

SIL
96/A

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.

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 five models (SL78, SL86, SL96A, SL102A, 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
120/A





SL
96/A











SL 96A/720

Light is everywhere. The sea enters as if in a series of paintings arrayed on the walls. These are the two main sensations in the living area of the SL96A-720, accentuated by the pale colors that reign in the space.

The designer Laura Sessa has envisioned this interpretation of the Asymmetric, one of the most innovative yachts thanks to the feature of the elimination of the port walkway which increases the internal volume. An ample living space, emphasized by the harmony of the finishes, welcome the guests with its oak flooring matched by composite paneling in the same hue. The furnishings, with their sober, elegant lines, alternate white surfaces with dark wood. The large low table with a steel base, ready to be transformed as a dining table, is another exceptional feature.

At the bow, the owner's cabin replicates the same identical finishes with the added touch of a panel-screen in slats of ebony-stained wenge wood, transformed into a divider offering access to the dressing room, recessed a few steps below.



MAIN DECK

Salon. The elimination of the port walkway increases the internal volume.









Owner's cabin with its
dressing room recessed
a few steps below.





Owner's bathroom.

LOWER DECK

Stairs to the cabins.







Vip cabin
and bathroom.



SL 96A/724

Essential, free of frills, with furnishings and structural parts whose graphic image is forceful in its simplicity. This is the atmosphere that pervades the yacht, which is immediately apparent when entering the living area with its ceiling in white lacquered planks, Thai walnut walls and floors in precious brushed Burma teak wood, enhanced by a Saharan mat from the early 1900s. Sofas with geometric lines, covered by fabrics in tones of gray, and rigorous cabinets in dark wood are juxtaposed with a rectangular tables in Pietra d'Avola, placed along the side. Bordering the living area, two large panels by a contemporary artist enhance the space and conceal the television. The owner's cabin is spacious and full of functional details, from the cabinets to the bookshelves and the vanity-desk zone, where Thai walnut is joined by matte black lacquer. The headboard of the bed also becomes a divider screen for the descent to the recessed dressing room. For the bathroom, with a washbasin offering a spectacular sea view, Pietra d'Avola is matched with fumé glass.

