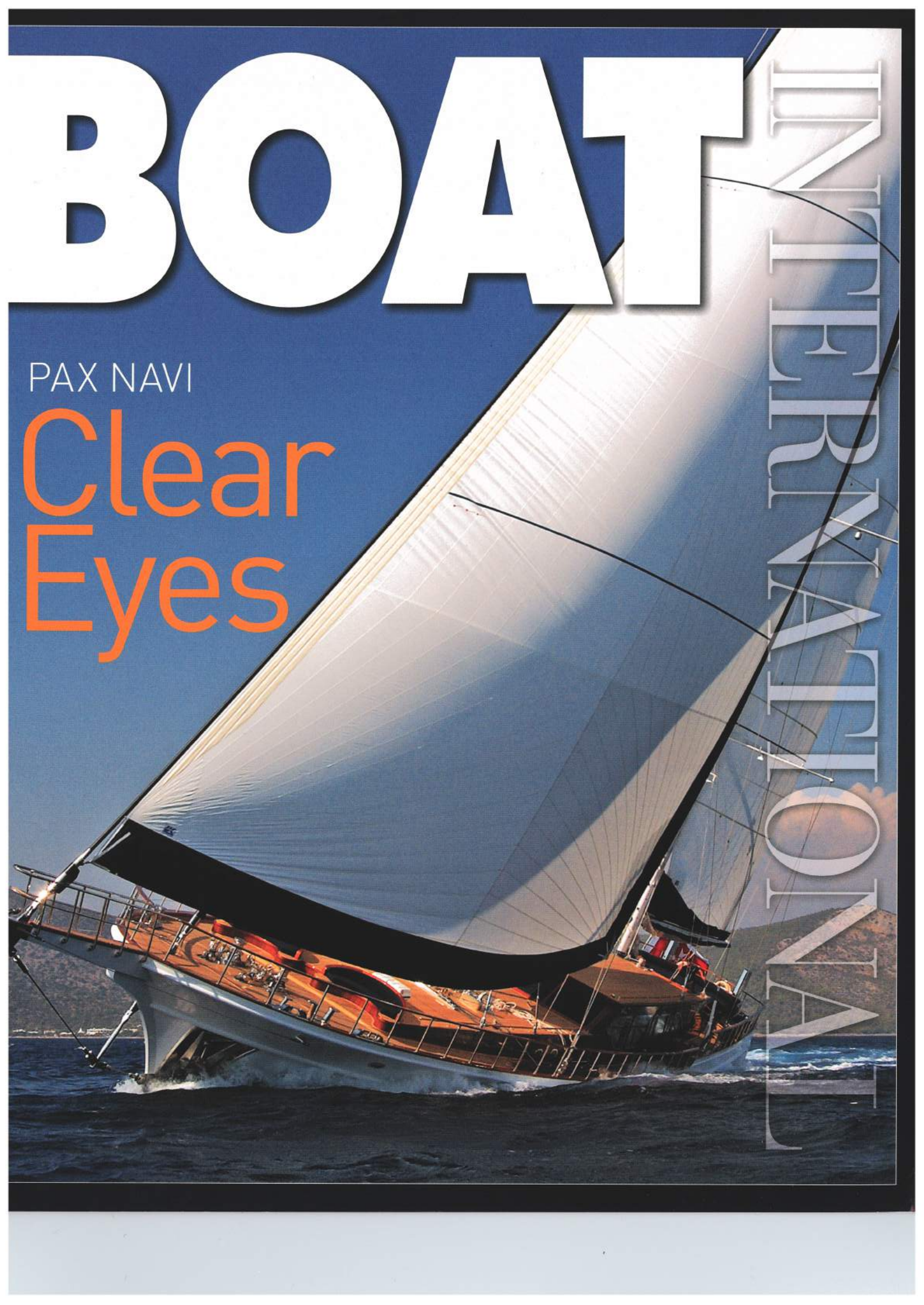


BOAT

PAX NAVI

Clear
Eyes

INTERNAZIONALE



Clear Hues



words: Bruno Cianci
photography: Bruno Cianci

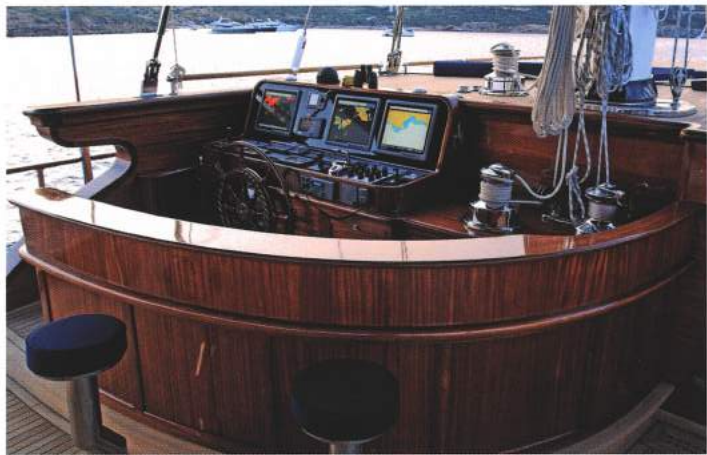
CLEAR EYES



WHILE BUILT ON
TRADITIONAL
LINES – BOTH IN
TERMS OF HER
STYLING AND
HER LONG KEEL
– THIS 39 METRE
KETCH FROM
PAX NAVI
MARRIES A FINE
CUSTOM FINISH
WITH THE SORTS
