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Silverton 42 Convertible Boat Test Report

SILVER STANDARD

Yachting

Silverton's 42 Convertible just may be the catch of the day

BY PETER FREDERIKSEN

The Silverton 42 Convertible offers cruising and fishing amenities in an easy to handle package a family would enjoy operating. While the same could be said about convertibles in general, the 42 doesn't tread familiar ground, but instead displays several interesting twists that are clearly improvements in the breed.

In the shelter cabin, for example, the 42 demonstrates a smart approach to crowd control. Typically the saloon in this size boat has a sofa that makes into a double berth, or opens to stow fishing rods underneath. The dinette gets wedged in opposite the galley. A lot of accommodations, sure, but they often come at the expense of moving freely about in the saloon. If you don't take a seat, you are in the way.

The 42 has a better flow. The saloon has an ultraleather-covered sofa to starboard, an entertainment center built into the aft port bulkhead and a dinette forward that is slightly off center to port. This free-form plan lets guests relax, watch television and face each other, yet doesn't hinder new arrivals. Or, say you

want to try a little fishing. Rods are stowed in an overhead locker in the saloon, which women prefer since the gear remains out of sight. This is definitely neater than hanging them from the ceiling like a bait shop does, and where the aluminum butts are likely to crease your skull. The location is also more convenient than making folks get up from the sofa to reach the tackle. Another departure from the norm is the open windshield, which allows natural light to gush into the interior like children's faces beam when poring over their Pokémon cards. I like the airy feeling, although you may want to add a piece of canvas on some days to block harsh sun so the air conditioning doesn't have to work overtime, or for privacy if you choose to dock bow in.

This illumination comes in the place of cabinetry that could be built into the windshield to swallow loose gear. Silverton's answer is volumetric stowage under the seats, although it wouldn't be too difficult or too costly to build additional cabinetry by the windshield. Just be sure to choose wood with matching color and grain. Throughout the boat the

cherry woodwork, with satin varnish and hidden hardware, is considerably above average in fit and finish. The nice-looking cherry in the saloon also conceals a variety of useful features often overlooked by boat builders, such as a 12v plug for cell phones and a hanging locker for foul weather gear at the sliding entrance door. This door also gives access to wet bar plumbing in the cockpit. And though I am no marine electrician, I'd have little trouble tracing wires on the boat. The electrical panel in the saloon pops out for access and is backlit. Silverton builds its own wiring harness at the factory so everything fits properly, tight and neat.

The aisle-style galley two steps down from the saloon has its share of notables. Beneath the steps are the main battery switches to comply with Certificate of Europe (CE) regulations. Countertops are Corian® with cherry inlays, and there are no less than 19 drawers and lockers for food, utensils and dishware. There's even a wine rack built into a small lamp table by the steps. A freezer and refrigerator are on the portside but to maximize food stowing capacity, a second refriger-

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The 42 C's Master Stateroom.

ator or optional icemaker goes to starboard. You also can replace either of these units with a Princess cooktop and oven in lieu of the standard two-burner cooktop. For many, though, the cooktop may be what is needed, since a microwave/convection oven is standard. This galley will spoil you with its coffeemaker, wood-tone vinyl floor planking and other nifty features, but it's also efficiently planned to allow you to work without blocking traffic moving to and from the staterooms. You can even watch the evening news on the television in the saloon while you make dinner.

Both staterooms are fitted with full-size innerspring mattresses, and generous stowage under the berths, in hanging lockers and along the hull sides. The split head places the shower stall, which has a towel locker, fiberglass pan and seat to port. The MSD and sink opposite share the space with a curvy Corian® countertop, a wood-grain vinyl sole and solid raised-panel cherry doors. A hatch in the companionway sole reveals plumbing and the fiberglass encapsulated wooden stringer system, with its sealed and chafe-protected limber holes and bundled wire runs.

