

SD

96/

**SANLORENZO**

The dark streamlined windows have remained the same for exactly 60 years. There is no need to read the name: even from a distance, a Sanlorenzo yacht is immediately recognizable, at first glance. But then there is all the rest.

Once on board, you can breathe in the atmosphere, enjoying the seamless layout, grasping through all your senses the painstaking attention to detail.

It is the sophisticated craftsmanship of a very high-tech object, an apparent contradiction that somehow manages to coexist in a Sanlorenzo yacht. Nothing happens by chance: if Massimo Perotti, combining managerial ability, vision and a magic touch, has made all this possible today, it is thanks to the history of Sanlorenzo, rooted in the shipbuilding tradition of Limite sull'Arno where the firm was founded in 1958, and in the progress generated in the 1970s by the owner at the time. Those boats so coveted by yachtsmen for their comfort, reliability and tailor-made quality have evolved, since 2005, to become contemporary while keeping faith with their background of excellence. And they will continue to be contemporary, as happens with truly timeless objects.

**YACHT**

**SANLORENZO**

To create yachts that are reliable and durable, what counts is the material, and above all skillful minds and hands to shape it. The craftsmen make the difference, representing the human capital that Sanlorenzo has gathered at the production sites in Massa, Viareggio, and at Ameglia, inside the nature reserve of Montemarcello.

The four ranges of Sanlorenzo yachts in composite material (SL, SD, SX and SP) come to life here, in these model facilities organized with the most modern and eco-responsible production systems, thanks to the work of artisans who pass down their skills from father to son, and apply them to every single boat.

The primary material for hulls, decks and superstructures is a composite, a mixture of fiberglass or carbon fiber with special resins. While the hull and deck are made with fiberglass, the superstructures feature a composite based on carbon fiber, lighter and stronger, capable of granting greater stability to the boat on the water, for maximum on-board comfort.

The structure of each yacht comes from a mould made with the most advanced materials and technologies, to ensure a perfect balance between aesthetics and durability in time. But at the heart of the production of a Sanlorenzo yacht there are two techniques of workmanship: lamination, used for all the hulls, namely the application by hand of the composite material in the mould, with maniacal care, layer after layer, and infusion, a dry process which prior to the addition of resin makes the fibers compact with a vacuum method; applied for the superstructure and the deck, this process considerably improves performance.

Men and their skills represent the added value of a Sanlorenzo yacht: from the unique excellence of the staff, to the dedication with which the craftsmen approach the work on the interiors, finished with the same unique tailor-made quality found in high fashion. A perfect synthesis of skill, experience and passion.

SD FLEET

Today, owners seeking the experience of full travel enjoyment can find it in this line of navetta yachts. The series offers three models in composite material: the SD96, SD118 and SD126, in lengths from 28 to 38 meters, offering outstanding range to reach even the most faraway destinations at continuous speed, without compromises. These yachts have three and four decks, but thanks to intensive work on proportions their image is particularly streamlined and light. Every yacht offers various interior layout possibilities, and can be completely personalized to suit the tastes and passions of its owner.

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# SD 96/80

Reinterpreting the lines and relaxing spirit of the historic yachts of the 1930s, the SD96-80 combines a streamlined profile with sophisticated interiors created by the designer Patricia Urquiola, approaching her first on-board project. Soft forms, refined materials and versatility of spaces make this an ideal yacht for the pleasures of spending time out on the water. The large main living area is its symbol, thanks to two strong features: a custom bench that can be converted with a single gesture to become a large dining table, and a striking staircase in Silk Georgette marble, steel and wood, bordered by a screen of perforated metal. The owner's cabin offers aesthetic touches that encourage relaxation, especially the game of curves between the solid grosgrain oak paneling and the walls in blue glass, suggesting the image of waves. The concept of double duty is also applied to the lounge leading to the cabins, furnished with two sofas that can be converted for use as beds. The upper deck, with a veranda effect open on three sides, can easily be transformed from a living area to a dining room or cinema zone, thanks to the versatility of the furnishings.





UPPER DECK

The veranda effect of the upper deck, open on three sides. This area can be transformed from a living area, to a dining room or cinema zone. Wheelhouse to follow.









