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Expanded fleet

Cantiere Del Pardo expands its fleet with three new additions in the pipeline, both in power and sailing.

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Advertisement

Italian boatbuilder Cantiere del Pardo has introduced three new additions to its fleet at boot Düsseldorf 2024, which runs until 28 January.

All three models are currently in development and will make their on-the-water debuts at upcoming editions of the Cannes Yachting Festival.

The three new vessels are the Pardo GT65, Grand Soleil 60 Long Cruise and Grand Soleil Blue.

The Pardo GT65 from Pardo Yachts is described as a fast, flexible and fun vessel that preserves the hallmarks of the Walkaround range, offering a superior onboard living experience.

The Grand Soleil Blue project is a 10-metre sailing boat designed for maximum sustainability, while the Grand Soleil 60 Long Cruise is designed for long-distance cruises.



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Whether on deck or inside, expansive windows and retractable doors offer panoramic views.



Pardo GT65

Positioned strategically between the GT52, presented in 2022, and the upcoming GT75 flagship set to launch this year, the GT65 serves as the latest addition to Pardo Yachts' series of crossover runabouts.

This third model in the GT range centres on the creation of livable and cosy interior spaces that remain connected to the sea. Whether on deck or inside, expansive windows and retractable doors offer panoramic views.

The GT65 introduces several innovations compared with its predecessors. First among these is the fold-away tender garage capable of accommodating a 3-metre tender.

“ The work of Nauta Design, responsible for exterior design, interior design and GA, is evident in the subtle low volumes at the stern, accommodating a sunpad and a lounge area.

This design preserves the cockpit's spacious and open ambience while maintaining the exterior lines' fluidity. The low volumes minimise visual impact, while an uninterrupted connection with the sea is sustained through elements such as wrap-around glazing, a folding aft window offering a view of the cockpit, and a sliding glass sunroof atop the deckhouse.

A retractable TV rotates 180 degrees, providing viewing options from both the cockpit and interior.

The foredeck offers an additional outdoor lounge, complete with a large sunpad and a transformable, forward-facing sofa. The walkaround deck configuration ensures easy access both fore and aft, enhancing the overall accessibility.

On the inside, the GT65 offers different layout options. The standard version features a main deck galley facing the lounge area, freeing up room on the deck below for two comfortable ensuite guest cabins (one twin and one double); while the spacious owner's cabin, located forward, showcases a transversally arranged double bed.

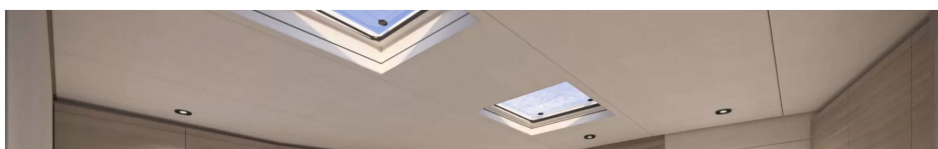
There's also a port-side crew cabin with independent access forward of the engine room.

For those preferring a galley-down configuration, the yacht offers a larger main saloon but with a slightly smaller V-berth owner's cabin in the bow.

The GT65 profile is characterised by the distinctive reverse bow, an aesthetic hallmark of Pardo Yachts, and the naval architecture is by Zuccheri Yacht Design.

The technical specifications of the GT65 are still in development, but the most powerful version will be equipped with Volvo Penta IPS 1350 engines.

The GT65 is set to make its debut in Cannes 2025.





The owner's cabin boasts a walkaround French bed – unusual on a 60-footer.



Grand Soleil 60 Long Cruise

The Grand Soleil Yachts Long Cruise range has a new arrival: the GS 60 LC. With a deck design, interior design and G.A. by Nauta Design and naval architecture by Matteo Polli, Cantieri del Pardo says this new model exemplifies the brand's commitment to bluewater sailing.

The GS 60 LC is designed for long-distance cruises, with accommodating storage and tanks designed for extended independent voyages.

Responding to customer feedback, the brand says the GS 60 LC marks the culmination of the standard Long Cruise series — serving as its flagship — providing a middle ground for owners looking to upscale experience without compromising on cost-effectiveness.

