



Marlow Explorer 78E – Kicking Moose

Year:	2008	Price:	\$ 3,495,000
Make:	Marlow Explorer	Location:	Snead Island, FL, USA
Model:	78E	Engine Make:	Caterpillar (2)
Designer:	David Marlow	Engine Model:	3412E (1400HP x2)
		Hull Material:	Fiberglass

Kicking Moose

Kicking Moose is a fine example of melding the traditional appearing offshore pilothouse motor yacht with the very modern construction methods and equipment of the newest generation of high performance yachts.

Built for a captain of industry who wished to be able to communicate with his worldwide investments, while enjoying the fruits of his past creative successes, she reflects the modern office and the elegant waterfront home which can safely move to foreign shores.

Measurements

Cruising Speed:	23 kn	Fuel Tanks Capacity:	3500 gal
Max Speed:	27 kn		
LOA:	82 ft 10 in	Fresh Water Tanks Capacity:	464 gal
LWL:	71 ft 7 in		
Beam:	20 ft 4 in	Holding Tank Capacity:	355 gal
Max Draft:	4 ft 10 in		
Dry Weight:	100000 lb		

Propulsion

Number of Engines:	2	Total Power:	2800 hp
Primary Engines:	Inboard		
Engine Make:	Caterpillar (2)		
Engine Model:	3412E (1400HP x2)		

First Impressions

Low profile, seaworthy appearance, high bow, flawless exterior craftsmanship, superb joinery and proper equipment selection are always the initial feelings as you board any Marlow Yacht. Passageways are wide and bulwarks high and safe. KICKING MOOSE provides all that, as well as a very functional layout and warm, spacious interior.

All interior living spaces are teak trimmed, with teak and holly cabin soles, quiet chilled water air-conditioning and reverse cycle heat systems. The wood is sealed with satin-finish two-part varnishes which only require an occasional swipe with a dust cloth. The upholstery is Ultraleather or high-end cloth and several layers of variable density foam. The lockers are cedar-lined and lighted. Wherever there is a nook, or cranny or unused volume, David Marlow has found a way to turn it into a locker, drawer or bin. No potential storage volume is wasted.

Salon

One enters the Salon aft from the Aft Deck and immediately observes a complete sight line to the forward windshield, as well as the large windows along each salon side. You immediately see a properly shaped Salon and a very nice Dining Room forward of the Salon. There are no long and skinny or short, stocky rooms here, just a feeling of comfortable proportions. To starboard is a cream colored Ultraleather settee with internal storage. Each section is easily lifted with the assist from a stainless steel pneumatic strut. The end tables provide additional storage and house the very quiet air handlers which supply the longitudinal air distribution system in the louvered valence. No hot spots or cold spots, just comfortable, quiet air distribution.

To port is the Pop-up television and room to place two luxurious recliners. Forward to port is the wetbar with SubZero dual temperature wine cooler, extra bottle storage, stainless steel sink, and refrigerator with ice maker. The sink and ice maker are supplied with specially filtered water from the drinking water tank. All light fixtures, and cabinet handles and hardware are gold-plated for beauty and added protection from moisture.

Dining Area

At the forward end of this level is the custom crafted teak and ebony dining table with eight award winning chairs. Adjacent are the built-in lighted china and crystal cabinets.

Galley

Up three steps to the U-shaped Galley with black diamond granite counter top, stainless steel Franke sink with cutting board cover, Grohe faucets, sink disposal, Dacor smooth glass-top electric range with removable stainless steel sea rails and pot keepers, Dacor oven, additional microwave, convection oven, Sub-Zero drawer refrigerators and freezers, trash compactor and Fisher-Paykel single-drawer dishwasher. There are abundant cabinets and drawers. Gourmet cooks flourish in this wide open well-equipped galley.

