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35 Motor Yacht Boat Test Report



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EVOLUTIONARY CONCEPT

Silverton takes the midrange motoryacht to the next level.

By Capt. Bill Pike

It was a perfect day in Ft. Myers. The sun was shining, a faint breeze wafted across the marina behind the Chart House Restaurant, and the Silverton 35 Motor Yacht was tied alongside a weathered old dock there, nose-out and ready to go. Passing the restaurant, I felt a little thrill of anticipation upon seeing the 35 for the first time, the same thrill I've enjoyed since I was a kid. Whether we're talking canoes, Great Lakes ore carriers, or curvy little motoryachts with two staterooms, a fair-size salon, and two heads, I still love taking a boat ride.

I clattered down the gangway to the docks and headed for our test boat, noting an upbeat detail almost immediately: The Raymarine radar scanner was secured atop a lofty, welded-aluminum radar arch, well above the hardtop. This was a gratifying sight, given the drum banging I've done over the years, trying to get manufacturers to stop mounting radar scanners at low, brain-frying levels on flying bridges.

Another upbeat attribute manifested about the same time as a voice boomed from inside, over the sound of a slamming refrigerator door. "Hang on Bill, I'll help you with your gear." The voice belonged to Silverton rep Chip Shea, who promptly appeared on the aft deck with a cold bottle of water — it gets hot in November in Ft.

Myers — and a helpful suggestion. The stern of the 35, he told me, was designed with extra cleats, handrails, and molded stairwells, all configured to allow easy boarding on two levels. Fixed docks at low tide would dictate the use of the boarding gate at the rear of the aft deck, but since I was standing on a floating dock, he advised me to carry the stuff across the considerably lower swim platform and then up the molded stairway to the aft deck.

Not long after we'd got everything onboard, I seated myself at the comfy flying-bridge helm station and cranked our 385-hp Crusaders as Shea began casting off lines. In past test reports on cruisers of the 35's ilk, I've bemoaned the practice of installing split engine controls on gasoline-powered motoryachts because the engines have comparatively little torque at idle speed, and so boathandlers are constrained to manipulate both shifts and throttles while maneuvering them, a task tantamount to walking and chewing gum simultaneously.

Guess what? Silverton's come up with a gasoline-fired powerplant for the 35 with gutsy, 20"x18" four-blade wheels and a torque-boosting gear ratio of 2:1 that works pretty darn well with split controls. Sure, I'd be lying if I said I was an ace at maneuvering the 35 right out of the gate; split controls have never been my thing and never will be. Moreover, I'd be lying if I denied having a little trouble returning the 35 to her berth after the sea trial, walking and chewing gum being a skill I've never been that comfortable with, either. But the bite of the props felt so positive in both instances, I have no



The flybridge of the 35 is perfect for entertaining your friends and family.

problem declaring that I'm a fan of the 35's gasoline option, split controls or no.

Once underway, the 35 scooted across the Caloosahatchee River like a scared dolphin, with solid transverse stability in turns, thanks to a fairly flat Don Blount-designed running surface. Top end was 33.2 mph, with a fuel-burn of 70.4 gph, a hefty amount but consistent with the horsepower rating of our Crusader. Pulling the throttles back to approximately 25 mph cut fuel consumption by half, a radical improvement. Sightlines forward were excellent, primarily due to the elevation of the bridge deck, and I liked that I could see the transom while backing down, thanks to the open space under the hardtop and an open boarding gate.

I examined the 35's interior once I'd returned her safely to her berth behind the Chart House, a chore Shea expedited by tossing a long bomb of a bight over a cleat, giving me an instant spring line to work the boat against, not the first time linehandling savvy has saved a boathandler's bacon. My first look at the salon/galley/dinette area engendered surprise. The 35 was certainly not the first Silverton I'd tested, but it had the nicest-looking joinery of any of them. The dinette table, as well as passageway doors, were well crafted of solid cherry, varnished to a smooth, satin glow. Galley drawers had solid cherry fronts as well, with Accuglide® epoxy-coated steel sliders. Bulkhead veneers were accurately routed and fitted, and the raised-panel head doors were as crisply carpentered as the rest.