Equally accessible is the flying bridge, thanks to abundant grabrails and molded fiberglass stairs in the cockpit. The bridge has a centerline helm and split controls, in the traditional layout. At 6 $\frac{1}{3}$ turns lock to lock, the Teleflex steering required some attention in tight quarters. I also noticed that at mid-speed settings, my knuckles scuffed past the throttles when I turned the wheel. A move is in the works at Silverton to correct this

close encounter. Otherwise, the helm features—well-placed, easy to read instrumentation, ample space for electronics in the dash and in an overhead compartment in the standard hardtop as well as room to reach the outboard companion seat without bothering the helmsman—flow like water. Three inviting bench seats will make the flying bridge a popular spot under way, although the supports for the optional fiberglass hardtop may knock an unsuspecting head or two.



The 42 C's Galley.

Visibility is super and I had no difficulty seeing the swim platform corners as I backed into the slip.

The 8'1" by 12'1" cockpit has recessed coaming bolsters, a transom door and shower, heavy-duty hawse pipes and hardware, a gear or tackle locker with a sink, courtesy lighting and a 110v outlet. A recessed fishbox lifts out for a lazarette access and here, too, I noted all limber holes are liberally smeared and sealed with gelcoat. The hatch is fully gasketed and secured with a locking pull to keep water out of the bilge. Hatch drains and cockpit scuppers look large and thirsty. Both aluminum fuel tanks are epoxy-coated, well-secured and bonded.

When you order the optional Fish Pak., raw-water washdown, electronics box, flood lights, rocket launcher and flush rod holders that drain overboard through the scuppers, livewell box and fighting chair anchoring plate, the Silverton 42 combines the best of cruising conveniences with the right fishing ammunition to comfortably work the 100 fathom curve. This one is a nice catch.

POWER OPTIONS

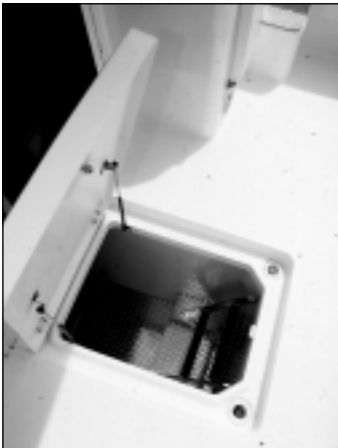
While the Silverton 42 has gas motors, an upcharge for the 450C Cummins diesels makes more sense if you use the boat a lot. She handles well and piloting my way out Port Everglades Inlet in Ft. Lauderdale, I was impressed with her heft as she crunched through the 5' swells. Down sea, she is well-mannered: Sitting in the trough, she stayed put, her hard chines more than compensating for the 17-degree transom

deadrise. This shape also means a stout ride in head seas, which I prefer and is desirable for off-shore duty.

Rated at 417 shaft horsepower from 504.5 cid, the in-line sixes mounted on Awlgrip painted steel engine beds delivered a top speed of 27.1 knots with nearly smoke-free performance. Spin-on filters and inboard service points make daily fluid checks and routine maintenance easy.

Engineroom access is from the cockpit and there are removable hatches in the shelter cabin sole.

You can order the 3.5" narrower 461 hp Volvo TAMD74, with Electronic Diesel Control that helps minimize exhaust emissions, improves engine response and includes a built-in synchronizer, self-diagnostic facility and electronic clutches and throttles.



Diamond Plate steps lead to Engine Room (left).
Engine Room (above).

LOA	.44'1"
BEAM	.14'10.5"
DRAFT	.3'7"
DISPLACEMENT	.28,700 lb. (dry)
FUEL	.524 gal.
WATER	.200 gal.
DESIGNER	.Silverton Marine Corp.
POWER	.T-8.2 L EFI 405 hp Crusader
	T-8.2 L EFI 425 hp Crusader
	T-CAT 350 hp
	T-CAT 420 hp
	T-CUMMINS 355 hp
	T-CUMMINS 430 hp
	T-VOLVO 480 hp





Best of Both Worlds

Sea
MAGAZINE

Silverton's new 42 Convertible offers uncompromising cruising amenities and fishability

BY TOM THOMPSON

Your first impression of the new Silverton 42 convertible is likely to be "This is a big boat."

It's tall and broad-beamed, yet it doesn't look overbearing. The lines are classic Silverton, continuing the tradition of the convertibles that have become sought after, both new and used, for several decades. As for handling, the 42 is as well-mannered as can be, whether running on open water or maneuvering in tight quarters.

