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SILVERTON 39 Boat Test Report

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Sterling By John Wooldridge Silverton

The 39 Motor Yacht is a sensational new minting of Silverton's popular mid-range flyridge cruiser.

MOTORBOATING

Some people can't leave well enough alone—yacht designers, engineers, marketing directors and even company presidents. They can't help it. It's in their nature to modify and improve, to make things work more efficiently and satisfy more completely. At the Luhrs Marine Group, builders of Silverton motoryachts, sport bridges and convertibles, Mainship trawlers, Luhrs sportfishing boats and Hunter sailboats, there's a corporate culture that promotes this kind of evolutionary change, but they don't make changes lightly. The development of the new Silverton 39 Motor Yacht is a classic example of change for the better.

"Back in 1996, we came out with the first of the 'SideWalk™' series of motoryachts," said Chip Shea, marketing director for the Luhrs Marine Group. "The first mid-range motoryacht with this feature was the 372, followed by the 392 several years later, which was really the same boat with a new interior and other modifications."

The 372/392 was the most successful Silverton motoryacht ever, second in overall numbers only to the classic 34 Convertible. The innovative SideWalk™ feature, a series of molded stairs that lead from the flybridge to the foredeck, allowed Silverton's designers to push the cabin sides out and eliminate sidedecks, creating a spacious main cabin that was an instant hit with buyers. The company built over 600 units of this mid-range motoryacht up until last fall, when it introduced the new Silverton 39.

Tampering with that kind of success can have unwanted consequences, but Silverton has a legacy of smart business practices stretching back to a German immigrant named Henry Luhrs, who became a chandler and ship owner in the 1800s.

In the 1900s, his grandson Henry, along with great-grandsons John and Warren, built a company that made thousands of Luhrs Sea Skiffs, popular wooden lapstrake boats for the emerging middle-class American who took to the water for pleasure. As it acquired the companies that make up the Luhrs Marine Group today, the Luhrs family never lost sight of the need to satisfy its customers.

"When the time came to build a new and improved 39, we studied all our customer satisfaction surveys very closely," Shea said. "We knew in very specific terms what they wanted in a new mid-range motoryacht. Specifically, they wanted better handling and performance, and more room to entertain family and friends."

As a result, the Silverton 39 has an all-new hull with a deeper forefoot for a drier, smoother ride in rough, choppy conditions. Wide chines are flattened aft for improved handling, with 13-degree deadrise at the transom, similar to a sportfisherman, for better speed. The day I ran the 39 in Ft. Lauderdale, there were 20-knot winds gusting to 30-plus knots and the tightly stacked, steep waves in the Port Everglades entrance were six to seven feet high. No one was heading out to sea on this day of small craft warnings. The turning basin was choppy and rough, so we got a running start where the no-wake zone ended and headed toward the cut.

The 39 was up on plane in just about seven seconds, handled the waves funneling out into the basin very well and turned smartly and accurately on command. Flybridge motoryachts can sometimes have a pronounced bank in turns when winds are high, but the Silverton 39 maintained a stable angle through turns to port and starboard in these conditions. Later, as we idled into and away from docks and slips, the aerodynamic shape of the superstructure helped to minimize the effects of gusts.

Silverton's customers asked for a number of changes on the 39's flybridge, many of which have been incorporated into the new design. To begin with, owners wanted seating for plenty of people, and improved visibility aft. Silverton's designers obliged with a three-person helm bench with wide cushions, flip-up armrests and flip-up bolsters. Unlike the previous helm, which was positioned farther aft and raised up to allow the helmsman to see through a plexiglas panel in the hardtop when backing

down, the new 39's forward helm has a clear view to the aft deck and beyond. There's room and seating for up to eight people on the flybridge, as well as room to get around the helm bench on both sides.

The helm console is wider than ever, and can handle a 10-inch radar, GPS and VHF radio, all recessed in panels port and starboard. Readouts for the depthsounder and autopilot flank the large engine gauges, but the layout is open and expansive, so it's easy to find the information you're looking for at a glance. You'll find storage for PFDs and other items on both sides of the console, as well as in a locker beneath the port-side bench seat aft.

