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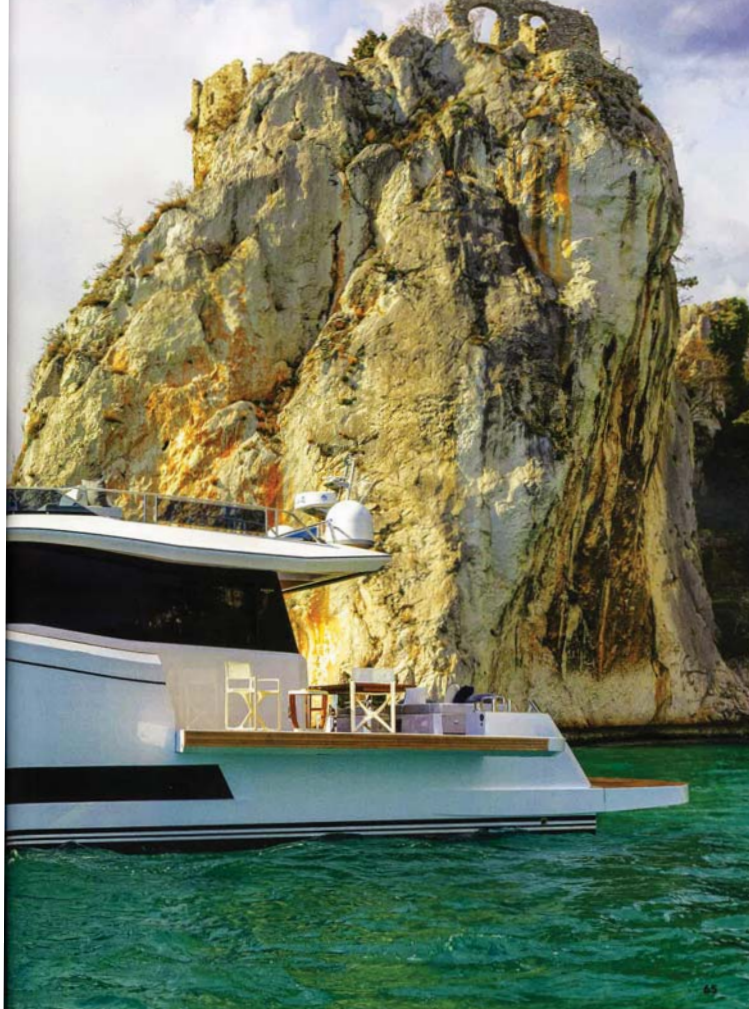




# PARDO 60 ENDURANCE

*Pardo has quickly made a name for itself thanks to its range of accomplished T-top sportscruisers, but is the radical new enclosed design a move in the right direction?*

WORDS Jack Hannay



# A

fter testing the largest model in Pardo's open range, the 50, I found myself questioning where the brand might go from there. It has quickly created a well respected and commercially successful range of open boats but, as Pardo freely admits, there is a limit to how big you can go with open-decked boats before customers question their functionality.

This is where the new Endurance range comes in and the due is in the name. The open boats, though they are endowed with nicely furnished cabins, are generally used for day boating but the 60 is made for a more extended type of cruising. Its striking wheelhouse offers year-round shelter and with a top speed of around 20 knots this is a boat geared for slower passages rather than blasting out to the islands for an afternoon on anchor.

That said, in designing the 60 the team wanted to maintain the walkaround deck layout that works so effectively on the shipyard's open boats. It's effective here, too, as the decks are a dream to move around – the tall, thick bulwarks set at such a towering height you don't think twice about the lack of guardrails. Sunbathing space is still plentiful on the main deck thanks to a vast slab of sun pad on the foredeck and convertible seating in the cockpit that quickly converts into another one. There is yet more on the flybridge and what could have been wasted space forward of the flybridge windscreen has been laid with teak so could be topped with sun cushions to offer even more room to stretch out in the sun. The grippy teak means you can, if you need to, step forward off the flybridge and walk down this area to get to the foredeck in a hurry as well.

The flybridge design is an interesting one as Pardo stopped short of creating a full-size top deck in favour of this more pared-back and low-slung option. The aim is to keep the boat's centre of gravity as low as possible but there's no doubt that if you're comparing this to the top deck of a regular flybridge cruiser you will be disappointed. Pardo would argue that the



The flybridge is small but provides sunbathing space and, crucially, an elevated driving position



The teak cabinetry makes for a warm, inviting vibe in the cleverly laid out saloon

main deck is where most owners will want to live on the 60, so some more sunbathing space and the significant benefit of an upper helm is all the flybridge really needs. The optional electro-hydraulic bimini provides some shade up top and there are a pair of fridges so you don't have to head down to the main deck to grab a cool drink.

