

SIL

78/

**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.

SL FLEET

Streamlined, elegant and well-balanced at the same time: this is the SL fleet, the planing yachts by Sanlorenzo, which in 1985 marked the beginning of the production in plain fiberglass at the shipyard. Boats for owners who choose performance as a seagoing philosophy, fending the waves with complete stability and safety, with total quality of navigation that combines performance and comfort. The interiors of the SL yachts are made to measure by Sanlorenzo artisans with an accent on design and excellent finishing. The range includes six models (SL78, SL86, SL96A, SL102A, SL106, SL120A) with lengths from 24 to 37 meters. Every yacht, even the smallest, offers various interior layout possibilities and can be completely personalized in keeping with the tastes and passions of its owner.

SL  
78/



SL  
86/



SL  
96/A



SL  
102/A



SL  
106/



SL  
120/A





SL  
78/



# SL 78/660

An ample lounge area at the bow in the shade of an awning, and a flying bridge larger than what you would expect to find on a 24-meter yacht: this is the outer image of the SL78. The interiors, completely personalized like all Sanlorenzo boats, have a contemporary, essential character in this model, based on tones of cream, beige and gray, which return in the finishes of the floors, walls and ceilings of all the spaces. The special custom solutions include the staircase leading from the living area to the upper deck: each step is enclosed by two panes of glass, and seem to float in the space. The cabins, all with private bathrooms, large windows and games of mirrors amplify the natural lighting. But light is (also and above all) a leitmotif of the design: in the SL78 the bulwark, recessed in the saloon area, considerably increases the brightness. With the result of blurring the boundaries between inside and outside.

Main deck bow:  
sofa convertible  
into a sunbathing  
area, equipped  
with sun awning.







FLYING BRIDGE





MAIN DECK



The main salon with its large windows. On the next page: detail of the floating staircase in the dining area.





Galley with additional external access.



LOWER DECK



Master cabin with open bathroom.









Guest cabin  
with twin beds.

# SL 78/679

One look at the exteriors of this yacht conveys an idea of how the SL78 can offer owners everything they need for remarkable comfort in close contact with the sea.

On the flying bridge, at the stern, a shaded dining area is flanked by a spacious sunbathing area; the bow on the main deck is outfitted with cushions for carefree basking in the breeze.

The sense of assured comfort continues inside, where the dominant tone is the same cream color used for the outdoor furnishings.

The lacquered walls and ceiling form a contrast with the furnishings in an eclectic, refined composition featuring contemporary design pieces like the sofa in antique rose velvet, and a dining table made with recycled wooden boards. The living area is divided from the galley by a mirror panel with brass inserts, shifting into the mood of the cabins: the same reflecting finish (this time backpainted in teal green) segues to the paneling of the bed in capitonné leather. All rigorously custom designed, down to the smallest details.





FLYING BRIDGE



Detail of the hardtop  
with adjustable louvers.



