

SIX

88/

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.

SX FLEET

Observing the superstructure that reaches forward, and the beach area with the proportions of a large terrace, it becomes immediately clear that the SX line is a revolutionary project. Functions and uses of spaces intertwine, giving rise to a “crossover” yacht that is perfect for sophisticated contemporary owners. The main deck has been freed of the wheelhouse, which is instead placed on the flying bridge: the result is a continuous space to be used as a large, unified living area. Or, when separated at the bow, it can contain an exclusive owner’s cabin offering 360-degree views. The upper deck, which hosts the wheelhouse, has a dual function: protected towards the bow by a fixed windshield, thanks to a system of sliding panels it can become a closed, climate controlled panoramic lounge; kept open on the three sides towards the stern, it provides direct contact with the sea. The furnishings, which can be folded away or transformed, also lend themselves to double (and triple) use: the flying bridge can shift from a dining area to a lounge or a sunbathing deck, exactly when desired. The aft beach area is amazing: this space hosts tenders, water toys, and a davit to handle them; when they are removed, the area becomes a beach club of 30 square meters, for relaxing right next to the water. The SX range includes 3 models, from 23 to 33 meters, with various interior layout possibilities, and can be completely personalized to suit the tastes and passions of the owner.

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SX 88/02

Even a quick glance at the windows of the SX88/02 reveals the fact that they are larger than what one might expect on a 27 meter yacht. As a result, they “bring” the panorama inside. This is just one sign of a special relationship with the sea, which also takes the form of outdoor zones of unprecedented proportions. The wheelhouse placed on the fly bridge frees up the main deck, so in this model with interior design by the architect Piero Lissoni the living area becomes a single loft-effect saloon, including the lounge, the totally open galley and another living zone at the bow.

The atmosphere is one of sophisticated elegance, thanks to contemporary design furnishings, an island kitchen in stainless steel, floors in cement resin and grosgrain paneling in dark Tanganyika wood. The extraordinary craftsmanship of Sanlorenzo can be seen even in the smallest details (like the switches in brushed brass) and continues in the three cabins, which reprise the materials of the living area. The open bathrooms in Calacatta marble echo the details in grosgrain wood, the leitmotif of the entire yacht.

Large windows in the main salon with dining area. Ceiling with slats and wall paneling in dark wooden planking.





FLYING BRIDGE



Bow sunbathing area
convertible into dining area.







MAIN DECK

Living area with stainless steel galley with sliding countertop.















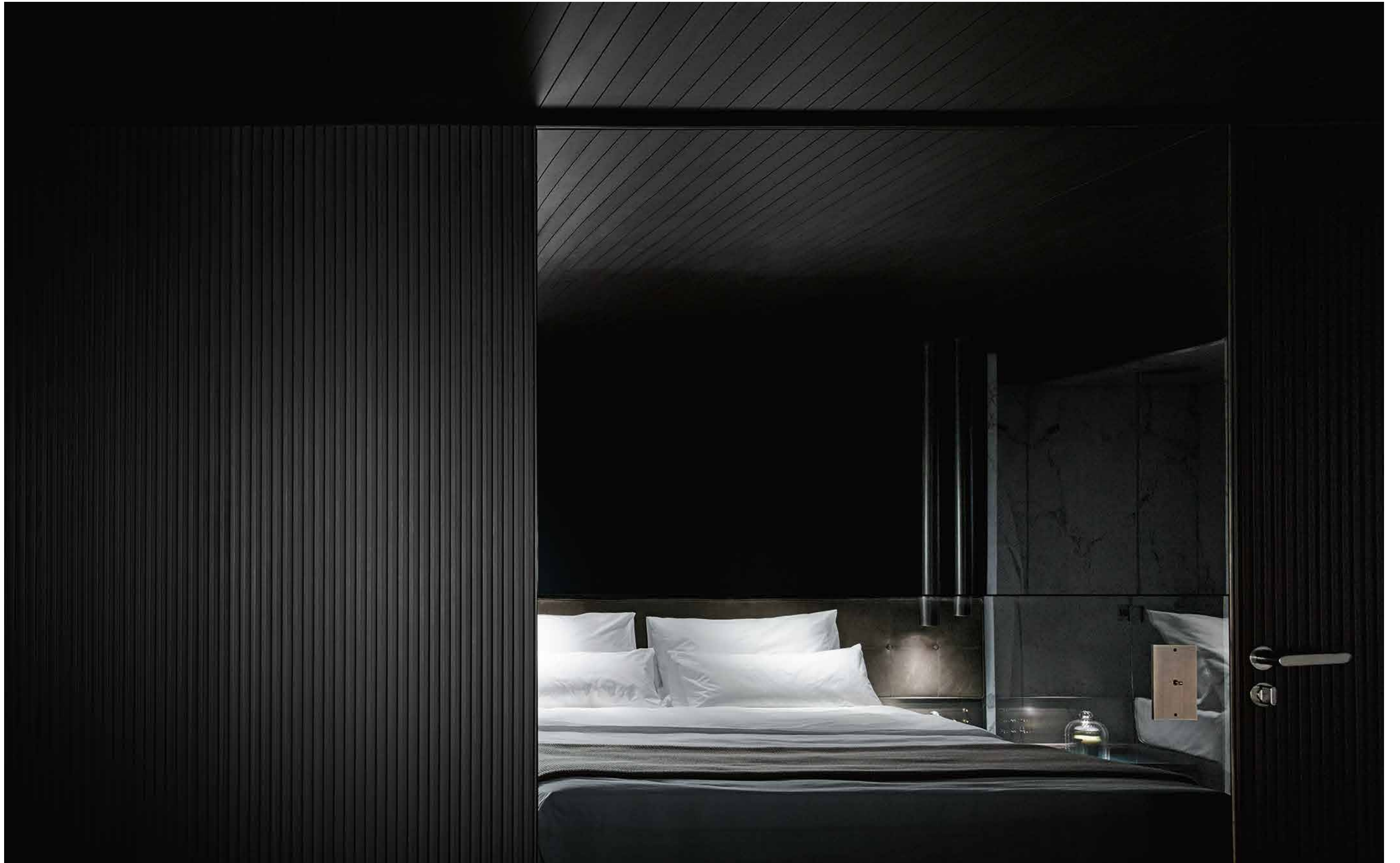
LOWER DECK

Lower deck: access
to guest and owner cabins.

