MAIN DECK



Main salon and its striking staircase in marble, steel and wood, bordered by a screen of perforated metal.



The versatile main deck, where a custom bench can be converted with a single gesture to become a dining table. Next: cockpit.

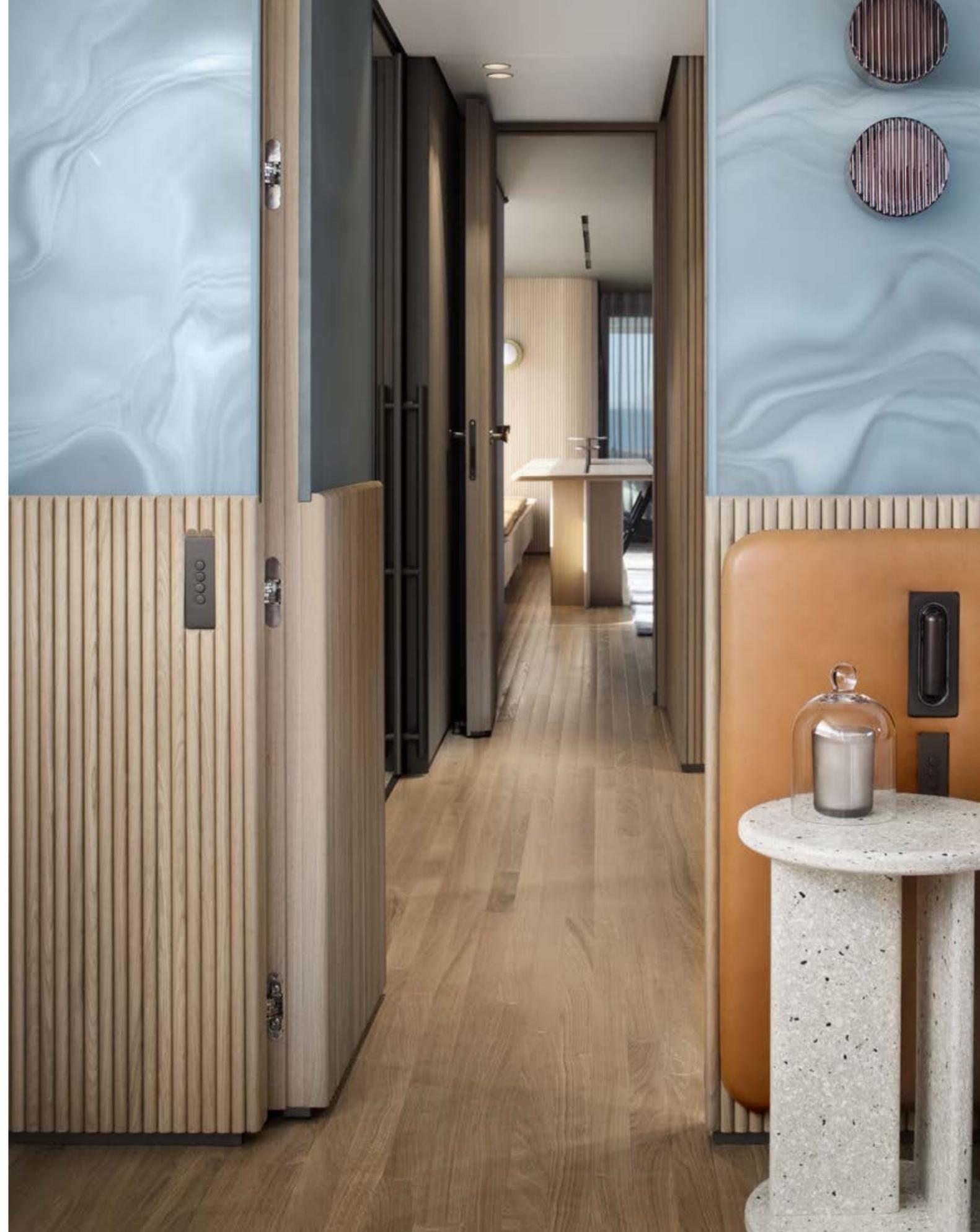








Galley







On the previous page,  
the owner's cabin with  
aesthetic touches that  
encourage relaxation.  
Owner's bathroom.