OF VOLUMES
FOUND ON
MUCH LARGER
YACHTS, MAKING
HER PERFECT
EITHER FOR
CRUISING OR
CHARTERING



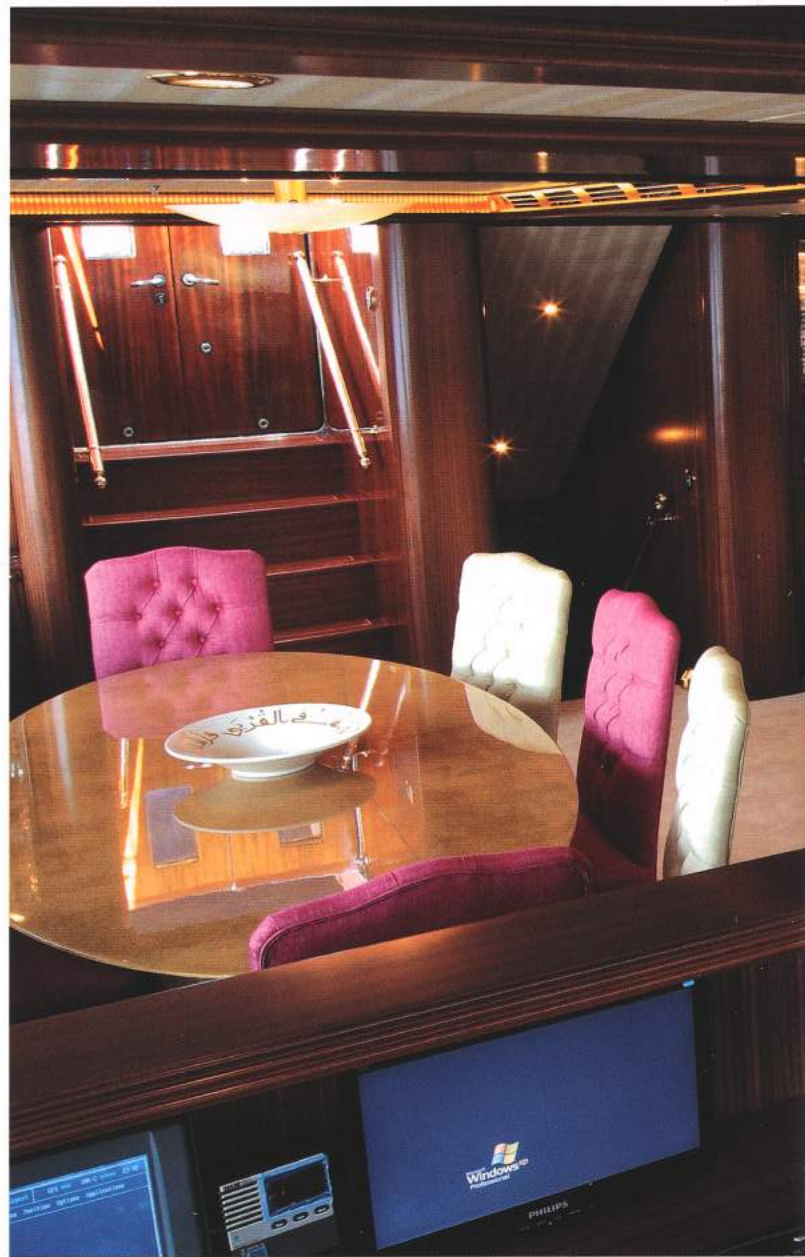
The exterior areas have been thought through for multitasking, with the external helm set right next to some of the sail controls. The enclosure also acts as a bar, offering guests the perfect spot to enjoy watching operations

