



HO HUM - SELENE YACHTS

Builder: [SELENE YACHTS](#)

LOA: 59' 0" (18.24 m)

Year Built: 2003

Beam: 16' 0" (5.08 m)

Model: 53 Ocean Trawler

Max Draft: 17' 6" (5.33 m)

Price: \$650,000 USD Subject to change.

Cruising Speed: 9 Knots (10.36 MPH)

[See full listing on our website](#)

Location: Savannah, United States

Max Speed: 11.50 Knots (13.23 MPH)

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TABLE OF CONTENTS

OVERVIEW 3

SPECIFICATIONS 4

 Basic Information 4

 Dimensions 4

 Speed, Capacities and Weight 4

 Accommodations 5

 Hull and Deck Information 5

 Engine Information 5

GALLERY 6

DETAILED DESCRIPTION 15

CONTACTS 21

OVERVIEW

Come aboard this sturdy 2003 Selene 53 Ocean Trawler, a superb example of the celebrated passagemakers in its class. Designed for comfort, economy, and dependability, she marries artisanal build quality with genuine bluewater, long-range capability in a stabilized, displacement motor yacht configuration. Recent major care includes a full Cummins main engine rebuild completed April 2025, a new 12.5 kW Westerbeke generator installed November 2025, fresh bottom paint applied November 2025, and fully overhauled stabilizers finished November 2025, leaving only a light electronics refresh for the next owner. A warm teak interior and a three-stateroom layout offer inviting liveaboard accommodations, while active stabilizers and bow and stern thrusters, together with a protected pilothouse, make offshore passages and coastal cruising equally effortless. Built by Jet Tern Marine with Selene's characteristic attention to detail and accompanied by documentation of proper U.S. importation, this rare explorer-style yacht pairs timeless lines and seaworthy engineering with the comforts of home, ready to carry you to the next horizon.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
2003

Sub category:
Trawler

Country:
United States

Model Year:
2003

Dimensions

LOA:
59' 0" (18.24 m)

Max Draft:
17' 6" (5.33 m)

Beam:
16' 0" (5.08 m)

Speed, Capacities and Weight

Cruise Speed:
9 Knots (10.36 MPH)

Water Capacity:
400 Gallons

Max Speed:
11.50 Knots (13.23 MPH)

Fuel Capacity:
1100 Gallons

Accommodations

Total Heads:

2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

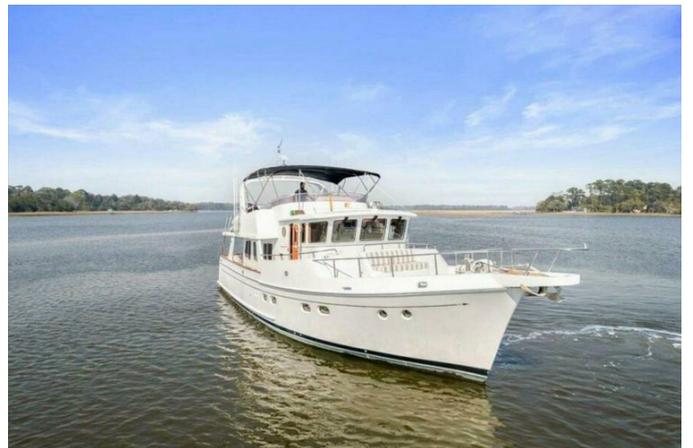
Cummins

Fuel Type:

Diesel

GALLERY





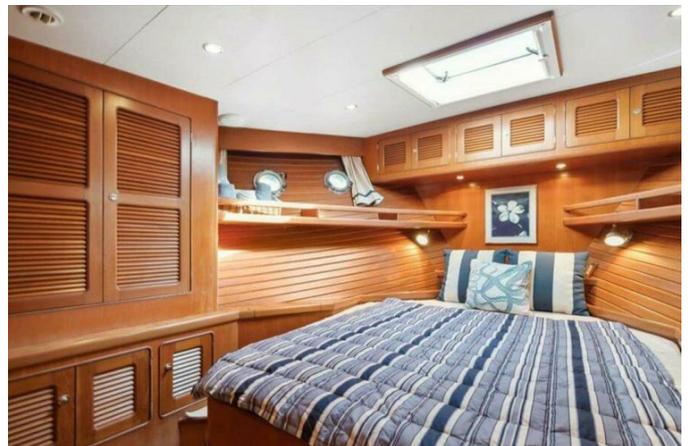
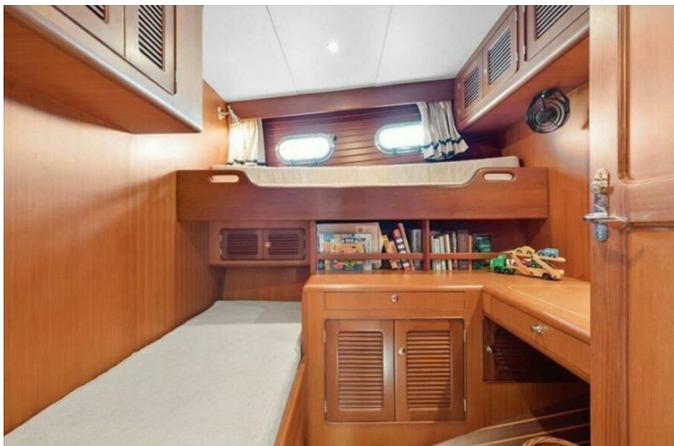


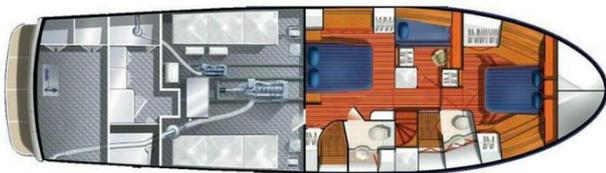












DETAILED DESCRIPTION

Description

Step aboard this solid 2003 Selene 53 Ocean Trawler, a finely kept example of one of the most respected passagemakers in her class, designed for comfort, efficiency, and reliability to deliver a timeless blend of classic craftsmanship and serious bluewater capability. Fresh major upgrades inspire immediate confidence: a complete rebuild of the Cummins main engine in April 2025, a new 12.5 kW Westerbeke generator in November 2025, fresh bottom paint in November 2025, and overhauled Naiad stabilizers in November 2025, leaving only a thoughtful refresh of her electronics on a discerning owner's shortlist. A warm teak interior, a three stateroom layout, stabilizers, and bow and stern thrusters make her equally suited to extended voyaging or elegant coastal cruising, with effortless handling in tight quarters. Built by Jet Tern Marine with Selene's renowned attention to detail, and offered with proof of proper importation into the U.S., she presents a rare opportunity to own a proven ocean trawler that marries seaworthy design, enduring style, and the comfort of home wherever your next horizon lies.

Overview

Interior. Purpose built for extended cruising and liveaboard comfort, the Selene 53 offers a spacious owner's cabin amidships with an en suite head and separate shower, complemented by two guest cabins forward that share a second head, with one guest cabin cleverly doubling as an office. The interior is finished to a high standard with teak joinery, teak and holly flooring, granite counters, stainless steel ports, and plush upholstery; climate control is assured by two CruiseAir reverse cycle air conditioning units feeding five air handlers, aided by several 12 volt fans. A Splendide washer/dryer combo is

fitted, and the carpeting seen in earlier photography has been removed; upholstery for the salon, foredeck, aft deck, and flybridge was renewed in 2021, excluding the pilothouse settee. From the generous covered aft deck, you pass through the salon, past the port side galley and the starboard stairway down to the owner's suite, and then step up to the pilothouse, where another stairway to starboard leads forward to the guest cabins and a second stair leads aft to the flybridge. The salon, finished in fine teak with teak and holly soles, welcomes with abundant natural light via large windows, offering excellent sightlines; to starboard are two seats with storage, to port an L shaped settee with a folding dining table, and a total of seven opening windows span the salon and galley for natural ventilation. The galley, forward to port, provides overhead lockers, under counter cabinets and drawers, generous stowage, and Corian countertops, and it is equipped with a Norcold refrigerator and freezer, a Raritan Icer Ette icemaker, a Princess by Seaward oven with three burner stove, a GE Profile microwave, a stainless steel double sink with hot and cold water plus a separate filtered fresh water tap, water maker control, and a CNG/propane detector, together with miscellaneous galleyware; additional Grunert freezer capacity and bottle stowage are thoughtfully arranged in the aft deck lazarette. The pilothouse, situated between the salon/galley and the foredeck, delivers excellent helm visibility and direct deck access via exterior doors to port and starboard; it features an L shaped settee with a teak table, a single pilot berth, a helm chair, windshield wipers, mesh snap on exterior sunshades, opening side windows, a stair to the flybridge, and an electronic safe. Accommodations are rounded out by a forward primary guest cabin with a queen berth and stowage, and a port guest/office with twin offset berths, a locker, and a desk with chair; both heads are fitted with Techma electric flush toilets and separate showers for true cruising convenience.

