

SD
126/

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, under Perotti's guidance, 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 three ranges of Sanlorenzo yachts in composite material (SL, SD and SX) 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

Just a glance suffices to rediscover, in the silhouette of this range, the memory of boats that dwells in our collective imagination. The yachts of the SD fleet, the semi-displacement models of Sanlorenzo, draw inspiration from the lines of the Trans-Atlantic liners of the 1930s, the age of grand ocean crossings for an elegant, refined elite. 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.

SD
96/



SD
118/



SD
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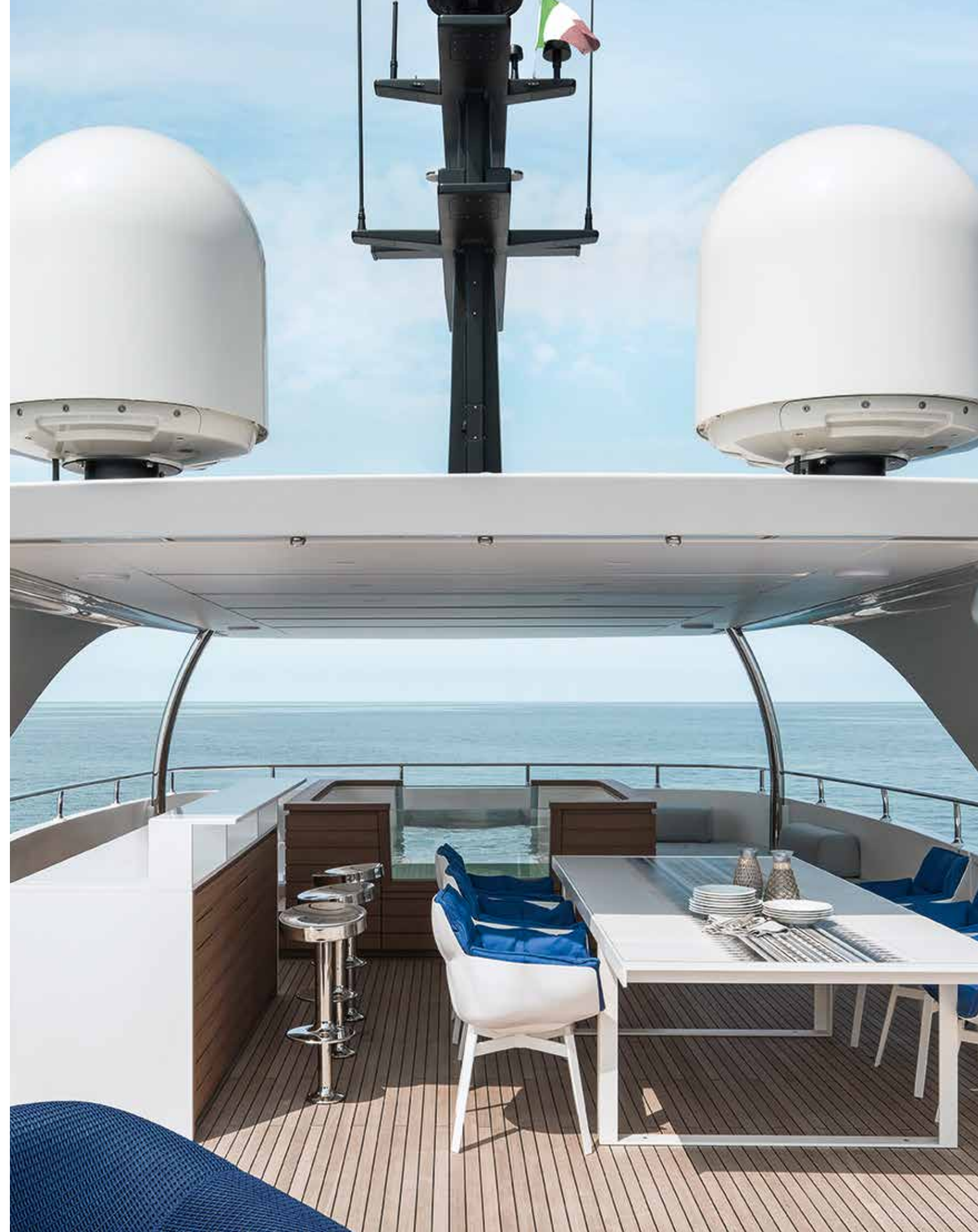
SD
126/





SD 126/81

Convivial pleasure is one of the central factors in the design of the SD126/81, thanks to double-duty furnishings as the protagonists of spaces that can be easily rearranged based on the desires of the owner. On the upper deck the dining zone, equipped with a round table that can be extended as an oval, is protected by a system of semicircular glass partitions that can be opened to communicate with the outdoors. At the bow, the spacious lounge can become an ample dining area thanks to transformable tables, while on the flying bridge the dining table is combined with a custom bar counter, perfect for an aperitif en plein air. A relaxed atmosphere fills all the spaces, also thanks to the use of natural colors and materials, including leather with its various shades of gray and brown, and pale gray saw-marked oak for the floors. Among the custom solutions made with sartorial care, the owner's cabin at the bow and its adjacent salon are joined by a spectacular “wunderkammer” at the entrance to the living area, a large showcase with bronze finish to use as a bookcase or a vitrine for cherished objects.