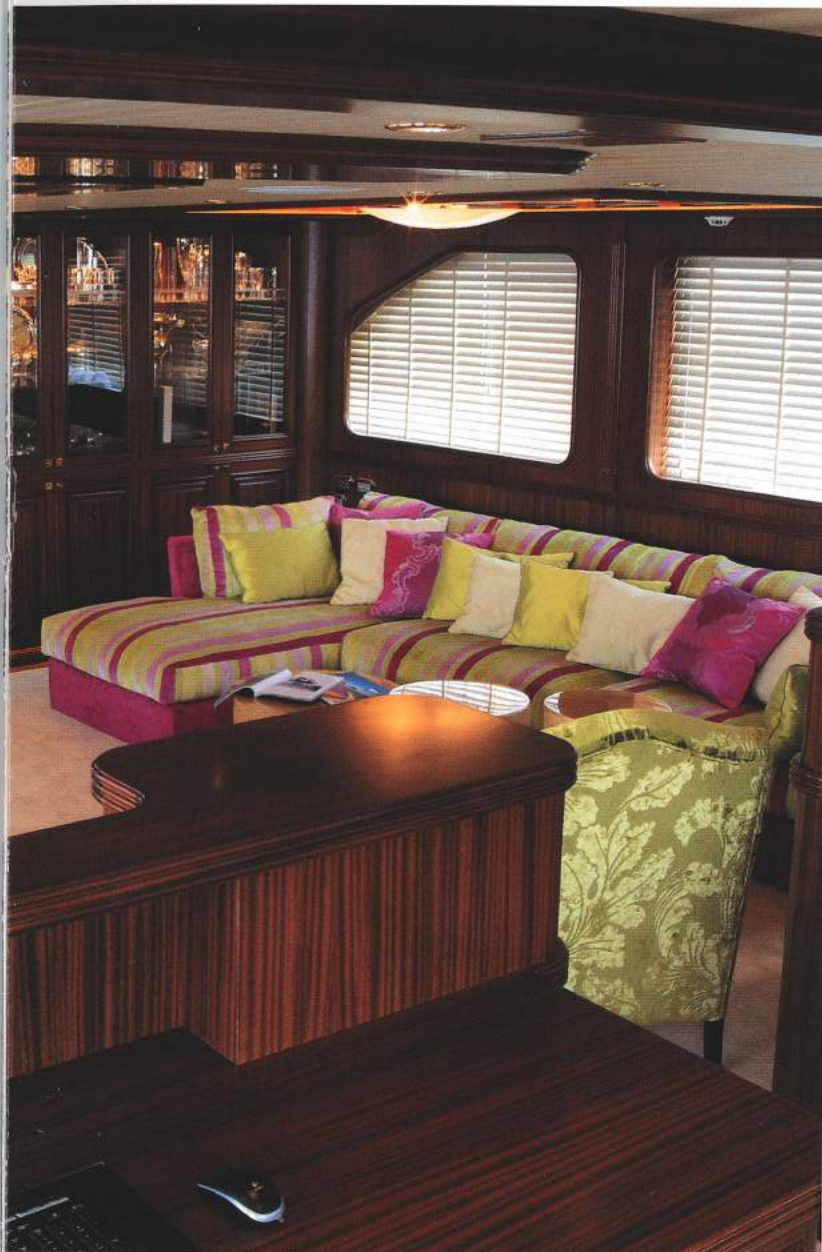


'I had discussions with many designers who are opposing the concept of long keels nowadays. Obviously, they are right when they say that the wetted surface of a hull so designed decreases its speed, but the outcome of a design is always a compromise, and *Clear Eyes* was conceived for comfortable long voyages, ocean passages, charter business and family use. That's why I strongly believe we took the right decision by choosing a long-keeler.' These are the words of Erkin Yagci, a naval architect from Izmir and one of the three partners of Pax Navi, a newly established shipyard located near Bodrum, Turkey. 'We all agreed on picking this type of hull due to its generosity of volume, stability under sail, and steadiness at anchor. All these characteristics make a huge difference in terms of comfort when it comes to living on board and chartering the yacht.'

Despite being only 34, it is the second time Yagci has led a steel long-keeler project, but his excitement is still visible and contagious. The latest sea trials on *Clear Eyes* show that the performance of this 39 metre yacht under sail is pretty close to his expectations. No matter a torn staysail, no matter that the crew is still a little slow in managing the tacks or trimming the 810 metres squared of sail. By the Monaco show, where she will be berthed among Camper & Nicholsons' selected charter yachts, things will improve.

The owner of *Clear Eyes*, Pax Navi's major shareholder, is also delighted after witnessing the first sea trials. We meet him at night on board *Blue Eyes*, built by the very same team before Pax Navi's establishment. He is keener on talking about himself, *Clear Eyes'* general concept and comfort at sea than engineering and performance. A German industrialist who was a serial charterer before building his own yachts and chartering them out, he truly cares for comfort and considers an impeccable price-to-quality





