

## **SANLORENZO SD112 – SANLORENZO**



**Builder:**

Sanlorenzo

**Model:**

Sanlorenzo SD112

**LOA:**

111' 0" (34.10 m)

**Min Draft:**

6' 7" (2 m)

**Beam:**

25' 0" (7.66 m)

**Cruise Speed:**

11 kn / 12.66 mph

**Max Speed:**

17 kn / 19.56 mph

**Water Capacity:**

528.34 Gallons

**Fuel Capacity:**

6604.3 Gallons

**Hull Material:**

Fiberglass and Plastic Yachts

**Deck Material:**

GRP

**Hull Configuration:**

Monohull

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## OVERVIEW

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The Sanlorenzo SD112 from Sanlorenzo is a luxury motor yacht built with a fiberglass hull and brought to life by hull designers Francesco Paszkowski together with Sanlorenzo, while interior architecture stems from Sanlorenzo's Sergio Buttiglieri design team. She measures 111 ft (34.1 m) overall, with a 25 ft (7.66 m) beam and a 6.562 ft (2 m) draft, delivering a comfortable cruise at 11 kn (12.66 mph) and a top-end speed of 17 kn (19.56 mph).

## Selecting a Sanlorenzo SD112

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Opt for the Sanlorenzo SD112 if you seek a yacht that marries thoughtful spatial design with dependable seafaring ability. The Monohull layout, GRP deck and sturdy GRP/fiberglass construction combine with twin inboard Caterpillar diesels to produce steady passages at an 11 knot cruising speed and reserve thrust up to 17 knots when required. Generous tankage — 6604.3 gal of fuel and 528.34 gal of fresh water — extends periods between port calls while Sanlorenzo's design teams ensure onboard living remains refined and practical.

## Features of the Model

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- Category: motor yacht
- Construction: fiberglass hull, GRP deck, Monohull configuration
- Design: Hull by Francesco Paszkowski and Sanlorenzo; interior by Sanlorenzo's Sergio Buttiglieri design team
- Propulsion: 2 x Caterpillar inboard diesel engines
- Performance: 11 kn (12.66 mph) cruising; 17 kn (19.56 mph) maximum
- Capacities: Fuel 6604.3 gal; Fresh water 528.34 gal
- Dimensions: LOA 111 ft (34.1 m); Beam 25 ft (7.66 m); Draft (min) 6.562 ft (2

m)

## Technical Specifications

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- Model: Sanlorenzo SD112
- Builder: Sanlorenzo
- Category: motor yacht
- Hull material: fiberglass
- Deck material: GRP
- Hull configuration: Monohull
- Hull designer: Francesco Paszkowski and Sanlorenzo
- Interior designer: Sanlorenzo's Sergio Buttiglieri design team
- LOA: 111 ft (34.1 m)
- Beam: 25 ft (7.66 m)
- Draft (min): 6.562 ft (2 m)
- Engines: 2 x Caterpillar, Inboard, Diesel
- Cruising speed: 11 kn (12.66 mph)
- Maximum speed: 17 kn (19.56 mph)
- Fuel capacity: 6604.3 gal
- Fresh water capacity: 528.34 gal

## Pricing and Ordering

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Price and delivery timing for the Sanlorenzo SD112 are provided upon request. Engage directly with Andrey Shestakov at Shestakov Yacht Sales to examine detailed specifications, clarify build or purchase schedules, and arrange a private consultation tailored to your ownership objectives.

## Questions and Answers

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Q: What are the performance figures for the Sanlorenzo SD112? A: As a motor yacht, she achieves a **cruising speed** of 11 kn (12.66 mph) and a **top speed** of 17 kn (19.56 mph).

Q: What powers the yacht? A: Propulsion comes from two **Caterpillar inboard diesel** engines, chosen to deliver the model's intended mix of efficiency and reliability.

Q: What are the hull and deck materials? A: The SD112 is built with a fiberglass hull, a **GRP** deck, and a **Monohull** arrangement.

Q: Who designed the yacht? A: The hull is the product of **Francesco Paszkowski and Sanlorenzo**, while the interiors were created by **Sanlorenzo's Sergio Buttiglieri** design team.

Q: What onboard capacities support longer cruising? A: The yacht carries 6604.3 gal of fuel and 528.34 gal of fresh water, enabling extended stretches between shore calls. For acquisition guidance and planning, contact Andrey Shestakov at Shestakov Yacht Sales.

