

GLORY - SANLORENZO



Builder: [Sanlorenzo](#)

LOA: 126' 0" (38.40 m)

Year Built: 2022

Beam: 26' 0" (8 m)

Model: SD126

Max Draft: 23' 9" (7.25 m)

Price: \$13,995,000 USD Subject to change.

Cruising Speed: 11 Knots (12.66 MPH)

[See full listing on our website](#)

Location: West Palm Beach, United States

Max Speed: 16.50 Knots (18.99 MPH)

TABLE OF CONTENTS

OVERVIEW	3
SPECIFICATIONS	4
Basic Information	4
Dimensions	4
Speed, Capacities and Weight	5
Accommodations	5
Hull and Deck Information	5
Engine Information	6
GALLERY	7
DETAILED DESCRIPTION	19
CONTACTS	32

OVERVIEW

The Sanlorenzo SD126 is a semi-displacement, tri-deck motor yacht conceived by Francesco Paszkowski with interiors by Marty Lowe. This elegant superyacht offers five to six staterooms, centered on an on-deck Owner's suite and a skylounge-level VIP, accommodating up to 10 guests and 6-8 crew depending on the owner's chosen layout. Driven by twin Caterpillar C32 ACERT diesel engines, she unites Sanlorenzo's artisanal build with contemporary engineering. Generous exterior areas include two on-deck spa pools, ample sunpads and al fresco dining that frame sweeping sea views. The main salon and skylounge radiate modern refinement with pale timber floors, refined finishes and abundant natural light. GLORY is maintained in exemplary condition and awaits her next blue-water cruising adventure.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
2022

Sub category:
Motor Yacht

Country:
United States

Model Year:
2023

Dimensions

LOA:
126' 0" (38.40 m)

Max Draft:
23' 9" (7.25 m)

Beam:
26' 0" (8 m)

Speed, Capacities and Weight

Cruise Speed:

11 Knots (12.66 MPH)

Water Capacity:

1600 Gallons

Max Speed:

16.50 Knots (18.99 MPH)

Fuel Capacity:

8750 Gallons

Gross Tonnage:

314 Pounds

Accommodations

Total Heads:

7

Crew Cabin:

4

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Composite

Interior Designer:

Francesco Paszkowski Design

Hull Configuration:

Semi-Displacement

Engine Information

Engines:

2

Engine Type:

Inboard

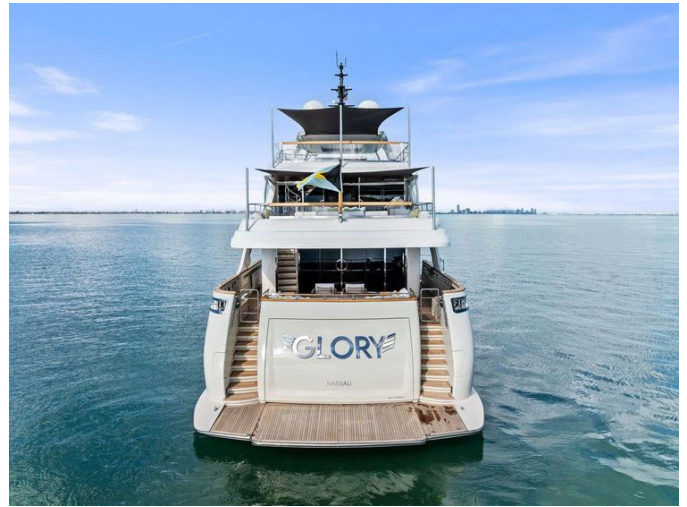
Manufacturer:

Caterpillar

Fuel Type:

