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Silver Sunrise

Whether You Want to Watch It Or Fish It
By Lenny Rudow

Tired of boats that make you work to have fun? Had enough of vertical bridgedeck ladders, cramped salons, and scary sidedecks? What if I told you about a boat that boosted your comfort level, was capable of cruising long distances while remaining committed to your luxury, and had a cockpit worthy of your Internationals? I’ll bet you’d be all over it. I know I was when I tested Silverton’s new 50 Convertible, a boat that makes having fun fun again.

THE OLD SOFT SHOE

Travel from the cockpit to the bow, from the helm deck to the salon, and the first thing that strikes you is how easy it is to get around. This is partly due to the stairway to the bridge, which replaces the climb-and-bump bridgedeck ladder most convertibles rely on. At the helm, note the spacious walkway behind the captain’s and passenger’s chairs; on many convertibles, one person has to get up and out of the way for another to pass. Also note the large electronics flat that’s protected by a hinged, clear cover and has plenty of room. On the prototype vessel I tested, the flat was a little too far forward and I had to make a long stretch to reach it, but Silverton says it may move it back on production models. Look for yourself when you get aboard. Now take a trip to the sunpad-equipped bow. The sidedecks are ringed by a deep toekick and a thigh-high bowrail. Silverton adds grabrails along the bridge wings, too, so there’s never a spot where you have to mash yourself against the side of the bridge and pray as you go forward in foul weather.

Once you relocate to the salon, the ease with which you move around on this boat will become moot — because you won’t want to go anywhere else. Settees upholstered with Ultraleather™, a built-in recliner, the inlaid burled-wood cherry dinette, and soft, rattle-free venetian blinds all contribute to making this floating luxury. The decor is a grade above the norm, too, with a special nod of approval going to the 14-panel Whisper Wall overhead, lined with two tones of Ultrasuede. It’s distinctive, artistic, and easily removable for service access. There are 14 inset halogens overhead, but you may never need them — with a massive wraparound windshield, the 50 Convertible’s salon has twice the natural light of most boats in this class.

The galley has just what you’d expect, from a two-burner stovetop and a Sub-Zero®refrigerator and freezer to genuine Corian®countertops with cherry fiddle rails. One note: The fiddle on the main countertop runs along the outer and aft edges. Unfortunately, it doesn’t continue on the forward edge of the counter.

One real surprise in the galley is under the hatch in the sole. Life it to find a huge pantry stowage area. To get even more stowage out of this compartment, Silverton made pullout baskets and mounted them on tracks on the underside of the sole. Neat trick.

SOMETHING FISHY

Like most boats with combined missions, you have to trade a little of one thing to get the other. In this case, you give up cockpit fishing space to get the big, comfy cabin. When you’re talking about a 50-footer, this isn’t a huge deal. The cockpit still has 76 square feet. That’s about the same as you’ll find on other fisher/cruisers, such as the Mikelson 50 ($730,000 with twin 450-bhp Cummins diesel inboards). But its not close to that of a dedicated fishboat in this size range, such as Viking’s 47 Convertible ($936,975 with twin 800-bhp MAN diesels), which sports a 135-square-foot cockpit. Remember though, that you have to give to get, and Viking gives up a stateroom (it has two compared to Silverton’s three) for that big cockpit.

But Silverton manages to get a lot of fishability into those 76 square feet. There’s a rigging station with a sink and a refrigerator underneath, which can be upgraded to an icemaker for $1,660. The Fish Pak option ($5,095) is a must-have and includes six bridgerail rocket launchers, four gunwale-mounted rodholders, a livewell, tackle locker, and fresh- and raw-water washdowns. The macerated, insulated fishbox is a standard, and it’s big enough to hold anything that doesn’t have a bill. There are two other lift-out
boxes in the cockpit sole, but they aren't insulated, so they're better used as stowage. Remove them to access the lazarette or eyeball the fuel tank. When I did this, I saw a couple cracks in welds on the fuel tank supports, but again, this boat is a prototype. Silverton says it'll address the issue on future models.

