



LAND ESCAPER — SILVERTON



Builder: [SILVERTON](#)

Year Built: 2006

Model: Sport Fisherman

Price: ~~\$515,000 USD~~ Off the market

Location: United States

LOA: 50' 0" (15.24m)

Beam: 16' 2" (4.93m)

Min Draft: 3' 9" (1.14m)

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SPECIFICATIONS

Basic Information

Category: Sport Fisherman

Sub Category: Convertible

Model Year: 2006

Year Built: 2006

Country: United States

Dimensions

LOA: 50' 0" (15.24m)

LWL: 46' 8" (14.22m)

Beam: 16' 2" (4.93m)

Min Draft: 3' 9" (1.14m)

Clearance: 17' 6" (5.33m)

MFG Length: 51' 7" (15.72m)

Speed, Capacities and Weight

Displacement: 33874 Pounds

Water Capacity: 200 Gallons

Holding Tank: 56 Gallons

Fuel Capacity: 580 Gallons

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 2

Manufacturer: Volvo

Model: D-12

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Overview

There are about seven or eight 50' convertibles on the market, all being built in the U.S. But by definition, an able boat in this class must also be a good cruiser as well as fishing boat. The 50' Silverton Convertible was designed to be both a versatile coastal cruiser and a capable offshore fishing boat.

While this layout is pretty standard in this type and size boat, note the clever design details that actually create better function than some of her rivals: the starboard side settee can actually seat three people, the passageway below has been angled to create a few more, much needed inches of room both in the master and the guest cabins, both heads have separate stall showers, and the washer/dryer location forward of the guest cabin is handy.

Some distinguishing characteristics of the Silverton 50 Convertible is that we find virtually everything is done well from a layout standpoint. For example, there is a molded in stairway from the cockpit to the flying bridge making access easy and safer than on a vertical ladder. On the flying bridge the helm is located aft as it should be on a fishing boat. It has a companion seat, and guest seating is forward of the helm console. This arrangement gives guests a great view while underway or at anchor.

Below, while the layout is conventional, Silverton has used curves in the layout, bends in the cabinetry, and large radius molding to enhance the attractiveness of its interior. These design accents are the same as those employed in some up-market yachts and they go a long way toward separating today's Silverton from that of your father's where everything was squared off. These details even separate the 50 Silverton from some other boats in class that have a strong emphasis on the "sportfishing" part of the convertible concept. Silverton has done a remarkably good job in this department, and although it does not affect the sea-keeping aspects of the boat, and it is largely cosmetic, it nevertheless keeps the 50 au currant with contemporary yacht styling.

Another distinguishing characteristic of the 50 Silverton Convertible is the fact that she only draws 3'5" (1.13 m). This is a full 1'6" (.45 m) less than the deepest boat in class. This is an important consideration for boaters wanting to traverse skinny water. For owners with their own dock the 50 Silverton may be the only boat that can be comfortably moored there, particularly during a moon tide.

But shallow draft doesn't mean super-light displacement. She has about the same displacement as three other boats in class which indicates to us that the 50 Silverton has carried more of her 16'3" beam to the water line than some other boats that claim greater width. Beam at the waterline is what affects interior room most, and there the 50 Silverton holds her own with other boats in class.

The 50 Silverton has a 12-degree deadrise at her transom which is about minimum for this size and type of boat. The relatively flat sections in her stern will give the boat added stability when at rest, and make her easier to push at planning speeds.

Exclusions

Owner's personal belongings. Owner's personal toys, including but not limited Jet-skis, Tenders, Sea Bobs, Fishing & Diving equipment.

Disclaimer

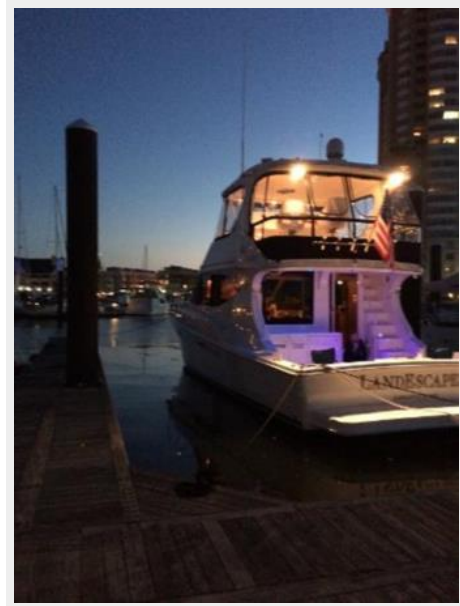
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PHOTOS

Forward View From Dock



Aft View From Dock



Aft View



Side View



Aft Stairway to Bridge



Helm Area



Bridge View Looking Forward



Helm View Looking Aft



Galley



Salon Dinette



Stairs to Staterooms



Head



Master



Hallway



CONTACTS

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