

PARDO 43

Light and Bright



From a shipyard that's launched over 4,000 sailing yachts under the Grand Soleil brand comes its debutant in the powered sector, but will the Pardo 43 enjoy its moment in the sun? We hopped aboard this new contemporary day cruiser in Monaco to discover just how brightly she'll shine in a competitive market sector.





So well concealed within the sheerline and superstructure is the 43's lower deck, we were genuinely surprised to find such a generous accommodation provision down below.

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For almost 50-years Cantiere del Pardo in Forli, on Italy's eastern coast, has furnished the sailing sector with stunning high-end yachts that have justifiably earned acclaim around the world. Grand Soleil yachts are cherished by discerning clientele who appreciate the finer things in life, so when considering where to enter the power boat market, electing to design and produce for the premium day cruiser, super-yacht chase boat and luxury megayacht tender segment was a natural route for the company to proceed along. The result? The brand new Pardo 43, a contemporary cruiser that is packed with technology, ticks the luxury box and exudes no small amount of dock appeal.

In collaborating with the Zuccheri Yacht Design studio in Bologna—who's portfolio includes a wide variety of work from classic runabouts to modern lobster boats and larger flybridge yachts—Pardo have found a partner with whom they are confident they can deliver success. Firstly, the decision to

power the 43 with Volvo Penta's proven compact IPS engine and pod propulsion system, lays a solid foundation. A widespread international aftersales service network, reliability, efficiency, simple joystick docking operation for an owner driver, great performance and the reduction of space required for mechanical components, are all contribute factors to this being the drive system of choice.

The mechanicals are housed in a vacuum infused vinylester resin hull, resulting in a strong and lightweight construction with consistent integrity and weight distribution throughout. Its naval architecture—which incorporates a keel angle in excess of 50-degrees at the bow and a 16-degree deadrise—results in a soft, comfortable and stable ride, one that sees the forefoot slicing through chop in a wave-piercing style, rather than bouncing over rougher water. A feature that is very much appreciated when the standard twin 370hp engines produce a top speed of **knots, and even more so with the optional 435hp powerplants that will push the SOG up over **knots.

The taut minimalist lines of the Pardo 43 are typical of the modern dayboat and though the curved forefoot beneath the reverse rake of the bow, sweeping chine and sculpted carbon hardtop infuse her with sufficient character to be distinctive, it cannot be denied however that comparisons can be drawn between the 43's silhouette and that of the Van Dutch 40, Fjord 42, Vanquish VQ43 and a number of other models the Pardo will compete with in a busy marketplace. Which we predict it should do very successfully, given its base price tag of \$530,000 USD. We stepped aboard via the bathing platform, a crucial feature for a day cruiser where swimming, toys and ease of access to the ocean are important factors, and this is not lost on the shipyard. In fact they offer the 43 with three aft platform options: standard, an extended version that incorporates a shower and space for deck furniture, or incorporating a transformer. The latter is particularly attractive, given it provides the opportunity to carry, launch and recover either a tender, jet tender, jet ski or other

water toys like Sea Bobs. Once aboard we first noted the large aft sunpad, beneath which lies a large locker suitable for the storage of inflatable's, dive and beach equipment, and other sundries. So already we're getting an impression Pardo has got things right from the very start.

Passing by the fore and aft-facing twin banquettes that sandwich a teak dinette, we're impressed by the sheer volume of space enclosed between the high bulwarks that offer a true sense of security. Even the least experienced guest will feel confident moving around while underway, while the construction-fabricated in a manner that involves the hull, deck and bulwarks being fused as a single monobloque-will add to their comfort by increasing both rigidity and acoustic insulation. Indeed, the Pardo 43 does feel very stiff and solid, while also offering a very dry ride during our sea trial.

Shielding both the central helm station, and the wet bar / galley behind it, from the sun is a rigid and effective glass hardtop set within a carbon fiber structure, its low weight contributes to the boat's inherent sta-



The en-suites are spacious and there is the option to specify a second twin cabin, albeit with restricted headroom, that is perfect for young families or occasional guest use.





The fit and finish is commensurate with what one would expect of a shipyard that produces thousands of yachts.

bility by not having a detrimental impact on the center of gravity. The helm station is comfortable to pilot from, the aforementioned joystick makes docking a synch and the displays and controls are all intuitively arranged. Frankly, the shipyard's experience of 4,000 yacht deliveries is evident in their understanding of ergonomic design. It was however, after moving to the foredeck and checking out the comfortable double sunpad, we came across the clue to our first major surprise.

Cut into the forward section of the cushion is a separate square and upon lifting it we found a skylight, indicating there is accommodation below on a lower deck. Now of course we shouldn't really have been surprised, but so subtly is the coachroof integrated and concealed within the 43's sleek sheerline, we'd completely forgotten there was still yet another deck to investigate. So, descending the companionway on the portside of the helm station, we found ourselves in a very accommodating space indeed. With plenty of walkabout room the designers have certainly optimized the volume available to them. Nestling in the forepeak lies a full double

berth, to starboard resides a day head with full shower cubicle, and there's even space aft for an unexpectedly generous twin berth cabin. True the deckhead is restricted over the berths, but a cleverly raised portion between them allows for pretty much full standing height.

Throughout the accommodation area the surfeit of storage space is once again indicative of the yard's experience in building sailing yachts, where owners typically spend extended periods onboard, and the

joinery is commensurate with a company that has produced yachts by the thousand. Of course the layout, styling and materials can all be selected by the owner, and the Pardo website even features a neat 'Configurator' application that allows you to design your own boat online.

As previously mentioned, the Pardo 43 performs admirably at sea, providing a dry, stable and confident performance, while proving to be exceptionally compliant in the handling stakes. This is no doubt contributed to in a large part by the clever location of the engines. Instead of being pushed as far aft as possible as one would expect, especially given the space available below, they are instead positioned in a more central arrangement. During the design stage it became apparent that doing this would improve the center of gravity and provide a better balance for the boat. As we skimmed regally across Monaco's blue waters with the forefoot slicing through a light chop we reflected that Pardo may indeed be a new name in this sector, but, like the sailing fraternity, it is one we're all going to become familiar with and appreciate in very short order.

SPECIFICATIONS

LOA: 44' 1" (13.45m)

Beam: 13' 9" (4.2m)

Draft: 3' 5" (1.05m)

Pax Max: 12/16

Displacement: 21,825lb (9,900kg)

Standard engines: IPS500 2x 370hp

Optional engines: IPS600 2x 435hp

Fuel Capacity: 317 US Gal (1,200 L)

Water reserve: 79 US Gal (300 L)

Design: Zuccheri YD & Cantiere del Pardo