Casual Dining/Office Area

Forward to the captain of industry's office with 360 degree views. Large double layer tempered glass windows (laminated with hurricane film intermediate strengthening to maintain watertight integrity), provide 360 degree visibility. Adjacent is a settee and table for snacking. If you don't need the four-file drawer desk and office accoutrement's, you can easily convert this area to a more casual dining or conversation space.

Staterooms

MASTER STATEROOM:

The full beam master stateroom takes great advantage of the warm and open feeling. The king size bed is on centerline with abundant drawer storage and hanging lockers to port and starboard. Also to port is a vanity. Additional storage is located in drawers beneath the bed. Shoji screens to port and starboard permit light to enter the stateroom while providing privacy in marinas. The substantial stainless steel ports on both sides permit cross-ventilation when open and maintain watertight integrity at sea. Aft on both sides are light and airy his and hers heads with a common shower. Granite counter tops, Grohe fixtures, Vacuflush toilets are but a few of the luxuries in the heads. A full-size Bosch washer and dryer are located in the forward locker in the Master Stateroom.

VIP GUEST STATEROOM:

The VIP Stateroom will make your family and guests feel extremely welcome. Developed for the owner's family, this stateroom includes a king-size bed, two large hanging lockers, six large drawers and additional lockers. It is light and airy, due to the opening deck hatches with Oceanaire screen and blackout shades. The en suite oversize head is also light and airy, with

granite counter, large Lexan shower stall with curved, teak trimmed Lexan shower door, opening port, Vacuflush toilet, Grohe fixtures and large mirror. A separate door to the companionway allows this head to be used as a day head or to be shared with the adjacent starboard guest stateroom.

PORT GUEST STATEROOM:

This stateroom provides two single berths and an additional Pullman upper berth, hanging locker and drawer storage. The en suite guest head has an opening port, large Lexan shower, granite counter, and Grohe fixtures.

STARBOARD GUEST STATEROOM:

This stateroom is intended for additional overflow sleeping with upper and lower berths, large mirror, opening ports, and curtain enclosure. When not in use, the curtain is left open, providing a more spacious feeling.

CREW QUARTERS:

The crew quarters are configured with three single berths, head with shower, hanging lockers, drawers and bins, a desk, refrigerator, microwave, TV and FM and CD radio, and a combination washer/dryer . Noting that “a happy crew is a happy ship”, the owner has ensured that all furnishings are the same quality as provided in the guest quarters in Kicking Moose.

Command Bridge

The Command Bridge is conveniently located ten steps up from the galley. This enclosed bridge is finished in satin teak with teak and holly decks, Stidd pilot and copilot helm chairs, port and starboard L-settees (raised for full visibility)with elegant teak tables, and a refrigerator with icemaker provide the creature comforts to this fully air conditioned and heated space. Port and starboard watertight sliding doors allow immediate access to the side decks. The hinged aft watertight door permits access to the Boat Deck. Large double layer tempered glass windows (laminated with hurricane film intermediate strengthening to maintain watertight integrity), provide 360 degree visibility. Oceanaire hatches with screens and blackout covers allow ventilation. The Marlow proprietary safety and control panel is located above the windshield. A large L-shaped teak console with 3 monitors and dashboard displays navigation and engine condition information. Windshield wipers and washers afford excellent visibility in the worst conditions. The spotlight remote controls and Kahlenberg trumpet horn controls are located at the helm.

Aft Deck / Cockpit

As with all fine Mediterranean yachts and many in the US, one boards KICKING MOOSE from the stern via Passarelle or either stairway from the wide swim platform, or from either side via boarding gates. The integrated Swim Platform is exceptionally large with protective removable N-rails to assist in boarding from a tender or floating dock. A watertight ship's door in the transom provides shoreside access to the lazarette and crew quarters. There are twin port and starboard stairs to the Aft Deck twin transom doors. The Aft Deck is spacious, with cockpit

bench seat and aft deck table and room for several chairs. Adjacent to the salon bulkhead to port of the Salon door is an entrance to the Crew Quarters and Engine Room. Above this is a beautifully arched stainless steel and teak ladder to the Boat Deck. To starboard are the Aft Deck Docking Station and a sink. Both wide side decks run forward from the Aft Deck. Side boarding gates are provided here. Two wide doors (one hinged and one sliding) create a 5-foot opening to the Salon.

