



SILVERTON
MARINE CORPORATION • AN EMPLOYEE OWNERSHIP COMPANY

SILVERTON 392 BOAT TEST REPORT

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DRIVING A SPACECRAFT by Chris Caswell

As the King of Siam was prone to say in "The King and I," "It is a puzzlement to me."

Sea
MAGAZINE

I experienced that kind of puzzlement as I stepped aboard the new Silverton 392 Motor Yacht, because I couldn't figure out how the builder had fit so much space into what is essentially a 37 by 14 foot hull. This boat has two

full staterooms, both of which have heads with stall showers; a large two-level saloon with separate dining and entertainment areas; and a comfortable galley.

I suppose it has something to do with computer-aided design, which allows designers to search out empty spaces and fill them effectively, as well as enabling them to "stack" the boat's various living areas to get the maximum space from each level.

Whatever the reason, all you and I really need to know is that this is one spacious boat for its size. Heck, there are a lot of 50-footers built a few years ago that don't have this much room.

The starting point for the Silverton design team was the company's successful 37 foot hull — upon which more than 1,200 boats have been built and sold. Silverton modified the hull for increased stability, to carry the added weight aloft in this new motoryacht configuration.

The resulting new 392 Motor Yacht offers ample beam, 17 degree transom deadrise and hard chines, and is surprisingly stable — at rest and even in a cross sea.

We tested the brand-new 392 off Miami, on an overcast day in sloppy seas. I ran the 392 out into the Gulf Stream, where it shouldered aside the lumpy swells and showed off 28-plus mph performance.

The boat's side exhausts and good insulation qualities resulted in a low 83 decibel sound reading at 4,000 rpm. In fact, this boat was so quiet that normal conversation levels could be maintained while communicating on both the bridge and aft deck.

At full throttle and at cruising speeds, there was no slamming of flat panels in head seas. The deck stayed dry throughout our sea trial.

In the engine room, access was excellent to all areas. The compartment has Pirelli non-slip flooring and is well-lit. The generator and twin air conditioning systems are mounted under the galley/dinette area, in a separate compartment. It isolates sound and vibration so well that when the generator was started, I thought it was the refrigerator kicking on.

This is a very quiet boat, both with the generator alone and with the main engines.

This family cruiser, measuring 40 feet, six inches stern to stern, manages to be both stylish and user-friendly.

Construction is excellent throughout the 392. All wiring is neatly loomed and labeled, there is good access to the ball-valve seacocks and the hull is solid maintenance-free fiberglass. Lockers are all fully lined, and even the bilge is gelcoated, for a tidy and easily maintained finish.

All windows are tempered safety glass, engine alarms and a fire extinguisher system are provided as standard equipment and the "base boat" is complete — right down to dock lines and life jackets.

Our test boat had a Simpson-Lawrence anchor windlass feeding from the bow roller into a large anchor locker — and the recessed sunpad on the foredeck seems ideal for relaxing sunny afternoons.

The flybridge helm area is comfortable, with an adjustable seat provided for the skipper and a bench seat next to it that has space for up to three companions. The bridge's roomy layout allows guests to move around freely, without disturbing the skipper.

Teleflex Sea Star steering and a tilt wheel were provided at the helm, along with Teleflex twin-lever controls. A full array of Faria gauges are centered in the large dash panel, which still has plenty of room for adding electronics on each side.

A clear panel in the hardtop gives the skipper full visibility of both aft corners for backing down. And with the forward bench seat at a lower level, there is excellent visibility forward, even with a crowd of guests.

Cavernous storage is available under the bridge's forward "eyebrow" — which has enough room to store a rolled-up inflatable, life jackets or deck gear.

Continuing with the 392's theme of "unexpected spaciousness," our test boat had an extended transom platform that was wide enough to carry personal watercraft or a dinghy. It also featured a huge bin to store deck gear and power cords, as well as a hot and cold shower.

Guests can board the 392 with ease, thanks to gates on each side of the transom and transom steps that lead to the aft deck. A wet bar is provided here, for convenient entertaining, as part of the boat's standard equipment package.

