

**SILVERTON®**  
Marine Corporation  
AN EMPLOYEE OWNERSHIP COMPANY

# SILVERTON 453 BOAT TEST REPORT

by Captain Chris Kelly

SILVERTON did not conduct the performance data test(s) published in the enclosed article(s). Therefore SILVERTON cannot guaranty or be liable for the accuracy of test report(s). SILVERTON does not guaranty the speed or range of its products and makes no representations other than are provided in its written Limited Warranty.

## POWER & MOTORYACHT

“Innovation means the introduction of a new idea, but in the boating industry the term is over-used. What some boat pundits and manufacturers refer to as an “innovative new model” often boils down to the old model with a few aesthetic changes thrown in. But in the case of Silverton’s new 453 Motoryacht, the phrase fits. While this aft-cabin motoryacht is admittedly the step-up boat from Silverton’s successful 392, the company’s designers have introduced a concept that may well change the layouts of motoryachts for years to come.

Walking aft along the starboard side, you have two options: either head up the five molded steps and settle in at the flying bridge, or enter the cabin directly through a pilothouse door. And this is where you see the first of the 453’s real innovations.

As you come in from the side decks, you arrive in the raised galley and dinette area. Silverton put the galley up high and fully forward in the cabin so the chef can benefit from the natural light of five windows while still maintaining conversation with guests seated in the full-beam saloon, aft and below. “We wanted to create a ‘great room’ effect,” Silverton designers said, “so everyone is within visual and vocal range.”

The port-side galley is well equipped with a Sub-Zero® refrigerator and freezer, GE microwave oven, and Force 10 four-burner electric range/oven. Counter space and drawers abound, and a console abaft the pilothouse door has three more drawers and an optional GE trash compactor—a welcome touch for the liveaboard crowd. Meanwhile, the starboard-side, L-shape dinette can seat three or four adults comfortably, and, as a neat trick, one of the seats slides inboard for quick access to the pilothouse door.

For even more flexibility, they designed the 453 so she can be outfitted with an interior starboard-side helm as well. In this case, the galley would move down and aft into the saloon area, while the dinette would be installed

Silverton has introduced a concept that may change the layout of yachts for years to come.

to port. With upper and lower helm stations, the 453 would be ready for all-weather cruising at a minimal additional cost.

Speaking of comfort, the 453 has it to spare. With a clearance height from waterline to radar mast of 19’5”, this 47-footer provides generous headroom in all areas below deck, making her one of the most spacious motoryachts available in this size range. For example, the saloon has 6’7” headroom; making the room more appealing, it features an L-shape sofa with a recliner to starboard (a sleeper sofa is an option), across from a second recliner and entertainment center to port. Standard equipment here includes a 27” JVC TV with separate VCR and AM/FM stereo/CD system—all custom-built into a



## SILVERTON 453



cabinet. If you desire, a Surround Sound stereo system is available as an option. Silverton wanted to give nearly equal amenities to the owner's and guest staterooms, since the 453's owners are most likely to cruise with another adult couple. The owner's stateroom is down a few steps from the saloon and fully aft, affording complete privacy. It has a centerline queen-size berth that you can walk around

easily on either side. Fine cabinetry and drawers line the starboard side, along with a dressing mirror and full-length hanging locker. Over to port there's a second cedar hanging locker and direct access to the en suite head with full-size tub and shower.

The guests, meanwhile, reach their stateroom via a port-side walkway lined with drawers and an optional built-in washer and dryer. This stateroom, just forward of the engine room, has an athwartships double berth, again with full access on both sides. There's a remarkable 7' of headroom at the entrance, and that, combined with a vanity, full-length cedar closet, optional TV-VCR, and direct access to a second head with separate shower stall, really gives your guests the VIP treatment.

Up in the forepeak, the standard layout features upper and lower bunks for the kids. But for liveaboards the cabin is also available as an office with phone jacks.