Boat Deck

Immediately aft of the Command Bridge is the Boat Deck, with a cabin top overhang forward, U-shaped settee/lounge and table to starboard, and Day Head with Vacuflush toilet and Grohe fixtures to port. Also to port is the Barbecue area with Magma gas grill, refrigerator with icemaker, sink and storage lockers. The ladder to the aft deck and one to reach the top of the Command Bridge are here. A sliding hatch covers the opening to the aft deck ladder. Aft are the fully hydraulic remote controlled 1600-pound dinghy crane and custom stainless steel dinghy chocks that will accept up to a 15-foot dinghy. The stainless steel rails on the boat deck have been extended to the end of the boat deck and five removable N-rails are installed across the end. A remote control station is located here.

Engine/Mechanical

The Engine Room has standing headroom and has been designed to allow very good access to all equipment. Placing fuel tanks forward of the Engine Room allows the full beam to be used for equipment placement. Attention to detail enables key maintenance access, which leads to proper adherence to maintenance cycles, which yields maximum operational time (rather than being stuck in port for repairs to equipment which had been ignored). The twin cross-connected sea chests forward provide all the sea water to the Engine Room, a safety factor over boats built with ubiquitous inlets wherever it suits the builder. Commercial and military vessels use sea chests. Two 25 kW Northern Lights generators in custom sound boxes with clear Lexan windows provide redundant electrical power at sea (each generator will independently carry the entire vessel electrical load). The dual, redundant and supplementary, chilled water compressors and the start/finish of the circulating cold/hot water closed loop are here. The redundant Naiad stabilizer hydraulics as well as redundant hydraulics for steering are located here. You won't lose steering or stabilizers if you shut down one engine. On the forward bulkhead is the simplest fuel management system. Due to tank location (at the vessel center of gravity), no fuel is necessary for trim or ballast, allowing all supply and return valves to remain open unless equipment isolation is desired. Aft are the Centaflex couplings which allow vibration isolation of the engines and the exhaust systems, something done by no other yacht builder, and contributing to the Marlow Yacht reputation for "smooth ride." Exceptional sound isolation of this compartment and the additional sound isolation provided by two bulkheads and 3500 gallons of fuel tankage enable normal conversations to take place in the Salon and the Master Stateroom while operating at the 27-knot full speed. Stainless steel engine beds support the engines, absorb the forward thrust from the large thrust bearings of the Centaflex couplings, and transmit it smoothly to the hull. A Sea Recovery watermaker system has been provided.

A separate pump room is located in below the forward berthing compartments. This space contains the fresh water and drinking water filters (to remove particulates, taste and odors) and

pumps, redundant water pump and water distribution manifold. The water maker output connects to the separate drinking water and fresh water systems here.

- Twin Caterpillar 3412E 1400 HP engines
- Two 25 KW Northern Lights generators in custom Lexan sound shields
- 4000 watt Sine wave inverter/ Charger
- Bow and Stern Sidepower, 48V, 20 HP Each with controls at helm, aft deck, and remote stations
- 2 Forward and 2 Aft 50 Amp Shore Power inlets- All with Glendinning Cablemasters
- Backlighted electrical Panels
- Carbon Monoxide detectors in all berthing spaces
- Centaflex flexible drive couplings,
- Soft Motor Mounts
- Two Cross-Connected Sea Chest Sea Water Intakes with cleanouts
- Drypoint Demister air Intake System
- FRP Fuel Tank (3500 gallons) with sump and cleanout
- Fuel Manifold and proprietary Sight Gauge
- Dual Racor fuel filters with pressure gages for each engine and generator
- Fire Suppressant System
- Engine Room Lead/Foam Sound and Heat Insulation System
- Watermaker
- Heavy Duty (3700 GPH) bilge pumps and high water alarm
- 4 220V High Volume Engine Room Blowers
- Color coded Piping
- Polished Stainless Steel Engine beds
- Gel coated bilges
- Oil change system
- Engine Room Lighting. 110 Volt and 24 Volt
- Common Drainage System from Bow to Stern collects deck drain, scupper and sump discharges
- Underwater Exhaust
- 50 gallon Hot water supply- 2 SS Tanks
- Gray Water (180 gallon) and black water(175 gallon) holding tanks with dockside and at sea discharge controls
- Fresh Water 350 gallons

