

## NEVERLAND II - SANLORENZO



**Builder:** [Sanlorenzo](#)

**LOA:** 146' 0" (44.50 m)

**Year Built:** 2020

**Beam:** 30' 0" (9.30 m)

**Model:** 44 Alloy

**Max Draft:** 24' 4" (7.42 m)

**Price:** \$24,500,000 USD Subject to change.

**Cruising Speed:** 15 Knots (17.26 MPH)

[See full listing on our website](#)

**Location:** Fort Lauderdale, United States

**Max Speed:** 20 Knots (23.02 MPH)

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# TABLE OF CONTENTS

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<b>OVERVIEW .....</b>	<b>3</b>
<b>SPECIFICATIONS .....</b>	<b>4</b>
Basic Information .....	4
Dimensions .....	4
Speed, Capacities and Weight .....	5
Accommodations .....	5
Hull and Deck Information .....	5
Engine Information .....	6
<b>GALLERY .....</b>	<b>7</b>
<b>DETAILED DESCRIPTION .....</b>	<b>18</b>
<b>CONTACTS .....</b>	<b>26</b>

## OVERVIEW

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NEVERLAND II is a striking 146' (44.5 m) Sanlorenzo motor yacht that showcases the pinnacle of Italian shipbuilding craft. This tri-deck superyacht blends contemporary design with assured performance, unveiling broad, sweeping decks and a waterfront beach club fitted with drop-down terraces to create a fluid indoor-outdoor existence tailored for alfresco lounging and spectacular entertaining.

Designed for both serene retreat and lively social life, NEVERLAND II offers a deck spa pool and an extensive sunpad lounge, arranged to capture uninterrupted 360-degree panoramas. Her standout, best-in-class duplex owner's suite provides an indulgent ensuite bath and a generous dressing room, forming a private sanctuary rarely found on yachts of this dimension.

With composed interiors, a confident exterior silhouette, and carefully considered living zones, NEVERLAND II commands attention wherever she ranges—refined, modern, and unmistakably Sanlorenzo, an exceptional superyacht for the most discerning owners.

# SPECIFICATIONS

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## Basic Information

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**Category:**  
Motor yachts

**Year Built:**  
2020

**Sub category:**  
Mega Yachts

**Country:**  
United States

**Model Year:**  
2020

## Dimensions

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**LOA:**  
146' 0" (44.50 m)

