Silverton Owners Club

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Issue #105



Greetings and Happy New Year to the members of the Silverton Owners Club!



On **Thursday February 11th,** we will have a meet and greet party in the Fort Myers area in Florida. The restaurant location has not been set yet. We will be doing separate checks but we will need to do RSVP's. We have had these dinner parties for more than 10 years in this area.

There will be another meet and greet. It will be on Kent Island in Maryland. In the past, it was held at Fisherman's Inn. That may change. The restaurant policies are not good. First up, they want $100 to use the room. 2nd, they don't want you ordering off the menu. They want to put together a special 'menu' of 4 or 5 things that you would choose from when you RSVP and they want to put it all on one bill, and our host would be responsible for it. With people doing the "no show" thing, our host could be on the hook for hundreds of $$$ if the weather was bad and people who signed up decided not to come. So as a result of the Fisherman's policies, we are

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Shaky for Santas, but perfect for paraders

Gusty night greets holiday boat parade



Ted Schindler is a proud and accomplished veteran skipper - so much so, his vessel was designated to lead Saturday's installment of the

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Bulletin Board

Password: cloud

(in all lower case letters)

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It's your first and last name with a space between the names.

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looking at other options. We are penciling in March 26th for the date, but depending on the availability at whatever restaurant we settle on, it could change.

We can tell you that attending this meet and greet will be Walt Sharp. He was chief engineer for Silverton in Millville for 40 years. There is no formal presentation planned on a specific topic but if you have any questions about your boat, this will be a good time to get them answered.

Where is Lloyd?

I have noticed that on the bulletin board, that many members are advising others to check with Lloyd at Egg Harbor for parts or information, because they themselves have been helped by Lloyd in the past.

Lloyd is no longer at Egg Harbor. He has moved on.

Members need to start advising others to call Mauricetown Marine.

(SEE THEIR AD ON PAGE 3)

Egg Harbor is no longer in the parts business or support information business for the Silverton boats that were built in the Millville NJ Plant PRIOR TO 2012.

Mauricetown Marine has taken over the parts for the parts for Pre Egg Harbor

Silverton boats

The new Silverton Marine has been owned by Egg Harbor since 2012 They are focusing on new boats and models. They have only built a few boats since buying the molds in the 2012 bankruptcy . We do not have ANY boats in this group that were built by the Egg Harbor Silverton. Every one of you in this group, fall under the Old Silverton, meaning all of your boats were built in Millville or even older than the Millville boats are the Toms River boats. At one time Silverton boats were built at a factory in Toms River, NJ.



Now open for business

Mauricetown Marine is the factory authorized, exclusive source for aftermarket Silverton parts and technical support. We specialize in Silverton and Ovation parts that are difficult for the average boat owner to find, much less at a reasonable price.

Mauricetown Marine is owned by Anne Sharp who along with her husband Walt have a total of more than fifty years' experience with Silverton Marine Corporation. Anne was the Director of Human Resources for fifteen years and Walt with thirty six years, has held several positions, mostly as Chief Engineer. After Silverton closed in 2012, Anne and Walt began to recognize the need for a knowledgeable source for Silverton owners to turn to for parts, materials, and technical support.

Mauricetown Marine can offer the following and more:

Windows & doors
Propulsion & steering gear
Engine room components
Tanks
Rub-rail & deck hardware
Stainless & aluminum rails
Fiberglass parts & partial parts for repairs
Hatches, lids & associated hardware
Hull vents
Gelcoat for any vintage
Graphics, boot stripes & logos
Upholstery
Canvas
Cabinetry & woodwork
Electrical panels
Coordination of repairs, upgrades, and more.

Whatever you need, we can get it!

Coming soon, we will offer a full line of Silverton apparel and more.

Soon you will be able visit our website at MauricetownMarine.com

Email us at mauricetownmarine@gmail.com or call us at (856) 451-2540 or (856) 297-2120

LIMBER HOLE LEAK
(WATER WEEPS/BEADS ONLY WHEN UNDERWAY)

By Mike Crouch

We have owned a 42 Silverton Convertible since they started building them. We even went to the factory several times during the build. I think I know pretty much every inch on the boat so when we recently moved from the Potomac River/Chesapeake Bay area to the Pacific Ocean, i.e., Oceanside CA, there was no second thought that the boat was coming with us (which will be a separate story I'll write for a future newsletter).



I'm of the belief that a bilge should be dry and clean to allow for rapid determination of inevitable problems that will crop up.

That said, for several years, after we ran the boat, the bilge area immediately adjacent to the engines would gather water - sea water. For ease of discussion all other bilge areas remained dry.