When Silverton set out to design the 453, it held a series of focus groups, including a day-long version especially for women. The company learned that many of its prospective customers would use the 453 as a liveaboard yacht; in an empty-nest situation, Mom and Dad would be running the boat. Silverton figured out that while one half of the couple was at the helm docking, the other would handle the lines, so a big concern was safety when heading up to the foredeck—and it's there in the 453. The design has twin stairways leading down to the foredeck from either side of the flying bridge and recessed, 12"-wide side decks surrounded by a single-piece, welded, stainless steel railing for extra safety. The foredeck has



---

A big concern was extra safety when heading up to the foredeck—and it's there in the 453.

---

two deep lockers on either side of a forward settee (which converts to a sunpad), so you won't have to lug fenders and dock lines all the way back to the aft deck for stowage.

Anchoring should be easy for you, too, thanks to the Simpson-Lawrence windlass that's hidden in the anchor locker, combined with the extended pulpit. (Even though it's currently out of fashion, a pulpit is still the best way to bring up the hook without damaging the hull.) To make the pulpit more aesthetically pleasing, it was given a slight down angle. But the walking surfaces around the pulpit are also rounded as a result; even though lifelines protect the area, this down-sloped surface requires that you take careful steps on the nonskid.

Once it's time to weigh anchor, as many as eight adults can sit up on the flying bridge—four or five on the forward-facing lounge with a table and three more on pedestal seats at the centerline helm. Visibility aft is somewhat restricted due to the hard top covering the aft deck/wetbar area, but Silverton built in a Plexiglas window on the port side to help ease the problem. Taking a quick step to starboard, you can look down the stairway leading to the aft deck. Also, thanks to your lofty vantage point, visibility off to the sides and ahead is superb.

You'll take command at the bridge using Morse single-lever electronic controls, and on our test boat their performance was smooth and predictable. A nudge forward to the first detent smoothly shifts the 430-hp Cummins diesels into gear and powers you away from the dock at an easy five knots. Once you're underway, the 453 will top out around 27 mph with the biggest power package available, acceptable given the boat's high profile and nearly 17-ton dry weight (thanks

Unlike many motoryachts of this size the Silverton 453 has a split stateroom plan. The master is aft of the main salon and the guest is forward, along with a small V-berth in the bow.

This affords a comfortable measure of privacy. The forward sleeping areas are reached through a companionway that's lined with port lights and has storage lockers both above and below. An optional washer/dryer resides at the end of the hall. The guest stateroom will elicit a "wow" when you first see it. There's a queen-size berth with innerspring mattress and enough walk-around floor space to hold a small convention. Two large hanging lockers, one tall enough for long dresses, plus a host of cabinets and drawers, will allow your guests to bring along plenty of belongings.

While we're in the guest stateroom, we can talk about the engine room, because that's how you reach it. An access door in the aft bulkhead opens to a wide aisle between the twin diesels. There's room aplenty to do routine maintenance and checks as well as store tools and spare parts.

Between the guest stateroom and the forward cabin, and accessible from both, is a full head with enclosed stall shower. With more than 7 feet of head room, it can hardly be considered small. The forward cabin has a pair of berths that overlap at the bow. Under the higher of the two is a large storage locker. It's the perfect kids room.

The size of the master stateroom is enhanced by a mirrored dresser along the starboard side. It's tilted at a slight angle so, sitting on the edge of the berth, which is also queen size, you can use it as a dressing mirror. Again, there are plenty of storage spaces, including another floor to ceiling hanging locker. The entire port side of the master suite is devoted to another surprise, the bathroom. No, you can't really call it a head compartment because it contains, of all things—a bathtub! Can your motoryacht do this? Of course, the tub area doubles as an enclosed shower.

For all its size and creature comforts, the Silverton 453 is no slouch when it comes to running. Our test boat had a pair of Cummins 450C engines rated at 430 horse-

power each. During our runs, we had about a third of a tank of diesel fuel and a full complement of water. The 453 took only eight seconds to come on plane with the nimbleness of an express cruiser. At wide-open-throttle (2850 rpm) we hit 27 mph. The boat cruises at around 20 mph with a fuel burn of approximately 20 gallons per hour.