**Max Draft:**  
24' 4" (7.42 m)

**Beam:**  
30' 0" (9.30 m)

## Speed, Capacities and Weight

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**Cruise Speed:**

15 Knots (17.26 MPH)

**Water Capacity:**

2196 Gallons

**Max Speed:**

20 Knots (23.02 MPH)

**Fuel Capacity:**

11107 Gallons

**Gross Tonnage:**

483 Pounds

## Accommodations

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**Total Heads:**

7

**Crew Cabin:**

5

## Hull and Deck Information

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**Hull Material:**

Aluminum Yachts

**Hull Designer:**

N/A

**Deck Material:**

Aluminum

**Interior Designer:**

N/A

**Hull Configuration:**

Semi-Displacement

## Engine Information

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**Engines:**

2

**Fuel Type:**

Diesel

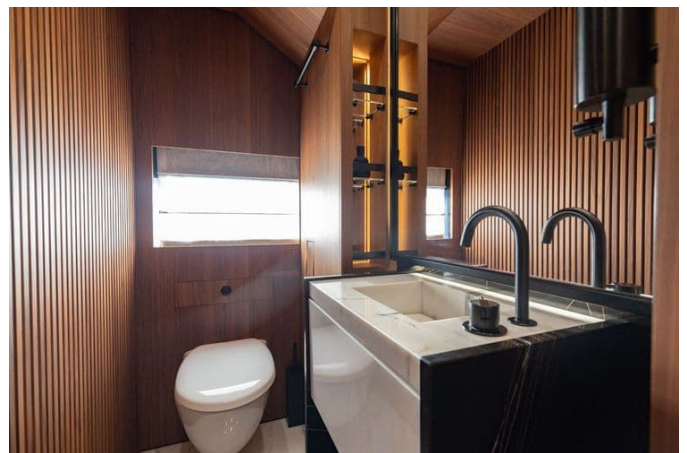
**Manufacturer:**

MTU

# GALLERY





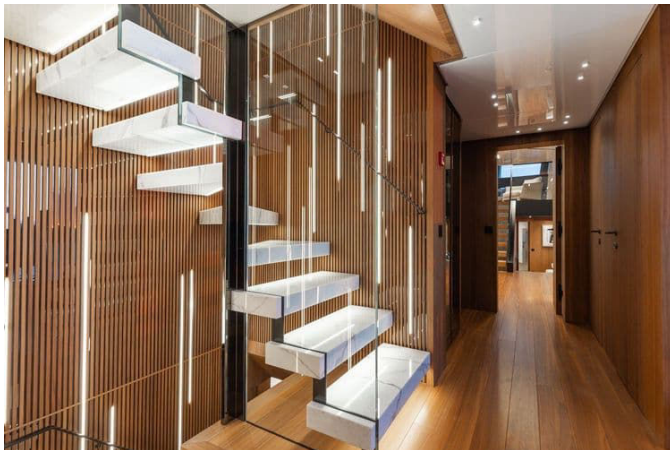




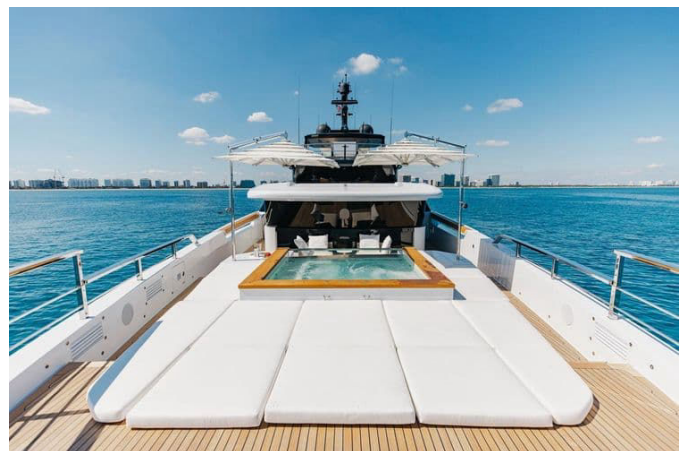
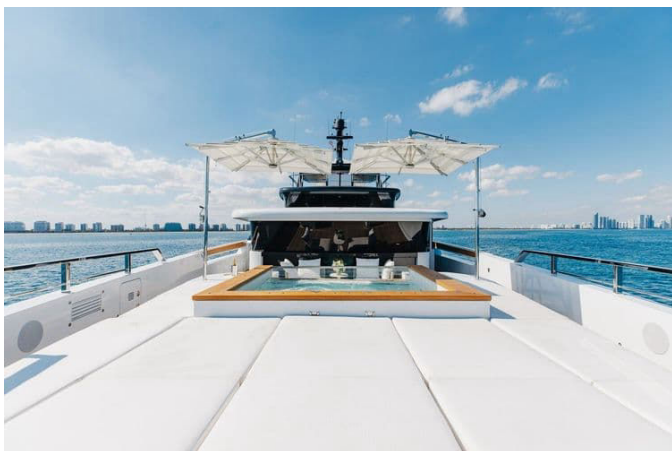
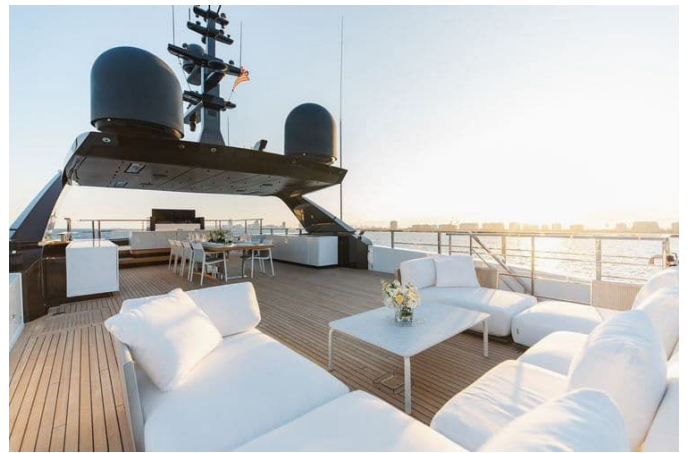
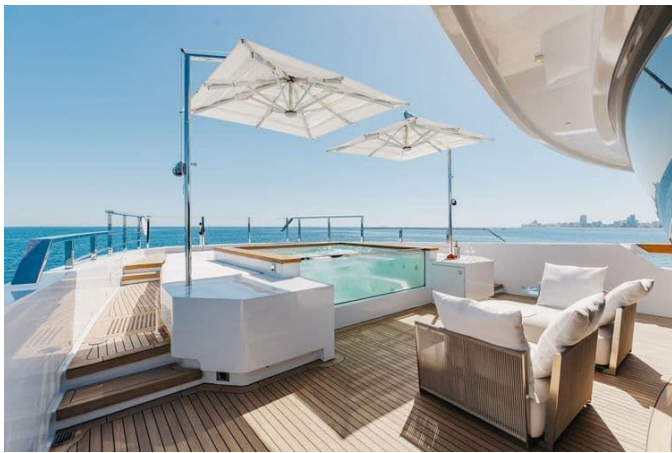