I had the pleasure of taking the new Silverton 42 Convertible for an extended sea trial, moving it after a boat show to a nearby dealership. The half-day trip enabled me to get more of a feel for it

than the typical run-through.

If you've never handled a boat this large before, the 44-foot overall length may seem daunting, but the 42 Convertible is easy to get to know. Visibility from the centerline helm station is excellent in all quarters. The large rudders respond exceptionally well to the Teleflex hydraulic steering's every touch.

Our test boat was powered by a pair of Cummins 450C diesels that could push it smoothly to a top speed of 28 knots.

It was quite windy the day we did the test, with gusts running 15 to 20 knots, but that had little effect on the 42 Convertible. The boat's mass and below-the-waterline size stabilized it so well

that I had to apply a minimum amount of shift and throttle tweaking while holding it in place and yielding to traffic. The 42's seakindly hull softly absorbed the chop we encountered with no fuss at all.

A Comfortable Stay

When the trip was over, I was reluctant to leave. The 42 Convertible's interior draws you in and makes you feel at home.

The saloon can truly be called grand. Its high ceiling and vast expanse of glass create a sense of spaciousness, while the cherry wood cabinetry, along with the rich color of the fabric, upholstery and carpetry create contrasting warmth.

There are two seating areas: a U-shaped dining settee and an additional settee that each convert to double berths.

Both units can focus on the entertainment center built into the aft port corner. It holds a standard JVC AM/FM receiver with a five-CD changer, and has space for an optional TV and a separate VCR. Our test boat was equipped with an optional Bose surround sound system that can create an awesome audio environment.

One quick aside before we leave the saloon. Silverton offers an option that might just be the ultimate in boating decadence—power-operated windows. Push a button and they go up or down, just like in a car.

Chef's Delight

Two steps down from the saloon gets you to the galley. It's about as complete a cooking facility as I've seen on a boat this size, with a choice of options that allows you to really make it your own.

Although the route to the stateroom goes through the galley, the L-shaped Corian® counterspace is offset so you won't be bumping into the cook on your way through. There are 19 (count them) cabinets and drawers under the counter, giving you enough space to stow supplies for long cruises.

Places to keep things cold include a refrigerator and a



The convenient split head and shower arrangement will please the whole crew (above). The 42 C's roomy Salon (below).



TOP FEATURES

- Excellent visibility from the centerline
- High ceiling gives it a sense of spaciousness
- Nineteen cabinets and drawers in the galley
- A beautiful cherry wood motif
- Optional Silverton Fish Pak

TOP SPEED

27.9 knots/32.1 mph

Mile per gallon @ 16 mph cruise

1.6 mpg

FUEL COST for a 100 mile weekend of boating (based on fuel price of \$1.20 /gallon)

\$75.00

RANGE @ 16 mph cruise

838 miles

SPECIFICATIONS

Length	➤ 44 ft., 1 in.
Beam	➤ 14 ft., 10.5 in.
Draft	➤ 3 ft., 7 in.
Dry Weight	➤ 28,700 lbs.
Fuel Capacity	➤ 524 gals.
Water Capacity	➤ 200 gals.
Power Options	➤ T-8.2L EFI 405 hp Crusader
	➤ T-8.2 L EFI 425 hp Crusader
	➤ T-CAT 350 hp
	➤ T-CAT 420 hp
	➤ T-CUMMINS 355 hp
	➤ T-CUMMINS 430 hp
	➤ T-VOLVO 480 hp

small freezer along the port galley wall, just under the countertop. Both are standard.

If you like, you can add an optional second refrigerator in the counter under the two-burner electrical range. The space can also accommodate an icemaker instead. Just above that is a combination microwave/convection oven that comes with the boat.

If you're into cooking bigger things, you can opt for a three-burner Princess range that has an under-counter oven. The galley floor is finished with a simulated wood laminate flooring material that has the look of the real thing, but cleans up much easier.

The centerpiece of the master stateroom is a pedestal berth with room to walk around. Beneath it are three large storage drawers. A cabinet aft to port has space above for an optional TV/VCR combo, and there is a lighted hanging locker to starboard.