On the troll and in a beam sea, this boat is one comfortable angling platform. With its transom deadrise of 12.5 degrees and a 13'10" waterline beam, the 50 Convertible's stability is tough to top. And the prop pockets, which reduce draft to 3'5", seem to calm the water coming out from under the boat. As we idled, I saw clean trolling lanes behind us, with little white water. Billfish, beware.

ROUGH AND READY

During my test it was blowing 20 knots, and even in the bay, the waves were on the mean side. Crossing the inlet, three and four footers met the bow, and the 50 Convertible handled them admirably. Even while running into them headlong at full throttle, the 46,980 pounds of displacement squashed the bumps, keeping our comfort level high.

Construction highlights of the 50 Convertible include stringers that are beefed up with an extra two layers of fiberglass in the engine room, engine and machinery spaces that are thermally and acoustically insulated, and balsa-cored hullsides. When you head for the engine room entry to get a look at some of this stuff, reach over and grab a set of ear-protecting muffs from the dedicated earmuff hanger next to the door. Now look at those engine bearers. Yes, they're white, but they're not painted — they're vinyl thermo-coated steel. Why coat them with vinyl? More common coatings — powder or regular paint — chip over time, inviting corrosion. But the more forgiving vinyl doesn’t chip, providing a corrosion barrier that lasts. When you’re looking around in the engine room, make sure you don’t miss the dual engine-driven crash pumps, which increase your safety margin. There are more engine room highlights, too: 5'6" of headroom, a vacuum-bagged overhead with a smooth gel coat finish, dripless shaft seals, and a standard oil exchange system. All of these items will make maintenance easier. That’s a big plus in my book — because if you’re like me, you don’t want to work during your downtime. You want to relax. And even while pushing through tough sea conditions, running a full battery of official Boating magazine performance tests, and filling my notebook with official scribble, I could feel layers of stress peeling away like shrink-wrap in April. It’s just that kind of boat.

The midship master suite is roomy and elegant, featuring a queen size innerspring berth, rich toned cherry wood, and voluminous storage.

Forward, the guest stateroom boasts a queen-size island berth with an innerspring mattress. Your guests may never want to leave!

The third stateroom is perfect for the kids or crew, with two nicely-sized berths and a large cedar-lined hanging locker.

The master head is a study in roominess and functionality. A full-size shower with custom door is sure to please.
The salon is roomy and comfortable, and there is tons of Flexsteel seating, including an incliner. The headliner paneling is especially unusual and attractive.
Fit to Fish or Cruise

This Flagship Yacht Is As Fit For Cruising As She Is For Fishing
By Jay Coyle

Those who design and build convertible-style yachts learned from their customers long ago that next to fishing, nothing is more important than cruising. It was with this wisdom that Silverton secured its niche in this market 35 years ago. The builder’s new 50 Convertible is a refinement of this delicate balance between sportfisherman and cruiser.

The 50-footer is the flagship of Silverton’s Convertible line, which includes 34, 38, and 42-foot models. While she is designed to appeal to those moving up the Silverton spectrum, her outfitting and finish have been ratcheted up a notch.

“Our focus group results suggest that the 50 will be popular with our current customers, however, we are targeting buyers who are scouting pricer competitors,” said Sean Berrie, Silverton’s Director of Design and Engineering.

Silverton’s demographics suggest these potential customers have owned at least four boats greater than 30 feet LOA and have a pretty good idea of what they like and don’t like. To woo them, Berrie and his design team retooled their build process, from the lamination schedule to the hardware selection.

“One of our critical goals of the project was to develop a specification that met or exceeded the industry standard,” Berrie said, “We adopted several new processes to improve the quality of our structures and upgraded our systems.”

A combination of woven roving and mat are used in the hand lamination. The bottom is solid, and the exterior decks and superstructure are cored with end-grain balsa. The hull-to-deck joint is bonded, through-bolted and fiberglassed from the inside (where accessible). A resin-transfer process is used for creating smaller parts.