Calacatta marble
bathrooms.



Guest cabin with twin beds.

SX 88/04

The atmosphere is soft: in the SX88/04 understated tones of gray cover the floors made of large ceramic slabs, along with titanium-colored walls. In the spacious loft on the main deck the living area is flanked by a bar corner open to the galley, from which it is separated by glass that can be raised or lowered to suit the needs of the moment. Forward, the area is set aside for the galley itself: particularly large, it is surrounded by glazing on three sides for an incomparable view. The cabins are restful, featuring leather for the beds and the checked coverings, with titanium-tone lacquer for the walls. The master bathroom is particularly dramatic, in coffee brown marble; it is visually open, but can also be separated from the cabin thanks to soft sliding curtains.

Here as in the living area, the windows are screened by adjustable blades that also become a decorative motif. For the exteriors, the mood shifts to one of elegant simplicity: a few selected furnishings, while the landscape does the rest.







When tender and water toys are removed, the aft becomes a beach club of 30 square meters.



FLYING BRIDGE



Wheelhouse.
Next pages:
flying bridge with glass
parapet and handrail
in solid teak.



MAIN DECK



Detail of the living area,
main deck.







Bar counter facing the vertical sliding window.
Next pages: stainless steel galley forward.



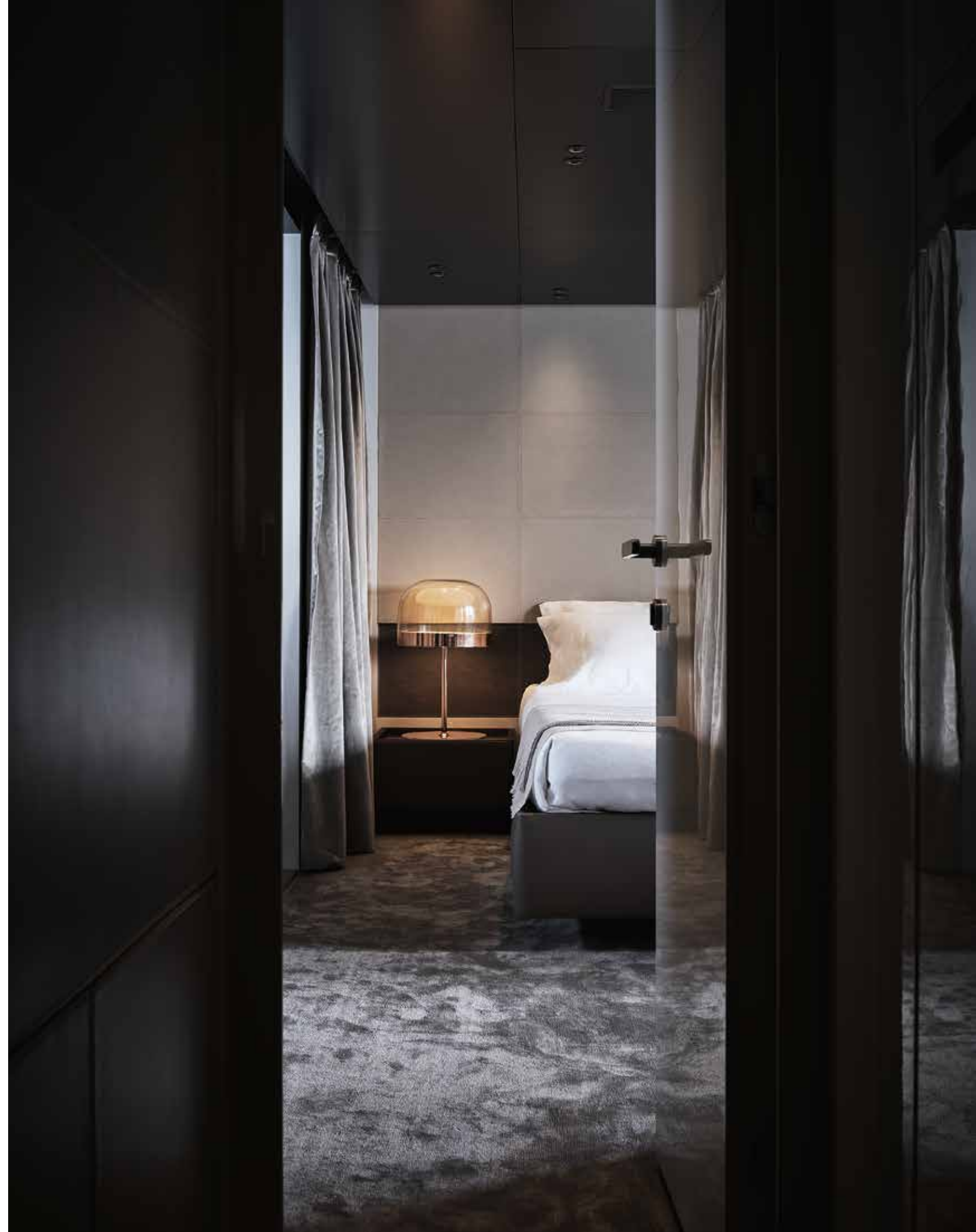




Detail of the large aft beach area.