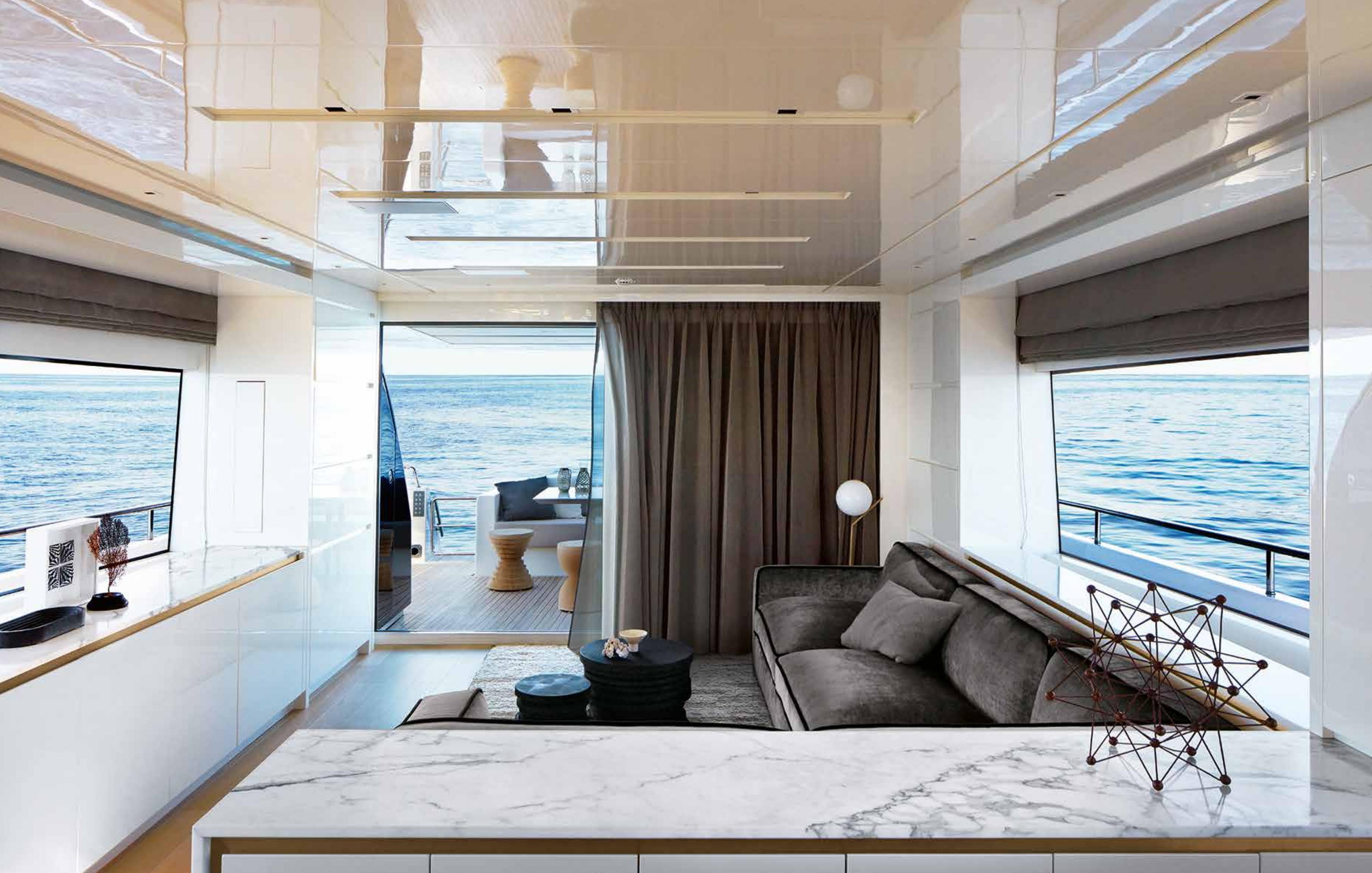




MAIN DECK



Main deck:  
cockpit detail.



