

O - SANLORENZO



Builder: [Sanlorenzo](#)

LOA: 111' 0" (34.10 m)

Year Built: 2014

Beam: 25' 0" (7.66 m)

Model: Sanlorenzo SD112

Min Draft: 6' 7" (2 m)

Price: \$6,795,495.55 USD Subject to change.

Cruising Speed: 11 Knots (12.66 MPH)

[See full listing on our website](#)

Location: Pisa, Italy

Max Speed: 17 Knots (19.56 MPH)

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OVERVIEW

Now available for sale in Italy, this immaculate 2014 Sanlorenzo SD112 is a tri-deck, semi-displacement luxury motor yacht that blends elegant styling with superior seakeeping. Carefully maintained and presented in pristine condition, she is equipped with stabilizers to ensure a smooth onboard experience and offers accommodation for up to 12 guests across five exquisitely appointed staterooms, with the owner's suite located on the main deck.

SPECIFICATIONS

Basic Information

Model Year:
2014

Country:
Italy

Year Built:
2014

Dimensions

LOA:
111' 0" (34.10 m)

Beam:
25' 0" (7.66 m)

Min Draft:
6' 7" (2 m)

Speed, Capacities and Weight

Cruise Speed:
11 Knots (12.66 MPH)

Water Capacity:
528.34 Gallons

Max Speed:
17 Knots (19.56 MPH)

Fuel Capacity:
6604.3 Gallons

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Francesco Paszkowski and Sanlorenzo

Deck Material:

GRP

Interior Designer:

Sanlorenzo's Sergio Buttiglieri design team

Hull Configuration:

Monohull

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

Caterpillar

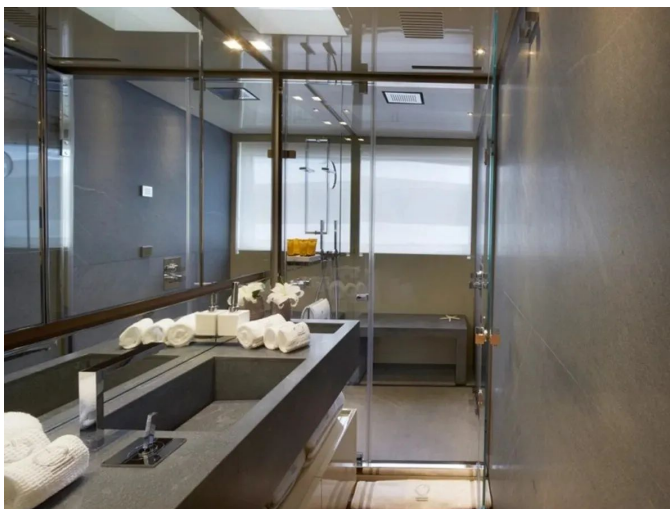
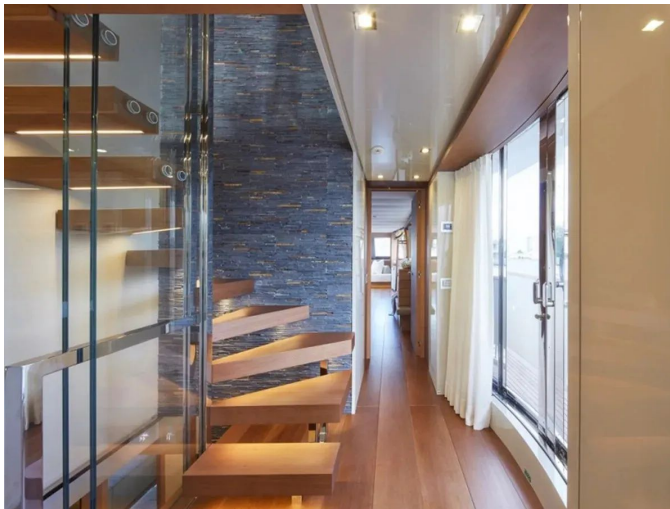
Fuel Type:

Diesel

GALLERY









DETAILED DESCRIPTION

Description

Sanlorenzo's Made-to-Measure philosophy is the guiding principle behind this SD112, a yacht defined by individualized choices rather than off-the-shelf solutions. Nestled between the SD92 and the SD122 (the latter recently extended to 126 feet), the SD112 rides on a purpose-built hull rather than a modified mold, a distinction that shows in her balance, efficiency and visual coherence.