The 50’s machinery space is well-organized and well-lit. Non-slip walking flats make moving about reasonably easy. Engines are mounted on vinyl-coated steel I-beams, which transmit the engine load to the bulkheads instead of the stringers. Bilges are finished with gelcoat, and the underside of the saloon sole is a vacuum-bagged, balsa-cored composite with a high-gloss molded finish. An emergency de-watering system plumbed to the main engine’s raw-water intakes is standard, as is an oil X-Change-R system and a Glendinning Cabelmaster system. Silverton even includes a toolbox, just in case.

Performance is the thread that bonds those with a passion for convertible design, no matter what their stripe. During my sea trial aboard the MTU/DDC-powered 50 I recorded a top speed of 34.8 knots, remarkable when you consider that it was not so long ago when only custom tournament boats routinely produced such speeds. Indeed, the 50 is the fastest boat of her size Silverton has produced.

This was my first exposure to the 825 hp Series 60 engines, and I was impressed. While they are relatively new to boating, the series 60s are highway-proven and come with DDEC electronics. The 50 accelerates evenly until the turbos kick in at about 1500 rpm, and then she takes off. From a standing start, the Silverton achieves full speed in 35 seconds. At 2100 rpm and 30.1 knots the DDEC electronics indicated a fuel burn of 64 gallons per hour.

Silverton commissioned Donald L. Blount & Associates to design the 50’s bottom. “We brought in Don to help us develop a new hull that would be suitable for higher speeds,” Berrie said. The result is a modified-V with a sharp entry forward that transitions to a 12.5 degree deadrise at the transom. Achine flat has a slight down angle forward to control spray, and the keel has been eliminated to reduce drag and improve water flow across the bottom. Moderate propeller pockets reduce shaft angles, and the draft is just 4 feet — ideal for poking about the Bahamas.

While our sea trial was in relatively calm water, the 50’s form seemed to suit her speed, and I would anticipate a dry, comfortable ride in moderate conditions. Out test boat was equipped with Teleflex hydraulic/power steering — an option I recommend. She maneuvers easily around the dock and is responsive at speed. In fact, she has more than enough rudder to cut tight turns without twisting the wheel hard over. Decibel levels recorded on the bridge appear a bit high, however, the rainy conditions and full enclosure no doubt influenced them.

While many convertible designs follow a tournament theme, the 50’s soft, sweeping lines and integrated arch/hardtop seem a tasteful blend of a convertible and modern cruiser. In terms of Silverton’s design criteria, this is spot-on. Her tournament-style wheel and tiered electronics bays add a fishy feel, but her bucket-style upholstered helm and companion seating is far cushier than ladder-back tournament chairs. The lounge area forward of the helm is larger than those you would find on most convertibles this size. Forget about a booth-style helm enclosure — the 50’s hardtop has a full, four-sided enclosure, and the entire bridge can be air-conditioned.

The cockpit is where owners have the most flexibility in terms of outfitting. Serious anglers should opt for the Fish Pak, which includes rod holders, bridge-rail rocket launchers, a cockpit washdown, transom live well, and bulkhead bait prep center with a sink and tackle drawers. I would also opt for the bulkhead freezer.
In-sole stowage/fishboxes have removable liners, and the centerline well is plumbed with a macerator. One well can be plumbed to an Eskimo icemaker. Serious cruisers will appreciate the stowage, cockpit shower, and one-piece transom door and swim platform. Cruisers wandering the islands should opt for the freezer, as well. Stowage for rods or cruising supplies is beneath the saloon settee.

The 50’s strongest card is her interior. Silverton has mastered the art of bringing shoreside comfort and luxury aboard. Standard amenities include a central vacuum system and innerspring mattresses. The entertainment system in the saloon includes a 30-inch flat panel TV and Bose sound system. The solid wood, satin-finished cherry interior is accented with high-quality soft goods and European software and fixtures. The galley is finished with Corian counters and hardwood flooring. I would opt for the Sub-Zero drawer-style refrigeration.

