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38 CONVERTIBLE Boat Test Report

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MOTORBOATING

HOME FREE

A three-day getaway in the new Silverton 38 Convertible on Long Island Sound reveals its family-friendly nature.

By Capt. John Wooldridge

Walking down the ramp to the floating dock at Derecktor's yard in Mamaroneck, N.Y., my first impression of the new Silverton 38 Convertible could be summarized the way: This beauty is huge. Once aboard, however, I realized that its size was very much in line with competitive boats in its class.

In early September of last year, my wife, Peggy, and I boarded Silverton's new convertible for a few days of cruising on Long Island Sound. This 38 was on loan to the magazine for the season, and had been extensively used by the staff for most of the summer. It had plied the waters of both ends of the Sound regularly, gaining a reputation as a comfortable, spacious family cruiser that was equally at home at the dock or on the hook.

At walk around the weather deck showed me why. Placement of handrails and effective non-skid made moving along the sidedecks safe and secure. On the foredeck, a nine-foot inflatable lashed upside down didn't cover the three circular hatches supplying natural light and air below. The chain locker housed the optional windlass and allowed easy access to the rode.

Back in the cockpit, I found features that would satisfy cruisers and fishermen alike, starting with optional fresh and saltwater washdowns, as well as a hot/cold shower. The transom door is seated against a ridge to prevent it from accidentally opening aft. Fishing fans will also appreciate the coaming pads, large drains, a deep transom locker that can be modified to act as a live well, and a pair of large, removable in-floor storage lockers perfect for icing-down fish. Molded cabinets flanking the sliding glass door provide room for gear storage or optional fishing tackle drawers. Two folding chairs and a pair of large ice chests occupied the aft cockpit on our test boat, but there was still enough room for stand-up fish-fighting.

The molded stairway leading up to the flybridge had great handholds, good nonskid and lips to provide good footing. A sturdy stainless steel rail on the aft end of the bridge added safety as we moved easily behind the helm chairs. The molded console had a centerline wheel, with Teleflex[™] clutches to the left and throttles to the right. An optional Raymarine[™] electronics cluster filled the angled flat to starboard of the wheel, with space left over for a Sony[™] CD stereo that provided background music for our cruise. The only thing I found myself wanting was a chart surface.

In the cockpit, two switches to the left of the sliding door worked the overhead and courtesy lights, making boarding after dark safer, as I discovered on an unlighted dock in Bridgeport, Conn., one night. Once inside, the cherry locker on the left that houses the electrical distribution panels made it easy to get systems up and running quickly. The interior is very upscale, with comfortable Ultraleather[™] upholstery, a Bose[™] entertainment system and Corian[™] counters throughout. Furnishings include a movable solid cherry dining table.

Three steps down is the C-shaped galley, designed with loads of storage cabinets above and below. Under-cabinet lighting uses a wire-hiding fascia for a very finished appearance. The guest stateroom to port has innerspring twins, hanging storage and private access to the shower compartment, which is separate from the head compartment—a good idea for cruising families. The master stateroom forward has private access to both head and shower. Its raised island berth accommodates a queen-size innerspring mattress. Sleeping aboard doesn't get much better than this.

Maneuvering the Silverton 38 Convertible around the docks of crowded Northeastern harbors was straightforward and precise. The optional bowthruster was useful in a crosswind at the Danford Marina in Port Jefferson, NY, but windage was not a problem. Out on the Sound, the 38's fine entry and modified-V acquitted itself powerfully in a formidable mix of gusty winds and tide-stacked three-foot waves. Power steering made turning to dodge lobster pots effortless.

The folks at Silverton have a long history of building convertibles with all the comforts of home in this size range. In my view, the new 38 is a worthy successor.

A response to customer requests for an upscale model

By Jay Coyle

Silverton launched its first convertible design, a 34-footer, in 1978 and delivered 1,200 during the next 20 years. The builder also found success with a 37-footer launched in 1981, so it's no surprise a loyal cadre of Silverton owners had great expectations for the 38 Convertible.

"It is amazing how connected our owners are with our product," said Sean Berrie, chief designer at Silverton. "They had lived with the 37 and had definite opinions of what they liked."

