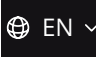


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PARDO 43


# New edition of the successful model impresses with new features

[Martin Hager](#) · 08.02.2026



**Cantiere del Pardo presents the new edition of the successful Pardo 43 with a revised design, a wide range of equipment options and, for the first time, outboard engines. We tested the dayboat off Saint-Tropez.**



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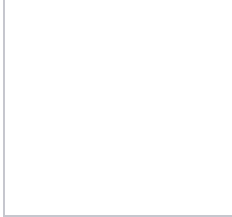
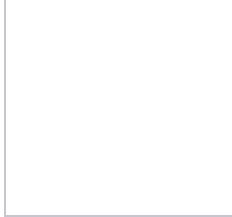




Time is racing. As this example from Italy shows. Nine years ago, Cantiere del Pardo made a name for itself with the then ground-breaking Pardo 43 caused a furore. The strikingly styled weekender made the negative Steven socially acceptable and won over more than 300 customers with its perfectly tailored cockpit and interior layout for the Mediterranean. The boat builders from Forlì want to build on this success and have planned an evolution of the revolution. They entrusted the lines and exterior styling to the Zuccheri Yacht Design studio from Bologna, while the modern interior was designed by the Nauta team led by Massimo Gino and Luca Pedol.

## Redesigned cockpit

Cantiere del Pardo had a new fuselage designed, with two windows on each flank for the first time. The walkaround concept was retained, but a long list of innovations was implemented, which are worth examining in detail. Those who board in Roman Catholic style via the hydraulically extendable gangway arrive in the redesigned cockpit. The XL sun lounge at the stern has been extended, the table in front of it can be folded out and is the perfect place for a light summer lunch. An electrically extendable bimini

integrated into the hardtop shades the area at the touch of a button. When the table is lowered, the sunbathing area can be extended to an outdoor pantry in just a few simple steps and with extra cushions - so there is plenty of room for the whole family.

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The carbon fibre laminated hardtop supports are structurally connected to the hardened windscreen, which is extended to the rear, which is not only visually appealing, but also increases the overall rigidity of the glider. The ventilation of the engine compartment has been moved to the outside for the first time, which makes the cockpit and lounge area significantly quieter under way. Storage space for diving and small water sports equipment is located under the lounge, and a dinghy can be parked on the

hydraulically lowerable bathing platform if required.

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## Anchoring at the touch of a button

The exterior galley with induction hob, sink, refrigerator and large work surface fills the space between the widely spaced T-top supports and separates the cockpit area from the modern helm station, which is dominated by three large multifunctional Garmin displays. All technical boat data can be viewed and controlled via the screens and the interface behind them, and the lighting and loudspeakers can be controlled. At the touch of a button, the ground tackle moves hydraulically out of a pocket in the steep stem, while a digital anchor chain control system at the helm makes anchoring child's play. As is usual with IPS drives, the motors can be controlled either with a command transmitter or joystick. The intuitive joystick control is particularly useful in narrow harbour basins.

A lot has also been done in the lounge area at the bow. Here, the shipyard opted for a bench for two people facing the direction of travel in front of the sunbathing area. This is a wonderful place, especially in cruising mode - but at a cruising speed of 20 knots, you should hold on tight to your sun hat. The owner has a whole range of deck coverings to choose from. From a teak deck (test boat) with grey or black joints to a wide range of Flexiteek options, everything is possible.

## Pardo 43 can be configured with numerous extras

Although the Pardo 43 was primarily designed for short weekend cruises, the configurator now suggests numerous extras that further improve comfort on board. The Dometic air conditioning system now cools both the cockpit and the interior, including the bathroom. Stabilisers from Seakeeper or Quick ensure greater comfort at anchor and a more stable ride. Naturally, a Starlink antenna can be installed inconspicuously on the T-top so that the youngsters travelling with them can also access high-speed data rates from remote bays.

There are two layout variants for the interior: one with a double cabin aft and owner's suite with double bed and private bathroom in the bow or a bow dinette with U-shaped bench seat (test boat), which can easily be converted into a comfortable double bed. Massimo Gino, co-founder of Nauta Design, explains the new interior concept: "The main difference to the old Pardo 43 is that we have treated all interior surfaces with a finish. There are no more exposed GRP surfaces, everything has been covered with fabric and leather, which creates a much more elegant feeling of space. We also used indirect light on the floor and walls, which creates an open and inviting

ambience."

## The test drive with the Pardo 43

So how does it drive, the Evolution? With 960 hp from two Volvo engines, the eleven-tonne displacement glider leaves its own shaft system with ease and goes into planing mode at eleven knots. The trim assistance in the form of an interceptor system works automatically and is dependent on speed and rpm. The Pardo 43 irons gently through the wave it generates during turns under full load thanks to the sharp and negative deep-V ridge. The boat is brought gently to the berth in the crowded harbour of Saint-Tropez with two fingers on the joystick. Boating can be that easy!

# Technical data

## The boat

Photo: Marc André Bergmann

**CE design category:** B (12 passengers); C (16 passengers)

**Total length:** 14,00 m

**Torso length:** 12,80 m

**Width:** 4,20 m

**Depth:** 1,20 m

**Weight:** 11,000 kg (empty)

**Motorisation standard:** 2 x Volvo IPS 500 (370 hp)

**Optional motorisation:** 2 x Volvo IPS 600 (440 hp); 2 x Volvo IPS 650 (480 hp)

**Outboard standard:** 3 x Mercury V10 (400 hp)

**Outboard motor Optional:** 3 x Mercury V12 (600 hp)

**Fuel tank:** 1.300 l

**Water tank:** 400 l

**Construction:** Zuccheri Yacht Design

**Exterior design:** Zuccheri, Nauta

**Interior design:** Nauta

### **Standard equipment**

Air conditioning, depth sounder, underwater lighting, sound system, Volvo Penta IPS 500 with joystick control, Interceptor, helm station with 3 Garmin MFDs.

### **Construction method**

The GRP sandwich hull is produced using a vacuum infusion process with vinyl ester resin, the T-top is also laminated from carbon under vacuum.

### **The motor**

**Manufacturer:** Volvo Penta

**Volvo type:** IPS 650 (480 HP)

**Quantity:** 2

**Performance:** 960 HP

**Full load speed:** 3.780

**Cylinder:** 6-cylinder in-line engine

**cubic capacity:** 5.5 litres of diesel fuel

**Price:** from € 830,000

**Distribution:** argoyachting.com

**Shipyard:** cantieredelpardo.com

### Measurement results

Speed rpm	Speed kn	Speed km/h	Consumption l/h	Range sm	Range km
600	4,4	8,14	7,33	663	1228
1.000	6	11,11	16,67	398	737
1.500	9,1	16,85	48,87	206	381
1.750	10,2	18,89	71,74	157	291
2.000	15,5	28,70	134,89	127	235
2.250*	18,9	35	157,7	133	246
2.500	22,6	41,85	196,69	127	235
3.000	29,5	54,62	256,76	206	235
3.780	36,9	68,33	375,81	157	201

### BOOTE rating

The new Pardo 43 is aimed at owners looking for a stylish, high-performance dayboat that combines intuitive sailing fun with a flexible layout for the whole family. With its compelling blend of tradition and innovation, it sets a new standard for walkaround weekenders.