The main cabin has an L-shape settee with an after built-in recliner, and an open galley and the dinette areas are forward. Curiously, a house-face windshield is standard, and a solid house face is optional. I would choose the latter for the additional cabinetry it affords. Belowdecks, the master cabin has a walkaround queen berth and private head. The forward cabin has a queen island berth and private access to a second head, which is also accessible from the passageway. The third cabin has upper and lower berths.

If you can’t decide whether to go fishing or cruising, the 50 Convertible could be the boat for you. Silverton offers a variety of engine options. With 715 hp Volvo D-12s, the base price for the 50 is $936,975. Our test boat, with MTU/DDC Series 60s, electronics and generous selection of options, totaled $1,036,995. Not a bad catch in the pricey convertible market.
The new flagship of the Silverton fleet — the 50 Convertible — has arrived to play in the same league as the well-known heavy hitters of the sportfishing yacht world. There’s no mistaking this boat for anything else but a serious sportfisher. Its commanding appearance is all business.

However, the new Silverton 50 Convertible is much more than a fishing machine. Inside, you’ll find all the comforts and conveniences of a motoryacht, executed in a style unlike any other boat this New Jersey-based builder has ever produced.

The 50 Convertible’s sleek 51-foot, 7-inch hull has a 16-foot, 4-inch beam, providing abundant space for three staterooms, two heads, a spacious saloon with a galley on the same level, a large fishing-ready cockpit and arguably the largest flybridge in its class. The 50 Convertible is equally adept at fishing and cruising.

Silverton has been building convertibles for several decades. The new 50 is biggest and quite possibly the best of the company’s rugged and reliable line.

When equipped with the optional FishPak sportfishing amenities package, it can chase down the biggest catches wherever they may be found. The essentials include rod holders, a livewell in the transom, rocket launchers above and a fighting chair mounting plate molded into the cockpit sole. There’s a bait station and plenty of rod storage, too — not to mention an optional ice-maker.

What impressed us most is that helm response is nearly instantaneous, regardless of speed. While cruising, turning the provokes and immediate and accurate response. At idle speed, there’s no waiting. The boat heeds the wheel almost as quickly.

The only lag in response that we noticed was when we turned the 50 in its own boat length, with one engine in forward and the other in reverse. There was a bit of delay as the props got the bite of the water — but once they did, the boat pirouetted nicely. This was likely because of the prop tunnels. They’re not deep pockets, but are built-in to keep the boat’s draft at less than four feet.

The 50 Convertible’s Donald Blount-designed hull performs well on open water. It has a deep forefoot with a pair of strakes on either side to direct spray outward, and 12.5 degrees of deadrise at the transom.

Our test boat had a pair of electronically-controlled 825 hp MTU series 60 diesels — the largest engine package available. They moved the 50 Convertible along smoothly and quickly.

The boat cruises comfortably at 29 knots and will hit a top speed of just over 33 knots. The best fuel economy is at around 21 knots, where the engines turn at a leisurely 1800 rpm.

**DESIGNER INTERIOR**

Where the exterior of the 50 Convertible is serious substance, the interior is sumptuous style. The Silverton designers realized that when you play in the big leagues, buyers have certain expectations. The accoutrements and attention to detail in this boat are a level above anything the company has offered before.

Noted interior designer Theresa DePonceau created an exquisite decor. The warm feel of cherry wood is the continuing theme throughout the cabin space. It is complemented by sculptured pile carpeting. Several choices of soft goods and fabrics are available as accents.

The main saloon’s overhead is artfully focused on a circular light fixture at its center and has contrasting fabric panels radiating outward. The 50’s size means that there was no need to compromise when arranging the ample saloon seating.

Aft the galley, there’s a L-shaped Ultraleather™ lounge. The section that faces the bow is an incliner. In the long side, you have the option of either a hideaway berth or a storage compartment that is capable of holding an arsenal of 7-foot fishing rods.

A dining area is located forward and to starboard, opposite the galley. Don’t call this a “dinette”: you get a real dining table here.