I've included three pictures for reference. The first is an expanded shot, looking forward, of the suspect limber hole. The second is a close-up of the limber hole, and the final shot looks directly down at the compartment immediately forward of the limber hole.

As I mentioned above for years I would soak up sea water after a run (shame on me) to the tune of about 1/2 gallon for every hour of engine time. I never let the water build up enough for the bilge pump to run. So, for example, on a nine hour run from Woodbridge VA to Virginia Beach I'd soak about three buckets up. My best "guess" irt the source was a cranky, port, sea-water through hull. By "cranky" I mean it was fully closed at 90 degrees but could be turned beyond 90 degrees in which case the valve would be partially open. My intent then was to address (replace) the through hull when the boat was taken off the transport truck and blocked in CA.

With the boat reassembled (thx Rick from Line Six Services) and the through hull replaced we began our life on the Pacific - very much a different cup of tea from East Coast boating.



But, yikes, water still in the bilge! Positively frustrated I asked Karen to drive - indefinitely if needed - donned a pair of earmuffs and assaulted the suspect area. What I found was a slow weeping, actually beading, of water right within the limber hole. The leak only occurs when underway so, for example, when I dry the bilge area back at the dock and leave the boat for an elapsed period there's NO water upon return.

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On a positive note I've found the "opposite end" of the problem; however, the challenge now is to locate the source - without feeding the yards endless dollars for endless sea trials and endless assaults based on likely guess work? Bottom-line I need to be able to better isolate the source as well as determine whether the cure is worth the cost - both in dollars and down time?

I did reach out to Walt Sharp whom I believe many members are familiar with and, while we couldn't come up with any "that's it" ideas we did come up with a couple of "way forward" actions. First, I'll take a wood plug and plug the limber hole, run the boat, and then scour the numerous compartments to see if the water has found a new path (though I'm not sure exactly what that will tell me)? Second, the next time I hull the boat we'll disable the bilge pumps and fill the bilges with enough water to, perhaps, generate a reverse leak while the boat sits on the blocks?

Engine Repowering Projects

A few months ago, the word was put out to find members who have done a repower job on a boat. It could be a repower they did themselves, or one they had a marina or subcontractor do for them. It could be a gas to gas repower or a gas to diesel repower. It could be one that was done recently or one that was done several years ago. We wanted to share the experiences of others with our members because some of you need to do it now or will need to do it in the near future. There is a lot of thought and decisions that have to be made before you start. Repowering is a big investment. Or it could be time for a new boat.

Repowering an outboard is pretty simple. Just unbolt the motor from the transom and put another one in it's place. Removing an inboard is a lot more involved. More involved in some boat models than it is in others.

If the engines are under the deck floor in the cockpit, it's easier to get to than to remove an engine from inside the cabin, under the salon floor. It's even worse if you have a motoryacht with a narrow doorway, like a 1980's 40 aft cabin. It's under the floor in the salon, but the real work is that motors have to be stripped down to be able to fit thru a narrow door way to get out onto the aft deck. The new motor has to also be stripped down to get in the door, and then put together in the engine room. The cost of the labor for repowering is directly related to what kind of obstacles the installer has to deal with to get the old out and the new in.

Over the years, I have talked with a lot of members who have done repowering jobs, in addition to the ones that participated in this discussion. I have heard from ones for whom things went smoothly. I have heard from a few for whom things didn't go well. They all had to deal with similar circumstances. They purchased rebuilt engines from an engine rebuilder and then hired subcontractors to go to their boat and do the installation over the winter. In all the unhappy cases, shortly thereafter relaunching, one of the engines blew up. In one case, an oil pump stopped working. Another case it was a valve, etc. In one case, the engine only ran 10 minutes under way before it stopped. These cases could not be blamed on the installer. The engines were given to them by the owner. The engines were covered under warranty and replacements were sent. Trouble was, who was going to pay the installer? In one case, the job was involving a 1986 40 aft cabin. The engines had to be stripped down to get it through the door. The installer had nothing to do with the faulty valve. The engine rebuilder fulfilled their end of the bargain by supplying a replacement engine. The installer could not afford to spend several days removing the engine with the bad valve and installing the rebuilder's replacement engine. In the end, the owner had to pay labor costs again. In another case, under similar circumstances, the rebuilder had included, as part of the engine warranty the cost of the labor. The boat owner thought he had things covered because the warranty stated that the rebuilder would pay the labor costs. Trouble was, the installer was a moonlighter. He worked for a marina, but did his own jobs on the side. He was not an authorized dealer for the rebuilder. He worked under the insurance and license of the marina, which was his day job. He was only covered when he was a marina employee So the labor ended up not being covered because of the fine print. In another case, the rebuilder warranty stated that they covered labor costs for engines replaced under warranty, but when it came down to it, they only paid $800 towards the labor which cost around $2,000.