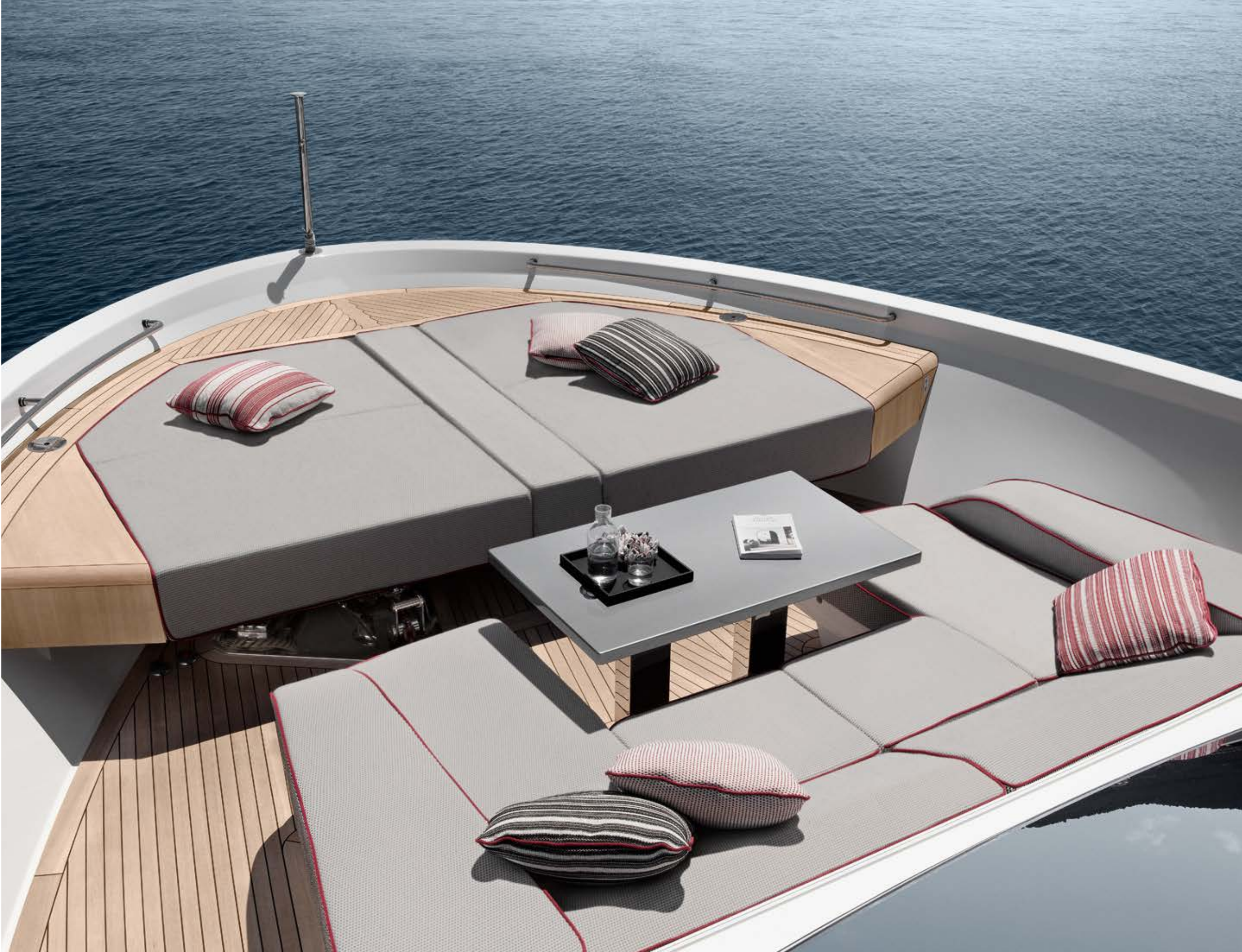




FLYING BRIDGE



MAIN DECK



Lounge at bow.



Cockpit.
Salon to follow.







The rectangular table
in Pietra d'Avola stone
becomes a dining table.





FRANK HORVAT *Please don't smile*
The Age of Collage
The Age of Collage



Galley.
Next: owner's cabin.





The headboard of the bed also becomes a divider screen for the dressing room.





Owner's bathroom.

LOWER DECK

Vip and guest cabins.





