



SILVERTON
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AN EMPLOYEE OWNERSHIP COMPANY
REACHING BEYOND YOUR EXPECTATIONS

BOAT TEST REPORT SILVERTON 352



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BOATING®

Adventure Capital

By Lenny Rudow

Ever watched “Lifestyles of the Rich and Famous?” I’m sure you could picture yourself in the big houses, stretch limos, and of course, the big boats. The megayachts are interesting, but they require a captain and crew. I can’t see the fun in owning a boat so big you can’t drive it yourself. Instead, I am more interested in the mini-yachts. Those in the 35’ to 45’ range, so cushy they make my home look like a jail cell. With one of these boats, I could cruise the coast in a mondo-condo fit for a king.

When I stepped aboard Silverton’s new 352 Motor Yacht, it could easily have been on the set of “Lifestyles” on location. There it was: luxury incarnate. I almost expected downy feathers to waft from the exhaust ports, instead of gas fumes. And when I turned on the stereo, Paul McCartney sounded strangely like Robin Leach. Looking for a comfortable way to cruise? If you go into relaxation mode when you’re on the water, check the 352.

Maximum Cush

Sit on the sofa, which folds out into a full bunk for additional sleeping space, and you’ll appreciate the 352’s

deep, soft cushions and throw-pillows. The standard cloth seats are comfortable, but our test boat had the luxurious Ultra Leather, which feels mighty close to the real thing, and is an upgrade. This includes the L-shaped dinette, also.

The aft stateroom berth is more comfortable than on many other boats. Unlike the common marine mattress—read: foam pad—there’s a real inner-spring mattress. Control for the lights, two-zone air conditioning and heat are right next to this bunk, so you won’t have to make a trip into the main cabin in the middle of the night if you want to adjust them.

And here’s some comfort for your nerves: the huge Bomar hatch on the rear bulkhead doubles as an easy-to-access escape hatch onto the massive bolt-on-swim platform. And I do mean massive: it’s 10’4” across and 4’2” wide. That’s more than 40 square feet of platform—larger than the cockpit of some boats—and it features a standard hot/cold water transom shower.

Another comfortable spot on our test boat was the aft deck, fitted with a wet bar and surrounded by coaming.

When sunbathing is in order, there’s plenty of room on the bridge. There’s seating for six and the circular forward seat is a great spot to stretch. A half-dozen PFD’s fit neatly under the cushion, and at the console, there’s a stowage compartment to port



(above) Looking for a comfortable cruise? Top speed: 31.6 mph.

BOATING CERTIFIED TEST RESULTS Silverton 352 Motoryacht

RPM	SPEED		EFFICIENCY					OPERATION	
	KNOTS	MPH	NAUT. GPH	STAT MPG	N.M.L. MPG	S.M.L. RANGE	RUN	SOUND	
1000	5.6	6.5	3.8	1.5	1.7	383	440	0	66
1500	8.3	9.5	6.8	1.2	1.4	312	360	2	72
2000	9.7	11.2	11.6	0.8	1.0	216	249	3	73
2500	10.4	12.0	19.0	0.5	0.6	141	163	6	76
3000	13.6	16.7	28.2	0.5	0.6	125	143	8	78
3500	18.5	21.3	36.2	0.5	0.6	132	151	7	81
4000	23.6	27.2	49.0	0.5	0.6	124	143	5	84
4600	27.5	31.6	54.4	0.5	0.6	130	150	3	86

Advertised fuel capacity 286 gallons. Range based on 90 percent of that figure. Performance measured with two persons aboard, 1/2 fuel, 1/2 water. Sound levels taken at helm, in dB-A.

TEST BOAT POWER: Twin 320-hp Crusader 454 XLI inboard gasoline engines with 454 cid. 4.25” bore x 4.00 stroke. Swinging 20” x 17” props through a 2.0:1 reduction.

So what's your priority?

that's three times the size of most gloveboxes.