Fully molded weatherboards at the aft deck not only provide privacy, but make a full enclosure both secure and weathertight. The fiberglass hardtop is fully finished on the underside, with built-in lighting, and it is sturdy enough to carry a dinghy and a davit.

UP AND Over

by Capt. Chris Kelly

POWER & MOTORYACHT

Silverton developed its latest cruiser to answer a number of questions posed by existing aft-cabin designs. For example, how do you quickly and safely get to the fore-

deck from the flying bridge? How do you design helm seating so that any one person can get up and go below without disturbing the others? How do you configure a raised aft-deck entertainment area so that the helmsman can actually see the end of the swim platform when backing into a slip? How do you facilitate boarding from a fixed pier or a floating dock? And finally, how do you maximize interior living space while providing two generous staterooms and keeping the boat affordable? Silverton's answer to all these questions is its new 392 Motoryacht.

At first glance, the 392's amalgamation of an aft-cabin motoryacht (aft) and a flying-bridge cruiser (forward) strikes you as uncommon, if not downright odd. But here, as throughout the boat, form is determined by function, making the 392 exceptionally utilitarian. The more you use this boat, the more apparent that becomes.

A case in point is the flying bridge. To prevent overcrowding while giving everyone a front-row view, the bridge is a split-level affair, which creates a unique "theater" environment. The higher aft row—the "mezzanine"—has a long benchseat divided by arm rests and separate cushions, forming a double seat to port, a single helm seat behind the centerline wheel, and a navigator's seat to starboard. The helm itself is actually a center console, with easy-to-read Faria black-on-white gauges in the center



and "wing" instrument panels to either side. The wings are angled in towards the helmsman for better viewing of electronics.

Our test boat was equipped with five Raytheon units, and there was no crowding, either on the dash panel or inside the console. Controls and switches here are within easy reach.

SILVERTON REINVENTS THE TRADITIONAL AFT-CABIN FAMILY CRUISER

Forward and lower—the "orchestra"—is another benchseat for three or four. This area is well protected from wind and spray by a tinted glass windscreen, and the bench flips up to reveal a convenient wet locker with drain. Copious stowage—presumably for canvas, PFDs, and safety gear—is available inside the foremost portion of the bridge, and six drink holders are scattered around the area. Thanks to this center-console design anyone can head aft from here without disturbing the helmsman.

The bridge is also the termination of two other traffic lanes: both side decks which lead to the bow. To reach them you take five steps down a molded stairway on either side, and though they're narrow (10-inch-wide), they're protected their entire length by 10-inch-high bulwarks. A foredeck sunpad is standard, and a stainless steel, hip-level (26-inch-high) railing extends from bridge to bow. While this arrangement may seem unconventional, it offers a fast and safe route to the integral anchor pulpit from either side of the bridge. And as a bonus, this configuration allows the living spaces of the saloon below to run full-beam.

From the foredeck you walk up and over the bridge area to reach the aft deck. Here you must supply your own outdoor furniture, but otherwise the area is ready for entertaining. A built-in wetbar houses a U-Line icemaker, cold-water sink, cutting board, and two-shelf cabinet (bottle racks are needed), and from here you can also access a huge stowage locker under the upper bridge seats. I especially like the 110-volt outlet here (can you say *margarita?*), along with the switches that control all courtesy lighting around the boat and the lights in the hardtop overhead.

Like the bridge, the aft deck has three entry points—up a molded staircase from the swim platform or through Delron® doors on either side, which provide direct access from a fixed finger pier. For easier boarding all three areas have a step recessed into the deck, and Silverton has added a flip-down panel to the transom door to cover the instep. All three entrances have sturdy handrails.

TAKE IT Inside

by Capt. Chris Kelly

When it's time to move activities inside, you'll find one of the most spacious saloon/galley layouts available in this size range. The whole area is bright, since natural light streams in from three sides. It's also full-beam and open; there are no bulkheads to impede traffic flow as you move from the companionway steps, through the saloon, down into the galley, and then down again to the forward cabin. It's almost *too* open, since there is nothing to hold onto from one end to the other—a centerline overhead grabrail would solve this.