Francesco Paszkowski has fashioned a graceful tri-deck silhouette that marries seakeeping capability with alluring lines, and the main-deck Owner's suite forward enjoys sweeping panoramic vistas. The interior woodwork, executed in Tanganyika and specified by Sanlorenzo's design team under Sergio Buttiglieri, establishes a contemporary warmth that threads throughout the yacht.

A single architect-owner brought a strong brief that led to thoughtful departures from the standard SD layout. Fully opening sliding aft doors, typically curved in the series, were relocated closer to the salon to enlarge deck surfaces and carve out space for a concealed bar and a large television, effectively extending the salon into the outdoors beneath an elegant planked overhang. Inside, the owner collaborated with interior designer Marty Lowe to select furnishings from Italy's premier ateliers—Edra, Minotti and Paola Lenti—set against a luminous palette of whites and Penelope Oggi leathers that accentuate the Tanganyika joinery. There is no fixed dining table; a refined table can be positioned between two white crosswise couches to create a formal dining arrangement when desired.

Edra's inventive sofas use wedge-shaped backrests so occupants can face forward toward a wall-mounted 65-inch television, forming a comfortable two-row media lounge, or swivel aft toward the stern. Those same wedges can

be turned sideways to take advantage of the opening terraces on each side, illustrating Sanlorenzo's flexible, guest-focused approach to interior planning. The Owner's suite occupies the forward portion of the main deck and is reached through a dressing area reminiscent of a Loro Piana boutique, complete with stitched, suede-clad drawers, refined pull tabs and an Hermès freestanding hat rack. The master head is faced entirely in soapstone—including the shower and the vanity—while wraparound glazing affords a nearly 180-degree outlook forward and abeam. Practical subtleties include discreet stainless-steel gates on each side deck located behind the stateroom windows to preserve privacy and signal the crew, a sculptural sweep of planking behind the forward settee that echoes a ship's hull, and a pantograph side-door providing private access to a bow seating area with its own table.

Below decks, four en-suite guest cabins are laid out with balance and family use in mind: mirror-image queen staterooms aft and two twin cabins with Pullman berths forward, an arrangement that suits larger families and accommodates children comfortably. A curved stair in the port entry foyer links the lower accommodations to the upper-deck sky lounge, appearing as a striking composition of polished stainless steel and glass set against a three-deck soapstone-brick bulkhead that lends tactile depth; as an owner-specific decision the staircase is fitted without handrails, though Sanlorenzo can readily incorporate them on subsequent builds.

The pilothouse sits three steps below the sky lounge and is separated by a bulkhead to minimize distractions. The Captain benefits from a proper office to port with desk, filing space and a swivel chair, while a settee to starboard offers a relaxed watchkeeping spot. Navigation equipment is provided by Simrad on a three-monitor array, and CMC electric zero-speed stabilizers were chosen to remove the need for hydraulic piping throughout the yacht.

The sky lounge is conceived for lingering, upholstered in textured Anguoni

fabrics beneath a planked-wood ceiling that reinforces the vessel's nautical character. A partially covered afterdeck offers alfresco dining and straightforward access to the flybridge. One of the SD112's signature elements is a graceful faux funnel, a classical, elegant mounting point for electronics; just forward of it a spa is embraced by seating and sun pads, while the open aft expanse is arranged for chaises longues and deep settees for unhurried afternoons. The upper-deck aft dining area is positioned to provide uninterrupted, horizon-to-horizon views.

Propulsion is supplied by a pair of Caterpillar C32 engines rated at 1,450 horsepower each, detuned from 1,600 hp to reduce maximum engine speed from 2,350 to 2,150 rpm for greater longevity and more relaxed cruising. The yacht still delivers spirited performance, with a top speed of approximately seventeen knots and an extended cruising range of about 2,750 nautical miles at eleven knots, making passage-making a confident proposition.

Construction standards are exemplary throughout, from immaculate joinery and hand-stitched leathers that speak of Italian craftsmanship to metalwork finished with jewel-like precision.

Key features

Retained by a single private owner and characterised by an architect-designed pedigree, this yacht was built to comply with both EU and US specifications and features five en suite staterooms, including a main deck master, each finished to the highest specification with timeless design and elegant décor. Passenger comfort is assured by new generation electric fin zero speed stabilizers, the salon reaches out over the water with two fold down balconies, and a private sundeck with jacuzzi provides an intimate haven for relaxation, while a berth is available to complete this compelling opportunity.

