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YACHT DIGEST

THE INTERNATIONAL YACHTING MEDIA

Luxury Edition

SEA TRIAL SPECIAL

PREMIERES 2026

PARDO 43

ABSOLUTE 70 FLY
ICE 64 EXPLORER
NAVETTA 62
PRESTIGE M7
INVICTUS ST550

C-TENDER 55S
GAGLIOTTA LOBSTER 53
RIO YACHTS LE MANS 50
PRESTIGE F 4.3
AQUILA 42 COUPÈ

JENNEAU CAP CAMARAT 12.5 WA
WELLCRAFT 38 T-TOP
ECHO AMERICA 35
IDEA 100 E HONDA BF350
SELVA 920 CENTER CONSOLE

VIDEO REVIEW **NOVITÀ**

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- ICE 64 EXPLORER
- PRESTIGE M7

- INVICTUS ST550
- C-TENDER 55S
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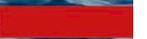
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PARDO 43



PARDO 43

THE LEGEND EVOLVES. FULL SEA TRIAL.

LUCA D'AMBROSIO

The Pardo 43 is much more than just a yacht. It's a true icon in the boating world, one that undeniably sparked a trend and, with its remarkable success (333 units launched), has deeply transformed the market.



THE NEW PARDO 43

Designing the evolution of a boat with this kind of legacy is anything but simple. Improving a yacht that has been able to leave an indelible mark and essentially defined a new market segment—the high-end walkaround—is a seriously challenging task. The many pointless attempts at imitation we've seen over the years prove it clearly.

And yet, the new Pardo 43 not only manages to brilliantly reinvent itself but once again raises the bar to a level that's practically unreachable for the competition. This "miracle" was made possible by the collaboration between the shipyard's design center and Nauta Design which, with just a few well-judged touches, have given the Pardo 43 a look that is at once refined and elegant, sporty and compelling.



A luxury motorboat with a light blue hull and a white deck is shown on a body of water. The boat has a large aft strake house with a curved top and two side windows. In the background, a historic stone building with a prominent dome and arched windows is situated on a rocky shore. The water is a deep blue-green color.

EXTERIORS

The profile of the new Pardo 43 evolves thanks to the introduction of two details—two strokes of exquisite design—that not only serve practical purposes but also give the side view an unmatched beauty.

The elegantly drawn aft strake houses the relocated air intakes for the inboard engines, which are noticeably quieter in this new position. The addition of the two side windows is also stylistically pleasing and brings the undeniable benefit of introducing more natural light into the interior.

The stern of the Pardo 43 - another defining feature of this boat - now showcases a sunpad that extends gracefully over the platform, adding precious extra space to the deck layout. The beach club has also been enhanced with an innovative boarding ladder that integrates seamlessly into the boat's submersible platform.

The T-top on the new Pardo 43 is now larger and offers more protection than before, shading a bigger portion of the deck. This is also thanks to the new retractable electric awning which, importantly, has been moved above the T-top, making it practically invisible.

The design of the outdoor galley beneath it is new as well-beautiful and now significantly larger. The bow area of the Pardo 43, which can be shaded using canvas supported by carbon poles, now features a forward-facing two-seater bench carved out of the large sunpad.

Practical and stylistic innovations of real substance, further amplified by the overall level of finish on this new Pardo 43 which-at an impressively high standard-shows in concrete terms what it means to build a proper boat. A shining example is the hull paintwork (and all exterior surfaces), which now benefits from a special post-curing oven treatment.



On one hand, it delivers a visibly above-average quality; on the other, it significantly extends the lifespan of all exposed surfaces.

INTERIORS

The interiors of the Pardo 43 perhaps best express the scope of the effort carried out by Nauta Design. As soon as you step down to the lower deck—once you've recovered from the sheer beauty of it—the first thing you notice is the complete absence of fiberglass surfaces. Every area is covered with high-quality leathers, fabrics, and woods and, as I mentioned, the overall effect is truly remarkable.



The owner can choose between two different layouts: master cabin forward with a double aft cabin, or, as in our case, a stunning lounge dinette (which can be converted into a double bed) combined with a double aft cabin.

In my opinion, the lounge dinette is the perfect solution for this boat which, born as a day cruiser, certainly deserves a space of this quality to offer its lucky owners countless additional ways to enjoy it.