Lost In Space

You can't sit in the lap of luxury if you feel crowded, so Silverton has cleverly built extra space into the 352. Take the head in the forward stateroom: The head itself – with a full-sized seat and bowl, not the more common mini-bowl – is located inside the shower stall. When you're not using it, a fold-down seat covers the head. This opens up all the room above it for extra shower space. Unlike the shower stalls on many motoryachts, you won't have to tuck in your elbows to turn around. You won't need to crouch over in there either, because the head has 6' 8" headroom.

Even the garbage can is placed to save space: It pulls out from under the corner of the galley countertop, a spot that's usually poor for stowage because it's tough to reach into. The air conditioning unit is also carefully hidden away, under a shelf behind the dinette.

Often a comfortable, well-finished boat is compromised by hanging wires or shoddy after-market installation jobs. This won't be a problem with the 352. Silverton doesn't include a TV or VCR with the boat, but it does run wires for them. Telephone jacks are also pre-wired and the galley comes fully equipped with a two-burner stove, microwave, and refrigerator, so you won't have to disturb the cherrywood interior to add amenities. Another factory-prepped feature I like is the bow pulpit. It comes with a roller and just after the pulpit is a mounting for the windlass, another option.

The same is true on the flying bridge. Opt for the electronics package and the enclosure, and you'll find a fully-equipped, well-finished bridge, with no hole-cutting or bolt-ons necessary. The console is sharp, too, fully fitted with gauges, and centered on the bridge deck with room to walk around it on either side.



(above) Wide open and luxurious, the split level plan is great for entertaining.



(above) The full-service galley provides plenty of counterspace, dual-voltage refrigerator/freezer, range and microwave.



(above) A separate stall shower and large vanity adorn the master head.

Handling is just what you'd expect from a motoryacht: slow and steady. You won't be carving turns through a slalom course with this 20,809-pounder (dry). The 352's not especially heavy for its size, but it has enough beef for that, compared with the 16-degree transom deadrise, things happen slowly. On the flip side, as we cruised through Miami's Government Cut, the 6" to 1' chop wasn't even noticeable. When a wooden Haitian loaded with old bicycles went by, the 2' wave it kicked up caused a little rolling but no pounding at cruising speed.

To keep the boat's weight down, Silverton cores the deck with balsa and ply with aluminum backing plates adding strength where needed. Poke your head in the engine room, and you can see the plywood stringers, wrapped in fiberglass. Not exactly high-tech, but it's a method that's both reliable and long-lived.

On A Diet

It's easy to check out the stringers and engine room on the starboard side, but to get a gander at the port engine you'll need to move some furniture around the salon; the hatch is hidden under the settee. While I was in the engine room hooking up my test gear, I noticed one other thing that could be improved: the beams around the hatch covers weren't fully finished, and some bare wood was exposed. I'd like to see it painted or gel-coated, to prevent rot in the long run and splinters in the short run. Another note-worthy engine room feature: the vents. They're located high on the gunwales, on the outside of the stairway to the bridgedeck. Unlike some boats, the 352 won't ever have a problem with spray entering the vents.

So what's your priority? Space? Comfort? Good looks? Any way you cut it, the 352 is a candidate you won't want to miss.

You can't sit in the lap of luxury if you feel crowded

Based on the successful 392 Motoryacht, Silverton's new 352 is all of that – and less.

By Capt. Chris Kelly

A lot of boatbuilders say they incorporate customers' criticisms and requests when they design a new boat. But few are so obsessive about doing so as Silverton Marine. When Silverton owners talk, the company listens and acts, and if you don't believe it, just look at the new 352 Motoryacht.

Early last year, Silverton introduced the 392 Motoryacht ("Up and Over," August 1996), and according to the company she quickly became the fastest-selling aft-cabin cruiser on the market. Part of the reason for that was, no doubt, her innovative twin walkways leading from the flying bridge to the foredeck and expansive living spaces both on the aft deck and below. After an in-depth owner's survey, Silverton learned that while many boaters loved this design, they wanted it in a smaller, more affordable version. The result is the Silverton 352.