LOWER DECK



The lounge can be converted in a second vip cabin.







# SD 96/82

The lead-colored lacquer ceiling, the warm tones of leather, the grosgrain cladding in dark oak: Patricia Urquiola's interior design has inspired a boat that puts the most sophisticated international style onto the sea. The living has a club-like atmosphere with large sofas covered in biscuit-colored leather and pale gray fabric, and oak flooring with a motif of boards to generate a particular rounded effect. The Nepalese carpet from the early 1900s echoes the gray of the ceiling and the fabric incorporated in the glass that shields the staircase, in marble with vertical grain. The same mood returns in the owner's cabin, where the protagonist is the leather bed enhanced by theatrical paneling in glass and fabric. Elegant curved bedside units and a small console complete the décor, while the dressing room is the perfect replica of a domestic closet: the wardrobes totally vanish behind doors clad in grosgrain oak. The upper deck is a single dining zone furnished with an oval table, set between a floor and ceiling of slats and completely open to view from the outside.





UPPER DECK



Bow area



The upper deck salon is completely open to view from the outside







MAIN DECK





Staircase in marble,  
shielded by glass and fabric.  
Next: the club-like  
atmosphere of the main  
salon. Cockpit to follow





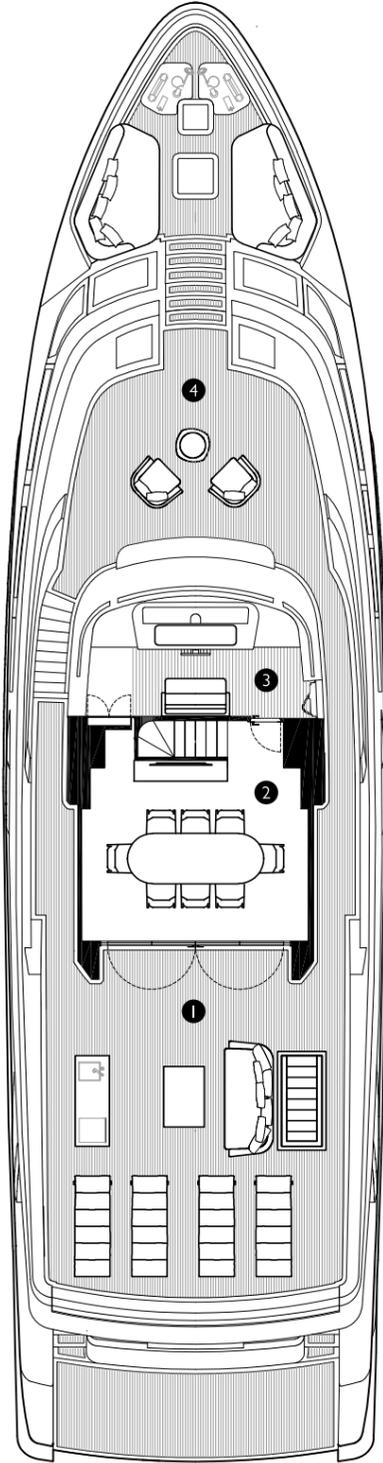


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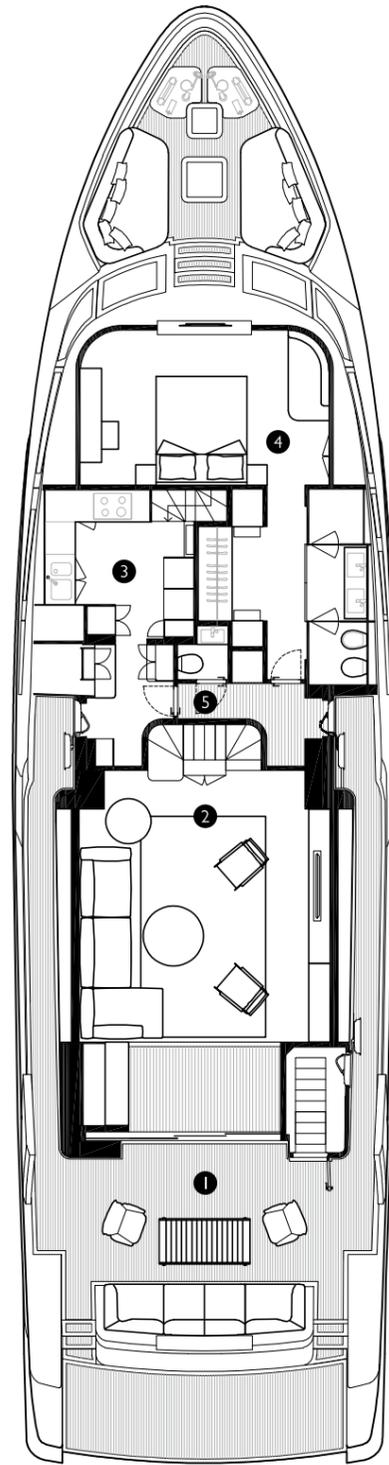
TECHNICAL SPECS