I heard of another case where the boat owner did the entire repower job himself. The two rebuilt engines had a rebuilders warranty that covered the cost of labor if there was a warranty issue on the engine. A warranty problem came up with one of the rebuilt engines and a replacement was delivered. The boat owner sent the rebuilder a bill for the labor to swap out the rebuilt engines. Needless to say, he never saw a penny for his labor, even though the warranty stated that labor was covered. There was some fine print in there that stated the installation had to be done by a licensed and insured installer. The boat owner was not happy at all be-

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annual Greater Fort Myers Area Chamber of Commerce Holiday Boat Parade held Saturday December 5th. However, he can also be modest. "We did have a mishap on our way to the event," he said with a whisper as he prepared his 45-foot boat, the **Yachta-Yachta-Yachta**, to set sail from Salty Sam's Marina. "Santa kind of took a dip in the bay. We had to fish him out." -

That's right, this life-size inflatable Kris Kringle, behind Silverton Owners Club Members, Ted & Pam Schindler was blown loose by the 25 mph winds. Tough as it was on the displays, the breezy night would not make travel difficult, Schindler said.

"Being inside the bay, and mostly in larger boats, everyone will be fine," said the San Carlos Island resident. "We only go 5 mph heck, I can't even idle that slowly. I have to take the boat in and out of gear to go slow enough."

Back in place, Santa was one of many to serve as decorations amongst the lit-up boats that cruised at dusk through Matanzas Bay, then under a Sky Bridge lined with cheering onlookers, and then back to dock before a throng of admirers at Bootlegger's Barbecue on San Carlos Island.

Fact Box

A drum roll please...

Here are the winners in the different categories for the 2015 Greater Fort Myers Beach Area Chamber of Commerce Holiday Boat Parade, which took place Saturday in Matanzas Bay:

Small power boat, most creative: Kurt Osborn's boat?

Small power boat, most spirited crew: Brent Samuel's boat

Large power boat, most creative: "Chillin' the Most"?

Large power boat, most spirited crew: "Chillin' the Most"

Corporate sponsored, most creative: "Yachta, Yachta, Yachta"

Congratulations Pam, Ted & Yachta Yachta Yacht their 2007 45 convertible

(Continued from page 5) Engine Repowering

cause he had a lot of hours tied up with getting the bad engine in and getting it out and getting it packed up and shipped back to the rebuilder. He felt as though he was entitled to some of the warranty fund to cover the cost of his labor.

The replacement that worked out the best was for the club member who took the boat to the marina and had the marina buy the rebuilt engine and do the installation. When the engine had to be replaced, the marina took care of getting the rebuilt engine with the rod knock out of the boat and the replacement installed. The marina and the rebuilder took care of the bill. So when you are doing your research, to find someone to do the job, or if you are going to do the job yourself, or get a friend, factor these circumstances in as possible scenarios. I have heard of a lot of rebuilder repowers that went fine, but it really stinks if it doesn't go well. In most cases, the job is going to cost you a lot more than what you had budgeted unless you are doing it yourself or have a marina buy and install the engine.

I have also seen cases where the boat owner bought brand new engines and ran into the same warranty issues as those who bought rebuilt engines ran into. When a warranty issue comes up, there is always the labor issue that comes with it.

In the next part of this story, some of our members will share some of their repowering adventures with us.

Barley & Hops Mike Siok
1982 34 convertible
Gas to Gas repower

The boat came with the Crusader 270's. They were original and had 850 hours on them at the time. I would say their maintenance was fair before I bought the vessel. I purchased the vessel in 1999 and still own it. My replacements occurred in 2005 and 2006.

Budgets are always an issue on this kind of project I opted to go with a Jasper Engine. Both were built to the Crusader marine specs. In 2005 my original port engine failed and in 2006 it was the starboard. I replaced them with the same RH / LH configuration. They were about $1800 each with the non-standard rotation costing about $100 more. Total project costs for each engine was under $4K

I had some help from the marina. I took everything apart and broke it down. The marina did the final lift and engine replacement along with alignment. After that I put it all back together. The boat was out of the water for about 3 weeks from start to finish since I could only do my part on the weekends. Obviously hoses, exhausts, and other parts where replaced at the same time since they were also due. Its hard to find a marina that will work with you like this. It's still carbureted and I wouldn't have it any other way. The simplicity of these engines is great. No computer to fail or throw errors.