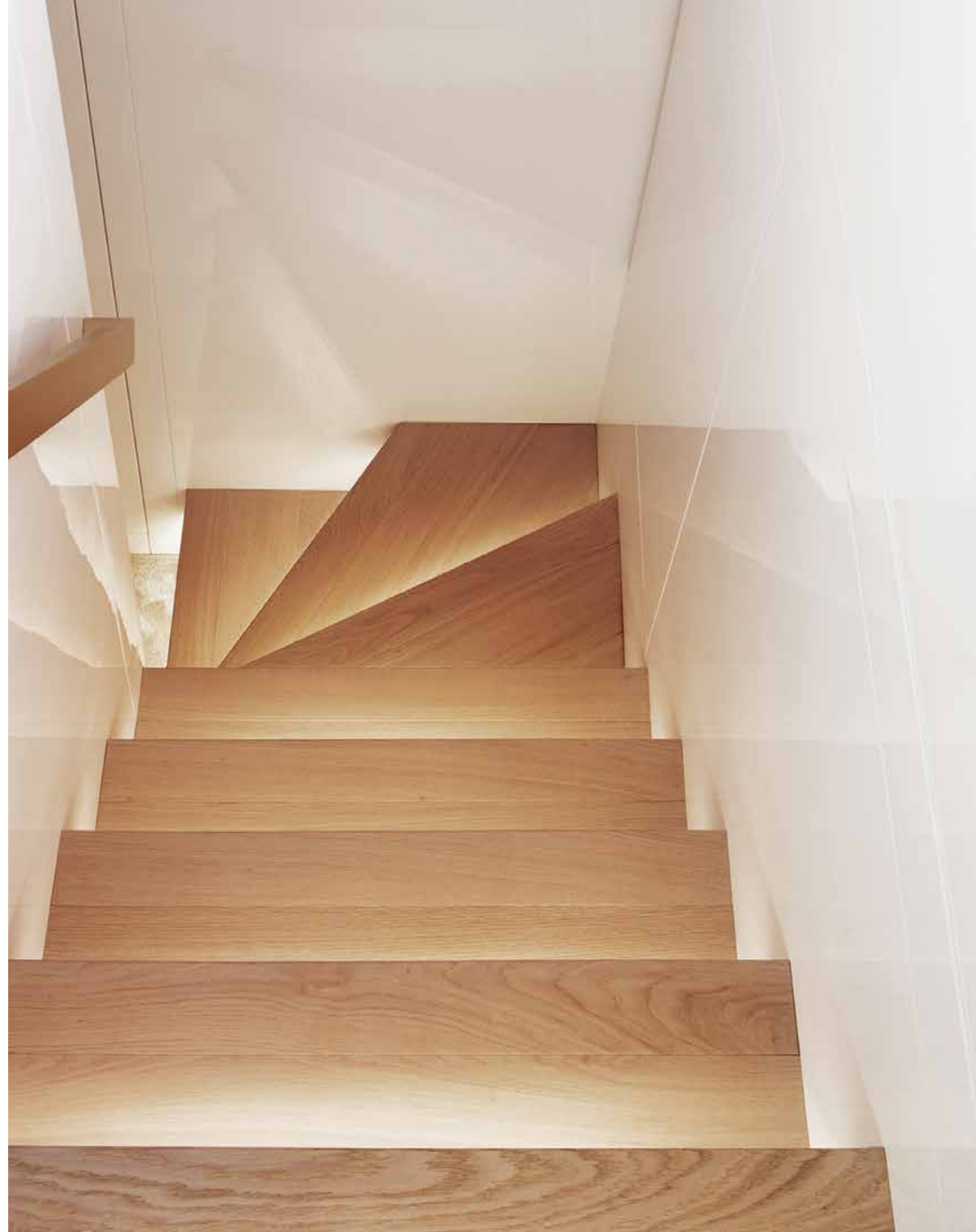




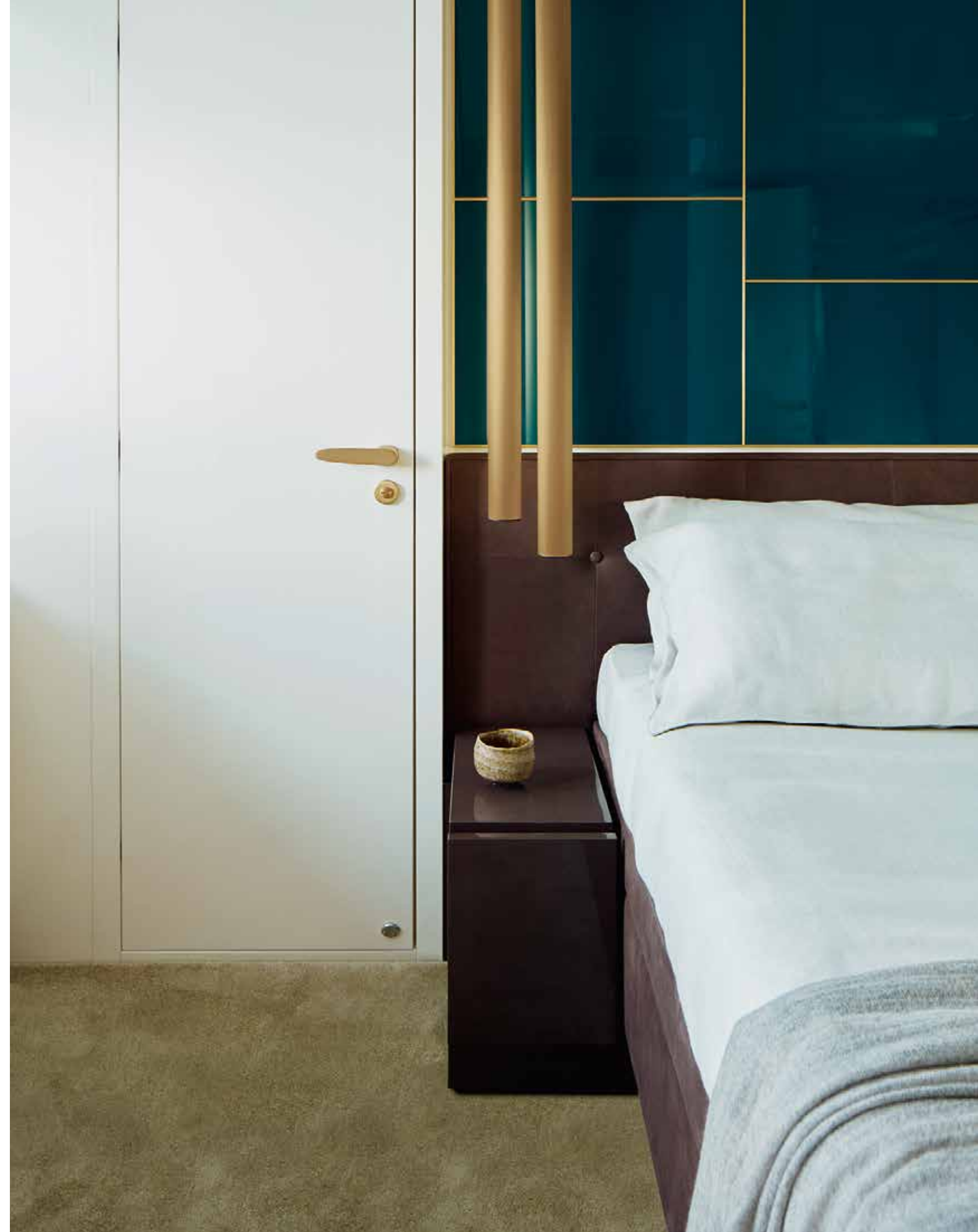
On the previous pages:  
bow sunbathing zone  
convertible into  
a dining area.