Diesel

GALLERY





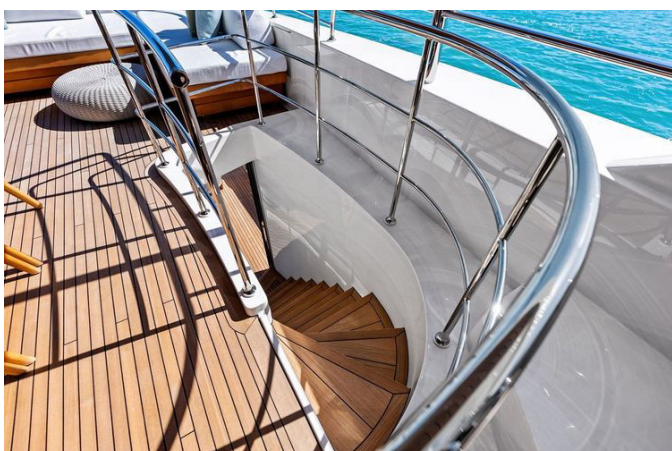




















DETAILED DESCRIPTION

Overview

Epitomizing Sanlorenzo's hallmark of innovation fused with artisanal mastery, this SD126—styled by Francesco Paszkowski with interiors by Marty Lowe—is a rare U.S.-spec yacht delivered in June 2022, one of only eighteen SD126 models ever built. She is powered by twin Caterpillar C32 ACERT diesel engines rated at 1,600 hp each, combining effortless authority with refined efficiency. The accommodation plan is exceptional: ten guests sleep in five lavish king staterooms, including a full-beam, on-deck owner's suite, a lower guest cabin, two king VIPs on the lower deck, and a second owner's (or VIP) suite on the skylounge deck, while preserving a separate skylounge for entertaining with a formal wet bar and TV. A sixth twin-bunk cabin off the lower deck guest foyer—currently used as the Captain's cabin with additional access to crew via a watertight forward door—can be utilized to bring total guest capacity to twelve in six staterooms. The current owner operates with four crew cabins accommodating eight crew. Outdoors, the yacht invites gracious living across three expansive decks: a vast sundeck crowns the profile with an on-deck jacuzzi beneath louvered sunroof panels, a full-service bar, and generous sun-lounging zones that can be shaded; the skylounge aft terrace hosts covered dining for up to twelve against a sweeping horizon; and the main aft deck sets a relaxed rhythm for mornings or evenings with an electric 2025 hi-lo coffee table that also transforms into a dining table. Inside, the main salon blends “cooling” pale woods and a refined lounge ambiance with elegant dining forward; both the salon and the skylounge feel crisply contemporary with light wood flooring, sophisticated finishes, neutral soft furnishings, and floods of natural light through large windows augmented by atmospheric lighting. Forward of the pilothouse, yet another al fresco haven unfolds with

two L-shaped seating groups—each with cocktail tables and optional shade—leading down to a second jacuzzi on the bow. GLORY presents in immaculate condition, with her bottom freshly painted in October 2025. Tightly specified and U.S. duty paid, she is ready to go cruising. Key highlights include U.S. specification and U.S. duty paid status; five or six staterooms with five king berths plus the option to employ a twin-bunk cabin off the lower guest foyer; Caterpillar engine warranties that could be extended through June 2032 (subject to Caterpillar survey/confirmation and purchase of the extended coverage); a new exterior ceramic hull coating (October 2025); new bottom paint (October 2025); all-new exterior cushions, exterior tables, and selected loose furniture (October 2024); two hot tubs—one on the bow and one on the sundeck; and superb exterior entertaining spaces throughout.

Main salon

Stepping through the automatic aft glass doors, the main salon opens in a sweep of light wood tones, restrained minimalism, and a grand L-shaped upholstered sofa set beneath expansive windows that flood the space with natural light and carry the eye forward to the dining area separated by a sleek buffet. To port, a discreet bar with sliding privacy doors serves both the aft deck and salon, complete with refrigeration, an icemaker, and bottle storage; to starboard, a large sliding glass door leads onto a fold-down balcony—a private perch over the sea. The room's bleached-wood wall panels are paired with soft leather accents, the flooring in pale timber is softened by a neutral area carpet, and a pop-up TV emerges on command, with two swivel leather armchairs and an accent table shaping an intimate conversation nook. Storage is thoughtfully concealed along both port and starboard sides, ensuring the salon remains serene and immaculate.