In the galley, you’ll find top-of-the-line appliances, including separate Sub-Zero refrigerator and freezer (with icemaker) units built-in under the Corian countertop. There’s a three-burner Princess electric range, a microwave/convection oven and coffee-maker — all as standard equipment. A trash compactor is optional.

There’s abundant storage space both above and below the counter. The upper cabinets extend along the side and nearly two-thirds of the way across the windshield length. A hatch in the galley sole not only allows access to mechanical spaces, but it also has two rollout wire baskets for storing other supplies.
CONVENIENCE CONFIGURATIONS

A 30-inch Solé flat panel television is a standard feature in the main saloon. It is located in the cabinet space to starboard of the entrance from the cockpit.

Eliminating this section of glass does cut down on the view to the outside, but it also blocks a considerable amount of sunlight that would otherwise heat the cabin. The choice is yours.

The central element of the amidships master suite is a queen-size berth with an innerspring mattress that is accessible from three sides. There’s storage in the base — including a cedar-lined locker under the mattress, as well as drawers at the foot of the berth. There’s also an ensuite head with a separate shower stall.

The guest suite, located in the bow, also has a queen-size berth and a generous amount of storage space. It has its own entrance to the second head, which also has an enclosed shower stall.

The third stateroom is located to starboard, at the foot of the companionway stairs leading from the saloon. It offers a pair of bunk-style berths and a large hanging locker, and it has comfortable stand-up room for dressing.

Cruisers will appreciate the 50 Convertible’s optional washer and dryer combo. You won’t have to search out a coin laundry when you reach your next port.

Flybridge space on the 50 Convertible is remarkable. There’s a large seating area forward, complete with a countertop for mixing and serving refreshments from an optional refrigerator.

The helm has a generous amount of room for electronics and a pair of comfortable captain’s chairs. The space is covered by a hardtop — which is standard — and your choice of side enclosure options. Air conditioning is an available option.

If you ever need to work on the helm electronics from behind the console, there’s plenty of room to do it while sitting upright inside the helm console. I’ve seen spaces this size called a “third stateroom” on some boats.

With ample size for luxurious accommodations and a capable design for serious sportfishing, Silverton’s new 50 Convertible has what it takes to compete with the “big boys” of the mid-size-to-large sportfisher field.

The 50 also comes with an attractive price tag when compared to those big-name sportfishers. The base-priced 50 Convertible with twin Volvo Penta engines starts at $936,975.
By Captain Bill Pike

From the cushy comfort of the helm chair on the flying bridge of Silverton’s 50 Convertible, I eyeballed conditions to the east with anticipation. Things looked sporty out there beyond the St. Augustine sea buoy, sporty enough to give just about any vessel, barring an aircraft carrier maybe (or a nuclear attack submarine), a decent wring-out. A wind shift had started the melee. With a profusion of six- to eight-foot swells continuing to roll up the Florida coast, seas were starting to build from offshore.

Not long after overtaking a big, twin engine Coast Guard RIB in the channel, with four wet youngsters onboard, all of them grim-faced and hanging on for dear life, I aimed an interrogative look at the Silverton rep sitting next to me. “Go for it,” he responded with the confident, enthusiastic smile of a guy who’s headed for a little weather while snugly ensconced within a nice, dry, optional Strataglass enclosure. I eased our DDEC electronic throttles ahead, slowly transitioning the test boat — a prototype equipped with a set of 825 hp MTU diesel inboards — from a laid-back lope of 12 knots all the way up to a full, Katie-bar-the-watertight-door cruise. Within minutes, the Raymarine RL80C Plus radar/plotter on the dashboard was reading 20 knots, and the head seas we were charging at were whooping over the tips of the outriggers!

“Don Blount designed the running surface,” yelled the rep as I swung the 50 into a long, graceful arc, first letting her beeline a couple of deep troughs and then steadying the bow up so the mixture of swells and seas were more or less abaft the beam. Blount, an increasingly popular designer with a background in military patrol boats and high-speed recreational planing craft, had done a superb job from what I could tell. The boat continued down-sea at approximately 20 knots with such unwavering steadiness, I found I could actually take my hands off the wheel for long intervals.