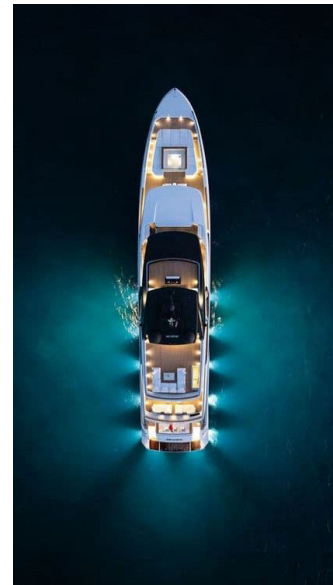












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# DETAILED DESCRIPTION

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## Key features

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A compelling blend of pedigree and performance, this yacht stands apart with a five-year class survey completed in December 2025 and a semi-custom aluminum alloy build that fuses strength with speed. Among its many highlights, few in class rival the master stateroom, a serene retreat spanning two levels with an elevated seating area and dedicated entertainment; on deck, a forward jacuzzi crowns the main deck, while a generous interior volume amplifies the sense of space and light throughout. Power comes from upgraded MTU 2600 HP motors with MTU engine warranty coverage through October 2026, complemented by Naiad stabilizers for composed passages, twin Caterpillar C7.1 generators for dependable onboard power, and a Beach Club conceived for lifestyle—with a gym and fold-down balconies that open directly to the sea. The entire package is wrapped in a modern Italian design, delivering a yachting experience that is as dynamic as it is beautifully resolved.

## Hull construction

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Transversely structured on 44 stations, with the aluminum hull welded to a multi-tiered aluminum superstructure, this vessel delivers robust integrity and refined efficiency. Frames total 44, with frame number zero at the stern and frame forty-three at the bow. Bottom plating is specified at seven mm, eight mm and ten mm, increasing to twelve mm along the shaft line, inboard tank plating and within the engine room for enhanced protection; side plating is six, seven and eight mm, while the stabilizer insert plating is an impressive twenty-five mm. Four watertight bulkheads and a collision bulkhead reinforce survivability, located at frames eight point five–nine, fifteen, twenty-six and twenty-nine point five, with the collision bulkhead at frame thirty-nine point

five. A steel sliding watertight door on the lower deck is arranged for both local and remote control, underlining the yacht's safety first engineering approach.