The trend-setting SideWalk™ is still an important part of the topsides design, accessed from the bridge by an opening door to starboard. It requires fewer steps to reach the foredeck on the new Silverton 39, because the stairs have been lengthened and end in a gradually sloping ramp. For safety, the 1-inch stainless steel safety rails extend well aft of the door and completely wrap the foredeck; a secondary safety cable is between the top rail and the toe kick. Whether you're going forward to relax on the recessed sunpad or to tackle anchoring or line-handling duties, the molded diamond deck pattern will keep your footing sure. An optional windlass helps launch or retrieve the rode from a recessed locker with a clear chain-drop, freshwater washdown and large, positively latched lid. The open, recessed channel keeps the rode below deck level on the integral bow pulpit, leading to a Delta anchor in the rollers, supplied as standard equipment by Silverton.

On the aft deck, a cleverly engineered bench seat is molded into the aft bulkhead and cantilevered out over the swim platform. The added seating means owners can entertain a small group, with two or more deck chairs and a small table, perhaps the folding variety, without cluttering up the cockpit with furniture. The protective hardtop is cored with foam and balsa to keep the structure light yet strong. For outdoor entertaining, the built-in wet bar to starboard has a Corian™ countertop, molded sink with cold water tap, locker storage below plus room to accommodate an optional icemaker.

Natural ventilation

Borrowing an idea from megayacht designers, Silverton provides a raised boarding platform to starboard for stepping onto tall fixed docks, as well as molded stairs leading down to the swim platform for easier boarding from floating docks. Solid stainless steel handrails make boarding more secure on both sides. On the swim platform, a large storage locker to starboard

hides another freshwater washdown, plus connections and storage for the dockside water and utilities cables. The integrally molded platform strikes a compromise in size between the narrow versions typical of older designs and the add-on extensions some owners selected to store a dinghy. A set of Weaver Snap-On brackets would work very well here.

For those who do their boating where natural ventilation is an option, the Silverton 39 has opening side windows in the main cabin as well as a sliding screen door complete with safety bars to help prevent a guest from falling through to the cabin sole. Assuming that you have descended gracefully, you will be surprised, not only by the dimensions of the main cabin and galley forward, but also by the rich, warm interior—a departure from Silvertons of old.



Sumptuous cherry warms the main salon.

I'm not knocking the company's old interior designs, because they were clean and functional, very much in keeping with trends of the time. But this interior is another step up, rich in furniture-grade cherry cabinetry, soft Ultraleather™ seating, and highly polished Corian™ counters. Kick your deck shoes off and enjoy walking on the padded Scotchguard carpeting. Lift up and flip over the top of the coffee table to reveal an upholstered ottoman that adds seating to the inboard side of the solid cherry dining table. Lower the lighting in the evening with dimmer switches. Relax on the Flexsteel sofas and

settees, or convert the starboard lounge to a bed if you've got more than four staying aboard overnight. Does this sound like Silverton interiors of old?

Seamless look

In the galley, you'll find real hardwood flooring for a change, plus a full-size, dual-voltage refrigerator with hardwood paneling. Appliances are installed flush with the cabinetry to achieve a seamless look that helps increase usable counter space. A low, Corian™-topped bar helps make serving and entertaining more efficient. Two cedar-lined hanging lockers and an innerspring mattress are standard in each stateroom.

It's important to note that all of the 39's running gear has been beefed-up, starting with steel engine beds, dripless shaft seals, and internal sea strainers. Making changes like these help differentiate Silverton motoryachts of today from older models, and ultimately from some of their competitors. If you're looking for a mid-range motoryacht, or want to step down in size without losing the space and amenities you're accustomed to, take a look at the Silverton 39 and see the difference that well-thought-out changes can make.

Image Upgrade

By Richard Thiel

Companies, like aging movie stars, sometimes find that the image they've spent so many years cultivating no longer works. Whether the result of a change in their focus or their ever-changing constituency, crafting a new image is daunting because of the inherent risk of alienating existing customers and ending up with a new persona that doesn't attract new ones.

Boatbuilders are no different. Take Silverton. It spent years creating an image based on one simple premise: maximum boat at minimum cost. Consequently its models were known for spacious no-frills accommodations and low prices achieved by strictly controlling costs.



The helm has easy-to-read black-on-white gauges and room for basic electronics.

Vinyls, laminates, construction materials, and finish goods were of good but baseline quality.