Handling the 453 was a pleasure. The standard Morse electronic engine controls had excellent response, unlike others I've tested. They had just the right amount of resistance in their travel to prevent that "spooky" feel that's common with "fly-by-wire" setups. Visibility to all corners of the boat is as equally outstanding as its slow-speed maneuverability. The aft hard-top poses no obstacle because there's a window panel that lets you see goings on to port. The companionway to the aft deck reveals your starboard aft.

From the flybridge, the Silverton 453 is one of the quietest boats of any size that I've ever run. At cruising speed, you hear the splash of waves against the hull, and a faint exhaust sound, but nothing more. On open water, away from shore, it's as if you're floating along in a dream. With all the comforts of home, you might be tempted to leave your land-based dwelling. What could be wrong with that?



*The 453's Pilothouse galley offers a great view and includes all the appliances and storage you could ever want.*



*Like the master stateroom, the guest quarters also has a queen-sized berth, plus lots of closet space and a full head. You'll never have to invite your friends again; they'll call you.*



*The 453's engine room with access through a door in the guest stateroom has plenty of room for maintenance, spare parts and tool storage.*



*The inside helm station in the pilothouse version offers great visibility underway and a raised dinette can accommodate the whole crew.*

SILVER

# Anniversary

by Ellyce Rothrock

Sea  
MAGAZINE

Silverton Marine Corporation is celebrating its 30th anniversary in a big way, with the introduction of the company's largest boat to date — the 453 Motoryacht. Another big coup for Silverton is the fact that the 453 is the first boat the company has built by a five access router via computer. Silverton has stepped up to the forefront of today's technology with a state-of-the-art, 3-D modeling and manufacturing program that enables a 3-D computer design to be perfected before any tools or materials are used. Not only is this a whole new way to build boats, but the manufacturers and designers can view the boat from any angle on screen, change dimensions or layout, and identify and address any potential problems before costly errors are made during construction.



And that's no small feat.

Silverton built the 453's interior before the hull, which was tooled in Washington state, was complete. When the hull arrived, the interior was dropped into the hull and it fit perfectly. And the interior, which incorporates more than you would expect, has a lot to offer.

The saloon area features a single-seater incliner-lounger to port; to starboard is an L-shaped sofa-lounge that also has incliners. The interior's Ultraleather is accented by warm cherry wood cabinetry topped by Corian countertops. Custom blinds, designer draperies and throw pillows complete the tasteful look and cozy feel. A high-low cocktail/dining table rests in front of the sofa. Off to the side of the single incliner is a full entertainment center with a 27 inch television and an AM/FM stereo with a CD player and speakers. Our test boat had the optional Bose surround-sound system for added listening enjoyment.

Two steps up from the saloon are the galley and dinette. This entire area offers great views and a very open, airy and light feeling. This boat was designed to have a pilothouse version as well (which makes sense for the colder waters of the West Coast), so Silverton opted to maintain the pilothouse door to starboard. In this version, a dinette seating piece extends beyond the regular seating and into the doorway. The seat is on slides, so whether you approach the door from inside or outside the galley area, you can flip the back down and slide the seat under the dinette table.

Galley features include a coffeemaker, a four-burner electric oven, a microwave oven and a 110v-12v refrigerator/freezer. Our test boat included the optional trash compactor.

Moving belowdecks, the large aft cabin includes a full queen-size bed, a full en suite head with a full-size tub and two large

Silverton's new 453 Motoryacht is a great reason to celebrate "big"

hanging lockers. As you move forward to port, there's a hallway that runs the length of the boat, complete with cabinetry and a space for an optional combination washer/dryer unit.

The starboard side's mid stateroom that rivals the master stateroom in luxury, size and comfort, offers another queen-size bed and three hanging lockers. In this stateroom, there's a centerline access door to the engine room, which eliminates hatchwork and the need to cut through the carpet in the saloon floor. The shared head for the mid and forward staterooms, which is pretty good size for a secondary head, features a full stall shower and vanity. (All heads are electric; VacuFlush heads are optional.) The forward stateroom has a set of upper and lower bunks and a hanging locker.