The saloon is very comfortable and features a teak-veneer-trimmed entertainment center across from an Ultrasuede L-shaped lounge that doubles as a sleeper sofa for two. Silverton craftsmen also came up with a neat trick here: The underside of the lid for the small cocktail table



ley to starboard are down an almost one-foot step from the saloon, which may be a problem for those who don't notice it. (The drop is necessary to provide enough height for the engines, which are directly below the saloon sole.) The galley is a U-shaped arrangement and features 7'2" headroom, a Corian countertop, dual-voltage refrigerator, three-burner stove-oven, faux-wood vinyl floor, and plenty of stowage for pots, pans, and the like (one cabinet has a built-in Lazy Susan). Clearly, the 392 was designed for more than just weekend cooking.

Which brings us to her accommodations. The 392 offers two private double cabins at either end, both with en suite facilities *and* separate shower stalls—no small feat for a 37-footer.

Both the guest stateroom forward and the owner's stateroom aft feature two hanging lockers (one full length), and the double berth aft is an island for complete walkaround access. If

you're looking for an aft-cabin cruiser, you'll be impressed by the 392's accommodations.

All of these features and roominess don't come without a tradeoff, which is speed. At wide-open throttle, the 392 registered about 27 mph, and acceleration from her twin Crusader 454 XLis was smooth but leisurely throughout the range. As you can see from our test results, she's quiet, and her hull—Silverton has used the same design on more than 1,000 37 and 40 Convertibles—is dry at any angle to the sea. Stability in a beam sea is good considering her high freeboard, and she tracks rail-straight even in a moderate following sea.

The 392's galley has Corian™ counter tops and full size appliances.



is padded; flip it over and it becomes an extra dinette seat. I liked the location of the electrical panel—it's just inside the companionway and hidden by a door—and it's hinged so there's nothing to unscrew if you have to get to the wiring behind it.

The dining area to port and gal-



SILVERTON 392

Furthermore, the 392 exhibits surprising cornering skills. While visibility immediately forward of the bow is slightly impaired by the height of the center console, visibility aft—thanks to a window in the hardtop and the placement of the transom door—lets you back the boat into a slip with confidence since you can see the end of the swim platform.

The 392 may look unconventional, but that's with good reason. To get so much room and so many features into a boat this size, Silverton had to get up and over traditional design thinking, and its utilitarian approach brings a fresh, new alternative to the traditional aft-cabin cruisers.

PMY TESTED: SILVERTON 392 MOTORYACHT

BASE POWER:

2/320-hp Crusader 454 XLi gasoline inboards

OPTIONAL POWER:

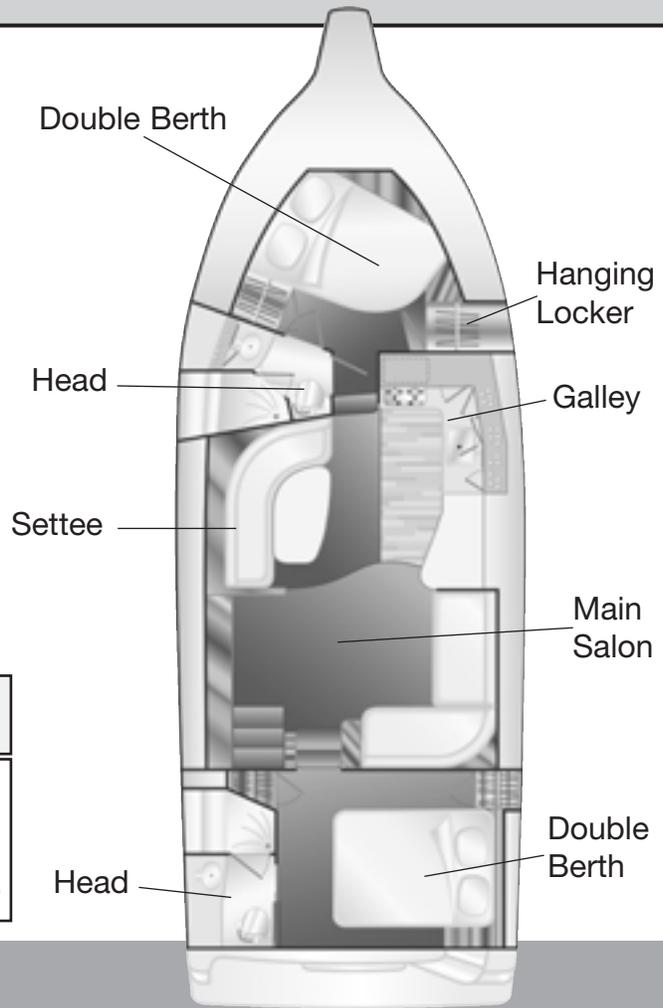
MerCruiser gasoline inboards, various Caterpillar and Volvo Penta diesels

