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OCTOBER



2015

MIDSIZE AND MIGHTY

MARLOW'S 49E IS A PEDIGREE YACHT BORN TO CROSS BLUE WATER

◦68◦

No. 1306





WORTH THE WAIT

AFTER FOUR YEARS IN DEVELOPMENT, THE 49E EXPLORER EMERGES
AS A SHINING EXAMPLE OF MARLOW CRAFTSMANSHIP.

BY JOHN WOOLDRIDGE PHOTOGRAPHY BY ZACH STOVALL



In 2006, Marlow Yachts was awarded the World Superyacht Environmental Award for its commitment to a green production process and its facility near the beautiful city of Xiamen, China.

ALTHOUGH I WAS AWARE that the new Marlow 49E Explorer was designed shorter at the waterline and in length overall than her seven sister-ships (they range up to 97 feet length overall), it was easy to mistake her for one of those larger siblings at first glance. My eyes played along the lines of the flared bow and modestly raking stem. I gazed at the well-proportioned superstructure behind a stout Portuguese bridge and flanked by wide, protected side decks. The hint of tumble-home caught my attention, as did the gradually convex curving lines of the transom. This was a quick visual index of the elements that comprise nearly every Marlow yacht.

But there on Florida's Gulf Coast, I learned that bringing the newest and smallest Marlow Explorer into being wasn't as easy as replicating design lines.

"When you start downsizing a design, making things fit can get a little nutty," said David E. Marlow, chairman of the company that has borne his name since it was founded in 2000. "When you begin to build a 49-footer and want it to have a beautiful engine room, good machinery spaces, lots of bilges for storage, great headroom and living spaces — like all the big Marlows have — the wish list can cause some problems."

There were other parts to the intricate puzzle of the 49E. Keeping the fuel tanks low and on the center of buoyancy. Designing normal-size stairs to access all levels. Laying out an engine room with excellent access to all sides of the engines and to the systems. All of these things had to be solved while adhering to the seakeeping traits, economical operation and reliability over the long run that are part of the company's tradition. Add to the list the handcrafted custom interiors that make each Marlow unique to her owners.

Leaving nothing to chance is a credo for Marlow Yachts. As I walked through the 49E, I found incredible fit and finish wherever I looked. An obvious example is the beautifully bookmatched teak planks, all from a single log purchased, sawed and installed at the company's factory (built from scratch by Marlow) near Xiamen, China. There are art-quality, 316L stainless-steel fittings fabricated, welded and polished to an imperfection-free finish. A closer inspection reveals color-coded plumbing and number-referenced electrical wiring harnesses for easy refits and troubleshooting — the list of well-considered features, born in the crucible of yacht builders' and owners' experiences, is thorough.

Marlow had announced the 49E Explorer's availability at the 2013 Fort Lauderdale International Boat Show. By her 2015 debut at the Miami International Boat Show, pent-up demand had resulted in 11 orders before there was even a single vessel to inspect. The yacht was to become the first rung

5 REASONS WHY MARLOW YACHTS USES TWIN KEELS

1. Better tracking up- or down-sea
2. Less drag with NACA foil designs
3. Increased form stability to minimize rolling
4. Better protection of the running gear
5. Multiple strong points on which to dry out — J.W.

The E in 49E stands for Euro, a trademark stern with a protected platform. Custom 316L stainless-steel hand railings utilize a proprietary stanchion base-mounting system designed to improve the life of the teak cap-rail finish and remain solid under load.





DAVID MARLOW: RENAISSANCE BOAT GUY

After a lifetime of selling yachts, David Marlow stepped back from the boat business in the early 1990s. Yet there was a project he'd always wanted to pursue: a semidisplacement, twin-keel yacht with traditional lines and appeal, engineered to be sea-kindly and efficient, and built with leading-edge materials and techniques that most production and semiproduction builders seemed reluctant to embrace. His neighbors in Penobscot Bay, Maine, suspected that their resident boat guy was up to something big when, following meetings with naval architect Doug Zurn, Marlow was found towing scale models around the bay behind his Boston Whaler, testing the concept for his breakthrough twin Velocijet Strut Keels. The rest is history. — *J.W.*



Clockwise from top left: Attention to detail is a hallmark of every Marlow Explorer, like the 49E's nicely recessed handrails that give owners a sturdy hold without projecting into the traffic pattern. Likewise, the Portuguese bridge has recessed stainless-steel handrails and access to stowage. Stair tread height and depth make for easy climbing, while tall bulwarks on the weather deck provide safety for family and friends. There's no end to the custom wood craftsmanship aboard, as seen in this helm wheel. Bookmatched teak panels grace the interior. The sculptural yet functional overhead hand rail lets the light shine through to illuminate the spacious salon. Optional teak decking is available for a proper yachtlike look.





MARLOW'S FULL STACK INFUSION PROCESS ADDS STRENGTH WITHOUT EXCESSIVE WEIGHT, SAVING AN AVERAGE OF 2,000 POUNDS PER YACHT.


on the ladder to the company's line of desirable cruising yachts, or the next landing place for those in larger vessels who were looking to downsize into a yacht more easily manageable by a couple. The fact that the 49E Explorer had been in development for nearly four years prior seemed not to be a limiting factor, so well-regarded is Marlow's strength of build and reputation for paying attention to the most minute details.

Available in two- or three-cabin layouts, the 49E exhibits a spacious setup on the main deck, as well as in the full-beam master and forward VIP staterooms below. The large boat deck on the flybridge provides shelter to the entire aft cockpit, as well as the side decks going forward to a point just abaft the raised pilothouse.

The yacht's large frameless windows, which are proprietary (tempered and laminated with half-inch thickness), are on both levels of the main deck. The result is superb views in all directions, particularly from the lower helm, which also benefits from a bulkhead opening into the salon. The helm is flanked to port with a dinette large enough for four to enjoy the view ahead, and to starboard by a door to the side deck. In keeping with David Marlow's preference, the well-equipped galley is located just abaft the helm, so no one misses out on the enjoyment of the voyage while meals are being prepared.

From my vantage point, the future is bright for the 49E Explorer, not only given her early sales results, but also because she remains true to the top quality goals of every yacht Marlow builds. ♣

Take the next step: marlowyachts.com



Optional 490-horsepower Cat C-12 diesels can cruise all day at 20-plus knots, with a projected range of 400 nautical miles. For those who want 1,000-mile or better range, throttling back to 8 knots achieves consumption of about 1 gallon per nautical mile.