Before pen touched paper, the 38's design was hashed out in focus groups. There was strong demand for a more upscale product, according to Berrie, and Silverton responded with interior upgrades such as raised-panel, solid cherry cabinetwork.

The boat's level of fit and finish is impressive. Cabinet doors are fitted with recessed European hardware, and door and drawer faces are solid cherry, as is the salon table. Drawers have wood sides and bottoms, and epoxy-coated metal slides. The galley is finished with Corian™ countertops and hardwood flooring. Innerspring mattresses are standard, as are lighted, cedar-lined hanging lockers.

Her interior layout is one of the best I have seen on a small convertible. The salon has a domestic-style sofa that converts to a double berth at the push of a button, and a built-in entertainment center is positioned so the television can be viewed from the sofa or the dinette forward.

Owners on the West Coast and in the Northeast insisted on natural ventilation, so the 38 has opening salon windows; a screened, sliding salon door that can be secured open; and deck hatches in the master stateroom, shower and head.

The galley is two steps down and has dual-voltage refrigeration, a two-burner cooktop, a microwave/convection oven and a sink with a cutting board. Many owners requested an electric oven, which Silverton provided along with plenty of stowage.

Forward, the master stateroom's berth is a bit high, but the

design makes sense, allowing space for an honest queen-size mattress and a built-in washer/dryer. I also like the split-head arrangement, with the shower to port and the MSD to starboard. The master also includes two hanging lockers, a bank of drawers and a built-in entertainment center with a television.

A portion of the guest stateroom is tucked beneath the dinette, but the space is surprisingly large for a convertible this size, particularly considering the space allocated to the galley.

Convertibles, by nature, are versatile designs, and Silverton has a fix on the balance its customers prefer.

"Eighty percent of our 42 Convertible owners cruise and 20 percent fish," Berrie said. "We expect the same will be the case with the 38."

To that end, the 38's sweptback silhouette is far from the traditional fare hardcore anglers gravitate toward, but she is an up-to-date refinement of the 37. I suspect fans will find the family resemblance appealing.

Her cockpit has stowage/fishboxes in the sole and a

molded-in stowage box in the transom. The "Fish Pak" option includes rodholders, rocket launchers on the bridge rail, raw- and freshwater service in the cockpit, and a bait prep center with a sink and tackle drawers. There is space for a refrigerator or an ice maker in the bulkhead console. Rod stowage is in the salon overhead. Whether fishing or cruising, I would get the optional Glendinning Cablemaster shore cord system. I have had my fill of lugging shore cables on and off the dock.

The 38 includes Silverton's cockpit-bridge staircase, a feature Berrie said has been a hit with owners, particularly women. I guess I'm old-fashioned, but I prefer ladders, which are easier to navigate in a seaway and seem a more practical use of space.

Sight lines from the helm are good, and the helm and companion seating is arranged so guests can pass behind the skipper without being disemboweled. The helm seat has a flip-up bolster that should provide good support in rough seas or while trolling. Bench seating forward can be lifted for access to stowage within the console, which has dual controls and space for several large displays and electronic paraphernalia. There is also a molded-in electronics box in the fiberglass hardtop.

The 38 is laid up by hand with a combination of stitched and woven reinforcement and polyester resin. A vinylester skin

Yachting



The salon is finished in solid cherry, and the level of fit and finish is impressive throughout the yacht.

coat is used below the waterline to reduce the chance of blistering. The hull bottom is a solid fiberglass laminate, and Coremat is used in the hull-side laminate to minimize reinforcement print-through. Fiberglass stringers and web frames are formed over wood, and bulkheads are plywood. Engines are mounted on steel foundation beams. The hull/deck joint is bonded, mechanically fastened and fiberglassed from the inside, where accessible. Bilges are finished, and glasswork appears well-executed.

Machinery space is accessible from the cockpit and the salon. Access to service points appears good, although the water tanks outboard of the engines crowd things a bit. There are engine access and removal hatches in the salon sole.

The generator is beneath the cockpit, isolating noise and vibration from the accommodations, but owners would be wise to watch for corrosion in this potentially damp environment. The generator can be reached through the engine compartment or via the lift-out fish/stowage box in the cockpit. The entire cockpit sole can be removed for more complete access to the generator and for access to the aluminum fuel tanks. Main 12V DC and 120V AC electrical panels and battery switches are in the salon, where they are easily accessible.