A few years back Silverton decided to upgrade not just the quality of its boats but the public's perception of it, without losing the things that attracted people to the brand. The strategy involved investments in computer-controlled design and manufacturing techniques and equipment, which allowed quicker, cheaper product development and better cost control. The result was a new generation of more finely finished models: the 453 Motor Yacht in 1999, the 43 Motor Yacht in 2000, and the 39 Motor Yacht, which was unveiled at last year's Fort Lauderdale International Boat Show.

What sets the 39 apart from previous Silvertons is not her layout. This is your basic aft-cabin motoryacht: forward V-berth, raised saloon/galley/dinette and spacious aft cabin. There are twists, like the "SideWalk™," a Silverton signature that in this latest iteration allows you to go from either side from bridge to the bow while negotiating two steps (and a wide, inclined side deck) and never without a rail or handhold. But what really sets the 39 (and the 453 and 43) apart is construction and finish. In the case of using vinylester resin in its hulls, Silverton is frankly playing catch-up with most of the industry. But it's also breaking new ground in this price range. Take the engine-mounting system: Each gasoline or diesel powerplant is affixed to a pair of steel I-beams that cap the stringers and bolt to fore and aft

bulkheads. Such a system, heretofore associated with high-end brands like Viking, costs considerably more than simply through-bolting fabricated platforms to engine beds but virtually eliminates engine-alignment issues.

More noticeable is the woodwork. It's all cherry, including solid raised-panel doors and dining table top. Don't look for the flawless, mirrorlike finish on something from England or Italy, but finished in satin varnish and accented by a plush vinyl overhead and Ultraleather™ upholstery, the result is a warmer, classier ambiance. The joinery is noticeably improved as well, courtesy of CNC routers, and better-quality brass-and-chrome door hardware and Moen™ plumbing fixtures and countertops of Corian™ instead of molded fiberglass provide pleasing counterpoints.

How did Silverton upgrade all this and keep the base price of the 39 under \$279,500 with gasoline power? Beyond improved production efficiencies, one answer is judicious selection of standard equipment. The 39 has a lengthy list of standards: the aft-deck enclosure, exterior carpet, fore and aft washdowns, and for me the biggest surprise, TVs. That's right, no TVs are standard. A 20-inch unit with separate VCR for the saloon is available as well as 13-inch TV/VCRs that grace the forward and master staterooms.



The saloon and galley and aft stateroom (above) all have an abundance of well-crafted satin cherry joinery.

For that price you also get some neat twists to the aft cabin paradigm. The windlass is inside the anchor locker, hidden from view and errant feet yet easily accessible. The bridge has good sight lines forward and to either side, and the console perfectly accommodates the optional Raymarine electronics with minimum clutter. The helm seats - always Silverton's forte - are comfortable and feature flip bolsters for stand-up operation. And there are seven drink holders up here.

Unlike many aft cabins, this one has no partition between bridge and aft deck, so passengers on both levels won't feel isolated. To maximize cockpit deck space, the aft seat is recessed

into the transom, and a forward port-side wetbar is standard. There are six more drink holders here and two ways to board: a molded-in raised starboard step for fixed docks and a port-side stairway to the four-foot swim platform for floating docks. A starboard pod at platform level provides stowage and a place for shore-side hook-ups.

The saloon is also different: unusually bright, thanks to a glass windshield and big flush-mounted side windows with opening panels for cross-ventilation, a touch you'll find in the aft and forward staterooms, too. That's a welcome departure from builders who assume that everyone who orders air-conditioning uses it all the time. Although a TV is optional, a Glomex TV/FM antenna with tuner is standard, presumably to accommodate the standard full-size tuner and three-CD player. (More upscale entertainment gear is available.) A small cabinet by the companionway holds the battery switches, so it's easy to turn everything off as you leave.

The galley, down a step and to starboard, is notable for its abundant counter space, stowage-including a nice counter level slide out pantry-and real oak sole. A coffee maker, microwave/convection oven, full-size refrigerator, and three-burner stovetop are standard; a conventional wall oven is an option.