Those engines have held up very well. We were at 900+ hours before I took off in October from Annapolis to the Keys. Even with 900+ hours the fuel consumption was only 1.13 gallons per Nautical Mile at a slow cruise.

If I knew that the Walter V Drives could be reversed at that time I would have put two standard rotation engines in the vessel. I'll make that change when these engines go. It cuts down on the spare part costs and keeps things generally more simple since I don't have to remember which rotation engine is this one...

My Borg Warner transmissions have not been an

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issue as long as I've owned the vessel. For me its all about changing the fluid every year no matter how many hours I have on it for that season.

The shafts were not replaced but I will go to the dripless stuffing boxes the next time around. My port shaft recently finally gave up the ghost in Savannah while coming down the ICW a few months ago Can you believe I was only delayed two days on the trip. Talk about stars aligning considering the tragedy occurred on a Wednesday.
As for going to Diesels well I considered it and will consider it the next time again but my whole power train needs to change. On the bright side they now have units that will fit into the space of the Crusaders. I'd need new transmissions, v-drives, shafts, stuffing boxes and then there's the whole fuel tank situation to deal with. Most likely not worth the cost but when do we make reasonable decisions where our boats are concerned.

Overall very satisfied. The price was right and the engines continue to purr like kittens. As for stuff to be done differently I've woven that in above. The big regret is the Walter V-Drive and still having counter-rotating engines.

Mistress: Bob Gaum
1998 402 motoryacht Gas to Diesel Repower



We repowered our 1998 402 in 2009. The Crusaders were about 11 years old. They were 502 gas engines with 750 hours on them. We Installed Yanmar 480hp engines with new transmissions, new 2" shafts , 24 diameter props, new wiring, new mufflers and exhaust pipes. We also put in a new Westerbeke generator and a New hot water heater. Cruise speed went from 14 to 22 knots

The installer was Down Jersey Marine Services did the job. They are located in in Greenwich, NJ on the Cohansey river.(856-451-7961) Tim the owner, did a lot of installs at the Silverton Plant. He did a great job. Whole job was about $130,000

The bridge fiberglass hard top was made by Tower Power. They were located in the same building as Silverton Parts in Toms River. It was done back in 2003 ,the price was $11,000. Gioia Canvas did the bridge enclosure for around $5,000.

Babs II Chuck Liick
1989 40 aft cabin

Gas to Diesel

The boat came with 454 Crusader engines. It was repowered with 370 HP Cummins diesel engines. I thought about doing the repower for a couple of years before I did it. The marina where the boat was kept, did the work. We also changed the transmissions, shafts, struts, exhaust ports and installed a diesel generator.

Bob Aebersold
Wave Walker 1986 40 convertible
454 Crusader engines originally
Gas to Gas repower

Spent a couple of months deciding what to do and who to get to do the work.
I ended up contracting with a boat yard. I bought new engines, new transmissions, new mufflers.
I was able to use my original shafts and underwater gear

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Jim Cusic
1976 31 sedan with Chrysler engines
Gas to Gas repower

In 1976 I bought the all new, all glass, 31 sedan Silverton. The engine options at the time were the 220 Crusaders or the 225 Chrysler engines. Mine had the Chrysler engines. The boat performed well when I was traveling light with just 2 people on board but when I had 6 to 8 people it required full throttle to get on plane and then I could back off to maintain speed. I didn't think much about this until a couple of model years later when Silverton started putting the larger 270 hp Crusader and 360 Chrysler engines in the 31. There was nothing I could do about it at the time, but after 12 years and 2200 engine hours I decided that it was time to rebuild or replace the engines. I would like to clarify that these are cruising hours, not trolling or idling hours. I don't fish, I travel on the boat. I live in the Detroit area and I have cruised in 4 of the Great Lakes, as well as Georgian Bay and the North Channel.

At that time there was a Chrysler Marine dealer near me so I contacted them about the project. The 360 Chrysler was available in 3 horse powers, the 250, 275 and 300. The 300hp required premium fuel so I chose the 275 hp. The next step was contacting Paragon, the transmission manufacturer to see if I needed to make a change for the new engines. They confirmed that the original transmissions would work well with the new engines. The cost of the new engines installed in 1988 was $8000 dollars after the trade in allowance for the old engines. Because I was replacing Chrysler with Chrysler the installation was fairly easy. The wiring harness were the same as the old engines so none of that needed changing. It was pretty much an unbolt the old engines and bolt in the new ones. I also had them replace all the hoses at that time.