Our test boat had a pair of 450 hp Caterpillar 3126Bs, one of a variety of gas and diesel packages offered. We hit a top speed of 28.7 knots. Cruising at 2400 rpm, our speed was 22.9 knots and the Caterpillar electronics indicated a fuel burn of 34 gallons per hour. At 2600 rpm, our speed was 26 knots with a 39 gallon-per-hour fuel burn. This is just about ideal performance for a boat of this size and type, and these engines would be my choice. They are the highest horsepower diesels offered.

The 38's hull is suited for offshore work with a relatively fine entry and a deadrise of 17 degrees at the transom. I exercised her offshore and found her comfortable and dry in the 3-foot seas. She was responsive, and the Cats delivered power without complaint. Silverton estimates 65 percent of those who buy the 38 will choose gas.

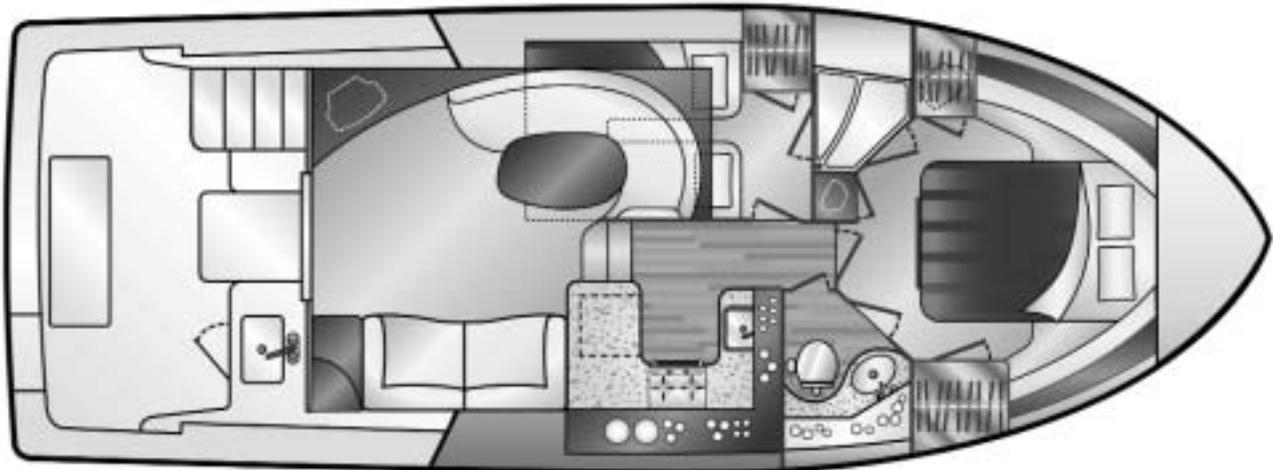
Still, those serious about fishing or cruising would be far better off in the long run with diesel power. Our test boat, powered with 450 hp Caterpillars and a long list of options including an 8kW generator, air conditioning and electronics, is a lot of boat for the money.



The master (above) has an optional washer/dryer beneath the berth.



Guest Stateroom



Tradition goes first class in this versatile midsize boat

by Tom Thompson

It's been almost a quarter century since one of Silverton's all-time best-selling boats was introduced. The 34 Convertible began an enduring tradition with the New Jersey boat builder that soon extended to other boats in the 30 to 40-foot range. Some of those classics are still around.



Today's new 38 Convertible adheres to the measures of ruggedness, versatility and affordability that have made Silvertons so popular over the years -- but with all-new style.

The 38 Convertible is all new from the keel up, so it takes full advantage of Silverton's recent investment in high-tech automated manufacturing techniques. The result is a boat that is more than just rugged and utilitarian. The 38 is an on-the-water destination in itself, with all the comforts and conveniences of home.

This sleek boat is remarkably versatile, and can fit the bill as a weekend getaway retreat, a coastal cruiser or a serious fishing platform. With its second stateroom and a convertible settee in the salon, the 38 can comfortably sleep up to six adults -- giving it plenty of space to accommodate friends and family.