“Dang,” I marvelled. Had Blount been onboard at the time, I’m sure he would have attributed this performance to the savvy placement of the boat’s longitudinal center of gravity, or LGC. Then, with characteristic fervor and attention to detail, he’d have undoubtedly gone on to state that he currently situates most LGCs on high-speed planing boats like the 50 at a point “at least two percent of the projected chine length aft of the lifting center of the hull bottom,” to quote from one of his most recent technical papers. The benefits of applying such a seemingly prolix rule of thumb to the 50’s design were obvious to me at the time, but to fully explain the rule now and describe its origin goes well beyond the scope of this report, although the accompanying diagram may clarify things.

Prior to returning the 50 to a dock behind the Luhrs/Silverton plant in St. Augustine, I backed her into a nearby slip to familiarize myself with her close-quarter quirks and characteristics. Handling was easy, predictable, and quick, thanks to a set of 28x35 four-blade Nibral props with plenty of torque behind them and the smoothness of electronic engine controls. When I ultimately squeezed in behind the plant — alongside a floating dock between two other brand-new boats — I discovered the sightlines from the bridge were excellent both forward and aft. Moreover, the fact that there was a set of backup mechanical engine controls nearby — a safety feature that should be mandatory on all boats with electronic controls, I think — inspired confidence, as did the fact that gauges and electronic instruments in the wraparound, tripartite steering console panels in front of me were easy to see and figure out.

My tour of the 50’s interior started as soon as we were tied up. Accessed from the cockpit via the same sort of companionway setup you see on most serious convertibles, the engine room was a thing of beauty, both superbly organized and solidly outfitted. Headroom was 5’6”, and the overhead was smooth, flawlessly finished with white gelcoat, and because its four inch thick, vacuum-bagged composite construction nixed any need for beams and carlines, it’s unencumbered and easy to keep clean. The mains were installed on four structural steel I-beams, each secured longitudinally between dedicated bulkheads with bolts and backing plates. Such an arrangement improves under-engine access, increases torsional strength, and helps keep sound and vibration from being transmitted to the rest of the boat.

Batteries — plain lead-acid 8Ds that are easier to replace and service in remote destinations than sealed batteries are, according to Silverton — were secured in flush-deck containers with easily removable fiberglass lids to facilitate maintenance. There were nine overhead lights, each engine had its own valve-activated emergency bilge suction, and there was a Kidde Mariner handheld fire extinguisher bracketed into a moulding on the backside of the companionway door, in addition to the Fireboy automatic fire extinguishing system in the engine room proper.
Accessing the engine room is effortless, thanks to an oversize entrance. You’ll appreciate the ear muffs, too.

The engine room is wide open, well-thought out, brightly lit and easy to move around in.

Up top, the layout of the 50’s interior was much like the layout of any other galley-up, three-stateroom/two-head convertible. Despite the fact that Silverton says it’s targeting big-leaguers like Viking, Hatteras, and Ocean with the 50, the level of craftsmanship and the abundance of high-end equipage on hand still took me by surprise. Some aspects of craftsmanship that got my attention included drawers constructed with solid cherry fronts, thick wooden sides and bottoms, and Accuglide powder-coated sliders; a dinette table crafted of solid cherry — no veneers; and a set of electrical panels backed up with color-coded, stranded, tinned-copper wiring, all nicely loomed. High-end equipage that impressed me included Sub-Zero refrigerator and freezer units on the galley; Corian countertops throughout; VacuFlush MSDs and an incliner-equipped Flexsteel saloon sofa with seven foot rod stowage inside. Fish-fighting essentials were mostly standard, by the way, although options from Rupp (outriggers), Lee (rod holders) and other manufacturers had been factory-installed.