Equipage was top-notch. Mattresses in the forward VIP and master aft were both of the marinized innerspring type from Handcraft Mattress Company. The convertible UltraLeather® sofa in the salon bore the Flexsteel logo, and faucets and other plumbing fixtures, including a telescoping galley faucet, were from Moen. Galley appliances were top-notchers, too, as the accompanying standards list indicates. Countertops were Corian® throughout, and all carpeting was thick, tight, and Scotchgarded. "We've done some upgrading over the last few years," Shea summarized.

The company has also put some serious effort into creating innovative layouts, it appears. The 35 has two shower stalls, twice what you'll find on most midrange motoryachts these days. Each is separate, with standing headroom, a folding door, and a molded seat. Little genius was required to incorporate this sort of feature



Wide, molded-in steps and sturdy stainless steel handrails make moving around the boat safe and easy.

into the master head, which is all the way aft on the port side—the company simply stole space from the master itself, a ploy that's hardly noticeable given the stateroom's full-beam width. Adding a separate stall to the forward head was a trickier proposition, however. Silverton put it on the starboard side of the boat, just abaft the VIP bulkhead, and kept the MSD and sink in a separate compartment across the hall.

I finished up the test by looking at aspects of the 35's engineering and design. I liked most of them—for example, the hull-to-deck flanges that are joined with elastomeric sealant, butyl tape, and stainless steel bolts; and the tried-and-true laminate schedules that contain nothing more esoteric than 2415 stitchmat and end-grain balsa. But a couple bothered me, like the inadequate lighting in the machinery spaces and the unfortunate positioning of a faucet control in the back of the molded seat in the forward shower stall, which makes sitting comfortably a little tough.

In the end, though, I came to an overall thumbs-up conclusion. Not only is the 35 Motor Yacht the most nicely finished and laid out Silverton I've ever tested, she also handles like a champ around a dock, even with split controls.







The Salon of the 35 Motor Yacht is a study in expansive luxury.

AMERICAN STYLE

The Silverton 35 Motor Yacht takes another step forward in form and function for this New Jersey builder.

By Jim Daly

Ft. Lauderdale is a cruiser's paradise. It's a city with an international flair, yet it's also a uniquely American playground for just about anything that floats. That's why it was so appropriate for me to test the new Silverton 35 Motor Yacht there. This is a true-blue American cruiser designed around our unique contemporary psyche—a mind-set that demands cosmopolitan styling, while at the same time calling for uncompromising comfort.

Sandwiched in a slip at the Pier 66 marina, the 35 immediately showed off one of its most functional features—the aft boarding area. You can step onto the yacht from one of two levels; the one you choose will depend on the height of the dock you tie up to. First there's the swim platform, which leads to three molded-in steps. Or, you can step directly onto the aft deck through its side entryway. The swim platform consolidates all dockside connections (electrical, TV, water) in a hatched compartment for easy access. It also offers a stowaway stainless steel swim ladder and a hot/cold freshwater shower—details that are sure to please any watersports enthusiast.

Considering the Silverton's 40' 1" length, the raised aft deck is enormous. By floating the aft bench over the swim platform, the builder created even more useable space. The entire aft deck is protected by a hardtop, and it features a wet bar. It also provides access to both the helm deck and the main salon.

At the helm, you can see that Silverton has been mindful of the fact that a captain needs 360-degree visibility. The hardtop has a sculpted cutaway to provide a clear view aft. The helm seat positions the driver amidships behind a tilting, stainless steel destroyer wheel. Since many captains prefer to stand while driving, the two-person seat has been designed to fold up to form a leaning bolster. Aft is a settee for four passengers, with generous stowage beneath. The 35's instrument panel is uncluttered and intuitive. Engine gauges are located directly ahead on the centerline, and there is plenty of room for flush-mounted electronics on panels to the port and starboard. Because the shift levers and throttles are on either side of the wheel, you'll know for sure whether you're changing gears or adjusting the boat's speed.

