

VERSATILE NAVIGATOR

Navigator 46 Classic



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**MOTORBOATING
& SAILING**

One of the world's most beautiful natural harbors, San Diego Bay boasts 30-some miles of scenic shoreline on totally protected waters. This sixth-largest U.S. city—which is California's birthplace, discovered by Portuguese explorer Juan Rodriguez Cabrillo in 1542 and later settled by the Spanish—has taken extraordinary care to show its best face to the bay, with most of its highlights attractively arrayed along the waterfront.

The spectacular views—together with the stiff breezes and big east-bound rollers crashing against the Pacific Coast outside the bay—made it an easy decision to stay inshore and explore the harbor while putting the new Navigator 46 through its paces. While these boats have a reputation for providing a great ride in offshore conditions, the seas didn't look all that camera-friendly for our photo shoot.

We boarded the 46 at H&S Yacht Sales on Harbor Island, which together with neighboring Shelter Island, hub of the last America's Cup, is San Diego's main yachting center, with thousands of boats jamming several marinas. Looming above is Point Loma, the high promontory that protects the bay on the northwest and marks its entrance.

While H&S Sales Manager Larry Porter ran the photo boat, I was accompanied on the 46 by Tammy Partner, H&S's Brendan Dooney, and brothers Gil and Steve Marshall of Navigator Yachts. Though it's been in business a little less than a decade, Navigator represents over 30 years of boat-building experience on the part of the Marshall family, long noted for Californian Yachts, which was founded in 1964 by Jule Marshall, the brothers' father, and sold in the late '80s. "We decided that after Californian we had the knowledge among the three of us to start another company and get back into business," says Gil. Navigator President Jule Marshall designs the yachts' superstructures and layouts, while V.P. Steve designs the hulls and decks and Gil serves as secretary/treasurer. Already greatly popular on the West Coast, Navigators are now starting to make waves in the East as well.

In a preliminary once-over at the dock, the Navigator 46's most immediately striking attributes were its classic, salty looks, its full dual helm stations for running in any kind of weather, and the great 360-degree views afforded by its raised pilothouse and adjoining salon. Good all-around visibility from both helm stations and



GREAT VIEWS: The Navigator 46 off downtown San Diego (opening spread and above); the airy salon leading to the pilothouse (top).



excellent maneuverability made it easy to negotiate our way around the docks.

As we headed out, the 46, powered by standard twin 306-hp 61-Series six-cylinder Volvo diesels, accelerated quickly onto plane, soon reaching a comfortable cruising speed of 22 mph at 2500 rpm and then a lively top end of 26 mph at 2800 rpm. The compact, quiet-running engines get an efficient gallon-per-mile fuel consumption according to Navigator, which also offers bigger options. We got a hint of the 46's stability when it sliced smoothly and solidly through some large ship wakes, thanks to its V-hull with 27-degree entry and 15-degree transom dead-rise. Its tracking was right on, and in turns, it was responsive and steady.

As we headed south down the east side of the harbor, we passed the downtown area's dramatic cityscape, with its shimmering modern skyscrapers set against a backdrop of soaring mountains. In striking contrast are Mediterranean villas and cafes, the restored Victorian structures of the city's Gas Lamp Quarter, and the quaint buildings of Seaport Village, a replica of a century-old port town. Next to the large Marriott Hotel & Marina, the ultramodern



COMFORT ZONE: The master stateroom.



SOCIAL CENTERS: The pilothouse with helm station and dinette (above left); a perfect vantage point for watching the sunset (above right).



NAVIGATOR 46

Continued

convention center with its rooftop resembling wind-filled sails also presents a dramatic counterpoint to the famous old Victorian Hotel del Coronado, topped by turrets and cupolas, across the harbor on North Island. The bay is filled with an equally eclectic array of vessels—from the Maritime Museum's Cape Horn square-rigger to the huge gray ships home-ported at the naval base—one of the world's largest.

The Navigator's bridge provided room to spare for viewing the sights, with a six-person wraparound lounge aft of the swivel bucket companion seat to starboard and comfortable adjustable double helm seat to port, all well-protected by a venturi windscreen. The helm seat is within easy reach of the dual Hynautic controls flanking the wheel. Hynautic hydraulic steering, Bennett trim tabs and a Muir electric windlass are standard. The gauges are neatly grouped above the controls and there's plenty of space for electronics. A sliding hatch at the center of the dash opens to wide steps down into the pilothouse. The cockpit overhang aft holds chocks for mounting a tender.

