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Miss Ruth

53' Marlow Explorer 53C

- Year: 2008
- **Current Price:**
US\$ 1,690,000 (02/10)
- Located in Sarasota, FL
- Hull Material: Composite
- Engine/Fuel Type: Twin Diesel
- YW# 10224-2021917

Miss Ruth was commissioned for in the 2008 Miami Boat show. She shows like new and has the most popular engines (C-12 Cat's), twin generators, twin Stidd helm chairs on the flybridge, and a satin teak interior with high gloss teak and holly soles.

She can be cruised at an efficient 8 knots using a mere 4 GPH per engine or cruise at 18 knots with a top speed of 21 knots. The 18' 2" beam makes her 53' feel more like a vessel in the 60' range. The master stateroom is amidships and is the full width of the hull with a private head. The Portuguese bridge and full side decks make handling the boat very safe and easy for a cruising couple. There is a remote in the cockpit to make backing into a slip a breeze. The full standup engine room with air-conditioning makes necessary maintenance work much more pleasurable. This is a great opportunity to own a like-new vessel without waiting to have one built.

Additional Specs, Equipment and Information:

Builder/Designer

Builder: Marlow Explorer

Designer: David Marlow

Dimensions

LOA: 61'10"

Beam: 18' 2"

Displacement: 59,000 lbs.

Draft: 4' 11"

Engines

Engine(s): C12 Caterpillar

Engine(s) HP: 700

Engine Model: C12

Hours: 120

Cruising Speed: 18 knots

Max Speed: 21 knots

Tankage

Fuel: 1200 gallons

Water: 300 gallons

Holding: 120 gallons

Deck

The raised pilothouse, Portuguese bridge, wide side decks, combined with her state of the art semi-displacement hull makes the Marlow Explorer one of the most comfortable, safest yachts in any sea condition. The side decks are fully protected by fiberglass bulwarks topped with teak cap rails that are waist high aft and higher forward. The foredeck is accessed through the Portuguese bridge doors. The twin stainless steel anchors are set up with all chain on the dual gypsy windlass. On either side of the windlass, deck lockers open to expose the forward set of cablemasters. Power connections are in the bow as well as the stern for great flexibility when docking.

The 1300 gallon fuel tank can be filled from either side of the yacht. The teak decks offer the best surface under your feet when wet and look beautiful. They are epoxied in place without any screws so they will be easy to maintain for years to come. Miss Ruth has a wired remote control station which allows operation of the gears, throttles, and both bow and stern thrusters.

Main Salon

When you enter the salon from the aft deck you feel the spaciousness of the vessel's 18'2" beam. The composite construction allows this space to be very open with a good view beyond the salon and galley to the front windows. The tinted windows and wooden blinds allow just the right amount of light. The salon door is one of a pair. On nice days when you want natural ventilation the second aft door can be unlatched and slid open to a 5' wide opening.

The large L-shaped settee is upholstered in rich Chianti Ultraleather. Under the salon seats there is a string of 110V lighting that provides perfect accent lighting. The deck light circuits and 110V plugs are on the 4,000 Watt inverter so you do not need shore power or the generator to operate these lights. Across from the built-in settee is an additional section of built-in seating with storage underneath. On the forward end of the salon there is a 37" Sharp HD flat-screen TV. There are 5 overhead halogen lights in addition to the 24V Italian and Cabin Danmark lighting and valance lighting. There is a beautiful large teak table in front of the settee. The table also has two magazine racks on the ends and raises and lowers on a gas strut. In the forward passageway as you leave the salon is a storage cabinet with two slide out storage shelves that have inserts to securely hold glasses and bottles. The bar has a stainless steel sink, refrigerator with ice maker, and a teak cabinet for glass storage. The overhead teak valance on the starboard side has slots that diffuse the air-conditioning through the room. This overhead valance also houses the 5 small speakers for the Bose home theater system.

