

# BOAT TEST

By Capt. Tom Serio



## Marlow Explorer 66E

### SPECIFICATIONS

LOA: 76'4"

Beam: 19'6"

Draft: 4'10"

Displacement: 100,600 lbs.

Fuel Capacity: 2,400 gals.

Water Capacity: 400 gals.

Power: 2 x Caterpillar C-18 1,150 hp

Price: Contact Marlow Yachts

[MARLOWYACHTS.COM](http://MARLOWYACHTS.COM)



### CONTACT

Marlow Marine Sales, Inc

800-362-2657

[MARLOWMARINE.COM](http://MARLOWMARINE.COM)

✓  
Recessed interior railings are easy to grab and prevent snagging.

Dovetail joinery is used on drawers and throughout.

The day head on the flybridge is an excellent idea.

Aft, side and forward hull gates make boarding easy.

# Marlow Explorer 66E

*The comforts of home.*

**T**aste in yachts is a subjective sport. It can be influenced by feelings, emotions or personal desires. It can also be swayed by styling, functionality and/or personal needs. Finding that perfect yacht that satisfies those yearnings can be an arduous task. One owner found that balance in a new 2024 Marlow Explorer 66E Command Bridge.





### *Balancing act*

That balance included working with the Marlow team extensively before signing, then more so post-signatures to customize the new owner's yacht to his liking. As a hands-on avid boater, he had a lot of ideas and input to make this yacht his own — their "Perfect Boat."

This 66E is not just another yacht; its purpose is to let the owner enjoy the boating lifestyle while retaining some of the comforts of home. Case in point is the galley.

At first glance, you'll notice that there is no lower helm station. Being that this model has a Command Bridge, an enclosed flybridge and staircase access from inside, there was no need for a lower station. The real need was to have a large country kitchen, with a generous galley, a center island and a forward dinette.

Nestled under the forward windows is the U-shape dinette encircling a hi-gloss teak table with a fiddled edge to keep any spillage on the table and not on the Ultraleather cushions. Imagine sitting here with your morning coffee or laptop taking in the view with a gentle breeze passing through the area thanks to the portside deck door and overhead hatches. This owner did.

### *Home cooking*

These owners enjoy cooking and desired the galley to feel like home — and Marlow delivered. The trick here was to supply abundant storage in cabinets and drawers while having ample space for the Dacor stovetop and oven, overhead cabinets, undercounter Sub-Zero fridge and freezer drawers, dishwasher, etc. Oh, and sufficient counterspace. Well, it's all

here, including an oversized island. There will be no problem having too many cooks in this galley.

Down a few steps is the salon. Even with full walk around exterior decks, the salon feels roomy with an L-shape plush sofa to port (to see the TV better), a gloss teak coffee table and the reclining chairs to starboard with ottomans. Access from aft forward is a dog leg with a ceiling grabrail following the path. A hidden TV credenza is forward, and glassware closets are on either corner aft. These closets have hidden ventilation piping for fresh air to get to the engine room.

### *Size matters*

I had to remind myself while reviewing the lower accommodations deck that this yacht is only 66 feet. Why? Because it's a three-stateroom, three-head layout with a fourth open berth.

With a full-beam setup, the primary has a center island king berth with both port and starboard hosting 10-drawer cabinets and full lockers. Ensuite his/her heads are on either side aft of the stateroom with a central shower. Not only does it not use up a lot of precious real estate, it also creates a sound buffer from the engine room. In the foyer outside the primary is a washer and dryer on either side. Tucked next to the staircase is an additional bunk. This is great if needing an extra berth for a child or two. Otherwise it can serve as a storage area.

Forward in the peak is the VIP with center berth, upper storage shelves, closets and a TV. A private ensuite head has a shower stall.

Midship is a twin berth side-by-side setup with



head. Crew space, if needed, is aft with a double bed and lounge. This owner opted for that instead of a beach club.

Rich satin teak feels like a warm blanket with contrasting high-gloss teak and holly flooring. Accent lighting helps when walking around in the dark. Marlow does a fine job carrying all of the top-end finishes to all levels.

### *Commanding bridge*

With the fully enclosed Command Bridge, this is a yacht for all seasons. Twin Stidd helm seats add to the cruising comfort as this easily can be an owner/operation program. I was told that on delivery day, the owner was on the wheel in less than 30 seconds, exemplifying his boating experience as well as showing how easy it is to operate the 66E.

Triple Garmin multifunction displays show navigation tools or camera views. Comfort is supplied by the Naiad stabilizer fin system. Control is from bow and stern thrusters. Electrical is from twin Kohler 24kW generators with PGEN load management.

You can bring the party to the upper deck, thanks to the aft L-shape settee with teak table located on a raised platform, which enhances viewing capabilities.

Another custom feature that the owner asked for was a day head on the upper deck, accessible from the outside. Think about it, why go all the way down to a stateroom to use the head when having one on the bridge deck is so much better? It was desired and it was done.

Also on the bridge aft deck is room for a 15-foot tender and 1,600-pound Aritex davit, a grill station with side sink and a starboard outdoor settee with table.

Step outside for full access all around, from the aft teak deck to the fore. Covered by the flybridge overhang, the aft deck transom seat with teak table is perfect for alfresco dining or a late cocktail. Side decks are covered to minimize getting rained on, and a Portuguese bridge opens to the foredeck with a central bench seat. There is plenty of room for some additional lounge chairs, so this is definitely a usable space.

### *Stepping up*

Putting the 66E Command Bridge through the paces was an effortless task, thanks to the twin Caterpillar C-18 diesel engines spooling up to 1,150 hp each. The patented Marlow Velocijet Strut Keels not only offer true tracking and lift when the yacht heels, but also protect the shafts from impacts. There is so much more to the Velocijet setup so feel free to peruse Marlow Yacht's website; I don't have enough room in this story to explain, but I know they work.

From the speed factor, we pushed the sticks to wide-open at 2345 RPM for a 25.2-knot average speed over reciprocal courses, tossing back 118 gph. Dial back to 1800 RPM and cruise at 17.3 knots at 94 gph. And 9.9 knots can be achieved at 1200 RPM at a miserly 20 gph. As the owner wanted the comforts of a trawler, he also wanted the speed of a cruiser, and got it.

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