

Marlow 58E

Ready for the next generation.

PHOTOS AND
STORY BY
CAPT. TOM SERIO



THERE'S A CONUNDRUM OCCURRING in the boat biz. Many builders are determining how to get the next generation of boaters into their craft. Perhaps it's not an issue for all boatbuilders, as the go-fasts and center consoles still attract their own crowds. But as boaters age, how will the mid to large sector builders appeal to those up-and-coming boat owners?

While some boatbuilders seem content plodding away with the sense of "That's the way we've always done it," others are making revolutionary changes that may even part from their signature looks.

My recent time onboard a new Marlow Yachts 58E unveiled that David Marlow and company may be trending in an evolutionary way — a little more discerning in their changes but making change, nonetheless. It's evident that Marlow is willing to adapt to owner's requests, while retaining their legacy style, seakeeping abilities and building processes.



STEPPING UP

You'll notice these changes immediately in the salon. Using Glacier White Ultra Leather on the L-shaped settee to starboard and ceiling panels, along with new LED ceiling light fixtures, the contrast to the high-gloss teak and ebony flooring gives the sense that change is afoot. There's a white lapstrake finish to the forward bulkhead wall, something not normally seen on a Marlow but fits right in. Two moveable lounge chairs to port were selected in case the owner wants a different style or color of seating in the future.

Throughout this 58E, Marlow has tastefully blended the traditional teak interior with more contemporary styling and fixtures. Case in point: The signature salon ceiling grabrail. Usually a piece of art in its own right, it was always constructed of teak. Here, it's a polished stainless steel rail, again accenting the desire of the owner and willingness of the Marlow team to adapt.

SURPRISE AFTER SURPRISE

On a standard 58E, the lower helm takes up much of the room under the forward windshield, with a dinette table to port and galley back. But on this 58E, the owners dared to be different and requested the galley be nestled under the windows, with the dinette back (which I think also makes it larger) and a compact helm to starboard. This configuration has been used on larger Marlow yachts and is now offered for the first time on a 58E — and it works.

For an owner/operator setup, the dinette is where most meals will occur and it remains near the galley. Guests at the table, as well as those preparing meals, get commanding views through the windshield.

Laid out on the centerline with a U-shaped configuration, the Zeus Blanco Silestone counters (used throughout the yacht) are peninsulas where others can help with meals. There are four 30-inch Sub-Zero undercounter fridge/freezer drawers, five-burner Dacor induction cooktop with rails, a Dacor oven, a large double stainless sink, external venting and more.

The compact helm has full controls for safe navigation on open runs and during watch periods. It complements the fully equipped flybridge helm, at which most of the piloting will be performed.

Flanking the twin-post teak dinette table is an L-shaped settee on a raised deck that offers headroom down below and adds to the visibility forward when seated. Port and starboard deck doors make accessing lines and provisioning easy.

Full walk-around decks lead to the Portuguese bridge, now designed with side gates to allow for a large center cushioned seat instead of split seating forward.

IT STARTS BELOW

More changes can be seen below in the staterooms. The ensuite heads in the full-beam midship master and forward VIP are all white. It's a cool look that should be easy to maintain and incorporates painted teak wood construction for sturdiness and longevity. Another example of style and function is the stainless inlay

in the head and shower flooring. Jack Bostock, yacht broker and new build liaison at Marlow Yachts, worked with the owners in the design of the yacht and explained the use of the stainless strips.

"The stainless is used since it's more durable than grout and adds a modern touch," Bostock says.

Understand that Bostock is a young man filled with the Marlow legacy but able to bring fresh ideas to the table.

The master is a king berth setup, with his/her ensuite heads and center shower stall accessible from both sides. Four overhead cabinets, undercounter storage and towel racks offer a place for everything in each head. Drawers/lockers, four opening port windows and an overhead bed canopy, including lighting and AC ducts, fill the main room. In the forward VIP is a queen berth and two small upper bunks, perfect for young children who can't be alone or for storing overnight bags. There's a starboard twin bunk stateroom with basin sink. Opt for the GE washer and dryer (two units, not a combo) if you plan on extended living aboard.

UP TOP COMFORT

Offered as an open bridge boat, this owner opted for the integrated forward windshield and hardtop, and it's a winner every time I see it. With a wraparound fixed structure supporting the window frames, this allows for all-weather operation, protection from the elements, a fabulous vantage point without getting windblown and provides an overhead console for electronics. Twin Stidd helm chairs allow a companion to help navigate, as there's counterspace for a paper chart if desired. Just aft is an L-settee with a fiberglass table. Across to port is a wetbar with a fridge, sink and grill. Add a few toys on the aft deck thanks to the 1,000-pound Aritex davit. Access to the flybridge is either from the aft deck staircase or from the forward main deck via the floating staircase.

IN THE END

For convenience sake, this 58E comes with a transom beach club. Enjoy swimming and water toys, then relax or shower in the club. It's a great place to get out of the sun while basically being outside. It can also be configured for crew and/or storage, and has access to the engine room.

Making this possible are twin Caterpillar C18 engines rated at 1,150 hp each. With a waterline length of 54 feet, 4 inches (that's 93% of overall length — an impressively high percentage that yields more interior volume and comfort at anchor), an economical run at 9.6 knots will yield 14 gph total and a range of 1029 nm on full tanks. Getting on plane around 1800 RPM offers 19 knots with 64 gph and a 445 nm range. Wide open delivered 26.7 knots for this 69,000-pound hull. For long-range cruising, pull back to 8.1 knots and enjoy the 1500 nm range. Realize that the power is there when needed, and the economy is there when wanted.

As Marlow Yachts has demonstrated with this 58E, it's willing and able to deliver what the next generation desires, tastefully blending its signature features with contemporary styling. Maybe Marlow should get credit for filling the generational gap. ★



MARLOW 58E

» SPECIFICATIONS

LOA: 67'8"

Beam: 18'6"

Draft: 4'10"

Weight: 69,000 lbs.

Fuel Capacity: 1,500 gals.

Water Capacity: 300 gals.

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

MSRP: Contact dealer

MARLOWYACHTS.COM

» DEALER

Marlow Marine Sales, Inc.
941-729-3370

MARLOWMARINE.COM



The radar mast can be configured to fold down — perfect for Loopers.



The galley location and layout will be a "win" for any buyer.



Using the lazarette as a beach club, storage area and/or crew cabin adds versatility to the yacht.



The flip-up seat for the lower helm could be higher for improved visibility, but the concept is good.