

Marlow 58E

A class act. Story and photos
by Capt. Tom Serio

There are several definitions of the word “classic.” As an adjective, it means “judged over a period of time to be of the highest quality.” As a noun, classic means “a work of art of recognized and established value.” Regardless of the usage or tense, the word classic can be used for any models in the Marlow Yachts Explorer series, including the 58E.

Beholden to the brand’s signature lines and style, the Marlow Explorer 58E is all Marlow. From the famous lapstrake style hull to the gently upturned bow stem and radiused transom, you don’t have to second guess when you see one. Having sea trialed several of David Marlow’s creations over the years, I do look a little deeper each time to see if he continues to build yachts of high quality and, well, to his own standards. I like to think I am keeping him honest.



Lap it up

And honest he is. During a recent visit to the Marlow Yachts Snead Island facility (near Bradenton, on Florida's west coast), David Marlow was generous with his time and delved into some of the details that go into his yachts. For example, the lapstrake hull isn't just for curb appeal. Each strake is cored and enveloped in resin-infused fiberglass, which reduces some weight and adds rigidity. Marlow explains that the lapstrake design works just like a car's hood, with bends and ridges for firmness.

The Explorer models use the same overall lines and notable features through the years, essentially making them timeless. Sure, there have been enhancements through the years, but as Marlow says, "Why change something that has been proven through time?"

The 58E has been around a few years and was created after the successful 57E. The 58E offers a bit more space and beam, as well as an improved ride. If I know anything about David Marlow, I know that he likes his speed. Not that the 58E must be the fastest kid on the block. Au contraire! These are classy yachts — cruisers of oceans and lakes — but there is get-up-and-go power when needed. The 58E hits it at wide open at 28 knots, thanks to a pair of Caterpillar C12 1,000-hp diesel engines. That's impressive for a 69,000-pound cruising palace.

Pull back on the throttles to cruise at 9.65 knots (1,100 rpm), sipping just 10.6 gph combined for a range of 1,384 nm. Or step it up to 20.5 knots (1,900 rpm) burning 61.8 gph total with a range of 504 nm. Marlow's focus is to tweak the five-blade Nibral props to maximize the output speed with maximum engine efficiency.

Don't think the engine room gets any less consideration for quality or design. For us gearheads, it's a work of art. Polished stainless engine beds, white gelcoat, and painted surfaces and engine blocks help to spot leaks while adding a pristine finish. Non-skid step points over the shafts allow full access and prevent injuries. Building in beefier components helps to minimize downtime. The 58E has five 3,700 gph bilge pumps, dual fuel/water separators, 3-inch foam insulation, flexible drive couplings and other systems. Utilizing a single thru-hull saltwater intake to a single sea chest minimizes hull openings. Usage of cupronickel piping, which is highly resistant to corrosion in seawater, is another example of how Marlow doesn't take the easy or cheap way — he takes the best way.

Working it

The 58E's layout makes cruising easy for an owner/operator program. Drawing only 4 feet, 10 inches, there's no problem navigating the islands or gunkholing at a favorite anchorage. Marlow's Veloci-Jet strut keels protect the shafts and props from things that go ding in the night. Full walkaround Burmese teak decks make line handling effortless. Side boarding gates and port/starboard pantograph cabin doors help with overall access. From a comfort aspect, two large padded bench seats are forward of the Portuguese bridge, creating an inviting social area when inland cruising or catching a sunset.

Aft is a large deck with bench seating across the transom, between the dual boarding gates and the

teak-inlaid swim platform. A hi-low teak table allows for alfresco dining, with plenty of room for chairs on the other side. Keep out of the rain underneath the fully extended flybridge deck that protects the aft deck; add side curtains to enclose the area. Wing doors allow access to side decks.

So fly

A curved staircase from the aft deck leads to the flybridge. Our test yacht had an open layout with an integrated radar arch/hardtop and beefy stanchions that keep it secured. Marlow can add side curtains (EZ2CY hard windows are a good choice), a semi-enclosed, molded forward windshield option (integrated into the hardtop) or a fully enclosed bridge.

Pompanette helm and companion chairs are comfy and well suited for long-range cruising. The helm's console is angular, so all plotters and displays face the helmsman. Dual Garmin multi-function displays, speed logs, autopilot, VHF, CAT engine monitor displays, rocker switches and more were installed, with plenty of space for additional electronics.

Completing the flybridge deck is a starboard corner L-settee with a triangular, high-gloss teak table. To port is an entertainment station that can accommodate an electric grill, a sink with faucet, a counter and a fridge/ice unit.

Touch of class

Classic is also a choice word when describing the interior areas of the 58E. Two entrance doors take you from the aft deck into the salon.

One door swings outward, for everyday use. The second door rides in a channel and slides to port, creating a large opening between areas and blending the indoors with the outdoors.

Inside, the salon is finished in satin teak wood, with teak and holly flooring, and teak and cherry wood blinds on the two large side windows. To port is a long L-shaped sectional sofa with storage, and another sofa is to starboard. Prefer a couple of swivel chairs on the port side instead? Just ask, as Marlow likes to deliver what the customer wants. The 58E doesn't cut corners and utilizes Schwepper Beschlag interior hardware.

Illumination comes from recessed soffit lighting, accent lighting beneath the sofa, wall sconces, lamps and overhead spot lights. For proper illumination, Marlow needed a center spot light in the ceiling, but also wanted an overhead grabrail to run the length of the salon. Not one to be defeated, he cleverly created the handrail to encircle the light, with both living in harmony.

Add a touch of comfort with a wine storage locker, wetbar, icemaker and book shelves.

Forward and up a few steps is the galley, dinette and pilothouse. For the cruising couple, the lower helm is essential when getting off/on the dock, or just to be out of the elements. All controls and monitors are within easy sight and reach at the helm and overhead console. Three large windshields with wipers offer great visibility.

The U-shaped galley has what seems like an acre of honeycombed granite counter space, along with dual recessed stainless sinks, four

burner cooktops, an oven, a microwave and more. Pull-out fridge/freezer drawers negate the need for a full height fridge that could restrict visibility. Galley options and appliance placements can vary, so look at the 58E with an open mind.

With the portside dinette table, cruising couples can be within proximity to just about everything they need. The dinette is in a convenient location to lay out a chart (remember those?). Teak woodwork, teak and holly flooring, and Marlow craftsmanship is carried through the yacht even into these working areas.

Rest easy

Stateroom access is via a staircase to starboard of the helm. There's a forward VIP stateroom with a centerline queen berth, drawers beneath the berth, storage in the sole, a cedar-lined closet and double overhead hatches. An ensuite head has a shower stall, a toilet and is finished with teak cabinets and trim. A mid-ship stateroom has twin bunks, portholes, a locker and a TV.

The full-beam master with a walkaround center berth is finished with teak cabinetry and ample lighting. Marlow knows what it takes for extended cruising and has built in numerous cabinets and drawers. The ensuite head runs along the port side and features a pedestal toilet, great counter space and a shower.

When looking for a well-thought-out, industry-leading yacht from a quality and finish standpoint, that can cruise anywhere for however long you like, look at the Marlow Explorer 58E. It's certain to be a classic. ★

Marlow 58E



SPECIFICATIONS

- LOA: 67'8"
- Beam: 18'6"
- Draft: 4'10"
- Weight: 69,000 lbs.
- Fuel Capacity: 1,500 gals.
- Water Capacity: 300 gals.
- Holding: 125 gals.
- Power (tested): T-Caterpillar C12 engines
- Power (optional): T-QSB 550-hp Cummins
- Base Price: Contact dealer

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DEALER

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