Dining

Just forward of the salon, the dining area pairs eight leather chairs with a stone-topped table on a stainless-steel base, framed by concealed cabinetry and drawers integrated into surrounding walls and a striking stone inlay on the forward bulkhead. Port and starboard sliding glass doors open to the side decks, while a direct portside passage links the dining space to the galley. Throughout the vessel, refined window treatments with electric blinds modulate light and mood at a touch.

Accommodations

Owner's Suite – King Berth – Main Deck: The on-deck owner's suite lies forward on the main deck with private starboard-side entry from either the side deck or salon. A study with a privacy door leads into a full-beam sanctuary defined by a king berth with a leather-upholstered headboard, an accent table with chair and ottoman, extensive storage along both sides and beneath the bed, and his-and-hers mirrored closets complemented by two additional hanging wardrobes. Electric blackout shades and tailored fabric treatments, LED overhead lighting, and overhead speakers complete the cocooning comfort. Forward, the full-beam his-and-hers ensuite is divided by an expansive marble-lined two-person walkthrough shower with a stone rest bench and an overhead rain "bed," with each side enjoying a private WC behind glass privacy doors. Zucchetti fixtures, stone-topped sinks, wall-mounted stainless fittings, a large window with dressings, drawer storage, and towel holders elevate the ritual; each ensuite is outfitted with a private USPA toilet with a pocket door, a Techma toilet system, and a handheld bidet. VIP or Second Owner's Suite – King Berth – Skylounge Deck: A genuinely private owner's deck is possible with a second master-worthy VIP on the skylounge level. Aft lies the skylounge, while within the suite a convenient night head complements the full ensuite,

which features a marble shower with Zucchetti fittings, double sinks, a stone countertop, wall-mounted stainless fixtures, organized drawer storage, a towel holder, and a private USPA toilet room with a glass privacy door, Techma system, and handheld bidet. Three Guest Staterooms – King Berths – Lower Deck: Accessed via the starboard main stairwell, three guest staterooms on the lower deck each offer a king berth with a leather headboard, two end tables, stainless Oliveri door hardware, dedicated reading lights, large windows with electric blackout and accent shades, a hanging closet, generous drawer storage, a Samsung TV, leather panel accent walls, and a vanity with chair and mirror. Each enjoys a private ensuite with shower and sink, mirrored storage, and individual climate control. Optional Sixth Guest Cabin: Currently purposed as a fourth crew/Captain's cabin, this twin-bunk cabin with its own ensuite head and stall shower can be assigned as a children's cabin to suit an owner's profile. It connects either to the lower guest foyer or, via a watertight door, forward to the crew mess, enabling seamless service with minimal intrusion.

Galley

Bright and professionally arranged, the galley enjoys a large window with blinds, ample overhead storage, and multiple service routes: direct portside access from the dining salon, access from crew quarters below, private crew stairs from the pilothouse above, and a dedicated crew entry from the port side deck. Refrigeration and cold storage are comprehensive, with two Sub Zero under counter drawers, one Sub Zero wine cooler, one Scotmaster icemaker, four Frigonautica built in wall freezers, two Frigonautica built in wall refrigerators, and a large walk in freezer with stainless steel shelving. Climate support includes a Frigomar MICRO18 60 Hz chiller with a dedicated raw water pump. Ventilation is handled by a Miele extractor hood over a Miele cooktop paired to a Gaggenau oven, with an Insignia microwave and a Miele dishwasher completing the suite. Service systems include a DVZ grease trap

(type DVZ FT 1200), a large sink with faucet and garbage disposal, a Jura coffee maker, and a separate service bar sink. Additional icemakers and refrigeration serve guests at all exterior hubs: icemakers are positioned at the main deck bar, the skylounge bar, and the sundeck; refrigeration is likewise provided at the main deck bar, skylounge bar, and sundeck; freezer boxes are fitted on the skylounge deck exterior and the sundeck.

