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43 Sport Bridge Boat Test Report



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THESE BOATS JUST KEEP GETTING **BETTER AND BETTER.**

By Tom Thompson

Every time I see a new Silverton, I'm pleasantly surprised. Each generation seems to improve upon the one before it. And the 43 Sport Bridge holds up the tradition. This isn't a completely redesigned boat, but a host of small and subtle improvements make the whole greater than the sum of its parts.

Successor to the 410, the 43 is Silverton's largest Sport Bridge, and its most prominent feature is the roominess it offers both above and belowdeck.

The flybridge covers almost half of the boat's overall length. Just behind the helm, there's a wetbar facing a bench that begins its run athwartship under the electronics arch and continues along the port side.

At the forward end, a comfortable backrest creates a great spot to sit and stretch your legs. The starboard side helm has individual backrest seats with flip-up bolsters. There's a sunpad here and another on the foredeck. And Silverton's SideWalk™ offers easy bow access from either side of the flybridge.

It was raining the day I tested the 43 Sport Bridge, so I certainly appreciated the flybridge overhang that completely covered the cockpit. Not only does it keep you dry when you're moving from the cabin to the helm, but it also gives you a shady place to rest on a hot, sunny day. There's space for a small table and a couple of chairs up there.

Striking is the word that comes to mind when you enter the cabin. The combination of a full-beam salon and cathedral ceiling effect in the windshield creates a feeling of volume. Generous use of glass on all sides allows a flood of light to fill the area. Four opening windows, two on each side, provide cross-ventilation.

The interior decorating scheme is refined and elegant, with solid cherry woodwork throughout complemented by an excellent palette of fabric and upholstery colors. Facing sofas along each side of the salon provide seating for five. The one to starboard converts to a double bed, or you can opt to order it with a pair of recliners instead. Four more people can be seated in the raised dining area



The best seats in the house. The flybridge of the 43 is perfect for kicking back with your crew.

forward and to starboard. Open the doors in the dining table base and you'll find a liquor cabinet with cutouts in the bottom to hold bottles securely.

Another of the subtle refinements aboard the 43 is one not readily seen. There's a low wooden cabinet at the back of the salon, and at the touch of a button, a flat-panel TV rises from it. This is the kind of feature you'd expect to find on a much larger (and obviously more expensive) motoryacht. The cabinet's location provides good sightlines from all seats in the house, yet doesn't block the view out the aft doorway when not being used.

One step down from the salon deck and in the forward port corner, a full galley features a side-by-side refrigerator and freezer under the Corian® countertop. Other standard amenities include a microwave and flush-top electric stove. There's ample storage in the cabinets as well as a locker in the floor.

While some boat companies consider three staterooms to be a key selling point, Silverton opted for only two on the 43 Sport Bridge. Doing so creates considerably more room in each and allows both to have private heads. The master suite features a pedestal queen berth with walk-around room on three sides. A split head arrangement puts the shower stall in the aft port corner and the toilet and vanity on the opposite side. There are also his and hers hanging lockers.

Part of the second stateroom is tucked away under the salon, but a good portion has nearly six and a half feet of headroom. The twin berths here can be converted to a king with a filler cushion, and the compartment also has a hanging locker and some cleverly concealed storage drawers in the entryway steps.

One thing about the old 410 Sport Bridge that Silverton didn't change in making the new 43 is the hull design. The boat handled well in less than ideal conditions on test day. Wind and rain contributed to sloppy seas, but we stayed dry on the flybridge. The twin Volvo Penta TAMD75 diesels aren't the most powerful engine package you could put into the 43, but they moved us along quite nicely. At a 21-knot cruising speed, the fuel burn was 32 gph total. Top speed was 27.5 knots. The ride was remarkably quiet, too. At cruise, the sound level was only 75dbA.

Silverton builds the kind of boats it does because it pays attention to what its owners have to say. And with the new 43 Sport Bridge, it's obvious the designers kept their ears and minds open.



The huge flybridge makes a wonderful place to entertain friends - generous, open and airy...



...and while entertaining, the optional cockpit icemaker will keep the drinks frosty.

**LAKELAND
BOATING**





The open floor plan of the 43 Sport Bridge makes for a true home on the water.

WELCOME TO THE SHOW.

By Kevin Falvey

Value and luxury are often mutually exclusive terms when it comes to boats. Silverton has long produced boats that are good values. With the introduction of a new series of sedan cruisers, or Sport Bridges as Silverton calls them, this manufacturer is hoping to edge into the luxury market—without leaving its value-oriented roots. To see if they could pull off this feat, I tested a prototype 43 Sport Bridge.