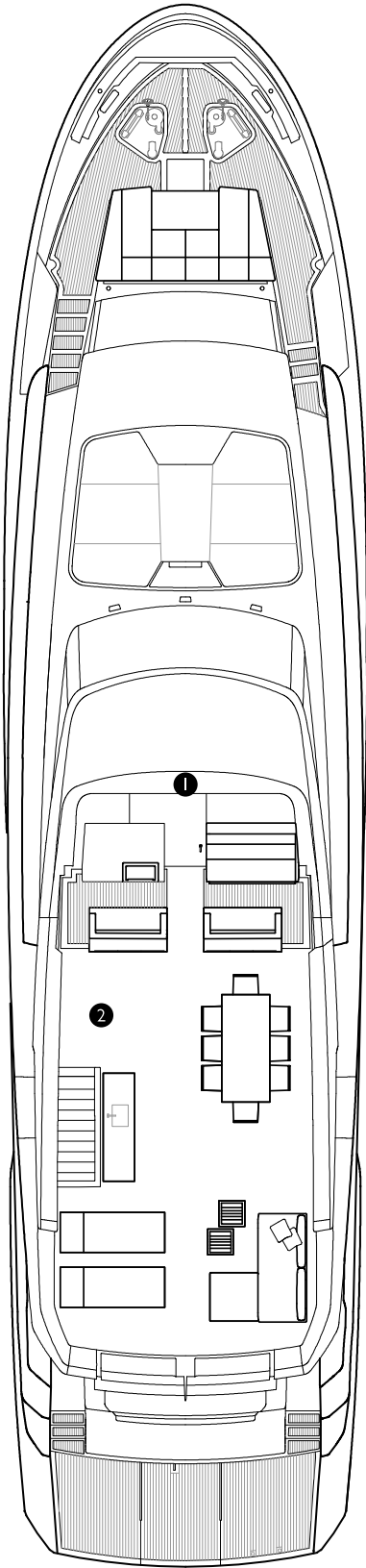




SL 96/A

TECHNICAL SPECS

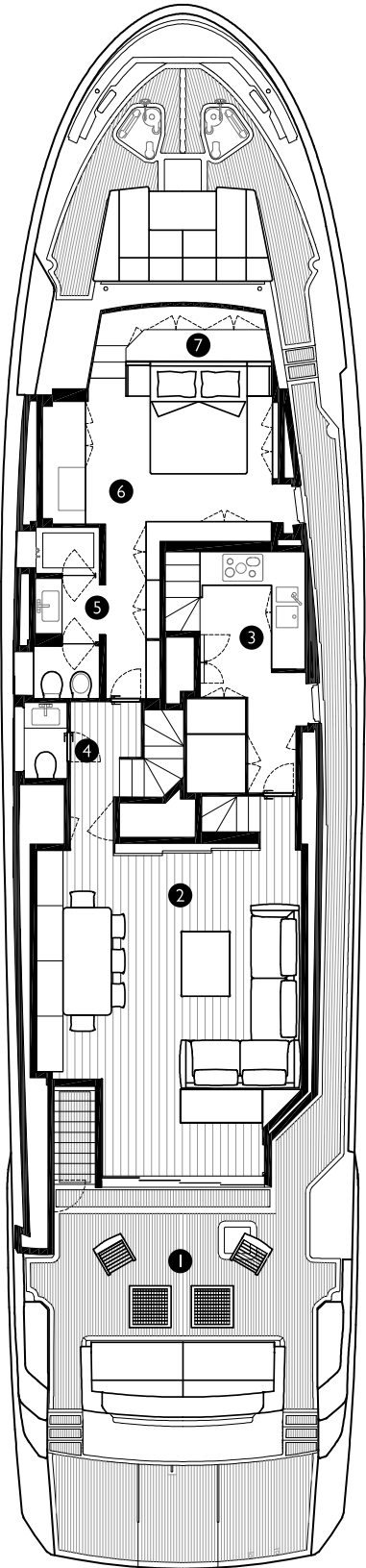
GENERAL
ARRANGEMENT PLANS



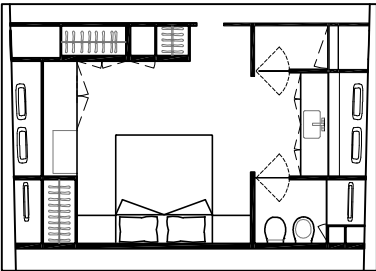
Flying bridge

- 1 Wheelhouse
- 2 Outdoor area

- 1 Cockpit
- 2 Salon
- 3 Galley
- 4 Day toilet
- 5 Owner's bathroom
- 6 Owner's cabin
- 7 Dressing