- Drinking Water 114 gallons

Electronics

On the Command Bridge three 17-inch monitors display radar, navigation, on-board, local and national TV pictures, weather, depth and thermal imaging pictures. KICKING MOOSE has a user friendly Raymarine integrated electronics system with the following capabilities

- 12 KW, 6-foot array 72 mile radar
- 4 KW, 4-foot array 24-mile radar
- Raymarine G-Series Cartography and Command and secondary keyboards
- Furuno AIS Transponder and antenna
- Raymarine DMS 400 Digital Sounder and 50/200 HZ Transponder
- Sirius Weather and antenna
- Speed Depth and Wind independent displays
- ICOM M604 VHF with hailer/fog functions and additional Command microphone at Office
- Newmar Hailer Horn
- Redundant cell antennae with cell booster
- WiFi connection to PCs
- Nobletec Navigation Software
- Satellite TV antenna
- 3 shipboard TV Cameras (boat deck, aft deck and engine room)
- FLIR IR camera
- Bose Entertainment system in Salon

Hull/Deck

KICKING MOOSE is built using the most modern materials, taking advantage of light weight and extremely strong characteristics to provide a fuel saving at any speed, bullet-proof resistance to punctures, tremendous strength at sea in bad weather and the friendly open feeling of a hull without many unnecessary view-interfering bulkheads. The drystack Resin Infusion Vacuum Assisted Transfer (RIVAT) technique saves weight and enhances strength. The Corecell core is engineered for strength, laminating ease and resistance to any water intrusion. The Kevlar inner and outer skins do for this yacht what they do for a policeman, prevent killing penetration.

Three major, complex molds are used to build the vessel, minimizing the number of seams and maximizing strength. The primary structure consists of inner and outer laminates highly engineered E-Glass and Kevlar in combination with SAN Corecell foam sandwich, laid up with modified epoxy resins. While in the mold for a minimum of 35 days, each hull attains a

temperature exceeding 175 degrees, far above that experienced post-delivery. This prevents post-cure problems, often seen as micro-crazing of gel coats and rippling of hulls near bulkheads and other hard spots. Marlow Yachts age gracefully, without graying of skin or wrinkles.

The underbody is unique, with twin Velocijet strut keels and mild propeller tunnels. The tunnels permit the propellers to be raised and the thrust along the shafts to be more in line with the forward direction of the vessel. The tunnels improve water flow into the propellers, enhancing thrust. The Velocijet strut keels house and completely protect the shafts and extend below and protect the propellers. They are strong enough to support the boat when out of the water in a boatyard, or during an unfortunate grounding. The Kevlar skin protects against impact with logs, deadheads and minor and major debris.

The hull is finished with Oyster Awlgrip. All false planking lines are crisp and the hull shines. The deck drains and scuppers lead to the continuous drainage system, which runs from bow to stern and prevents water from running down the side of the boat. No black streaks on this girl.