## Owner Experience Review

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Owners and captains typically describe the Sanlorenzo SD112 from Sanlorenzo as a semi displacement cruiser that finds a favorable compromise between internal volume and underway efficiency. Many report the yacht is most comfortable cruising near ~15 knots and can push to about ~17 knots when fitted with MTU power, offering confident seakeeping for Mediterranean passages and extended coastal runs. An early captain's log for hull "O" recorded roughly 4,000 nautical miles in its inaugural season, highlighting its suitability for lengthy family voyages rather than merely short excursions.

Inside, the three full decks provide unusually spacious interiors relative to the yacht's overall length. Common configurations place the owner's stateroom on the main deck with a private alfresco area, while four guest cabins are arranged on the lower deck; fold down balconies, a sizable sundeck with Jacuzzi and beach club setups are frequent options across multiple builds. Owners often personalize finishes and deck arrangements, and several examples include under lower deck/service access that helps crew operate without intruding on guest circulation paths.

In routine operation these yachts are often run with a professional crew, supported by ample engineering volume and dedicated technical spaces. While some examples are fitted with MTU mains—bringing the higher-tier service and parts costs associated with that manufacturer—forum discussions have referenced fit and finish, warranty and after sales concerns on certain semi custom builds. Those issues can be exacerbated by substantial change orders during construction. The SD112 also shows steady brokerage activity, appearing in listings for both charter and resale across hulls delivered in different years.

## Pros and Cons

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- Semi displacement hull runs comfortably around ~15 kn with good seakeeping, proven by an early hull logging ~4,000 nm in its first season.
- Three full decks provide generous volume, typically featuring a main deck owner suite, four guest cabins on the lower deck, fold down balconies and a large sundeck with Jacuzzi.
- Well suited to crewed operations with a beach club and well laid out technical spaces, and a consistent record of charter and resale activity.
- The three deck superstructure increases windage, requiring careful handling in tight marinas and in gusty conditions.
- MTU power (in examples fitted with it) brings premium service and parts

costs typical of that engine family.

- Semi custom change orders can complicate build processes and necessitate post delivery rectifications; forum posts note fit and finish and after sales challenges on some builds.

## Comparison with Other Models

| Model            | LOA               | Beam            | Draft           | Speed (Cruising/Max) | Gross Tonnage |
|------------------|-------------------|-----------------|-----------------|----------------------|---------------|
| Sanlorenzo SD112 | 111' 0" (34.10 m) | 25' 0" (7.66 m) | 6' 7" (2 m)     | 11 kn / 17 kn        |               |
| SD118            | 117' 0" (35.75 m) | 25' 0" (7.60 m) | 6' 11" (2.10 m) | 15 kn / 18 kn        | 299           |
| 52 STEEL         | 170' 0" (52 m)    | 30' 0" (9.30 m) | 8' 8" (2.65 m)  | 13.5 kn / 17 kn      | 499           |
| SL86             | 87' 0" (26.75 m)  | 20' 0" (6.35 m) | 20' 6" (6.25 m) | 26 kn / 31 kn        |               |
| SL120A           | 121' 0" (36.93 m) | 24' 0" (7.45 m) | 8' 2" (2.50 m)  | 23 kn / 27 kn        | 279           |
| SL 94            | 94' 0" (28.65 m)  | 22' 0" (6.71 m) |                 | 23 kn / 28 kn        |               |
| SX 76'           | 78' 0" (23.75 m)  | 21' 0" (6.60 m) | 9' 10" (3 m)    | 18 kn / 22 kn        | 80            |
| SD96             | 96' 0" (29.26 m)  | 25' 0" (7.62 m) | 21' 4" (6.50 m) | 14 kn / 19 kn        |               |
| SL96A            | 95' 0" (29.06 m)  | 22' 0" (6.76 m) | 6' 6" (1.98 m)  | 24 kn / 28 kn        | 100           |
| SL72             | 74' 0" (22.78 m)  | 15' 0" (4.70 m) | 21' 1" (6.42 m) | 17 kn / 25 kn        |               |

# SPECIFICATIONS

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**LOA:**

111' 0" (34.10 m)

**Beam:**

25' 0" (7.66 m)

**Cruise Speed:**

11 kn / 12.66 mph

**Water Capacity:**

528.34 Gallons

**Hull Material:**

Fiberglass and Plastic Yachts

**Hull Configuration:**

Monohull

**Interior Designer:**

Sanlorenzo's Sergio Buttiglieri design team

**Engines:**

2

**Engine Type:**

Inboard

**Min Draft:**

6' 7" (2 m)