IT STARTS HERE.

A requisite for any luxury product is good durability. Boats possessing solid mechanical, electrical, and plumbing installations along with robust construction and assembly techniques allow their owners to spend less time in the bilge and the shop and more time enjoying the layout and amenities while cruising. The 43 Sport Bridge makes the grade.

Check out the engine room. My test boat's twin 480-bhp Volvo Penta TAMD 75P diesel inboards were through-bolted to steel I-beam engine beds. The I-beam beds themselves are bolted to structural bulkheads fore and aft. This is an exceptionally robust way to install engines, typically found only on large yachts and inlet-busting sportfishermen. It transmits the torque and thrust of the engines to the hull more evenly than simple L-angle beds, making the boat more responsive while at the same time allowing the use of softer mounts, which minimizes vibration. From a maintenance perspective, you can be confident that your propshafts and gearsets stay aligned longer, and through rougher water, than those aboard boats in which the engines are "through-bolted" but only to the tops of stringers. The engines, as well as the genset and air-conditioner feature internal sea strainers on the intakes, a costly fitting that makes fixing a clog easier than aboard boats with external strainers.

Now check out the wiring. It's well supported and neatly run, and when I inspected the ground bus (mounted aft and to port), I discovered that all terminals are shrink sealed. This not only keeps out moisture, it helps prevent connections from vibrating loose. Chafe protection? The 43 Sport Bridge shows that Silverton is a stickler for preventing electrical wire chafe, a common cause of electrical headaches for every boater. For instance, note the nylon grommets where cables pass through the forward bulkhead. Aboard most boats, a hole is drilled, the wires are run, and a glop of sealant is all that's used to "chafe protect" the wires. This said, I noticed that the spotlight wiring in the 43 Sport Bridge's anchor locker was sloppily supported and wasn't chafe protected

coming through the deck. Silverton assured me this was because the boat had been rushed out for me to test and that the glitch would be corrected. Keep them honest and check it out during your inspection. Another glitch: The icemaker water line—run in the lazarette—was supported by glue-on clips, most of which fell off during our test. Silverton says screwed clamps will replace these. Again, check.

Of course no boat's electrical system is bulletproof—the marine environment is just too unforgiving—but aboard the 43 Sport Bridge, your troubleshooting time will be minimized. The wires are neatly run and labeled every foot or so right on the insulation. I see too many boats in which the wiring is a confused bundle of cables.

While you're snooping in the 43 Sport Bridge's guts, check out its hull-to-deck joint. In addition to being a major source of leaks aboard many boats, this connection is what literally keeps the lid on a boat. Instead of using the common shoebox fit, Silverton connects the 43 Sport Bridge's two major components via through-bolted horizontal flanges. A gasket is sandwiched between the flanges, sealed with adhesive, and capped by a heavy-duty rubrail. This way, the hull and deck move in concert as the boat works through waves. Leaks and worries are minimized.

All of this culminates in the solid feel the 43 Sport Bridge delivered while I was at the helm. Grab the wheel, shove the levers, and take off. The 43 Sport Bridge planes with authority. It made comfortable way through three-to-five-foot headseas at 25 mph during my test. Running with seas on the aft quarter, the wettest tack for any boat, proved dry. It stayed on plane as I throttled back to 10.7 mph—a good attribute. Get caught in a blow and you can still make headway and maintain steerage without resorting to idle speed.

Running downsea, the boat had a tendency to bow steer. It requires a bit more attention to the helm on this course than I liked. Of course, you'd have to eliminate the deep forefoot that helped slice through the headseas and widen the roomy stern to allay this characteristic, a tradeoff I wouldn't want to make in a sedan. So in sum, the 43 Sport Bridge is no ICW darling: You can cruise open water and be confident in its handling and in the integrity of its systems and installations.

FLAT SCREEN RISING.

The 43 Sport Bridge's two-stateroom layout features some of the best in interior yacht design. Its windows—frameless to eliminate leaks—also have sections that open for natural ventilation. Cabinet-face frames and doors for the heads and stateroom are all solid hardwood, so in addition to being strong, they'll wear better than laminate

woodwork. The galley is soled with Amtico® hardwood flooring for easy spill cleanup and good looks. Countertops are solid surface. For safety and aesthetics, indirect footlights abound.