Chip Shea, marketing director for Silverton, was at the wheel when I released the last spring line. We were under way, winding through the collection of superyachts at Pier 66 on the way out to the Port Everglades inlet. Since the wind was coming from the west, there was no more than a light chop on the inlet, and I was worried that I wouldn't get to test the 35's mettle in anything more than a ripple. Once offshore,

however, the wind picked up to 12 knots and seas were three to four feet. **MOTORBOATING**

Considering the 35's 12.5 degree deadrise at the transom and all of the windage on the upper decks, I really wasn't expecting there to be much to like about this motoryacht's seakeeping abilities. Boy, was I wrong! This is no simple cocktail cruiser, content to sit at the dock or ply the Intracoastal Waterway in search of yet another dockside restaurant. The 35 charged through head seas without throwing spray or pounding, and without requiring course adjustments. It did the same in following and quartering seas. In short, the 35 handled like a dream.

Shea explained that Silverton had done a great deal of experimentation with the 35's hull design. The builder added shallow propeller pockets to flatten the shaft angle and changed the shape and length of the rudders. The result, according to Shea, is a more stable boat with improved directional control. This control was evident during slow-speed docking maneuvers. Shea backed the 35 smartly into a tight slip as if there were neither 10-knot winds nor a four-knot current to contend with. While Shea is an accomplished helmsman, I believe that the boat's predictable, quick response made the task significantly easier.

Access belowdecks is via the aft deck, through a wide, sliding door. The semi-gloss finished, cherry wood cabinetry and beige upholstered seating looks well-crafted and sturdy. Headroom throughout the main cabin is 6' 6". All cabinet doors and drawer fronts, as well as the dinette table and passageway doors, are solid cherry. As with all Silvertons, interior accents such as throw pillows and curtains are standard equipment. The galley, which has a hardwood sole, is one step down from the salon. There's a significant amount of Corian® countertop here for food preparation and serving. A refrigerator/freezer, microwave oven, two-burner stove and coffeemaker come standard.

Both the forward guest stateroom and the owner's stateroom aft have stand-up showers separate from the head and sink compartments (a remarkable achievement in a craft this size). Standard innerspring mattresses and cedar-lined hanging lockers will help make extended cruising more comfortable. If you have additional guests, the settee in the salon has a pullout bed.

The 35's engine room, which you can reach by lifting up the floor hatches in the main cabin, is amply lighted and there's plenty of room in it for the owner to do maintenance and repairs. Sound insulation was sufficient to keep the decibel levels below 90 dB-A with the twin 385-hp Crusader gas engines running at wide-open throttle. The Silverton 35 Motor Yacht is a well-appointed boat that's completely suited to relaxed cruising and entertaining.



The 35 Motor Yacht features a full-featured chef's galley.

Here's Where to Put Everything



by Tom Thompson

Anyone who has ever owned a boat knows that space is a number one priority — space not only to live in and move around, but also to store the things you'll need while aboard. Silverton's new 35 Motor Yacht is an answer to the need for space. What's more, it's done with style.

The combination of space and style aboard the Silverton 35 Motor Yacht addresses another boating issue. Once you get out of the runabout category, you're probably going to spend as much time, perhaps more, away from the helm. This type of boat is made to be lived in, not just taken for a ride.

The Silverton 35 has a roomy salon, a full galley and two staterooms — each with its own complete head, and each with a separate shower stall. Topside, a spacious cockpit opens to a convenient aft deck.

The 35 Motor Yacht makes a good case for stepping up from an express cruiser. The salon is surrounded in glass, to bathe the interior with light. A rich selection of fabrics, upholstery, carpeting and cherry wood cabinetry makes the space warm and comfortable — and not the least bit confining.

The interior is full width, to take maximum advantage of the hull's beam. It is divided into three areas. The first two are for seating, and are on the same level. Aft, there's a settee to starboard that converts to a double berth. It is opposite an entertainment center, to port.

Standard equipment here is a Sony AM/FM stereo with XM Satellite Radio capability and a single CD player. A 20-inch television and DVD are also standard and a satellite television system is available. The boat is prewired for TV antenna connections in all three cabins and includes a Glomex marine TV antenna.