LOWER DECK

Master cabin access.
Next: master cabin with
open bathroom and
openable windows.







SX 88/00

The tone of the SX88/00 is entirely set by the rigor of the spaces and the furnishings. Everything is balanced, allowing for the presence of only what is really needed: a few carefully selected, exceptional pieces. In the living area, for example, the console can become a dining table, while a single large sofa combined with armchairs of historic and contemporary design form a relaxing tableau. On the whole yacht the paneling is in dark Tanganyika wood with a grosgrain pattern, also used for the counter-wall that separates the living area from the bow, which hosts the master cabin with its adjoining bathroom. Here the refinement of the details honed by the sartorial prowess of Sanlorenzo reaches new heights: just consider the headboard of the bed in capitonné leather, or the built-in bedside units with brass control panels, for a retro look. The natural luminosity ensured by the windows and the openable skylight is accentuated by the reflections from the wall behind the bed, faced in teal-color backpainted glass. The stern cockpit features a large modular sofa covered in white fabric, for relaxing moments spent watching the horizon.

Transom with hidden davit completely inserted in the lines of the hull.





FLYING BRIDGE



Transparent screens on the flying bridge for air conditioning of the helm station and dining area.



MAIN DECK

In the next pages: living area with console that can be converted into a dining table.









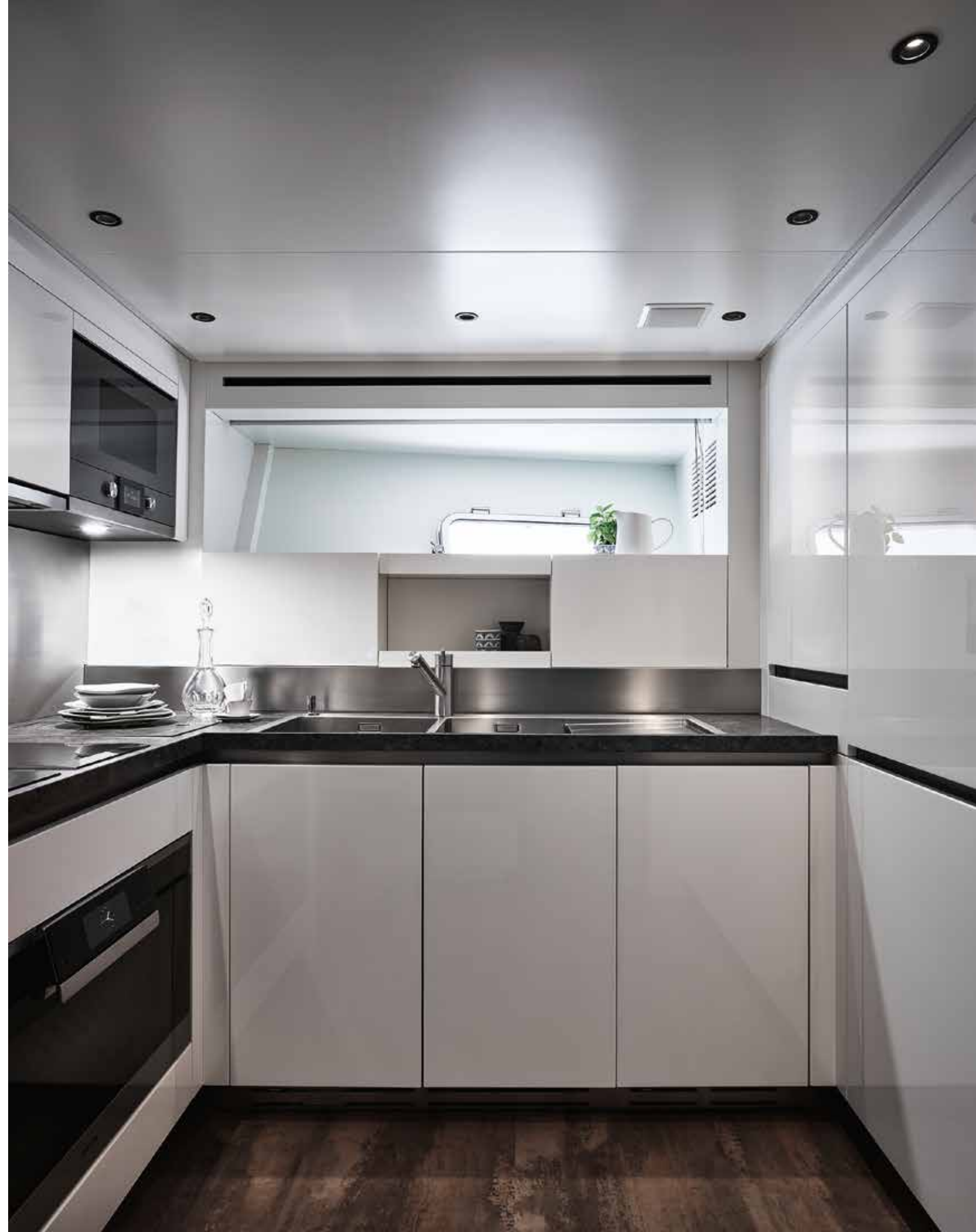
Main deck: master cabin forward with headboard wall in backpainted glass with brass inserts.





Master bathroom
in Calacatta marble.

LOWER DECK



Galley on the lower deck.