LOWER DECK

Stairs to the lower  
deck cabins.







Detail of the master cabin with headboard in backpainted glass and brass inserts. Next: guest cabin.

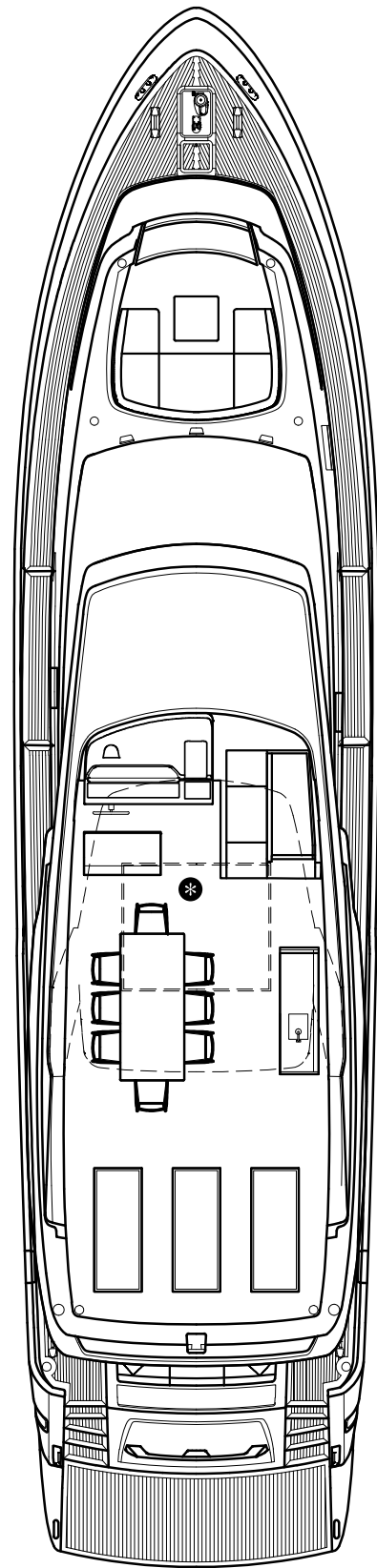




SL  
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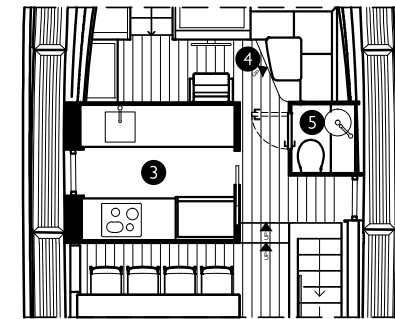
TECHNICAL SPECS