A lot of people don't realize that smaller is not better when it comes to a planning hull boat. A good way to describe it is a planning hull boat is like a loaded truck going uphill all the time. The boat engines are under constant load when on plan. Bigger engines don't have to work as hard to achieve or maintain the same results. Note that this does not apply to displacement hulls like sail boats and trawlers. The advantage of the higher torque of the bigger engines became very clear the first time I went out with 8 people on the boat and the boat jumped up onto plane without pushing it past 3000 rpm. I have always kept a detailed log book on my boat that includes fuel stops, number of miles and engine hours between stops as well as all maintenance. After the first season with the new engines I compared the fuel usage with the previous season and found that the gallons per hour average over the whole season had dropped by 1.4 gph and a single trip over the same distance as the year before used less fuel. This confirmed that bigger is better. I kept this boat until 2007 and over the 31 years I owned it I put over 5000 hours on it.

Ken Roberts
1996 310 express
Gas to Diesel

I live in Queensland Australia. I am Currently repowering a 310 Express. I am doing gas Mercruiser I/O's to Cummins diesels.

I found and fell in love with the 310 express. I decided to do it as a project as soon as I heard people talking about not being able to afford to run 454 gas engines. I had never owned a boat before at that time.

I cut the fiberglass to gain good access to the engines.
I removed the 7.4's and Bravo2 outdrives. The new engines are 6BT5.9 Cummins diesels. I stripped, rebuilt, balanced and dyno tested them in my own workshop (Cummins specialists).

Currently installing the engines plus 2 x VD72 Elec shift transmissions and 2 x Konrad outdrives. I am Using a mechanical/digital throttle control. I have Converted to hydraulic steering. I have discarded the gas generator..

Project has taken about 6 months (part time) to get to completion.

Editors Note; We are trying to get some pictures of this set up to see how the diesels fit into a 310 express

Rising From the Deep Blue Sea by Jim Goodall

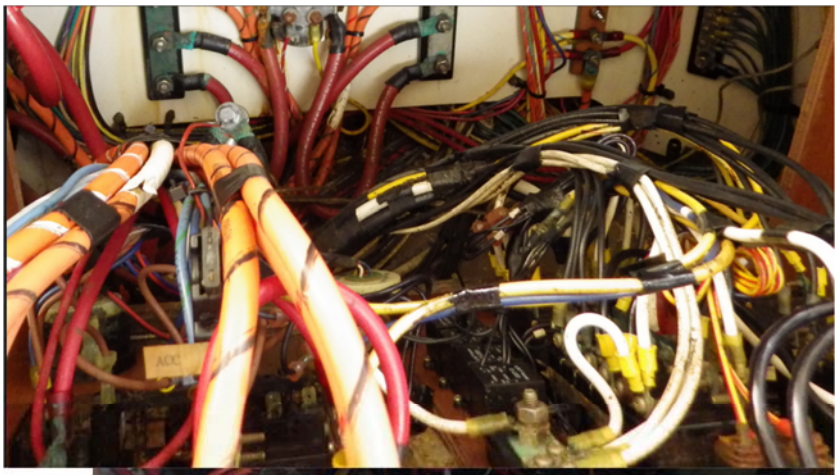
I own a 2005 34 convertible victim of Hurricane Sandy from Long Island NY The boat sank at the dock and was pulled out the next day... The engines were started and run buy a professional mechanic who pronounced them sound, and the transmissions are sealed, so that was my big criteria to meet to purchase this boat. I'm an electrician by trade, and everyone else who looked at it just shook their heads while gazing at the breaker panel damage. Rebuilding this stuff is what I do, so this was right up my alley! It sank to the bottom of the salon windows. There's a lot of salt water damage to the electrical system , but nothing that I can see that's not

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fixable. The bridge and electronics up there were untouched, except for some amateurish wire cutting to remove the bridge for transport.

The first thing was to have a go at the mess of an electrical panel. I've replaced every breaker, and the battery switches. The terminal strip and fuse panels were next to go. It's been a mess, as the black electrical tape that was used to bind the wires together came apart in a black gooey disaster, all over my hands and clothing. Only by wiping each wire with mineral spirits, was I able to make it look decent. Everything is now bundled by voltage and by battery, with ty-wraps.



I'm located in Canada, and have found a good supplier to sell me the breakers for about $13 each. Every connector was examined and either scrubbed with steel wool, or simply replaced.

