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Design trio

## Cantiere del Pardo has presented new sail and motor yacht concepts in Cannes.

14 September 2023

Cantiere del Pardo has presented new projects designed for the sail and motor yacht markets – the Grand Soleil 52 Performance, the VanDutch 75 and the Pardo 75 (T-Top version).

These three concepts confirm the incessant forward push and the constant pursuit of excellence of this shipyard, which is celebrating 50 years of activity in 2023 and recently became part of the Calzedonia Group.

### Grand Soleil 52 Performance – new life to the myth

Inspired by the lines of the Grand Soleil 52 originally designed by German Frers in 1987, this new addition marks the return of a legendary model.

At the time, approximately 60 units were produced of a yacht described as “a masterpiece destined to last”.

Prophetic words indeed.

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*The new Grand Soleil 52 Performance was inspired by the lines of the Grand Soleil 52 originally designed by German Frers in 1987.*



The new Grand Soleil 52 Performance, starting from the Cantiere del Pardo concept, was designed by the proven duo Matteo Polli and Nauta Design and takes up the elegance of its progenitor (starting with the Navy blue lines of the beautiful line) and the same harmony of shapes which, then as now, translates into stability and performance.

“ Intended for competent, passionate and very demanding owners who do not want to compromise on comfort and performance, the Grand Soleil 52 Performance is part of the successful Grand Soleil Performance line and is available in two versions, Performance and Race, to satisfy the needs of the more sporty customers and the needs of people who prefer fast cruising to regatta courses.

Built entirely in sandwich plate with composite wood compartmentalisation bulkheads, the Grand Soleil 52 Performance has been studied down to the smallest detail to make the most of its space and offer living areas large for a yacht this size, without affecting the weight.

The large dinette features the chart area in the bow, big storage compartments and an ergonomic and fully equipped C-shaped kitchen (with three fridge-freezers offering 172 litres of storage space), to ensure a pleasant stay on board even for long periods.

There are three cabins: the owner's cabin is in the bow, with its own bathroom, while the VIP cabin in the stern (with double bed or two singles) can have direct access to the bathroom (with shower cubicle), as does the guest cabin on the left, which features a double bed.

Owners can choose among different essences, such as oak, grey oak or teak; in all cases, chromatic elegance is ensured by the contrasting floorboards.

The deck plan and sail plan, as well as the hull, are designed differently in the two versions – the Performance version features an easy sailing deck plan with four winches at the stern, mainsheet with fixed point, a standard self-tacking jib and standard carbon bowsprit; the cockpit is not involved in any manoeuvres so that it can be safely used by guests.

The Race version, however, features six winches, longitudinal rails for the jib, recessed mainsail traveller, larger sail plan and a carbon bowsprit that is 90 centimetres longer than the standard version. Both versions have a German-style mainsheet. The mast is positioned aft of the main bulkhead, to optimise the centre of effort.

Guests can safely use the cockpit, furnished with benches with an innovative and ergonomic design, because it is not involved in any manoeuvres. There's certainly no shortage of storage space: the large sail locker in the bow can hold sails of all sizes (including a Code 0), the anchor locker can accommodate the six fenders for daily use, while the 2.9-metre tender is housed in the completely watertight garage.

As regards the hull, the Performance version has a standard keel with ductile iron blade and a T-shaped lead/antimony bulb (2.9-metre draft), while the Race version has a keel with a steel blade, hydrodynamic fibreglass fittings and an optimised antimony-lead bulb with a 2.7-metre draft. The draft can be reduced to 2.3 metres.

With cutting-edge electronic systems and facilities, the new Grand Soleil 52 Performance boasts a 24V electrical system, with thinner wiring and greater battery autonomy (with electronic battery switches). Furthermore, the yacht's air conditioning can be adjusted through three control devices in the stern, dinette and bow, with a dedicated thermostat in each room.

To guarantee long navigations in total autonomy, the Grand Soleil 52 Performance can count on four stainless steel water tanks (600 litres total) positioned amidships under the waterline (which can be sectioned for better consumption management). There is another tank for diesel fuel (also made of stainless steel) which can hold 400 litres, which is an essential capacity for long transfers to be possible.