## Life-saving appliances

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Prepared to SOLAS inspired standards, the yacht equips children's size SOLAS Type III foam lifejackets, forty one inflatable lifejackets, and twelve Type III adult lifejackets. Immersion suits include twenty adult and two child units, inspected October 2025. Type IV flotation inventory comprises two throw rings with smoke and light (exp. March 2027 and March 2028), two throw rings with floating lines, and one Lifesling<sup>2</sup>. Safety and signaling are elevated by stainless steel railings and raised aluminum bulwarks, four Datrex life rafts rated at twelve persons each with service due August 2026, and a comprehensive suite of visual distress signals: six red handheld flares (exp. March 2026), two smoke canisters (exp. August 2026), plus four rocket flares and one gun (exp. August 2026). Line throwing capability is provided by four Ikarus units (exp. March 2027). A comprehensive first aid kit is carried, alongside dual EPIRBs—ACR Global Fix with battery expiring September 2035 (registered) and Sailor Cobham 406 with battery expiring April 2029 (registered)—and a Sailor SART (exp. July 2030). Compliance and seamanship are further supported by COLREGS/Rules of the Road onboard, a ship's bell, three Kahlenberg air horns, navigation and anchor lights compliant with COLREGS, and both oil discharge and MARPOL garbage and waste management placards. Security and surveillance incorporate Francis pan/tilt searchlights, an extensive CCTV system with eleven cameras via a Panasonic DVR and I Bridge plus three engine room IR cameras, and a FLIR night vision infrared camera. Valuables are secured by safes in the master stateroom, aft guest staterooms, the captain's cabin and the forward guest staterooms, with access via keys or codes.

## Fire suppression & dewatering systems

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Fire readiness is comprehensive, with a suite of portable extinguishers comprising twenty 6 kg ABC units, one 1 kg ABC unit, four 5 kg CO<sub>2</sub> units, one 6 kg wet chemical unit, one 6 L gel unit and two 9 L foam units. Fixed systems are anchored by a Gianneschi fire pump (400V) and a full complement of firefighting suits and SCBA that includes four adult suits, six O<sub>2</sub> tanks and two additional suits. Smoke hoods total eight Dräger units (exp. December 2031), while EEBD coverage is provided by four Lalizas sets. Fixed fire suppression installations include Technofire HFC227 in the engine room and Marine Fire Novec 1230 elsewhere, with both manual and automatic release. Detection and alerting are entrusted to an Autronica/Autoprime fire alarm system with smoke and heat detectors throughout and a CO detector in the crew companionway. Dewatering measures are equally robust, with bilge pumping by three Gianneschi 24V units on float switches and one Gianneschi 400V unit on a manifold, a bilge suction valve on the main crossover pipe, and ABYC compliant audible and visual bilge alarms.

## Engines and machinery

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Propulsion is delivered by twin MTU diesel engines, both MTU 16V2000 M96L, each rated at 1939 kW / 2600 HP with a maximum 2450 RPM from sixteen cylinders in a V configuration. Current hours are port 963 and starboard 985. Cooling is via a freshwater closed system with raw water heat exchangers; fuel is conditioned through Racor 1000 primary filtration and MTU secondary elements. Exhaust runs through stainless and aluminum tubing with an underwater outlet and gas bypass. Control is by MTU electronic single lever with emergency backup at the ECMs, and electronic engine synchronization is fully functional. Power transmission is managed by ZF gearboxes, model ZF 5350, with a 4.464:1 reduction ratio and serial numbers port 50043415 and

starboard 50043414. Low speed precision and comfort are enhanced by a hydraulic Naiad bow thruster (no stern thruster) and Naiad fin type stabilizers, model 575, with an at rest mode that is fully operational. Steering is electro hydraulic via dual 400V pumps with upper, lower and emergency stations; the rudder system features bronze bearings and aluminum rudder logs. Hydraulic infrastructure includes a Naiad HPU (400V / 250 L), Motomar HPUs for doors and windows, and GTA Lombardia HPUs for deck equipment.