To keep costs low, the 352 shares her hull with the company's 351 Sedan Cruiser and 360 Express. The flying bridge of the 351 and 352 are also the same. Still, most of her design is inspired by the 392.

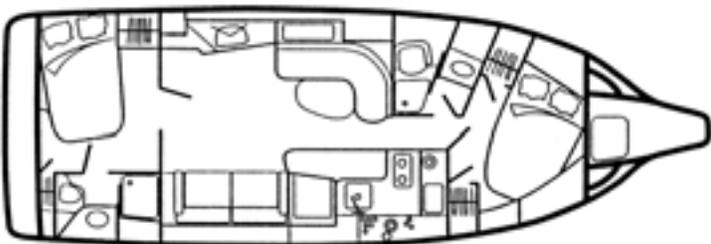
Like the 392, the 352 is designed for comfortable, longer-term cruises, with two double cabin heads at either end of the boat. Both also have high freeboard and comparatively heavy displacement for their length, which makes for better seaworthiness but at the expense of top-end speed.

When the 352 is tied to a floating dock, you'll board her from her integral swim platform, which extends 4'3" abaft the transom (great for dinghy or PWC stowage). A curved, molded stairway leads up to the aft deck and below is a large locker to hold fenders, hoses, two 30-amp shore-power cords, and so on. You can make all of your shore-side connections (TV, phone) here.

For those times when you're boarding from a higher dock or wharf, you'll come aboard through port and starboard half-doors that lead directly onto the aft deck.



(above) The Master Stateroom includes a real inner-spring mattress, hanging locker and plenty of storage space.



Here Silverton has made some major improvements on the 392's design. Instead of steps that could pose a tripping hazard, the deck is flat and easy to traverse.

The centerpiece of the aft deck is its entertainment console, with wet-bar, sink, cutting board, locker with two shelves, 110-voltage (perfect for a blender), and huge stowage bin. A U-Line icemaker is optional, as is the hardtop, although Silverton says the hardtop will be standard next year. There's easy access from the aft deck up to the flying bridge or down into the cabin, but you will need to supply your own lounge furniture.

From the aft deck, its three steps up to the flying bridge/lounge area, one of the most conversation-friendly locations I've seen. The helmsman and companion sit behind the center helm console, there's an angled jump to port, and a four-person benchseat forward

faces back towards the helm. The area seats seven and anyone can get up and leave without disturbing anyone else.

As for the console itself, its vertical face makes it easy to read and reach everything. An angled wing panel (11 inches wide by 18 inches high) can hold an array of electronics, and a deep stowage box next to the helm seat is available for personal items. It's also easy to get behind the helm to access wiring—just remove a panel and four screws. Instead of individual gauges, two compact, multifunction VDO instruments free up more room for electronics.

Visibility at the helm is excellent, thanks to its lofty position and tinted window in the hardtop that lets you watch your stern when backing into a slip. (As one boat-show shopper told me, "Hey, this window's great! Now at least I can see the dock before I hit it...")

If you see something on the foredeck that needs quick attention, it's easy to reach, too, thanks to twin molded stairways that lead down from the helm. Guarded by 2'2"-high handrails, the side decks are wide (11 inches), and there's good nonskid and a toekick all around. My only objection: no scuppers for the side-deck drainage, just cuts in the toerail, so water must drain overboard and then down the hull sides, producing stains.

The foredeck has a huge rope-chain locker that's big enough to hold an optional, hidden Simpson-Lawrence windlass that

can be controlled from here (with foot switches) or from the helm.

Once the anchor's down and it's time to relax, the 352 is ready to accommodate. The main saloon has a faux-leather convertible sofa that sleeps two; even though it folds out into the room, you sleep fore to aft on it, so it doesn't block the passageway to the aft stateroom. Forward, a fixed dinette table and lounge sit across from the condo-sized galley to starboard. Here you'll find the works including an Norcold refrigerator/freezer, two-burner Princess range, Goldstar microwave oven, molded sink and even a drop-in trash bin in the Corian®-trimmed countertop. There's also a large pantry (16 inches wide by 20 inches deep) that combines with other deep stowage compartments to hold a variety of nonperishable items.

