



Marlow Explorer 58E

While some builders churn out new model after new model each year, David Marlow chooses to evolve the ideas that work best. “The concept of each one better than the one before produces long shelf life of a given model with ever-increasing performance and satisfaction of the customer, along with superior resale value,” he says. “It is this philosophy, commitment and investment in tomorrow that has propelled Marlow Yachts to the premier class of serious offshore capable yachts.”

The three-stateroom Marlow Explorer 58E Hull No. 16 is the latest testament to that philosophy, incorporating lessons learned from approximately 50 Marlow 57s built since 2002 (and a total of more than 300 Marlow yachts built overall). This 58E sports a new beach club feature and modern interior design, and has top and cruising speeds almost 3 knots faster than her predecessors, using similar-output engines.

“The constant search for improvement may involve reduced propeller shaft angle for greater efficiency made possible by advanced hydrodynamic study of tunnel and Strut Keel architecture, or a complete rethink on how an

evolving market uses areas of the yacht,” Marlow says.

Born out of user habits requiring the need for additional equipment stowage (water toys, PWC and the like) with full-height headroom for cruisers, the Marlow 58E beach club makes an already spacious area feel even larger. The extended lazarette has an option to include a berth and head. The redesign enlarged the aft stowage while providing an inviting “club” atmosphere with a hydraulically opening transom door that, when fully opened, acts as an awning over the swim platform. In lieu of the pumps, appliances and equipment typically located in a lazarette, the 58E has finished, labeled compartments that turn the space into a true multi-function area.

To achieve the vista-style open arrangement, the entire section abaft the engine room was redesigned to allow an open floor plan, with placement of the day lounges fully outboard to port and starboard. The central section has a full head and shower, with the head module utilized as sound and heat insulation.

Exhaust piping, mufflers and bypass

systems were moved outboard near hull side and at reduced discharge angle to capture and take advantage of the small but valuable thrust of the underwater exhaust Marlow developed and pioneered in 1997.

With the transom door lowered, the beach club’s air conditioning provides ample cooling for the space when it’s being used as stateroom. A private head and shower, refrigeration with an icemaker, and an entertainment system are all in this space as well.

Forward of the beach club, the 58E’s stand-up engine room provides 360-degree access and is equipped with twin 1,150-hp Caterpillar C18 Acert engines. The yacht is capable of top speeds of 26 to 27 knots, and cruising speeds of 21 to 22 knots. Efficiently, she cruises at 9 to 10 knots.

The 58E also has a semi-enclosed bridge with a fold-down radar mast and satellite domes, making her suitable for the Great Loop. Her lower helm is to starboard of the country kitchen-style galley. Hull No. 16 also has a more contemporary interior, including an Ultraleather glacier white settee, walls and headliner.