SX

88/

TECHNICAL SPECS

GENERAL
ARRANGEMENT PLANS

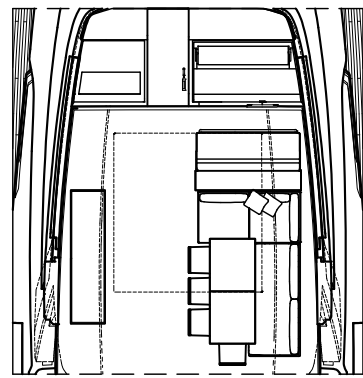
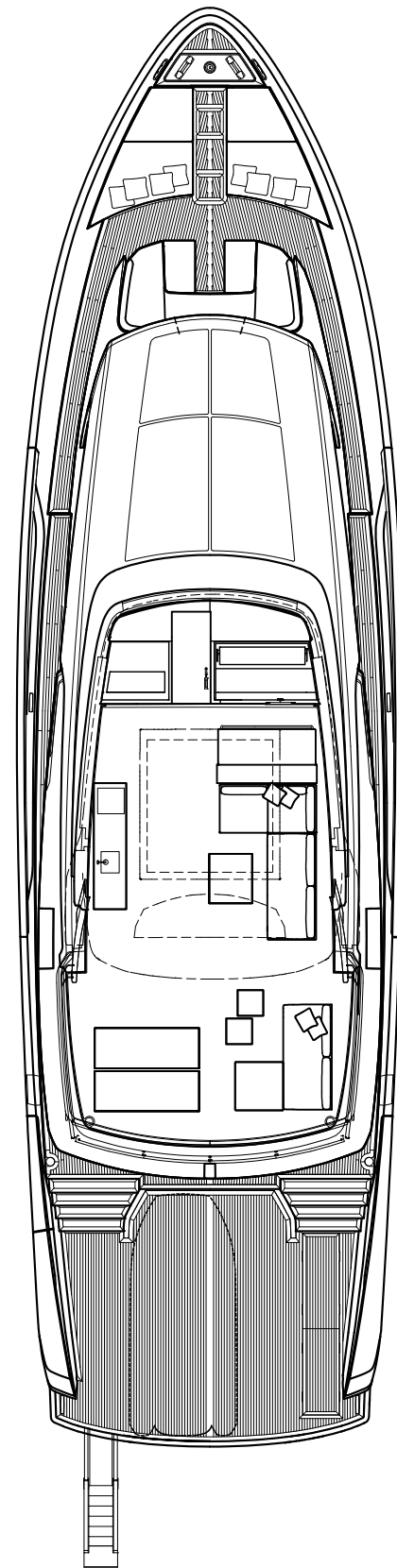
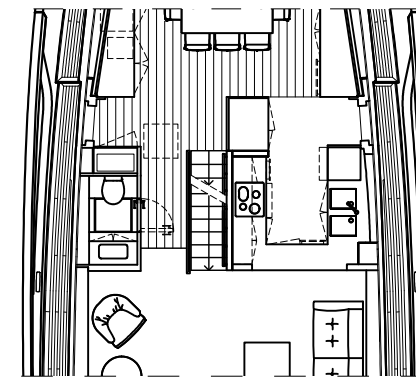