Hull and deck. A stainless railed swim platform and a transom door lead to the covered aft deck, which easily accepts deck chairs and offers a large hatch into

the expansive lazarette, plus a molded stair up to the flybridge; side bulwark doors ease boarding to the well protected side decks, where high bulwarks add security. The aft cockpit and the covered portions of the side decks are laid in glued down teak, while exposed areas are finished with molded non skid; varnished teak cap rails wear snap on protective covers. The hull and boot stripes were prepped and painted in 2016, as was the cabin house; cabin house hardware was removed and re bedded in 2016 and the cabin house windows were removed and re bedded in 2020; new deck house exterior window covers were added in 2022. Aft deck equipment includes a Lifesling, a hot and cold shower, two 50 amp shore power connections with two shore power cords, several stainless steel cleats, and a capacious lazarette with a built in wine rack, a Grunert freezer, a water maker, and stowage for gear, with the rudder and steering gear readily accessible. Up top, the flybridge enjoys superb sightlines beneath a bimini; a fiberglass arch carries radar and antennas, while built in seating, a table, a helm station with two helm seats, and a wet bar with grill and sink create an inviting entertaining zone; lighting, speakers, a grill with two propane canisters, a sink, and flybridge cushions renewed in 2023 complete the space. The aft sun deck accommodates a RIB tender and outboard, handled by a 1,200 lb hydraulic davit, with room remaining for electric bikes and chairs; the outboard is a 30 HP Suzuki of unknown age, and the tender is a 2003 Zodiac YL 340 DL RIB (HIN: XDC069B1C303) that still holds air but is old and ready for replacement. The foredeck is reached via a starboard bulwark door leading to the walkaround decks, and it is encircled by stainless steel rails for safety; a molded forward facing settee with cushion fronts a large anchor platform with a Maxwell 2500 12 volt dual anchor windlass feeding a CQR galvanized plow anchor and a Bruce 50 kg galvanized claw anchor, with a galvanized Danforth spare in reserve.

Mechanical. The primary engine is a Cummins 6C TA 8.3 rated at 430 HP (ESN/Model: 46257365), fully rebuilt in April 2025, with Performance Power

Systems completing the overhaul on 2/8/2025; supporting works include replacement of the main engine seacock with a 2 inch Apollo valve and adapter in 2020, a Balmar 94 12 210 IG alternator and MC 618 regulator in 2023, a Twin Disk MG5075 marine transmission, a new cutlass bearing in 2018, and Cummins control panels at both helms. The secondary "get home" engine is a Yanmar 4JH3E rated at 52 HP, driving a separate shaft with a feathering propeller; fluids and filters were renewed in June 2024, the transmission was replaced in 2024, the port aft engine mount was replaced in 2023, the heat exchanger manifold was replaced in 2023, and the heat exchanger was removed, inspected, and flushed in 2023, with Yanmar control panels at both helms. Ship's power comes from a new 2025 Westerbeke 12.5BTDB 12.5 kW generator with control in the pilothouse. Handling and systems are enhanced by Sidepower bow and stern thrusters with controls at both helms, hydraulic steering, Racor fuel filtration for the main, get home, and generator, an ESI Clean Fuel System CFS 1000 FRE #04R11813 for diesel polishing, and a Reverso three way oil change system installed in 2023. Naiad stabilizers, controlled from the pilothouse, were rebuilt in November 2025; a Fireboy automatic fire suppression system protects the engine room and requires inspection and re certification; a Village Marine water maker with galley control was inspected in 2022; hot water is supplied by a Torrid 20 gallon water heater; domestic pressure comes from a Flojet system installed in 2023; and climate is maintained by two CruiseAir reverse cycle units serving five air handlers, with a new Cruisair circulating pump fitted in 2023.

