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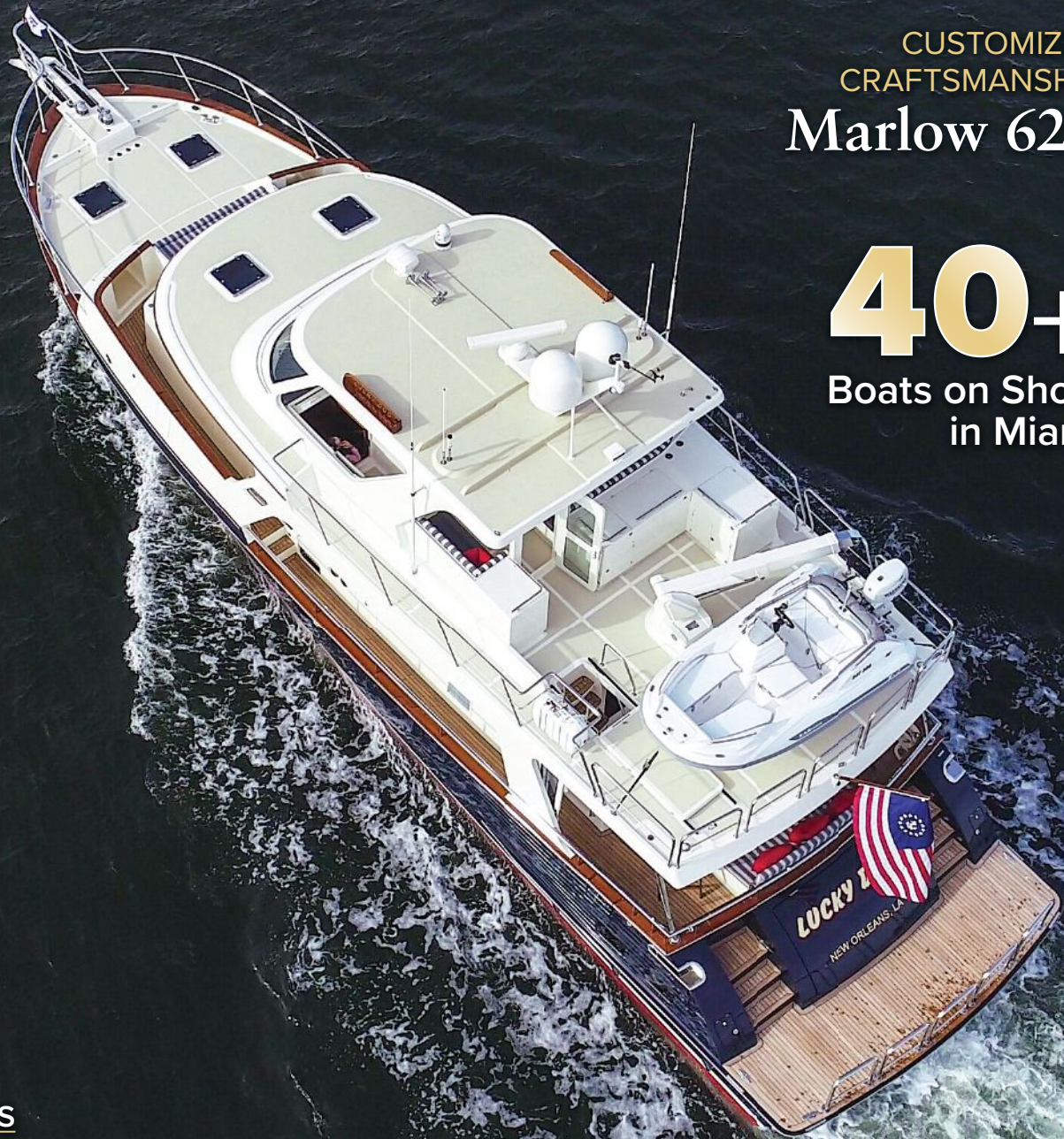
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DOING YOUR HOMEWORK PAYS OFF!

The owner of a new Marlow Yachts 62E did his due diligence before deciding.

By Tom Serio

“Do your homework!” You’ve been told that ever since you were a young child. That translates now to “do your research.” When it comes down to buying a yacht, the prudent owner will have done sufficient examination and then some prior to deciding. Case in point: the owner of a new Marlow Yachts 62E.

When You Know...

To be transparent, this owner is a veteran in the marine industry and might have an advantage in knowing for what to check out. Not only did he research this yacht thoroughly, he also researched the company. Those deep dives ultimately led him to the big decision. You see, he’s always dreamed of a boat like this for himself and his family. The homework, I mean research, paid off.

Marlow delivered this 62E as a high-end, customized yacht, like the owner wanted. It has the best of the best, but doesn’t flaunt it. It has a utilitarian feel to it, with a focus on fundamental raw mechanics. There are easy-to-access systems such as the bow thruster motor that is housed in a mechanical room under the forward accommodation deck. Also here is the hot water heater service for the staterooms. Why not locate the heater closest to its demand point?

In the salon, the sofa is situated to port, with twin barrel chairs to starboard. This allows for a better view of the TV in the forward credenza.

Upon closer look, you’ll note the table between the chairs is tapered so the chairs can swivel. The credenza was designed to not only house the TV but also serve as a buffet and additional storage. A large high-gloss teak coffee table with a compass star inlay displays the fine craftsmanship at Marlow’s yard.