On the softer side, your bare feet will feel padding beneath the carpet. Your butt will appreciate the supple feel, and your eyes will linger over the rich look of the distressed Ultraleather™ upholstery. Bedding, window treatments, and valances are all designer style. The salon TV rises vertically out of a gloss wood console. Like, wow.

The captain's digs feature an innerspring queen berth, two illuminated hanging lockers, and private access to the head. The head is split, with the shower to starboard and commode to port. You shave. I'll shower. The guest stateroom is off the passageway and features two single berths that become a double when you install the filler. It features plenty of stowage. If you need more sleeping capacity, the salon sofa is a sleeper.

THE GREAT DIVIDE?

It used to be tough finding comparison boats for Silverton. But the company's new philosophy, embodied by the 43 Sport Bridge, makes this boat a bona fide competitor for the likes of Carver's 42 Mariner (\$498,990 with twin 370-bhp Volvo Penta TAMD 63 diesels) and Sea Ray's 420 Sedan Bridge (\$602,292 powered by twin 480-bhp Cummins MerCruiser 480 CE diesels). Ride all three and see for yourself.

BOATING.



The optional lower helm station will keep you out of the weather.



The second stateroom features stand-up headroom and twin berths for your guests or the kids.



A queen island berth with innerspring mattress and plenty of storage awaits you in the master stateroom.

SPACE SHIP

by Jim Daly

Stepping aboard the latest Silverton model feels a lot like boarding a high-end Italian sport yacht. The smooth lines from the hull to the flybridge are flawless, as is the cherrywood interior. Every feature has a purpose. Plus, the new 43 Sport Bridge delivers sea-keeping performance to match its good looks.

Capt. Rich Murray at Sundance Marine in Ft. Lauderdale, Fla., gave me a tour of the boat. Murray makes sure that new owners thoroughly understand their boats and can manage them safely and confidently.

“I don’t teach seamanship, but at Sundance Marine we make sure that new owners are comfortable operating their boats,” says Murray. “I’ve taken as long as four days with a new owner practicing docking and reviewing the various systems on board.” Murray engaged the bowthruster to help ease the boat out of its tight slip on the New River. I always like testing a boat in the open ocean whenever possible, and Murray was eager to run out the inlet, which showed his confidence in the 43.

At three-quarters throttle, the bow drove effortlessly through the waves without throwing a drop of spray onto the deck. The large hull strakes and reverse chines of the modified deep-V worked precisely as designed to lift the bow and return the spray to the sea. Tracking was right on course without additional movement of the wheel, whether heading directly into the sea, quartering or running with the waves. Pushing the throttles to the max produced no shimmy or shake, despite the three- to four-foot seas. More steering input was required to maintain course at this speed, but we were not struggling to keep our balance on the flybridge.

THE LIVING IS EASY: Full galley and large stateroom make for comfortable stays aboard. This Silverton is very quiet. Despite nearly 1,000 hp, my sound measurement was only 83 decibels at the helm—just 12 points above the level at idle. Not only are the electronic Volvo Penta diesels quiet, but Silverton has also added very effective sound insulation. Quietness is further enhanced by rigid steel-beam engine beds. They’re bolted to the bulkheads rather than the stringers to reduce vibration.

The engine room is well laid out and systems are accessible. Wiring is color-coded, labeled, loomed and strapped to ensure that it stays in place and is easily identified. This care in installation extends to all systems, earning the 43 high marks in its class for attention to detail.

The helm is clean and expansive, with two bolster/seat chairs for standing or seated operation. Visibility is generally good, but as with most boats of this design, a clear view of the transom from the helm simply isn’t available. The rest of the bridge features a seat/lounge to port and a four-person bench aft of the wet bar.

One of my favorite features is the bridge access from the cockpit, because stairs flanked by rails make reaching the bridge much easier and safer than does a ladder—especially while under way. Each step has a lip at the leading edge for additional grip. The 43 Sport Bridge also features wide stairs from the bridge to the foredeck. And there’s no aesthetic downside, because all the stairs are so well integrated into the boat’s overall design.

The 43’s curving headliner, the slight rise in its dining settee and the flow of its cabinetry enhance the impression of wide-open space in the cabin interior. The satin-finished woodwork, the flat-screen TV (that rises electrically from the cabinetry at the touch of a button), the wedge-shaped smoked glass side windows and the three large forward windows complement each other for a harmony few designers have achieved. Silverton can be proud of how this boat stacks up against more costly competitors.

Storage space beneath the master stateroom’s berth is voluminous, providing room for more gear than most owners would ever need to carry. I particularly like how Silverton has split the shower (to port) and head (to starboard) in the master stateroom—very practical, indeed. The guest stateroom features two berths with an ample-sized head across the companionway.