STANDARD EQUIPMENT:

Aft-deck weather boards; integral bow pulpit w/anchor and rode; MarinePac w/docklines, fenders, fender racks, boathook, flare kit, 8 PFDs, bell; extended swim platform; electronics mast; wetbar; TV/telephone hookups; electric range; full-size a.c./d.c. Norcold refrigerator/freezer, microwave

CONSTRUCTION:

Hand-laid fiberglass



SPECIFICATIONS

- LOA: 43'9" • Beam: 14'1" • Draft: 3'3"
- Maximum Headroom: 6'5" • Weight: 21,500 lbs.
- Fuel Capacity: 290 gal. • Water Capacity: 140 gal.

PMY TEST RESULTS

ENGINES — 2/320hp Crusader 454 XLi gasoline inboards

STEERING — Teleflex SeaStar 1 hydraulic

CONTROLS — Teleflex

TRIM TABS — Bennet

OPTIONAL EQUIPMENT — Simpson-Lawrence windlass; Kohler 8.0-kW genset; lower helm station; Marine Air reverse-cycle 2-zone A/C; extended swim platform

RPM	MPH	KNOTS	GPH	MPG	RANGE	DECIBELS
1000	7.1	6.1	3.6	1.96	511	68
1500	8.4	7.3	4.6	1.82	474	69
2000	10.1	8.8	6.6	1.53	399	70
2500	11.3	9.8	9.7	1.16	304	73
3000	14.0	12.2	17.4	0.80	210	75
3500	18.4	16.0	24.3	0.76	197	78
4000	23.4	20.3	37.0	0.63	165	83
4300	26.8	23.3	42.0	0.64	167	86

Temp: 85° • Humidity: 70% • Wind: 10 Knots • Seas: Flat • Load: Full Fuel and Water, 5 persons, minimum gear. Speeds are two-way averages, measured w/Stalker digital radar gun. GPH measured w/Techmate EFI meter. Range: 90% of advertised fuel capacity. Decibels measured on A scale. 68 dB is the level of normal conversation.

STYLISH BUT Practical

by Eric W. Sorensen

Chesapeake Bay MAGAZINE BOATING AT ITS BEST

Many American production boatbuilders emphasize style, but styling can go beyond what's merely trendy to incorporate some very practical considerations. According to Silverton's project managers, cruising families want safety first, then comfort. A centrally located helm for visibility and good foredeck access for handling lines and anchors rates high, and comfortable interior living space is close behind. I found that the Silverton 392 Motoryacht has addressed those priorities in a user-friendly package.

ENGINE ROOM

It is easy to get to the big-block gas engines for routine maintenance. Just pop open the centerline hatch in the salon to inspect oil and coolant levels. For major maintenance or engine change-out, remove the furniture and the large hatches directly above each engine.

Angle-iron mounting brackets support the engines on vibration-isolating couplings, which are through-bolted to the hull stringers/engine beds. The mild steel was already rusting on our test boat; gusseted aluminum or stainless would prevent a perennial corrosion problem.