As the test day drew to a close, I found myself in a wholly positive frame of mind, in part due to one last nifty detail: thanks to her conservative exterior styling, our test boat actually looked like a boat. Adding this attribute to the top-shelf engineering and detailing I’d seen at the dock, and the true-tracking wave-blasting performance I’d experienced offshore, I was mighty pleased with the new Silverton 50 Convertible.

She’s a straight shooter all the way.
If there’s one thing Silverton Marine knows well, it’s convertibles. The company has been making them since the 1970s, and some, such as the Silverton 34, are modern-day classics. And now comes the 50 Convertible, the company’s biggest — and maybe best — yet.

With a commanding appearance that means business, the 50 is more than just a fishing boat. The exquisite decor, for example, features cherry wood and sculptured pile carpeting. This blend of style and substance clearly shows Silverton has taken it up a notch and is now in league with the serious players. What you’ll find on this boat is what you’ve come to expect in comparable models from Cabo, Ocean or Viking.

The 50 Convertible has substantial proportions. With an overall length of 51 feet, 7 inches and a 16-foot, 4-inch beam, the hull accommodates three staterooms, two heads, a salon with a galley on the same level, and one of the largest flybridges on any boat in its class. The 50 is heavy, too, giving it a solid ride in rough water. Its total displacement is well over 50,000 pounds fully loaded, due to the bottom’s beefy, seven layer lamination.

Despite its mass and size, the 50 Convertible is a nimble performer at all speeds. Power steering is a standard feature and helm response is instantaneous, no matter how fast you’re going. Turn the wheel and there’s no wait. The 50’s hull has prop tunnels to keep the draft less than 4 feet. They’re not deep pockets, but they do affect slow-speed maneuvering ever so slightly. You have to wait a moment or two before the boat will pirouette on itself with one engine in forward and the other in reverse. Otherwise, the 50 handles impressively well for its dimensions.

Designed by noted marine architect Donald Blount, the 50 has a hull with a deep forefoot that comes back to a twelve and a half degree deadrise. A pair of strakes down each side, coupled with the bow flair, direct spray well outward for a dry ride. There are five engine options available, ranging from twin 715- to 825-hp diesels. Our test boat had the largest: MTU Series 60s. We cruised comfortably at 30 knots and topped out at just over 33. The best fuel economy is around 21 knots, where the engines are turning a leisurely 1800 rpm.

Although some people will use the 50 Convertible strictly as a cruising boat, when it’s equipped with Silverton’s FishPak option, it becomes a serious fishing platform. All the essentials are there, including rod holders, a livewell in the transom, rocket launchers above and a fighting chair mounting plate molded into the cockpit floor. There’s also a bait station and storage for rods and tackle, plus a fishbox. About the only option you might need is the icemaker.

Bow access from the cockpit is easy along the side walkways. There’s a standard sunpad on the foredeck or you can elect for the factory-installed davit for your tender. A windlass is an option, but prewiring comes standard. The deep, wide rode locker self-drains and has an optional fresh water washdown.

The 50 comes with a hardtop. You have a choice of options for closing in the flybridge, and you can air condition it if you like. The amount of space topside is remarkable. There’s a large seating area forward, complete with a countertop for mixing and serving drinks from the optional refrigerator located in the forward bulkhead. A pair of captain’s chairs at the helm are accessible from all sides.

On a boat this size, there’s obviously going to be ample space for electronics at the helm. What’s notable is the amount of space you have to work on them from behind. An access door in the side of the helm console opens to a lighted storage compartment that’s large enough to sit in upright and do what needs to be done. I’ve seen comparable spaces passing for staterooms on smaller boats!
On the subject of staterooms, the 50 has three that will sleep half a dozen in style, along with two full heads complete with separate shower stalls. The master suite is amidships and sports a queen berth with an innerspring mattress accessible from three sides. The guest stateroom in the bow also has a queen berth. Both offer plenty of storage, including drawers under the berths and cedar-lined compartments under the mattresses, as well as hanging lockers.

In the middle of the companionway connecting the staterooms, there’s a closet that can fit an optional stacked washer and dryer. Just aft of that is the third stateroom, which has a pair of bunk beds — ideal for kids — and enough stand-up room for changing.