Skylounge

The full beam skylounge is a refined retreat with a fully stocked formal wet bar topped in stone with stools, two occasional chairs and a small table, and a large TV positioned for viewing even from the outside deck. Through double glass doors, the covered aft terrace sets the stage for al fresco dining for ten to twelve, with a serving buffet, a large Hestan gas grill, and additional lounge seating aft. The bar itself is equipped with two Sub Zero drawers, an icemaker, a microwave convection oven, and a sink, making service effortless and discreet.

Sundeck

Ascending from the portside stairs aft of the skylounge, the sundeck becomes a sanctuary of relaxation, with a large jacuzzi rimmed by over looking bar stools, chaise lounges, and cushioned built in seating beneath a hardtop whose louvered sunroof opens at the touch of a button. For convenience, there is one handheld shower, a Frigonautica FR60RC 110 V refrigerator, a 60 Hz Isotherm icemaker, a buffet top with storage and three bar stools, sunshades aft, and inviting wrap around seating forward.

Crew area

Crew circulation is structured for privacy and efficiency. From the aft deck, a portside walkaround provides crew access to the galley or down to the crew mess, while private stairs lead directly to the pilothouse. Three crew cabins each offer upper and lower berths, and the crew mess features booth seating with tables, a microwave, a TV alarm monitor, a CCTV monitor, and an under counter refrigerator. A watertight door aft of the mess connects to a fourth crew cabin (sleeping two in single bunks) that can double as the sixth guest cabin and also accesses the lower guest foyer, enabling discreet service without compromising guest privacy. Laundry facilities include two Miele professional washers and two Miele professional dryers, and there is direct crew access from the laundry to guest cabins for seamless, private service.

Electrical system (US spec)

Electrical power is anchored by two Kohler 80 kW generators showing 3,700 hours as of January 2026, feeding through two ASEA shore power converters (model AC45Q3 45 kVA with AC45Q 3 Slave 45 kVA). Shore connectivity includes two 100 amp inputs with Glendinning Cablemasters at the transom, port and starboard, operating on a 127/220 V system with 110 V and 220 V outlets throughout. Factory upgrades deliver a 60 Hz electrical supply and 60 Hz shore power connections, supported by two 30 m flexible shore power cords with two five pole plugs and aft Glendinning Cablemasters with larger cable containers (two CM8). Compliance is bolstered by an additional over current protection breaker per USCG, a pair of 100 A Fail safe MAX galvanic isolators for dry dock, and a 12 V/25 A generator battery charger. A 4-6 m Amp GFCI is installed in the electrical sub panel with a dedicated line feeding receptacles for the technical room, bathrooms, galley, and exterior, using waterproof boxes in the engine room and lazarette. Isolation