GALLEY HO

Immediately forward on the port side is the dining area — a U-shaped lounge set around a pedestal table. One nice feature of the layout is that people on the settee and those at the table are facing each other — and are close enough to converse easily.

The open galley area is opposite the dining table — one step down from the main salon. It is accented by two expansive Corian® countertops.

The galley's standard equipment includes a full-size refrigerator/freezer, a two-burner electric stove, a microwave oven, a coffee-maker and a deep stainless steel sink with a removable faucet sprayer. If you accidentally spill something, the galley's real hardwood flooring makes for easy cleanups.

COMFORT ZONE

When it comes to sleeping accommodations, the Silverton 35 Motor Yacht has two staterooms that are nearly equal in size and features.

The master stateroom is aft and has a queen-size berth with an innerspring mattress. It is built on a pedestal that is completely accessible for storage — and it includes two pairs of drawers.

You'll find a floor-to-ceiling hanging locker, to starboard; and a half-size locker to port. Space is generous in the head, too — both for storage and moving around. There's an attractive vanity with a Corian® countertop, plus a standard electric head and a separate shower stall.

The forward stateroom's berth is set at an angle, instead of being squeezed into the hull's "V." Its mattress is also of innerspring construction and is placed on a pedestal storage compartment.

The forward head is split. The toilet and vanity are to port — and the shower stall, with its bench seat, is to starboard.

GO ANYWHERE

One of the best features of the Silverton 35 Motor Yacht is that you have choices of where to spend your time aboard. The cockpit and aft deck accommodations are just as comfortable and spacious as the belowdecks accommodations.

The aft area is an open expanse made for a table and chairs. A bench seat along the stern is cantilevered over the swim platform, to maximize the deck space. It offers a wet bar with space for an optional ice-maker.

A standard hardtop keeps the aft deck protected from the sun. For further protection from the elements, optional side curtains with screening can enclose this area.

The flybridge is open to the aft deck, to keep you and your guests in the same conversation loop. The seating "up top" includes a bench along the aft section and a doublewide seat at the helm.

The steering wheel is located on the boat's centerline — and the captain's position has a fold-up bolster for standing operation, if desired. While doing so, visibility to all quarters is excellent.

Bring on the 10-inch electronics displays, because there's plenty of room to mount one on each side of the engine instrumentation. Another Sony radio/CD stereo, identical to the one in the salon is standard here. So are bilge and fume alarms.

A remote-controlled windlass and spotlight, plus a bow thruster, are a few of the available helm options — in addition to electronic engine controls and navigation gear.

BRING IT ON

The day we tested the Silverton 35 Motor Yacht was not pretty. Mother Ocean wasn't going to give us a smooth ride — but this boat was up to the challenge. It took a combination of confused seas and stiff gusts in stride.

Windage was not a factor in handling. The 35's low center of gravity countered the effects of its high, flat sides. That, coupled with the hull form, produced a soft ride, too.

The high flybridge — with an optional full enclosure — kept us dry from what little spray made it up there.

Our test boat's twin Crusader 8.1 liter gasoline engines moved the boat through the chop with authority. The boat came on plane quickly, with a slight bow rise.

Midrange acceleration was strong and turning stability was tight. During our test, we hit a top speed of 27 knots. Cruising speed was at 18 knots, at 3,400 rpm — and at that point, the fuel consumption was 22.3 gallons per hour, per engine.

This stout little boat took on everything that came its way — and did it with style.

TESTER'S OPINION

"The 35 is a third-generation Silverton Motor Yacht. The company's designers set out to create a comfortable living space complete with full entertainment and galley facilities — and they hit the mark. The boat's performance complements the amenities. For as lousy a test day as it was, it turned out to be a good day for the 35 to show its stuff — and it performed admirably."



The helm is spacious and has plenty of real estate for all your electronics.



The guest stateroom is so comfortable, your guests may never want to leave!



With two full heads, the 35 Motor Yacht provides privacy for all aboard.