The cherry wood cabinet motif continues through the shelves along each side of the space to the pair of raised panel doors with frosted glass inserts that open to the split head. A fiberglass shower enclosure with a molded-in seat is to port. On the starboard side, the space continues with the cherry wood and Corian® countertop décor of the galley. Our test boat had an optional VacuFlush toilet.

The second stateroom is tucked away to port and features a berth with 6 feet, 4 inches of stretch-out room and 6 feet, 7 inches of stand-up space. It also has a full-length hanging locker and two cabinets.

For open air socializing, there's seating for six on the flybridge, just forward of the helm. A pair of captain's chairs comfortably cradles both the skipper and the first mate. All it takes to get there is a leisurely stroll up the SideWalk® stairs.

Our test boat had the standard hardtop with optional side curtains. During most of the trip, we were running directly into a stiff wind, so we buttoned up and opened the hatch in the top to give us ventilation. It worked like a charm.

Doing the Job

Let's not forget about fishing. After all, that's the flip side of the convertible's coin.

The boat we tested had the Silverton Fish Pak. It includes dual cockpit wash-



The spacious flybridge provides plenty of handrails and seating.

downs, a double electronics box above the helm and floodlights facing aft. To handle the tools of the trade, there was a set of rocket launchers, a tackle locker built into the sink base/bait prep station in the cockpit, along with rod holders along each side.

By the way, there's an inside rod storage compartment built into the saloon ceiling. A removable livewell box is built into the cockpit deck, just aft of a molded-in plate on which to mount a fighting chair. The chair and a set of outriggers are the only things you'll have to add to the boat, once it comes from the factory, to turn it into a serious offshore fishing machine.

Since the boat I tested was on display at a show, it was well-fitted with options—including air conditioning with reverse-cycle heat, a four-sided flybridge enclosure, an 8kW genset, a swim platform and an Oil X-Change-R system.

A full Raytheon electronics package was installed at the helm, and there was still space left over for additional gear. It featured a Pathfinder radar/chart plotter combo, a VHF radio, a GPS receiver and an autopilot. Other goodies included a Glendenning Cablemaster system, and windlass and Walker Air Seps on the engines.

Ordinarily, when I test a boat, I'm on it for an hour or so while under way. That's usually just enough time to get a feeling for handling and performance. After spending an extended time on the Silverton 42 Convertible, however, I truly began to feel comfortable with it. This boat and I were like good friends by the end of the trip.

K.I.S.S. me, Kate

**POWER
& MOTORYACHT**

Broadway puns aside, Silverton is serious about sticking to the basics.

by Capt. Stuart Reininger

I've long been an advocate of the K.I.S.S. theory of boatbuilding—keep it simple and they will come. And after testing Silverton's new 42 convertible, I no longer feel like a lone voice howling in the wind.

With an eye toward the bottom line, Silverton took a tried and true design—the 42's hull is basically the same as company's successful 41-foot convertible of the early 90s—and built a brand new superstructure for it. Not only that, but it's built the way Silverton knows how to build, with a solid glass bottom that's laid up with proven 24-ounce woven roving. Instead of the all glass stringers and molded liner that are all the rage, Silverton uses resin-impregnated marine plywood for the cabin sole and wood wrapped in 32-ounce cloth for the stringers. In response to the common argument against this technique—the possibility of rot—my answer is, not in this millennium, folks. Silverton has a lot of experience building boats this way. The way it wraps those stringers, it would take an eon for stagnant bilge water to work its way through. As for that sole, today's treated plywood is all but impervious to rot. Plus you never see it. It's covered by a wood-grained vinyl overlay that I swore was real pine planking.

