

FEBRUARY 2026

SOUTHERN Boating[®] & Yachting



Winter On The Water



A white yacht is shown from the side, floating on blue water. In the background, there are palm trees and a clear blue sky. The overall scene is bright and sunny.

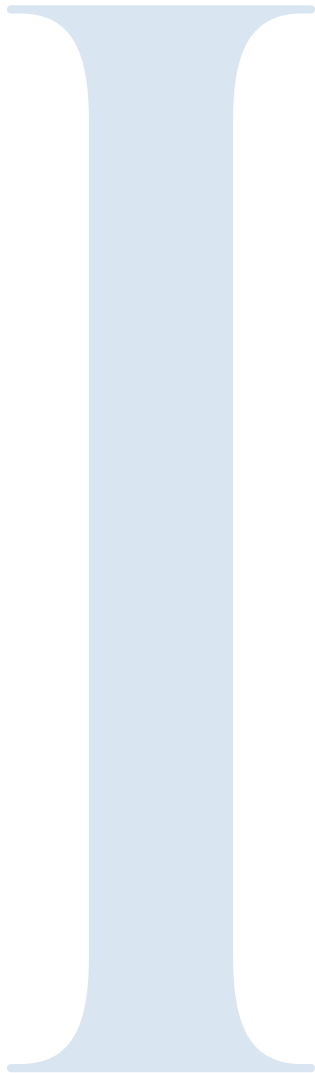
Sea

Drawn by the yacht's craftsmanship and performance and sealed by the service and close-knit Marlow experience, this seasoned boating couple found the 62E delivered not just a boat, but also a trusted partnership on the water.

for

BY TOM SERIO

Two



I enjoy performing sea trials on new yachts. It gives me the opportunity to see if a builder is continuing to construct to a level of expected craftsmanship, performance and functionality, to name a few focal points. A bonus is when I can get the owner to ride along. This offers a fresh perspective, different from the broker's potential sales pitch. The icing is when I realize the owner is hands-on, has past boating experience to help me gauge his knowledge, and is not afraid to share his genuine feeling for his new vessel.

Such is the case with the owners of a new Marlow 62E Command Bridge (CB). Experienced yacht owners Jeff and Nancy have had several boats in the past (this is their second Marlow), so they have some miles under their keels and knowledge in their heads. Growing up on the lakes of Minnesota, Jeff was already cruising in his Boston Whaler at 7 years old.

THE RIGHT STUFF

From a 32' Cruisers Yacht on Lake Minnetonka to a 52 Hatteras and then a 50 Novatec and others in between, the couple eventually set their sights on other brands. Jeff was sold on a Marlow, not just because of the customization approach Marlow takes using input from owners to satisfy buyers' desires, but also because of the care with which the Marlow broker treated him.

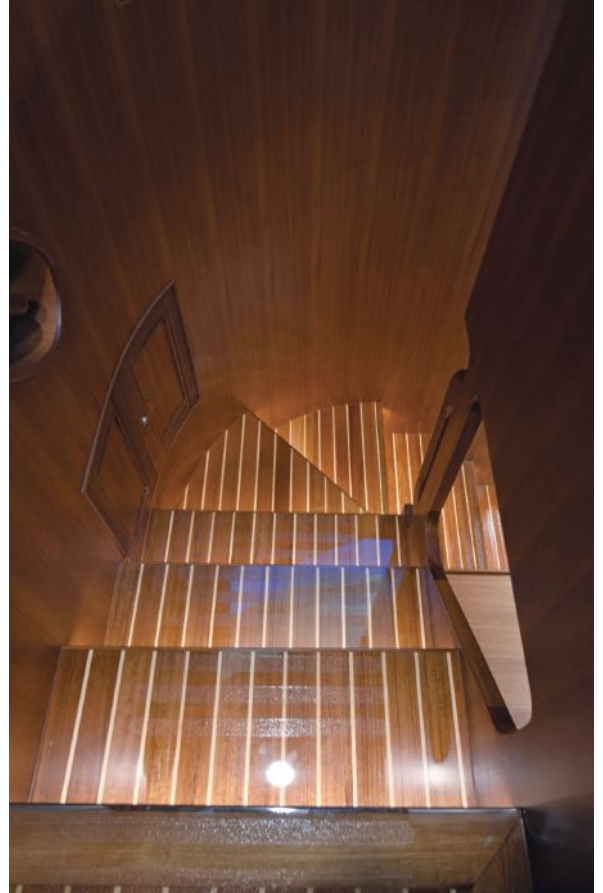


Eric Gervais, sales director at Marlow Marine, knows his job is more than just selling a yacht—it's about cultivating a lasting relationship. Gervais works hard to make the process of selecting and purchasing a boat as easy as possible. From meeting at a boat show to inviting Jeff and Nancy to the Marlow facility in Snead Island, Florida, to view a host of different Marlow models, Gervais invests as much time and as many resources necessary to understand the buyer. Jeff signed off on the paperwork and took delivery of his latest ride, the Marlow 62E, in October 2025.