GENERAL  
ARRANGEMENT PLANS



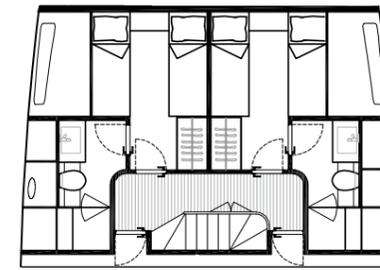
- ① Outdoor area
- ② Salon
- ③ Wheelhouse
- ④ Bow area

Upper deck



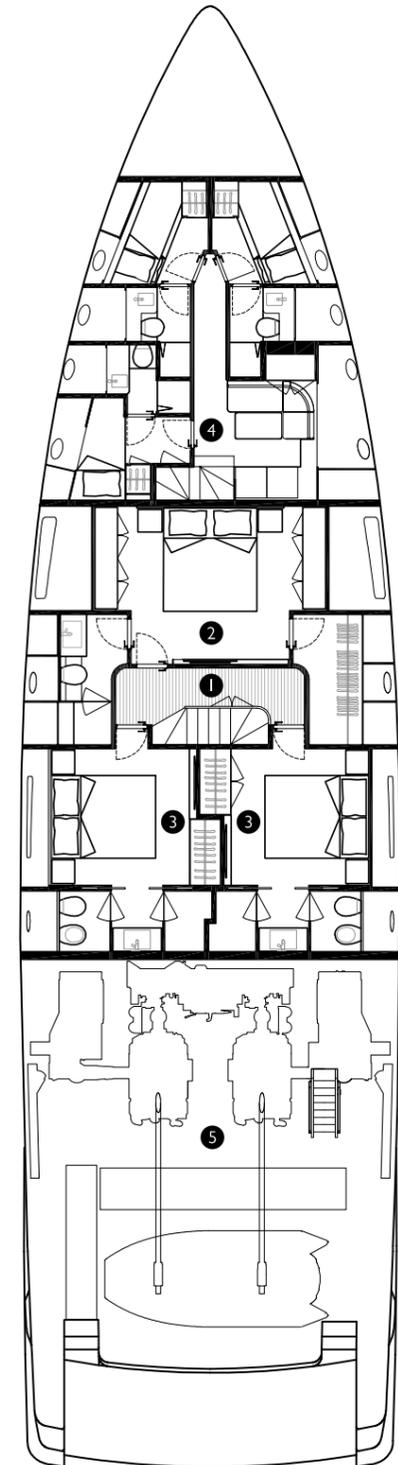
Main deck

- 1 Cockpit
- 2 Salon
- 3 Galley
- 4 Owner's cabin
- 5 Day toilet