On board, there's a 75 horsepower Volvo Penta (an 80 horsepower Yanmar is also an option) with saildrive transmission and bow and stern thrusters with brushless motors, which ensure reduced maintenance and very little noise.

The World Premiere of the Grand Soleil 52 Performance will be at the Cannes Yachting Festival 2024.



*The Cool version of interiors is characterised by pearly briarwoods, and has fresh and contemporary tones.*



### VanDutch 75 – the birth of a new era

The next flagship of the brand, the VanDutch 75 represents a new era in the name of Made in Italy design for the famous Dutch brand purchased by Cantiere del Pardo in 2020. It will make its world debut at the Cannes Yachting Festival 2024.

“ The intention of Cantiere del Pardo was to reinterpret the unmistakable VanDutch style in a more contemporary and Mediterranean key.

To achieve this, it turned to the [Burdisso Capponi Yachts & Design](#) firm in Ravenna, which chose to start from a new concept for the interiors, in which the Black and White style with lacquered finish (typical of the VanDutch Yachts brand) is adjusted by using a black and material essence that contrasts with the lighter, noble materials, such as the suede of the upholstery, the lacquer of the slats and the fabric of the ceiling covers.

Internally, the VanDutch 75 features two layout options, one standard and one optional; in all configurations, the comfortable crew cabin, with two bunk beds and bathroom with shower (as well as a wardrobe and washing machine/dryer column), is always positioned aft.

The standard version includes a large dinette with open-plan kitchen, sofa with transformable table and VIP cabin in the bow with its own bathroom, which has two doors because it is also used as day head; at the stern are the twin cabin (on the left, with its own bathroom), and the owner's cabin (on the starboard, with bathroom and large wardrobe).

The optional version with two cabins and three bathrooms differs from the previous one due to the large aft owner's suite, which has a desk, sofa and walk-in dressing room, worthy of boats that are decidedly larger.

The external lines maintain that timeless style behind the success of the VanDutch



The external lines maintain that timeless style behind the success of the VanDutch production, with the addition of some technical details that act as aesthetic elements as well, working together and interacting for maximum integration.

A clear example of this is the new Soft-Top designed with the intention of introducing a functional element to protect the spacious lounge area, while preserving the shape balance without moving the visual volume of the boat upwards.

Conviviality in the external dinette is crucial, as demonstrated by the two large sofas and the pair of transformable tables in mirror-image configuration, which together can seat 10 people. The ribbed cushions, inspired by the sports cars of the past, recall and announce the stylistic achievement of the interiors.

Although aimed at the Open market, the VanDutch 75 stands out for a number of details aimed at the world of cruising and that make it one-of-a-kind – the up-and-down swim platform, the garage for the tender with launching and hauling system, the autonomy (4,000 litres of fuel), the speed (35/36 knots cruising speed), the wide range of customisations and, above all, the intelligent distribution of spaces that make the most of the volumes, offering livability and comfort levels rarely found on yachts of this size and type.

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“ Being the progenitor model of a new future range, the VD 75 was the subject of an in-depth analysis and research operation aimed at identifying the elements that, by defining the style of the vessel, will be continued and applied (in various versions) on later models, in order to create a recognisable and undisputed family feeling.

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Among these are the typical VD Luminous porthole (created to add character to windowless walls, with an element that becomes a decorative object and, at the same time, brings to mind a porthole), the retro-look upholstery with ribbed stitching (inspired by the world of luxury cars), the pattern of horizontal lacquered slats in the ceiling covers that hides the air conditioning vents, the Quick track lighting system (customised for nautical use) and luxury materials interpreted in a modern key, such as briarwood, mahogany and metals that are matt black and copper with a satin finish.

Cantiere del Pardo's commitment and passion for this project are also evident in the wide range of customisations offered to customers, who are involved in every phase of the project and will be able to choose between different colour palettes to create, in their yacht, the atmosphere closest to their personality and mood. The Cool version, characterised by pearly briarwoods, has fresh and contemporary tones, while the Smooth version, in which tawny mahogany is the dominant colour, has warmer and more enveloping tones.