FLYING BRIDGE

View of the flying bridge with the custom counter and dining table; astern, in the background, outdoor seating.



UPPER DECK

Upper deck salon with
expandable table inside
the semi-circular glass
enclosure.









MAIN DECK

On the following pages,
cockpit, Wunderkammer
placed at the main salon
entrance, and the dining
area at the bow.
Next, the owner's cabin.





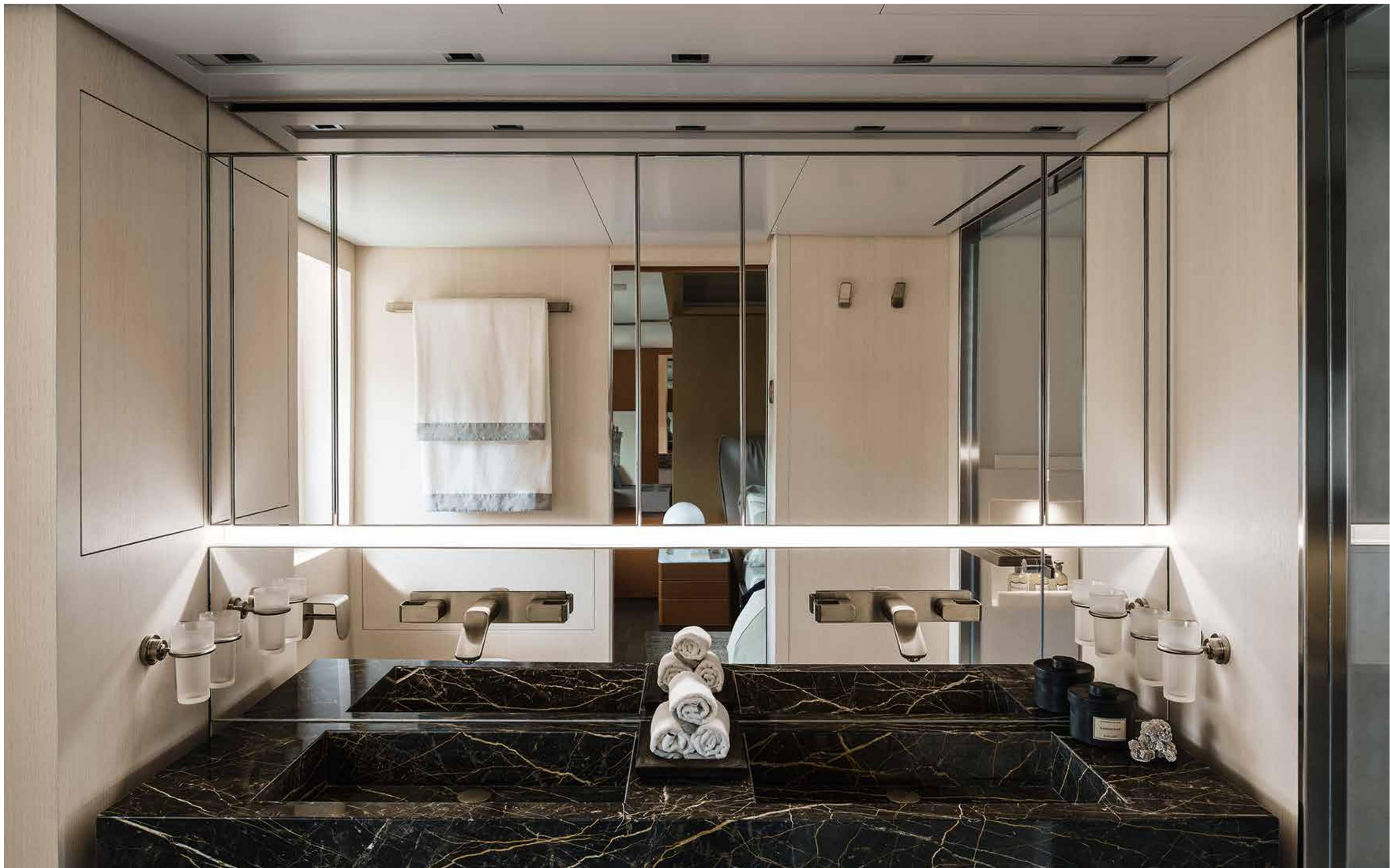










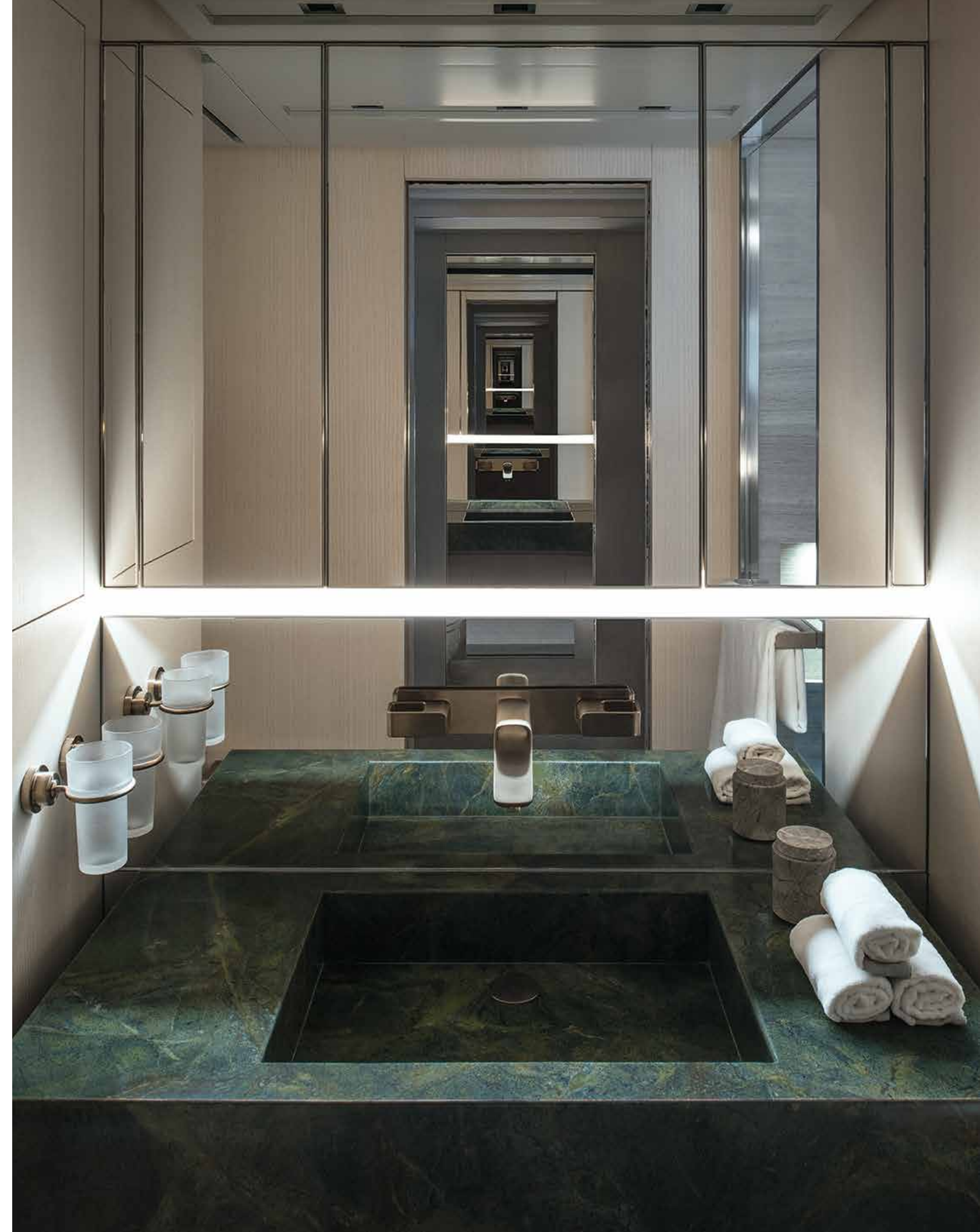


LOWER DECK

Staircase to the lower deck;
on the following pages,
view of the VIP cabin.







Detail of the bathroom
of the VIP cabin.

SD 126/40

Outdoor relaxation is a vital theme on board the SD126/40, epitomized by the whirlpool tub at the tip of the bow from which to enjoy the breeze and the view of the horizon during navigation, or the ample cockpit at the stern featuring contemporary sofas and armchairs with enveloping forms. Entering the lounge on the main deck the atmosphere changes, though the exceptional openness triggered by the balcony in the side continues to make the sea and the panorama the true protagonists.

