



PARDO GT75

“A luxury villa at sea” is how Pardo’s representatives want us to see the builder’s GT75, which is now the most substantial yacht in the builder’s seven-boat lineup Hyperbole? Sure, but that’s their job. And actually, it didn’t take long to conclude that this description of the Italian builder’s new flagship was essentially spot on.

She’s a production vessel, but also quite customizable: Available with two to four lower staterooms and up or down galley.

From dockside, there’s no mistaking the GT75 for anything but a Pardo-built performance luxury entertainer. She’s characteristically angular, with a reverse-raked bow bearing a beautiful, curved swath of stainless out front that’s both accent and functional wave slicer. Gunwales are fairly flat until you’re astern, where they plunge down to the beach platform at a stairwell-parallel 45 degrees. Removable wire and carbon-fiber railings all around will keep passengers and crew on board when navigating rougher waters.

At the stern, the beach platform rises just above the waterline—a perfect spot to unfurl starboard and port lounge chairs to watch the kids swim. In the center of that platform, a swim platform with retractable stairs can be submerged or raised to serve as a wide passerelle. Just above that, the platform serves a huge garage that swallows a 12-foot tender.

Just above the beach platform lies a 70-square-foot sunpad with rearward-angled backrests. I reckon ten could actually fit on it—and that doesn’t even include an equally ample C-shaped seating area between the sunpad and the cockpit. The arrangement is partially roof-covered—and entirely bimini-covered if need be. Off either side, the gunwales become fold-down terraces, increasing stern beam to over 20 feet. This is a boat built for serious hosting.

The GT75 can be spec’d with a topside starboard galley, but the twin-cabin model I was aboard instead features a galley below, creating even more entertaining space inside a thoroughly modern salon. Ahead of massive sliding rear doors, vertical windows reveal an amply-lit, modern interior where floors and trim are varnished in a warming honey tint. An L-shaped couch is served by another elevating, fold-out table to create a dining area or lounge. There’s beautiful glass cabinetry and a full-service wet bar right behind the helm and burly doors behind the helm open to wide starboard and port walkways. Above, a louvered skylight lets the outside in. Another skylight above the helm can dramatically enhance airflow underway. With all the doors, windows and roof vents open, this

is actually among the most open “closed” boats I’ve ever seen.

At the slightly elevated helm, the captain sits right in the center of three chairs in front of a fully adjustable steering wheel. Sightlines are excellent all around—and are only further aided with Garmin’s Surround View camera system.

While cramped but functional en suite two-bed crew quarters are accessed from a separate bow hatch ladder, the main cabins are reached via a far more civilized starboard stairwell. In this twin-cabin version, the lower entertaining area was vast. The galley runs fore to aft and features a full-sized fridge/freezer, a double sink, and a center island to keep the chef stable underway and in communication with guests.

A dedicated dayhead sits right off the galley to port. The forward stateroom is a full-beam VIP, served by an en suite, bidet-equipped head. The full-beam master sits opposite the galley astern with a bidet-equipped head also en suite, and like the forward cabin, the walls above the beds feature striking, asymmetrical panels, and the same backlit glass-paneled shelves found abovedecks.

Propulsion-wise, the GT75 is no slouch. She can be configured either with a trio of 800-horsepower Volvo Penta IPS 1050s or 1000-horsepower IPS 1350s. The builder is claiming a 35-knot top end. “GT” is a common moniker for “Grand Tour” and in this case, it’s an apt moniker. With a 1,080-gallon fuel tank and a 290-gallon water tank, she’ll have a 1,000NM range at slow cruising speed.

So is she really a “villa on the sea?” Indeed. Lots of people who can afford a boat like this tend to opt for hotels while in port, but with the GT75, you’d have to ask, “Why?” —Chris Dixon

LOA: 74’11”
Displ: 106,483 lb.
Beam: 19’8”
Draft: 5’5”
Fuel: 1080 gal.
Water: 290 gal.
Power: 3/800-hp Volvo Penta D13 IPS1050 or 3/1,000-hp, IPS1350