The cockpit is well proportioned and well shaded by the flybridge. Here again, functional design features, such as hawsepipes at the transom for stern lines, keep a clean line and a clear cockpit.

Access from the cockpit to the large swim platform is a simple step through a transom door. There's a locker in the transom that's accessible from the swim platform to keep shore cords and water hoses safely and securely stowed yet available precisely where you want them when they're needed.

The Silverton 43 Sport Bridge boasts not only the exterior lines of a high-end cruiser, but also manages to deliver an attractive, innovative use of interior space in a modestly priced package. It's a boat that gets better and better the more you experience it. On the bottom line, that adds up to real value in my book.

MOTORBOATING



One touch, and the 20" flat panel TV rises into view.



The chef's galley is just one step down from the salon. You'll be right in the middle of the conversation.

WELL-*Refined*

Dynamic styling and gracious accommodations define the new generation of these Jersey-built cruisers.

By George L. Petrie

Over the course of 35 years, Silverton has established a reputation for offering extraordinary spaciousness and livability per foot of boat length. Occasionally, however, it's been opined that maximum interior volume has been achieved at the expense of exterior styling and proportion. In other words, Silvertons have been accused of looking top-heavy.

That said, I am impressed by Silverton's new 43 Sport Bridge. Gentle curves and sweeping windows complement a pleasingly proportioned profile that belies her voluminous interior. Most noticeable to me is the deft styling of the builder's signature "sidewalk" side decks. A practical feature that allows safe and direct access from the flying bridge to the foredeck, it has always struck me on older Silverton models as glaringly out of proportion. But tucked inboard of her radar arch and blended into the upsweep of her deck edge, the sidewalk steps virtually disappear on the new models; the only tip-off to their presence are the high stainless steel rails that extend from the radar arch all the way to the bow.

Intrigued by the refinements I saw in the exterior styling of the 43 Sport Bridge, I was anxious to see what surprises might await in her interior. But that would have to wait, because it was already well into the afternoon when I first got the chance to go aboard, and I wanted to have plenty of time to see how well she would perform. With Mike Usina, Silverton's VP of sales and marketing, at the helm, I set up our test gear as we headed out of the Fort Lauderdale, Florida, inlet. In the process, I got a chance to take in some of the nice features of the flying bridge. For starters, opposite the forward-facing helm and companion seats there's an aft-facing settee on the port side (with stowage space beneath) that would let at least one more guest converse with the skipper while underway.

Aft on the flying bridge, there's an L-shape settee with a sunpad behind; a thoughtfully placed walkthrough on the starboard side gives access to the sunpad, without guests having to climb over the settee. Facing the settee (just aft

of the helm seats) is a wet bar with a countertop just right for preparing beverages or serving snacks. Options on the bridge of our test boat included a Raritan ice maker, snap-in carpeting, a zippered bridge enclosure, and a canvas soft-top. During our speed trials, I was especially appreciative of the latter as the top's sturdy stainless steel frame provided a secure handhold while taking measurements with the radar gun, not a trivial issue while ripping through midafternoon chop at speeds of up to 34 mph.

In truth, I found her ride qualities quite comfortable at all speeds and headings, taking the two-plus-footers in stride. From a standing start, she got out of the hole quickly and moved effortlessly onto plane. Even with an open bridge, the 43 seemed surprisingly quiet, generating only moderate wind noise and leaving much of the engine noise in her wake. My only negative impressions were that her steering seemed stiff and her turning radius wide compared to other boats of similar style and size.

It came as no surprise that the 43 performed well, since she is built on the same hull mold as her predecessor, the Silverton 410 Sport Bridge (see "Extreme Makeover," this story). Her proven hull form is one of the only elements that was not refined in creating the new model. Indeed, inside the 43 offers a completely new layout, boasting a second full head and a more open main-deck plan that enhances spaciousness.

To be sure, the idea of an open floorplan is not new; indeed it's become a virtual standard for the industry. But Silverton's take on the concept is nonetheless striking, mainly because the raised-sidewalk side decks permit the saloon to extend across the full beam of the yacht. Combined with two large windows on either side, a wraparound windshield forward, and big glass panels facing aft, the saloon takes the perception of openness to a higher standard.