Galley

The pilothouse is up three steps from the salon and includes the lower helm station, dinette and galley. There are port and starboard exterior doors, a staircase forward descends to the staterooms

and a staircase on the port side aft ascends up to the flybridge. The galley is very well equipped with top of the line appliances and plenty of storage for provisions and housewares. The galley is U-shaped with beautiful Raw Silk granite countertops.

- Two U-line refrigerator/freezer units (4 drawers)
- Dacor cook top smooth with searails/potholders
- Microwave/convection oven
- Grohe faucet
- Franke stainless steel sink with decorative cutting board cover
- Drinking water faucet

Pilothouse

The lower helm is another very comfortable area, complete with Stidd helm chair for the captain next to a gorgeous teak dinette with Chamois Ultraleather seating for guests. The helm was offset 7 inches to starboard in order to provide a nice spacious seating area to port. In front of the helm chair you have all the systems a captain would need. The two 12" Raymarine E Series displays can be set up to display any combination of GPS chart, radar, and depth. The engine displays, VHF, autopilot, and other critical systems are all within easy reach. The overhead panel has electronics circuit breakers, inverter control, electronic tank tender, Sentry fluid level monitor, bilge pump controls, the vessel safety and control center.

VIP

The VIP stateroom forward has a centerline queen island berth with six large drawers under the berth. All the cabinetry is satin finished teak. Each hull side is finished with overhead lockers with louvered teak doors and a cedar lined hanging locker. There is a 15" flat screen TV that is mounted in a custom teak frame. This stateroom has a telephone jack, stereo volume control and berth reading lights. Two Manship screened overhead hatches provide light and fresh air.

VIP Head

There is a full head with separate stall shower accessible from the stateroom or the companionway to allow use as a day head or for guests in the port side stateroom. The Lexan shower door is a beautiful curved shape framed in solid teak to make the best use of the space. Both the head and the shower have exhaust fans vented outside the vessel. The sink is an undermounted china bowl on a Cream Marfil granite top finished with teak fiddles.

Master Stateroom

The master stateroom is amidships full width, making it very light and roomy with teak and holly sole throughout. Miss Ruth has an island queen berth with eight large drawers under the berth. The walls and cabinetry are all satin finished teak. There are two cedar lined hanging lockers and several lockers with shelving along the starboard side. The forward port corner of the stateroom has a full length beveled dressing mirror.

The flat screen TV is easily viewed from the bed. A beautiful teak nightstand is on one side of the bed with 3 large dovetailed drawers mounted on ball bearing slides. A Cabin Danmark lamp is mounted just outside the headboard on each side to provide perfect light for reading. A beautiful curved solid teak valance over the bed has small halogen lights on a dimmer. The slots in the top of the valance diffuse the air-conditioning and send it out into the middle of the room, keeping cool drafts off the bed. There are four opening port lights with screens. When you want privacy, drapes can be closed to

cover the port lights.

The en-suite head is very spacious with vanity, Cream Marfil granite counters, under-mounted china sink bowl, Grohe faucet, several drawers and cabinets with shelves for storage of toiletries. A large linen closet over the head allows storage for several sets of towels and bed linens. The shower area has a large teak-framed Lexan door and the shower sides are finished in high gloss gelcoat trimmed in teak. There is a nice cabinet in the shower area to store toiletries.

The tank tender is next to the head allowing you to see the state of the holding tank at a glance.

Port Guest Stateroom

The second guest stateroom is on the port side of the vessel at the base of the stairs from the pilothouse. This stateroom provides two comfortable bunks and a cedar-lined hanging locker. A 15" flat screen TV is on the aft bulkhead viewable from the berths and a radio volume control. Double doors open this area to the cabinway where you descend from the pilothouse so the yacht has a very open feel.

This stateroom doubles as an office with a nice desk that is designed to securely store a laptop with easily accessible power and phone line. There are three large drawers and a teak cabinet for storage.

Laundry

The full size stacked Asko washer and dryer is in the master stateroom. Laundry is taken out of the dryer to the queen sized bed for easy sorting and folding.

Electrical

The vessel was designed with the inverter standard. All outlets and the galley refrigeration are on the inverter so they are powered with or without generator or shore power.