PLENTIFUL PANORAMA

The main salon has 6 feet, 6 inches of headroom and nearly one-third of that height is devoted to glass. The view extends almost completely around the space for a spectacular panorama.

Opening panels on each side are screened to allow cross ventilation -- and there's a separate sliding screen door in the cabin entrance. Add the ventilation from three hatches in the forward compartments and you may only need to run the standard air conditioning on the hottest days.

The boat is furnished with residential-grade components. There's Scotchgard-protected carpeting and a Flexsteel settee that electrically converts to a double berth at the push of a button. Upholstery is Ultraleather, countertops are Corian and the cabinetry is solid cherry. Even the two-tone Moen faucets in the galley and head are the kind you'd find at home.

Salon seating focuses attention on the entertainment center, aft and to port of the main salon. The salon contains an AM/FM stereo receiver and a DVD player. Those, plus four speakers, are standard features. There's space in the wall unit for adding a standard 20 inch JVC television.

When it's time for meals or a snack, an adjustable-height table serves the L-shaped lounge, to port.

GOURMET TOOLS

The galley on the 38 Convertible is as large as the kitchen in many apartments -- in part, because it utilizes the space in the companionway to the forward cabins.

A three-burner flush-top electric stove is standard, as are a

microwave/convection oven, a coffeemaker and a dual-voltage Novacool refrigerator/freezer. There's also a deep stainless steel sink. The only extra you might consider adding is an optional under-counter electric oven.

Another example of the overall quality of the interior lies underfoot: The galley sole is Amtico.

Moving forward to the two sleeping areas, there's a split head to serve both. The shower, located on the port side, is accessible from the guest stateroom or master suite. Opposite is the compartment for the toilet and vanity with sink. Access is from either the master suite or the companionway.

An electric head is standard, but you can upgrade to a VacuFlush system. There's well over 6 feet of stand-up clearance in both spaces.

The guest stateroom, to port, is surprisingly spacious, considering part of it is tucked away under the salon floor. The forward half of the compartment has 6 feet, 8 inches of headroom -- and there's plenty of side-to-side space for changing clothes and moving around.

A floor-to-ceiling hanging locker, another smaller locker and a chest of drawers provide storage. The berth is equipped with an innerspring mattress and can be configured as twins or a standard queen-size berth with the use of a filler cushion.

POINTLESS COMFORT

The first thing you'll notice when you enter the master stateroom is how high the pedestal berth is. The Silverton designers did this for several good reasons.

First and foremost, by moving it up, they didn't have to offer the uncomfortable pointy V-berth typically found in forward compartments. A standard queen-size innerspring mattress could be put in the space. And access is easy, via a step on either side.

Second, you'll appreciate what they did each time you change the sheets -- and especially when you buy new ones. It takes standard-sized rectangular sheets, like the beds at home.

By raising the berth, more space underneath can be used for storage. A set of four drawers is in the center, flanked by two lockers on either side. They complement the floor-to-ceiling hanging locker to starboard and the smaller locker to port.

If you plan to spend a lot of time living aboard the 38 Convertible, you will need to do laundry -- so, the cabin design allows space for an optional washer and dryer to be installed in place of the drawers.

READY TO FISH

With Silverton's optional Fish Pak, you can add rocket launchers on the flybridge rail, dual washdowns, rod holders in the cockpit gunwales and tackle boxes in the cabinet on the forward cockpit bulkhead. Two fishboxes in the cockpit sole come standard, as does a wet bar that doubles as a bait prep station. You can also install an optional cockpit refrigerator or an ice-maker.

A transom door and a hot and cold shower located next to it are standard features. You can add a swim platform, if you like.

The flybridge is just a few steps up from the cockpit, via molded-in steps. A bench forward of the flybridge helm seats three adults -- and there are a pair of swiveling bucket seats behind it. The forward edge of each bucket flips up, so you can stand while running, if you want to.

The 38 Convertible uses the same helm components as Silverton's 42, so space for adding electronics and additional gear is especially generous. A large panel to starboard of the steering wheel can easily hold a pair of large screen LCD screens -- and then some. If you select the optional hardtop, it comes with a built-in electronics box underneath.