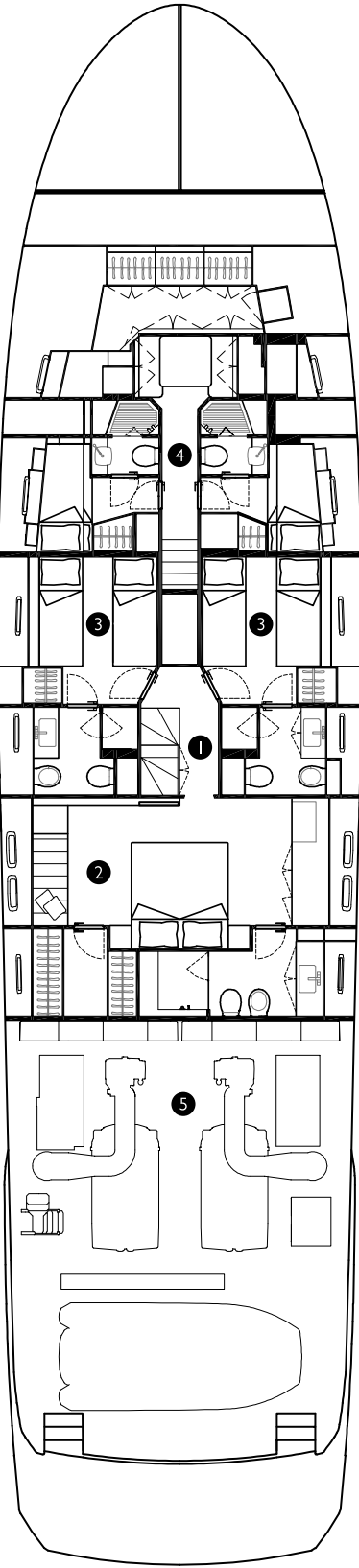


Main deck

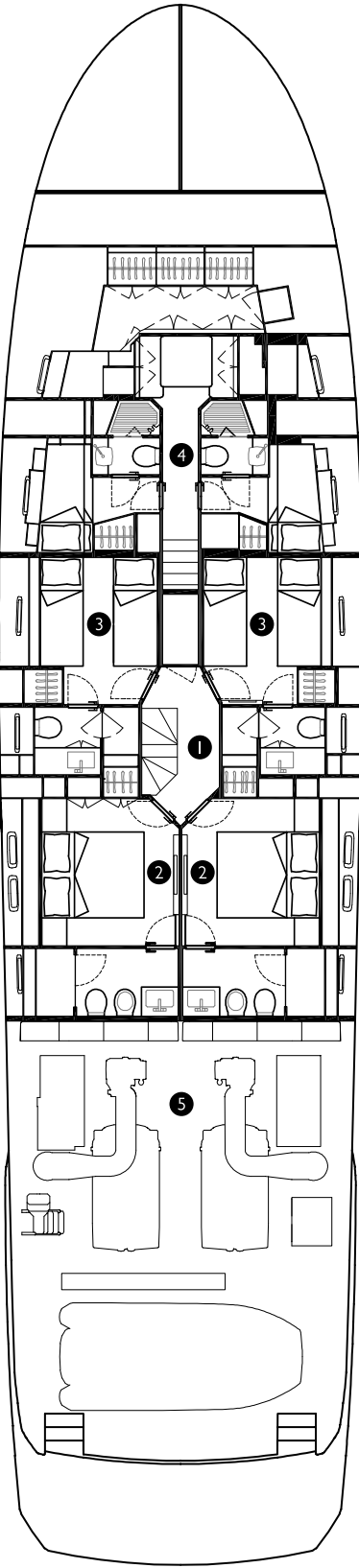


Vip cabin alternative

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



Lower deck



Lower deck 5-cabin option

EQUIPMENT, MAIN OPTIONS
& MISCELLANEA

Length overall	29,06 m
Maximum beam	6,76 m
Construction height	3,25 m
Displacement @ half load *	100 t
Displacement @ full load *	110 t
Waterline length @ half load	23,12 m
Waterline length @ full load	23,18 m
Draught @ half load	1,92 m
Draught @ full load	1,98 m
Guest accommodation	8 people
Crew accommodation	4 people
Engine	a) 2 x MTU 12V2000M96L (1947 HP) b) 2 x MTU 16V2000M86 (2216 HP)
Consumption (approx) **	a) 2 x 350 l/h @ 2200rpm b) 2 x 360 l/h @ 2200rpm
Power output @ 100% MCR	a) 2 x 1432 kW @ 2450rpm b) 2 x 1630 kW @ 2450rpm
Gearbox	a) ZF3050V, R= 3:1 b) ZF3060V, R= 3:1
Transmission	V-drive
Propeller	In Nibral in class "S"
Shafts	In Aquamet 17 or equivalent
Gensets	1 x 35 kW + 1 x 45 kW
Rudders	AISI316 stainless steel
Maximum speed (approx) ***	a) 26 kn b) 28 kn
Cruising speed (approx.) ***	a) 23 kn b) 24 kn
Economical speed (approx)	10 kn
Max range @ economical speed (approx)	1250 nm
Deadrise	16°
A/C power	180.000 btu/h
Fuel capacity	10350 l
Fresh water capacity	1500 l
Black water capacity	560 l
Grey water capacity	760 l
Tender length	max 4,5 m jet petrol engine
Tender weight	max 700 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 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.

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Styling: vandersandestudio
Texts: Viviana Giussani Comunicazione
Translations: Transiting S.a.S.
Retouching Pre Press: Pluscolor
Print: Grafiche Milani

Credits:
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Mastro Raphael

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Flos
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