transformers and double gang 110 V 60 Hz USA/EU sockets are fitted, along with a single 24 V master switch in the pilothouse dedicated to navigation electronics. Level gauges on the main switchboard and sight gauges on the daily tanks display gallons. The main A/C panel (220/127 V) resides in the technical room aft of the engine room, with five sub panels distributed through accommodations; AC and DC grounds are bonded as required, and GFCI protection is provided in all wet areas. Battery charging is comprehensive: one Mastervolt Mass 24/75 C 24 V for the emergency bank (technical space forward of the master), two Mastervolt Mass 24/100 C 24 V for the service bank (technical room, port), two Mastervolt 24/25 3 24 V—one per generator (control room), one Mastervolt Mass 24/50 24 V for engine electronics (control room), one Mastervolt Mass 24/50 24 V for main engines (control room), one Mastervolt Mass 24/25 24 V for the radio emergency battery (technical space forward of the master), and one Mastervolt Magic 12 V for the emergency motor pump battery. Battery banks include twelve 2 V cells in series providing 24 V to the service bank (under the control room floor), four EXIDE 12 V ES1350 in series/parallel for the port engine bank, four EXIDE 12 V ES1350 in series/parallel for the starboard engine bank, two EXIDE 12 V ES1600 in series for the port engine electronics, two EXIDE 12 V ES1600 in series for the starboard engine electronics, two EXIDE 12 V ES1350 in series for the port generator, two EXIDE 12 V ES1350 in series for the starboard generator, twelve EXIDE 6 V gel ES1100 6 200 Ah in series/parallel providing two 24 V emergency banks, and one EXIDE 12 V ES2400 in series for the radio bank plus one EXIDE PREMIUM EA640 for the emergency fire motor/diesel pump. The DC system centers on a main 24 V panel in the control room aft of the engine room with five sub panels, alternators—one per engine—and service, parallel, engine, and port/starboard generator battery switches.

Engine room and mechanical equipment

Propulsion is by two Caterpillar C32 Ascert 1,600 HP engines with approximately 1,500 hours as of January 2026, with the one thousand hour service completed. Ventilation includes one aspirating blower per side above each engine and one additional blower per side at the aft end of the engine room, with air intakes on each side of the deckhouse. Aventics electronic engine controls are fitted at the wheelhouse with secondary controls at port and starboard docking wing stations on the flybridge. Vulkan vibration absorbing mounts isolate the engines, and dual Racor filtration serves the generators with drip pans beneath both generators and main engines. Two ASEA shore power converters (AC45Q3 45 kVA with AC45Q 3 Slave 45 kVA) are installed. Ball valve thru hulls are used throughout (with engine cooling exhausts as gate valves), and a manual pump oil change system is provided. Black/grey water pumping is redundant with a bypass, and fuel pumps (24 V system—AC pumps) are individually mounted on vibration isolators. Pressure gauges are fitted on bilge and fire pumps, and freshwater purification is enhanced by active carbon filters. Fire suppression employs FM200 or NOVEC equipment (depending on model), USCG approved, and all machinery—including capstans and winches—operates at 60 Hz. Additional equipment includes one Gianneschi air compressor; six Ocean LED white underwater lights—four at the stern and one per side; two Aquamatic Sea Recovery compact 1800 2 230 V watermakers; an electro hydraulic passerelle by Canalicchio; two electro hydraulic tender launching systems (sliding/tilting) each with a winch and spectra line; a Canalicchio electro hydraulic garage door; and an electro hydraulic balcony by Canalicchio. Manual oil change pumps are positioned at the engine room center bilge. The swim platform is electro hydraulic by H+B Technic. Ground tackle and handling are exemplary: two Lofrans Ercole Verticale EV 230 V 60 Hz windlasses, two galvanized Pool type anchors, and one Lofrans 220 Vac

capstan per side on the aft deck. Steering is a 24 Vdc electro hydraulic system by CMC with a single ram on each split tiller arm; there are two balanced rudders positioned outboard of the shaft lines, two five blade propellers, and two 120 mm straight shafts supported by one strut per side with raw water lubricated dripless shaft seals. For control and comfort at sea, a CMC Marine 400 V 65 kW bow thruster and CMC zero speed electro fin stabilizers are installed. Wastewater treatment is by Haman HL CONT 0125. Climate is managed by a tropicalized air conditioning plant with twin chillers (new in 2025), electrical and hydraulic installation, 480,000 BTU—40 tons capacity, with two seawater pumps and two recirculating pumps, overboard condensation discharge, and upgraded chilled water piping insulation including recirculating pump casings. Air conditioning seawater works were further optimized with a dedicated seawater inlet and sea chest, two circulating pumps, flexible piping with bronze fittings and hardware, cleaning access ports, zinc protection ahead of the chillers, bonding of pumps and fittings, a descaling connection, and three way valves on fan coils.