ratio the starting point of any successful business. After all, 'value and volume for money' is the slogan he chose for Pax Navi's ad campaign. 'Clear Eyes is a wonder of volume,' he says, 'and it is amazing how generous both interior and exterior spaces are. The aft deck offers a huge sunbathing area with an integrated spa pool, alfresco dining and a little bar around the captain's helm station. The top deck is exclusively for sunbathing and relaxing. The front deck carries toys like Seabobs and jet skis, and has two very intimate crescent-shaped seats. Below, *Clear Eyes* offers five spacious cabins for up to 12 guests, plus 72 metres squared of crew area that is separated from the rest of the yacht. The secret of this cruising ketch lies in the hull shape of traditional vessels, which provide at 39 metre deck length the same volume which is usually found on 50 metre sailing yachts.'

'Clear Eyes is a wonder of volume,' says the owner, 'and it is amazing how generous both interior and exterior spaces are'

While we talk, also accompanied by interior designer Yavuz Erkan Ozhan – the third partner – I have the chance to visit *Blue Eyes*. A tour helps me understand how *Clear Eyes* is basically an evolution of the same concept: Eastern-Mediterranean overall design, full steel construction, long keel, ketch rigging, clipper bow with bowsprit, clear teak-laid decks, twin engines. After the tour we resume dinner. 'I own a restaurant,' says the owner, 'and this food was prepared by one of my chefs. He was also involved in designing the layout of the galley on *Clear Eyes*. We are somehow a big family, and I want everyone to agree on the final outcome of what we do.' One can't help but think that this striving for consensus has also driven the charter aspect of *Clear Eyes*. 'I would charter her because she fulfils in every aspect what I ask from a sea holiday,' he says.