In both versions, the secondary essence is Nero Ardesia [slate black] wood with a matt finish which, in the chromatic contrast, enhances the elegant and refined appearance of the rooms.

The upholstery is beige Suede in the Cool version and greige in the Smooth version, while an Econyl mat covers the floorboards, with “Moon” reflections in the Cool version and “burnished” in the Smooth version.

As regards performance, the three IPS engines guarantee a top speed of 40 knots (with reduced consumption below 30 knots), greater safety and easy steering, in addition to reducing the space of the engine room (for greater livability).





The characterising feature of the Pardo 75 profile is its uniquely styled T-top, made of carbon fibre, which protects the central lounge area.



### Pardo 75 (T-Top version) – the villa on the sea

After the presentation of the Pardo GT75 at the Cannes Yachting Festival 2022, the new Pardo 75 (T-Top version) has now joined the Walkaround range, with Cantiere del Pardo concept, naval architecture by Zuccheri Yacht Design and exterior/interior design by Nauta Design.

The Pardo Yachts Walkaround range welcomes its new flagship, the Pardo 75 T-Top, designed for owners who want to expand after appreciating the Pardo 50 and who want more space in the sleeping area and outdoors, while maintaining the specific characteristics of the Walkaround range. This line is well-known for its performance and its practical and comfortable layout; it includes yachts that are easily manoeuvrable and designed to navigate in total safety thanks to their configuration. Having all of the above does not mean cutting back on functionality and great attention to design.

“ The characterising feature of the Pardo 75 profile is its uniquely styled T-top, made of carbon fibre, which protects the central lounge area. In the standard galley-up version, it is equipped with an external kitchen on the right side and a dry bar aft of the wheelhouse.

On deck there are also two other lounge/solarium areas, one at the bow and another at the stern; the latter (positioned above the garage that can store a 2.8-metre tender and toys) has fold-down terraces along the side, which add 5 square metres to the available space. This is a significant improvement in the quality of life on board, always in close contact with the sea.

The deep stern platform makes the most of the dimensions of the yacht and – an absolute first for the Walkaround range – it is not “just” an actual terrace overlooking the sea, but it also acts as a transformer for launching and hauling toys and for easier disembarking, while also providing more space in the engine room.

The interior layouts are inspired by the solutions usually found on superyachts, with great flexibility in terms of layout to meet the different needs of the owners.

The standard galley-up version can include three cabins and three bathrooms on the lower deck. The shipyard then planned two optional versions: the first, with the galley on the main deck, houses a large lounge, two cabins and three bathrooms on the lower deck, while in the second version the galley, two cabins and three bathrooms are on the lower deck.

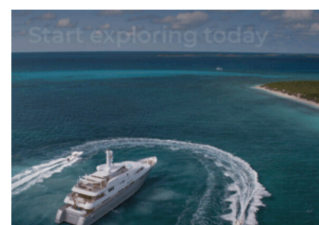
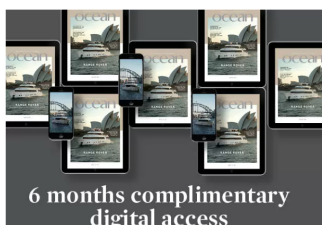
The cabin for two crew members (with its own toilet and shower) is located in the bow section and has separate access to the deck for greater privacy.

The standard propulsion system includes three Volvo Penta D13 IPS 1050 engines (the owner can request three D13 IPS 1350 as an option) which allow the Pardo 75 to reach a maximum speed of 36 knots.

Choosing engines of this type confirms the attention to the environment that distinguishes the Pardo 75: the eco-speed parameter can be used to define the speed with the lowest consumption and to obtain an optimal set-up, for greater comfort on board and maximum performance efficiency. IPS transmissions offer superior onboard comfort, ensuring low noise and vibration levels. Furthermore, they ensure perfect control in mooring operations and manoeuvres through the joystick, even with a small crew.

The World Premiere of the Pardo 75 will be at the Cannes Yachting Festival 2025.

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