



SHESTAKOV

Yacht Sales

EXPLORER 66E – MARLOW



Builder:

Marlow

Model:

Explorer 66E

LOA:

66' 0" (20.14 m)

Beam:

19' 0" (5.92 m)

Hull Material:

Fiberglass and Plastic Yachts

Deck Material:

Composite

Engines:

2

Manufacturer:

Caterpillar

Engine Type:

Inboard

Fuel Type:

Diesel

If you would like to buy a yacht **EXPLORER 66E – Marlow** or would like help, please call +1(954)274-4435 or visit shestakovyachtsales.com

TABLE OF CONTENTS

OVERVIEW	3
Selecting a Explorer 66E	3
Features of the Model	3
Technical Specifications	4
Pricing and Ordering	4
Questions and Answers	4
Owner Experience Review	5
Pros and Cons	6
Comparison with Other Models	6
SPECIFICATIONS	8
GALLERY	9
CONTACTS	14

OVERVIEW

Shestakov Yacht Sales is pleased to introduce the Explorer 66E from Marlow—an updated motor yacht built on a robust fiberglass hull with a composite deck and driven by twin inboard diesel Caterpillar engines. For personalized advice on availability and options, please reach out to broker Andrey Shestakov at Shestakov Yacht Sales.

Selecting a Explorer 66E

Opting for the Explorer 66E is a sensible choice if your priority is a well-scaled motor yacht offering substantial onboard volume and proven propulsion. Measuring 66 ft (20.14 m) LOA with a 19 ft (5.92 m) beam and driven by twin Caterpillar inboard diesels, this Marlow design provides a stable platform suitable for extended cruising. For assistance with selection, build history, or current market supply, contact Andrey Shestakov and the team at Shestakov Yacht Sales.

Features of the Model

- Built by Marlow
- Category: motor yacht
- LOA: 66 ft (20.14 m)
- Beam: 19 ft (5.92 m)
- Power: 2 x Caterpillar, Inboard, Diesel
- Hull: fiberglass construction
- Deck: Composite

Technical Specifications

- Length overall (LOA): 66 ft / 20.14 m
- Beam: 19 ft / 5.92 m
- Engines: 2 x Caterpillar
- Engine type: Inboard
- Fuel: Diesel
- Hull material: fiberglass
- Deck material: Composite

Pricing and Ordering

To obtain pricing details, check current stock, or explore ordering options for the Explorer 66E from Marlow, please contact Andrey Shestakov at Shestakov Yacht Sales. Our brokers will walk you through availability in both new-build and brokerage channels and help you benchmark this motor yacht against comparable fiberglass vessels.

Questions and Answers

Q: What are the exact dimensions of the Explorer 66E? A: The vessel's **LOA** measures 66 ft (20.14 m) and the **Beam** is 19 ft (5.92 m), offering a roomy foundation for flexible interior arrangements.

Q: What engines power this model, and what is their configuration? A: Power comes from **2 x Caterpillar** engines configured as **Inboard** units running on **Diesel**, giving a dependable twin-engine layout.

Q: What materials are used for the hull and deck? A: The hull is built of fiberglass, while the deck is **Composite**, a resilient combination for a motor yacht.

Q: Who builds the yacht, and how do I proceed with an order? A: The Explorer 66E is a Marlow product. To review **availability** and the ordering process, contact **Andrey Shestakov** at **Shestakov Yacht Sales** .

Q: Is the model suitable for family cruising? A: With a **66 ft LOA** and a **19 ft beam** , the Explorer 66E provides ample living space; combined with reliable **Caterpillar** propulsion and a fiberglass hull, it's well suited to comfortable family cruising.