- Electrical bonding system
- Two 16KW Northern Lights generators in sound shields
- Trace 4000-watt inverter
- Battery parallel switches
- Upgraded AGM Batteries
- 4 x 200AH batteries for engines, 2 x 200AH for generator, 4 x 200AH for house inverter
- 110 Volt and 220 Volt house systems
- 24V lighting system with Italian and Cabin Danmark lighting fixtures
- Overhead 24V Halogen lights
- AC/DC distribution panel with magnetic circuit breakers
- Voltage meter for all battery banks
- 4 Glendinning cablemasters (two forward and two aft)

Deck & Hull

The Marlow Explorer is one of the few yachts in the world in which time has been taken to optimize the basic hull design. Most yachts built today are very similar to each other and their predecessors over the last 20 years. When you see a Marlow Explorer on land you notice very quickly that the yacht is blocked at the bow like every other boat, but at the stern she rests on her own twin keels. The propellers are well above the bottom of the keels and it is obvious that a light grounding on a sand bar will only result in some worn bottom paint. What is not so obvious is how these strut keels will make the boat handle in a following sea. The lateral resistance provided makes the boat track straight with very little rudder correction required.

On deck you can see that the teak planks do not have bung holes hiding screws, they are epoxied in place. You can tell that the deck is molded as one piece because there are no seams from the transom to the bow, including the Portuguese bridge. The windshields and side windows are tinted glass and laminated with a layer of 3M Hurricane shield to a total thickness of 11mm, twice what most builders use in vessels below 100'.

The teak rails are perfectly finished with 10 coats of the finest varnish. The hull is molded in white gel coat and topped with 2 coats of white Awlgrip with a coat of clear on top to keep her shiny. It is obvious that the mold was perfect because you cannot find a ripple in her 53 feet. She will keep her form because the Vinylester resin encases two layers of kevlar and many layers of non-woven fabrics that are vacuum bagged to the Core-Cell structural foam core. The inner laminate is all high tech non-woven fabrics. The bilges are smooth and finished like the rest of the yacht.

In the cockpit cabinet under the stairs is a fresh and salt water washdown and shower.

- Electric grill, refrigerator with icemaker, and sink on boat deck
- 1000# Aritex full rotation davit
- Cockpit shower
- Swim ladder
- New bottom paint May 2008
- Stainless Steel Danforth anchor
- Stainless Steel Bruce anchor
- Fresh water and sea water wash down system at bow and stern
- Maxwell windlass VWC 3500C
- Dinghy chocks
- Caribe 14' wide body tender with 40HP Yamaha
- Sidepower bow and stern thrusters

Engine Room

Most professional captains tell us that we have the best engine room they have ever been in on a vessel of this size. You can get to everything quickly and safely with 6'2" head room. The area is well lit with 110V and 24V lighting. There are 110V and 24V blowers to cool the space down after a run and the area is air-conditioned so maintenance can be done in comfort. Each diesel engine has dual Raycor filters. The fuel system is very simple with one large tank (1200 gallons total). The engine beds are very heavy polished stainless steel and secure the engine vibration isolation mounts to the hull stringers and run all the way past the transmissions to accept the thrust load of the Aquadrive units. The dripless shaft seals have a crossover tube that supplies water from both engines so you can safely run on one engine. There are two 16 KW Northern Lights generators in sound shields.

Just forward of the engines is the sea chests with removable clear cleaning cover. Each of the engines, generators, air-conditioning system, salt water washdown and all the other components of the yacht that require salt water have their own shut-off valve on the sea chest. One hull opening for all sea water needs provides great safety. The 700 HP Caterpillar engines are connected to the underwater exhaust system via high temperature silicone hose to further isolate noise.

