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# 43 Motor Yacht



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# Suite Excess

**Yachting**

*The Silverton 43 Motor Yacht is jam packed with luxury*

*By George Sass, Jr.*

“Wow. This is huge.”  
 “This has to be bigger than 43 feet.”  
 “I could spend the entire summer on this.”

Spending close to an hour lounging aboard the new Silverton 43 at the New York Boat Show, I noticed this general sentiment among everyone who walked through. Slowly, the boat's gymnasium-like saloon became packed. Dropped-jaw show-goers came in, but didn't leave. They wanted to explore the cavernous accommodations, plop comfortably on the plush settees and bathe in the warm, indirect lighting.

Sure, the reactions could have been coincidence, but Silverton's proven ability to dissect buyers' desires makes it more likely this was the desired response.

“We focused on the 39 Motor Yacht and incorporated feedback from owners,” said Chip Shea, director of sales and marketing for the Luhrs Group.

Galley stowage on the 43 rivals that in most Manhattan apartments. Features include a pullout pantry, overhead cabinets, pot and pan stowage, and shelves for plates. Owners said, “Give me a real oven,” so Silverton chose a Force 10 range instead of the combination microwave/convection ovens that dominate many standard equipment lists. There's also a dual-voltage Norcold® refrigerator and freezer, a Moen® faucet, a coffee maker, a stainless-steel sink and a standard microwave/convection oven. Similar to the 39 Motor Yacht, the 43 has a galley one step lower than the main saloon. The cook remains part of the main saloon action, but out of the way. The interior layout flows easily through the boat, unhindered by harsh angles or cumbersome furniture. Privacy and openness are perfectly juxtaposed in a luscious package.

The saloon – thanks to nearly 7 feet of headroom, expansive windows and the 14-foot, 10-inch beam – feels more like a great room than a saloon on a 43-foot yacht. For those standing in the galley, the front-facing windows extend the sense of height and space. The L-shape saloon settee folds out to form a berth, and the forward U-shape dinette provide, “living room” and “dining room” areas. No matter where you sit, the windows ensure a great view. A 27-inch television is forward, suspended from the overhead and easily seen from the settee, dinette and galley. The TV is combined with a standard Bose®3-2-1® audio system to fill

out the boat's entertainment system. The cherry finish is well executed and varnished to a mirror-like finish.

Separating the staterooms from the galley and saloon area creates maximum privacy. In the forward guest stateroom, guests will enjoy the queen berth and innerspring mattress, cedar-lined hanging lockers, head, and optional 13-inch



Guests enjoy a queen size berth in the forward guest stateroom.

TV/VCR. Our test boat had standard VacuFlush MSDs. Like the galley, the staterooms benefit from Silverton's clever use of space. No corner is wasted, and stowage exists for everything from T-shirts to cocktail dresses. An overhead Bomar hatch delivers plenty of light and air.

The master berth is catty-corner on the starboard side, creating plenty of floor space and allowing the berth to be made easily. Our test boat had a 13-inch flip-down LCD screen with video player. When not in use, the screen stows in the overhead. If you don't choose this option, an entertainment center at the foot of the berth

accommodates a 13-inch TV/VCR. The head is split with the vanity between the shower and toilet compartments, a layout customers requested so more than one person can freshen up before a night out on the town.

Many aft cabin models are dark and unappealing. On the Silverton, this is not the case. The light cherry finish, neutral fabrics and huge side windows create a light, refreshing atmosphere. An oversize escape hatch is on the aft bulkhead.

Below all the frills and condo-like appointments, the 43's engine room reveals Silverton's decades of experience. Systems were easily accessible on our test boat, which had slim, six-cylinder 480 hp Volvo 74 TAMD diesels. Most of the sole is removable, allowing access to the engines for extensive service. A 10kW Kohler generator is nestled into the space and serviceable. Silverton provides a starting battery bank and a house bank. All wiring is color coded and neatly run.

Because of Silverton's SideWalk® design, the 43 Motor Yacht has a high exterior profile. Skippers should take extra care when docking in strong winds. The optional bow thruster is a worthwhile option. The SideWalk® benefit, of course, is that there are no ladders to climb to access the flying bridge. Stairs lead from the aft deck to the bridge, and side gates lead to the side stairs. While docking the boat, I found it easy to pop down from the flying bridge to the side decks and handle lines. The feature will surely please parents with younger kids scurrying over the decks. The swim platform, easily accessed via a staircase, includes a shower, mooring cleats and dockside plug-in.