## Electrical systems

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Onboard generation is entrusted to twin Caterpillar C7.1 units: Generator number one (port) shows 4364 hours, runs at 1500 RPM at fifty Hz, and is fitted with a diesel particulate filter; Generator number two (starboard) shows 3904 hours and notes exhaust deficiencies (A & B). AC power arrives via shore power inputs of two × 230/520V, 100A, three phase, supported by shore cords of seventy five ft hard wired and fifty ft loose. Voltage conversion is handled by ANG transformers rated at 125 kVA and 18 kVA, while galvanic protection includes two Sterling Power isolators (not tested). DC systems are organized with dedicated engine start batteries port and starboard, generator start batteries, service batteries and an emergency lithium battery bank, all maintained by Mastervolt battery chargers in various sizes and managed through Blue Sea rotary battery switches.

## HVAC system

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Climate control is delivered by Climma with a commanding 520,000 BTU of cooling capacity using R410A refrigerant, anchored by four chillers in the engine room and seawater pumps by Calpeda (400V). Biofouling is proactively mitigated by a Cathelco Quantum MGPS system. A secondary Climma system provides an additional 20,000 BTU, ensuring refined comfort across all guest

and crew spaces.

## Potable water system

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Freshwater autonomy is impressive, with a total capacity of 2,196.6 gallons carried in aluminum tanks port and starboard between frames one–three point five. Delivery is by three Gianneschi pumps (230/400V), with hot water from three Gianneschi heaters. Dual watermakers produce fifty GPH (147 hrs) and forty GPH (262 hrs), all backed by a UV sterilizer, chlorine dosing and a softener for impeccable water quality. Practical luxuries include deck washdowns and deck showers, plus a foredeck jacuzzi served by a full, dedicated system.

## Water systems

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Technical water for ballast is managed across two tanks totaling 1,195 gallons, moved by a Gianneschi pump (400V). Pool water storage spans two tanks totaling 1,489 gallons. Black water capacity is engineered for extended cruising, with a 2,072 liter holding tank and a 502 liter sludge tank, treatment via a Type II MSD Hamann HL Cont Plus, and vacuum toilets by the Jets system. Grey water is routed through two holding tanks with multiple sump boxes and pumped by Gianneschi and Tecma units for reliable, quiet operation.

## Oil, bilge and fuel systems

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Fluid management is methodical and clean. Oil and bilge systems include a dirty oil tank of 336.5 gallons, a lube oil tank of 336.5 gallons and a bilge water tank of 760.3 gallons, serviced by a DVZ Oilchief oily water separator and monitored by a Bilgmon 488 oil monitor. Fuel capacity totals 42,045 liters across eleven aluminum tanks integral to the hull, with transfer by Gianneschi

pumps and a dedicated fuel polishing system installed to safeguard engine health and reliability.

## Navigation and electronics

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At the upper station on the sun deck, command is clear and connected through four Hatteland monitors, with the chart plotter presented within the displays and comprehensive repeater functionality via the Team Italia I Bridge: radar, fish finder, depth finder, speed log, seawater temperature and wind gauge all mirrored for seamless situational awareness. Communications include a Sailor 6204 HS VHF radio. In the lower pilothouse station, navigation precision starts with a twelve inch Sperry magnetic compass and a Sperry Navigat 1000 gyro, with autopilot by Wartsila / I Bridge. Positioning is assured by Saab R6 CDU and Sailor 6004 GPS systems. The bridge suite features six Hatteland monitors and two touchscreen units alongside I Bridge displays, running a Team Italia I Bridge / ECDIS navigation system with Navisailor 4000 chart plotting integrated through the I Bridge. Long range detection is via a Wartsila / Transas X Band radar (ninety six mile range, ARPA). Depth intelligence is integrated across the chart plotters, I Bridge, an echo sounder and a Furuno RD 33 MFD; speed is likewise referenced from GPS units, chart plotters, the I Bridge and the Furuno RD 33 MFD. Seawater temperature is shown on the Furuno RD 33 MFD, while wind data is available through the chart plotters, I Bridge and the Furuno RD 33. Communications are rounded out by two Sailor 6222 VHF's and two Sailor SP3520 VHF's, an SSB Sailor 6301, NAVTEX Sailor 6390, an Inmarsat Sailor 6018 SAT C message terminal and a Sailor 6101 SES security alarm panel.

