

PERSHING 115 – PERSHING



Builder:

PERSHING

Model:

PERSHING 115

LOA:

116' 0" (35.37 m)

Beam:

23' 0" (7.20 m)

Max Draft:

4' 7" (1.40 m)

Cruise Speed:

24 kn / 27.62 mph

Max Speed:

32 kn / 36.83 mph

Gross Tonnage:

189 Pounds

Water Capacity:

3000 Gallons

Fuel Capacity:

16500 Gallons

Total Heads:

4

Crew Cabin:

3

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OVERVIEW

The PERSHING 115 from PERSHING stands out as a streamlined, high velocity motor yacht in the mega yachts category, built on a tried-and-true fiberglass and plastic foundation. Measuring 116 ft (35.37 m) and featuring distinctive exterior styling by Fulvio De Simoni and refined interiors from Winch Design, it blends impressive speed, substantial volume, and upscale appointments for owners who favor fast coastal cruising.

Selecting a PERSHING 115

Opting for a PERSHING 115 prioritizes speed, signature styling, and a respected lineage. This model is ideal for buyers wanting a large, express-style motor yacht that makes a genuine mega yacht statement while keeping weight down with a fiberglass and plastic construction for better efficiency and performance. At Shestakov Yacht Sales, broker Andrey Shestakov offers tailored support—sourcing appropriate listings, arranging inspections, and managing the technical due diligence to match the yacht to your usage profile.

Features of the Model

- Design heritage: exterior and hull penned by Fulvio De Simoni with interiors curated by Winch Design.
- Performance envelope: comfortable 24-knot cruising speed with a 32-knot maximum for rapid passages.
- Engineering: twin MTU inboard diesel powerplants deliver the vessel's speed and reliability.
- Dimensions for comfort: overall length 116 ft (35.37 m), beam 23 ft (7.2 m), and a shallow draft of 1.4 m (4.593 ft).
- Volume and livability: 189 GT with sleeping arrangements for 6 guests, 4

heads, and accommodations for 3 crew.

- Build details: hull constructed in fiberglass and plastic complemented by a GRP deck to optimize strength-to-weight.
- Large fuel and water capacities suited to active cruising.

Technical Specifications

- Length overall (LOA): 116 ft | 35.37 m
- Beam: 23 ft | 7.2 m
- Draft (max): 4.593 ft | 1.4 m
- Gross tonnage: 189 GT
- Engines: 2 x MTU, Inboard, Diesel
- Cruising speed: 24 kn | 27.62 mph
- Maximum speed: 32 kn | 36.83 mph
- Hull material: fiberglass and plastic
- Deck material: GRP
- Hull designer: Fulvio De Simoni
- Interior designer: Winch Design
- Accommodation: 6
- Heads: 4
- Crew cabins: 3
- Fuel capacity: 16,500 gal
- Fresh water capacity: 3,000 gal

Pricing and Ordering

Pricing and availability for the PERSHING 115 depend on build year, specification, and overall condition. Shestakov Yacht Sales will analyze current market comparables, coordinate surveys and sea trials, and handle negotiations for you. Reach out to broker Andrey Shestakov to review available

listings, discuss timing, and plan the sequence from offer through closing and delivery logistics.

Questions and Answers

Q: What type of yacht is the PERSHING 115? A: It's a high-performance motor yacht categorized among mega yachts, built on a lightweight fiberglass and plastic hull to optimize speed and efficiency.

Q: What are the **cruising** and **top speeds** ? A: The PERSHING 115 will typically cruise at **24 kn (27.62 mph)** and can reach a **top speed of 32 kn (36.83 mph)** .

Q: What powers the yacht? A: Twin **MTU Inboard Diesel** engines form the primary propulsion package, consistent with PERSHING engineering practice.

Q: How many people can stay onboard? A: Guest accommodation is for **6** , supported by **4 heads** and **3 crew cabins** to maintain service and operations.

Q: Who designed the yacht and what is the build made of? A: The hull and exterior are by **Fulvio De Simoni** , interiors by **Winch Design** , with a hull constructed in fiberglass and plastic and a **GRP** deck. For purchase assistance, contact Andrey Shestakov at Shestakov Yacht Sales.

Owner Experience Review

Owners tend to position the PERSHING 115 from PERSHING as a platform for upscale entertaining and quick coastal hops, with many keeping professional crew aboard year-round; a mix of owner-operated-with-crew and private use is common over chartering. Underway it exhibits taut, confident seakeeping and a compact turning circle that contributes to a genuine driver's-boat sensation. The standard MTU/waterjet configuration often cruises in the low-to-mid 30-knot band, while real-world figures cite top speeds of 38–43 knots; the

optional TF50 turbine package targets mid-50s speeds but at the expense of much higher fuel consumption and additional system complexity. Although the vessel's size and displacement temper initial acceleration, its handling remains engaging for a yacht of this dimension.