The social hub, with its mix of mahogany and vibrant fabrics, is the open plan main saloon, which includes the main helm station. Further alfresco dining is available on the aft deck, which also has a spa pool



**LOA**

43.13m (inc bowsprit)
39.3m (exc bowsprit)

MASTS AND BOOMS
Formula Marine, aluminium

SAIL AREA
810m², plus gennaker 720m²

SAILMAKER
UK-Halsey

FURLING SYSTEMS
Reckmann

LWL

35.42m

WINCHES
Lewmar

ENGINES
2 x CAT C18, 671hp each

MAX SPEED (UNDER ENGINE)
13.5 knots

FUEL CAPACITY
24,594 litres

BEAM

9m

RANGE
2,466nm at 10.5 knots
3,510nm at 9 knots

THRUSTERS
TRAC, 100hp

GENERATORS
2 x 69kW CAT 4.4

DRAUGHT

3.99m

FRESHWATER CAPACITY
5,738 litres

GREY/BLACK WATER CAPACITY
5,063 litres

TENDERS
1 x 6.40 RW NorthStar, 225hp
1 x 3.5m AB RIB



The side decks host cleverly concealed Opacmare cranes which are used to launch the 3.5m crew tender. The guest tender – a NorthStar RIB – is carried on custom davits aft

CLEAR EYES

DISPLACEMENT

317.9 tonnes

OWNER AND GUESTS

10/12

CREW

8

CONSTRUCTION

steel

NAVAL ARCHITECT

Erkin Yagci

EXTERIOR STYLING

Erkin Yagci

INTERIOR DESIGNER

Yavuz Erkan Ozhan

CLASSIFICATION

ABS * A1, E, Commercial
Yachting Service, AMS, MCA LY2,
Unregistered Service

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CHARTER RATES

€75,000 per week

BUILDER/YEAR

Pax Navi/2010
Içmeler Mevkii, Tavşanburnu,
Bodrum 48400, Turkey
tel: +90 252 313 0941
email: info@paxnavi.com
web: www.paxnavi.com





'She is ideal for families with kids, like mine; she is a yacht not only to show but also to enjoy life, to be independent, because she matches all superyacht standards. She even has a special ice machine so our kids can organise a snowball fight in August in Sardinia... Last but not least, standards are the best of the best. *Clear Eyes* fully complies with ABS class rules and the requirements of the LY2 MCA code, making commercial registration and chartering possible. Besides that, her volume for money is unparalleled. We will shortly cruise from Turkey, pick up some guests en route to Sardinia, and will proudly present *Clear Eyes* at the Monaco Yacht Show. If she doesn't sell, we plan to sail her to the Caribbean.'

Later, in my cabin, I compare her figures with some similarly sized yachts. Even a quick look shows that the owner's words were pretty close to reality. Compared with a 45 metre yacht built by a top yard like Perini, all relevant areas seem to be bigger, the only exception being the master cabin. But the most surprising difference is the amount of space allocated to the crew quarters. *Clear Eyes*, with a crew area comprising four cabins, three shower rooms, a mess, the galley and a refrigeration area, is exactly 60 per cent bigger. Amazing, considering she is six metres shorter on deck. This is the magic of a long-keeler.

The next day, we begin our in-depth tour of *Clear Eyes*, amid a horde of workmen, engineers and stewardesses all adding final touches to the yacht. Naval architect Erkin Yagci is our shadow; Ozhan is also around. We start the tour from the main saloon, the social hub of *Clear Eyes*, which is divided into four sections. Seating to port and a dining table set for eight to starboard take up the aft area. All freestanding furniture is Swiss and

gold painted, and bright, daring upholstery in deep pinks, greens and oranges abounds, contrasting with a light brown deckhead and moquette. The feature wood is classic mahogany, which becomes more prevalent moving forward to the port-side pantry-cum-bar and starboard helm station, which are surrounded by L-shaped mahogany furniture concealing a flatscreen television. There is no prefab here; everything is custom built by Pax Navi's skilled craftsmen under Ozhan's supervision.