When I caught up with him a few short weeks later, he was handling the yacht like a champ, from heaving lines and storing fenders (it's a very easy yacht for an owner-operator, and Jeff doesn't want crew) to maneuvering the tight waterway out to the open ocean. Full walkaround decks help line handling, as do the side boarding gates fore and aft on each side.

COOL AND CALM

Throughout our cruise, I could sense that Jeff was confident and comfortable with the yacht—and confident that he made the right decision with his purchase. We put the 62E through the paces, running reciprocal lines to get speed and burn-rate averages. Twin CAT C18 engines generate 1,150 hp each, giving this 91,200-pound craft some impressive top-end speed along with cruising



Clockwise from above: The generous L-shaped settee is the perfect spot from which to enjoy the views; a curved staircase leads to a full-beam master; the galley and dinette form an ideal gathering place; the thoughtfully designed helm provides a comfortable command center.



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Satin teak walls and furnishings add warmth to the king-size master stateroom featuring abundant storage.

THANKS TO THE SMART HULL DESIGN, TWIN VELOCIJET STRUT KEELS, AND NAIAD FIN STABILIZERS, THE 62E REMAINED ESSENTIALLY FLAT AS JEFF TIGHTENED THE TURNS, THEN RAN THROUGH THE BOAT’S OWN WAKES. EVEN IN 5-FOOTERS, JEFF EXCLAIMED, “SHE’S STABLE AS HELL!”

efficiencies. At a leisurely 12 knots, the CATs only burn 9 gph each at 1,200 rpm. The 80 percent load mark showed a burn rate of 49 gph each at 22.7 knots. Pushing the sticks to the wall yielded 27.2 knots with a 59 gph burn on each engine. That’s a good cut of speed for a yacht of this size. Marlow doesn’t build its boats to be the fastest, but they need to have spunk when the time comes to outrun a storm.

As we were gathered around the helm with its dual Stidd helm chairs in the fully enclosed command bridge, Jeff wanted to demonstrate the tracking and stability of the hull. He executed a buttonhook turn with the excitement of a schoolboy knowing this yacht, at wide open, would take the back-and-forth turns standing true with very little leaning. Thanks to the smart hull design, twin Velocijet strut keels and Naiad fin stabilizers, the 62E remained essentially flat as Jeff tightened the turns, then ran through the boat’s own wakes. Even in 5-footers, Jeff exclaimed, “She’s stable as hell!”

Nestled in the wood console are three Garmin multifunction displays, showing nav, radar, cameras,

and pretty much any service operation. A mini console is angled to improve the visibility of the dual CAT engine monitors. Additional controls for the thrusters, wipers, mouse control, tabs and throttles are on the dash. The signature Marlow overhead control panel with switches, bilge indicators, Naiad controller and others are out of the way but within reach.

A comfortable spot to relax and take in the sights in the command bridge is the aft corner L-settee with fiddled wood table. Port and starboard doors complement the aft door—open them all for a great cross breeze—through which the aft deck has space for a tender and davit, or opt for an open area with lounge seats. There’s a grill station with a sink and a separate dayhead to port.

LIVING LARGE

Enjoying the company of friends on trips, Jeff and Nancy opted for the three-stateroom layout below. Down the curved staircase from the galley, the full-beam master is midship, with a king berth, numerous cabinets and



Jeff and Nancy with Marlow Marine sales director Eric Gervais.

drawers, and a walk-in closet. Satin teak walls and furnishings add warmth, and over/under lighting selections set the mood. Through the Jack-and-Jill head is a door with access to the laundry room and into the engine room. Having access from inside makes daily checking and maintenance easy. There's also access via a large door from the swim platform to

the lazarette and mechanical area.

Guest accommodations include a stateroom with bunk berths and a private head. In the peak is the VIP, a private head with a shower stall. Throughout the deck, satin teak finishes and teak-and-holly flooring bring a cohesive and classic look.

With a custom layout, the galley and dinette are an ideal gathering place. A generous U-shaped dining settee with a large wood table sits beneath the forward windshields, offering commanding views for a morning coffee or relaxed dining. Four Sub-Zero fridge/freezer drawers, a Miele cooktop and oven, a GE microwave, extensive storage and plenty of counter space make this galley exceptionally functional for everything from quick snacks to full meals. In the salon, you can stretch out on the large starboard-side L-sofa or port twin barrel chairs. Jeff and Nancy styled the area to be with guests or just to lounge and catch a movie on the aft corner TV.

We headed back to the dock for the christening celebration of the new yacht. I did grab a glimpse of Jeff manning the wheel. There he was, relaxing in the chair, arms crossed, gently steering the oversize wood wheel with his feet (we have all done it), and all I thought was that this man was in his zone of peaceful happiness, content with the world even for a few moments, on board his new Marlow 62E. 🦋

Specifications

LOA: 72'1"
Beam: 19'6"
Draft: 4'10"

Disp. (approx.): 91,200 lbs.
Fuel/Water: 2,000/370 U.S. gals.
Power: Twin CAT C18 @ 1,150 hp

Contact: Marlow Yachts
 marlowyachts.com