**Max Speed:**

17 kn / 19.56 mph

**Fuel Capacity:**

6604.3 Gallons

**Deck Material:**

GRP

**Hull Designer:**

Francesco Paszkowski and Sanlorenzo

**Manufacturer:**

Caterpillar

**Fuel Type:**

Diesel



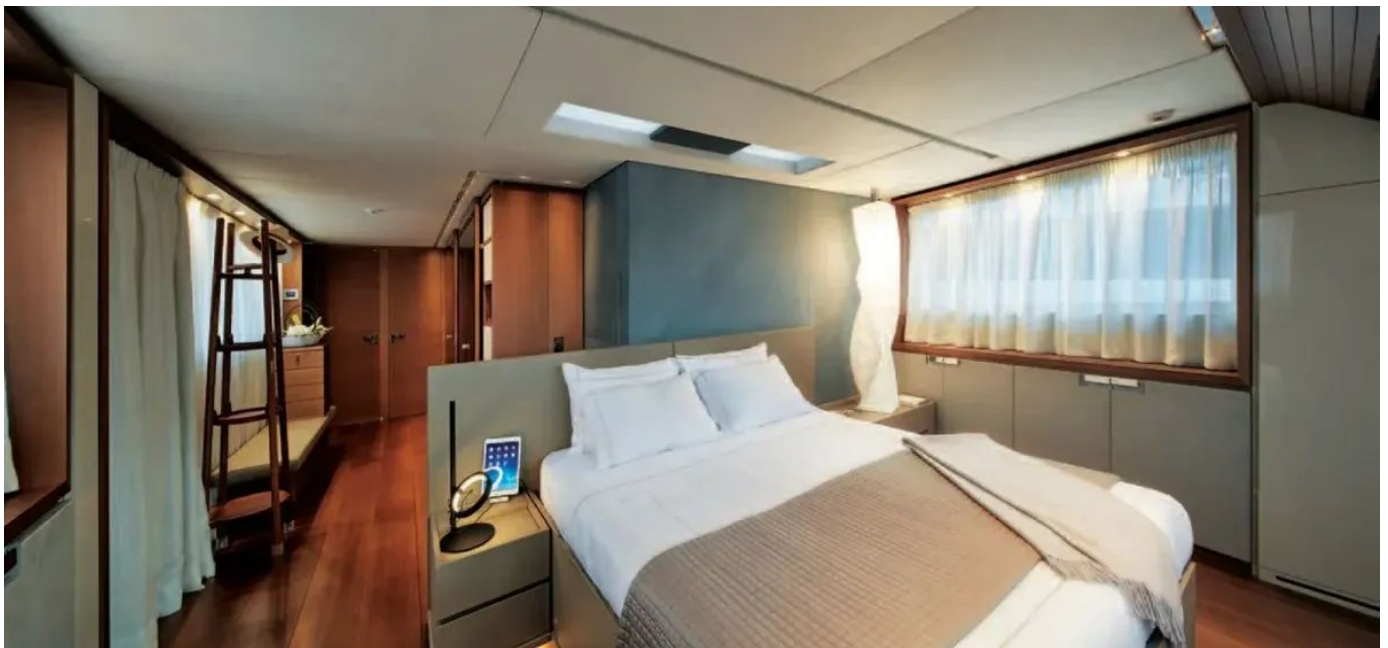
# GALLERY

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# CONTACTS

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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>

## Contact details

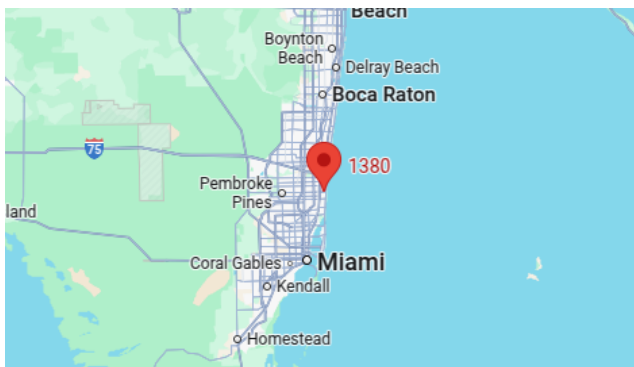
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