Each stateroom is set up to accommodate an optional TV/VCR combo, either 9 inches, 13 inches or 20 inches.



Any chef will love the raised galley in the Motoryacht. The panoramic view is only equaled by the gorgeous Corian topped galley. Solid cherry wood cabinets are plentiful and every appliance is first rate.

## SILVER LINING

From either side of the galley you can climb the exterior staircase to the bridge or walk around to the forward deck. About a year or two ago, Silverton pioneered the use of stairs on its boats — the SideWalk steps — instead of incorporating the traditional ladders found on multi-layered boats. Not only are the stairways safer and more user friendly, but they provide Silverton with a way to stretch the inside of the boat to the hull sides for more interior space. Many builders now are incorporating some kind of a staircase into their designs, as well.

Forward is an anchor roller (an anchor windlass is optional). The bow pulpit offers cockpit seating; the top cushion of the lounge folds out to a full lounge. On either side of the forward deck are two large storage lockers.

Up the staircase to the bridge (the molded-in non-skid surface and 12v courtesy lighting make moving about safer) you'll find plenty of space for mounting electrical equipment, or you can choose one of Silverton's optional Raytheon electronics packages. Electronic controls are standard, as is the compass. There are handrails on the flybridge for added safety, and storage is available for stowing gear. Passengers seated on the flybridge are protected from wind blasts by a Venturi windscreen.

In the enclosed aft deck, you and your guests can lounge on the aft deck seating while enjoying a cool refreshment from the wet bar.

On the transom swim step is a shower, an electrical storage locker and an extended swim platform with a ladder.

With the pilothouse version of the 453, the superstructure and exterior will remain the same, as will the lower forward level and the aft stateroom. The galley will be removed from the upper deck level and placed in the corner (to port) of the saloon. A helm station will then be added,



**Big Fun** — Silverton's new 453 Motoryacht is roomy throughout and great for comfortable cruising around and about. This boat features three separate staterooms (aft cabin is quite large) two heads (head in master has a full-size tub), a full galley and a stylish saloon complete with a 27 inch television.



with a full side-by-side seating arrangement to get the feel of a bridge inside the boat.

## SILVER STREAK

The electrical system is a 12v color-coded harnessed wiring system and includes an AC/DC converter and both 12v and 120v circuit breakers. Interior lighting throughout the boat, including the engine room, is 12v and 120v.

For those hot days when in port, the 453's optional air conditioning can help keep you cool.

The 453 offers acoustical and thermal insulation, dual lever and throttle controls, an engine hourmeter and a 66 gallon holding tank.

The boat we tested had twin 450 hp Cummins diesel engines, but the GPS wasn't hooked up and we couldn't get performance data. On the day of our test, remnants from a recent Florida hurricane caused a lumpy and bumpy sea, but the 453 handled nicely through it all to provide a comfortable and smooth-as-could-be-expected ride. Despite the constant churn and no hard numbers, we seemed to be cruising along at a comfortable 20 knots. (As of press time, performance specs for the 453 Motoryacht were unavailable. At the time of our test, certain elements of the boat, such as gears and props, were being altered and fine-tuned.) Silverton offers an optional bow thruster on the 453 to make maneuvering even easier for

departing and docking.

Two years ago, the people at Silverton were building their boats with a minimum amount of optional equipment, but were incorporating the plumbing and wiring necessary for later add-ons at the dealership or boat yard. Now, Silverton is making the bulk of those options available at the factory to accommodate all sorts of needs and desires, including enclosures for both the aft deck and bridge, three different Raytheon electronics packages, exterior carpeting, an anchor windlass and more.

