

SOUTHERN[®] BOATING

SOUTHERNBOATING.COM

As seen in the
February 2014
issue



REPRINTED FROM
SOUTHERN BOATING
FEBRUARY 2014 ISSUE

GRAB THE HELM!
MARLOW EXPLORER 80E





A Star Is Born

The Marlow 80E receives a standing ovation and gives an encore this month in Miami.

Sometimes the stars align properly. The heavens over the Manatee River were cloudy, cold and gray to start, but the air warmed as dreariness gave way to sun-drenched blue skies by photo time. It was review day at the Marlow Yachts facility on Snead Island, Florida, for two new launches—the new Marlow Explorer (ME) 80E Command Bridge and the new 58E (for a later review). The 80E—the “E” stands for European-style transom—proudly carries on the Marlow style as the replacement for the 78E in a well-proportioned hull, superstructure, deck, and enclosed command bridge combination. The form is masterful. The pedigree is all Marlow.

Making its debut at the 2013 Fort Lauderdale International Boat Show, hull number one for the ME 80E was the showpiece du jour. A gleaming white finish accentuates the length, while properly sized and located hull-side ports complement the overall style and classiness of the 80E. Whether slicing the water at speed or nonchalantly plying at a slower clip, the 80E is tuned to deliver inside and out. On board the foredeck offers twin bench seats on the forward side of the Portuguese Bridge for commanding vistas, and a covered aft deck with teak

By CAPT. TOM SERIO

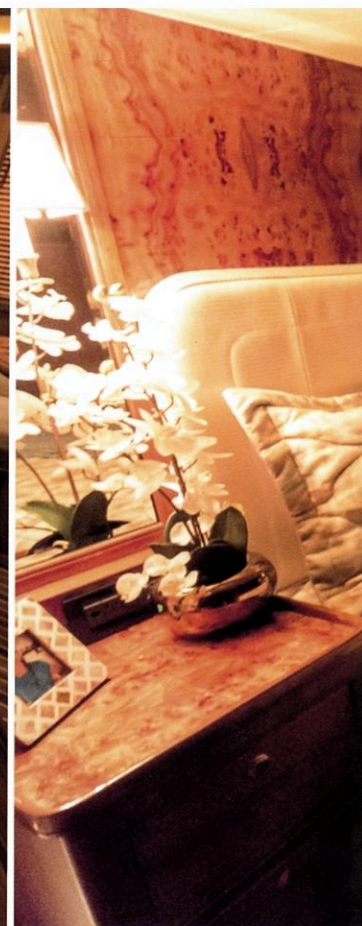


TOM SERIO

table to see where you have been. In between, there's form and function focused on comfort and enjoyment. The saloon is, well, immense. Equally suitable for a family room or an evening cocktail gathering, you'd need a lot of bodies to fill it up. To port is a sectional sofa and coffee table with storage, while way across to starboard are twin chairs that flank their own coffee table. Teak and holly flooring throughout need nothing more than a throw rug if desired. Marlow uses primarily teak wood for walls and cabinetry for a classic and timeless interior finish. Couple that with the masterful craftsmanship attained at the Norsemen Shipyard in China where all Marlow

Explorers are built, and it's evident that those in charge do it right. Additional features include a wine locker, entertainment center with wet bar, sink and icemaker, TV cabinet, bookshelves seemingly everywhere, and overhead handrails (always a nice touch). Illumination is from recessed ceiling lights and wall sconces.

Three steps up forward finds the spacious galley and dinette. With a U-shaped layout the galley takes up about two-thirds of the yacht's beam—any chef would be delighted—and flaunts acres of granite honeycomb counter space for prep, plating and cleanup. A Kenyon four-burner cooktop with potholders and Wolf microwave/



JOHN LAMBERT PHOTOS

SPECIFICATIONS

LOA: 84'
Beam: 21' 6"
Draft: 5' 3"
Bridge Clearance: 19' 3"
Weight: 100,000 lbs
Fuel/Water: 4,000/600 U.S. gals.
Standard Power: Twin Caterpillar C-32 ACERT
1,800-hp diesels
Cruise/Top Speed: 25/30 knots
Range: 700 nm @ cruise/3,100 nm @ 9 knots
MSRP: Contact Marlow Yachts