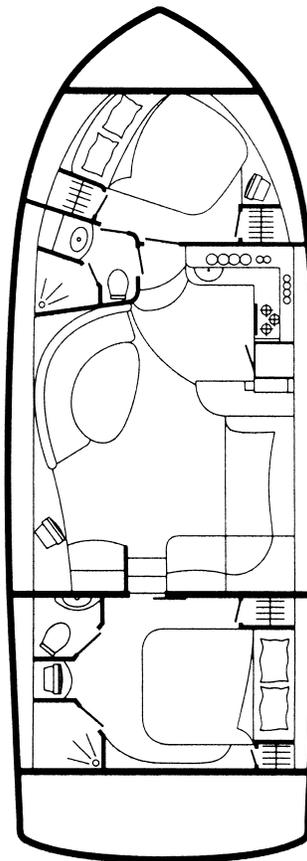
An aft-cockpit wetbar with cold water is standard on the Silverton 39, but the icemaker shown here at right is optional.

Like the galley, the fore and aft staterooms, separated by sliding doors, are marked by an abundance of stowage, but the real news here is the split shower and head in the aft master. Each compartment, especially the aft shower, is large and has its own solid cherry and frosted-glass door. Silverton upgraded the cabinet pulls here and throughout, but while they look nice, I found their openings too small for my normal-size fingers.

The roomy staterooms come at the expense of a less-than commodious engine room accessed by a narrow hatch in the saloon sole. Once I was inside all the mechanicals seemed to be accessible, although doing anything more than fluid checks on the genset would require extra nimbleness. PFS dripless shaft seals, engine-coolant reservoirs, and interior strainers are all standard, but alas, battery boxes are not.

Because a gale on test day restricted our performance tests to the Intracoastal I can't say much of the 39's seakeeping. From what I could tell, she's stable and her handling is predictable. Predictable is not a word I'd use to describe the 39, however. If you board her expecting to find the same old Silverton level of fit and finish, you'll be surprised, even more so when you discover that this is one image makeover that apparently; leave any of the admirable qualities - like price - behind.

PMY TESTED: SILVERTON 39 MOTOR YACHT



Base Engines: Twin-385 hp Crusader 8.1-liter gasoline inboards

Optional Power: 2/425-hp Crusader 8.1 gasoline inboards; 2/370- or 425-hp Mercruiser 8.1-liter gasoline inboards; 2/385-, 420-, 450-hp Caterpillar 3126 diesel inboards; 355-hp Cummins 370 diesel inboards

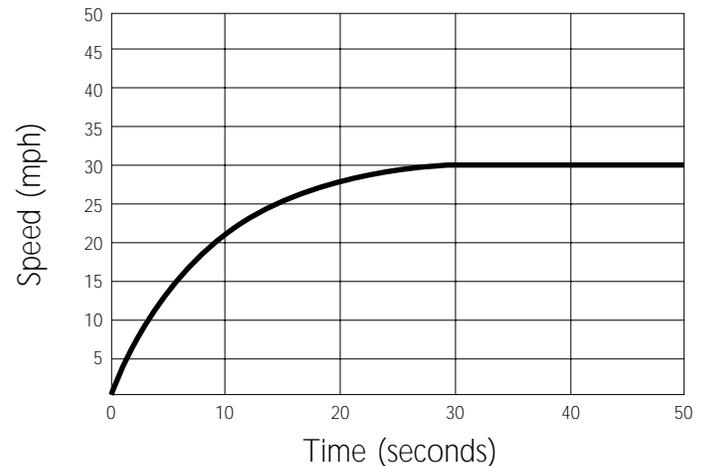
Standard Equipment: AM/FM stereo/CD player on flying bridge; radar arch; swim platform; transom shower; aft-deck wetbar; AM/FM stereo/DVD/CD player in saloon; Glomex TV antenna; dripless shaft seals

SPECIFICATIONS

LOA: 43'7"
Beam: 13'0"
Draft: 3'11"
Weight: 25,864 lbs.
Fuel Capacity: 328 gal.
Water Capacity: 100 gal.
Test Engines: 2/385-hp Caterpillar 3126 diesel inboards
Transmissions: ZF
Ratio: 1.96:1
Props: 24x28 4-blade Nibral
Steering: Teleflex Seastar hydraulic
Controls: Teleflex mechanical

Optional equipment on test boat: Air A/C; central vacuum system; icemaker; deck enclosure; exterior carpet; bimini and closure; Raymarine electronics; 3/TVs; 8 Kohler genset w/soundshield; Glendinning Cabemaster; Oil X-Change-R; Sprint 2000 windlass

ACCELERATION CURVE



Acceleration based on average of 4 reciprocal runs using Stalker ATS radar gun and OceanPC laptop.