The GS 60 LC is tailored to deliver classic LC features, prioritising comfort and easy sailing while maintaining performance. Noteworthy design elements include a pronounced V-shaped bow, a low-wet surface, and dynamic stability.

“ Designed for maximum volume both above and below deck, the step-free deck layout facilitates movement around the yacht, whether underway or at anchor.

The choice between versions with or without a rollbar offers customisation to suit individual preferences. The cockpit layout undergoes some slight yet significant design tweaks to improve ergonomics and comfort.

The bench cushions have been extended over the top of the coachroof to offer a cosy lounging area that is also protected by the spray hood. Moreover, the spacious bench design goes beyond enhancing seating comfort; the cockpit tables can be lowered, transforming the area into two extensive sunbathing spots.

This design adjustment complements the strategic placement of all main winches and controls within easy reach of the helm, facilitating short-handed sailing.

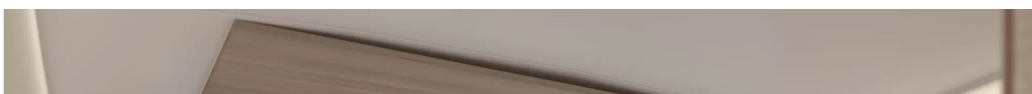
The yacht is equipped with a fully battened furling mainsail, and hydraulic controls for both the backstay and vang add to the sailing efficiency.

Additional features include a foldable aft platform, extending the boat by a metre when anchored to provide extra space. Wide side decks further contribute to overall accessibility and safety on deck.

Below deck, the companionway opens into a saloon and navigation station. The open-plan galley is situated forward between the saloon and owner's suite offering space for a full-height fridge-freezer. Owners have the option to replace the dayhead opposite the galley into additional storage or technical space.

The owner's cabin boasts a walkaround French bed – unusual on a 60-footer – and a forward bathroom. Two ensuite guest cabins, a twin and a double, in the aft section, accommodate a total of four guests, with additional accommodation for two crew members in the extreme bow.

The GS 60 LC is anticipated to make its international debut at the [Cannes Yachting Festival](#) in 2025.





The Grand Soleil Blue project is a 10-metre sailing boat with interior and exterior design from Nauta.



The Grand Soleil Blue

The Grand Soleil Blue project is a 10-metre sailing boat and a collaboration between nautical experts such as [Matteo Polli](#) (naval architecture), [Nauta Design](#) (exterior design, interior design and G.A.) and pioneers in sustainable materials like [NL Comp](#).

The stakeholders say this yacht represents a new chapter in the history of boating where sustainability, efficiency and design come together to create a bluer future at sea.

This principle has been the guiding force shaping every facet of the design process. The outcome is a stylish weekender, capable of hosting up to four guests overnight, boasting zero emissions during sailing and near-complete recyclability at the culmination of its life cycle. This has been achieved, in part, by sustainable construction processes.

“ The GS Blue marks a turning point in boat construction by employing thermoplastic resin, a choice that addresses one of the most significant problems in the marine sector: end-of-life recycling.

Traditionally, composite boats have been built using thermosetting resins, which are very difficult if not impossible to recycle. Thermoplastic resin, on the other hand, allows for easier separation of the resin and glass or carbon fibres for re-use or eco-responsible disposal.

A smart design approach allows easy separation of boat accessories and components, similar to end-of-life practices in the automotive industry. This process ensures that every part of the GS Blue can be effectively disassembled and recycled, minimising environmental impact.

In addition, the GS Blue will feature a lithium battery bank and electric propulsion for zero-emission navigation, which is recharged by solar panels. The standard battery pack enables a range of 30 nautical miles at approximately 5 knots, translating to six hours of continuous engine operation or 12 hours with the dual battery pack.

The GS Blue also recharges using hydrogenation as the propeller spins in response to the water flow generated by the boat's speed.

The sails are crafted from thermoplastic materials, further underscoring the commitment to minimising environmental impact.

The project has been co-financed by the Emilia-Romagna region as part of the PR-ERDF 2021/2027 program – Action 1.1.1 – Call for experimental research and development projects.

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