GENERAL  
ARRANGEMENT PLANS

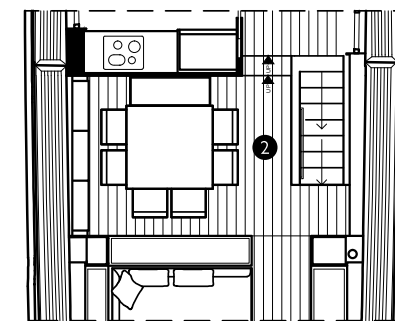


Flying bridge A

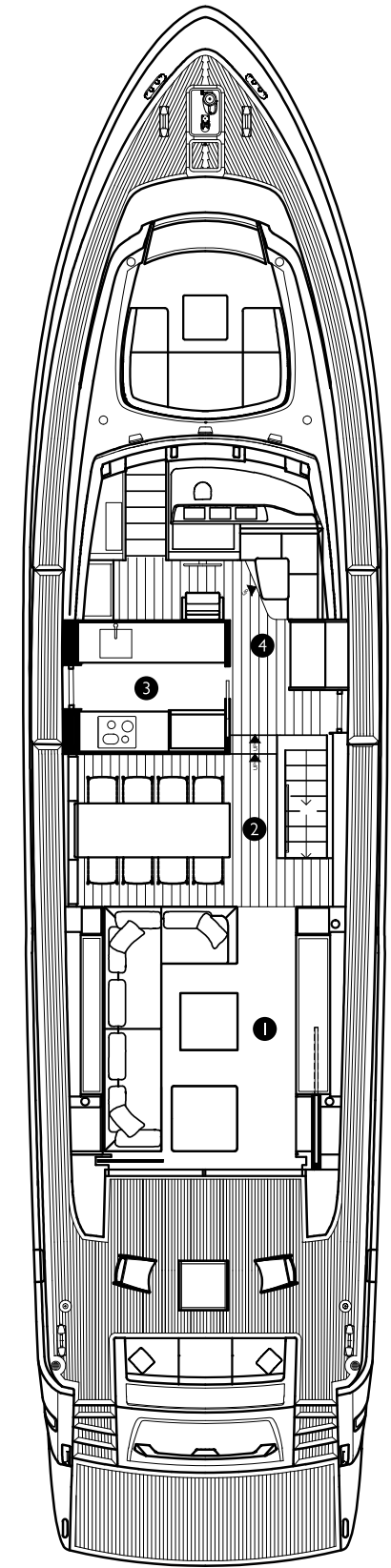
\* Hard top option



Day toilet option

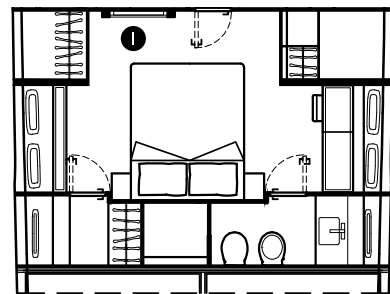


Dining alternative proposal



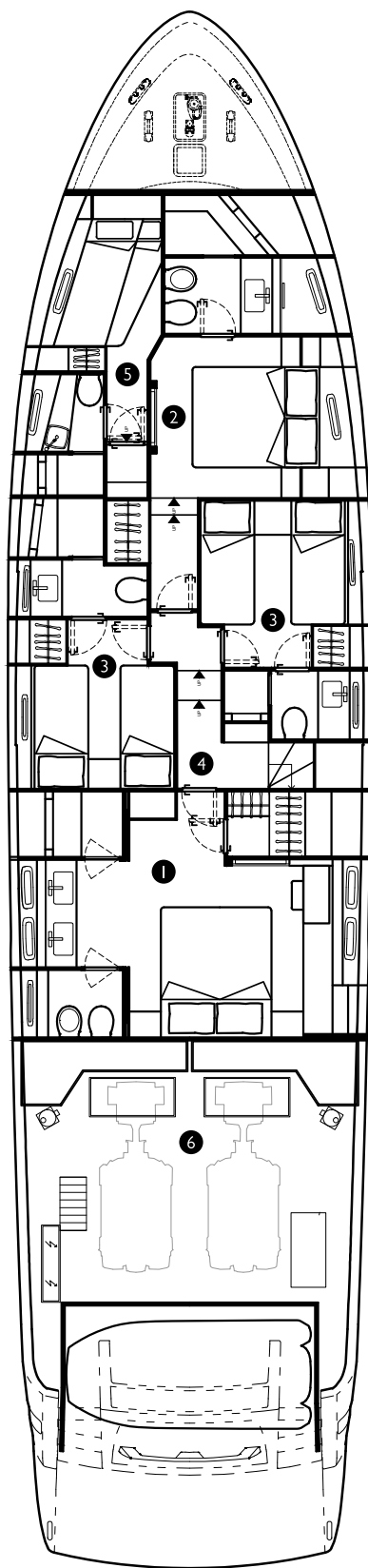
Main deck A

- 1 Salon
- 2 Dining
- 3 Galley