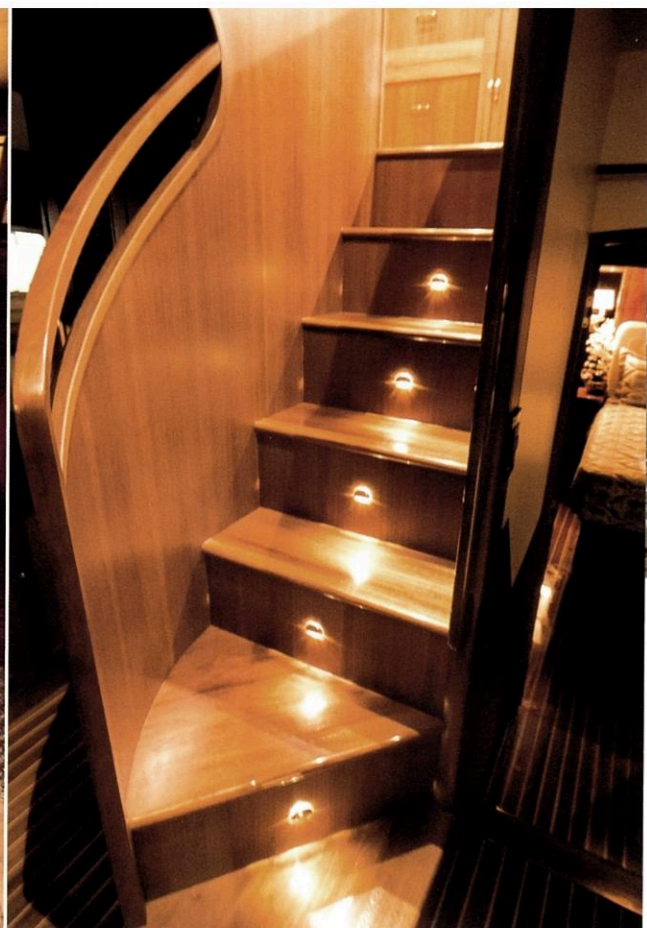
CONTACT

Marlow Yachts
4204 13th Street Court West
Palmetto, FL 34221
(800) 362-2657
marlowyachts.com

Clockwise from left: The aft deck is spacious and inviting; the large pilothouse is inclusive of the fine joiner work Marlows are known for—notice the custom, inlaid hardwood hand rail that runs down to the saloon; the full-beam master is exquisitely laid in burl veneer and features Shoji shades; the stairs leading to the staterooms are constructed using a single tree for consistency in the grain.

convection oven take care of the hot stuff, while four under-counter fridge/freezer drawers chill it all. Add in a Franke double sink with Grohe faucet, louvered cabinets, exhaust blower, dish lockers, cutting boards, and well, you get the idea. Lest the chef feels left out of the conversation, the galley aft wall is open to the saloon for visibility and conversation. The dinette is forward and nestled under the windshield—no lower station needed here. U-shaped in style, large in size and able to accommodate at least eight plus two more on the fixed stools, it's close to the galley for meals or morning coffee.

As the 80E is built for cruising she must be able to accommodate guests for extended stays, but there's no skimping on the goods below deck. With a four-stateroom configuration plus crew quarters aft, there's room for everyone. Forward is the VIP with king berth, vanity, 22" TV, and ample storage, plus a private head with sink, toilet and glass shower stall. A twin guest stateroom to port offers a cedar-lined locker and private head with shower. Directly across a smaller room with a single bunk can double for laundry with washer/dryer or walk-in pantry, you decide.

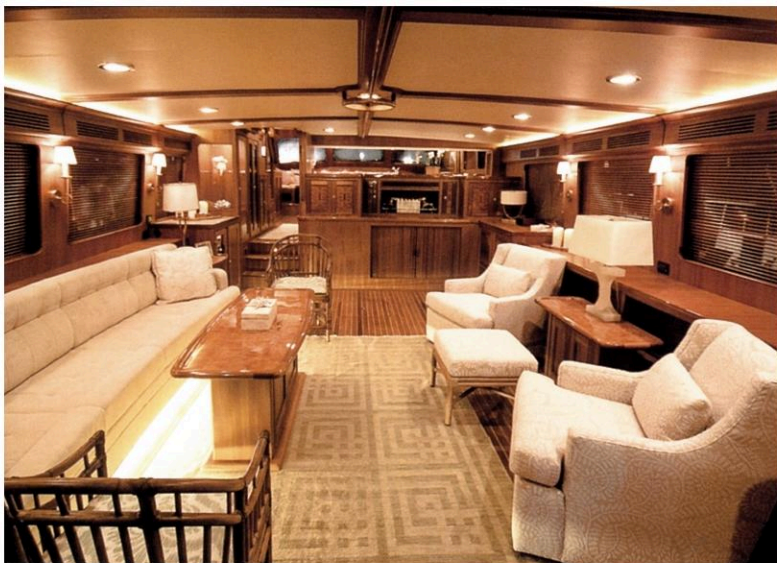


The pièce de résistance is the mid-ship full-beam master that's simple in elegance yet long on accoutrements, with a king centerline berth, more drawers than my house, vanity, 26" flat panel TV, cedar lockers, port side bench seat, multiple portlights, and more. A burl wood panel behind the headboard complements teak woodwork and the teak and holly flooring. Shoji screens in front of the portlights keep the room private, and his and her heads are connected by a center stall shower.