Main characteristics

Built in Italy by Sanlorenzo SpA, the SD 112 is a tri-deck motor superyacht conceived in a semi-displacement hull form, with naval architecture by Sanlorenzo, exterior styling by Francesco Paszkowski and interiors by Sanlorenzo's Sergio Buttiglieri design team. Both hull and superstructure are constructed in GRP with teak-planked decks, presenting an overall length of 34.10 m (111 ft 9 in) and a length at the waterline of 29.60 m (97 ft 2 in), while her beam measures 7.66 m (25 ft 2 in) and her draft is 2.00 m (6 ft 6 in). She displaces 170,000 Kgs (380,800 Lbs), is registered under the Marshall Islands flag and is presently lying in Italy.

Propulsion

A refined twin-screw diesel propulsion arrangement is driven by a pair of Caterpillar C32 ACERT engines, each delivering 1,450 hp (1,081 kW) and showing approximately 4,500 hours as of July 2026. Engine output is conveyed through two ZF 3311 gearboxes with a four-to-one reduction ratio to direct-shaft drives housed in AQUAMET 17, which turn five-blade NiBrAl Class S propellers that work in concert with AISI 316 steel rudders to provide precise, long-lasting steering. The installation yields a smooth 11-knot cruising pace, a maximum speed of 17 knots, and an estimated cruising range of around 2,750 nautical miles.

Tankage

Crafted to sustain extended passages with complete autonomy and comfort, this yacht is equipped with an impressive fuel reserve of 25,000 l (6,604 USG) alongside ample freshwater storage of 2,000 l (528 USG). Waste handling is equally generous: a dedicated black- and grey-water tank provides 4,000 l

(1,056 USG) of capacity, preserving hygiene and operational efficiency during long-distance cruising.

Accommodation

A refined layout offers five en-suite staterooms designed to host up to twelve guests, anchored by a main-deck master suite with a double bed, complemented by two VIP double staterooms and two twin guest cabins—each equipped with an additional Pullman berth. Guest convenience is provided by seven bathrooms, with day-heads positioned on both the main deck and the upper deck. The crew are comfortably housed as well, with accommodations for seven staff across four cabins, supported by three crew bathrooms and a dedicated crew mess. Climate comfort is assured by independent AC controls throughout every area, and the interior appointments showcase satin Tanganyika wood and leather panels, tastefully paired with fine stone finishes.

Sundeck

A generous expanse of teak-laid sunbeds creates an inviting scene for alfresco lounging, while a bubbling Jacuzzi offers moments of indulgent relaxation under open skies. A discreetly integrated wet bar, complete with refrigerator, ice maker and sink, keeps chilled refreshments within easy reach. Rising above, a streamlined mast carries the antenna and a digital data indicator, and the sundeck is provisioned with Sat TV KWHM9 alongside an empty radome M0 to support onboard entertainment and future upgrades. Long-range situational awareness is provided by a SIMRAD radar fitted with a 72-mile antenna, complemented by VHF and GPS systems, and a powerful searchlight that assures confident illumination after dusk.

Second control station on sundeck

From this elevated secondary helm on the sundeck, assume full command through twin CAT electronic engine displays paired with two CAT electronic engine controls, complemented by a SIMRAD 17" monitor and SIMRAD OP40 keyboard. Core navigation information is provided by the SIMRAD Wind station while clear voice communications are handled by the SIMRAD RS82 VHDF. Exceptional course-keeping is ensured by the SIMRAD AP70 Autopilot with its integrated tridata monitor, augmented by the responsive SIMRAD QS80 Autopilot joystick. For assured handling after dusk, the JABSCO search light control is close at hand, and precise low-speed manoeuvring is delivered via the CMC bow thrusters control.

Upperdeck

The upperdeck's main wheelhouse has been crafted as a refined command centre, where a dedicated work desk and a comfortable settee to starboard place the captain amid a sophisticated navigation and control environment; twin CAT electronic engine displays are matched with two CAT electronic engine controls, while a FURUNO Navtex NX-700 and a SAILOR 6222 DSC VHF provide robust marine communication and reception. Three nineteen-inch monitors, operated via a SIMRAD OP40 control keyboard, present critical information with clarity; precision manoeuvring is delivered by a SIMRAD AP70 autopilot with integrated tridata monitor, supported by a SIMRAD QS80 autopilot joystick, two SIMRAD wind stations, a SIMRAD AR78 gyro compass and a conventional compass. Safety and awareness are heightened by a TVCC control station, a smoke detector main control panel and a touch screen shipping control monitor, with internal communication handled through an intercom panel. Fine control over vessel dynamics is achieved through a CMC electric bow thruster [380V] control panel alongside a CMC touchscreen fins

stabilizer control panel, and the space is further equipped with meteo stations for current weather data, a car stereo for onboard ambience and a KALLENBERG M-511 horn control station for authoritative signalling.