RPM	MPH (KNOTS)	GPH	MPG (NMPG)	SM RANGE	NM RANGE
1000	8.5 (7.4)	2.8	3.00 (2.61)	885	769
1250	10.6 (9.2)	6.0	1.77 (1.54)	522	454
1500	11.7 (10.2)	9.2	1.27 (1.10)	375	326
1750	11.7 (10.2)	14.4	0.81 (0.71)	240	209
2000	15.6 (13.6)	20.8	0.75 (0.65)	222	193
2250	21.0 (18.3)	23.8	0.88 (0.77)	260	226
2500	24.4 (21.2)	26.0	0.94 (0.82)	277	241
2750	30.8 (26.8)	33.8	0.91 (0.79)	269	234

Conditions: temperature: 80°; humidity: 82%; wind: 25-30 mph; seas: 1-2'; load: 160 gal. fuel, 100 gal. water, 2 persons, min. gear. Speeds are two-way averages measured w/Stalker radar gun. GPH measured with Caterpillar fuel-flow gear. Range: 90% of advertised fuel capacity. Decibels measured on A scale. 65 dB is the level of normal conversation.

Silverton 39 Motor Yacht

A good-looking performer for those ready to move up in LOA

By Jay Coyle

When the folks at Silverton decided to redesign their popular 392 Motor Yacht, they called on current owners and dealers for input. About half their typical buyers would opt for diesel power and cruise; the rest would go with standard gas power and spend the bulk of their time entertaining dockside.

All should be satisfied with the new Silverton 39 Motor Yacht. Unlike many comfort driven boats, she gives up nothing in the way of performance, offers a thoughtful layout and boasts excellent detailing.

Her hull is based on a Lou Codega design. The wave-taming forward sections are parabolic: slightly convex near the chine and a bit rounder toward the keel. Sections abaft amidships are cambered, and the 13-degree transom deadrise seems an efficient choice. A hull side step optimizes her planing surface without compromising interior volume.

I spent more than an hour running at speed and wiggling about dockside, and was impressed. She felt more like a small, high-performance convertible than a pleasure platform. Kudos to Silverton for keeping weight in check and controlling the center of gravity.

The builder offers a variety of gasoline and diesel engine options. While the premium for diesels may not appeal to some, I believe gasoline power is inappropriate for a vessel of this size and service unless you intend to remain tethered.

Our test boat, fitted with 385 hp Caterpillar 3126s, delivered a top speed of 27.5 knots and a cruising speed of 21.3 knots at 2400 rpm. A 20-knot cruise would be important to me, so I would select these engines or the bigger Caterpillars.

The interior's satin-finished, hardwood cherry cabinetwork, Corian™ counters, soft goods and fixtures are a notch above average. The L-shape sofa is not a slab-side built-in; it is a deep, custom-made affair covered in synthetic leather.

A pair of matching ottomans hidden cleverly within the cocktail table can serve as footrests or additional dinette seating. The entertainment center also is strategically positioned to serve.

It is a step down to the galley's hardwood sole. There is plenty of counter space, and the polished stainless-steel sink is large enough to wash real plates.

An innerspring mattress and plenty of stowage ensure comfort in the master. Hardwood cherry cabinetwork is satin-finished, the tops are Corian™ and the sofa is custom.

There is a cooktop, a microwave, an electric oven and dual-voltage refrigeration.

The master cabin is aft with an island berth and queen-size innerspring mattress. There is excellent stowage, and separate head and shower compartments flank a built-in cabinet and a shelf for a television.

The forward cabin has a queen-size berth, also with an innerspring mattress. A dual-access forward head with separate stall shower serves guests.

Yachting

Silverton's SideWalk™ exterior layout lets the skipper and crew move from the bridge to the bow with minimal effort. The bridge gates that lead to the side decks are an improvement from earlier models, which had pocket doors that tended to be wind driven. A three-position helm bench has flip-up bolsters. The control console is ergonomically satisfying with space for a reasonable complement of electronics. Additional bench seating is immediately abaft the helm.

The afterdeck, just steps away, has a built-in bench seat, a wet bar with ice maker, and space for deck chairs and a table. While a boarding area on the afterdeck is convenient, another just forward of amidships would be nice. Silverton considered a rail gate, but had safety concerns.