Inside, owners and reviewers praise a very large, open saloon with extended sightlines and a mezzanine-like entertainment zone. Typical layouts showcase four staterooms including a full-beam master amidships, separate crew galley and quarters, and comprehensive AV/automation (Lutron/AMX). The deck arrangement favors social interaction with an expansive cockpit/solarium, multiple sunpads, and a tender garage; the interior palette is often described as bright and spare, sometimes characterized as “wall to wall minimalist painting.”

Service considerations reflect the propulsion choices: twin MTU 16V4000s driving KaMeWa waterjets—and occasionally the optional turbine—lead to higher routine maintenance expenses and a need for specialist technicians. Fuel consumption is substantial, with broker and test data indicating large hourly burn rates, yet the engine-room design is frequently noted for generous walk-around access. In sum, the advanced systems and integrated automation enhance onboard experience but increase parts, labor, and refit costs compared with simpler drivetrains.

Pros and Cons

- Taut, responsive handling with a tight turning circle that rewards an engaged helmsman.
- Very large, open saloon and social deck plan featuring multiple sunpads, a cockpit/solarium, and a tender garage.
- Four-stateroom arrangement with a full-beam master, separate crew accommodations, extensive AV/automation, and accessible engine-room

walkways.

- High fuel consumption and operating expenses, especially at high cruise speeds or with the optional TF50 turbine.
- Complex MTU/waterjet propulsion and specialized onboard systems demand expert servicing and raise maintenance budgets.
- Initial acceleration is moderated by the yacht's size and displacement, so the hole-shot is not instantaneous.

Comparison with Other Models

Model	LOA	Beam	Draft	Speed (Cruising/Max)	Gross Tonnage
PERSHING 115	116' 0" (35.37 m)	23' 0" (7.20 m)	4' 7" (1.40 m)	24 kn / 32 kn	189
52	52' 0" (15.85 m)	15' 0" (4.70 m)	12' 7" (3.83 m)	35 kn / 46 kn	
50	52' 0" (16 m)	13' 0" (4.15 m)	3' 11" (1.20 m) – 4' 5" (1.35 m)	26 kn / 33 kn	28
9X	92' 0" (28.04 m)	20' 0" (6.22 m)	17' 9" (5.42 m)	35 kn / 42 kn	
64'	65' 0" (20 m)	16' 0" (5 m)	4' 11" (1.50 m)	40 kn / 46 kn	
7X	70' 0" (21.34 m)	17' 0" (5.36 m)	16' 5" (5 m)	42 kn / 50 kn	
8X	80' 0" (24.38 m)	19' 0" (5.87 m)	15' 0" (4.58 m)	38 kn / 48 kn	
PERSHING 92	92' 0" (28.04 m)	20' 0" (6.22 m)	17' 9" (5.42 m)	38 kn / 43 kn	105
54 HT	58' 0" (17.73 m)	15' 0" (4.65 m)	4' 8" (1.42 m)	37 kn / 48 kn	
PERSHING 70	70' 0" (21.34 m)	16' 0" (5.03 m)	14' 9" (4.50 m) – 16' 5" (5 m)	32 kn / 47 kn	48

SPECIFICATIONS

LOA:

116' 0" (35.37 m)

Max Draft:

4' 7" (1.40 m)

Cruise Speed:

24 kn / 27.62 mph

Gross Tonnage:

189 Pounds

Fuel Capacity:

16500 Gallons

Total Heads:

4

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Fulvio De Simoni

Engines:

2

Engine Type:

Inboard

Beam:

23' 0" (7.20 m)

Max Speed:

32 kn / 36.83 mph

Water Capacity:

3000 Gallons

Crew Cabin:

3

Deck Material:

GRP

Interior Designer:

Winch Design

Manufacturer:

MTU

Fuel Type:

Diesel

GALLERY











CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

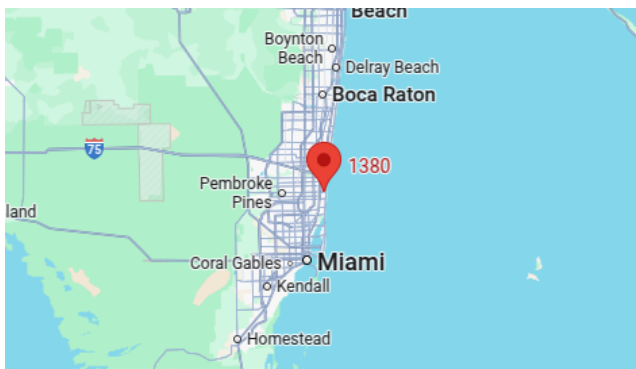
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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