Owner Experience Review

Owner-operators find the Explorer 66E from Marlow approaches the upper size many single owners prefer to handle, yet it rewards with strong range and composed seakeeping. Many owners plan multi-week passages from Florida through the Bahamas to the BVI and Caribbean, praising steady tracking provided by Velocijet strut keels that also shield the running gear; numerous boats are additionally outfitted with Naiad fins for roll damping. Confirmed test figures record 25.2 knots at WOT (2,345 rpm), roughly 17.3 knots at 1,800 rpm (94 gph), and about 9.9 knots at 1,200 rpm (20 gph); at displacement velocities the model is promoted with a 3,000+ nautical mile range.

Forum commentary frequently describes the build as "built like a tank," though some owners warn that earlier iterations can be a "wet boat" in oncoming seas. The galley-up arrangement is widely appreciated—owners and press describe it as "feels like home"—featuring a center island and forward dinette that support long passages and relaxed anchorage life. Typical accommodations include three staterooms and three heads (with optional extra bunks on some plans), anchored by a full-beam midships master for privacy and reduced motion. The enclosed Command Bridge option adds an upper-deck day head and a generous aft settee/BBQ zone, simplifying entertaining while keeping helm operations manageable for owner/operators.

Serviceability earns consistent praise: a stand-up engine room with duplex Racors, dedicated air-intake eductors, clean equipment runs, and solid sound/heat insulation. Some yachts have hydraulic or custom transom access to the lazarette/engine room for an alternate entry. Most are installed with twin Caterpillar C-18s, which meet owner performance expectations but carry professional-level maintenance and parts expenses. Forum users advise defining clear contract terms, completing comprehensive surveys, and setting explicit warranty/service arrangements, as experiences vary by individual vessel and build year—due diligence is essential.

Pros and Cons

- Verified performance envelope: 25.2 kt WOT, ~17.3 kt at 1,800 rpm (94 gph), and ~9.9 kt at 1,200 rpm (20 gph).
- Confident tracking and gear protection from Velocijet strut keels, with many boats carrying Naiad fins for roll control.
- Liveaboard-friendly layout with a home-like galley-up, three staterooms/three heads with a full-beam master, and an enclosed Command Bridge option for easy entertaining.
- Some owners report the boat can be wet in head seas, especially on earlier examples.
- Forum comments note post-sale support/contracting frustrations; clear warranty and service terms are recommended.
- Twin Caterpillar C-18s imply higher, professional-level maintenance and parts costs.

Comparison with Other Models

Model	LOA	Beam	Draft	Speed (Cruising/Max)	Gross Tonnage
Explorer 66E	66' 0" (20.14 m)	19' 0" (5.92 m)			

Explorer	61' 0" (18.59 m)	17' 0" (5.26 m)	14' 6" (4.42 m)	18 kn / 23 kn	
66 E	66' 0" (20.12 m)	19' 0" (5.94 m)	16' 5" (5 m)	20 kn	
58E	58' 0" (17.68 m)	18' 0" (5.64 m)	15' 10" (4.83 m)	11.5 kn / 17 kn	
Pilot 37	37' 0" (11.28 m)	13' 0" (3.96 m)		16 kn	
65	65' 0" (19.81 m)	18' 0" (5.77 m)			
78E	80' 0" (24.38 m)	20' 0" (6.20 m)	15' 4" (4.67 m)	10 kn / 18 kn	120
80E	80' 0" (24.38 m)	21' 0" (6.55 m)	17' 3" (5.25 m)	22 kn / 27 kn	130
Explorer 53C	61' 0" (18.85 m)	18' 0" (5.54 m)	16' 2" (4.92 m)		
62E	72' 0" (21.97 m)	19' 0" (5.94 m)	15' 10" (4.83 m)		

SPECIFICATIONS

LOA:

66' 0" (20.14 m)

Hull Material:

Fiberglass and Plastic Yachts

Engines:

2

Engine Type:

Inboard

Beam:

19' 0" (5.92 m)

Deck Material:

Composite

Manufacturer:

Caterpillar

Fuel Type:

Diesel

GALLERY











CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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