Upper deck cockpit

Where safety and refined design meet, the upper deck cockpit discreetly houses two liferafts and an EPIRB while dedicated data monitors deliver vital information at a glance. External stairs rising from the main cockpit lead seamlessly to the sun deck, where an alfresco dining table is paired with a plush sofa and two armchairs, all luxuriously sheltered beneath an expansive sun awning.

Upperdeck and bowdeck

On the upperdeck a convenient day bathroom complements a versatile reception area, where refined curtains and an elegant office nook with a table and chairs create a composed working and entertaining space; a TV mounted on an electric hi/lo movement provides discreet entertainment, while dedicated storage and a corridor equipped with a dumb-waiter and fridge deliver thoughtful convenience. Forward on the bowdeck, the layout is equally purposeful, featuring two anchor windlasses with capstans, a sociable table with surrounding settees, a manual rescue crane, additional storage and a chain locker, all finished with durable Sunbrella protection to withstand the elements.

Galley

The galley is sumptuously fitted with BOFFI furniture and a full complement of GAGGENAU appliances—refrigerator and freezer, oven, hob with matching

hood, microwave oven and dishwasher—where high performance meets refined design. Two stainless-steel sinks equipped with an Insinkerator provide practical convenience while preserving a sleek aesthetic, and a discreet staircase to the crew area enables unobtrusive service and seamlessly efficient operation.

Engine room

The engine room is built around twin CAT C32 ACERT main engines, each rated at 1,450 Hp and controlled from a dedicated CAT control panel, and its carefully ordered layout delivers authoritative thrust with exceptional precision. Onboard electrical generation is provided by two KOHLER generators of 50 kW, presently showing approximately 8,800 hours (July 2026), while power conditioning and distribution are handled by a battery charger, inverter, insulation transformer and a power converter that ensures seamless compatibility between EU and North American shore supplies. Fuel conditioning and transfer are managed by an ALFA LAVAL fuel separator and a transfer suite comprising one 380V pump and one 24V unit. Ride comfort and seakeeping are governed by the CMC stabilizer fins' main panel, and waste systems are served by 380V pumps — with two units held in bypass — complemented by a HAMMAN grey- and black-water purification system. Climate control aboard is provided by a CONDARIA air-conditioning system rated at 240,000 BTU, domestic hot water is supplied by a dedicated heater, and extended autonomy at anchor is supported by an IDROMAR watermaker producing 230 l/h; shore-power handling is made effortless by the GLENDINNING cabledmaster.

Main deck

The main deck has been crafted for effortless hosting and serene relaxation,

anchored by a 65-inch display that creates an immersive atmosphere for downtime. A luxurious lounge and adaptable dining area flow together gracefully, accommodating everything from informal get-togethers to refined, seated meals, while a refined, fully equipped bar enhances service and social moments. A conveniently positioned day bathroom provides discreet guest comfort without interrupting the natural rhythm of life on board.

Aft deck

Beneath a refined teak ceiling the aft deck creates an elegant setting for relaxed socializing, centered around a coffee table and furnished with a sumptuous settee and four armchairs. Hosting is made effortless by a refrigerator, an icemaker and dedicated bar storage, while seafaring practicality is provided by a pair of mooring winches equipped with capstans. A MORSAVERIO gangway offers seamless access ashore.

Garage

A purpose-built launch and recovery system for the tender and jet skis converts the garage into an elegant watersports hub, enabling rapid, secure deployment and silky-smooth retrieval with minimal effort, so you can transition effortlessly from tranquil cruising to lively on-water adventure the moment you drop anchor.

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.

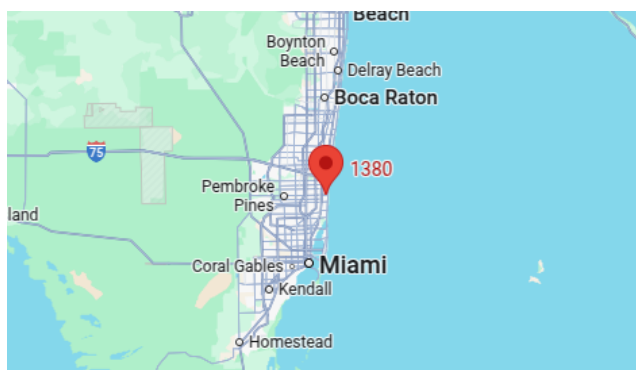
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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