RESPONSIVE RUNNING

Our test boat was equipped with the largest engine option available: a pair of 450 hp Caterpillar 3126B diesels. A wide array of powerplant choices is available -- ranging from 370 to 450 hp -- including Crusader and MerCruiser gasoline inboards; and Caterpillar, Cummins and Yanmar diesel engines.

During our test, there was a stiff 15 knot wind blowing. At one point, we were working against a 4 knot current -- but never once did we feel that conditions overpowered the boat. Even when running cross wind and current -- fast or slow -- the hull was predictable and went exactly where we wanted it to go.

The 38 offered excellent acceleration from a standing start and at midrange speeds -- and it was quite responsive to the helm. The top speed was 29.1 knots, and the cruising speed was around 23 knots.

Whether you're looking for a weekend cruiser or a fishing machine, Silverton's new 38 Convertible offers a lot of big boat features in an attractively priced right-size package.



The separate shower is spacious with convenient features; the head offers ample ceiling height and comes standard with an electric toilet.

TESTER'S OPINION

"The confines of a boat hull put certain limitations on the practicality of what can be placed within. What the Silverton designers are doing with their new models lately has certainly been innovative. Which would you rather have: your shoulders stuffed into a point with the person sleeping next to you or an extra step to climb into bed? As for me, I'll take a rectangular mattress with standard size sheets any day. It's nice to see considerate touches such as this."

SPECIFICATIONS

Length:	40 ft., 1 in.
Beam:	14 ft., 3 in.
Draft:	3 ft., 7 in.
Weight:	22,854 lbs.
Fuel capacity:	360 gals.
Water capacity:	100 gals.
Props:	25 x 29 inch four-blade; light cup

PERFORMANCE SPECS

Top speed:	29.1 knots
MPG @ 2,400 rpm cruise:	0.73
Fuel cost for 100 miles:	\$205.48*
Range @ 22.8 knot cruise:	313 nautical miles to empty
Sound level @ cruise:	87 dbA

* based on a fuel price of \$1.50 per gallon

STANDARD FEATURES

AM/FM stereo with DVD player; three-burner range; microwave oven; coffee-maker; Corian countertops; dual-voltage Novacool refrigerator/freezer; two-zone air conditioning and heat; auxiliary generator.

OPTIONS ON TEST BOAT

Hardtop with full enclosure; Fish Pak; Glendinning Cablemaster; Oil-X-Change-R oil change system; Sprint windlass; Raymarine electronics package.

CONSTRUCTION

Fiberglass bottom; Coremat used above the waterline.

COMPANY PROFILE

Years in business:	35
Number of employees:	450

Impressive performance plus residential quality appointments and accessories make this new entry an exceptional classic.

by Tom Thompson

Some new boats are destined to be classics. Their combination of features and performance seem to have an instant appeal to buyers. The all-new Silverton 38 Convertible is one such model. It's no wonder; consider its lineage. The company has been building classic convertibles for several decades and it's never a surprise to see a 20-year-old Silverton cruising the waterways. After testing the 38, it was evident the New Jersey-based company has continued their tradition in grand style.

The convertible line has always been known as a sturdy, seaworthy craft, albeit a bit on the utilitarian side. A few years ago, Luhrs Marine Group, Silverton's owner, began a major capital investment program in Silverton's manufacturing plant. The object was to automate where possible and reduce costs of production. But rather than take the profits and run, what money was saved was invested into enhancing the models with upgraded interiors and accessories.

The result of this reallocation is remarkable. The 38 Convertible is, in fact, totally new from the keel up. It's no longer just a boat, it's a floating home on the water.

Positioned in Silverton's convertible line between the 35 and the 42, the 38 offers a little more interior space and a second stateroom ideal for two people to handle and live aboard quite comfortably. Whether you're venturing on a day trip, cruising for the weekend or taking an extended cruise, the layout can accommodate your every need. The convertible design also allows the boat to be used for fishing or a variety of water sport platforms.

