satellite receiver. It provides good, clear reception.

Next to the long sofa seat is the entertainment console. It is a top of the line "**BOSE**" set hooked up to the Hi-fi system and karaoke set. The karaoke set has 40,000 songs stored inside. The speakers are also "**BOSE**" with surround-sound.

Forward of the entertainment console is the display cabinet which keeps the wine glasses, cups etc.

There is an "L"-shaped sofa seat with dining table on the starboard side. This table is extendable to accommodate more diners.

### GALLEY

There is a galley counter and full galley equipment with electrical hobs and an exhaust fan. A full size twin door "**Liebherr**" refrigerator stands at the bulkhead to provide adequate food storage for long cruises. There is also a garbage compactor, reinforced drawers, dishwasher and a small ice-maker and oven to complete the galley layout. It is a fully functional galley. There are also additional AC power outlets to cater for additional galley appliances if needed.

## **MAIN ELECTRICAL CONTROL PANEL**

Moving forward towards the wheel house, there is a large electrical console which houses the AC and DC main switches for the yacht. It is illuminated and is protected by a glass panel.

This yacht is unique as it also has a three phase outlet from the generator. This is to provide a more efficient power supply for the electrical air compressor located at the flybridge. Normally a yacht of this size will only have single phase AC supply.

## **WHEELHOUSE**

On the starboard side of the wheelhouse aft is the half oval-shaped settee with a table. Behind this settee is a Pullman bed for the crew to rest during long ocean crossings.

The wheelhouse console houses a 10.8" "**Raymarine**" display monitor which can display all the necessary navigation aids. Next to the "Raymarine" display is the standard 17" LCD computer monitor which is linked to a **CPU** hidden below the console. This monitor can also be linked to the Raymarine system, but is presently configured for Internet and general computer usage. It can therefore be also used for watching movies while on watch duty during long voyages.

For serious cruising and safety, the yacht is equipped with 2 satellite phones from "**Inmarsat**" and "**ACES**". Hence, the yacht is never out of range for communication. There is also a small security monitor on the console to display the engine room and the aft transom boarding. You will also notice a "**Brother**" fax/printer on the side of the console.

On the portside of the wheelhouse is a low cabinet which houses a little safe. In fact, there are 2 safes, the other is hidden somewhere in the Master's cabin.

The wheelhouse is served by 2 doors on the port and starboard sides.

The wheelhouse is also equipped with a "**Stidd**" helm chair.

## **GUEST CABINS**

There are 2 guest cabins. Access to these 2 cabins is by the stairs from the starboard side of the wheelhouse.

There is a VIP cabin located at the forward. It has a queen-size island berth. Hanging lockers are provided and additional drawer space can be found below the bed. The bed can be lifted upwards to access additional storage, and it is ideal to store suitcases and other bulky items.

The other guest cabin has a hi-lo bunk with hanging lockers and drawers. There is also a writing table in Internet wire points provided.

Both cabins share the bathroom/toilet, with the VIP cabin having a direct access to it through a linked door.

A very important feature is the huge storage below the floorboard in the bilge area. There is a lot of room for the storage of food, provisions and spare parts.

## **FORWARD DECK AND PORTUGUESE BRIDGE**

Exiting the wheelhouse and moving forward is the Portuguese bridge. It is a brilliant idea to utilize the space at the Portuguese bridge to store the scuba tanks. Altogether, 11 tanks can be kept in this area, together with other scuba accessories.

The foredeck has a little bench seat for 3 persons, ideal for watching the sunset over the horizon.

Selene is thoughtful to provide shore power for bow and aft transom plug-ins, including fresh water and salt water outlets.

A hatch sits in the centre of the fore deck to serve as an escape hatch and ventilation for the VIP cabin below. This hatch is fitted with a retractable ladder, sunscreen and insect screen.

There is a heavy-duty anchor windlass with 2 chain capstans/gypsies, operating 2 anchors. One anchor is equipped with full chain whilst the other is fitted with chain/rope for deeper anchorage. The signature design of the Selene is the stainless steel "Samson Post" located proudly behind the anchor windlass.