A sunpad with drink holders, a two-station electric Maxwell windlass and an anchor platform take up the foredeck. I would order the aft deck enclosure to create a second saloon area and a great platform to kick back for brunch on a crisp fall afternoon.

There is additional outdoor living



The 43's elegant, convenient, fully equipped galley.

space on the flying bridge, where two L-shape settees are abaft the helm. The distance between the helm and the seat is a little tight. "We're going to change this on the next hulls and move everything aft," Shea said.

The 43 is a fun boat to drive. She is whisper quiet and never surpassed 72 decibels on the bridge during our sea trial. She planes easily around 1600 rpm and requires no tab in flat water. Our test boat had power steering and required only a slight finger adjustment to respond. Driving through a few wakes

in Government Cut, she was a little tender when smacked by larger broadside seas. This is the compromise of any boat with so much interior volume, although it doesn't hinder the 43's role as an all-purpose coastal cruiser.

I couldn't leave the 43 without taking one more gander through the interior. I caught myself talking to nobody in particular.

"Wow! This is huge."

"This has to be bigger than 43 feet."

"I could spend the entire summer on this."

# Silverton 43 Motor Yacht



*At home on the water*

BY TOM THOMPSON

It's one of the nicest apartments I've ever seen—and what a view. No, we're not about to launch into a real estate article. This is about the launch of the new Silverton 43 Motor Yacht, an exceptionally attractive and comfortable place to live on the water. It can really move you—literally and figuratively.

The 43 Motor Yacht is nearly as spacious as many land-based apartments. The interior measures over 650 square feet and is divided into three areas—the main saloon, which includes living and dining areas as well as the galley, plus two staterooms.

For a boat this size, the 43 Motor Yacht has an impressive expanse of glass to flood the saloon with light and provide panoramic views. Large windows run almost the entire length of each side, and the cathedral effect of the wrap-around windshield completes the natural illumination. The effect of the light washing down on the cherry cabinetry and exquisite fabrics makes you feel right at home.

Two large, comfortable L-shaped settees face each other. They are

generously upholstered in supple Ultraleather™.

The settee to port is fronted by a removable dining table. The starboard settee converts to a double berth.

An entertainment center is located just inside the companionway to the aft deck and includes a Bose®3-2-1® audio system that can be upgraded to surround sound with an optional Bose Lifestyle®35 system. A 27-inch television is also included the package.

## GALLEY GOODIES

It's easy to serve a good meal aboard the 43 Motor Yacht—just like home. The galley is equipped to dish up anything from simple home cooking to elaborate gourmet fare.