## Additional electronics and communication equipment

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Augmenting the bridge suite, the yacht carries a Sailor Cobham 6282 AIS and additional Hatteland monitors in the captain's cabin, the engine room and the crew mess. Navigation compute is driven by Wartsila and Transas custom shuttles and an HP workstation, running Transas and TimeZero software. Long range voice is available via a Thrane & Thrane satellite phone, while the Team Italia I Bridge also functions as a vessel monitoring system. An additional Sperry digital gyro is fitted at the emergency steering station. Engine health and performance are tracked on MTU digital displays in both the pilothouse and engine room, with MTU digital/analog gauges at the upper helm.

## Entertainment equipment

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Entertainment throughout the yacht is modern and intuitive. Satellite TV is delivered as streaming via the Starlink internet service. Visuals are anchored by Samsung TVs with Apple TV in the master stateroom and dining area, a Samsung TV on a powered lift with Apple TV in the master lounge, Samsung TVs with Apple TV in each guest stateroom, a TCL TV in the skylounge, a Sharp TV in the crew lounge for CCTV monitoring, an LG TV in the captain's cabin, plus Samsung TVs with Apple TV in the crew lounge and in the aft tender garage. Audio is dynamically zoned with Denon A/V receivers in the master stateroom and lounge, Denon A/V receivers in the crew companionway and tender garage, and three Denon A/V receivers in the pilothouse dedicated to exterior zones; HEOS by Denon enriches the galley, pilothouse and guest staterooms. Control is elegantly centralized via the Crestron app on iPads deployed throughout guest areas. Connectivity is robust, combining a Pepwave cellular receiver/router with a Starlink satellite internet system using two antennas and routers for resilient, high bandwidth coverage.

## Galley and domestic equipment

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A professional grade galley is specified for precision and pace. Cooking surfaces include a Zanussi electric induction four burner stovetop and a Zanussi electric two burner hot plate cooktop, complemented by a Rational SelfCooking Center XS combi oven with steam and Miele microwaves in both the crew area and the galley. Ventilation is handled by Alinox powered fans above the oven and stovetop. Dishwashing is efficient with Zanussi units and Miele units in the crew lounge and upper stew pantry. Cold storage is extensive: a Zanussi stand up refrigerator and a Zanussi stand up freezer in the galley; Hoshizaki icemakers in the stew pantry, flybridge, tender garage and foredeck; a Vitrifrigo freezer drawer in the service pantry; a Miele fridge/freezer in the crew lounge; two Frigoboat refrigerators at the flybridge; a Vitrifrigo fridge/freezer on the foredeck; a Dunavox wine chiller in the lower stew pantry; a Vitrifrigo fridge/freezer in the master stateroom; a Vitrifrigo fridge/freezer in the lower stew pantry; and Frigoboat refrigeration and freezer units in the forward crew companionway. Every detail is curated to sustain flawless service from sunrise espresso to late night tasting menus.

# 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

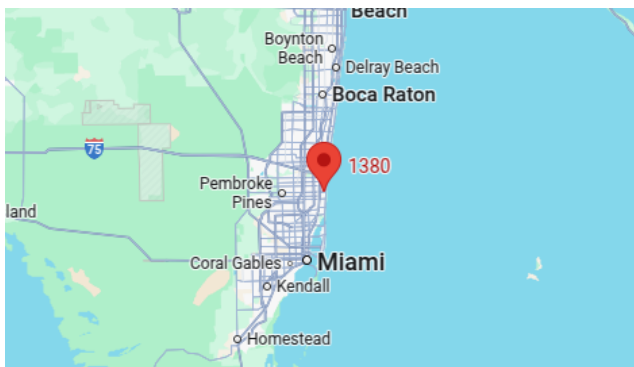
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## Address

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