- 12V & 110V AquaSignal lighting
- Exhaust blowers
- High capacity induction blowers
- Chilled water reverse cycle air conditioning compressors with soft starts
- Fire extinguishing system
- PSR pressure fresh water system
- Dual Racor fuel separators with vacuum gauges for each engine and generator
- Engine hour meter and gauges
- 3" lead/foam engine room insulation
- Emergency engine stop
- 4-3700gph bilge pumps with auto and manual switch
- FRP fuel tanks
- Watertight door w/window from lazarette

- Aqua Drive shaft couplings
- Oil temperature alarm
- 3 Fire extinguishers
- Soft engine mounts

Flybridge

The flybridge is an excellent place for fair weather cruising and entertaining guests with two Stidd helm chairs, one on centerline. The 12" Raymarine E series plotter can be set up to show any combination of GPS Map, Radar, or depth data. A full set of Caterpillar electronic controls is immediately forward of the large stainless steel wheel. The console also has displays for wind velocity and direction, water depth, and boat speed. The VHF and yachts intercom phone are within easy reach. The flybridge is protected by a full fiberglass hardtop. The flybridge is accessible by stairs from inside the pilothouse and outside from the aft cockpit. There is comfortable seating for eight people, with two tables. There is a sink, refrigerator with icemaker and plenty of storage as well as a Gaggenau electric grill.

The 1,000 pound hydraulic davit with remote control and the dinghy with outboard are aft of the flybridge seating area.

- Two Stidd helm chairs
- Raymarine E-series 120 GPS, Radar, Sounder
- ICOM VHF and second mic from lower helm unit
- Simrad autopilot
- Refrigerator with ice maker
- Lower/raise composite hardtop
- Nautical Structures 1000# hydraulic davit with rotation - telescoping
- Raymarine boat speed
- Raymarine water depth
- Electric Grill
- Sink
- Under seat storage with drain mats

Lazarette

You enter the lazarette from the aft cockpit and when you stand at the bottom of the ladder you have full head room. On either side of the lazarette there are beautifully finished teak doors that enclose the batteries, cablemasters, and other equipment. Most of the space is open for your use as general storage. The forward bulkhead of the lazarette is the aft engine room wall where the main battery distribution switches are mounted. The aft doors in the lazarette give you access to the steering gear, autopilot ram, and trim tab system. This area is beautifully finished in white gelcoat like all the bilges on the yacht.

Additional Salespersons Remarks

MISS RUTH is a rare opportunity to own a virtually new Marlow Explorer without waiting for one to be built. The owner's plans changed and they found they will not have time to use her. MISS RUTH has been built with all of the most popular options including 700 HP Caterpillar engines, a bow thruster, factory hard top, Stidd helm chairs, and chilled water air-conditioning. Like all Marlow Explorers the lumber for her interior was sawn from a single teak log and this log produced some of the most beautiful planks we have ever seen, with a rich deep color and beautiful grain patterns. Her engines give an 18 knot cruise and her 1,200 gallons of fuel will cruise at 8 knots for 1,000 miles. The 18' 2" beam makes her 53' feel more like a vessel in the 60' range. The master stateroom is amidship and is the full width of the hull with a private head. The full standup engine room with air-conditioning will be a pleasure to work in.

Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

Last Revised: Feb 07, 2010



Salon



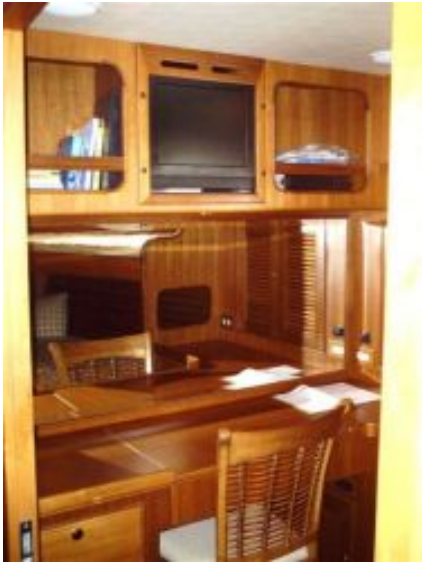
Lower Helm



Salon



Master Head



Guest Stateroom Office



Guest Stateroom



VIP Stateroom



Master Stateroom



Master Stateroom



Washer Dryer in Master



Salon Bar



FB Seating and Bar