I would be remiss if I did not grouse about Silverton's ornamental approach to fender stowage. Fenders are not styling accessories. When mounted on the bow rail, as they are on the 39 Motor Yacht, they could run afoul with a piling if the captain is not cautious.

"Indeed, the fender baskets fall outside the gunwale dimensions, creating a potential docking hazard," said Michael Usina, Silverton's director of marketing. "We are going to relocate the baskets to a yet-to-be determined location. They will continue to be topside for easy access."

The 39 Motor Yacht's styling may be challenging to the traditional eye, but the boat is well proportioned and cleverly executed. She will no doubt be as popular as her predecessor, 600 of which were delivered between 1996 and 2001.



The master stateroom's head is separated by a built-in cabinet, so steam will accumulate in other areas while your companion takes a shower.

The 39 is built at Silverton's Millville, New Jersey, production facility. She is laid up by hand with stitched and woven reinforcement, and polyester resin. The bottom is solid fiberglass, and Coremat is used in the hullside laminate to minimize reinforcement print-through. Areas below the waterline receive a vinylester skin coat to reduce the chance of blistering. A network of fiberglass stingers and web frames is formed over wood, and bulkheads are plywood. The hull-deck joint is bonded, mechanically fastened and fibreglassed from the inside where accessible. The gelcoat finish reflects the quality of Silverton's tooling, and I was pleased to find frameless windows.

Access to the engine space is through the saloon sole, and equipment removal hatches are provided in case major work is required.

An 8kW generator with sound shield is forward in the engine room. The generator is a bit out of the way, but there is additional access under the saloon steps. Bilges are finished, and mechanical installations appear well thought out and properly executed. Internal seawater strainers are hearty, there are dripless stuffing boxes, and an engine-mounting system incorporates steel foundation beams within the span between web frames.

SOCIABLY REFINED

by Tom Thompson

Silverton's New 39 Motor Yacht
Impresses On Several Levels.

Sea
MAGAZINE

Silverton Marine has a long heritage of building sturdy, seaworthy boats. The New Jersey company has produced some of the all-time bluewater classics. If there was a downside to them, it was that they were utilitarian. They got the job done without a lot of fancy and finery. Today's Silverton is an entirely different boat, as the new 39 Motor Yacht exemplifies.

Successor to the Silverton 372, the 39 is more than just a refinement. From the keel up, it takes the Silverton tradition to a new level. The low profile and wide stance provide an excellent ride. They also open up the dimensions of the interior to a level of creature comforts that's equated with megayachts. The 39 Motor Yacht measures 43-feet seven-inches in overall length and has a 14 foot beam. Contained in those numbers is a remarkable amount of utilitarian space, but there's nothing utilitarian about the style.

MAKING AN ENTRANCE

You'll probably want to spend a good deal of time inside the 39, so it's the best place to start the tour. The interior styling uses an abundance of cherry wood to create a warm, inviting feel. And those cabinet and stateroom doors aren't veneer covered. They're solid wood - an indication of the commitment Silverton has made to upgrading the level of quality throughout. The cherry is complimented by the Ultraleather in a pair of L-shaped seating areas on either side of the salon. The one to starboard converts to a double berth and the aft leg makes an excellent perch for watching the TV in the entertainment unit opposite it. The dining area is forward and to port. It features an adjustable table, again of solid cherry wood. There's a coffee table with a hidden surprise that normally serves the starboard seating area. Lift out the two-piece top, flip it over and you have soft, Ultraleather cushions on which to sit while using the dining table.

The cherry motif continues into the galley where it's countered with extensive Corian workspace. There's room around the appliances as well as a separate surface to the aft for putting out a complete buffet spread. Standard features in the galley include a three-burner, flush top electric range, a coffee maker, a large under counter oven as well as a separate microwave/convection oven, along with a refrigerator that has a separate freezer compartment. No need for options. It's all here. The galley is open to the salon, though one step down. And that flooring - it's real oak planking with a high gloss urethane finish.

The 39's salon area has a considerable amount of glass on three sides to fill it with natural light. All of the opening windows throughout the boat are fitted with screens, as is the companionway to the cabin. On those days when it's just too nice to use the boat's optional three air conditioners, you can let in the natural breezes without getting any unwelcome visitors.