The dominant colors of the furnishings and facings are a range of cream tones for the sofas, the doors of the cabinets and the leather ceilings, and the cacao tone of Tanganyika walnut used for the wood floors, the paneling and many of the custom fixed furnishings.

The wheelhouse echoes the same chromatic mood and refined finishes, also thanks to the sophisticated sartorial approach of Sanlorenzo. Elegant simplicity reigns in the cabins, which are packed with custom solutions: from the studio corner of the master cabin to the semi-open bathroom in one of the VIP units, which can be hidden when desired thanks to sliding doors.



UPPER DECK

Floating staircase
to the flying bridge
with teak stairs
and stainless steel
structure.



MAIN DECK



Main deck cockpit lounge.







LOWER DECK

VIP cabin with
open bathroom
and sliding doors.



SD 126/41

The already ample spaces appropriate for a 38-meter yacht seem even larger in the SD126/41: the secret lies in the personalized solutions created with meticulous care by Sanlorenzo to further boost on-board livability. In particular, the full-beam master cabin is a suite, with a custom bed as the protagonist, facing a wall with a built-in television screen. Paintings, carpeting and armchairs contribute to create an enveloping atmosphere, while the mirror-finish details and lights around the lower zone of the bed, and the circular section of the leather ceiling, augment the visual impact of the space. The bathroom is spectacular, completely in arabesque marble, featuring a large shower complete with lateral spigots. The main deck lounge area contains an ample modular corner sofa with big capitonné ottomans and a dining zone with a design table, set between a ceiling with an alternating motif of leather and lacquer, and a floor in painted oak planks. The same mood continues in the upper salon, where the gaze is drawn outward by the large glazing.

Upper deck salon
with leather ceiling.





Main deck salon
with ceiling in leather
and lacquered wood.







SD 126/55

Were it not for the presence of the sea, visible through the large windows, the interiors of the SD126/55 might seem like those of a luxurious penthouse on the top floor of a metropolitan building. First of all there are the dark but warm colors, which constantly return: from the bronze ceiling to the doors of the cabinets in reflecting fumé glass, and the suede coverings of the walls. The only contrasting note is the precious teak used for the wood flooring and the staircase. The refined play of light from LEDs underscores the presence of many of the furnishings. Rigorous design creations alternate with custom items made by the skilled craftsmen of Sanlorenzo: the screen in the living area on the main deck, designed by the owner himself, and the staircase leading to the upper deck, enhanced by a video-wall. An all-wood solution has been chosen for the guest cabins, including the paneling of the bathrooms. The outdoor areas are particularly appealing with their neutral tones: from the upper deck with a living area and total-view dining table, thanks to the glass parapet, to the lounge-effect cockpit, to the outfitted bow with symmetrical relaxation islands shaded by awnings.