#### CLIMATE CONTROL

We caught up with the boat at the Cannes Boat Show and boy was I glad of the air-conditioned wheelhouse on the stiflingly hot, breathless day of our sea trial. It's easy to see why enclosed boats like this appeal in warm climates because being able to duck into a shady, cool saloon during the heat of the day but still be on the main deck and in contact with those on deck is an appealing prospect. Our test boat had the 12,500 euro electric side windows in the saloon, but on the warmest days, sealing the wheelhouse off and jacking up the air-conditioning is the only way to do it. The side windows do have a vital role in creating the open boat feeling that Pardo is so keen to maintain, however. With them down, the cockpit door and powered aft window open and the balconies down (a punter's 45,000 euro option), there is wonderful connection to the water and, though there isn't a sunroof because of the flybridge above, it's about as open as you could hope for a boat with a substantial wheelhouse to seal.

The aft galley adds to this as it's so well placed to serve those who are lounging around on deck. The galley is split across the saloon with cooking to port and the sink on the opposite side. Not only does this give more opportunities for the designers to include storage space but it also improves counter space and means two people can be getting on with jobs in the galley without getting in each other's way.



A hydraulic bimini provides shade over the flybridge



The influence of Pardo's parent company, sailing yacht builder Grand Soleil, is in evidence in places and the boat is all the better for it. It's subtle additions like the deepy fiddled galley counters and abundant fiddled locker storage that give the boat a welcome practical edge that you might not expect to find.

The lower deck is all about sleeping space and it is incredibly well proportioned with a feeling of space that belies the boat's LOA, which is 60ft on the nose. All three cabins have their own bathroom, which could feel a squeeze on a boat of these dimensions but doesn't here. The master is at the end of a lobby, which adds to the sense of occasion, and then sprawls open into

an impressively spacious cabin. Headroom is again excellent and storage plentiful, the chunky teak cabinets and white panelling emitting a soothing Scandi vibe. The ensuite is off the entrance lobby and features a separate shower cubicle with room for a toilet and a bidet. The crew area is more spacious than might be expected and features two berths, a separate bathroom and direct access to the machinery space through a watertight door. Access to the cabin is via a door in the transom, so if guests want to have a quick shower in the crew heads after a swim it's easy to do so.

We depart the show basin and head out into a calm Bay of Cannes where I take the wheel at the lower helm. The



The solid saloon table adjusts on an electric pedestal



The aft sections of the sun pad pop up to become backrests when dining



The master suite is dotted with clever storage solutions



All three cabins have well over 6ft of standing headroom



The way the hull lazily shoves through the water suggests she could cover some serious miles



dashboard has a clean design though it lacks the practical thought that is shown in other parts of the boat. The main dash is totally flat and has no cubbies or fiddles to keep loose items in place, and though the three Garmin MFDs are easy to see they are quite a stretch from the helm seat with no control panel closer to the helmsman so he/she can use them remotely. This means climbing off the helm seat every time you need to use the screens, which is a pain if you're adjusting the radar regularly.

#### REDUCED VISIBILITY

The view forward through the imposing inwardly raked screen is terrific and the quarter lights between the front and side windows do a good job of removing a potential blind spot to starboard. However, looking aft, because the ceiling drops down above the saloon windows, the all-round view is compromised and it's awkward to check clearance if you need to make a hard turn. This and the geometry between the seat and the dashboard makes it tricky to get completely comfortable at the lower helm but the vantage point from the upper helm is of course excellent and there is the option to have a third station in the cockpit.

Volvo Pentacruiser IPS drives are the only option available on the 60. Endurance and they're connected to D8 engine blocks with either 550hp or 600hp. Neither option is an especially large amount of horsepower for a boat of this size and it's clear from the outset it's best to adapt a slow and measured pace. Performance was hindered on our test boat because, being early in the production run, it was approximately two tonnes heavier than later boats will be plus it had nearly full fuel and water and nine of us on board for the sea trial. The result was a rather underwhelming driving experience, where the engines felt as though they were working hard.