STOWAGE SPACE

One of the most important things Silverton learned from building boats over the years is that storage is an important amenity. No one wants to live out of a duffel bag lying on the deck. The 39 Motor Yacht makes optimum use of every available inch of volume for someplace to put your stuff. Case in point, there's a cavern under the forward stateroom berth, fitted with a shelf, that's big enough to swallow a complete extra set of bedding. Lighted, cedar-lined hanging lockers flank the double berth, and the space gets a generous wash of natural light from the hatch above.

The master stateroom, aft of the salon and a couple of steps down, also takes full advantage of every storage opportunity. There isn't the cavern under the queen berth, as in the forward stateroom, but there are two nearly as large lockers on either side of the pair of drawers in its base. A full-length hanging locker stretches from floor to ceiling, and there are a pair of half-length ones as well. There's even a place for linens and cleaning supplies in the head.



TWO HEADS BETTER THAN ONE

There are two full heads onboard the 39 Motor Yacht. The forward head, serving the guest stateroom, is as spacious as some I've seen in master suites. It features a separate shower stall, power ventilation and air conditioning. Plumbing fittings throughout are polished silver with a gold accent and they stand strikingly on the Corian™ counters. The master suite features a split head arrangement with the shower in a separate compartment from that which holds the toilet and sink. And those solid cherry, raised-panel doors add elegance to it all.

Of course, you'll want to spend some time above decks, if for no other reason than there's so much space to enjoy. The flybridge on the 39 has seating for three at the centerline helm position. Each place has armrests and the driver's seat adjusts fore and aft. A flip up bolster allows the captain to stand while at the wheel and see everything that's going on. This includes sightlines to the stern corners for docking. Bench seating for seven around the helm forms a U-shape along the aft half of the flybridge with a break for the stairway down to the aft deck.



The aft level has a built-in bench seat that takes up no floor space because it's bumped out over the stern. There's room for a table and chairs for alfresco dining, served by an entertainment center to starboard.

Our test boat was fitted with an optional full canvas enclosure. It surrounds the flybridge and the aft deck, yet doesn't separate the two spaces. The standard hardtop above the aft deck breaks short of the flybridge so the crowd below is part of the crowd above. Incidentally, the side curtains on the aft deck include screen panels so you can enjoy breezes in this space, too, without unwelcome visitors.

The 39 offers two boarding options, depending on tidal conditions or the height of your dock. There's high access from starboard at the aft deck level as well as low to either side from the swim platform, then up the stairway on the port side.

REFINED RUNNING

Eight power options for the 39 Motor Yacht range from twin 370 horsepower gas blocks to 450 horsepower Diesels. Our test boat was fitted with a pair of Caterpillar 3126's rated at 385 horses. Even with one of the lower offerings, I thought the boat's power plant moved it along nicely. It came on plane in about seven seconds with a slight bowrise and remained at that attitude while running. The 39 has a somewhat lower center of gravity than its predecessors. This, coupled with large rudders, makes it very responsive to the helm. The day we tested, there was a stiff 20 knot wind blowing, but it proved meager hindrance to the 39's slow speed maneuvering. The 39 shows its refinement by being the strong, silent type. While at the helm, you hear the engines running, but just barely enough to notice.