You can increase the slumber accommodations by selecting the sleeper sofa option for the salon seating area. It’s an L-shaped arrangement aft and to port that also includes an incliner. If you don’t need the extra beds, that section of the seating provides storage for fishing rods up to 7 feet long. The dining area is forward and to starboard, opposite the galley. And its a real dining table, not a dinette, so you can serve multicourse meals without juggling for space.

The galley comes with top-of-the-line appliances standard and is configured around a broad expanse of Corian countertops. A Sub-Zero refrigerator and separate freezer with icemaker are under the counter. A two-burner Princess electric stove hides under removable Corian® panels when not in use. A microwave/convection oven is also included. Storage abounds in cabinets above the counter, as well as a pair of rollout wire baskets under a hatch in the galley floor. The hatch also allows access to pumps and other mechanical gear.

The galley cabinets extend along the side and nearly two-thirds of the way across the windshield area of the salon. The 30" Solé flat panel TV is located in a cabinet to starboard of the entrance from the cockpit, which is also where you’ll find the boat’s main electrical panel.

The 50 Convertible is a distinct step up in quality from previous Silverton convertibles. This is not to imply that the others weren’t good. The 50 Convertible is just better.
50 Convertible
Test Result Data

Test Performance Data

<table>
<thead>
<tr>
<th>RPM</th>
<th>MPH/KTS</th>
<th>GPH</th>
<th>MPG/NMPG</th>
<th>SM RANGE</th>
<th>NM RANGE</th>
<th>Db</th>
<th>TRIM</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000</td>
<td>12.8/11.1</td>
<td>12.0</td>
<td>1.07/0.93</td>
<td>761</td>
<td>662</td>
<td>91</td>
<td>2.0˚</td>
</tr>
<tr>
<td>1250</td>
<td>13.6/11.8</td>
<td>24.0</td>
<td>0.56/0.49</td>
<td>403</td>
<td>350</td>
<td>85</td>
<td>4.0˚</td>
</tr>
<tr>
<td>1500</td>
<td>19.9/17.3</td>
<td>34.0</td>
<td>0.59/0.51</td>
<td>418</td>
<td>363</td>
<td>85</td>
<td>6.0˚</td>
</tr>
<tr>
<td>1750</td>
<td>27.9/24.2</td>
<td>44.0</td>
<td>0.65/0.55</td>
<td>452</td>
<td>393</td>
<td>87</td>
<td>7.0˚</td>
</tr>
<tr>
<td>2000</td>
<td>34.0/29.5</td>
<td>56.0</td>
<td>0.61/0.53</td>
<td>433</td>
<td>376</td>
<td>88</td>
<td>7.0˚</td>
</tr>
<tr>
<td>2250</td>
<td>38.4/33.4</td>
<td>76.0</td>
<td>0.51/0.44</td>
<td>361</td>
<td>314</td>
<td>88</td>
<td>5.0˚</td>
</tr>
<tr>
<td>2500</td>
<td>41.9/36.4</td>
<td>82.0</td>
<td>0.51/0.44</td>
<td>365</td>
<td>317</td>
<td>90</td>
<td>5.0˚</td>
</tr>
</tbody>
</table>

Conditions: Temperature: 82˚F; Humidity: 79%; Wind: 19-24 mph; Seas: 6-8'; Load: 400 gallons fuel, 100 gallons water, 3 persons, 500 lbs. gear. Speeds are two-way averages measured with Stalker radar gun. GPH measured with DDEC fuel-monitoring equipment. Range: 90% of advertised fuel capacity. Decibels measured on A scale. 65 dB is the level of normal conversation. All measurements taken with trim tabs fully retracted.

For additional information, contact us at:
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Donald Blount’s Rule for High-Speed Planing Boats

There is a significant relationship between a boat’s longitudinal center of gravity (LCG) and where her center of lift is located. LCG, Don Blount discovered, should be pinpointed aft of the lift point by at least two percent of the projected chine length. He believes that exception directional stability results from this placement.