Given the test boat was fitted with the larger of the two engine options, this doesn't bode well for the less powerful

**WINDOWS**  
This quarterlight limits the blindspot on the starboard side



**DASHBOARD**  
The MFDs are easy to see but a stretch from the helm seat

**HELM SEAT**  
The back rest drops forward to create a leaning post

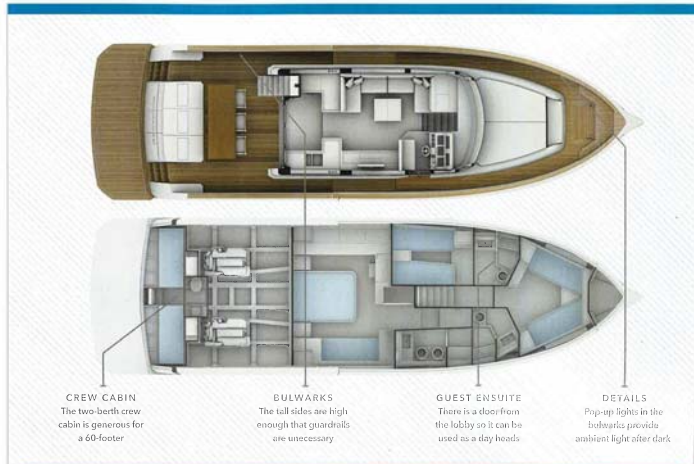
IPS700s motors. No doubt the extra weight of our test boat didn't help here and Volvo Pentacruiser's own performance data is a later hull confirmed a healthier 23-knot top speed.

Engine noise is beautifully dampened and the way the hull lazily shoves through the water ironing out any lumps and bumps suggests it could cover some serious miles. Knock the speed back to 8 knots and even our heavily laden test boat would be capable of covering nearly 550 miles with 20% in reserve.

If a shame our test boat didn't quite perform as hoped because Pardo has made the move away from open boats with great skill. It's not easy to build a wheelhouse cruiser with the practicality of a walkaround deck on this scale but the 60 is a genuinely handsome and accomplished motor yacht with few natural rivals. With the all-new GT52 in development, it appears Pardo sees a future in producing these stylish all-weather cruisers and that's an exciting prospect. [CONTACT.pardoyachts.com](http://CONTACT.pardoyachts.com)



The spacious helm seat is immaculately finished and accessed either through a cockpit hatch or a watertight door inside the crew space



**CREW CABIN**  
The two-berth crew cabin is generous for a 60-footer

**BULWARKS**  
The tall sides are high enough that guardrails are unnecessary

**GUEST ENSUITE**  
There is a door from the lobby so it can be used as a day head

**DETAILS**  
Pop-up lights in the bilobes provide ambient light after dark



#### SPECIFICATION

LOA 60ft 0in (18m)  
Beam 14ft 5in (5.1m)  
Draft 4ft 0in (1.2m)  
Displacement 30 tonnes  
Fuel capacity 2,500 litres  
Water capacity 1,000 litres  
RCD B for 16 people  
Designer Pardo Yachts

**COSTS & OPTIONS**  
Price from €1,400m ex VAT  
Electro-hydraulic flybridge bimini €19,000  
Side door at lower helm €5,950  
Crew cabin fit-out €24,900  
Electric windows in saloon €12,500  
JL Audio premium entertainment pack €4,200  
Hydraulic cockpit balconies €46,500  
Teak interior fit-out €12,500  
Cyclic gyroscopic stabiliser €65,000  
Third joystick station €10,900  
Hydraulic bathing platform (600kg) €24,500

#### PERFORMANCE

Test engines Volvo Pentacruiser IPS800, 600hp @ 2,900rpm, 7.7-litre, 6-cylinder diesel.

RPM	ECO					FAST					MAX
	1,000	1,400	1,800	2,200	2,400	2,600	2,800	3,000	3,200	3,400	
Knots	5.7	8.2	10.3	11.8	13.0	15.0	17.8	18.6	19.8	20.8	
Litres per hour	13	30	67	116	150	186	222	278	318	348	
Range per mile	2.28	3.66	6.50	9.83	11.5	12.4	12.5	12.8	13.0	13.2	
Noise (NMI)	877	547	307	203	173	161	160	156	154	152	
Noise dB(A)	60	65	66	68	70	71	72	72	72	72	

Calculated figures based on real-time readings, yours may vary considerably. Figures allow for 20% reserve. All prices ex VAT. 94% fuel, 84% water, 9 crew + safety stores. 25 degrees air temperature, P1 and calm for sea trial.