- 4 Wheelhouse
- 5 Day toilet



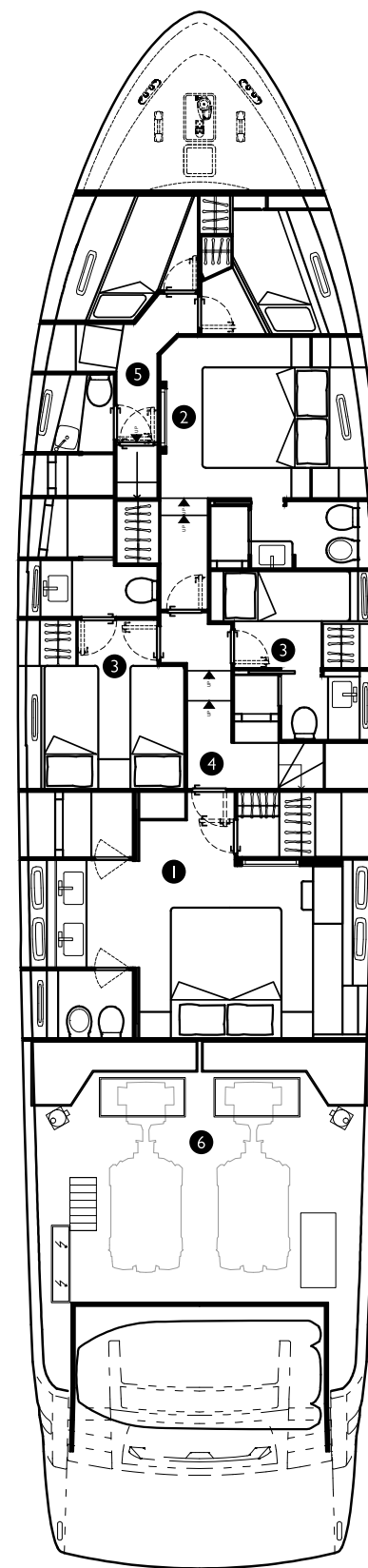
Owner alternative proposal

- ① Owner's cabin
- ② Vip cabin
- ③ Guest cabin
- ④ Foyer
- ⑤ Crew area
- ⑥ Engine room



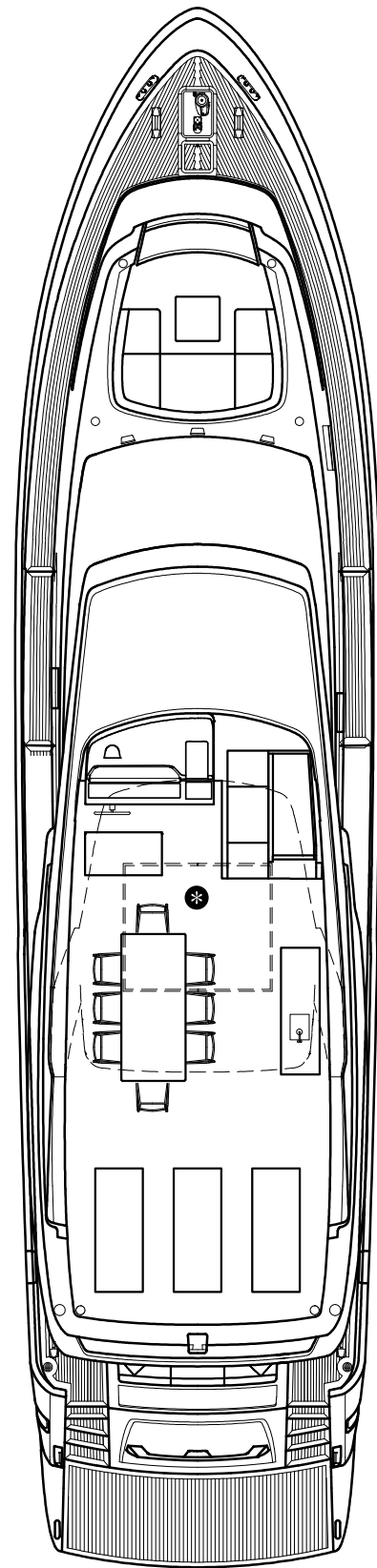
Lower deck A

- ① Owner's cabin
- ② Vip cabin
- ③ Guest cabin
- ④ Foyer
- ⑤ Crew area
- ⑥ Engine room