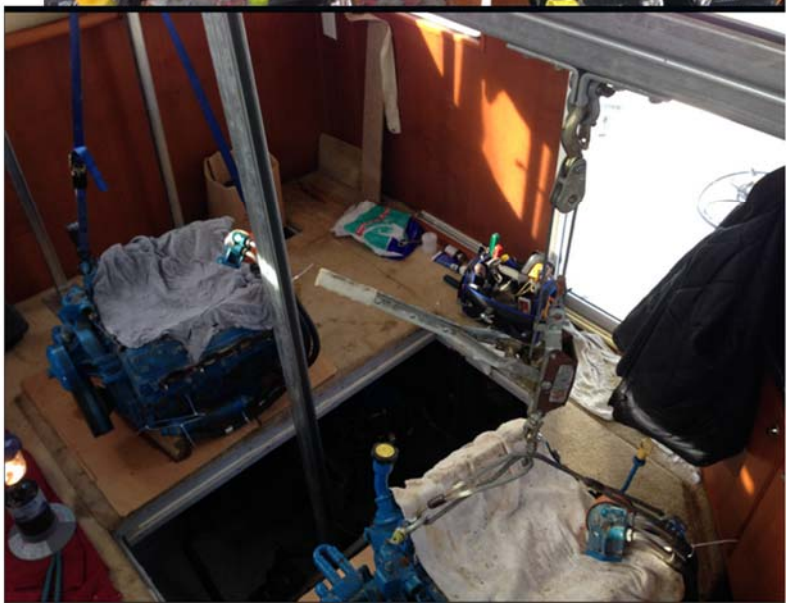
I've got the power on now, and am looking at lighting next. I'm hoping to get this thing better than new when it's done.

Once I got done as far as I could go with the electrical rework, I turned my attention to the engines. They had 850 hours of use on the hour meter and as I examined them, the more convinced I became that they were in need of a rebuild. The guy I bought the boat from swore that he started the engines, and maybe he did, but one turned over very slowly and the other not at all. So, they had to come out. I am not about to find myself sitting in the middle of Lake Ontario with two dead engines. Taking a chance is just not worth it. So, I decided to remove them.



I like to do things myself, so I made up a beam and stands from a construction channel called Unistrut. It is an engineered channel with brackets and fittings that have listings to hold a specified amount of load. I needed to bring a hydraulic spreader in from work, to ease the engine apart from the transmission. I also had to move the air conditioning unit from under the seat in the salon to fit one of the feet for the stands. I made the beam just long enough to go between the walls and then used a bracket on each end just to keep the whole assembly from swaying sideways. I padded each bracket where it touches the padding by the window. Take a look at the pics to see how it works.

I've been quoted $3900 per engine for a full rebuild, with a two week turnaround each. We'll see how it goes.



The Canadian dollar has dropped most of 20% compared to the US dollar, so $3900 Canadian only amounts to just over $3000 US! We're talking new pistons, rings, bearings, valve job, gaskets, timing chain, all machining, etc. Everything. Once the engines were out of the engine bay, and up on the main floor, we moved the beam frame to straddle the slider door and slid each engine, hanging on the beam, out onto the cockpit floor (covered with cardboard) and then moved it again, to straddle the gap between the cockpit and pickup truck, and again slid the engines on the beam, through the transom door and into the pickup truck. All this in the midst of the coldest February on record, when it was about -15 degrees C, or 5 degrees F.

I pulled off the exhaust manifolds and risers just to be sure that the long block would get out the slider door, and it did so easily. At least a couple of inches to spare. I'm scraping and painting all exhaust parts, and installing a new set of (unreasonably expen-

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sive!) gaskets.
Unistrut is indeed an erector set on steroids... I've used it to build a cradle for a 28' boat that I used to own, for winter storage at a yacht club. It works very well, and can handle a surprising amount of weight. And, it's about $10 per 10 foot length of standard 1-5/8 X 1-5/8", and double for the back-to- back that I'm using for the beam. Brackets can get expensive, but this is one of the perks of working in the construction trades!

I'd love to paint the engine bay, but with the sub-zero temps we are enduring, it's doubtful. Possibly in the summer time, as a week-end job. If the weather cooperates, I definitely will be doing some sort of upgrades down there. Certainly, I'm pulling the engine mounts and cleaning them up with a new paint job, and I'll be cleaning as best as I can. Of course, everything engine-related will have a fresh coat of paint.