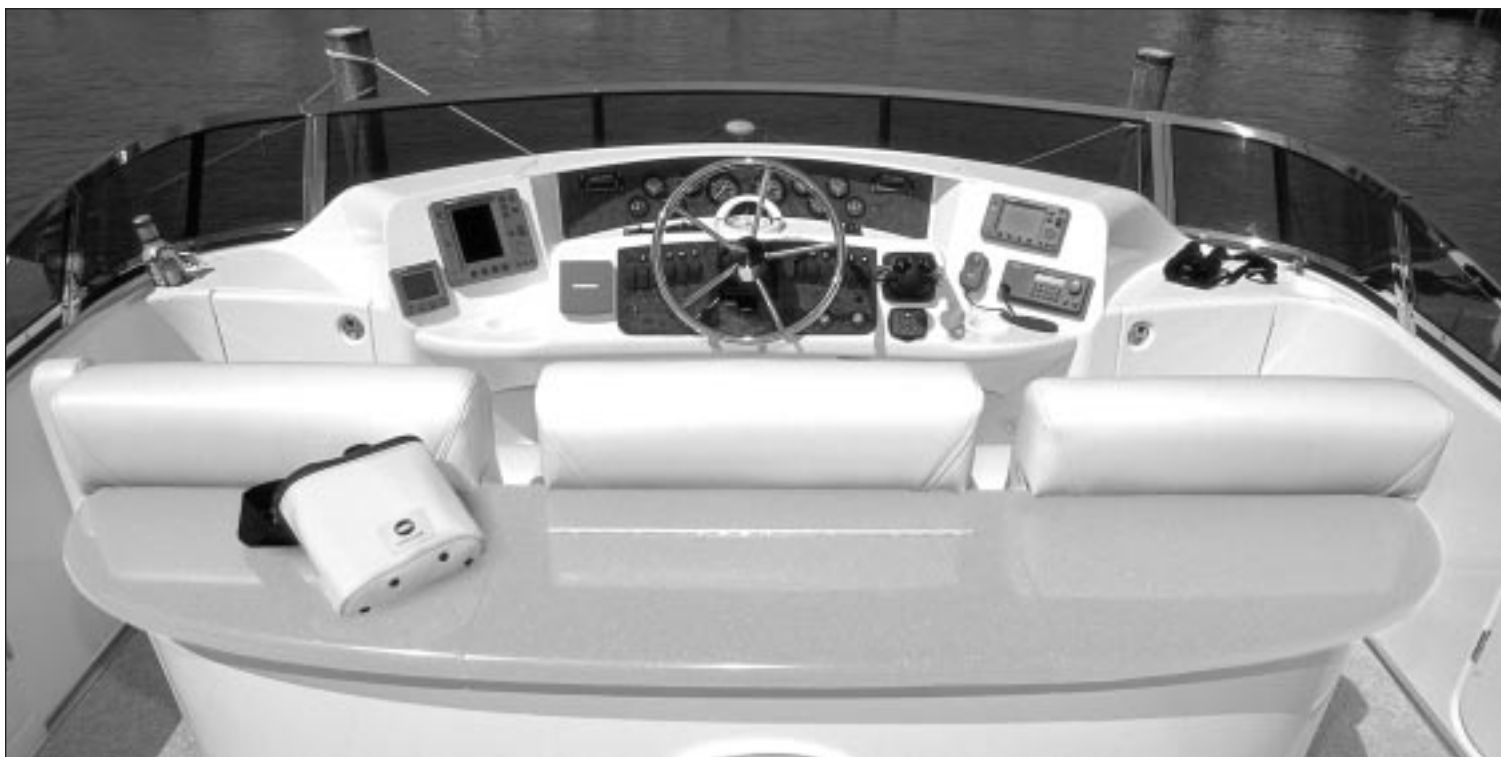
First, there's an oven and a three-burner stove, essential tools for the cook. An over/under refrigerator/freezer is there to store the ingredients, along with a wealth of cabinet space. Despite its generous size, the fridge is dual voltage, so you don't have to run the generator while under way to keep it going.

The Corian® counter provides the platform for preparation and a large stainless steel sink with a detachable sprayer faucet stands by for cleanup.

The master stateroom on the 43 Motor Yacht is aft. Take three steps down from the main saloon and you enter a private world of comfort and warmth.

The centerpiece is a queen-size berth with an innerspring mattress. There's an entertainment center here in the form of an optional flip-down LCD screen television, which is mounted just above the berth. The cabinet on the opposite bulkhead holds a videocassette player and an optional AM/FM stereo with a single CD player. Sound from the television can be tied into the audio system for a wide stereo effect.

There is ample room to walk on three sides of the berth, making it easy to gain access to the many storage lockers and drawers built into the berth and the bulkheads. There are two big drawers at the foot, flanked by shoe bins on either side and another set of drawers on the left.



The 43's helm's bench seating boasts an adjustable center section and armrests, excellent visibility, great storage & room for all your electronics.



Steps leading from the swim platform make it easy to get to the cockpit.

A pair of hanging lockers stands to each side, and another is located just inside the door to the cabin. The space has excellent natural illumination, with windows on three sides.

### NOT A HEAD

The master bath facilities on the 43 can hardly be referred to as a mere “head.” Running the entire portside length of the master stateroom, the facilities are the size and quality you’d expect to find in a nice apartment.

The toilet and shower are split, so using one doesn’t tie up the other. Both are power-vented to the outside. The vanity area that separates the shower and toilet continues the upgraded speckled black Corian® countertop motif that originates in the boat’s galley.

Some clever thought went into the medicine cabinet. It’s accessible from both the toilet compartment and the vanity, through doors on both sides. When you swing open the outer one, it becomes a close-up shaving mirror.