Trifecta

Forward is the galley, dinette, and lower helm station. These work well together as they are typically gathering points. Well-equipped to create any type of meal, the galley has under-counter Sub-Zero fridge and freezer drawers, Wolf oven and induction countertop with potholders, custom range hood, dishwasher, and microwave. Counter space is essential, and the 62E has plenty of it. Key here is that the galley is fully functional without taking up too much room. Throughout the 62-foot yacht are 10 fridges, freezers, ice machines, and wine coolers.



The well-equipped galley has plenty of counter space.

To port is a dinette under the forward windows with a teak pedestal table. Marlow wanted to maximize the seating here and made the layout three-sided with the table cut to that form.

The lower helm station has everything needed for safe navigation and operation. From a single Stidd helm seat, the operator can access the twin Garmin multifunction displays, Caterpillar engine displays, Glendinning throttles



Clockwise from top: The credenza in the salon not only displays the TV but also serves as a buffet and extra storage space; a U-shaped settee in the semi-enclosed upper flybridge lets guests sit back and relax while the captain drives; the lower helm station also has everything needed for safe navigation.

and joystick controls with Dynamic Positioning System, and more. Overhead is a plethora of switches and breakers that may not be used frequently but good to have close at hand.

On the upper flybridge deck is a semi-enclosed bridge with integrated hardtop, single Stidd helm seat, and double-wide companion helm seat to starboard. The helm is appointed with three Garmin multifunction displays, engine monitors, and bow and stern Sidepower 20-hp electric thruster sticks. Forward windshields are tempered glass with a single pane center and side glass that curves. The rest of the bridge is open, perfect for fair weather cruising. Sit back in the corner L-shaped settee with a teak table or call dibs on the port-side bench seat. This owner opted for custom cushions on the deck space forward of the helm for the grandkids (or pets) to relax.

Opt for the side and aft glass curtains that will enclose the bridge from the elements or go with the full, hard-enclosed Command Bridge setup. There is a built-in aft door that allows easy passage from the enclosed area to the aft deck that can hold a 15-foot dinghy, 1,600-pound Aritex davit, electric grill station, sink, and storage.

Deep Sleep

On the accommodations deck, accessible via a staircase next to the helm, are three staterooms. A full-beam master is amidships with a center walkaround king berth, drawers and lockers on both outward sides, and a vanity/work desk. The vanity has a flip-up top for compartment storage with a mounted mirror, a retractable side-mounted lighted mirror, and pull-out seat. All the sheets and towels were handpicked top-of-the-line. Even the mattress was matched to the one they use at home. A generously sized walk-in closet is to port, and a double sink head is located on the port side with center shower.

Forward in the peak is a VIP stateroom with raised center berth and ensuite head. It is interesting that in the third stateroom, the owner opted for over-under bunks yet no shower in the head. He wanted to focus on maximizing the space in the head by removing the stall. One can certainly shower in the VIP head.

The engine room is accessible via a door in the head that takes you through a hall housing the side-by-side

DOING YOUR HOMEWORK PAYS OFF! (continued)



Top: The full-beam master cabin has a walkaround king berth and a vanity with a retractable side-mounted lighted mirror (center). Bottom: The engine room is easily accessible for the owner/operator.



washer and dryer units. For an owner/operator, this makes checking fluids and systems easy without having to step outside. A second access point is via the aft cockpit door and through the crew quarters or optional beach club.

Housing twin Caterpillar C18 diesel engines that produce up to 1,150-hp each, this 91,200-pound (approx.) yacht breaks 30 mph. My time on board saw 26.8 knots (average over reciprocal course) from this semi-displacement hull, with a cruising speed of 23 knots at 2,100 rpm, 94 gph. For extended cruising, dial back to 8 knots and the range will come in at approx. 2,090 nautical miles, burning 10 gph.

Don't worry about the roll. Marlow yachts can fit several anti-roll stabilization systems. This one happens to have a CMC Electric Zero Speed Waveless 30 system that offers at-anchor stabilization. If you've ever spent a night on the hook in sporty weather, you know this system is a godsend.

When running, the proprietary Velocijet Strut Keels not only protect the drive shafts from impacting foreign objects, they also give lift, reduce drag, improve prop performance, and enhance tracking.

Twin Kohler generators produce 24kW with the Powershare/PGEN system that automatically senses demands and shares the load, when necessary. Other niceties include a diesel heater, dedicated central closet for electronics, USB outlets in key areas, insets in cabin staircase for aesthetics and safety, and more.

The Marlow 62E is also designed to be enjoyed outdoors.

The full walkaround exterior teak deck takes you from stem to stern effortlessly. Side and aft gates give access for provisioning or handling lines. Forward of the Portuguese bridge is a foredeck with insert bench seat but also allows for additional lounge chairs. Alfresco dining is compliments of the covered aft deck.

If looking for a large yacht in a manageable package that has impeccable interior craftsmanship and finish, then put the Marlow Yachts 62E on your shortlist. Hey, someone else did the homework for you. 🍷

SPECIFICATIONS

LOA: 72' 1"

Beam: 19' 6"

Draft: 4' 10"

Displacement: 91,200 lbs.

Fuel/Water: 2,000/370 U.S. gals.

Power: 2x Caterpillar C18 1,150-hp diesel engines

Contact:

Marlow Yachts

marlowyachts.com