More social areas

Nonskid sidedecks flank the pilothouse, serving a starboard door and boarding gate and leading to the nonskid foredeck, surrounded by high welded-stainless rails. All fittings are heavy-duty stainless steel. A transom gate from the boat's huge nonskid swim platform leads to the generous 5'x14' cockpit, which has a transom storage shelf and side boarding steps. The roomy engine compartment, entered via a cockpit sole hatch and ladder, features good work space, easy access to all systems, neatly routed wiring and plumbing, a strong aluminum floor, and excellent sound insulation around the engines and standard 5-kW Kohler generator. Dock-side water and electricity hookups are standard, as are a battery charger, heavy-duty batteries and Racor fuel filters.

The pilothouse has a center helm station with swivel bucket seat that turns to face a port-side L-lounge with dinette

table, forming a nice social area. The dash features a leather-covered wheel, footrest, dual controls, full instrumentation and plenty of space for electronics.

The pilothouse opens to the large salon down two steps, above which is the circuit breaker panel. Bright and airy, with up to 6'8" headroom, it's surrounded by big tinted windows and a sliding glass door aft. The elegant appointments, which impart the feeling of a living room at home, include a big four-person sofa (or sofa bed) to starboard, a maple coffee table with two big slide-out stools underneath, and a cushy easy chair. The port side cabinetry includes an entertainment center with standard RCA TV and JVC stereo/CD player. The finely crafted and finished joinery and trim on this 46 was done in optional blond bird's-eye maple (vs. teak). Carpeting, vinyl overheads, mini-blinds, drapes and mood lighting are all standard, with choices of colors and fabrics.

Well-equipped galley

While a U-shaped galley with bar is standard, this boat had an optional open L-galley in the forward port corner of the salon. Standard galley items include a double sink, Sharp microwave/convection oven, three-burner electric stove-top, garbage disposal and full-height, a.c./d.c. Norcold refrigerator/freezer. Storage cabinets are plentiful.

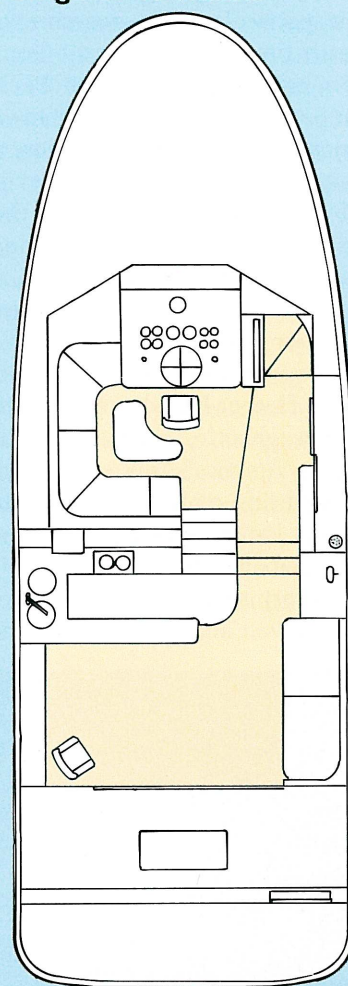
Down a few steps from the forward starboard corner of the pilothouse are two large double staterooms, nicely separated by a foyer for privacy. The full-beam master has an athwartships island queen berth with headboard, flanked by built-in nightstands. Opposite is a built-in TV console, an option on this boat. There's lots of storage, with several drawers and cedar-lined lockers. The adjoining private head has a stall shower and electric MSD with holding tank, macerator and pumpout. The almost-as-large forward guest stateroom with island double bed and private head is similarly appointed.

Navigators are built to NMMA and ABYC standards. Their high-quality construction includes solid hand-laid fiberglass hulls, balsa-cored decks and superstructures, vinyl ester resin skin

coats, isophthalic gel coats and epoxy bottom barrier coats.

The boats come in six semicustom models from 42 to 56 feet, with a 60 about to debut. "Since the Marshall family has been building big boats for many years, they know how to do it right and know what experienced boaters want," says Larry Porter. "They turn out a great boat that's a great value." ↘

Navigator 46 Classic



LOA	46'
Beam	15'
Draft	4'3"
Disp.....	30,000 lbs.
Water	100 gals.
Fuel	500 gals.
Power.....	(2) 318-hp Volvo diesels
Price.....	NA
Navigator Yachts, Dept. MB&S, 364 Malbert Street, Perris, CA 92570. (909) 657-2117.	