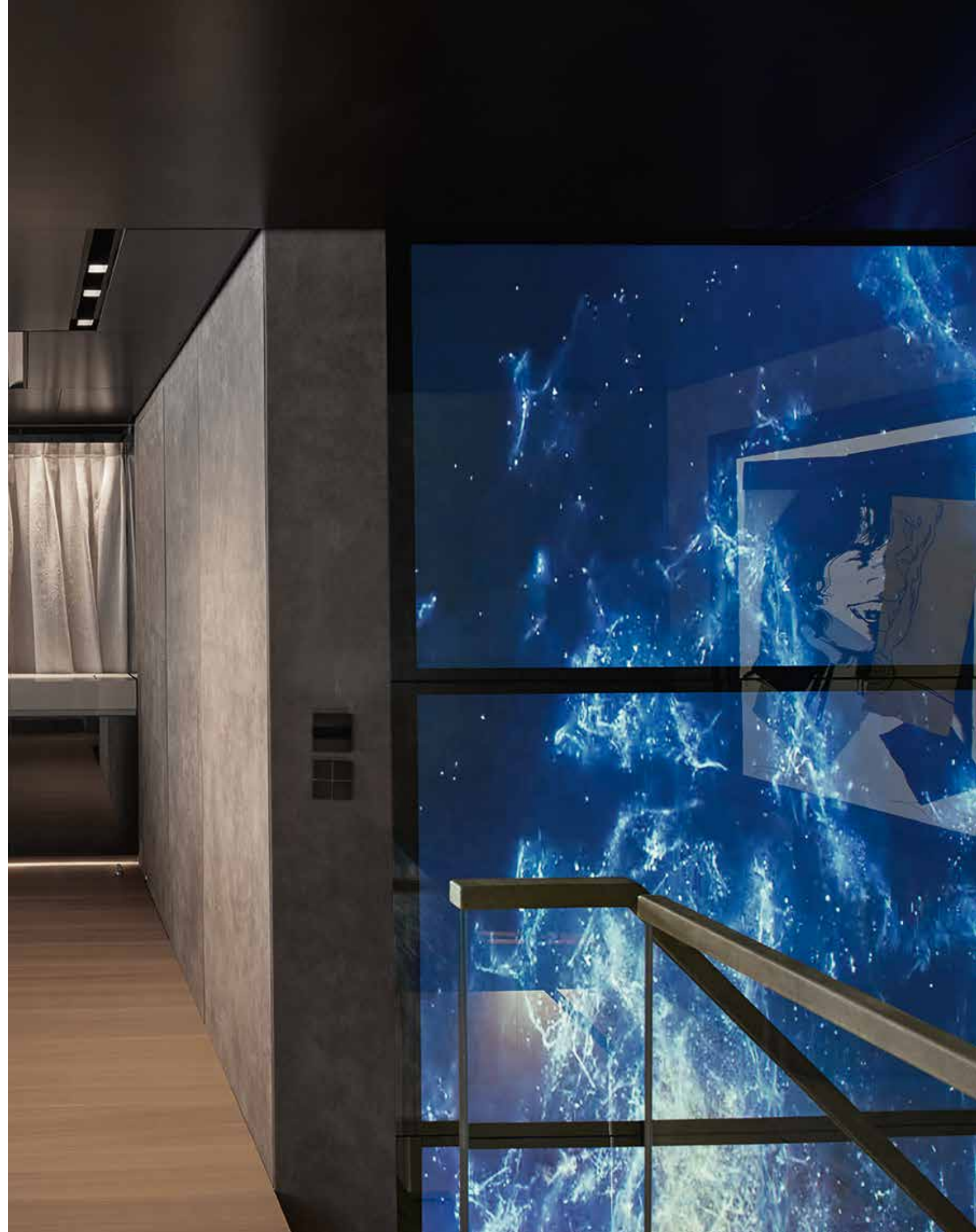
UPPER DECK

Upper deck salon
with bronze ceiling.





Detail of the staircase
to the upper deck,
with multimedia wall.