Marlow's 80E sports the same features found on the Explorer series of yachts from 58 to 97 feet: a standup engine room, semi-displacement hull and Velocijet strut keels—a one-piece keel that envelopes each strut protecting it while enhancing performance. Add that to the superior hull construction utilizing Marlow's full stack infusion RIVAT (Resin Infused Vacuum Assisted Transfer) process using top quality core and composite materials including DuPont Kevlar fabrics.

Propelling 100,000 pounds of beefcake through a liquid is no easy task, but thanks to the Caterpillar C-32 diesel engines generating 1,800 horsepower each, the 80E is nimble at slow speed and a bit of an adrenalin rush when the throttles are pinned. I know that because the CAT technicians were performing their final commissioning analysis and certification on the new engines after our test runs, and I tagged along to see how the 80E felt at speed. Well, and this was per the techs directions, it took only 15 seconds to get to 28 knots, topping





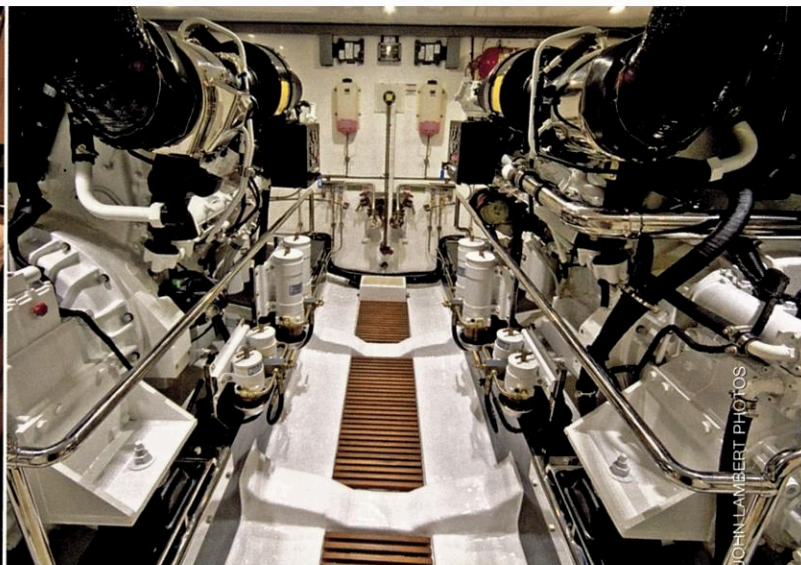
out at 29.4 knots and 90.5 GPH (measured in one direction only). That is a wind-in-the-hair exhilarating speed on an 80-footer. Of course, you can always dial the throttle back for a more respectable speed (and range). Marlow Marine President Mike Cannova rode along for the testing as he does on many of the engine commissioning runs. Of course, David Marlow would also have been along if he was in town. The point is that this is a very hands-on organization

from the top all the way through each sales rep and technician.

Up top is the fully-enclosed command bridge for all-weather cruising. The expansive helm houses four digital 19" displays for charts, cameras, radar, and sounder, but there's still more room for CAT engine displays, thruster controls, throttle, radios, display pads, and pretty much anything else you need. Overhead are 12V/24V breakers, ship system indicator lamps, Naiad stabilizer controls,



JOHN LAMBERT PHOTOS



From opposite left: An inviting saloon greets guests and is reminiscent of a golden age of craftsmanship; the raised galley offers all the modern appointments, including a full-length marble countertop; the booth-style seating area behind the helm allows for full 360° viewing from the bridge; the stand-up, lucent engine room is situated just fore of remarkably spacious crew quarters.

and switches. Twin Stidd helm chairs offer comfort as well as style. Doors on either side allow for easy side-to-docking, especially with a remote control. Overhead hatches, a large aft door and big picture window alleviate any claustrophobic feelings you may have, while aft to starboard is an L-shaped settee and table

for great viewing. Step out onto the aft deck for a breath of sea air, lounging, food prep on the grill, cold drinks, or to lower the aft tender.

Having explored the ME 80E on board and viewed from a distance, it's clear that size does matter. But don't take it from me. Size up the Marlow Explorer 80E and see for yourself. 🐾



TOM SERIO



Marlow Explorer® yachts are the envy of the yachting world.

"Our consuming attention to detail and improving the yachting experience drives us forward." – David Marlow, Chairman Marlow Yachts LTD

Marlow**Explorer**® Euro-Transom

49E | 58E | 62E | 66E | 70E | 74E | 80E | 88E | 97E



North American Inquiries
www.marlowyachts.com • sales@marlowyachts.com
Marlow Marine Sales, Inc.
800.362.2657

International Inquiries
www.marlowyachts.com • sales@marlowyachts.com