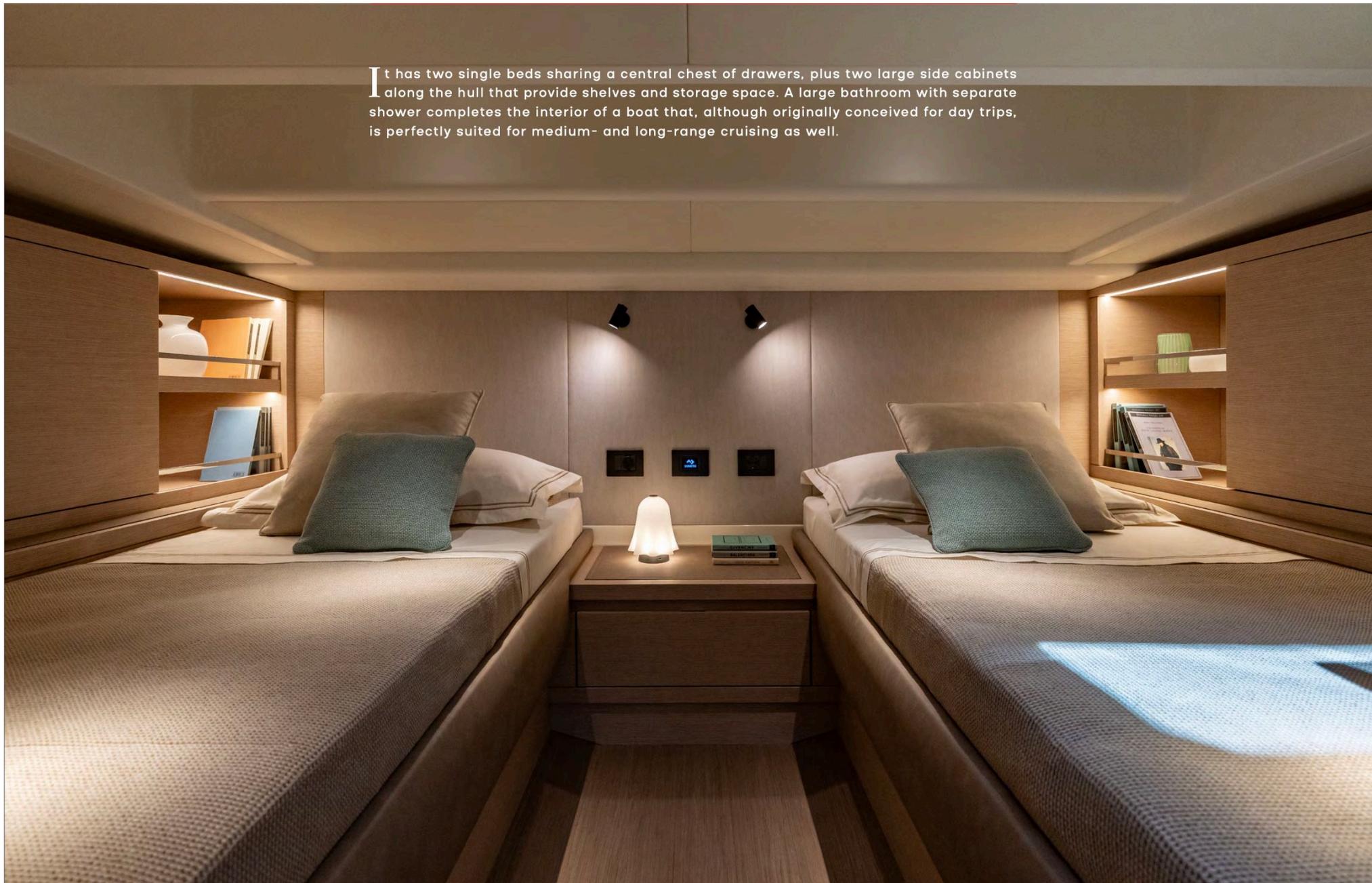


Technically, the lounge dinette consists of a huge U-shaped sofa that can seat 6 to 8 guests around a central table, from which you can also watch a 32-inch TV embedded in the opposite wall.

To convert the dinette into a large double bed, all you need to do is flip the forward cushion—quick and simple—and in under two minutes you're back to the two-cabin layout.

The aft double cabin has been redesigned and now offers an extra eight centimeters of width.

It has two single beds sharing a central chest of drawers, plus two large side cabinets along the hull that provide shelves and storage space. A large bathroom with separate shower completes the interior of a boat that, although originally conceived for day trips, is perfectly suited for medium- and long-range cruising as well.