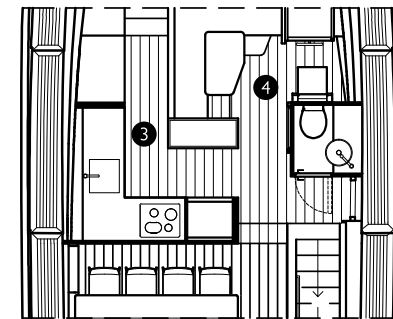
Lower deck B

GENERAL  
ARRANGEMENT PLANS USA



Flying bridge USA A

\* Hard top option

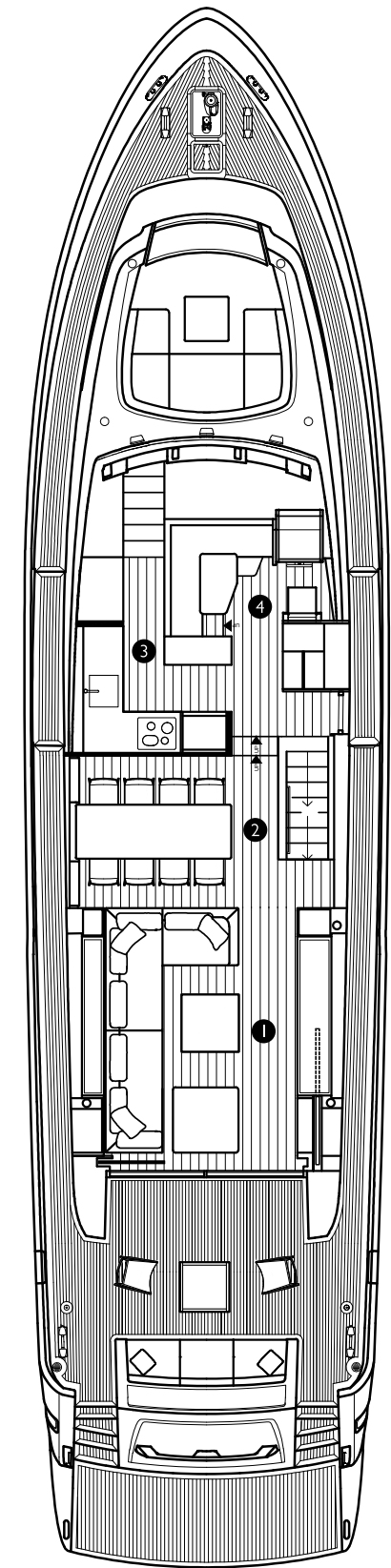


Day toilet option

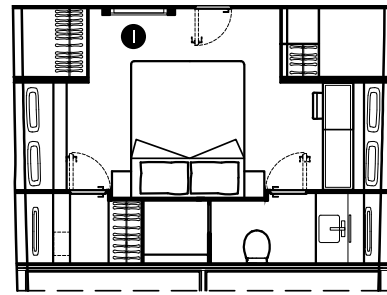


Dining alternative proposal

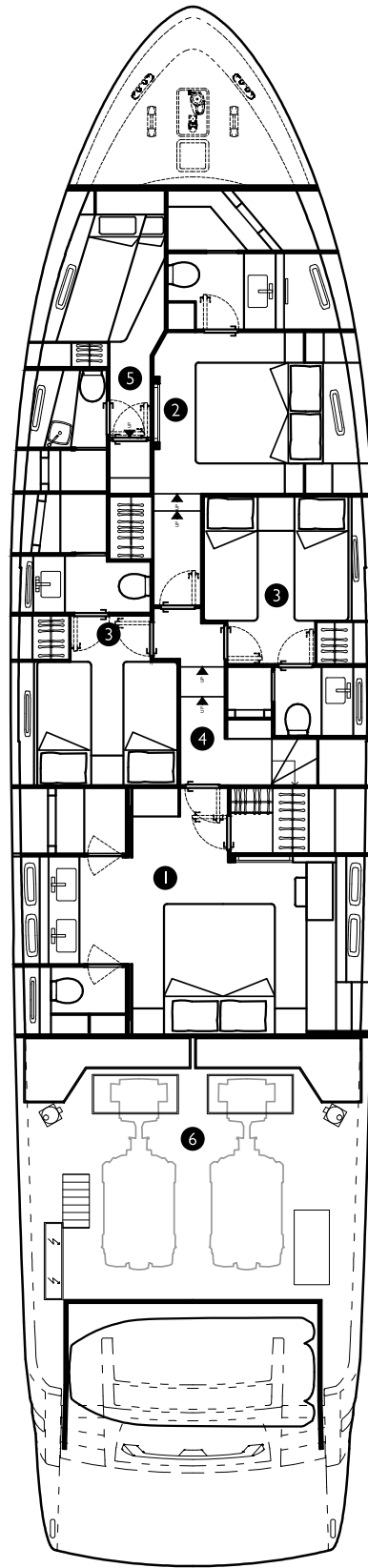
- ① Salon
- ② Dining
- ③ Galley
- ④ Wheelhouse