As a large and comfortable aft cabin boat, the 453 is a winner. There are plenty of accommodations for four guests besides yourself and your spouse, thanks to its three staterooms. The saloon is a warm and inviting living room where all aboard can relax while cruising or when docked for the night, and the fully outfitted galley can help to provide a full-course meal. And, when the "work" day is done, you and your guests can retire to the aft deck and while away the night under the stars. The Silverton 453 is the first boat of its kind in many ways, again, making it a perfect part of Silverton's 30 year celebration. For the company, it is its' biggest crowning achievement, so to speak. You can continue this new boat's early tradition of "firsts" and become one of the first buyers of Silverton's newest and biggest offering.

# USE OF Space

by Tom Thompson

There's a space race going on among motor-yacht builders these days. New models are getting bigger all the time. The manufacturers are taking the confined spaces once common belowdecks and converting them into roomy dwellings that feel quite homey. The latest entry is the Silverton 453 Motor Yacht, the new flagship of the Millville, New Jersey, company's line.

The 453 boasts three staterooms, two full heads, a large salon and a complete galley—without any cramping of style or space. It's available both in a motoryacht configuration with a single-control station on the flybridge, or a pilothouse version with dual station controls. There's a spacious aft deck for al fresco entertaining, and a large swim platform that's the jumping off point for water fun. You can even have an optional hydraulically operated elevator installed to hold and launch water toys.

We tested the motoryacht version of the 453. The flybridge has salon seating along the aft and three captain's chairs at the helm, with acres of space for electronics and accessories. You can order the 453 with an optional bimini top or a full enclosure. The boat is equipped with Silverton's trademark SideWalk design,

which takes you safely and easily to the foredeck, where there's a lounge seat that converts into a sun pad and two storage compartments along each side.

The aft deck can be fully enclosed. It has a wet bar with generous counter space and an optional built-in ice maker underneath. A cabinet above is wired for power and cable TV. Boarding and line handling access is from either side or aft from the swim platform. There is also a break in the railing amidships at the base of the starboard SideWalk stairs, plus a convenient cleat for tying off a spring line.

At 47'3" long, the 453 is a big boat; the most surprising thing about it is how well the Silverton designers utilize every bit of the belowdeck area. You enter from either a side door to starboard or from the aft deck. I can honestly say if I decided to buy this boat, one of the toughest decisions I'd have to make would be whether to order it with a galley up in the motoryacht configuration, as I saw, or the pilothouse so I could cruise in comfort in foul weather.

Placing the galley a couple of steps above the main salon makes both areas so much more open. Unless you look out a window, it's hard to tell you're on the water. I've been in

## LAKELAND BOATING

### Silverton's new 453 makes use of limited space.

apartments that seemed claustrophobic compared to this. The view from the galley and its accompanying dining area is a magnificent, unobstructed 180 degree panorama.

The galley, to port, is equipped with a side-by-side refrigerator/freezer with ice maker, double-wide sink, coffee maker, microwave, four-burner electric stove and a conventional oven. Not to mention storage space for all your extended cruising needs. On the starboard side of the forward part of the cabin is an L-shaped lounge and dining table.

A 27-inch TV is the focal point of the main salon. It's standard, as is the VCR, five-disc CD player and AM/FM receiver. There is a pair of bar stools forward that turn the countertop into an eating or work space. To starboard, there's a couch that runs the length of the salon. Two sections of it open to become recliners, as does a chair aft to port. The area is done in soft fabric and wood tones—a comfortable place to be, either underway or in port.



The master stateroom, with queen-size berth, is quiet, roomy and boasts oodles of closet space. It's not about a good night's rest, it's about a really good night's rest.



Master head with enclosed shower and bathtub.

# SILVERTON 453

to a solid-FRP bottom and hull sides). At best cruise between 2000 and 2250 rpm, she'll go a bit more than 300 miles between fuel stops, and she's easy to run and predictable, both at speed and around the docks.

Finally, once you've tied up for the night, you and your guests will appreciate the open-air aft deck, with its built-in wet-bar and optional icemaker. After some refreshments, burn off a few calories by heading down the curved stairway to the extended swim platform and go for a swim or snorkel. The area has a built-in shower and locker for all shore ties; a TNT electric dinghy platform is an option if you'll be taking a PWC along for the ride.