MAIN DECK

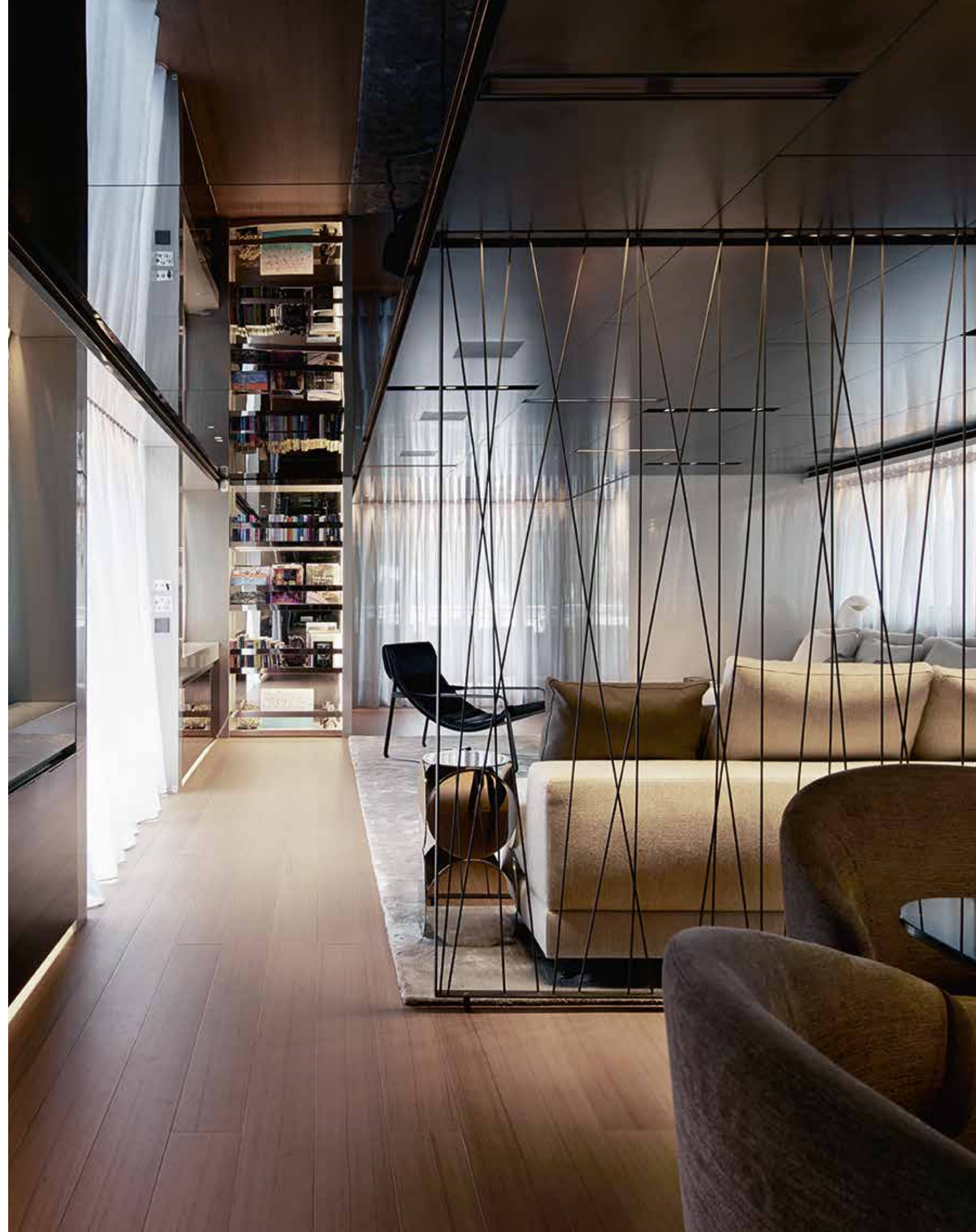


Main deck cockpit lounge.

















LOWER DECK

Foyer on the lower deck
with multimedia wall.





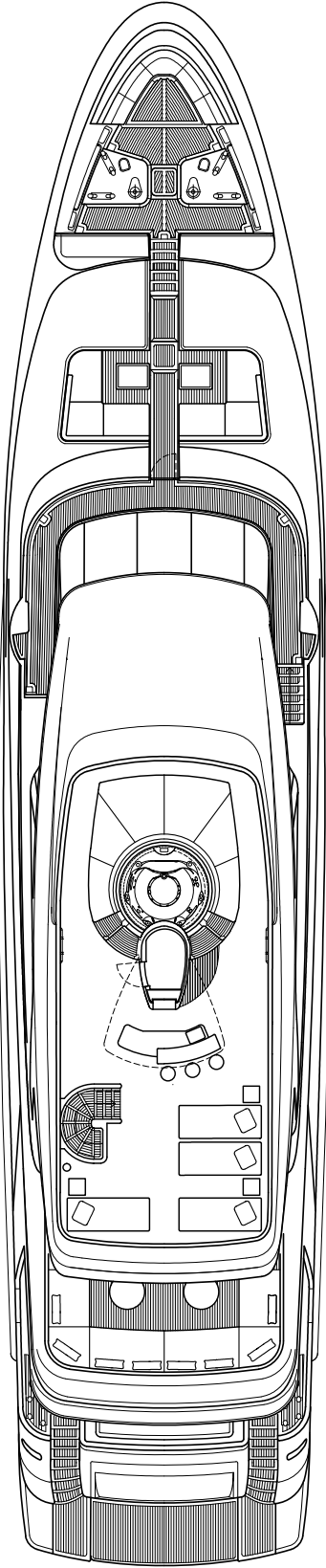
VIP cabin bathroom
in Silk Georgette marble.