Joinery is crafted from what the company terms furniture-grade cherry with an added clever refinement. Rather than using either satin or high-gloss finish

throughout, Silverton combines the two finishes; horizontal surfaces (tabletops and the like) are all done in high gloss, whereas vertical surfaces are done in a satin finish. The high-gloss surfaces thus provide accents without being overpowering. Nicely complementing the cherry joinery is an Ultrasuede headliner and Ultraleather™ furniture; to port is a love seat that converts to a sleeper, while to starboard there's a settee that's offered with stowage drawers beneath or in a double-recliner configuration.

In the galley, situated forward on the port side, I took note of several more refinements aimed at improving livability: a side-by-side NovaKool refrigerator; Corian® countertops; handsome, low-maintenance Amtico flooring; and plenty of stowage, including an undersole bin for stashing dry goods. But perhaps my favorite feature was the stainless steel sink. Why? Simple. The sink is big enough to really be useful, big enough to hold a pasta pot or wash a large cutting board. A common object, it seems to typify Silverton's uncommon obsession with spaciousness.

Opposite the galley on the starboard side is the dinette with a handsome cherry table ringed with seating for four or more. Raised, the dining area creates headroom for a guest stateroom beneath, on the lower deck. Twin guest berths are fitted with innerspring mattresses (rather than foam), and they can easily be pushed together to form a double berth.

In the bow, the master stateroom offers a queen-size berth with innerspring mattress, along with port and starboard hanging lockers. But the best feature, in my opinion, is the split-head arrangement, allowing one person to shower while the other has unimpeded use of the sink. Beyond livability, it's a major milestone in domestic tranquility.

My last order of business aboard the 43 was to check out her engine room, accessed through a shoulder-width hatch in the saloon sole. While the short drop down to the diamond-plate flooring below was manageable, some sort of ladder or step would be a nice addition. The space itself is certainly roomy, offering good access to both engines and the 10-kW Kohler genset against the aft bulkhead. Dipsticks are inboard on both Volvo Penta D9 diesels, but the engine-mounted filters are on the outboard side of the starboard engine. Seacocks, raw-water intakes, and strainers are forward, flanking the centerline, and within easy reach.

In assessing Silverton's construction quality, I took note of the massive angle-steel engine beds through-bolted to heavy transverse frames that provide a firm foundation for

the motor mounts. The hull is a solid fiberglass laminate, reinforced with a grillage of longitudinal stringers and transverse frames of marine plywood encapsulated in fiberglass. It's a well-proven method of construction that Silverton has employed for many years.

The new 43 Sport Bridge builds on the core strengths of her predecessor like that hull laminate, while adding refinements in accommodation and styling that demonstrate Silverton's continued commitment to spaciousness and livability. It's a successful makeover, faithful to the company's long-standing priorities, but presented in a significantly more attractive package.

Silverton introduced its first Sport Bridge model, a 33-footer, six years ago, then added a 41-footer about 18 months later. For the next five years, those two models were produced without significant refinement and without further additions to the Sport Bridge line. The company's rationale seemed to be "Why mess with a winning formula?" But like any successful boatbuilder, Silverton knew that sooner or later they'd need to come up with a fresh concept to maintain the brand's market appeal.

Last year, the company introduced a new 38 Sport Bridge, in part to fill the gap between the two existing models, but mainly to offer a variant with a more pleasing profile. So favorable was the reaction to the 38's new styling that Silverton quickly moved ahead with plans to update its 41-foot flagship, redeveloping the 410 (as it was known) into the present 43 Sport Bridge.

Although the new 43 shares the same hull tooling as the old 410 Sport Bridge, the deckhouse and bridge have been given a totally new look. This strategy let Silverton bring its new model to market more quickly, while eliminating the uncertainty (and cost) of developing a new running bottom.

Development of the 43's new look was aided by 3-D modeling and engineering software, and the builder's five-axis router. The router was particularly beneficial during the process of refining the new deckhouse, because it gave Silverton's design team the ability to easily create 3-D scale models to help visualize the final product. The new 43 is a testament to the success of their efforts.

**POWER
& MOTOR YACHT**

Silver Streak

By Jay Coyle

Silverton's New Large 43 Boasts Both Space and Speed

Silverton has been building boats in New Jersey since lapstrake sea skiffs were in fashion. When the Luhrs brothers (John and Warren) took the helm in 1969, the company blossomed from a small, regional builder into a major marque. Today, Silverton builds a range of designs focused on family cruising. Even so, in my view the Sport Bridge lineup is its most unique offering.