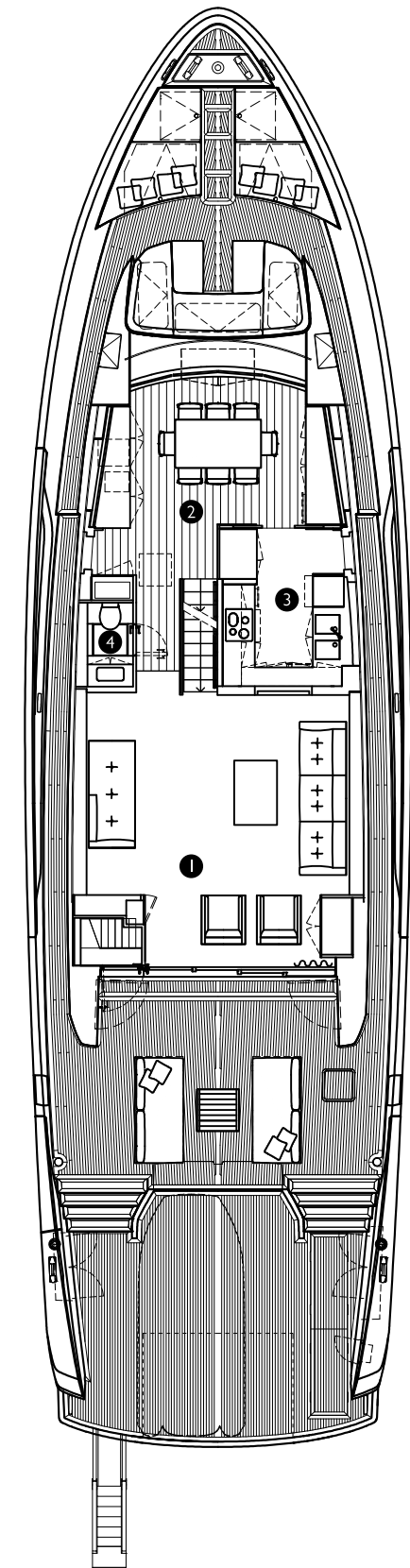
Table alternative proposal



Flying bridge A

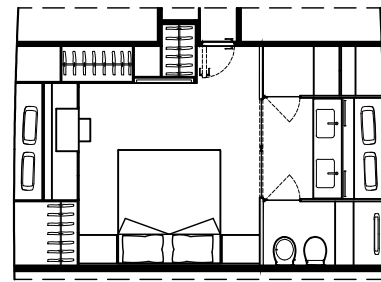


Open galley proposal

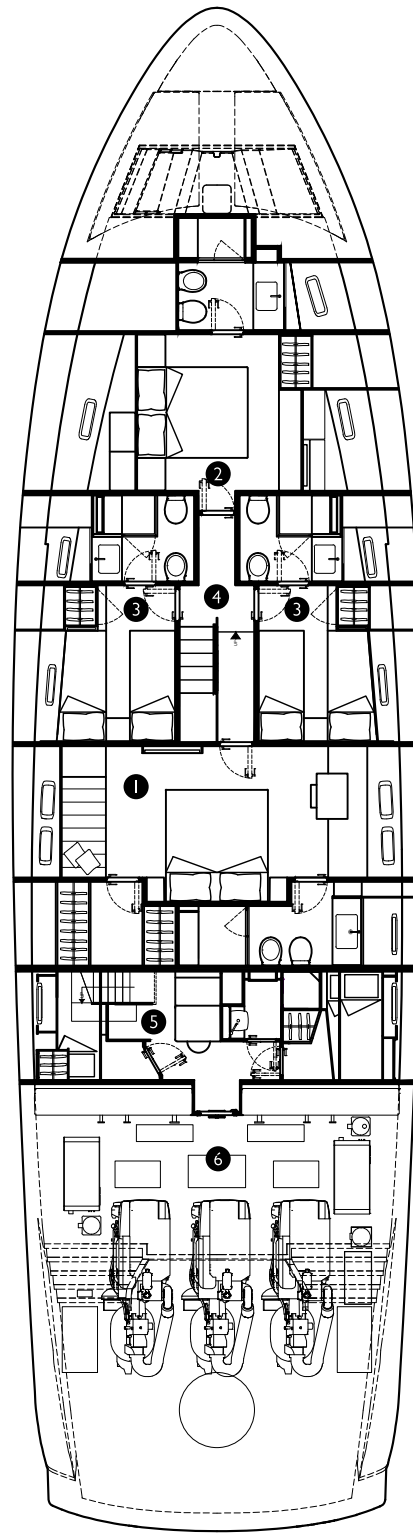


Main deck A

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