Editors Note; We will continue with Jim's Project in Issue #106

Hull Moisture

Before I bought my 2003 410SB, the surveyor made me aware of the pegged moisture meter readings on the hull and up above the water line slightly. He said this was a known issue with that era of Silverton's where they added something conductive into the Vinylester, possibly graphite, so he sounded the hull by tapping and said it appeared to be in excellent condition. Being cautious, I reached out to another surveyor I knew and he confirmed this as a know issue. Still concerned at making the investment, I checked on the SOC board and saw numerous mentions of similar readings due to the same "secret ingredient". Does anyone know what it is and if there is a meter available that is not affected by it? I am in the process of having the hull barrier coated this winter and the marina is getting the same pegged meter readings. Move up the hull...and it goes back to normal. Hull is already blasted and looks to be in very good condition as compared to other boats who had the same. No blisters at all. But the marina is concerned on when to apply the barrier because Interlux requires moisture to be below 10 in order to hold their warranty. The marina has no idea if it is dry or not with this situation. I sure hope the surveyors and what I read was correct. Is there anyone who has found an answer or option to read the true moisture?

David Bryan
2003 410 sport bridge/8.1 Crusader engines
Marblehead, Ohio

Here are the facts By Walt Sharp, Past Silverton Engineer, written 12-16-15.

False moisture meter readings are common on boats that use a vinylester moisture barrier between the polyester gelcoat and the outer laminates of the fiberglass/resin matrix (FRP). Many marine surveyors are fooled by these readings and are quick to report it as water in the hull laminate. Owners beware of such reports. Make sure your surveyors have also used there moisture meters to check the interior surfaces of the hull. Although destructive, they can also grind through the gelcoat and the barrier coat to check for moisture at the bare surface of the laminate. (of course, this would be a last resort).

Any vinylester barrier that does it's job has conductive ingredients (zinc, graphite, etc.) which are crucial in preventing water osmoses. These conductive ingredients are what causes a typical moisture meter to read a high concentration of water in the make-up of the hull.

Silverton began using a vinylester barrier around 2001-02. They found that this material not only helped stop water osmosis but it also helped prevent laminate print-through.They used, and still use, a product from AOC (Alpha-Owens Corning) called Hydropel H010-B. This is a black vinylester coating similar to gelcoat. It is black so that the spray-gun operator can see it atop of the finish gelcoat which is the first material in the mold. The spray-gun operator knows to stop it about 10" above the waterline.

In 2003, Silverton started to receive comments from customers who had surveys done with reports of water saturation in the hull laminate. This initiated an investigation by Silverton and AOC as to why the Hydropel barrier was seemingly having the opposite results as what was expected. After much testing and research they concluded that there was no moisture present in any of these laminates and that the conductive components of the Hydropel was causing these false moisture readings.

In 2004 Silverton hosted a workshop which consisted of engineers from AOC and Silverton along with many members of SAMS (Society of Accredited Marine Surveyors) to educate marine surveyors of what they had found. Based on that workshop, the attached SOP-T318 was agreed upon and went into effect

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SILVERTON MARINE CORP.
ENGINEERING DEPT.

STANDARD OPERATING PROCEDURE

MOISTURE METER TESTING WHERE "HYDROPEL" BARRIER-COAT IS USED

Most moisture meters function by measuring the conductivity of water trapped in the laminate. Hydropel vinyl-ester barrier coat contains materials that are conductive. Therefore, moisture meters will read the laminate as being high in water content. There are two methods of using these moisture meters to accurately test laminates where Hydropel has been applied.

One method for accurate testing is to grind small, random areas of the hull removing the Hydropel and measuring these areas for moisture. Of course, once this is done, these areas will need to be repaired.

Another method is to simply measure moisture on the interior of the hull in area where the surface is dry. The density of the laminate thickness is sufficient to insulate the conductive reaction of the Hydropel from the moisture meter.

REPAIR OF VERA-LIFT MUFFLER

Posted on the board in General Repairs & Maintenance by

Michael Messano
1991 34 express/454 Crusader engines
Freeport, New York

I am sure this is a common problem with drain plugs on fiberglass mufflers , stripped drain plug threads. I had this issue on my mufflers and since the plugs were in-adequately small to begin with I enlarged them to 3/8" and used Bronze instead of the OEM brass which leaked. I laminated two blocks of 1/2" G-10 fiberglass to the fiberglass muffler and drilled and tapped it to accept the pipe bung and plug.

I scuffed the muffler with 320 grit paper, spot primed with self etching primer over the bare fiberglass, painted with Rustoleum pro spray paint and finished by spraying with Por-15 clear "Glisten" epoxy clear. Always make sure you use a bronze pipe bung and plug. G-10 can be had from RID-OUT PLASTIC in any size needed, epoxy resin was used for the lamination, mixed with Cabersol,(a thickening agent), which produces a paste, I applied Epoxy resin to all surfaces before applying the thickened epoxy resin as a bonding agent and lightly clamping into place over, night, (longer is even better), then tapping the pre drilled G-10.