High-quality aircraft-type fuel lines feed the engines through neatly routed fuel supply and return manifolds affixed to the forward bulkhead. There were no external fuel filter/separators on our test boat; they're available as an option and I consider them essential.

There's merit in putting the battery switches in the engine room, since you have to open the hatch and look inside to turn them on, but I'd prefer they were relocated to improve access to them and to the fuel manifolds below.

The engine seacocks (there are no internal water strainers) are outboard of the dripless sterntubes, so they're hard to get to in a hurry. They should be inboard of the engine beds aft. Where access is easier. Silverton takes the unusual extra step of providing plugs for the PVC insert liberhols so you can control liquid flow into the keel area.

Cableways were neatly routed, secured and loomed for protection against chafe except on the starboard side of the aft bulkhead, where the looming was missing.

The boat's wide beam helps; even with the outboard 5052-grade aluminum fuel tanks, there's plenty of room to change the spark plugs on the big gas engines. There's some room in the engine compartment for improvement, but this is a very mechanic-friendly space with some impressive features and attention to detail, which means the equipment will tend to give reliable service and enjoy a long life.

FORWARD AUXILIARY MACHINERY ROOM

Forward of the engine room in a separate compartment are an optional enclosed Kohler 6.5 kw generator along with the batteries, poly-water tank, hot-water heater and battery charger. This arrange-

Silverton's new 392
is surprisingly
roomy, inside
and out!

ment is what makes the engine room so hospitable, as that space is free to hold just the engines.

About all I would change is to attach the ladder with quick-release pins (like the engine room ladder) rather than with screws, which would make getting to the water heater easier.

CONSTRUCTION

The Silverton is conventionally constructed with a solid fiberglass bottom and Coremat in the sides for stiffness. The bottom stringer gridwork of fiberglass-encapsulated plywood is laid up in one piece in a steel jig. It is then inverted and fiberglassed to the hull (which is still in its mold) to ensure that the whole hull structure keeps its shape and serves as a true foundation for the interior and deck.

The decks and superstructure are cored with either balsa or Divinycell foam. Plywood rings surround hatches and stanchions to reduce the possibility of water penetrating the core and to better resist the compression loads of mounting bolts. The hull-to-deck joint consists of outward-turned deck and hull flanges sealed in butyl tape and fastened with self-tapping screws. The hard PVC rub rail is then screwed in from beneath. Finally, the whole affair is fiberglassed on the inside.

Silverton uses computer-aided design extensively. Computer-aided manufacturing is used to make the plywood sections for the tooling used to build the molds and for making interior cabinetry components.

CONCLUSIONS

The Silverton 392 is both avant garde and pragmatic, a nice blend of form and function. The optional diesels are worth the initial cost for improved range of speed; you'll recoup a lot of the expense when you sell the boat and will pay a lot less at the fuel pumps.

If you like the boat's looks, you'll love what Silverton does for the roomy wide-body salon and all-around topside safety and accessibility. The company has a winner in this cruising design and with a few detail improvements, Silverton could have what many would consider an ideal American coastal family cruiser.



Pacific Yachting

Three new boats have been introduced by Silverton in a corporate reincarnation driven by an inspired policy of employee ownership, and fresh designs and technology. The 322, 352, and 392 are the first three boats in the Side Walk Series, named for unique layouts which feature cabins carried out to the gunwales, with access from transom to foredeck on fiberglass steps up and over the flying bridge.

Before the SideWalk Series was even a gleam in the designer's eye, Silverton carried out a survey to find out what current buyers really want. To no-one's surprise, it revealed that most people use their boats only for weekends and one longer holiday each year, and want a sexy appearance, quality construction, comfortable living areas and good speed. As a result, this boat and its smaller sisters, which target active, medium-sized families, have unusually spacious accommodations.

