

BOAT TEST

Story & photos by Capt. Tom Serio



MARLOW 58E

CHEF'S CHOICE.

IT'S BEEN SAID the way to a man's heart is through his stomach, and by the looks of the custom galley on this new Marlow 58E command bridge, it will be a lasting love.

Let's start by understanding that the 58E is not a new model. Marlow has been building them for years. What *is* new is that each one can be semi-customized (by semi I mean pretty extensively), allowing the owner to fit it out as they like. This 58E is owned by a very experienced boater with many miles under his keel who has owned several different boats, including a few Marlows.



FOCUS ON THE GALLEY

With a background as a restaurateur, this owner is no slouch when it comes to preparing a five-star meal. So, the need for a well-appointed galley was paramount. We all know that the galley — like the kitchen at home — becomes a central gathering point, and the 58E's layout shows how the owner fully considered that.

Nestled under the forward deck windows is a large settee spanning almost the entire width, flanking a high-gloss teak table. Thanks to the three large windshields and proportioned side windows, everyone can take in the surrounding views. It really is a perfect place for guests to enjoy meals and spectators to keep the chef company.

Most noticeable when entering the galley is the huge fridge. It's a full-size Sub-Zero 24-inch-wide, 7-foot-high appliance on a 58-foot boat. Impressive!

Adding to the professional setup are a Wolf induction cooktop and oven, as well as a Wolf stainless steel range cover and vent. A Blanco Farmhouse 33-inch-wide sink aids in cleanup.

Adding to the features is a center island that houses an ice machine, cabinets and overhang for the twin bar stools. Counters are Vetrostone crushed shell quartz surfaces with Easy Edge (in place of fiddle).

Another subtle but significant customization is in the flooring. Most Marlow yachts have teak and holly flooring, which is traditional yet not uncommon. This owner wanted a bit more contemporary look, and Marlow obliged. Throughout the yacht you will find 4-inch-wide staggered-end teak planks in a satin finish. Nice touch!



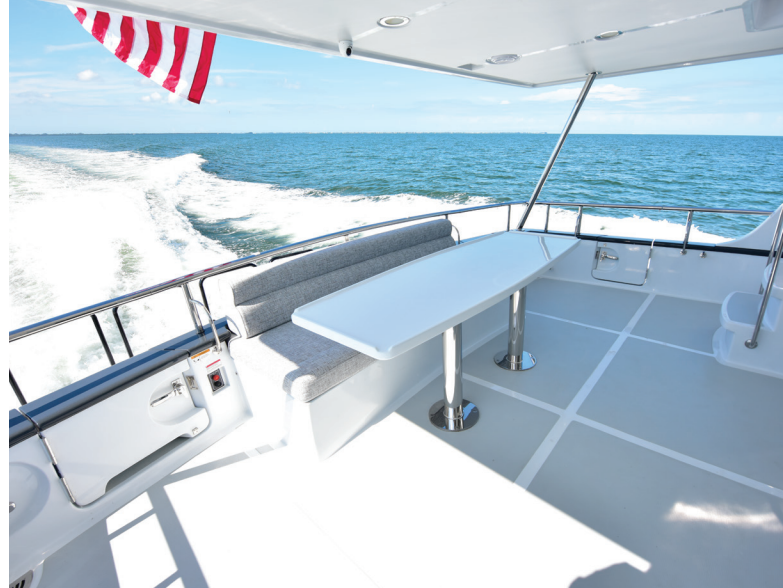
PARTY TIME

Being a social owner, this 58E will likely spend a lot of time entertaining guests, and the salon is up for the job. Seating abounds with the plush port sofa and starboard L-shape sofa. Two ottomans that contain storage easily hide away under the custom coffee table. There's no need for a formal dining setup inside since there is a large fiberglass table on the aft deck protected by the extended flybridge deck.

A departure from standard lighting fixtures is the warm white strip lighting utilized in the salon and command bridge. It softens the glare and distributes the light more evenly. Also, this owner did not want any wall sconces on the satin-finished walls, typically found on Marlows. But Marlow realizes that subsequent owners may want wall sconces, so it has run wiring behind the wall.