That's one reason why I had been looking forward to the introduction of the 43; another is that I had reviewed her 38-foot sibling and then watched her go on to become one of Silverton's top-selling models. The 43 replaces a 41-footer and is the largest Sport Bridge to date. While Silverton's design team did a splendid job wrapping the 38's full-beam interior in an attractive package, the 43's styling is more balanced and the look is lower and leaner to my eye. Silverton promotes Sport Bridge styling as "European," however, as I suggested with the 38, there is no reason to share credit. Rakish profiles and sweeping window lines are not proprietary features and the way Silverton's design team has blended them together is distinctive and pleasing (OK, you can call it international styling if you like). I do concede that the 43's sponson-like wraparound transom platform is foreign and as it stands proud of her hull, care must be taken when navigating a tight slip.

What Silverton refers to as an "American" arrangement is the foundation of the Sport Bridge concept. This translates into open space, large comfortable seating and a foot-friendly traffic pattern that makes moving about the boat easy. Silverton's clever "SideWalk" design allows for a full-beam main cabin without compromising access fore and aft. These are essentially side decks, integrated into the styling, that join the bridgedeck and the foredeck (molded-in steps lead to the afterdeck). The arrangement maximizes bridge space as well and to good effect: There is a stylish control station here with helm and companion seating. A nearby lounge area includes a sunpad and a wet bar that can be fitted with a refrigerator.

Below, there is enough room on the afterdeck for a couple of chairs and a niche for an icemaker. Access to the lazarette area is through a guttered hatch; a gate leads to a swim platform that could accommodate a small tender. The foredeck's sunpad will please the sybarites, while Master and Commander types will appreciate how ground tackle and windlass are hidden under a deck hatch—no anchor pulpit is required. The rakish bowrail extends forward of the deck perimeter and seems a bit of a



reach; however, I'm sure it would become familiar given time. All stainless steel fabrication is done in-house.

A curved sliding glass door leads to the cabin. Windows provide plenty of natural light while side vent windows deliver fresh air. The seating area aft has a domestic-style sofa that converts to a double berth and a curved sofa with internal drawer storage or optional dual recliners. An entertainment center includes a 20-inch flat-panel TV on a lift that rises from a cabinet with the push of a button. Forward, it is a step up to the dinette area and a step down to the galley. The dinette could seat four full-beam Americans comfortably; the galley, fitted with a cook top, has a convection oven/microwave, and dual-voltage refrigeration. The master stateroom is forward and has a queen-size island berth. There is drawer and cabinet storage under the berth as well as two cedar-lined hanging lockers. The private master head is a split arrangement (head/shower). A guest stateroom tucks beneath the dining area, with a second head in the passageway.

Like many production boatbuilders, Silverton has invested in touch and feel, upgrading its interior standards in response to heightened customer expectations. The 43's semigloss cherry interior is a good example. Cabinets have concealed European hinges and drawers have solid cherry faces and birch plywood interiors. The galley has Corian® counters, a polished stainless steel sink and a durable faux wood sole. The dinette has a solid cherry table with a high-gloss finish. Silverton offers an interior décor package that features designer soft goods and accessories. All of Silverton's cabinet and upholstery work is done in-house. Computer-controlled routers and saws are used for cutting wood and all joints are screwed and glued.

The glossy cherry of the galley and dinette gives a theatrical glow in night or day. Like all Silverton products, the 43's design was modeled on computer and mocked up prior to production. A five-axis router was used to cut plugs for the hull and superstructure tooling. The net result is that the 43's complicated exterior styling flows smoothly and her gelcoat finish is near perfection. The hull is handlaid with woven roving; Coremat is used to increase thickness and minimize print-through, while a vinylester-resin skin coat is laid on below the waterline to reduce the chance of blistering. Stringers and web frames are pressure-treated plywood encapsulated in fiberglass, and the decks and portions of the superstructure are stiffened with balsa coring. The 43's interior is built in modular fashion and installed in the hull prior to its mating with the superstructure. The hull/deck joint is bonded and bolted. The joint is also fiberglassed where accessible. Silverton's new five-year warranty is standard.

Hatches in the cabin sole allow access to the engine room. By lifting the two middle hatches you can descend the ladder and move about the space on centerline, performing basic preflight checks on the engines and generator. The compartment is well lit and bilge areas are finished with gelcoat. The engines are mounted on powder-coated steel I-beams that are bolted to the forward engine room bulkhead and a stout web frame aft. This arrangement is proven and

makes sense from a production standpoint as it simplifies engine alignment. Some feel it also allows for better transmission of thrust to the hull structure while at the same time making it possible to better isolate engine noise and vibration. The setup seems to work on the 43: I noted virtually no vibration and pleasantly low sound levels at speed.