SEA TRIAL

As you take the helm of the new Pardo 43, you immediately notice that the cockpit has been upgraded with three large displays from which you can manage the entire boat—both navigation and onboard domotics—through dedicated interfaces created specifically for this yacht.

The helm station is centrally positioned and offers excellent protection from the elements. Ergonomics are virtually perfect: everything is within easy reach, and operating the boat feels natural and safe. The sea is only slightly choppy today, with a small residual southwest swell, yet the Pardo 43 moves at idle without rolling or pitching—clear proof of impressive form stability.

I push the electronic throttles forward and the boat gets up on plane almost instantly. The yacht shades its wake between 11 and 12 knots—an important feature that allows for safe navigation even in rougher seas.

Around 20 knots, the boat fully stretches out on the water. At this speed, you can clearly feel the hull gliding freely, generating minimal drag. This is confirmed by the remarkably low fuel consumption: at 22.6 knots, with the twin 480 hp Volvo IPS 650 engines spinning at 2,750 rpm, we burn only 4.3 liters per mile—very little for a 14-meter cabin cruiser.

The Pardo 43 offers a wide range of cruising speeds, from the values just mentioned to the 28–30-knot bracket, which is ideal when you want to reach your destination quickly without overworking the engines. Pushing the throttles all the way forward, the Pardo 43 delivers an impressive top speed of 36.9 knots.



What's truly remarkable, though, is its ability to maintain an exceptionally high level of comfort while underway. The hull remains soft on the waves and never slams. In turns, the Pardo 43 draws precise, flawless trajectories and—even at top speed—banks beautifully, delivering superb sensations in terms of both fun and safety. It conveys an abundance of confidence, despite my best (and unsuccessful) efforts to push it to its limits.

When my test session ends, I hand the helm to a French colleague who, with a grin on his face, immediately slams the throttles down and shoots off. I take the chance to go below deck where, to my astonishment—and despite all the maneuvers—not a single creak can be heard. This boat is truly well-built.

I come back up just as other colleagues take turns at the helm, and I watch them. Without exception, everyone who steers this new Pardo 43 ends up with a smile on their face. After all the figures and technical readings, I think to myself that maybe this is the best way to judge an extraordinary boat like this.



CONCLUSIONS

While the Pardo 43 certainly embodies the very essence of stylish cruising, this latest evolution also reveals how much the shipyard has grown over the years in terms of technology, design, and quality. It's no surprise, then, that a new version—soon to be unveiled—will feature outboard engines with power outputs reaching up to 1,800 horsepower, for which a dedicated hull has been specifically designed.

And considering that this year's entire production run has already sold out in no time, with deliveries now stretching into next year, it's immediately clear just how strongly the new Pardo 43 has already won over the public.



TEST DATA

RPM	Speed in knots	Consumption gal/nm	Consumption gal/h
600	4,4	0,9	4,0
1000	6,0	1,5	9,0
1250	7,9	2,1	16,6
1500	9,1	2,9	26,4
1750	10,2	3,8	38,8
2000	12,0	4,8	57,6
2250	15,5	4,7	72,9
2500	18,9	4,5	85,1
2750	22,6	4,3	97,2
3000	26,9	4,5	121,1
3250	29,5	4,7	138,7
3500	33,3	5,0	166,5
3750	36,3	5,4	196,0
3780	36,9	5,5	203,0



TECHNICAL SPECS

LOA	14.00 m / 45'11"
LH	12.80 m / 42'0"
Max Beam	4.20 m / 13'9"
Draft	1.20 m / 3'11"
Unladen Displacement	around 11 t / around 24,250 lbs
Passengers Capacity	12 (Category B) / 16 (Category C)
Fuel Tank Capacity	1,300 l / around 343 US gal
Fresh Water Tank Capacity	400 l / around 105 US gal
Standard Engines	2 x Volvo IPS 500 (2 x 370 HP)
Optional Engines	2 x Volvo IPS 600 (2 x 440 HP) / 2 x Volvo IPS 650 (2 x 480 HP)
Concept	Cantiere del Pardo
Naval Architecture	Zuccheri Yacht Design
Exterior Design	Zuccheri Yacht Design + Nauta Design
Interior Design	Nauta Design
Shipyard	Cantiere del Pardo
Design Category	B