DECKED OUT

Side decks lead to the forward Portuguese bridge and access doors to the forward deck area. Sit and chill on the center bench seat with room for foldout



tables and chairs. Note that the cap railing, foredeck toe rail, brow trim and other areas are painted light gray to match the custom hull color.

On the aft deck is a full-height vented wet locker to store lines or cleaning gear. All deck areas are non-skid light gray, which adds a bit of design flare to the decks. A staircase leads up to the flybridge deck.

COMMANDING BRIDGE

Another departure from the norm, the owners opted for some special touches in the command bridge. Since they plan to spend a lot of time here between cruising ports, the look shouts comfort while the helm is all business. Finished in Tottori Origami White Ultraleather (used on all headliners, too) on the helm flattop areas and around the console, the surface areas blend nicely with the twin Stidd leather helm seats. There's space to lay out paper charts and for easy-access storage. The dash can hold three Garmin GPSMAP multifunction chartplotters, throttles, bow/stern thruster joysticks, a single bank of switches and more. Overhead are additional switches, warning indicators and other displays and controls. I have always liked how Marlow keeps an uncluttered dash by placing some not-always-needed switches in the overhead.

A sporty touch at the helm is the custom Carbonautica carbon fiber oversized steering wheel, manufactured in Slovenia.

On the backside of the command bridge is a corner L-settee with a high-gloss teak table — another great place for guests to mingle. Just out the aft door is a sizable day head, great for the operator to use without needing to go down to the stateroom.

Also on the aft deck is a double Kenyon electric grill station with sink, Aritex davit and plenty of room for a tender or PWC.

Up on the hardtop, all domes and radar are painted to match the overall exterior color scheme. All mounts and the radar stanchion are constructed of fiberglass, eliminating any metal corrosion.



RAW HORSES

Mentioned earlier are the throttles from Volvo Penta controlling the pair of Volvo Penta D13 1,000-hp diesel engines (CATs are an option). With a bit smaller footprint than the CATs, there's plenty of room to get to the outboard machinery and systems. This is a brand-new yacht that was just unloaded prior to me getting onboard, and since Marlow is all about getting the most performance possible out of every yacht delivered, there may be further performance enhancements and gains to come. However, we did see 24 knots at WOT, burning 102 gph. Cruising around 18.3 knots will yield a 62 gph burn at 1950 RPM.

GET DOWN

Let's not forget about the accommodations on the lower deck. Down the curved staircase are three staterooms. A full-beam primary has numerous dresser drawers and lockers for clothes and supplies. The head is simple with a single sink, Silestone Calcutta Bianca countertops and a seat in the large shower stall. From the head there is access to the laundry hallway with full-size washer and dryer, as well as access to the engine room (a great idea for the owner to stay on top of engine checks).

Missing from the primary is a TV. The owner says that he and his wife wanted to use the room just for sleeping and relaxation; however, wiring has been installed behind the wall. Forward is a VIP with a centerline berth and direct access to the shared head. Midship is a double berth stateroom. An access hatch in the foyer deck is to the mechanical space below that houses the bow thruster motor, pumps and more.

Aft of the engine room is the lazarette that can be designated as a beach club, creating a swim/social area off the swim platform. Or it doubles as crew quarters, with a head for those trips when you need an extra hand.

When you look at this stealthy Marlow 58E in these photos with the gray hull and painted rim blackout windows, you should think of the customization Marlow can achieve. You have seen it inside and out. It may be the perfect recipe for your next yacht. ♦

MARLOW 58E

SPECIFICATIONS

LOA: 66'10"
Beam: 18'6"
Draft: 4'10"
Displacement: 79,000 lbs.
Fuel Capacity: 1,500 gals.
Water Capacity: 320 gals.
Power as Tested: 2 x Volvo D13 1,000-hp diesel engines

Price: Contact Marlow
MARLOWYACHTS.COM

CONTACT

Marlow Marine Sales, Inc.
MARLOWMARINE.COM



The exterior color scheme of blacks and grays creates a custom look

No exterior teak equals low maintenance

Grabrail around the forward exterior of the command bridge is a plus

The galley has a workable layout, and the full-size fridge is a plus!