Although it is smaller than the master, the forward stateroom still has a queen-size berth with an innerspring mattress. It’s almost as generous in storage space, as well. The forward head is split, too, so both the toilet and the shower can be used privately at the same time.

### ALFRESCO LIVING

To take advantage of the outdoors, the Silverton 43 Motor Yacht has not one, but two “patio” areas. First is the aft deck, where there’s a wet bar and a spot for an optional ice-maker.

It’s an open space that can easily accommodate a table and four chairs. A hardtop cover is standard, and the sides can be fitted with an optional enclosure.

The comfortable conversation pit seating in the flybridge will probably make it the boat’s main entertainment area. It’s likely to draw a crowd whether you’re under way or at the dock.

The 43’s helm features a three-place seat with armrests and adjustable leaning bolsters. A full array of large-size electronic gear can be placed on the instrument panel with room to spare. There’s an optional four-sided bridge enclosure available to protect you from the weather.

As is the case with all Silverton models, the 43 Motor Yacht is equipped with SideWalk® decks to easily take you to the foredeck. There, you’ll find a double sunpad and access to the anchor locker.

### FLYING HOME

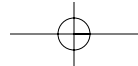
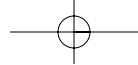
After touring the apartment-like interior of the 43 Motor Yacht, little did I realize the treat what was in store when we headed for open water. This boat can move: It’s powered by a pair of Volvo Penta TAMD 7.4L diesels, rated at 480 hp each.

We quickly topped out at 25.9 knots, and it felt like we were just gliding along effortlessly. The steering was quite responsive, given the size and weight of the boat. Turns were tight and controlled. I almost felt as though I could run a slalom course.

Under way, the 43 doesn’t feel as large as it is. The hull’s 17-degree deadrise smoothed out any bumps that tried to get in our way. Running at cruising speed, there was hardly any engine noise at all, and the Venturi windshield keeps your hat in place while you’re at the helm.



The heads are separate from the showers for privacy & convenience.





**The spacious, airy and elegant salon of the Forty-three.**

**POWER  
& MOTORYACHT**

# UPGRADE

*Primed for enhanced style and comfort? Check out the Silverton 43 Motor Yacht.*





By Tim Clark

In any given month, I spend the equivalent of a full workweek on airplanes to and from a host of boat shows, boat yards, and boat tests. Waiting to board a flight to Florida not long ago, I did my best to mentally prepare for another three hours crammed into coach, only for my Zen-like resignation to be crushed as I passed through the first-class section. How cruel of airlines to confront you with those comfortable travelers sprawled in plush armchairs decked out with all kinds of gadgetry. When I reached my seat, back in the 67th row, I took out my wallet and dealt frequent-flier memberships over my cramped lap as if laying down tarot cards. As usual, my miles were spread too thin. When, oh when would there be an upgrade in my future?

Shortly, as it turned out. I was on my way to Stuart, Florida, to look over the new Silverton 43 Motor Yacht, a vessel designed for boaters ready for more room and comfort. Owners of smaller boats who have learned from experience to think long and hard before inviting guests on a cruise of more than a day or two will find the layout of the 43 especially attractive. Inside and out, Silverton, which is part of the Luhrs Marine Group, has taken pains to ensure that more than just one couple can enjoy its spaces in first-class comfort.

The two staterooms, each with direct access to a separate head and shower, are configured at opposite ends of the vessel for optimum privacy and designed so that neither owners nor guests have to travel lightly. Stowage in the master includes three cedar-lined hanging lockers plus an assortment of large drawers and



The master stateroom has a walk-around berth with a queen size innerspring mattress.

lockers beneath the queen-size island berth. In the guest stateroom there is just one hanging locker, but the elevated double island berth has four large drawers, two corner lockers, and a bin beneath the innerspring mattress that you can also access through a hatch on the side.

In another move that will contribute to onboard harmony, both the head and shower forward and the suite head and shower in the master are split. This configuration solves the potential irritation, not uncommon in a conventional head, of the entire space beading up with moisture after a couple of showers. In addition, two people can make use of the plumbing simultaneously as long as their needs don't conflict. In the master stateroom this setup also elegantly opens up the space, extending the room's dimensions to the full width of the vessel.