The 43 has a moderate entry with strakes to control spray. Her after sections terminate with a transom deadrise of 17 degrees and propeller pockets help trim her draft to a modest 3 feet, 10 inches. Our test boat was fitted with the optional 480 hp Volvo package, one of a variety of power options offered. I recorded a maximum speed of 28.3 knots and a fast cruise of 25.9 knots at 2400 rpm. Given the 3-foot chop, she seemed most pleasant to me at a relaxing 21.3 knots (2100 rpm). At this speed her engine electronics indicated a fuel burn of 31.4 gallons per hour. The 480 hp Volvos seem a good match for the 43. She accelerated evenly without noticeable smoke and reached maximum turns in about 25 seconds.

If it's been a while since you've taken a look at a Silverton product, the 43 is worthy of your inspection. She is a comfortable boat and an ideal platform for family cruising. Once again, Silverton's design team has hit its target.

Yachting
MAGAZINE





SPECIFICATIONS

Length Overall	47'7"	14.50 m
Beam	14'4"	4.37 m
Draft	46"	1.17 m
Deadrise		12°
Approximate Weight (Dry)	28,000 lbs	12,712 kg
Fuel Capacity	430 gals	1,628 L
Water Capacity	118 gals	447 L
Holding Tank Capacity	40 gals	151 L
Sleeping Capacity		6
Headroom	6'5"	1.96 m
Clearance Height-DWL (w/ light)	14'5"	5.08 m

Power Options – Gas:

Twin 8.1L MPI	425 HP	317 KW
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Power Options – Diesel:

Twin Volvo D-6 IPS-500	370 HP	373 KW
Twin Yanmar	440 HP	328 KW
Twin Cummins	430 HP	321 KW
Twin Cummins	465 HP	347 KW
Twin Volvo	480 HP	358 KW
Twin Volvo D-9	500 HP	373 KW
Twin Volvo D-9	575 HP	429 KW

STANDARD EQUIPMENT

Standard Equipment (major items): Three-Zone Air Conditioning; Transom Shower; Bose® Surround-Sound Stereo; Flat-Panel TV; Carbon Monoxide, Gasoline Fume and High-Water Detectors; Dripless Shaft Seals; 10-kW Genset; Corian® Countertops; All Docklines.

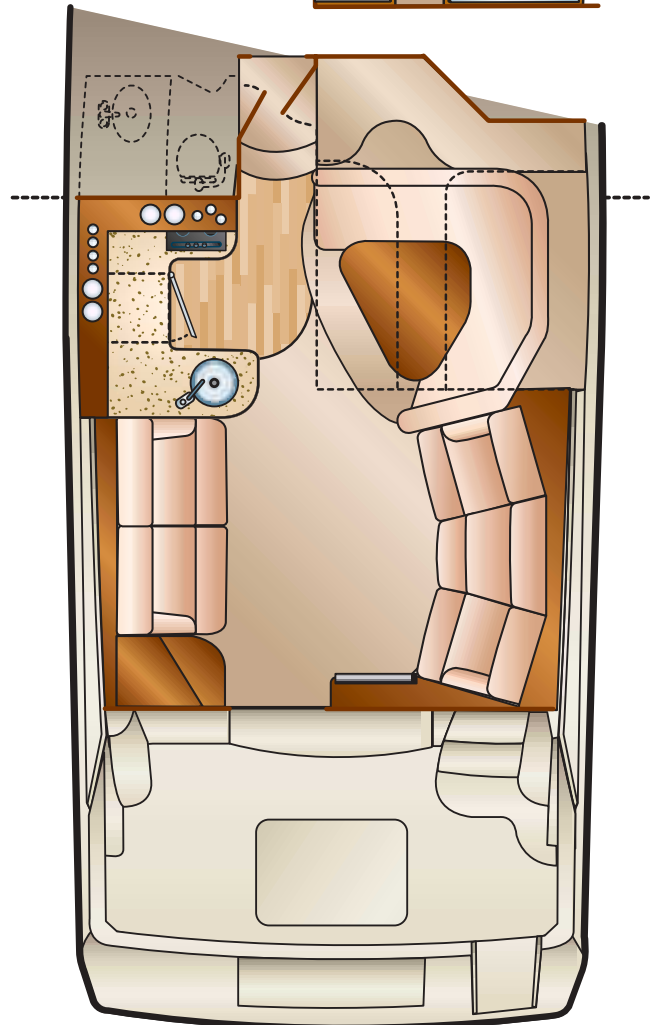
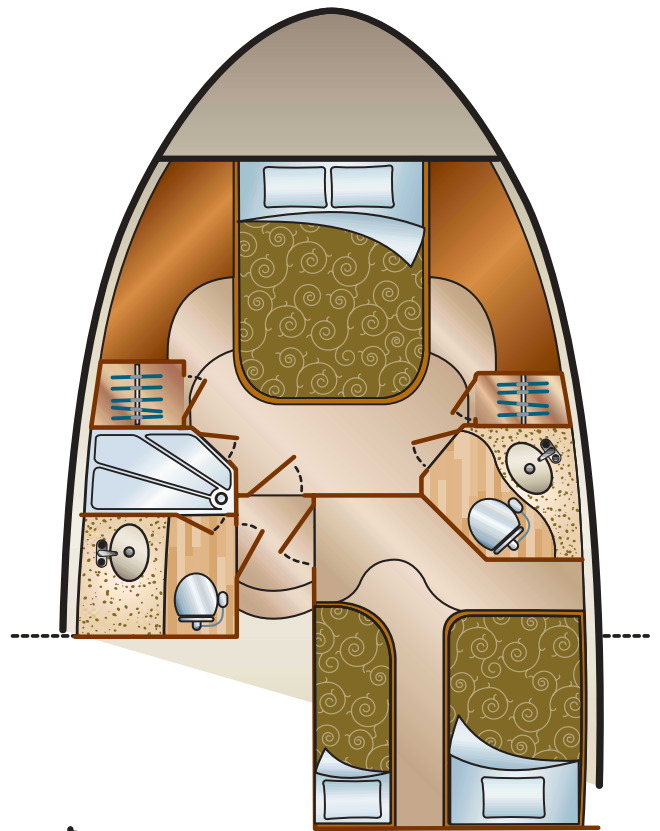
OPTIONAL EQUIPMENT