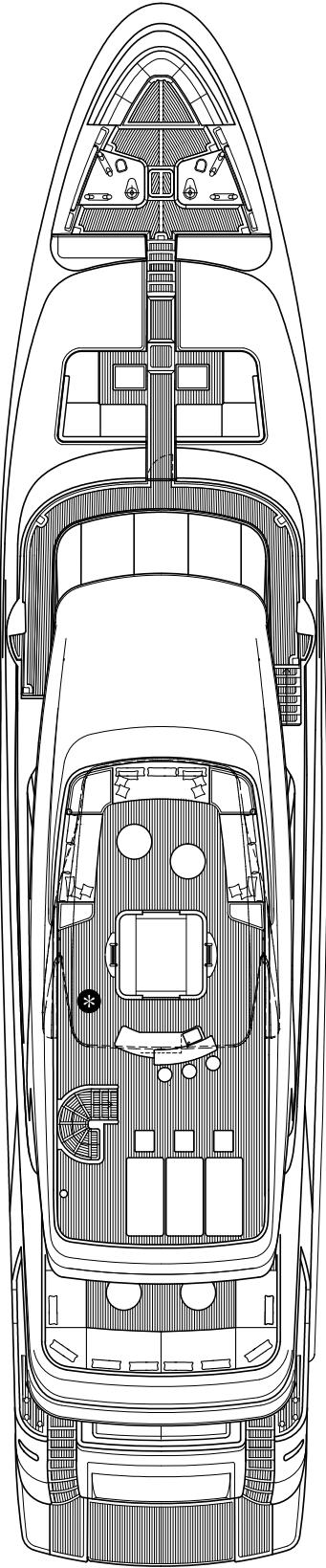
SD 126/

TECHNICAL SPECS

GENERAL
ARRANGEMENT PLANS



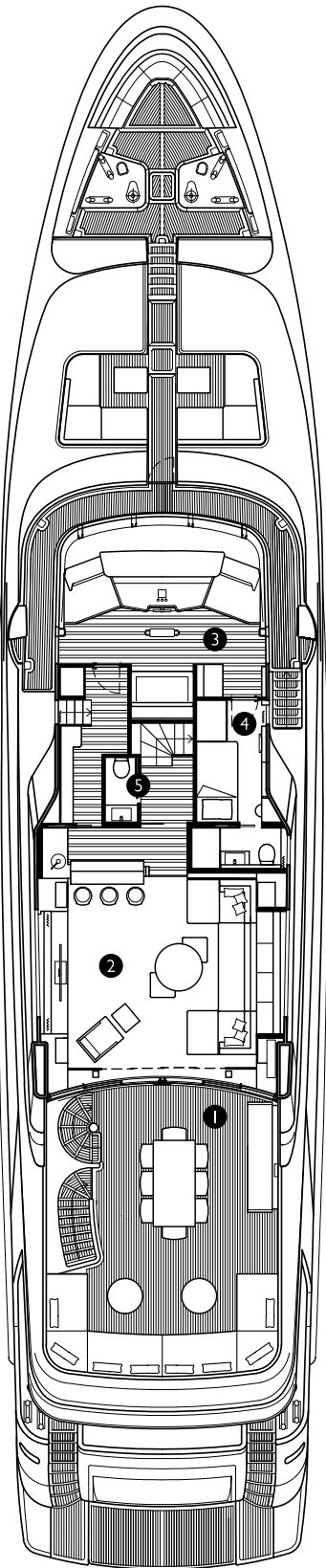
Flying bridge A



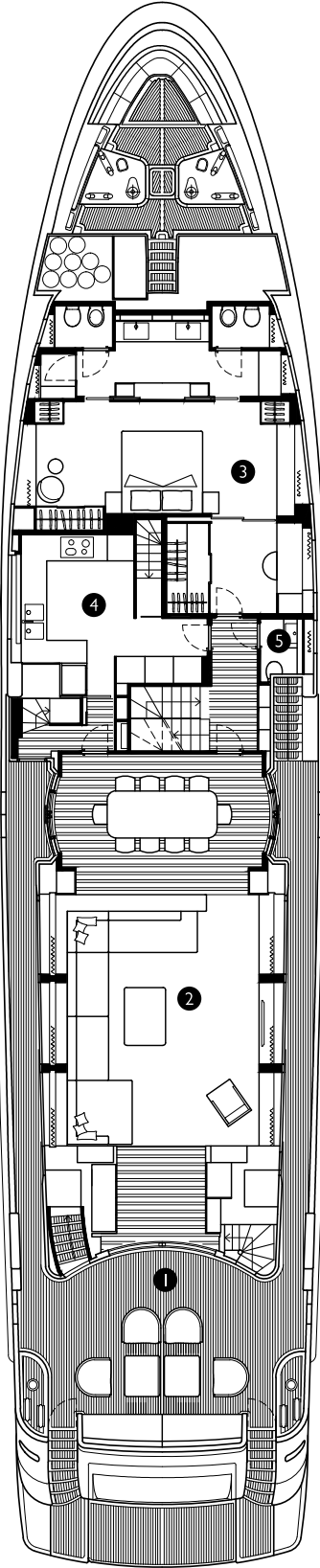
Flying bridge B

* Hard top option

- ① Outdoor area
- ② Salon
- ③ Wheelhouse
- ④ Captain cabin
- ⑤ Day toilet

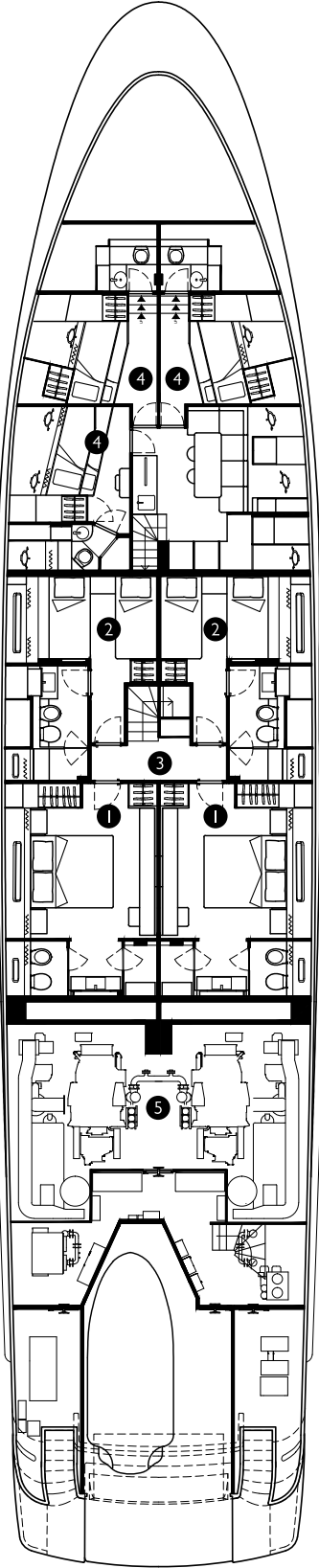


Upper deck A



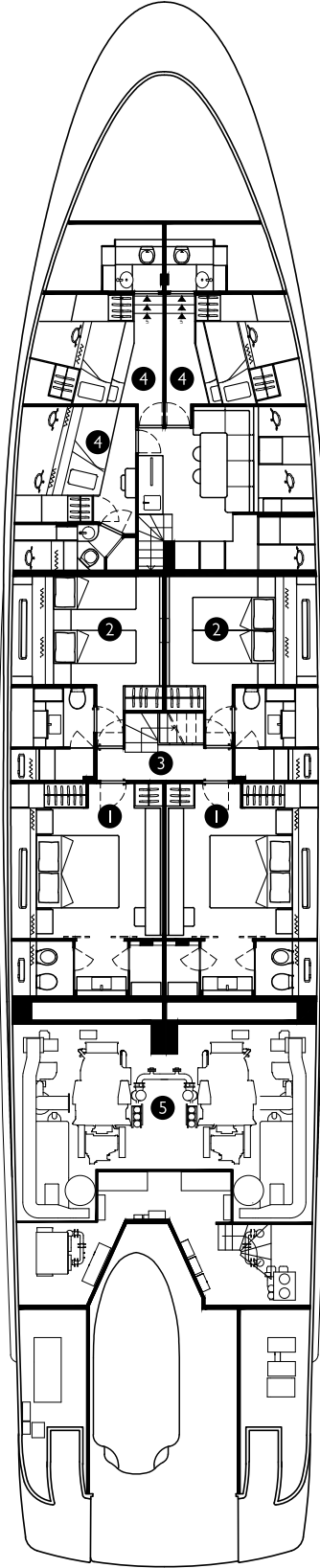
Main deck A

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



Lower deck A

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



Lower deck B

EQUIPMENT, MAIN OPTIONS
& MISCELLANEA

Length overall	37,95 m
Maximum beam	8,00 m
Construction height	4,00 m
Displacement @ half load (*)	222 t
Displacement @ full load (*)	242 t
Waterline length @ half load	31,69 m
Waterline length @ full load	31,84 m
Draught @ half load	2,23 m
Draught @ full load	2,35 m
Guest accommodation	10 people
Crew accommodation	5 +1 people
Engine	a) 2 x MTU 12V2000M72 - 1469 HP b) 2 x MTU 12V2000M86 - 1724 HP
Consumption (approx.) (**)	a) 2 x 140 l/h @ 1750 rpm b) 2 x 164 l/h @ 2000 rpm
Power output @ 100% MCR (**)	a) 2 x 1080 kW @ 2250 rpm b) 2 x 1278 kW @ 2450 rpm
Gearbox	a) 2 x ZF 3350 b) 2 x ZF 3350
Transmission	Shaft line
Propeller	5 blades NiBrAl “S” class
Shafts	Marinox 17 or equivalent
Gensets	2 x 70 kW
Rudders	AISI 316 steel
Maximum speed (approx.) (***)	a) 16 kn - b) 17 kn
Cruising speed (approx.) (***)	14 kn
Economical speed (approx.) (***)	11 kn
Max range @ economical speed (approx.)	a) 3000 nm - b) 2500 nm
Deadrise	N/A
A/C power	360000 btu/h
Fuel capacity	34200 l
Fresh water capacity	5000 l
Black & Grey water capacity	3000 l
Tender length	max 5,00 m
Tender weight	max 1000 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 third of liquid weight, a third of luggage weight (25kg per bed) and 5 crew members (80kg each), and without hard-top.

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.

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