Muffler ground and prepped to laminate G10



G 10 Drilled to tap for pipe bung



Tapping G10 Fiberglass



Bronze Drain Plug Installed

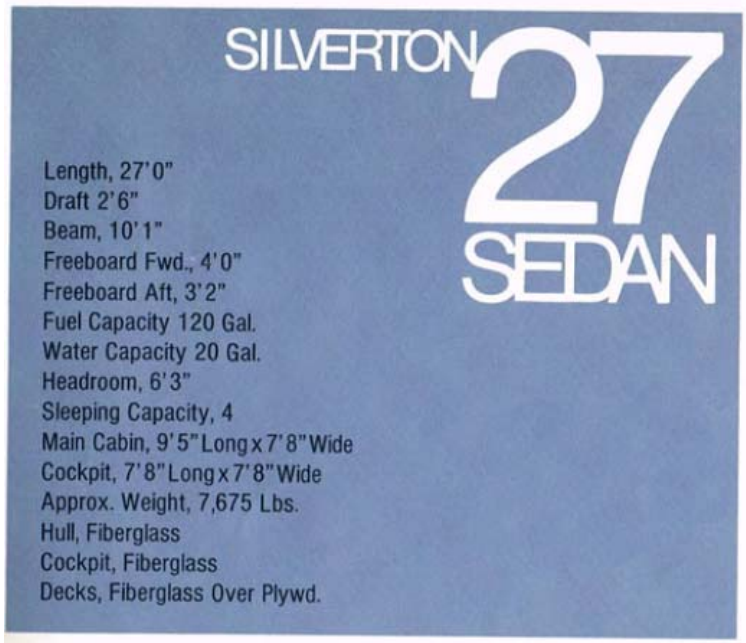
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Finished Muffler





1974-1976 27 Silverton Sedan

Rustoleum Cold Galvanizing zinc spray

It will soon be time to work on the bottom of the boat . It will be here before we know it. Over the past few years, members of the club have been experimenting with ways to cut down on the barnacles on the underwater metal. Most bottom paints work well with keeping the critters off the hull. But the underwater metal is something else. There are a lot of paints out there for underwater metal, by Interlux, Petit, etc. None of those have been found to work well. Some people paint their underwater metal with regular bottom paint, and that lasts for the first trip on the boat. If you have not already tried this, give it a try. It has given great results and is actually cheap to buy.

Paint all of the running gear, props, struts, shafts, outside grass strainers and trim tabs with a product called Rustoleum Cold Galvanizing Zinc spray. Here is a price comparison; . Petit underwater metal paint kit about : $62.
1 can of Petit Zinc spray $24.
1 can Rustoleum zinc spray from Home Depot: $6.



Tip; Get to Home Depot before they get sold out of the Rustoleum stuff. It flies off the shelves in the spring.
They key to success: the first time you use the Rustoleum zinc spray: Get off all the bottom paint from the underwater metal. The first year that you do this will require the most prep work. You can use liquid bottom paint remover to strip the bottom paint off of the struts/ rudders/tabs. Follow up with a stainless steel wire brush on a 4" hand grinder. Wash the metal off and let it dry. Then spray it. How much do you need? I'd say 3 cans will do most jobs. Also Note:, if your spray nozzle gets clogged you will have another one to switch out.

Let the spray dry for a couple of days before you launch. And then when you haul again, you will be in for a nice surprise.



1974-1976

28 Ft Super Sport

SILVERTON 28 SUPER SPORT

Length, 28'0"
Beam, 10'6"
Draft, 3'0"
Freeboard Fwd., 4'2"
Freeboard Aft, 3'2"
Fuel Capacity, Single, 120; Twin, 135 Gal.
Water Capacity, 20 Gal.
Headroom, 6'2"
Sleeping Capacity, 4
Main Cabin, 56 Sq. Ft.
Cockpit, 88 Sq. Ft.
Approx. Weight, 8,700 Lbs. (Single Eng.)
Hull, Fiberglass
Cabin and Decks, Fiberglass
Cockpit, Fiberglass

SILVERTON
MARINE CORPORATION

Original Silverton Logo



Walk on Mud

No sinking in here

Could be a long wait to float these boats!



Luna Sea

Owned by Doug & Michelle Rhees from Punta Gorda Florida

2006 Silverton 38convertible.

370 HP Yanmar diesel engines

Decked out for Christmas at South Seas Resort Marina on

Captiva Island, Florida

We want to wish
all of our members
a Happy New Year and thank all of
you for your support of the
Silverton Owners Club

We look forward to serving you in 2016