Further forward at the midships point, five steps down, are the doors of two guest cabins that can be combined to create a spacious master suite. A sliding partition door can be easily moved to separate the two areas; each has its own oversized en suite finished in onyx. Two ports to each side deliver a reasonable amount of natural light to the area.



...the crew area is exactly 60 per cent bigger. Amazing, considering she is six metres shorter on deck. This is the magic of a long-keeler



The other three guest cabins are located aft, down seven steps; two twin guest cabins with en suites finished in marble, and the 30 metres squared master cabin which is set right aft. It ends with the wide transom, which is pierced by galleon-like windows giving a view to the infinity of the sea. The owner picked this cabin as a master rather than the conjoined amidships cabin; it's slightly smaller, but looks far more intimate and romantic. The bathrooms, for him to port, for her to starboard, feature an oversized shower and a full-size tub.

The crew quarters are accessed from the bar area in the main saloon. First up is a huge, square galley, opposite of which lies a crew mess with a table and seating for six. Aft, behind a thick and isolated bulkhead, is the spacious engine room, which has just under two metres between the two Caterpillar engines, with another metre separating the engines from the gensets. Forward, after passing through a long corridor equipped with ten refrigerators (including two for garbage storage) there are four crew cabins. The captain's cabin, to starboard, has an en suite, while the remaining

cabins accommodate seven crew, sharing two heads forward.

With the anchor weighed and the 311 metres squared genoa set, we head off for some sail trials. The chairs on the aft deck have been tied up with a rope around the dining table, as there's no deck hardware to secure them. *Clear Eyes* seems to be at ease in the upwind conditions. Speed is 9.7 knots in 13 knots of apparent wind, at a wind angle of around 50 degrees. The previous day the crew had reached 6 knots in just under 20 knots of true wind, at a much closer wind angle of 30 degrees. 'We are a long way from finishing the sail trials,' says Yagci, 'but I am already confident we will reach maximum hull speed, which is about 14 knots. There is a 720 metres squared gennaker to be tested more and we are pretty excited about flying it again. So far we've made 8.7 knots with it, in 11.3 knots of true wind, but we can do better than that. It takes time to get familiar with *Clear Eyes*'

Her ketch rig comprises a 40 metre main mast and a 32 metre mizzen, both built in aluminium by Formula Marine and held in place by Nitronic rod rigging. Deck gear is from Lewmar, while Reckmann supplied the headsail furlers, and Turkish brand Data provided the anchor windlass system. I wonder why there is no in-boom or in-mast furling for the Halsey-built sails. 'We chose slab reefing and a Park Avenue boom instead of those automatic systems since all the professional sailors prefer this,' says Yagci.

Back in harbour, and before I leave, there is just time to see the Opacmare deck cranes in operation. One per side, they are completely hidden beneath the side decks amidships, just in front of the captive genoa sheeting systems. The load capacity of these two cranes is 400kg each, more than capable of lifting the 3.5 metre AB crew tender and toys. The guest tender, hung from custom stern davits while under way, is a 225hp Mercury-powered NorthStar RIB, with boarding enabled via an hydraulic Opacmare ladder, which flattens before disappearing into the starboard side of the hull just below deck level. As I leave the yacht there is one last chance to see her traditional lines, and reflect that 'value and volume for money' is a particularly apt description, whether you are looking to buy or to charter...