So what do we have in the 453 motoryacht? A galley up for the chef, a lower helm station for the captain, an office for the businessman or woman, a pilothouse door for easy access, and two full staterooms, either of which would qualify as a master on other boats this size. Put it all together and you can see why, in the case of Silverton's new 453 motoryacht, the term innovation really fits.

Burn off a few calories by heading down the curved stairway to the platform for a swim or snorkel.

## SPECIFICATIONS

**LOA:** 47'3"; **Beam:** 15'3"; **Draft:** 4'0"; **Maximum Headroom:** 6'7"; **Weight:** 33,000 lbs. dry; **Fuel Capacity:** 500 gal.; **Water Capacity:** 200 gal.; **Test Engines:** 2/430-hp Cummins Diamond Edition 450C diesel inboards; **Transmission:** ZF; **Ratio:** 2.49:1; **Props:** 30x30 Nibral 4-blade, light cup; **Steering:** Teleflex Sea Star; **Controls:** Morse electronic; **Trim Tabs:** Bennett  
**Optional Equipment on Test Boat:** Bridge- and aft-deck enclosures; 4-zone, 56,000-BTU Marine Air A/C, Base Surround Sound System; 20" JVC TV in master; 13" JVC TV/VCR in guest stateroom; X-Change-R oil-change system; TNT Dinghy Lift

## PMY TESTED: SILVERTON 453 MOTORYACHT

### BASE POWER:

Diamond Edition 330B diesel inboards

### OPTIONAL POWER:

2/355-hp 370B or 2/430-hp Cummins Diamond Edition 450C diesel inboards

### STANDARD EQUIPMENT:

Aft-deck hard top with radar mast, extended swim platform, transom shower, aft-deck wetbar, 27" JVC TV and VCR, JVC AM/FM stereo with 5-CD changer, Sub-Zero® refrigerator and freezer, Force 10 4-burner range/oven

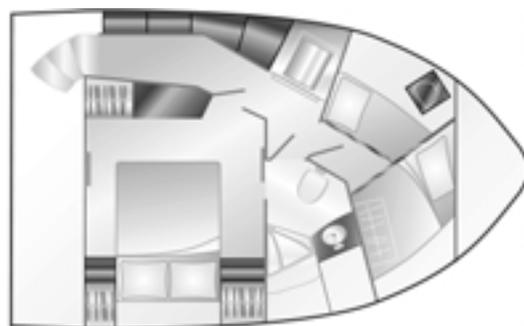
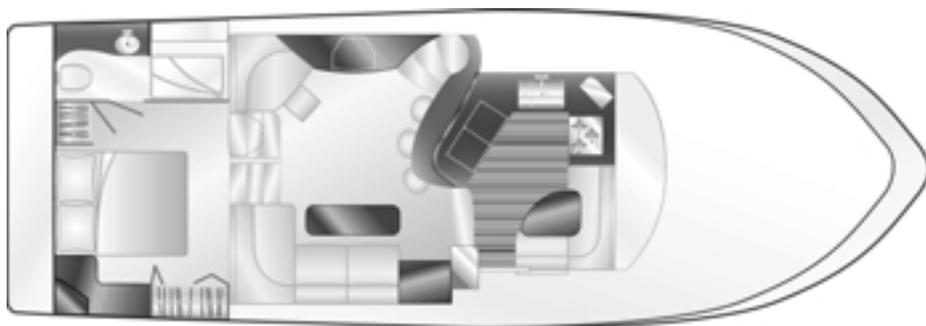
### CONSTRUCTION:

Solid FRP bottom, solid FRP hull sides with Coremat, foam- or balsa-cored decks, aluminum backing plates for deck hardware, hull-to-deck joint through-bolted and glassed