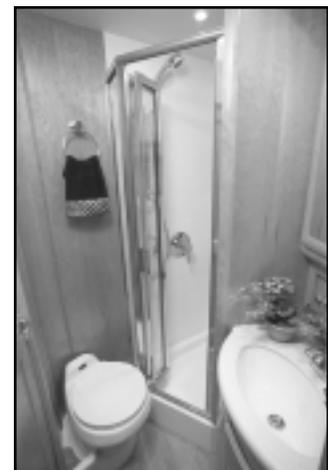
STANDARD FEATURES INCLUDE:		OPTIONS ON TEST BOAT INCLUDE:	
Hardtop		Full flybridge & aft deck enclosure	
AM/FM stereo w/ CD player (flybridge)		Sprint Windlass	
AM/FM stereo w/ CD changer (salon)		Glendinning Cablemaster	
3-burner flush top range		Oil-X-Change-R	
Microwave		8 kW generator	
Coffeemaker		3-zone A/C and heat	
Corian Countertops		Raymarine electronics package	
Oven		Exterior carpeting	
Refrigerator w/separate freezer			
BOAT SPECIFICATIONS			
Length Overall	43' 7"	Beam	14'
Draft	3' 11"	Bridge clearance	16' 7"
Dry displacement	25,864 lbs.	Fuel Capacity	328 gal.
Water Capacity	100 gal.	Holding Tank	60 gal.
Sleeps	8	Props	24 X 28 4-blade light cup
Power (all twin):			
As tested - • Caterpillar 3126 385 hp Diesel w/Airseps			
Optional - • Crusader 8.1L 385 hp gas			
• MerCruiser 8.1L 370 hp gas			
• Caterpillar 3126 420 hp Diesel			
• Cummins 370B 355 hp Diesel w/Airseps			
• Crusader 8.1L 425 hp gas			
• MerCruiser 8.1L 420 hp gas			
• Caterpillar 3126B 450 hp Diesel			
PERFORMANCE SPECS			
Top speed	27.7 knots		
MPG @ 2,400 RPM cruise	1.01		
Fuel cost for 100 miles	\$107.92*		
Range @ 25 mph cruise	331 miles		
Sound level @ cruise	75 db A		
*based on a fuel price of \$1.09 per gallon			
CONSTRUCTION			
Hull is solid fiberglass bottom (4 x 24 oz.) Coremat is used above the waterline.			
RPM	MPH	GPH	
1000	9.2	3.0	
1500	10.3	8.3	
2000	19.0	20.1	
2200	22.7	22.5	
2400	25.8	25.6	
2600	29.3	28.2	
2780	31.9	34.5	



Guest Stateroom

TESTERS OPINION

Silverton recently initiated a redesign of their entire product line to take it upscale. It was coupled with a major investment in manufacturing. What the company saved by improving production costs was put back into the product as upgraded components. The results are evident. The 39 Motor Yacht has the look and feel of a seven figure price tag, yet fully loaded it costs less than half that.



Pace Yourself

The farther you go, the better you feel.

By Lenny Rudow

BOATING

How do you maintain a boat's LOA yet get more "boat" in it? Creative engineering is one way. Here's what I mean: Lift the top off the end table in the Silverton 39 Motor Yacht's salon and flip it over. See the cushion on the other side? This isn't merely a table, it's a convertible ottoman. Now check out the aft bench seat that partially overhangs the swim platform. A bit unusual looking, perhaps, but you're eyeballing seating for three that just wouldn't exist without a healthy dose of engineering pizzazz. Like to put a little zing into your boating experience? Then this is the motor-yacht for you.

My favorite departure from the ho-hum is the aft cabin's head layout. You're used to seeing a head with a stall shower and commode in the master suite, right? Well, Silverton split this head, placing the commode in its own enclosure against the forward bulkhead and putting the shower stall in a separate unit by the aft bulkhead. I like this arrangement because the wood trim and sole in the forward head will never get doused as you exit the shower. And, if someone takes longer than you'd like to do his business, you won't have to wait to take a rinse.



BOATING CERTIFIED TEST RESULTS

Silverton 39

SPEED			EFFICIENCY				OPERATION		
RPM	KNOTS	MPH	GPH	NAUT. MPG	STAT. MPG	N.ML. RANGE	S.ML. RANGE	RUN ANGLE	SOUND LEVEL
900	6.8	7.8	2.9	2.3	2.7	690	794	0	64
1200	8.5	9.8	4.0	2.1	2.5	628	723	2	70
1500	10.3	11.8	7.2	1.4	1.6	420	484	2	71
1800	10.9	12.5	12.2	0.9	1.0	263	302	3	71
2100	15.9	18.3	20.2	0.8	0.9	232	267	3	72
2400	20.8	23.9	28.7	0.7	0.8	214	246	3	75
2700	27.4	31.5	36.7	0.7	0.9	220	253	2	75

Advertised fuel capacity 328 gallons. Range based on 90 percent of that figure. Performance measured with two persons aboard, half fuel, full water. Sound levels taken at upper helm, in dB-A.

One thing I can't figure out: Why is the TV antenna a standard feature, when the TVs are all optional? For that matter, why is the a/c an option – will anyone buy this boat without it?

Construction of the 39 Motor Yacht is stock Silverton: a solid-fiberglass bottom with hullsides cored above the waterline, fiberglass-encapsulated plywood stringers, and flanged through-bolted hull-to-deck joint sealed with 3M's 5200 adhesive/sealant. One new development here: Silverton chose to use steel I-beams for the engine bearers. That should reduce vibrations and increase longevity – smart move.



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