### **FLYBRIDGE CONSOLE**

Access to the flybridge is only through the wheelhouse. The console houses all the essential navigation equipment and has an independent "Icom" VHF radio. An identical set of John Deere engine gauges are also provided, similar to those in the wheelhouse.

Another feature worth mentioning is the lighter socket for charging handphones or providing DC power for appliances.

### **FLYBRIDGE AFT DECK**

You will notice that there is no stairs from the main aft deck. This is specifically taken off to free the space to install 2 dinghies. It worked out very well as the lower cockpit space is used to fit the outdoor cooker and scuba tanks filler valves whereas the flybridge deck is used to fit the smaller dinghy. There is a **L&M** three phase dive air compressor located below the settee.

Lately the owner has taken off the smaller dinghy cradle and fitted a stainless steel freezer instead to keep his catches of fishes or food during his long fishing and diving expeditions.

The dinghy cradles are mounted on flush stainless steel deck fittings which will permit the cradles to be removed if the space is used for entertainment.

For serious cruising, the yacht is also equipped with **2 inflatable life rafts**, each with a six-man capacity. A heavy duty davit is also provided for launching and retrieval of the dinghy.

An "**Aquapro**" 14 –foot dinghy with a 50HP 4 stroke "**Yamaha**" engine is also provided.

### **ANTENNAS AND HARDTOP**

The antenna installation is a non-standard arrangement. It is designed specifically to accommodate all the equipment. The stainless steel raised platform is installed to fit the radar scanner so as to reduce any interference from the satellite TV and Inmarsat domes. There is also a lightning conductor on the top of the mast.

### **MASTER BEDROOM**

The access to the master bedroom is by the stairs at the forward portside of the saloon. It has a queen-size bed, vanity table with attached bathroom/toilet. It also has its own TV and DVD player.

Again, there are drawers and storage below the bed for personal items and suitcases. Extra storage is available below the floorboards to the bilge area.

### **UTILITY AREA**

The utility area is located behind the bulkhead of the master's cabin. It has a work table which can be used for ironing clothes, with an AC wall plug for the iron. On top of the work table is a Pullman bed for extra crew. For the time being, the Pullman is used for storing/stacking provisions for long voyages. This area also houses the "**Panasonic**" washer/dryer, deep freezer, small wash basin and the main electrical DC on-off switches together with the battery chargers and inverters.

## **ENGINE ROOM**

The yacht is powered by 2 x 265HP "**John Deere**" Engines which also drives the 2 hydraulic pumps that operate the 2 "**Wesmar**" stabilizers.

A single "**Kohler**" generator provides adequate power for the yacht. This generator also has a three phase outlet to power the air compressor for charging the scuba tanks.

The air-con units, fuel polisher system, electrical oil change pumps, **CCTV** camera, fuel gauge sight glass, batteries, "**Horizon**" watermaker, etc. are also housed in the engine room.

There are 2 wing tanks, each capable of holding about 1,100 US gallons of diesel fuel.

The engine room is very well insulated with high grade sound proofing materials and the saloon floor is further insulated with a "floating floorboard" system. Therefore the living areas in the yacht are quieter than most other boats.

## **AFT SWIM PLATFORM**

The aft swim platform is built with the slightly extended option, and is fitted with stainless steel removable guardrails. On the starboard side are the receptacles for the shore power and water inlet.

There is also a specially built live bait well on the floorboard deck to cater for some fishing.

In conclusion, there are many unique features on this yacht, such as full beam on the portside for more room in the saloon, dive compressor and scuba tank storage, bulbous bow, entertainment centre and lots more. Many factory options have been added to ensure safety and comfort to the owner and his guests.

Taking pride in the yacht, the owner was confident to take delivery of the yacht in Zhuhai and drove her for a 7 days, non-stop maiden voyage to Singapore. This is what the Selene is made for. The owner's previous yacht was a Nordhavn 54. That says it all.

Presently, the yacht has done a little over 2,000 engine hours since her licencing in March 2007 and has not encountered any serious problems.

I believe that the information are correct but cannot be guaranteed. Please feel free to contact me for any further details.