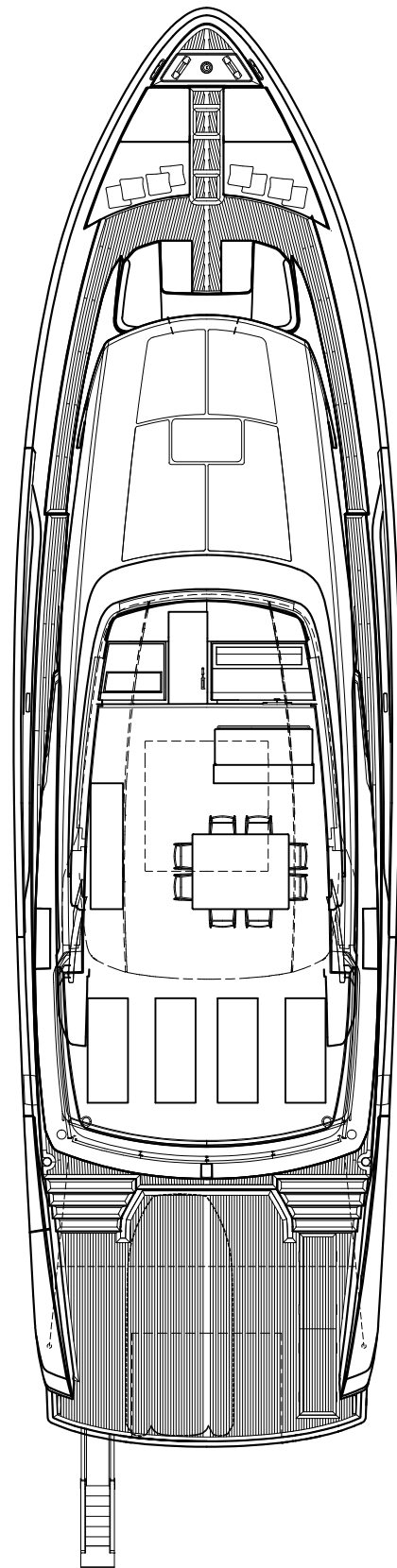


Owner alternative proposal

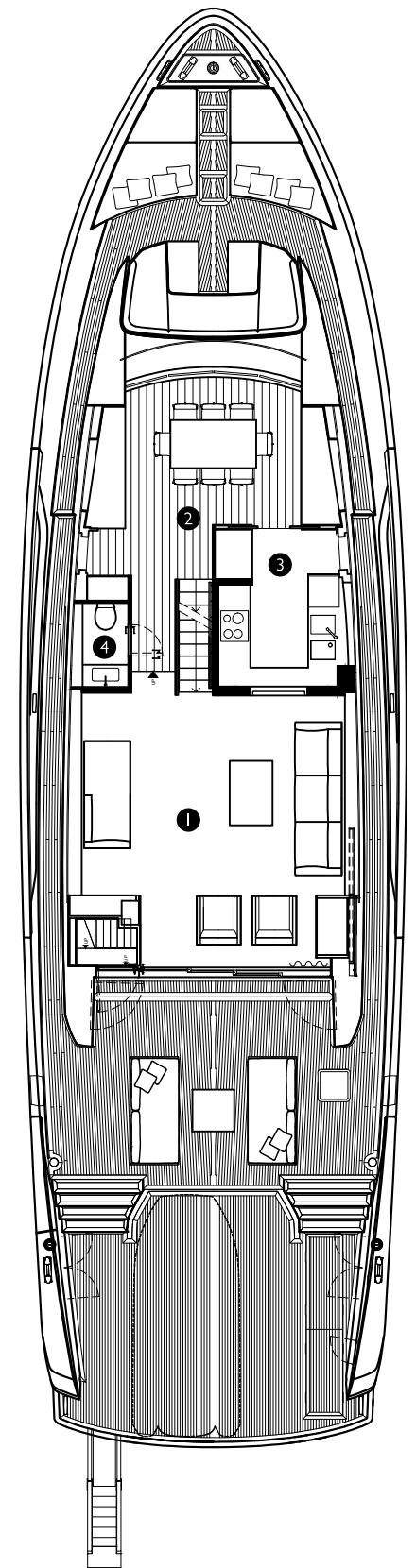


Lower deck A

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

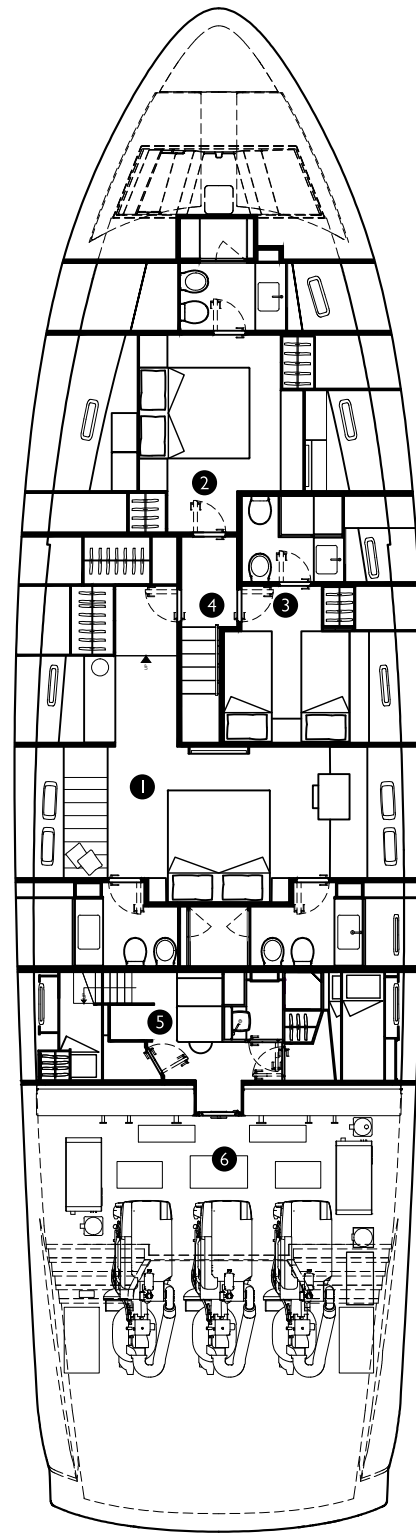


Flying bridge B



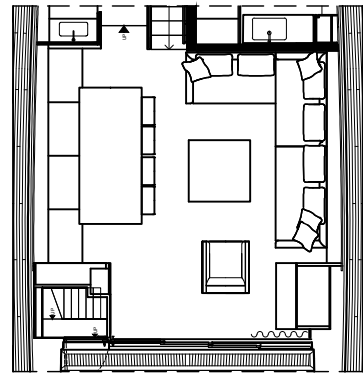