THE SPACIOUS TWO-STATEROOM LAYOUT WILL HAVE YOU FEELING LIKE YOU'RE AT **HOME.**

By Tom Thompson

LAKELAND
BOATING

One of the primary reasons buyers step up from express cruisers to motoryachts is space. The superstructure of motoryachts offers more room for amenities, not to mention elbows. Silverton's new 35 Motor Yacht is a good example of just how much more can be put into a hull that measures 36 feet at the waterline.

The 35 Motor Yacht has a remarkably roomy salon, complete with a dinette and sofa on the same level. One step down, you'll find a full galley. Rounding out the interior are two staterooms, each with its own head and separate shower stall. For added overnight accommodations, the salon sofa sleeps two. The thing that impressed us most about the Silverton 35 is how every bit of interior space is utilized-yet there's never a feeling of being confined. A generous expanse of glass brings in light from almost every angle to flow over a richly decorated expanse of cherry wood, fabric and carpeting. It's just like being at home.

The salon takes the full beam of the boat. The sofa is to starboard, with the entertainment center opposite. A Sony AM/FM radio with XM Satellite Radio capability and a single-CD player is standard equipment here, as it is on the flybridge. A 20-inch TV, VCR and satellite TV system are also standard. The boat is prewired for TV antenna connections in all three cabins and includes a Glomex marine TV antenna. Just forward of the entertainment center is the dinette area. With the spaces combined, five or six adults can sit comfortably and carry on a conversation with ease.

The onboard chef will appreciate the galley's Corian® countertop, large-basin stainless steel sink, full-size dual-voltage refrigerator and freezer, double-burner stove, microwave/convection oven and coffeemaker. An optional under-counter oven is also available. The space is accented by an attractive, stain-resistant hardwood floor.

The master suite on the 35 Motor Yacht is aft of the salon. It's centered around a queen-size berth with an innerspring mattress. The base has plenty of storage space, including a large locker at the corner and two pairs of drawers to either side. A floor-to-ceiling hanging locker lies to starboard, and a half-size one is to port. You can add another Sony radio and CD player here as an option, as well as a TV/DVD combo. Both are fitted into the cherry-wood cabinetry.

The forward stateroom is nearly as large as the master. To allow for walkaround room, the berth is positioned at an angle in the bow, instead of the usual head-to-foot configuration along the boat's centerline. Here, too, you'll find an innerspring mattress and lots of space for storage underneath and in hanging lockers.

Corian® countertops and an electric head are standard features in the bath area for both suites. In the master, a separate shower stall is incorporated in the head compartment. For the guest suite, it's a separate area. Both are quite spacious.

The Silverton 35's cabin is inviting, but the abovedeck spaces have an appeal all their own. The aft deck offers alfresco entertaining at its finest, with a wetbar and optional icemaker for whipping up cool drinks. A bench seat along the aft is cantilevered over the swim platform, so it doesn't take floor space, which you can devote to a table and chairs. The area can be fully enclosed with optional side curtains that include screening.

You have three options for getting on and off the 35 Motor Yacht. From the aft deck, it's easy no matter what the dock height. Access doors on either side take the high road, and the steps to the swim platform get you down to floating-dock level. Access to the foredeck is via Silverton's exclusive SideWalk® stairs on the starboard side.

The flybridge seating on the 35 Motor Yacht is open to the aft deck. There's an L-shaped bench and a

doublewide helm seat. The steering wheel is on the centerline of the boat, so you have equal visibility to both sides. And the front edge of the helm seat flips up to form a bolster so you can stand while docking. Full engine instrumentation and an alarm system for fuel vapors and high water come standard. The helm has canted, flat surfaces on either side to accommodate up to a 10-inch display panel. An optional electronics package is available, as well as electronic engine controls and display, depending on which of the three power options you choose.

We had twin Crusader 8.11, EFIs rated at 385 hp each on our test boat. Diesel power for the boat is from either Yanmar or Cummins, both rated at 315 hp per block.

The day we ran the 35 was not a pretty one. Seas were choppy and confused. The wind was stiff. We expected the boat's high sides to be a factor in handling, but were pleasantly surprised there was no sway. The low center of gravity offset the broadside windage and the 35 handled quite well both at cruising speed and at idle.