Fully forward is a guest stateroom with solid sliding door, double berth, and two large illuminated hanging lockers (one has its own shoe rack). The berth is angled, which explains how the Silverton designers got most of the 392's features into a hull that's two feet shorter.

There's another space-saving idea in the forward head. The toilet is *within* the shower stall (which has bifold glass doors), and while this may seem a little weird at first, the design appears perfectly functional.

Speaking of functional, if you're looking for en suite facilities, check out

the aft head. Here, the enclosed shower stall is separate from the toilet and vanity, and the head offers 6'3" headroom and a space-saving sliding door. Elsewhere in the cabin, the double berth access on three sides; a huge, lit, cedar hanging locker; recessed reading lights; and convenient touches like light and air-conditioning controls right next to the berth.

You can reach the engine compartment beneath the saloon sole by removing three carpeted panels. The process is a little cumbersome, but the compartment is well laid out and heavily insulated, and that helped generate the quiet sound readings shown in the test table.

The Crusader 454 XLi V-8's inside provided good acceleration, but the 352 will not set any speed records. Then again, she wasn't designed to. On test day our boat moved smoothly through two-foot chop and topped out at about 30 mph. At an optimum cruise of 3500 rpm, she can run for more than eight hours before refueling. And unless you're doing a delivery, that's enough running time and distance for one day.

It certainly appears Silverton met its goals with the new 352. She's less money than the 392 yet only two feet shorter and comes with nearly the same appointments. So if the 392's success is any indication, the new 352 Motoryacht should be a hit with buyers. After all, she's just what they asked for.



(above) Comfort and convenience are central to the double-berth guest stateroom, forward with inner-spring mattress.

PMY TEST RESULTS

RPM	MPH	KNOTS	GPH	MPG	RANGE	DECIBELS
1000	5.6	4.8	4.0	1.39	357	56
1500	8.4	7.3	6.6	1.27	328	61
2000	9.9	8.6	11.8	0.84	216	65
2500	11.6	10.1	18.8	0.62	159	66
3000	15.5	13.5	24.2	0.64	165	66
3500	21.9	19.0	32.0	0.68	176	72
4000	27.7	24.0	45.6	0.61	156	74
4500	30.7	26.7	58.2	0.53	136	78

Conditions: temp: 85°; humidity: 75%; wind: 10 knots; seas: one foot; load: 3/4 fuel, full water, 2 persons, minimum gear. Speeds are two-way averages measured with Stalker radar gun. GPH measured with Techmate digital EFI meter. Range: 90% of advertised fuel capacity. Decibels measured at helm on A scale. 68 dB is the level of normal conversation.

PMY TESTED

Optional power: 2/320-hp Crusader 454 XLi gasoline inboards; 2/230-hp Volvo Penta KAMD42 diesel inboards

Standard equipment: pulpit; swim platform with ladder; hot/cold transom shower; aft-deck wetbar; telephone jacks and TV hookups; a.c./d.c. converter; Norcold dual-voltage refrigerator/ freezer; 2-burner Princess range; Goldstar microwave oven; MarinePac safety equipment

Engines: 2/320-hp Crusader 454 XLi gasoline inboards; **Transmission:** Borg Warner; **Ratio:** 2.0:1; **Props:** 17 x 20 Nibral; **Steering:** Teleflex Sea Star; **Controls:** Teleflex **Trim tabs:** Bennett; **Optional equipment:** 6.5-kW Kohler genset; 2-zone MarineAir A/C, Simpson-Lawrence windlass; hardtop and mast; lower station; flying bridge and aft-deck canvas; U-Line icemaker

SPECIFICATIONS

LOA: 38'7"
 Beam: 13'0" Draft: 2'6"
 Maximum headroom: 6'7"
 Weight: 20,809 lbs. (dry)
 Fuel capacity: 286 gal.
 Water capacity: 100 gal.



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