RPM	MPH (Knots)	GPH	MPG (NMPG)	SM RANGE	NM RANGE	DECIBELS
1000	8.9 (7.7)	3.6	2.46 (2.14)	1106	962	62
1250	9.9 (8.6)	7.8	1.26 (1.10)	568	494	67
1500	10.8 (9.3)	13.0	0.83 (0.72)	372	324	69
1750	11.7 (10.1)	20.2	0.58 (0.50)	260	226	71
2000	16.7 (14.5)	23.6	0.71 (0.61)	317	276	78
2250	20.7 (18.0)	31.2	0.66 (0.58)	298	259	79
2500	24.5 (21.3)	41.0	0.60 (0.52)	269	234	78
2650	26.7 (23.2)	47.8	0.56 (0.48)	251	218	79

### CONDITIONS

Temp.: 72°, Humidity: 65%, Wind: 5 mph, Seas, Flat, Load: 3/8 fuel, no water, 3 persons, min. gear. Speeds are two-way averages measured with Stalker radar gun. GPH meas. with Caterpillar fuel-flow meters. Range: 90% of advertised fuel capacity. Decibels measured on A scale. 65 dB is the level of normal conversation.



by Stuart Reininger

What's the difference between buyers of express cruisers and motoryachts? Easy, right? That's why there are different boats for different folks. But think about it. Only a few years ago, every boatbuilder and his brother were building express cruisers and hardly any motoryachts. Now you can't walk down the aisle of a boat show without tripping over a towering motoryacht. Sea Ray, Cruisers, Carver and Silverton are among the top players that have recently introduced a roomy, crowd-friendly big daddy.

Now Silverton is upping the ante with its 453 Motor Yacht—the South Jersey builder's biggest yet. Is Silverton going after the same people who were buying express cruisers? You bet. Why? Because express cruisers always appeal to families. Take the wife and kids out for a fast spin then hang out on the hook or dock and relax. But express cruisers lack room belowdecks.

Whoa! We're Americans. We don't like compromises. We want our comforts and the adrenaline rush. The average upscale American family wants the room and conveniences everyone has back at the ranch. Hell, they want the Ponderosa, which means they want a big, grand motoryacht.

## So, So Uplifting

Speaking of conveniences, why don't the builders put platforms on the back of their motoryachts so the average upscale American family can have all the motoryacht they want—including a place to park a waterbike? And so it happened. Pass any big cruiser in Waterworld and there it is, a platform with a waterbike.

With its aft cabin 453 Motor Yacht, Silverton has taken the platform to the extreme. This optional TNT hydraulically operated unit can handle two waterbikes. It lowers into the water so you can drive the waterbike on, then lifts up for cruising. What it can't do is fold up flat against the stern when not in use, which is what I wish it could do if I were backing into a slip.

The 453, however, doesn't confine innovation to the stern. Its bow and foredeck are accessed by what the builder calls a "sidewalk." Now, I was born in Brooklyn and I know all about sidewalks. Stay on them and you're safe. Step off them at the wrong time and you go the way of Ebbets Field., Silverton thinks so, too. The 453's sidewalks are big steps with serious nonslip, from the flying bridge down to a high-coaming walkway that leads forward. At no time are you or your crew unprotected. You're surrounded by either 1 1/4"-diameter stainless-steel railing or waist-level coaming all the way up to the bow, which has a self-draining locker with plenty of room for chain and rope. A Simpson-Lawrence 1500 windlass sits here

on its own shelf. However, the remote-operated spotlight on the tip of the pulpit is vulnerable to your first muffed docking.

Another appealing point for a cruiser operating short-handed is the starboard pilothouse door—also rimmed with a handy grabrail—that leads onto the sidewalk and to the adjacent 10" aluminum-backed midship mooring cleat. Port and starboard aft deck door also access cleats. This is good because aft of where the sidewalk begins, there are no side-decks. Line handling is either from the aft platform and doors or the forward sidewalk.

## What House?

Did I say pilothouse door? Let's call it a galley door for now. The step-up galley is exactly where the pilothouse will be when Silverton introduces that version soon. The galley will move to the portside salon. Now, the cook enjoys the panoramic view that will be reserved for the skipper.