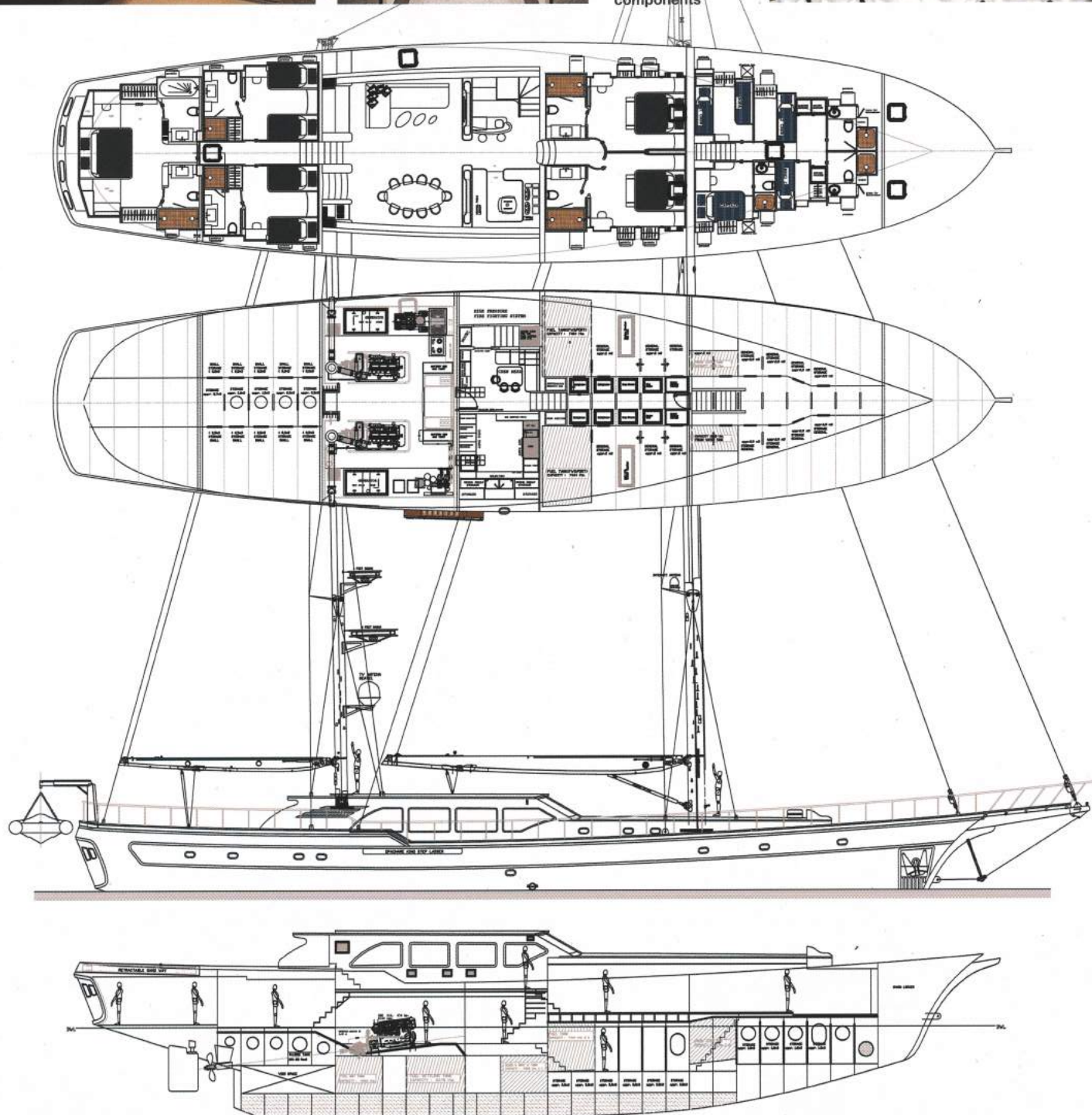
Clear Eyes effectively has two master suites; the first, set aft, is the more intimate, with a row of transom windows flooding the bed with light (opposite page, top). The second, amidships, features partition doors that allow for a full-beam suite, or two separate double cabins with en suites (right)