But more than just beds and bathrooms come in comfortable pairs on the 43. The cherry-paneled saloon boasts two large L-shape settees—one forward and to port surrounding a skillfully finished table and one aft and to starboard. Their arrangement subtly divides the saloon into separate zones where people will never feel forced together. As guests await dinner prepared in the well-appointed galley, a game of cards can go on at the forward settee while others curl up with books on the aft one. I sank into one of these settees—made for Silverton by Flexsteel, with extra-comfortable cushioning and Ultraleather® covering—and it was this coach-class traveler's dream come true.

Above decks, separate areas are even more distinct and cater to diverse preferences. The aft deck, a few steps up from the saloon, has high sides under a hardtop and is protected by the house from head winds. With a few teak chairs and a small table to complement the starboard wetbar, it would make an inviting space for outdoor relaxing. Up a companionway forward, six or eight people can congregate comfortably on the flybridge's twin curved settees port and starboard to enjoy lively, wind-in-your-hair boating. The benchseat at the helm has an adjustable center section in front of the controls and pull-down armrests that, as I leaned on one, helped make my morning flight in airline steerage a distant memory.

Although I love to complain about airplanes, I have to admit that the weather was so fine in Stuart on test day that I would have stowed away in an overhead luggage compartment to get there. Winds were calm, the temperature was a perfect 75°F and the sky was

## POWER & MOTOR YACHT



A split head and shower makes excellent use of space, with the stall shower in a separate compartment.

unbroken blue. I put the 43 through her paces on the St. Lucie River. The twin 480-hp Volvo Penta TAMD 74 diesel inboards pushed her to nearly 31 mph at WOT (2700rpm), and at 2250 rpm she hovered just over 24 mph for a cruising range that, at 280 statute miles, could have let us run the length of the nearby St. Lucie Canal and well into the wide waters of Lake Okeechobee. In the river's untroubled waters, I found her plenty responsive to the optional Teleflex power steering, and with the smooth Volvo Penta electronic controls I could govern the engines with a light touch. Sight lines forward and to either side are excellent. However, looking aft, the extended swim platform is entirely out of sight, not uncommon in an aft-cabin motor yacht. Fortunately, our test boat's optional bow thruster took most of the stress out of backing the 43 into her slip.

As we tied up I was impressed with Silverton's SideWalk® design—the combination of molded steps and high sturdy rails that make going forward on the 43 anxiety-free. You're also less likely to stub a toe in the process, since at the pulpit Silverton hides the windlass out of harm's way under a hatch that's flush with the deck. I noticed a variety of such thoughtful details while I was onboard the 43—those fold-down armrests at the helm, drink holders next to the forward-deck sunpad, a

locker on the stern sheltering the shore power plug-in, telephone jack, and hot and cold shower nozzle.

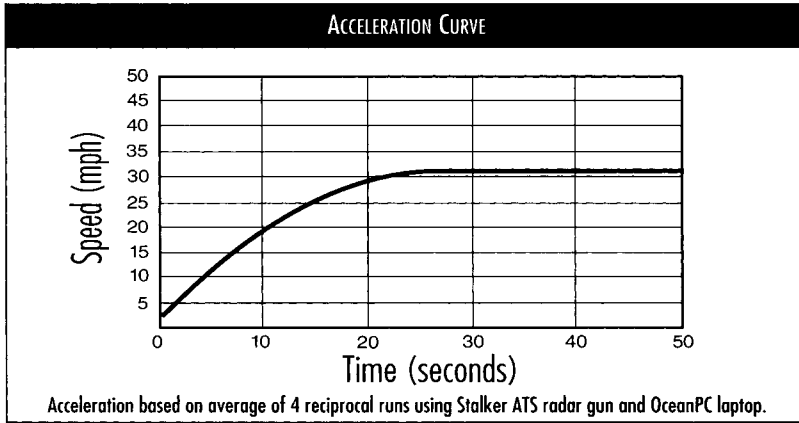
These kinds of things don't have to be monumental to be satisfying. In the engine compartment, for instance, I noticed then the end of every hose clamp was sheathed in a neat plastic jacket. Pretty minor next to dripless shaft seals and shaft logs, but such considerations add up. Also in the engine compartment I found the twin Volvo Pentas fixed to the steel engine beds introduced just three years ago on all Silverton models 38 feet and longer. According to Shea, these fully isolated beds reduce vibration and allow the engines to be aligned more easily. Along with the solid-FRP bottom, fiberglass-encapsulated marine plywood stringers, and bulkheads bonded to the hull with fiberglass, these substantial supports make for a secure environment below decks. There is also plenty of room to maneuver down here. Regular maintenance is no problem in the wide alley between the powerplants, just below a hatch in the center of the saloon. And even amid the fuel tanks, holding tanks, and a 13-kW Kohler genset—the larger of the two options—there is still a lot of clean, dry space for tools, spare parts, and more. For especially ambitious engine work, hatches directly above each diesel lift out to fully expose them.