Fuel system

Fuel is plumbed in metal piping to six FRP tanks—two communicating day tanks and four storage tanks. At the center of the engine room's forward bulkhead sit the selector/shut off valves and the sight tube. Filtration is robust, with two Parker Racor 1000MAM filters per engine (four total) located between the engines and two Parker Racor 500 MAM filters per generator (four total) installed beneath each unit. Fuel overflow returns at the top of the tank, and transfer is managed by one Gianneschi ACM311BT 24 Vdc pump and one Gianneschi ACM531/C 230/400 Vac 3 phase pump.

Electronics, navigation, and communication equipment

Navigation is centered on the Furuno/TimeZero/NavNet network with four 19 inch touchscreens plus a dedicated CCTV screen. Radar coverage is by two Furuno X Band arrays (DRS4D NXT and DRS6A), complemented by a Furuno/NavNet depth sounder, a Wheelhouse B6W1 Riviera White Star compass, and a Furuno/AIRMAR speed log. Communications include one Furuno VHF FM 8900S and one Furuno VHF FM 4850 on U.S. channels. Control is assured by a Simrad AP70MK2 autopilot at the wheelhouse and Simrad FU80 control pads at both port and starboard wing stations. Visibility and signaling are supported by three Gallinea wipers with wash, an ACR Point Pad URP 102 spotlight operable from the wheelhouse, and Furuno wind instrumentation on the NavNet system. The shipwide Navel Sanlorenzo monitoring system integrates external lighting, bilge monitoring and pumps, fire detection, engine monitors, engine throttles, engine start/stop, emergency stop, alarm acknowledgement/override, bow thruster control, and steering control with emergency override. Port and starboard wing stations carry Avantics controls, CAT RPM gauges, a CMC bow thruster joystick, and Simrad FU80 autopilot control. A Panasonic CCTV camera system with a network disk recorder watches over seven cameras. A Furuno interphone/loud hailer system serves two positions in the cockpit (port and starboard), one in the engine room, one at the forepeak port, and one in the control room. The yacht carries the full FURUNO navigation suite (in lieu of the standard Silver package), a Starlink satellite system, and extra electrical conduits pre run between the engine room, pilothouse, flybridge helm, and radar arch/hardtop.

Exterior

Deck services include freshwater outlets on the flybridge, aft, and bow, with a

spotlight duplicated by additional controls at the helm. An ACR RCL 300 spotlight provides powerful illumination when needed. Boarding and shoreside access are enhanced by a Marquipt Sea Stair lateral gangway with storage and teak treads offering nine steps. Protection is by a stainless steel and hard rubber rubber rail running the yacht's perimeter, and convenience at the waterline includes one handheld shower at the swim platform.

Water systems and alarms

Domestic water pressure is delivered by two Gianneschi 230/400 Vac pumps located in the aft technical room to port, treated by an Idromar UV sanitizer, and heated by two Gianneschi water heaters. A Gianneschi CB22 120CP 230/400 Vac 50/60 Hz 3 phase circulating pump maintains hot water delivery. Grey water interface tanks with dedicated pumps collect from the port VIP cabin, starboard VIP cabin, port guest cabin, starboard guest cabin, the main deck day head, port and starboard skylounge areas, the washing machine, the chief engineer's cabin, the galley/dinette, fan coils, three owner's cabin drains, the port crew cabin, starboard crew cabin, control room, and starboard technical space. Black water is managed in one shared tank with grey water, capacity 3,470 liters (917 U.S. gallons), served by a Gianneschi CB22 110 230/400 Vac 3 phase pump. Engine room bilge operation is both automatic via float switches and manual via the monitoring system. Across the vessel, Gianneschi Maxisub N 3 24 V submersible pumps are deployed: engines' raw water intake valves are between engines; the engine room bilge includes one emergency engines crash pump activated automatically by a float switch and also manually via the monitoring system; additional Maxisub N 3 24 V pumps serve the A/C room to port, the port technical room, the control room, and the garage, each with automatic float switch operation and manual override through the monitoring system. A centralized bilge pump system (pump located in the engine room, port aft, 230/400 Vac 3 phase 60 Hz, s/n