Main deck B

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

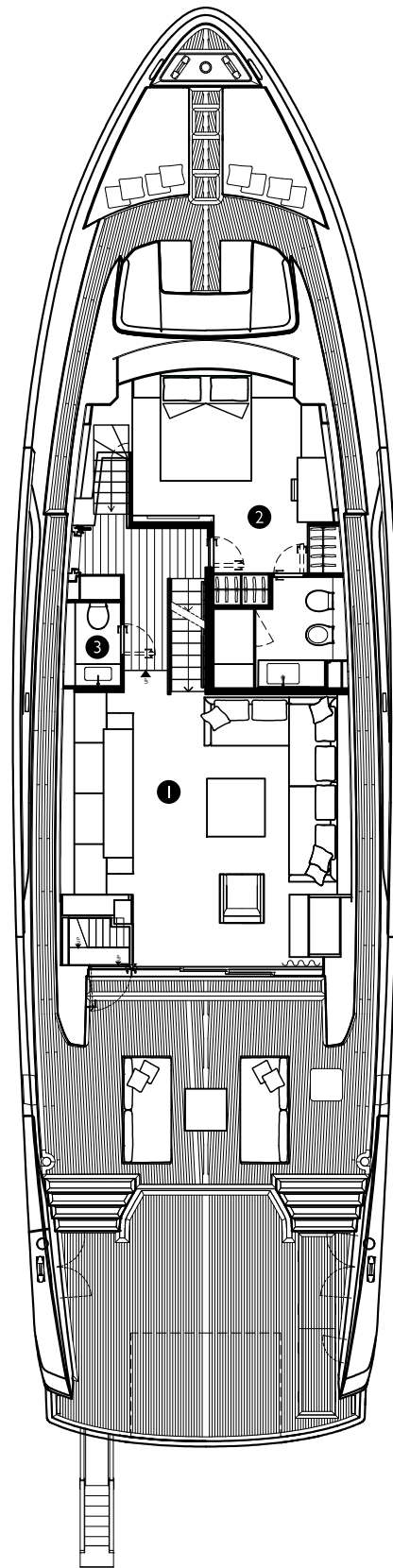


Lower deck B

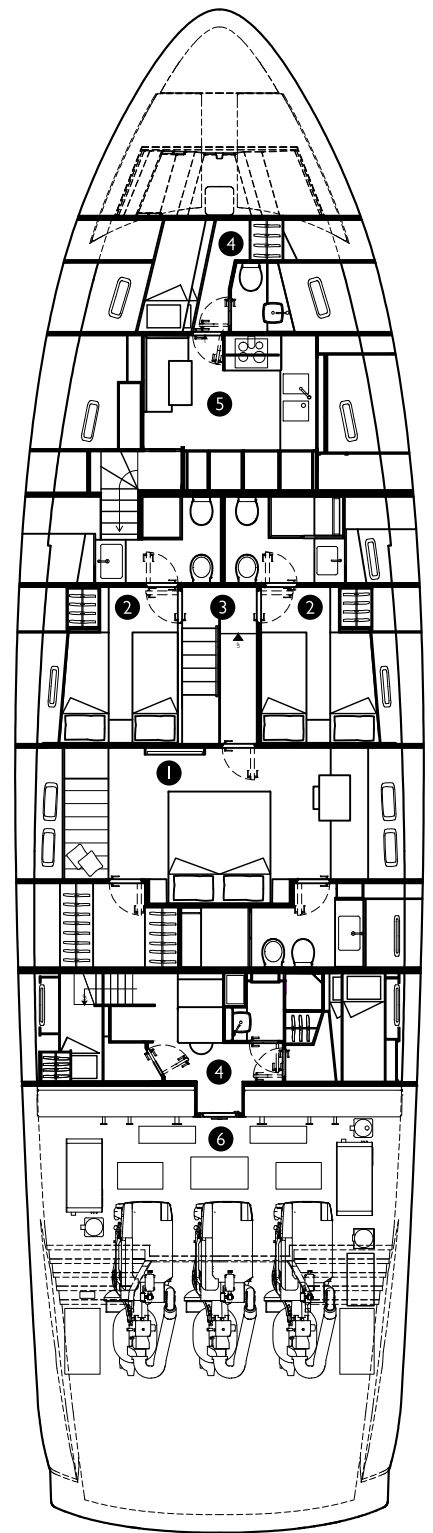
- ① Owner's cabin
- ② Vip cabin
- ③ Guest cabin
- ④ Foyer
- ⑤ Crew area
- ⑥ Engine room