So what are you giving up by avoiding high-tech construction? Well, not light weight. The 42 is listed at about 28,000 pounds dry, which is hardly overweight for a boat of her size. By way of comparison, the Mainship 430 Trawler carries a displacement of 36,000 pounds. Such relatively modest heft means, among other things, a fine turn of speed. With optional twin 450-hp Cummins 450C diesels, our test boat topped 32 mph. And should you be content to cruise at about 2000 rpm (a shade less than 20 mph), the 42 will burn less than 13 gph and manage nearly 1.6 mpg. With a 524-gallon fuel capacity and 10-percent reserve, that works out to a nearly 750-mile range. But the biggest payoff this K.I.S. boat (you'll see why I'm leaving out the s for stupid) is just that, the payoff. You can buy a 42 for less than \$300,000. Way less, if you stick with the base twin 405-hp 8.2 liter gasoline EFI Crusaders. But I think this is one case where the gasoline option is false economy. The 42 also offers twin 350-hp Caterpillar diesels, and our test boat was equipped with twin 450-hp Cummins. You won't get eaten out of berth and brew with the options, either. Our well-loaded test boat—including air conditioning, genset, electronics, windlass, and autopilot—totaled up to a reasonable price for a boat this size.

So is this 42 for you? Well, if you're a social type who wants to take a party of 10 out for a comfortable day on the water, then keep six of them on board for an overnight, it could be. And if you enjoy, but are not obsessive about fishing, she is definitely for you. For instance, our test boat included what Silverton calls its Fish Pak. This includes fishing-oriented goodies such as washdowns, an electronics box, floodlights, a set of rocket launchers, a tackle locker, a livewell, and a fighting chair backing plate. If you're not a fisherman, you can skip that and opt instead for the bolt-on swim platform.

All well and good, except if you take a look at the photo of the 42, imagining her without a hardtop is like trying to picture Bill Clinton as a skinhead. The



The Centerline helm station has plenty of room for all the latest electronics (above). Guest Stateroom (above right). SideWalk® molded steps (right).



PMY TESTED: SILVERTON 42

Base Power: 2/405-hp Crusader 8.2-liter EFI gasoline inboards

Optional Power: 2/350-hp Caterpillar 3116 or 2/420-hp Caterpillar 3126 diesel inboards; 2/450-hp Cummins 450C diesel inboards; or 2/480-hp Volvo Penta TAMD 74 diesel inboards

Standard Equipment: transom shower; wetbar; Aquamet propeller shafts w/zincs; AM/FM stereo CD

w/speakers; cherry-laminate cabinetry; enclosed stall shower; innerspring mattresses; Narcold dual-voltage refrigerator; compass

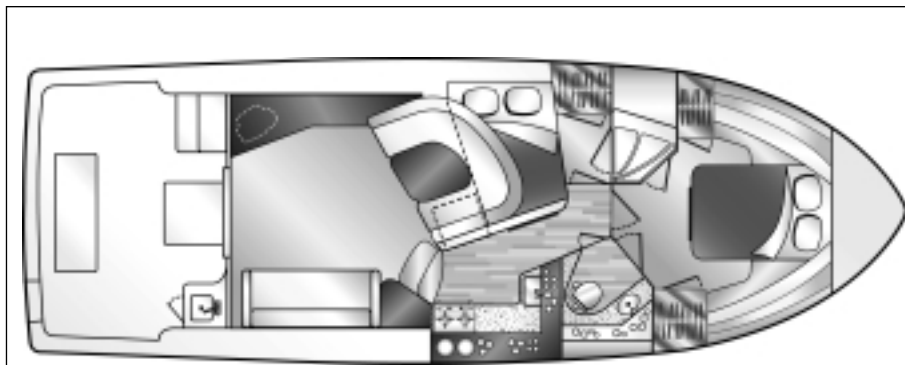
Construction: solid laminate of 24- and 32-ounce woven roving fiberglass below waterline; hull and deck sides of Coremat with alternating layers of 24-ounce fiberglass cloth; plywood stringers encapsulated in 32-ounce woven roving

SPECIFICATIONS

LOA: 44'11"; **Beam:** 14'11"; **Draft:** 3'7"; **Maximum Headroom:** 6'5"; **Weight:** 28,700 lbs.; **Fuel capacity:** 524 gal.; **Water capacity:** 200 gal.; **Test engines:** 2/450-hp Cummins diesel inboards; **Transmissions:** ZF IRN 280A; **Ratio:** 2:1; **Props:** 26 x 28 4-blade bronze; **Steering:** Hynautic hydraulic; **Controls:** Teleflex; **Trim tabs:** Bennett;