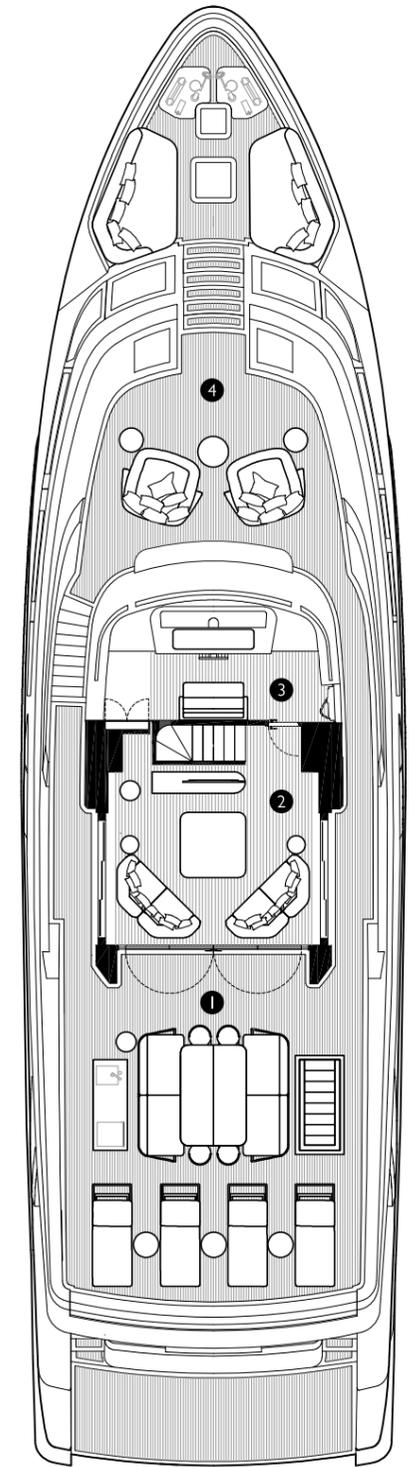


Alternative proposal

- 1 Foyer
- 2 Vip cabin
- 3 Guest cabin
- 4 Crew area
- 5 Engine room

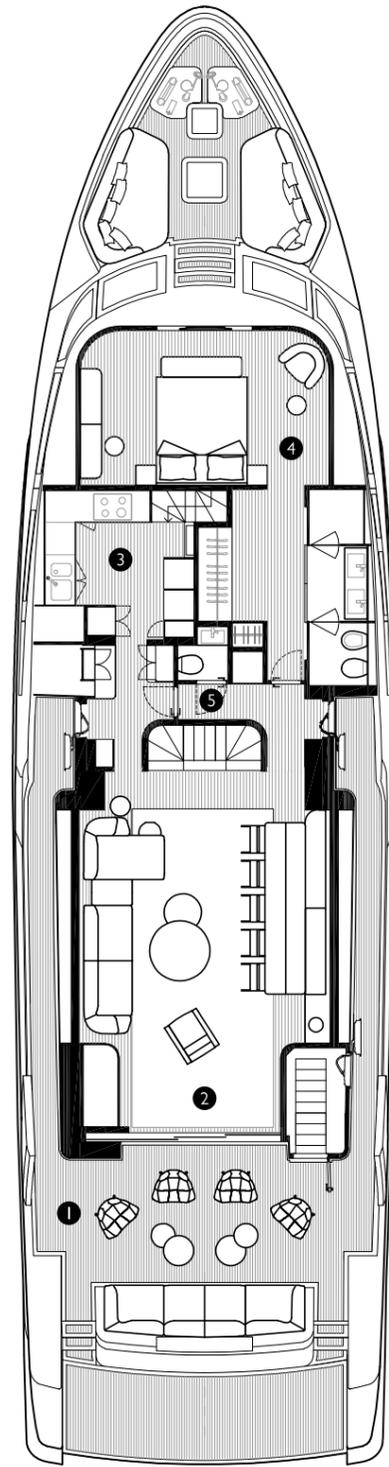


Lower deck



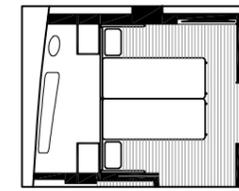
- ① Outdoor area
- ② Salon
- ③ Wheelhouse
- ④ Bow area