CLEAR EYES

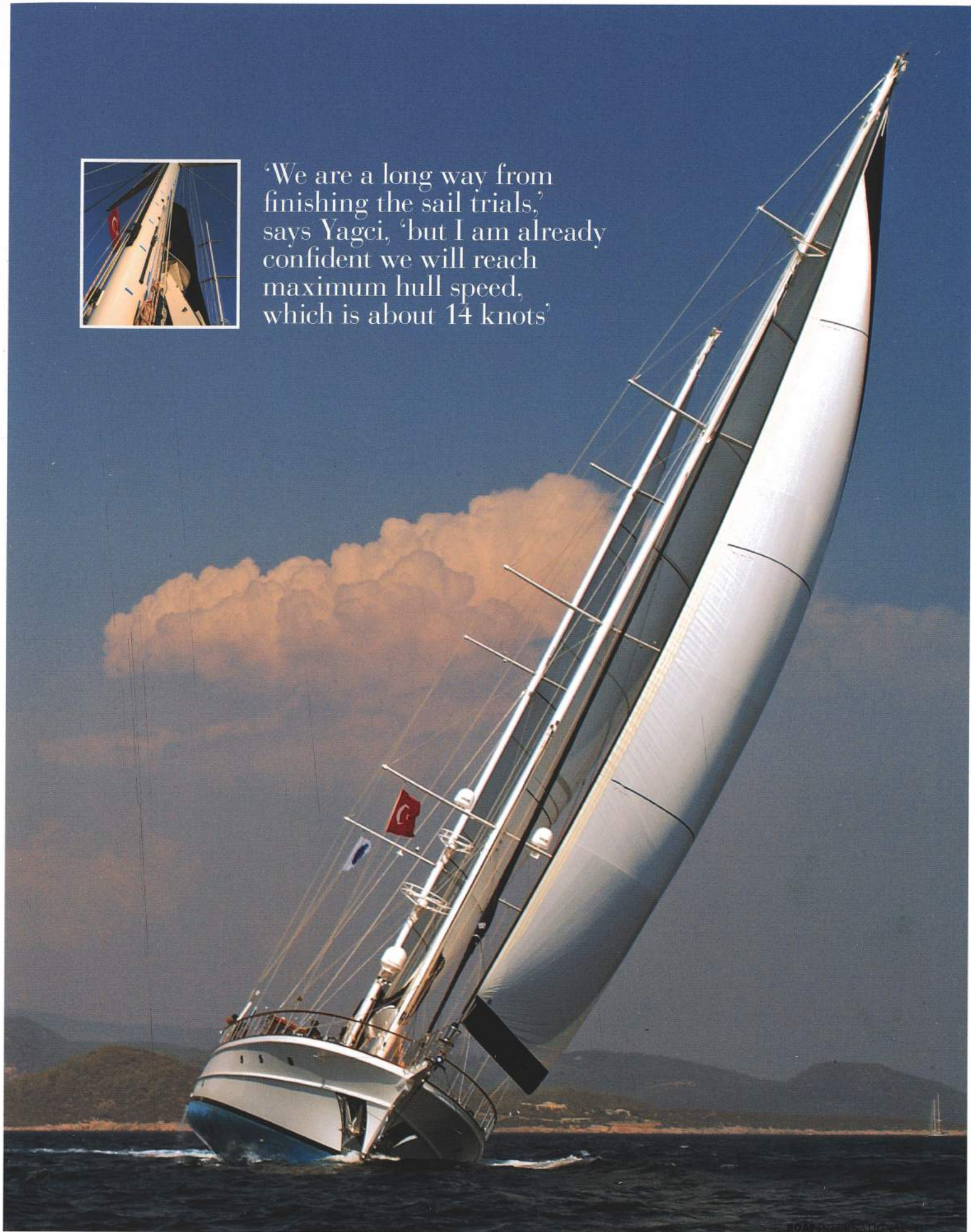


Crew and working areas are particularly well found on *Clear Eyes*. A huge galley (far left) is served by a refrigerator-lined corridor (left) which leads forward to the crew cabins. The engine room (right) offers plenty of space between components





'We are a long way from finishing the sail trials,' says Yagci, 'but I am already confident we will reach maximum hull speed, which is about 14 knots'





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