The decks are finished with custom non-skid contrasting surfaces and large waterways carry away any water. Teak decks are provided under the covered aft deck and side decks and also on the centerline of the foredeck where secure footing is so useful in moving to and away from the windlass and anchor gear. The Maxwell anchor windlass is controllable at the bow and at the helm station. A stainless steel plow and Bruce type anchor are provided. All chain is provided on the primary plow anchor and chain and rode on the secondary anchor. Low profile, heavy duty hatches are provided on the foredeck, above the Office and over the Pilothouse. Custom curved large oval shaped stainless steel handrails provide safety and security and the quality of the welds displays the artistry from the stainless steel shop at NORSEMEN Shipyard, the captive Marlow building yard. Moving aft, one walks through the centerline gate in the Portuguese bridge, so substantial that it had to be made in two pieces to permit easy handling. There is substantial storage volume for fenders, lines and deck gear in the Portuguese bridge. At the front of the cabin on each side are tank fills for Drinking Water and Fresh Water. No need to drag a hose across to the other side. Walk aft along either covered, wide side deck and you observe a sliding watertight door. Observe the window lands, two-inch interior flat surfaces which receive the very strong, laminated, tempered glass from England. Go inside KICKING MOOSE and observe the clarity of the glass. Continuing aft on either side deck, open the hatch in the cabin side and see the tank fill, off the deck so no contaminants can enter. You can fill the tank from either side without needing to drag the fuel hose across the deck. Notice the drip pocket to catch those last few drops that want to fall on your clean deck.

EXTERIOR HARDWARE & FITTINGS

- Twin Maxwell 4000 vertical anchor windlasses
- Anchors 80 pound plow and 100 pound Bruce stainless steel
- Chain anchor rode
- Massive foredeck cleats and hawse pipes
- Fenders
- 4 Fender Holders

- Docklines
- 8 person Life raft
- Life Preservers
- Lower Windshield and Command Bridge windshield covers
- Retractable Heavy Duty Stainless steel and teak swim ladder
- Underwater Lighting
- Aft deck vertical Maxwell 2200 electric docking winches
- Bessenzone hydraulic extending Passarelle
- Custom CNC cut Nibral "S" class propellers
- Aquamet 22 Shafts, housed inside Velocijet strut keels
- Stainless Steel rudders

Additional Salesperson's Remarks

Designed, developed and built for a captain of industry who is a yachtsman with worldwide boating experience, KICKING MOOSE is now available for enjoyment by others. She has been meticulously maintained and is ready to return to the sea. You can be the beneficiary of the decades of skill and experience that have been acquired and utilized by her owner, designer and builder.

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.

Photos



Kicking Moose



Galley



Dining Area



Salon Looking Aft



Salon Looking Forward



Bar



Casual Dining/Office Area



Master Stateroom



Master Vanity



Master Storage



VIP Stateroom



Guest Twin Stateroom



Guest Bunk Stateroom



Head



Command Bridge



Comand Bridge Seating



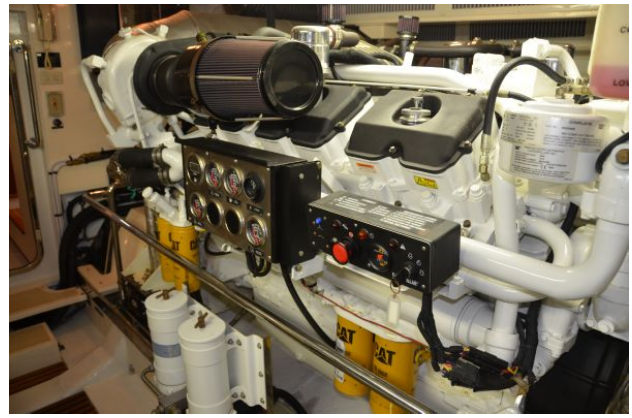
Command Bridge Electronics



Engine Room



Starboard Engine



Port Engine



Aft Deck



Aft Deck Table



Access to Boat Deck



Boat Deck Looking Aft



Boat Deck Looking Forward to Command Bridge



Bow



Starboard Deck



Port Deck