Plumbing. A Village Marine Tec water maker with control in the galley complements a Torrid 20 gallon water heater and a Jabsco Flojet freshwater pressure system from 2022; laundry is handled by a Splendid 7100XC washer/dryer combo. On deck, there is a hot and cold shower at the aft deck and a hot and cold sink on the flybridge, while a Tank Watch four level monitor keeps you informed. Bilge management includes three Rule 2000 electric bilge pumps with float switches, one Rule 3700 bilge pump with a float

switch, and one Whale Gulpar manual bilge pump, along with shower sump pumps. Sanitation relies on two Techma electric flush toilets. Deck utilities include a fresh water washdown added in 2020, both fresh and raw water at the bow, and a fresh water hose in the engine room. Cooking fuel is supplied by a propane system with two tanks in a dedicated locker on the flybridge, plus dedicated propane tanks for the flybridge grill. Fuel capacity is provided by approximately two 550 gallon GRP fuel tanks for a total of 1,100 gallons, and freshwater capacity is approximately 400 gallons; all measurements should be independently confirmed by the buyer.

Electrical. The yacht is wired for 120 volt AC, 230 volt AC, and 12 volt DC, with four 50 amp shore power connections—two at the stern and two at the bow—and ship's power from a 2025 Westerbeke 12.5 kW generator. Charging and storage include two alternators, a Balmar 94 12 210 IG alternator with MC 618 regulator replaced in 2023, an 80 amp battery charger, and a Mastervolt Chargemaster 12/35 3 charger feeding one 4D battery, three 8D batteries, and one 8D battery from 2022. Inversion and controls are via a Xantrex Prosine 3.00 inverter/charger, a Xantrex system control panel, and a Xantrex battery monitor.

Electronics and navigation. The current electronics suite is obsolete and/or inoperable and should be replaced; nevertheless, the yacht benefits from Starlink mounted on the flybridge arch (2022). Existing components include a Simrad CA54 15 inch multifunction display at the pilothouse helm (inoperable), Simrad IS15 wind/depth/speed displays at the pilothouse, flybridge, and owner's cabin (inoperable), radar, and a Simrad AP20 autopilot at the pilothouse helm. Visuals once routed to Big Bay 15 inch monitors at the pilothouse and flybridge (inoperable). Communications include an Icom IC M602 VHF in the pilothouse, an Icom IC M502 VHF at the flybridge, a Qualcomm Globalstar satellite phone in the pilothouse, and a Raymarine handheld VHF. Traditional navigation is backed by Danforth compasses at both stations, while a Cummins Marine control system, a flybridge mounted

spotlight, and a horn round out essential controls. Entertainment flows through an Alpine stereo driving ten speakers distributed throughout the vessel, with a Samsung TV in the owner's cabin and televisions in both the salon and the owner's cabin.

Construction and air draft. The hull (painted with Awlcraft in 2016), deck, superstructure, and non-skid are finished in gelcoat over vinylester resin in the first five lamination layers, with Cymax bi-axis uni-direction stitched roving/mat and glass mat; a Divinycell-cored sandwich structure is used for the hull side shell and superstructure, supported by longitudinal stringers and transverse frames. Four watertight bulkheads—at the chain locker, forward engine room boundary, after engine room boundary, and lazarette—enhance integrity, and the hull-to-deck joint is glued, bolted, and laminated with mat and woven roving. An integral swim platform extends the hull, with a recessed bow thruster tunnel and an integral FRP stern thruster incorporated into the structure. Air draft figures are approximate and unconfirmed: bridge clearance with the mast up is 26' 2", with the mast down is 15' 8", with the radar arch up is 17' 9", and with the radar arch down is 14' 7".

Safety equipment. Safety gear includes a Lifesling on the aft deck, an EPIRB with an expired battery conveying as is, and a Fireboy automatic fire suppression system in the engine room that requires re-certification. Life jackets and fire extinguishers are aboard, as is a Revere Offshore eight-person life raft that is not certified and conveys as is. Bilge safety is supported by four automatic bilge pumps located aft, in the engine room, midships, and forward, plus one manual bilge pump, and a CNG/propane detector protects the galley.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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