Inside, the very spacious main salon features six feet, eight inches of headroom. Nearly one-third of that height is devoted to glass that circles almost completely around the room. It provides spectacular panoramas. The sections on either side are screened windows to allow a nice cross ventilation. There's also a separate screen panel across the salon entrance door. This, coupled with three hatches in the forward compartments, let breezes come through from any angle. On those hot, humid days, a pair of optional air conditioning units with reverse cycle heat can control the climate inside.

The interior furnishings are appointed with a tasteful combination of warm cherry wood, supple Ultraleather and elegant fabrics - all the elements to create a feeling of home. For added comfort, the carpeting is residential quality DuPont StainMaster.

For entertaining guests, port and starboard lounges run along either side of the room. The lounge to port is L-shaped and has a

high-low table to accommodate four adults. The starboard lounge, made by Flexsteel, electrically converts from a recliner to a double berth at the flip of a switch.



In the aft port corner of the salon, the entertainment center contains a standard home audio system featuring an AM/FM stereo radio with a DVD player and four speakers. Space is designated for an optional 20-inch JVC TV and VCR. There's even access to the main electrical panel along one side.

Boaters who spend lots of time entertaining will love the galley. It features a large Corian countertop and standards include a three-burner flush top electric stove, microwave/convection oven, coffee maker and dual-voltage NovaKool refrigerator/freezer. A deep basin stainless steel sink is equipped with a Moen faucet and an integral spray head. The fixture is residential quality, two-tone gold and silver. Again, this is an example of the attention to quality and detail given by Silverton in their upgrade program.

Oh, and the flooring in the galley, it's real oak, not an imitation laminate. The solid cherry cabinetry, below and above the counter, offers ample storage space. The only extra you may want is the optional electric under-counter oven.

The forward cabin area incorporates a split head and two staterooms. The head has plenty of ceiling height and can be accessed from the companion way or the master suite. An electric toilet comes standard or there's the option of a VacuFlush system. Access to the separate shower is through the guest or master stateroom.

To port the guest stateroom is surprisingly spacious. Here, you'll find six feet, eight inches of headroom through half of the compartment. The head of the bed extends under the salon floor, but there's still plenty of room to move around and comfortably change clothes. Storage is found in a full-size hanging wardrobe, chest of drawers and small locker. The berth is enhanced with a full innerspring mattress and can be used as a pair of twins. Silverton also includes a filler cushion to convert the berth to a standard queen.

When you enter the master stateroom, you're immediately struck by how high the berth is. This was done for several very good reasons. It allows a full-size queen innerspring mattress. Otherwise, you'd have one of those pointed arrangements typically found in the forward V area. It's also easy to change the sheets on this mattress, which is a regulation rectangle. That's something you'll come to appreciate many times over. Access on either side is conveniently one step up.

The height of the master berth measures 42 inches and provides considerable space underneath. There's a set of four drawers in the center and two very large storage lockers to either side. They complement the floor-to-ceiling hanger locker to starboard and a smaller one to port. If you plan to spend extended cruises aboard the 38, an optional washer and dryer fit nicely in place of the drawer set.

Moving to the cockpit, exterior space is as generous as the interior. The area is more than adequate for fishing, if you decide to use the boat for that. Silverton offers an optional Fish Pak to



The helm is spacious, offers clear visibility and is highlighted with a pair of large screen displays.

pushed and we reached plane in an impressive seven-and-a-half seconds. Although there were 15-knot winds blowing, the Silverton wasn't affected in the least. At 2600 rpm, we hit 25 knots while using 20 gallons per hour of fuel per engine. What impressed me was, at this high cruising speed the helm sound level recorded a low 87 dbA, and that included some wind noise.

While slowing down, the 38 performed exceptionally well. Even against a four-knot current, she did what was expected of her.

If you haven't seen a new Silverton in a few years, you will be impressed with the 38. It's well worth a close look. The quality, comfort and convenience have taken a significant leap forward. If you've always liked the classic Silverton style, you'll feel at home aboard the 38 Convertible, both literally and figuratively.



With speeds up to 25 knots, the 38 performed well in a variety of water conditions.

include rocket launchers on the flybridge rail, dual cockpit wash downs, rod holders in the gunwales and tackle storage that houses two drawers and four slide-out boxes.

