



IRAKLIS L

NEWLY LAUNCHED FROM ONAR IN GREECE, THIS HEADTURNING MOTOR SAILING SCHOONER COMBINES TRADITIONAL STYLING WITH SUPERYACHT LUXURY AND EXUDES AN AIR OF ROMANCE AND ADVENTURE



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Many yachts claim to be unique but very few fulfil this description with convincing sincerity. It is just possible that all avenues have been fully exploited, although the recent launch of the custom 35.5 metre motor sailing schooner *Iraklis L* from the Onar Shipping Company in Greece proves that an established, classic design can be successfully reinvented.

With her union of traditional Greek schooner heritage blended sympathetically with modern superyacht standards of luxury, there is an irresistible visual appeal: the sharply raked stem, the heavily flared bow with a dominant bowsprit and stainless steel dolphin striker and elegant sheerline create an atmosphere of romance and adventure. This is further enhanced at night by the spreader and side deck downlighters,

and by strings of lights fitted along the scupper space between the bulwarks and the hull, that turn the yacht into a glittering jewel.

The classic Greek schooner's broad beam and extensive deck space are highly suitable for carrying passengers and the popularity of this type of motor sailer as charter boats is clear. On *Iraklis L*, the external and internal space is fully optimised with three separate areas on deck – the after deck, the foredeck and the upper deck forward of the wheelhouse – allowing exceptional entertainment potential and providing multiple options for 12 guests and additional party guests.

Internally, the 3.2 metre draught is almost all hull with 45 tonnes of lead in the long keel supplying stability. An indication of the volume below decks is illustrated by the three large, elliptical portholes to port



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and starboard for the five guest cabins on the lower deck as although the solid bulwarks give the impression that these portholes sit low in the freeboard, the windows are at head height internally.

The design and layout of the yacht is fluid and seamless with a meticulous attention to detail and style continuity. Even a brief tour will reveal customised features and technology that emphasise the underlying philosophy behind *Iraklis L*.

If you look into the background of her owner, his family and the successful relationship with the yacht's interior designer, the picture becomes clear. Owner Hercules Vlachodimitris has a long and distinguished career in shipping. A skilled naval architect, he is head of the Onar Shipping Company and has applied his accumulated knowledge to *Iraklis L*. 'The boat is perfectly suited to families,' he explains. 'She is also designed for people with an enthusiasm for the real sea life – people who enjoy sailing but require comfort.'

This atmosphere of classic seafaring heritage is strong, but Vlachodimitris is aware that fine looks aren't enough. 'It is really important that the yacht has all the facilities of a large cruising boat with the feel of a traditional wooden boat and excellent seaworthiness,' he continues. While her performance at sea is guaranteed by her deep hull and enhanced by Track USA and zero-speed stabilisers, the technology is discreetly and sympathetically installed and does not disturb the traditional mood of the yacht.

Polished mahogany panelling runs throughout the yacht and imparts a richness, expertly contrasted with white furnishings. The areas are bright and airy and are flooded with light from large windows

Vlachodimitris is generous with his praise for the yacht's famous interior designer and external stylist, Lally Poulias, and the immense input provided by his wife, Liana Vlachodimitris. This collaboration between husband and wife is fundamental to the success of the boat and extends to the boat's name: Iraklis is Greek for Hercules and the L stands for Liana. Indeed, the family's existing and highly successful charter boat *Liana H* started this naming theme and also provided a testing ground for Onar's latest yacht.

The external space on *Iraklis L* is highly impressive. The yacht's 7.62 metre beam allows wide side decks, where two people can walk abreast, for linking the raised aft deck to the foredeck, while solid bulwarks and broad cap rails add to security for children. It provides a base for the Meltemi trawler rigging for the mizzen mast and the blocks for the mainmast genoa sheets and Andersen winches.

While the foredeck provides seating for guests with stowage for the 5.5 metre Oceanic RIB and a three-seater 210hp Yamaha Waverunner, the top deck, accessed from the foredeck by steps to the port side of the deckhouse, is an exceptional area for partying or relaxing when the boat is in port or at anchor. Uncluttered by liferafts or tenders, ringed by customised, stainless steel stanchions and with a canopy system





The owner's cabin has an en suite shower and – in common with the five guest cabins on the lower deck – is decorated in Italian rosa aurora marble and Corian