Optional equipment on test

boat: reverse-cycle A/S; full enclosure; exterior carpet; Glendenning Cablemaster; Bose Surround Sound entertainment center w/9" and 20" TV/VCRs; 8kW diesel genset; electronics package; Fish Pak; Vacuflush toilet; icemaker; Oil X-Change-R system; swim platform; anchor windlass; Raytheon autopilot



RPM	MPH (KNOTS)	GPH	MPG (NM/GP)	SM RANGE	NM RANGE	DECIBELS
1000	8.9 (7.7)	2.0	4.45 (3.87)	2,099	1,825	75
1200	9.1 (7.9)	4.0	2.28 (1.98)	1,073	933	78
1400	11.0 (9.5)	6.8	1.61 (1.40)	759	660	80
1800	15.4 (13.3)	9.8	1.57 (1.36)	739	642	82
2000	19.3 (16.7)	12.2	1.58 (1.37)	744	647	82
2200	20.4 (17.7)	12.8	1.59 (1.39)	752	654	83
2400	24.5 (21.3)	24.4	1.00 (0.87)	473	411	84
2600	27.7 (24.0)	29.2	0.95 (0.82)	447	388	84
2850	32.2 (28.0)	41.2	0.78 (0.68)	369	321	85

Conditions: temperature: 84°; humidity: 88%; wind: 10-12 mph; seas: calm; load: 3/4 fuel, no water, 2 persons and light gear. Speeds are two-way averages measured w/Stalker radar gun. GPH measured with a Caterpillar electronic monitoring array. Range: 90% of advertised fuel capacity. Decibels measured on A scale. 65 dB is the level of normal conversation.

hardtop shouldn't be an option on this boat, and Silverton agrees. Based on the fact that no one has ordered one without it, it will soon be standard. (Of course, the base price will go up.)

Talking about price, if you think that a reasonable base price comes courtesy of substandard workmanship and materials, think again. The 42's wiring is well marked, wrapped, and loomed. Wherever it passes through a bulkhead or the possibility of chafe exists, it's padded and protected. All ancillary machinery such as macerator, bilge pumps, and compressors are accessible through one centrally located hatch. The engine room, accessed through the aft deck, has tons of space for maintenance or repair. The engine room sole is commercial grade aluminum diamond plate, and the Aquamet shafting is protected with dripless seals.

The easy-living department is well conceived, too. The galley is a two-step down from the main saloon (I do wish there were a handrail there), but the cook is still very much in the social circle while he or she is working on Corian® countertops, surrounded by solid cherry cabinetry with the kind of stowage often seen on larger boats. The saloon windows slide up and down with the touch of a switch, and the head offers separate toilet and shower compartments, both roomy and both with separate entrances. The

shower even sports a frosted glass insert in its solid wooden door.

The master stateroom includes a queen-size marinized innerspring mattress, and the port-side guest cabin has an equally comfortable double. Marble insteps in the doorway add a touch of elegance that goes well with the marble strips inlaid in the yard-built all-cherry saloon table. That table, by the way, is not convertible, but the saloon sofa is, providing room for two more people to sleep.

That group you plan to take cruising will really enjoy the 42's flying bridge. With bench-type wraparound seating, it's as much a social center as it is the operational focus of the boat. The whole gang—at least eight—can hang out there without getting in each other's way or the skipper's, who has excellent 360-degree sight ranges. The wide comfortable, diamond-cut nonskid staircase—not a ladder—that leads up here from the cockpit has sturdy handrails, so you won't have trouble handling your own lines when you're single-handed.

With wide, well-railed side decks and a foredeck completely covered in nonskid, there's nowhere you can't go safely on this boat.

Despite her conservative nature, the 42 was a real pleasure to drive. She came up on a plane quickly and tracked well, with just the occasional nudge needed to keep

her on course. In short, if you're moving up from a 20- or 30-footer, your learning curve on this boat will be about as long as it takes to get yourself settled into her comfortable (and adjustable) skipper's seat.

According to Silverton, more than 20 42s had been sold by test day, and more are reportedly being snapped up as soon as they're off the line, which proves that there's nothing stupid about keeping it simple.



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