The standard wet bar is ideal for preparing snacks, beverages or even cutting bait. There's space for an optional refrigerator or icemaker to starboard and a pair of large fishboxes in the cockpit sole come standard. If you don't use them for fish, they provide ideal storage space for boat gear or other supplies.

On the flybridge, Silverton incorporated its SideWalk stairway for easy access. Up here, a comfortable bench seat forward of the helm can seat three adults and a pair of swivel buckets are located behind. The seats include flip-up bolsters that offer sturdy support.

The helm is another place where space abounds. There's a large panel to starboard that accommodates a pair of large screen displays and, if you select the optional hardtop, a built-in electronics box is incorporated underneath. Visibility up here is excellent. While under way, you can see all quarters clearly.

For our sea trials, our test boat was equipped with the largest engine option available; a pair of Caterpillar 3126B's, each rated at 450 hp.

They moved the 38 smartly out to open water and once we were in the clear, the throttles were



The Silverton SideWalk®

Blue Sugar

The captain's sweet tooth.

By Lenny Rudow

Can't decide whether to prep baits or mix margaritas? Don't worry, Silverton understands.

BOATING

That's why the 38 Convertible's cockpit station features a blender-powering 110-volt outlet and a choice of refrigerator, icemaker, or bait freezer. Just remember what's in that pitcher before serving drinks: frosty ruby-red daiquiris or puréed menhaden.

The 38 Convertible is designed to be a fishboat, with coaming bolsters, four gunwale-mounted rodholders, and two lift-out fishboxes (which could be improved by adding insulation). But it has a softer side, too: The cockpit includes a wetbar, hot/cold transom shower, and a set of stairs leading to the flying bridge. The cabin also reiterates this boat's ability to straddle the border between fishing machine and comfy cruiser. Yes, those are rodholders integrated into the salon overhead stowage box, but there's also carpeting underfoot. And between the master stateroom, a mideabin with two single berths and a filler cushion, and an electrically actuated settee/berth in the salon, the 38 Convertible has sleeping room for half a dozen cruising pseudo-anglers.

No matter what activity brings you aboard the 38 Convertible, you'll appreciate the vibration-free ride of a boat built with steel engine beds and a second intermediary shaft strut. The hull bottom is solid, hullsides from the waterline up are cored, and the stringers are formed from fiberglass-encapsulated marine plywood. Interior decor pampers your passengers, with simulated-granite countertops, Ultraleather upholstery, and solid cherry joinery. The cherry is particularly impressive because it's solid wood, not veneers. The counters, however, should be kicked up a notch with fiddle rails.

The 38 Convertible has an all-new hull designed with 17 degrees of transom deadrise and two strakes per side. It took the waves well, but at trolling speeds, it rolled a bit in a beam sea. Then again, when the seas are up, why bother trolling? You don't always need to catch fish – that's what the blender and margarita mix are for.



Boaters who spend a lot of time entertaining will love the galley.

BOATING CERTIFIED TEST RESULTS

Silverton 38 Convertible

SPEED			EFFICIENCY				OPERATION		
RPM	KNOTS	MPH	GPH	NAUT. MPG	STAT. MPG	N.ML. RANGE	S.ML. RANGE	RUN ANGLE	SOUND LEVEL
900	7.2	8.3	4.0	1.8	2.1	649	747	1	72
1200	8.8	10.1	7.5	1.2	1.3	421	485	2	74
1500	9.8	11.3	13.0	0.8	0.9	272	313	3	79
1800	12.5	14.4	21.0	0.6	0.7	215	247	4	80
2100	16.8	19.3	28.0	0.6	0.7	216	248	5	82
2400	20.1	23.1	34.5	0.6	0.7	209	241	3	88
2700	27.0	31.1	43.0	0.6	0.7	226	260	2	86
2850	28.9	33.2	47.0	0.6	0.7	221	254	1	86

Advertised fuel capacity 400 gallons. Range based on 90 percent of that figure. Performance measured with two persons aboard, full fuel, half water. Sound levels taken at helm, in dB-A.



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For additional information, contact us at:
301 Riverside Drive, Millville, NJ 08332
Phone: 1-800-524-2804
Email: sales@silverton.com
Website: www.silverton.com