

# I D E A

## YACHTING



### Sanlorenzo SL106



**Make:** Sanlorenzo  
**Model:** SL106  
**Length:** 106 ft  
**Beam:** 23 ft 2 in  
**Year:** 2015  
**Location:** Italy

**Number of Engines:** 2

**Engine Make:** MTU

**Hull Material:** Fibreglass (GRP)

**Price:** EUR 6,200,000

**Tax Status:** Tax Not Paid

The SL106 Hybrid is an immaculate example of one of the most popular models in Sanlorenzo's semi-planing line. Her familiar, yet updated lines reflect over 50 years of nautical expertise and handcrafted quality. Although originally built for the European

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market, she is a world yacht allowing her to cruise locations spanning the globe. As the first Hybrid yacht to come out of Sanlorenzo, the owner in partnership with the shipyard has maintained her to the highest degree.

The focal point of the main salon is a stunning hydraulic drop-down terrace. A substantial garage stores a tender and water toys, leaving the decks and flybridge uncluttered for entertaining. At the bow is a seating and sunbathing area shaded by a removable sail-cover style awning.

Accommodations include an on-deck Master stateroom, 2 spacious VIP staterooms, and two guest staterooms. For ultimate privacy, all staterooms have ensuite heads. Both guest staterooms feature a convertible sliding berth system to allow for a twin or double berth arrangement. Crew accommodations for up to 5.

## Measurements

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Max Speed:	30 kn	Fuel Tanks Cap.:	Fuel Tanks
LOA:	105 ft 8 in	Cap.:	2192.63 gal
Beam:	23 ft 2 in	Number of Cabins:	5
Max Draft:	6 ft 7 in	Number of Heads:	6

## Propulsion

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### Engine #1

Engine Make:	MTU	Hours:	800
Engine Model:	16V2000	Power:	2434
Primary Engines:	Inboard		

### Engine #2

Engine Make:	MTU	Hours:	800
Engine Model:	16V2000	Power:	2434
Primary Engines:	Inboard		

## Description

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The SL106 Hybrid is a beautiful planning yacht. Her familiar, yet updated lines reflect over 50 years of nautical expertise and handcrafted quality. Although originally built for the European market, she is a world yacht allowing her to cruise locations spanning the globe.

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## Hybrid Overview

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The hybrid propulsion system designed for the SL Hybrid line reduces fuel consumption and carbon footprint, noise and fluctuations, significantly improving on-board comfort both at sea and at anchor.

The Hybrid system has five operation modes:

- Diesel-electric propulsion: near-silent operation up to 9.5 knots.
- Zero emission hotel mode: no internal combustion engine is required to operate all on board systems while at anchor.
- Shaft alternator power generation: the economical navigation mode, with a single main diesel engine turned on. The two propellers can be powered and generate enough electricity for the entire yacht.
- Traditional direct diesel engine propulsion: ensures simplicity and reliability of traditional transmission and guarantees at the same time the traditional fast cruise speed performances of the Yacht.
- Booster power mode: maximum performance, top speed increased up to 1.5 knots and faster acceleration using Electrical & Diesel power together.

The Hybrid system is a combination of twin MTU 2,400 hp diesel engines and 180 hp electric motors added to each propeller shaft, operating in parallel with the MTU diesels.

In spite of the massive disparity in the rated power of the diesel engines and electric motors, they deliver roughly the same torque to the propeller shafts—up to a diesel speed of 1,000 rpm. As a result, the electric motors can drive this 106' vessel up to 10 knots. When in diesel engine mode, the electric motors can either be used to boost the diesel engines for faster acceleration or else can be driven as powerful generators.

The system additionally includes two 150 kW WhisperPower permanent magnet DC generators and a 150 kWh lithium-ion battery pack. The battery pack is able to deliver such things as overnight air conditioning at anchor without running a generator (one of the key goals of the system).

The electric motors are capable of handling all low-speed propulsion until the battery pack is depleted. This eliminates the most inefficient range of diesel engine operation at the same time as it delivers a remarkably quiet ride (another of the key goals of the system). At 9 knots the range in calm waters is around 10 miles. Once the battery pack is depleted, either the generators kick in, or one of the diesel engines can be engaged driving its electric motor as a generator which powers the second electric motor. The combined propulsion and electric motor load on the operating diesel engine is sufficient to drive it into a relatively

efficient part of its fuel map, resulting in substantial overall fuel savings as compared to the conventional practice of running both diesel engines at light propulsion loads.

## **Disclaimer**

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The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

# Photos

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