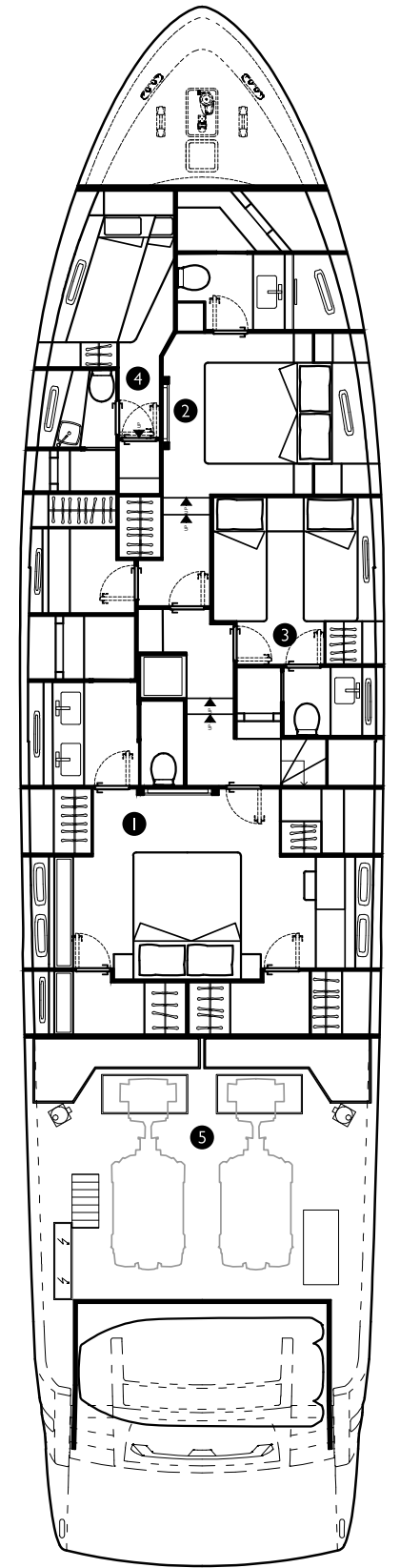
Main deck USA A



Owner alternative proposal



Lower deck USA A



Lower deck USA B

- 1 Owner's cabin
- 2 Vip cabin
- 3 Guest cabin
- 4 Foyer
- 5 Crew area
- 6 Engine room

- 1 Owner's cabin
- 2 Vip cabin
- 3 Guest cabin
- 4 Crew area
- 5 Engine room

EQUIPMENT, MAIN OPTIONS  
& MISCELLANEA

Length overall	24,64 m
Maximum beam	5,74 m
Construction height	3,09 m
Displacement @ half load (*)	66 t
Displacement @ full load (*)	70 t
Waterline length @ half load	19,43 m
Waterline length @ full load	19,55 m
Draught @ half load	1,75 m
Draught @ full load	1,80 m
Guest accommodation	8 people
Crew accommodation	2 people
Engine	a) 2 x MTU 10V2000M96 - 1523 HP b) 2 x MTU 10V2000M96L - 1622 HP
Consumption (approx.) (**)	a) 2 x 220 l/h @ 2200 rpm b) 2 x 240 l/h @ 2200 rpm
Power output @ 100% MCR (**)	a) 2 x 1120 kW @ 2450 rpm b) 2 x 1193 kW @ 2450 rpm
Gearbox	2 x ZF BW 2050V
Transmission	V-drive
Propeller	In NiBrAl
Shafts	Aquamet 17 or equivalent
Gensets	1 x 26 kW
Rudders	AISI 316 stainless steel
Maximum speed (approx.) (***)	a) 28 kn - b) 30 kn
Cruising speed (approx.) (***)	a) 24 kn - b) 25 kn
Economical speed (approx.) (***)	10 kn
Max range @ economical speed (approx.)	740 nm
Deadrise	15°
A/C power	92000 btu/h
Fuel capacity	5350 l
Fresh water capacity	1400 l
Black water capacity	400 l
Grey water capacity	350 l
Tender length	max 3,85 m jet (garage)
Tender weight	max 550 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 stabilization system and 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.

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