DESIGN - The 392 boasts far more accommodation than is normally fitted into a 37' x 14' hull: two large double staterooms, each with heads and stall showers, an immense saloon and lots of storage. Designers carried the cabin sides, including the bridge, out to the gunwales, leaving no side decks. There is quick and easy access from the huge swim grid aft to the anchor windlass forward, via the aft deck and fiberglass steps on each side of the superstructure. The boat's appearance takes a little getting used to, but the first step into the saloon reveals a living area normally seen on boats 10' longer, so the high-sided look can be forgiven.

The new Silvertons are also good sea boats with a respectable turn of speed. The hull is in the contemporary style, fine forward with 14" reverse chines and a relatively flat run aft to 17° of deadrise at the transom. Although based on the successful Silverton 37' hull used on more than 1,200 boats, this hull has been modified and broadened for extra weight-carrying capacity and increased stability. It remains almost flat in fast turns and is stable in beam seas.

The 392 resembles an aft-cabin yacht aft, and a flying bridge cruiser forward. There's a large deck above the aft cabin and just below the bridge, with seating for six or eight and a wet bar with ice-maker, sink and cabinets.

The flying bridge has the only helm station on the boat, a familiar feature of Silvertons in the past, although the company now offers a lower helm as an option. While British Columbia cruisers tend to prefer a fully-protected lower helm for obvious climatic reasons.

A policy of supplying high-quality minis and side canvas, along with heating vents on the bridge to cut chill and dampness. The bridge is on two levels, with the after bench seating and helm station a step higher than the forward seat, giving driver and guests a clear view.

CONSTRUCTION, EQUIPMENT - Construction is solid hand-laid fiberglass throughout with coring from the waterline to the gunnels. Cabinets are lined and the bilge is gelcoated for easy maintenance. To save manufacturing costs and in line with Henry Ford's much-quoted adage, "You can have any color as long as it's black," there are no color options on the outside—white-on-white is standard—and only two interior color options.

Standard power on the 392 is twin 320hp Crusader 454 XLI fuel-injected V-8 gas engines, but the boats brought into Vancouver, like our test boat, will have twin 3116 Caterpillar diesels, developing 350hp each. A 8kw Kohler genset is standard. The inline-six Cats will produce a top speed of 26kts and cruise quietly all day at 20kts. The exhausts exit on each side of the hull, and the engine room is well insulated. The generator and air-conditioning system are mounted in a separate area forward of the engines, and the only sound they transmit to the living area is a subdued purr.

A generous equipment list includes an optional Simpson Lawrence electric anchor winch and a large anchor locker. Aft of the winch a sunpad with mattress is molded into the foredeck. The helm station has Teleflex Sea Star hydraulic steering and a tilt wheel, with Teleflex twin-lever controls. Standard gauges are Faria, and the wide instrument panel has lots of room for electronics. The swim grid on our test boat was a deep version designed to carry heavy dinghies or personal watercraft and is standard.

ACCOMMODATIONS - The aft entrance to the boat is over the swim grid, up five steps to the after deck, then down five steps to the two-level saloon, with one step down to the galley and dinette. The L-shaped galley to starboard is large and well-furnished with Corian countertops, a three-burner electric stove and oven, Norcold fridge/freezer and an abundance of storage. The guest double stateroom is forward of the saloon, with two hanging lockers and lots of storage under the island berth. The master stateroom is under the after deck and is even larger. Both staterooms have full heads with optional VacuFlush toilets and stall showers. The dinette and the lounge in the saloon both convert to doubles as well.

UNDER WAY - The 392 tends to run bow-high at top speed, but at cruising numbers the bow comes down and the full waterline is used. The fine forward sections produce a pleasantly squishy ride in a sea, and the boat is quiet enough to enable normal conversation on the aft deck and the bridge.

Even with a number of people in the seat forward of the helm, the driver can see the anchor bowsprit easily for docking and watching for debris. Looking aft from the helm through a clear panel in the cover over the aft deck, the helmsman can see the outer edge of the wide swim grid, giving him all-round visibility for docking.

The 392 has a flying bridge with a molded hardtop over an aft deck lounge. The two staterooms have custom venetian blinds, cedar-lined lockers, cherry cabinetry, and TV and phone hookups.



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