Once more in the salon, it was hard to believe that such an elegant space could be just above one so utilitarian. The 43 was in development for a year, and it



A full-size wetbar aft.

ACCELERATION CURVE



RPM	MPH (KNOTS)	GPH	MPG (NM/PG)	SM RANGE	NM RANGE	DECIBELS
1000	8.3 (7.2)	4.4	1.89 (1.64)	679	591	61
1250	9.5 (8.2)	8.4	1.13 (0.98)	405	352	66
1500	10.0 (8.7)	14.0	0.71 (0.62)	257	224	67
1750	16.2 (14.0)	17.8	0.91 (0.79)	327	284	68
2000	20.5 (17.8)	24.2	0.85 (0.73)	304	265	70
2250	24.2 (21.0)	31.0	0.78 (0.68)	280	244	74
2500	28.1 (24.4)	40.0	0.70 (0.61)	252	220	75
2700	30.7 (26.7)	49.0	0.63 (0.54)	226	196	77

Conditions: temperature: 75°; humidity: 65%; wind: 10-15 mph; seas: calm; load: 1/4 fuel, 1/2 water, 2 persons, min. gear. Speeds are two-way averages measured w/Stalker radar gun. GPH measured with Volvo Penta electronic fuel monitoring system. Range: 90% of advertised fuel capacity. Decibels measured on A scale. 65 dB is the level of normal conversation.



43 Floorplan

shows. Silverton is known for applying customer input to its designs, and this boat is no exception. At certain stages of the process the builder constructed mock-ups of interior sections and asked boaters—both owners and non-owners of Silverton boats—to check them out and make suggestions. High-end appliances and scads of stowage and counter space in the galley, raised-panel cherry doors, conveniently placed phone jacks—such things are in answer to needs and desires expressed by people like you and me. Imagine being invited to plan the specifics of your own upgrade. Maybe if airlines were that attentive my frequent-flier miles wouldn't be spread among so many corners.

<b>LOA</b>	47'0"
<b>Beam</b>	17'0"
<b>Draft</b>	3'9"
<b>Displacement Dry</b> (lbs., approx.)	31,750
<b>Fuel capacity</b> (gal.)	400
<b>Water capacity</b> (gal)	150

**Optional Power:**

- GAS - Twin 8.1L 425HP - 312 KW
- DIESEL - Twin CAT 385HP - 287 KW
- Twin CAT 420HP - 313 KW
- Twin CAT 450HP - 335 KW
- Twin Cummins 355HP - 264 KW
- Twin Cummins 430HP - 320 KW
- Twin Cummins 465HP - 347 KW
- Twin Volvo 480HP - 358 KW

**Test Engines:** Twin 480-hp Volvo Penta TAMD 74 diesel inboards

**Transmission:** ZF IRM 280A

**Ratio:** 2:1

**Props:** 26 x 32 4-blade Nibral, medium cup

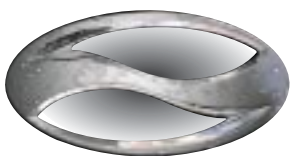
**Steering:** Teleflex power-assisted

**Controls:** Volvo Penta electronic

**Standard Equipment:** (major items): Bose®3.2.1® DVD/CD stereo w/speakers; 27" TV and telephone jacks; extended swim platform; VacuFlush MSD; Norcold® refrigerator/freezer; Force10® electric stove w/oven; Goldstar® microwave/convection oven; Marine Air®42,000-BTU three-zone A/C

**Optional equipment on test boat:**

Kohler 13-kW diesel genset; bow thruster; Audiovox 15" Flat-screen LCD TV



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