Salon alternative proposal



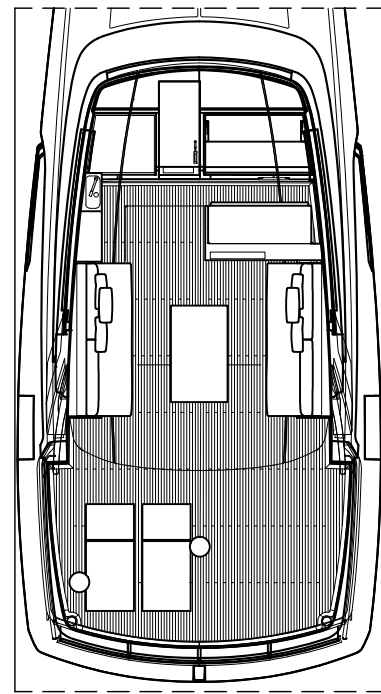
Main deck C



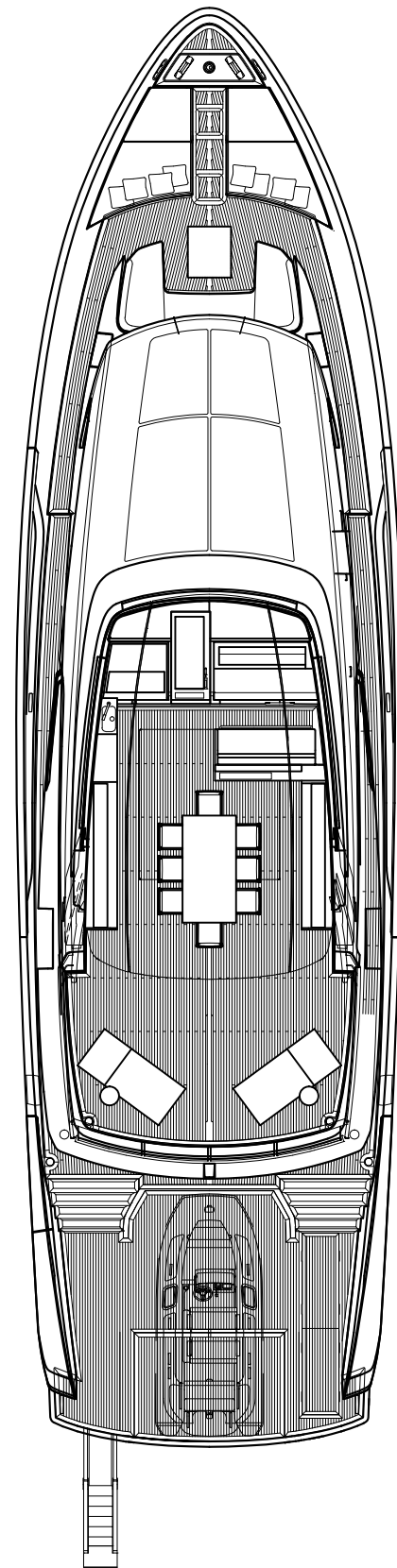
Lower deck C

- ① Salon
- ② Owner's cabin
- ③ Day toilet

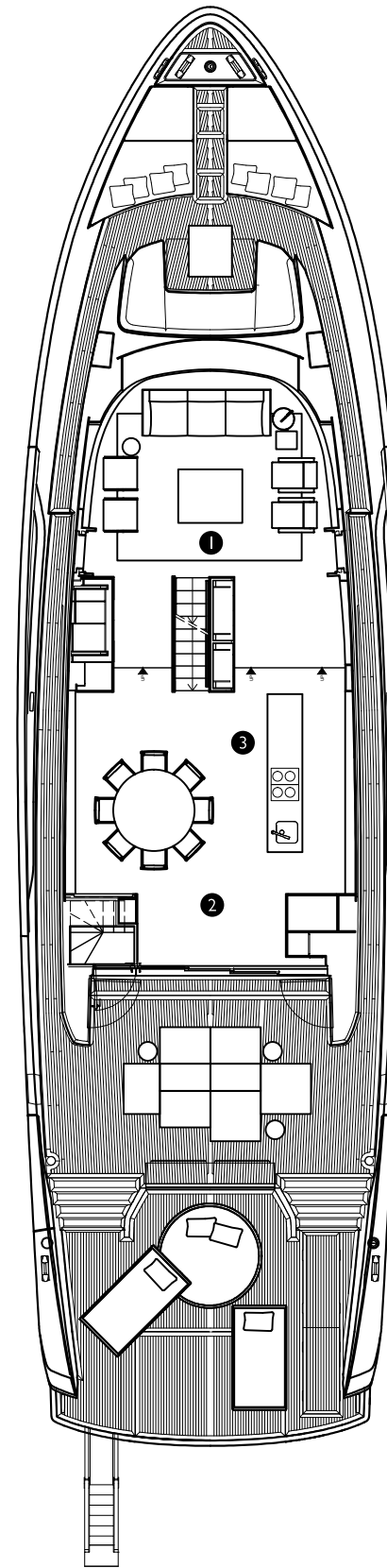
- ① Vip cabin
- ② Guest cabin
- ③ Foyer
- ④ Crew area
- ⑤ Galley
- ⑥ Engine room



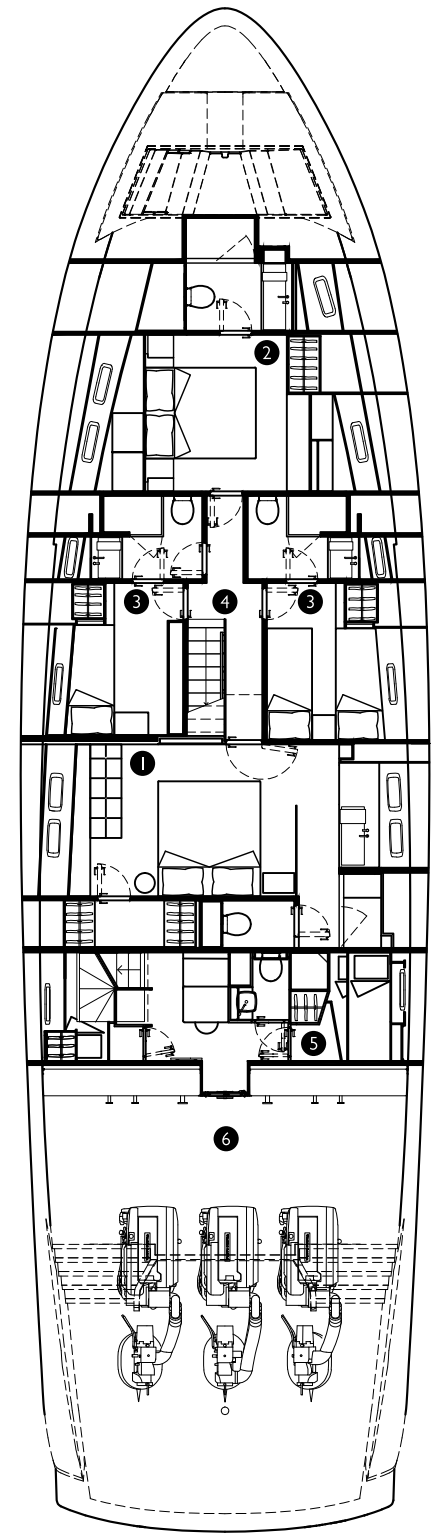
Alternative proposal



Flying bridge P. Lissoni Special Edition



Main deck P. Lissoni Special Edition



Lower deck P. Lissoni Special Edition

- ① Salon
- ② Dining
- ③ Galley

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

EQUIPMENT, MAIN OPTIONS
& MISCELLANEOUS

Length overall	26,70 m
Maximum beam	7,20 m
Construction height	3,25 m
Displacement @ half load (*)	82 t
Displacement @ full load (*)	88 t
Waterline length @ half load	23,45 m
Waterline length @ full load	23,51 m
Draught @ half load	1,68 m
Draught @ full load	1,70 m
Guest accommodation	8 people
Crew accommodation	3 people
Engine	3 X IPS3 1050 VOLVO D13B - 800 HP
Consumption (approx) (**)	3 x 125 l/h @ 2200 rpm
Power output @ 100% MCR (**)	3 x 588 kW @ 2300 rpm
Gearbox	3 x IPS3
Transmission	3 x IPS3
Propeller	Volvo IPS propellers
Shafts	N/A
Gensets	1 x 25 kW + 1 x 20 kW
Rudders	N/A
Maximum speed (approx) (***)	23 kn
Cruising speed (approx) (***)	20 kn
Economical speed (approx) (***)	10 kn
Max range @ economical speed (approx.)	1210 nm
Deadrise	15°
A/C power	104000 btu/h
Fuel capacity	9300 l
Fresh water capacity	2000 l
Black water capacity	550 l
Grey water capacity	550 l
Tender length	max 4,50 m
Tender weight	max 1000 kg

* Displacement data refers to a yacht with standard fit out 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 fit out 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.

This document is based on the information available at the time it is published.

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