The skipper, though, has nothing to complain about. Topside visibility is excellent and there's room on the flying bridge for the whole crowd to tango. The instrumentation is well thought-out and there's console acreage for your electronics.

The standard Morse electronic controls don't have the too-light-to-the-touch feel that I've experienced with other microship-fed units. There was just enough resistance to make it extremely responsive and well-adjusted.

As far as handling? For a 33,000-pound motoryacht it tracked and maneuvered well. While the Atlantic was being scorched by a nasty southeaster, we ran the 453 in the smooth, albeit gusty waters of Delaware Bay, not far from Silverton's factory. Windage? Yes, it affected the boat, especially when turning and when we were broadside to the wind and current. But the 453's twin 417-hp Cummins 450Cs married to 30" x 30" four-bladed bronze props should handle anything you'll come across.

## Compromise? Not.

The 453's layout is not just about space, although there's plenty of it to move right in. What's most impressive is how that space is used.

Most twin-cabin motoryachts have a master stateroom and guest cabin with the guest one being the smaller of the two. Here the master, or aft cabin, has about the same square-footage—and queen-size berths—as the midship cabin. The master's head boasts a bathtub. Although the guest has no tub, its head is

larger than most masters that I've seen on similar boats. And there's the master cabin's delightful aft opening/escape hatch that you can look through and watch the wake stream by while in your berth.

Oh, yes. Silverton calls the 453 a tri-cabin motoryacht. The forward cabin, which shares the guest head through a connecting door, snugs into the 453's bow. It's equipped with upper and lower berths and is fine for kids or unexpected guests.

The aft and midship cabins are separated by the big ship-like walk-in, metal, diamond-plate decked, easy-to-reach-anything engine room. As a matter of fact, through the use of cleverly placed hatches, there's nothing—including stanchion bases—that can't be easily maintained or adjusted.

Silverton's 453 Motor Yacht targets the same folks as Carver's somewhat smaller, lighter (46'11" LOA, 14'11" beam, 26,500 lbs. displacement) and less spacious 450 Voyager Pilothouse motoryacht. They differ also in that the Carver's electronic controls are Twin Disc, the Silverton's are Morse. The Silverton's standard genset is a 13.5kw Kohler, which Carver offers as an upgrade from its standard 9kw Kohler. The Carver 450 uses hollow fiberglass stringers, while the Silverton 453's bottom grid is marine plywood wrapped in 24-oz. woven roving.

What? You've been looking for an express cruiser? Get real. With Silverton's 453 Motor Yacht you can load on a pair of waterbikes and leisurely cruise out to the anchorage. Then unload the bikes and cut loose.

## BOATING Certified Test Results Silverton 453 Motor Yacht

rpm	SPEED			EFFICIENCY				OPERATION		
	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s.mi. range	run angle	sound level	
1000	7.8	9.0	4.6	1.7	2.0	765	880	0	63	
1200	8.7	10.0	5.0	1.7	2.0	782	900	1	66	
1400	9.4	10.8	6.8	1.4	1.6	621	715	2	68	
1600	9.7	11.2	12.4	0.8	0.9	353	406	2	69	
1800	10.8	12.4	17.6	0.6	0.7	276	317	4	70	
2000	14.3	16.5	21.4	0.7	0.8	302	347	6	72	
2200	16.1	18.5	26.4	0.6	0.7	274	315	7	73	
2400	18.9	21.7	32.4	0.6	0.7	262	301	7	76	
2600	23.4	26.9	40.6	0.6	0.7	259	298	6	77	

Advertised fuel capacity 500 gallons. Range based on 90 percent of that figure. Performance measured with four persons aboard, 1/2 fuel, 1/2 water. Sound levels taken at helm, in dB-A.



**SILVERTON®**  
Marine Corporation  
AN EMPLOYEE OWNERSHIP COMPANY

For additional information, contact us at:  
301 Riverside Drive, Millville, NJ 08332 • Phone: 1-800-882-9266  
Email: [silverton@jnlk.com](mailto:silverton@jnlk.com) Website: [www.silverton.com](http://www.silverton.com)