

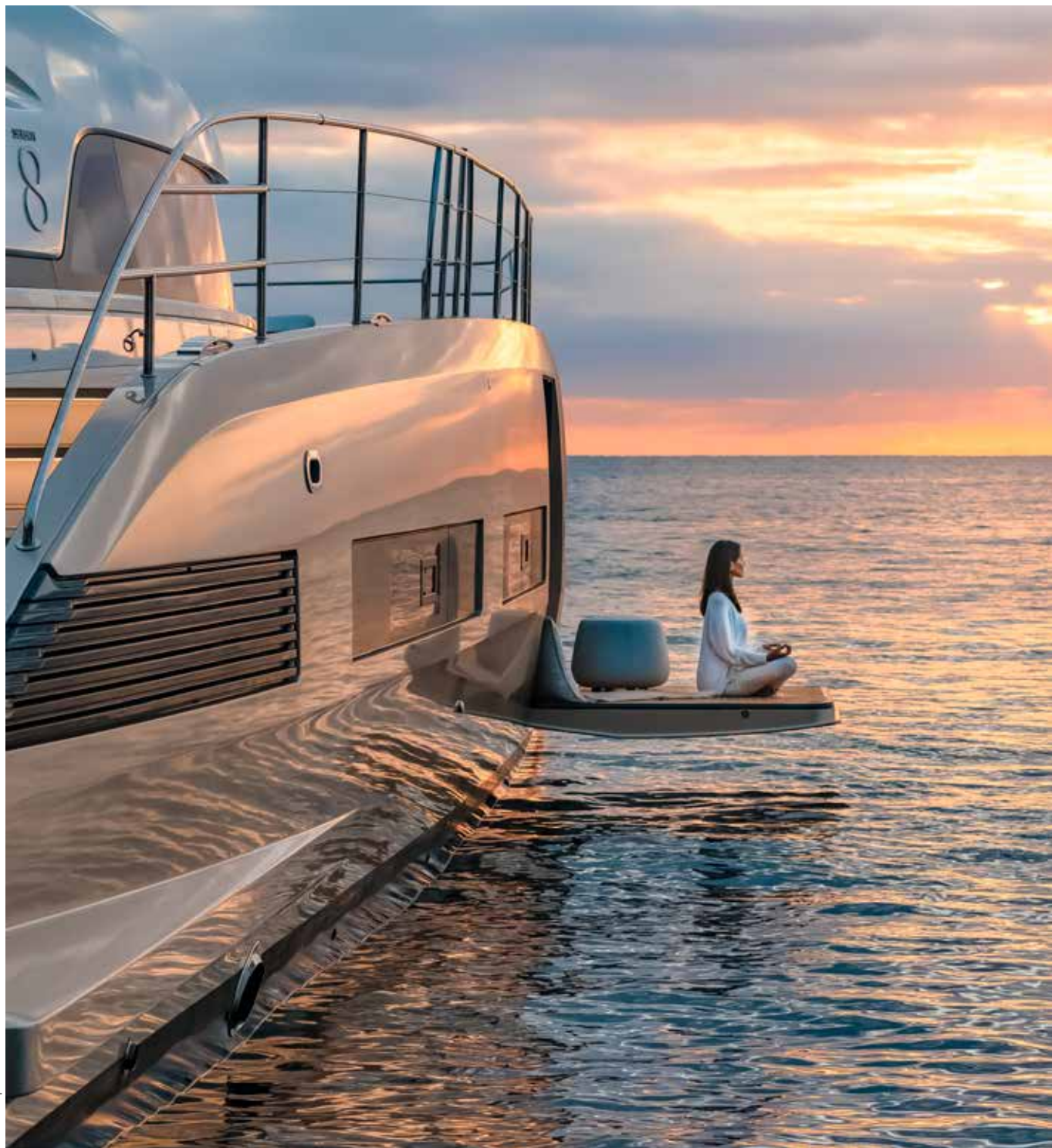


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**LAGOON LUXURY ANGLING HOT SPOTS FUN FOR '21 SEA-DOOS
TERRIFIC TASSIE MALIBU'S 23 MXZ RIVIERA CELEBRATES 40 YEARS**



LA BELLA VITA

The Pardo 43 is a dayboat par excellence, as dashing an entertainer as it is performer, and with accommodation befitting its Mediterranean heritage.

By Dominic Wiseman



Above: Skipper has good vision through the swept-back windscreen even with passengers reclining on the forward sunbed.

Below: Three beautifully sculptured and bolstered bucket seats grace the helm, the centre pew for the skipper.

Below right: The helm incorporates the latest tech, and no fewer than four cup/bottle holders.

Opposite below: Common to both single- and double-cabin Pardo 43s is forward accommodation for overnighting.



other hand, is much younger, established in 2016 as the company's first foray into powerboats. To say it has started at the top is an understatement.

The Pardo 43 was the first model, Cantiere Del Pardo experiencing a flood of sales due to its unique appearance, Italian styling and impressive build quality. The range now includes a 38, 43, 50 and 60-footer, with the yard building approximately 100 boats per annum, maintaining that semi-custom boutique feel.

The 43, in true Mediterranean style, is quintessentially a dayboat. Designed to indulge and entertain, the Pardo 43 is the *crème de la crème* of the European peak-performance experience. The berths downstairs are merely a luxury, a bit like a dessert after a big meal. You may sleep onboard occasionally, or perhaps seldomly, but you will certainly appreciate the luxury of being able to decide.