Optional Equipment (major items): Bose® Upgrade; Aft Video Camera and Monitor; Bowthruster; Anchor; Bridge Enclosure; Glendinning® Electronic Controls; Oil X-change-R® System; Sea Key® Satellite Location System; 26" Flat Panel Television; Exterior Carpet; Fresh/Raw-Water Washdowns.

Warranty: Five-year, transferable structural coverage on the hull; five-year, pro-rated hull blister warranty.

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 36 years.





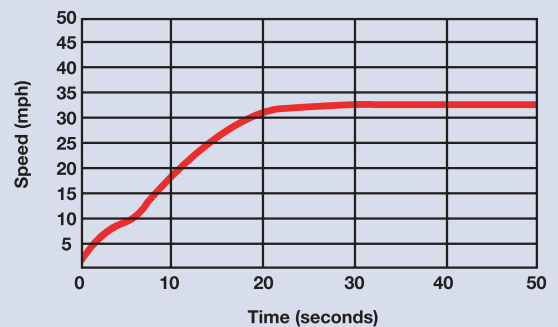
A thrilling combination of performance, elegance and style, the Silverton Forty Three Sport Bridge is truly in a class by itself.

POWER & MOTORYACHT

Test Performance Data

RPM	MPH/KTS	GPH	MPG/NMPG	SM RANGE	NM RANGE	Db	Trim
1000	9.3/8.1	4.4	2.11/1.84	818	710	69	2.0°
1250	11.6/10.1	9.6	1.21/1.05	468	406	71	3.0°
1500	12.9/11.2	15.6	0.83/0.72	320	278	73	5.0°
1750	17.9/15.5	21.6	0.83/0.72	320	278	75	5.5°
2000	24.0/20.8	27.6	0.87/0.76	337	292	77	5.0°
2250	28.1/24.4	34.0	0.83/0.72	319	277	79	4.5°
2500	32.0/27.7	47.6	0.67/0.58	260	226	80	4.5°
2600	33.9/29.4	52.0	0.65/0.57	252	219	81	4.5°

Conditions: Temperature: 82°F; Wind: 10-15 MPH, Seas: 2' Chop; Load: 380 Gal. Fuel, 60 Gal. Water; 3 Persons, 75 Lbs. Gear. Speeds are two-way averages measured w/Stalker Radar gun. GPH from electronic control module. Range: 90% of advertised fuel capacity. Decibels measured on A scale. 65 dB is the level of normal conversation.



Acceleration based on average of 4 reciprocal runs using Stalker ATS radar gun.



SILVERTON
MARINE CORPORATION

Evolving · Excelling · Leading

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