Upper deck P. Urquiola Special Edition

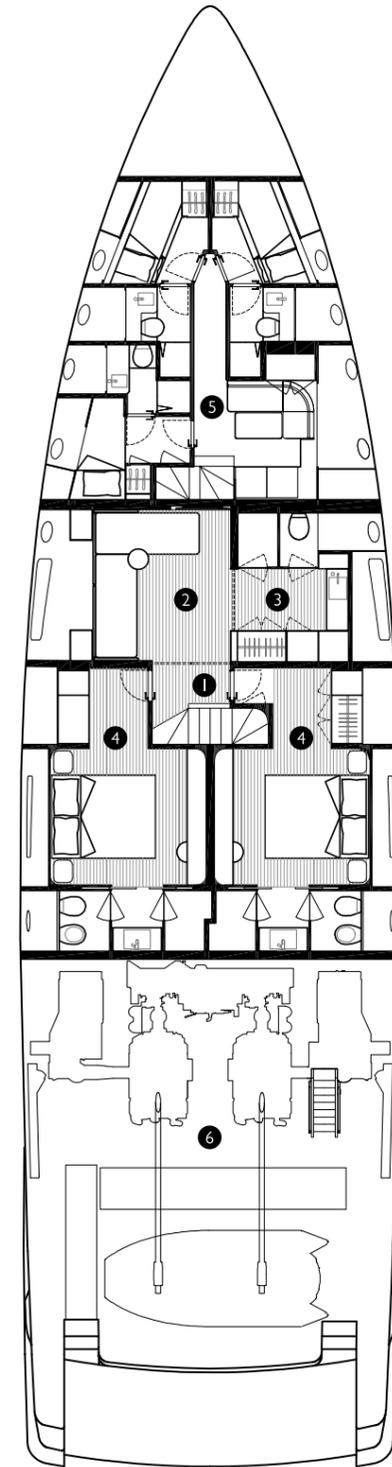


Main deck P. Urquiola Special Edition

- 1 Cockpit
- 2 Salon
- 3 Galley
- 4 Owner's cabin
- 5 Day toilet



Vip cabin transformation



Lower deck P. Urquiola Special Edition

- 1 Foyer
- 2 Lounge / Vip cabin
- 3 Bathroom
- 4 Guest cabin
- 5 Crew area
- 6 Engine room

EQUIPMENT, MAIN OPTIONS  
& MISCELLANEA

Length overall	28,93 m
Maximum beam	7,60 m
Construction height	3,17 m
Displacement @ half load (*)	115 t
Displacement @ full load (*)	132 t
Waterline length @ half load	25,40 m
Waterline length @ full load	25,43 m
Draught @ half load	1,99 m
Draught @ full load	2,04 m
Guest accommodation	8 people
Crew accommodation	5 people
Engine	a) 2 x MTU 10V2000M86 - 1380 HP b) 2 x CAT C18 - 1150 HP
Consumption (approx.) (**)	a) 2 x 202 l/h @ 2200 rpm b) 2 x 180 l/h @ 2100 rpm
Power output @ 100% MCR (approx.) (**)	a) 2 x 1015 kW @ 2450 rpm b) 2 x 847 kW @ 2300 rpm
Gearbox	2 x ZF 2150V, R=2,92:1
Transmission	V-drive
Propeller	In NibrAl "S" class
Shafts	In Aquamet 17 or equivalent
Gensets	1 x 45 kW + 1 x 35 kW
Rudders	AISI 316 stainless steel
Maximum speed (approx.) (***)	a) 19 kn b) 17 kn
Cruising speed (approx.) (***)	a) 14 kn b) 12 kn
Economical speed (approx.) (***)	11 kn
Max range @ economical speed (approx.)	a) 1700 nm b) 2000 nm
Deadrise	Not applicable
A/C power	216000 btu/h
Fuel capacity	15700 l
Fresh water capacity	2500 l
Black & Grey water capacity	1000 l
Tender length	max 4,6 m
Tender weight	max 950 kg

\* Displacement data refers to a yacht with standard layout as described in the sales specification

\*\* Main engine performance data and characteristics are derived from the manufacturer's specification

\*\*\* Speed data refer to a yacht with standard layout as described in the sales specification, considering a half of liquid weight, a third of luggage weight (25kg per bed) and 5 crew members (80kg each), and without stabilization system and hardtop

This brochure shall not be regarded as a contractual offer regarding the sale of yachts from the shipyard to individuals or companies. All the information contained in this brochure, including without limitation any technical or performance data, pictures, and drawings, are mere indications with no contractual value and refer to standard motoryacht models from the shipyard on the date the brochure is issued.

This document is based on the information available at the time it is published. In spite of the commitment aimed at guaranteeing maximum possible accuracy, the information contained herein may not cover all the details and any technical-commercial modifications introduced after printing, or may describe features that are not present.

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