SPORTY NATURE

The beating heart of the Pardo 43 is the upgraded twin Volvo Penta IPS600 package, each engine pumping out 435hp of power. They are an in-line six-cylinder D6 engine platform, a common-rail diesel unit matched to a purpose-built pod drive. Commonly used on large powerboats and cruisers, the IPS drives offer a highly efficient propulsion system with joystick control for unmatched manoeuvrability.

This engine platform moves almost 10-tonne of boat convincingly. It is not throw-you-back-in-your-seat acceleration, but more calculated and purposeful. A steady hand on the throttle and the engines roar to life (well, they would if the sound deadening were not so good). Like a turbine winding up, so too does the Pardo until it reaches 3500rpm and 35 knots (64.8km/h).



The Pardo 43 starts at \$1,245,000 and, with options added to the test boat, the total price would be more than \$1.3M. That might frighten some off when talking about a 43ft open dayboat, but the question is not about money – rather, the question is whether it suits your style. And the Pardo 43 has style in spades and will live in the dreams of many an aspiring boat owner for years to come.

You can order it as a single- or double-cabin boat, but there is not a lot of difference between the two. The twin-cabin version has a berth at the bow and one under the cockpit that has twin twin singles either side of the hull. The single-cabin version only has the bow berth and makes use of the open space under the cockpit for storage. Head height here is more than six feet, and the space's design is refreshing – open plan with a comfortable family feel, it is light and airy courtesy of square portholes over the main berth and an impressive lighting setup. A hatch in the ceiling allows more light and fresh air into the bow berth.

The head is equally well-designed, the finishes are impressive and exude quality. In fact, the entire boat is finished like a designer home. And just like a designer home, you have a large array of choice when it comes to timber, textiles, and leather materials. The stitched leather pulls on the drawers are a classy touch.

ON DECK

The Pardo 43 is all about open deck space and clever design, the combination giving the feeling of a much larger vessel than its quoted 43ft (13.1m) length. Every available space has been planned and well-executed, and each section, rather than being designed singularly, is mindful of the next.

The test boat has an optional hydraulic swim/tender platform, which makes the boat easy to step on and off, such as when swimming. And with 600kg lift capacity, it can support a tender, jetski or other water toys.

The aft sunbed is a case study in smart design. It sits low so as not to impede the vision aft by the driver, and lifts hydraulically to reveal a cavernous storage area. It also blends into the dining table seating with a simple, but clever flip-flop backrest design.

The dining area accommodates up to eight around a large timber table, while ahead of that is a fantastic alfresco galley. It can be optioned with a barbecue, sink, refrigerator, storage and an



The 43, in true Mediterranean style, is quintessentially a dayboat





icemaker – the test boat had no fewer than three fridges, so entertainers will never be short of cold storage space.

Overhead, the optional carbonfibre T-top, designed and built by the same company Lamborghini uses for some components, will halt even the harshest sun, although in hot sunny climates such as Queensland, I would consider adding a foldout bimini over the aft sunpad, either electric or manual.

All this can be enjoyed in a multitude of ways, but my favourite would be to anchor in a secluded bay, the Pardo 43 coming to the party with a self-docking anchor that appears from the bow via an opening door in the hull.

ON THE WATER

The driver hides behind a steeply raked glass windscreen, and I say 'hides' with a little tongue



Above: Aussie sun lovers have forward and aft lounges to soak up the rays.

Below: A cleverly designed hatch in the bow opens for anchoring access.



in cheek, as an aggressive 50-degree entry and 16-degree deadrise, combined with a relatively unusual hull design, do a phenomenal job of keeping the water where it should be, outside and away from the boat.

The console is bordered by three impeccably stitched and comfortable helm seats facing a well-organised instrument panel. Everything here is intuitive, with all controls falling to hand effortlessly.

The Pardo 43 hull was specifically designed for the Volvo Penta IPS drives and as a result delivers exceptional driveability. This is a real thoroughbred performer despite the hull length. It beds into a turn as sweetly as any performance boat I have driven and the grip in tight turns is outstanding. The Pardo 43 continues laying down the power well after other hulls have given up.

It is not especially fast, but the combination of the finish, performance and styling made

not a boat for everyone, but neither is an expensive sports car and you see plenty of those around

top-speed feel less important than the absolute pleasure of driving. It simply inspires confidence with a Jekyll and Hyde nature that sees it switch from cruising to sports performance at a nudge of the throttle.

It is a brilliant-handling offshore and inshore boat, and miles of fun to drive. Before our test day and immediately after it, the boat had done the Pittwater to Sydney Harbour run multiple times. Each one, more enjoyable than the last, according to the importer, Eyacht's Peter Hrones.

WOULD I BUY ONE?

This is not a boat for everyone, but neither is an expensive sports car and you see plenty of those around these days. That said, if I look at the Pardo 43 from the paradigm of having the money to spend on a 43ft dayboat, this boat makes complete sense.

The performance is peak, with superior driveability. It is as well built, if not better, than

anything else on the market, and we know the Italians really know how to design luxury products. It is also exquisitely and smartly designed, and perfect for those who love to spend time entertaining guests. 

PARDO 43	
Length overall:	14m (with extended platform)
Beam:	4.2m
Draft:	1.05m
Weight (dry, approx):	9900kg
Power:	2 x 435hp Volvo Penta D6 IPS600
Fuel capacity:	1200lt
Water capacity:	300lt
Capacity:	16 people
Base price:	\$1,245,000
Price as tested:	POA
More information: Eyachts, tel (02) 9979 2443. Web: eyachts.com.au	