The Crusaders brought the boat on plane quickly and provided strong midrange acceleration. We hit a top speed of 31 mph. Cruising speed is 21 mph at 3400 rpm, where the fuel burn is 22 gph. Helm response was good, and the 35 Motor Yacht held tight in the turns. Despite the chop, the hull did not slam when we headed into waves. It delivered a damn soft ride, and the high flybridge protected us from spray.

The 35 represents the third generation in the evolution of Silverton motoryachts. The idea was to create a comfortable living space, complete with full entertainment and galley facilities. This boat definitely hits the mark. There may be no place like home, but this is the next best thing.



*Above:
Silverton's
SideWalk™ molded-
in steps to the
bridge make
moving topside
safe and easy.*



*Right:
A custom molded-
in seat on the
back deck can be
the best seat in
the house.*





Glass Palace

Wherever you go, you're home.

By Lenny Rudow

BOATING

It's easy to find a plush, luxurious interior, and it's easy to find a hull with an efficient, cutting-edge design. But just try to find a boat that has both. It's no easy task, but Silverton seems to have accomplished it with its new 35 Motor Yacht.

What makes this boat luxurious? Just take a gander at the UltraLeather® upholstery, cherrywood cabinetry, simulated-granite countertops, innerspring queen berths. Yeah, I stretched out on them, and ooh, they are comfy full-size stall shower, hot/cold transom shower, wetbar, and, of course, the bridge walk, which allows you to travel from the aft deck to the bridge to the foredeck without ever climbing a ladder. Even the helm has a few lavish touches. Sure, you can find a burled wood dash on other boats, but try to find another motoryacht with a doublewide flip-down helm seat bolster mounted behind the removable helm pod. Sit or stand as you cruise. Whichever you choose, the comfort

level stays high both ways. And let's not overlook the galley. You expected a hardwood sole and a full complement of appliances, sure, but when's the last time you saw solid cabinetry instead of veneer in a boat at this price?

The lavish interior is enough for many motoryacht buyers, but you are particular. You want that tweaked out hull, too. The 35 Motor Yacht delivers. Check out the prop pockets. They bring shaft angle down from 11 degrees to 6 degrees, reducing draft to less than 3' and increasing efficiency. The underwater exhaust system is slick, too. It reduces sound levels—note that we never measured more than 87 dB-A at the helm—and eliminates the station-wagon effect, so passengers on the aft deck don't have to sniff fumes while you cruise. But don't take my word for it – check it out yourself.

Now, excuse me while I get back to testing out those innersprings.



The master stateroom has an innerspring mattress and plenty of storage.

SPECIFICATIONS

Length Overall	40'2"	12.25 m
Beam	13'4"	4.08m
Draft	2'11"	0.64m
Deadrise	12.5o	12.5o
Approximate Weight (Dry)	22,618 lbs	10,259 kg
Fuel Capacity	286 gals	1,084 L
Water Capacity	94 gals	356 L
Holding Tank Capacity	55 gals	208 L
Sleeping Capacity		6
Headroom	6'4"	1.93m
Clearance Height-DWL (w/ light)	16'0"	4.88m

Power Options:

Gas:

Twin 8.1L MPI	385 HP	286 KW
Twin 8.1 MPI	425HP	312 KW

Diesel:

Twin Yanmar	315 HP	235 KW
Twin Cummins	315HP	235 KW

STANDARD EQUIPMENT

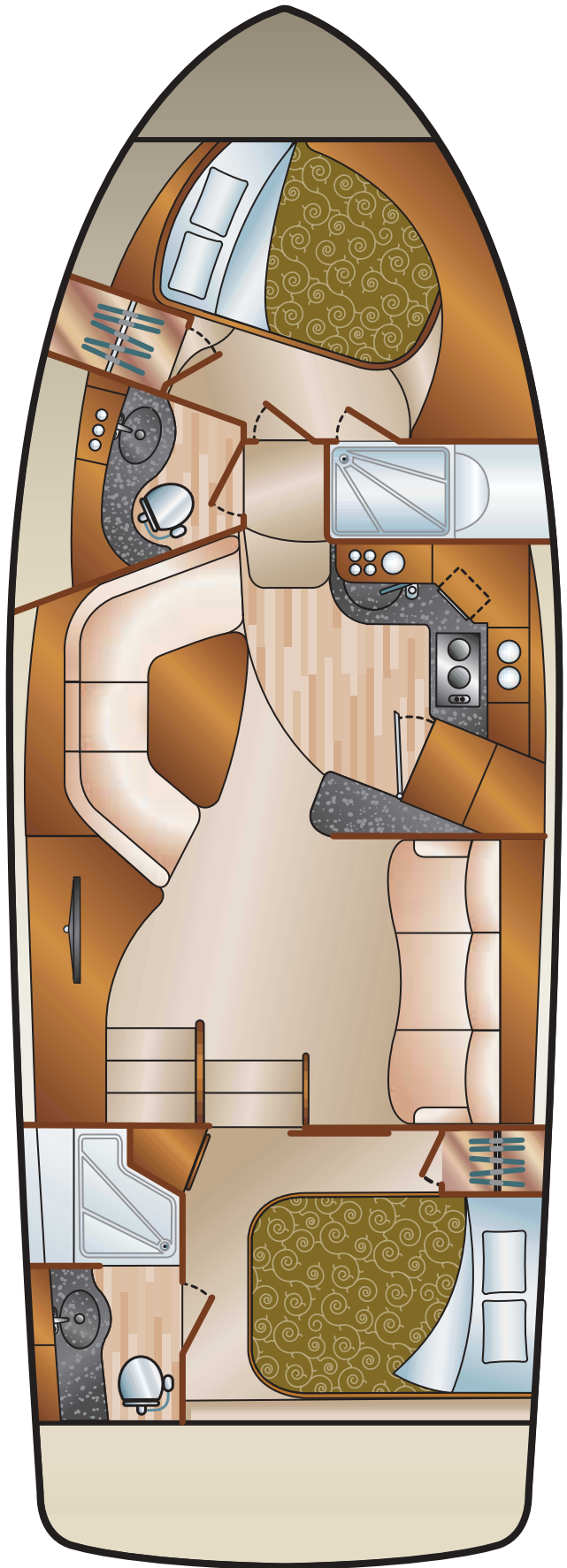
(Major items): AM/FM/CD stereo at salon and flybridge; dual-voltage refrigerator/freezer; innerspring mattresses in both staterooms; Corian® countertops; Glomex TV/FM antenna system; dripless shaft seals; three-zone air conditioning; UltraLeather® seating; auxiliary generator;

OPTIONAL EQUIPMENT

Electronic engine controls; VacuFlush heads; electronics arch; full flybridge and aft deck enclosure

COMPANY HISTORY

Headquartered in Millville, NJ, Silverton is one of the leading builders of aft-cabin family cruisers. Innovations such as the SideWalk, a molded stairway on the side of the flybridges, and newly designed interiors have brought the company into the new millennium with style and elegance without losing sight of value. The company employs over 450 people, and has been in business for over 35 years.



The Silverton 35 Motor Yacht
proves that large amenities can
come in smaller packages.



BOATING[®]

Test Performance Data

RPM	MPH/KTS	GPH	MPG/NMPG	SM RANGE	NM RANGE	RUN ANGLE	Db
1000	4.2/4.8	4.2	1.1/1.0	294	256	1	64
1500	5.8/6.7	7.2	0.9/0.8	240	208	2	67
2000	7.8/9.0	6.3	1.4/1.2	320	368	3	71
2500	9.8/11.3	19.6	0.6/0.5	148	129	5	75
3000	14.3/16.4	28.6	0.6/0.5	148	128	7	78
3500	20.1/23.1	32.8	0.7/0.6	181	158	6	84
4500	23.5/27.1	45.2	0.5/0.6	154	134	5	85
5000	27.8/32.0	70.2	0.5/0.4	117	102	5	85

Advertised fuel capacity 286 gallons. Range based on 90 percent of that figure.
Performance measured with two persons aboard, seven-eighths fuel, half water.
Sound levels taken at helm, in dB-A.65 dB is the level of normal conversation.



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