L 21 11682) ties pickups across the yacht. Firefighting capability includes one Gianneschi ACM 531/C fire pump and one Gianneschi M ACB 531 diesel motor pump rated at 9 kW with a dedicated starting battery; the latter also doubles as an emergency centralized bilge pump with pickups in the garage, aft technical room, control room, engine room, guest area, and crew area. High water alarms are fitted throughout: one float switch sensor in the aft garage, one in the control room, one in the engine room, two in the forward bilge, one in the port A/C room, and one in the starboard technical room.

Safety equipment

Safety at sea is comprehensive: international running lights in green, red, and white plus a 360 degree white anchor light and an NUC light; personal flotation comprising twenty two adult size inflatable SOLAS life jackets and two child size inflatable life jackets; throwable gear including four lifebuoys with floating lines and two MOB floating lights; and sound signals via a horn, air horn, and Kahlenberg system. Visual distress flares meet USCG requirements, and vapor detectors for gasoline, propane, and carbon monoxide are installed in every cabin and in the engine space. Fire detection is by a Consilium system with a main panel in the wheelhouse. Life saving appliances include two Arimar Deep Sea II life rafts for ten persons each with Hammar hydrostatic releases and four Pains Wessex line throwers. Fixed fire suppression comprises one 38.80 kg FM200 tank for the engine room, one 27.44 kg FM200 tank in the control room, and one 17.65 kg FM200 tank in the garage, supported by portable extinguishers in all spaces per Class and Flag. An Ocean Signal 406 EPIRB completes the suite.

Broker comments

GLORY is presented in immaculate condition by a fastidious owner, showing

approximately 1,500 hours and with engine warranties potentially extendable through 2032 via CAT. The one thousand hour service is complete, U.S. duty is paid for easy cruising in U.S. waters, and the yacht offers five or six superb staterooms paired with tremendous outdoor spaces that live like a larger yacht. In October 2025, she completed her annual out of water period with new bottom paint, and the exterior has been ceramic coated. For a discerning buyer seeking a turnkey, ready to cruise yacht, GLORY will impress.

Exclusions

The following are excluded from the sale: personal items, artwork, the tender and jetski, and any other items specifically requested and agreed prior to closing.

Bow

Reached via the starboard side walkway and a Portuguese bridge, the bow is a breezy vantage point for gathering and taking in the views. Built in seating with cushions lines both port and starboard, each with its own cocktail table and optional shade, while a dedicated walkway leads down to the bow area jacuzzi. For precise docking control, the area is served by two wing docking stations.

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.

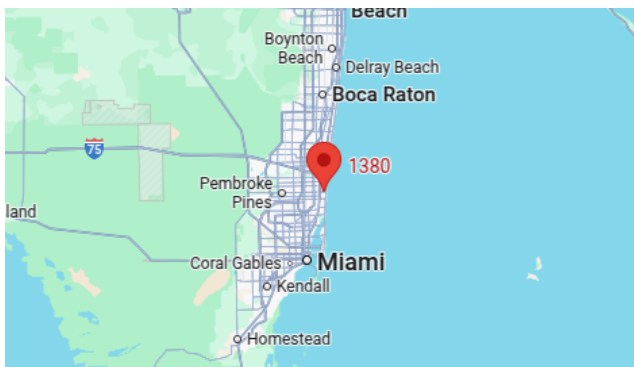
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

Contact details

Phone: +1(954)274-4435

Email: andrey@shestakovyachtsales.com

Address



1380 Weeping Willow Way, Hollywood,
Florida 33019