IRAKLIS L

LOA 35.5m	LWL 28m	BEAM 7.62m	DRAUGHT 3.2m
DISPLACEMENT 240 tonnes	SPEED (MAX/CRUISE) 13.8 knots/13.5 knots	OWNER AND GUESTS 14	NAVAL ARCHITECT Hercules Vlachodimitris
RIG Schooner	FUEL CAPACITY 8,000 litres	CREW 6	EXTERIOR STYLING Lally Poulias/Hercules Vlachodimitris
MAST AND BOOM Onar Shipping	STABILISERS Track USA (zero speed)	TENDERS 1 x 5.5m Oceanic RIB with 140hp four stroke Suzuki, 1 x 210hp Yamaha Waverunner	INTERIOR DESIGNER Lally Poulias
SAIL AREA Total sail area 495m ²	BOW THRUSTER 80hp	CONSTRUCTION Hull and superstructure in iroko, teak deck, mahogany interior	CHARTER BROKER Any major broker worldwide
SAILMAKER Quantum	GENERATORS 2 x Cummins 50 kW/ 1 x Onan 32 kW	CLASSIFICATION Hellenic Register of Shipping	BUILDER/YEAR Onar Ship/2009 Piraeus, Greece email: onarshipping@gmail.com
FURLING SYSTEMS Bamar	FRESHWATER CAPACITY 5,000 litres		
ENGINES 2 x Cummins 525hp			

currently being built, the upper deck is a perfect entertainment or spectator platform.

On the aft deck, bench seats are available for those who wish to bask in the sun away from the shade of the fixed canopy. Beneath this, a table forward to port provides shelter while the eight to 12 seater dining table can be positioned athwartships to provide space for dancing. It is impossible to ignore the level of detail created by Vlachodimitris and Poulias: even the functional canopy frame has custom features that match the stanchions on the upper deck, and the fairleads on the aft deck echo the complex curves of the portholes.

Access to the interior from the aft deck is to starboard. The raised aft wheelhouse gives a spectacular view forward for the helmsman across the sweeping teak of the upper deck, and with a double-seat sofa starboard of the wheel and a small, antique icon of Saint Nicholas – patron saint of sailors and fisherman – nestling to port of the navigation instruments, whoever is helping the boat is always guaranteed some company. Steps down to the lower deck leading to the galley to port and a double crew cabin to starboard are barely noticeable as the glowing, rich woodwork of the main passage leading to the saloon draws you deeper into the boat's interior. In daylight, this area gleams with light flooding through full-length windows, and at night the wood smoulders deep red.

The standard of craftsmanship and detail throughout the boat is

The owner's suite includes a study and en suite bathroom, as well as a private outdoor area tucked under the fixed bimini and reached directly from the bedroom – the perfect setting for breakfast

showcased in this space which is a route forward to the saloon and the lower deck with access to the starboard side deck and owner's cabin to port. The woodwork throughout the yacht is solid mahogany with veneer used only on door panels or drawer fronts with a subtle, elm inlay strip. The fitted cupboard aft of the door to the owner's cabin houses a bar and the forward unit contains the entertainment systems and a computer station.

The saloon is full beam with two sofas and a seating area against the aft bulkhead beneath an extraordinary, backlit mural by Lally Poulias which uses pieces of marble, shards of glass and fragments of stainless steel. Forward in the saloon, a round table seats eight, but can be extended to seat ten or 12. A television retracts into the unit to port of the steps down to the lower deck, and other entertainment is supplied by a games table and a sophisticated electronic piano keyboard.

All cabins have access to satellite television with wireless internet and iPod capability and can also display the navigation data from the North Star screen in the wheelhouse.

Aft of the saloon, the owner's cabin has access to the port side deck and a folding table built into the side deck bulwark provides a private outdoor dining area for two. The owner's cabin has an en suite shower



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The full-beam VIP incorporates a sofa that can be converted into a child's bed and follows the same theme as the other cabins – en suites are decorated with marble, and shades of various brown create a luxurious feel

and – in common with the five guest cabins on the lower deck – is decorated in Italian rosa aurora marble and Corian.

The VIP cabin is at the forward end of the lower deck and is the only full-beam accommodation on board. It has the same appealing mix of mahogany and silk panels as the owner's cabin, and it includes a dressing table, and a sofa to port that doubles as a child's bed. Aft of the VIP cabin and just forward of midships, there is a twin cabin to port and a double cabin to starboard. Either side of the mizzen mast there are two double cabins with en suite showers with a sofa in each cabin doubling as an extra bed.

There are two features on the lower deck that may go unnoticed by guests. One is the high level of sound insulation between cabins. The second is the almost imperceptible slope aft to the entire sole on the lower deck due to the shape of the hull. This ensures that any water collecting in the bilge drains aft, but must have been an extraordinary challenge for the carpenters and joiners fitting out the cabins and it is a testament to their skills that every mitre and joint is airtight.

As for her performance at sea, it is known that under power she will cruise at 13.5 knots although her full sailing potential remains unclear as since her launch, *Iraklis L* has either put to sea in howling gales or flat calm. However, her tall, Oregon pine masts and Quantum sails offer a variety of sail combinations. With her mizzen sail, genoa and the self tacking mizzen staysail and main staysail all flying, the total sail area is 495 square metres and despite her displacement of 240 tonnes, a beam reach in stable breeze will produce around 11 knots.

Even for a casual observer who is unable to set foot on board *Iraklis L*, it is clear that Onar Shipping has produced a masterpiece and it is no coincidence that Onar is Ancient Greek for 'dream'. Vlachodimitris is guarded about the next project for his company, but it is certain that their next launch will be equally groundbreaking. 🚢

