BERTHON
INTERNATIONAL

SCAN TO VIEW

Hardy 42 Hybrid > **MABEL O**



Price	**£685,000 UK VAT paid**
Location	Ipswich, Norfolk - UK
Year	2021
LOA	46’ / 14.02m
LWL	42’ / 12.80m
Beam	14’1” / 4.30m
Draft	3’11” / 1.20m
Displacement	14,000kg / 30,865lb
Hull Material	GRP
Engine	1 x Yanmar 6LY-440 440hp & Hybrid drive
Builder	Cockwells.
Designer	Andrew Wolstenholme
Accommodation	6 berths in 3 cabins & saloon





BROKER'S COMMENTS

The resilient Hardy 42 semi-displacement hull is justifiably regarded as one of the finest hull shapes for tackling broken water and meeting challenging conditions. Designed by the renowned naval architect Andrew Wolstenholme, this semi-displacement hull features a completely rounded shape, a sharp forefoot, a fine stem, and a deep moulded keel engineered to protect the underwater gear. Driving this vessel into a heavy head-sea is a thrilling and reassuring experience; with her high, flared bows effortlessly powering spray aside to cleave through the waves. The ultimate testament to this hull's capability is its trusted selection by the RNLI, who utilize a pair of Hardy 42s for their own rigorous in-house helm training.

However, this particular 42 is a little different under her skin. She was commissioned by a couple of highly experienced offshore cruising yachties, with the explicit aim of exploring the peaceful inland waterways of Europe effectively, whilst retaining offshore ability when required. Such goals cannot be easily met by a conventional 42 running on a brace of 6-cylinder diesels, so plans were drawn up to install a diesel/hybrid drive - utilizing a single Yanmar 440, paired to a 48V Fischer Panda electric drive motor, both driving the same prop shaft as required. Thus, this rare Hardy 42 Hybrid edition seamlessly pairs that rugged, commercial-grade offshore capability with whisper-quiet electric cruising, reduced emissions, and exceptional fuel efficiency.

MABEL O sports the two-cabin version of the 42's masterfully executed layout, while still providing berths for six crew. Her wheelhouse deck has a thoroughly fit-for-purpose floorplan, with a pair of KAB shock-dampening seats (trimmed in gorgeous Muirhead leather) sitting behind two landscape navigation screens, which also control the onboard switching, and an expansive saloon (in matching leather) offering superb all-round views and plenty of space for relaxing after a long day on the water. What is also immediately noticeable is the quality of the Oak joinery, the use of practical materials, and a huge attention to detail (an electric screen de-misting system and superb machinery room being just two). The outstanding access via the two side-deck access doors is improved further by an internal companionway joining the saloon to the external quarter deck. It is so simple and so effective, yet this is the first 42 to feature this design.

Adventuring forward, the galley sits down a stairway, benefiting from excellent natural lighting from above. It features a useful utility area to port (housing the washer/dryer and fridge/freezer) and a very clean, crisply executed worktop area, with all-electric cooking and plenty of stowage - always a strong point of this marque. Her forward cabin is placed en-suite to the forward heads (with separate roundel shower) and can be arranged as a traditional vee-berth or converted simply into a full double with an infill. Webasto's excellent stand-alone climate control units are fitted, providing air-conditioning as well as Webasto diesel-fired instant dry heating in her cabins. Combined with Hardy's normal use of passive dorade-style deckhead ventilation, she is straightforward to keep fresh and comfortable.

In common with the 'regular' 42, the access to her separate aft cabin is down a companionway placed port aft in her saloon. However, the quarter-deck stair leading outside supplies a great deal more light into the saloon and allows far faster and safer movement between the upper and lower stations, which is a godsend when moving between her decks. The aft cabin is (as you would expect) beautifully appointed, with a Queen island berth neatly concealing her uprated water tank capacity - excellent storage and a spacious, bright en-suite heads.

So, if you are seeking a modern semi-displacement motor-yacht, combining powerful offshore performance, easily worked decks, a traditionally hand-crafted interior and the capability to explore inland into Europe and coastal cruising grounds alike; then MABEL O must be at the top of your shopping list.

Explore more photos here: https://www.berthoninternational.com/yacht-sales-brokerage/yachts-for-sale/hardy-42-hybrid-mabel-o/

PRESS COMMENTS

"As the name suggests the 42 Hybrid is a diesel-electric hybrid that genuinely seems to offer the best of both worlds. Its single diesel 440hp Yanmar engine can deliver a top speed of 16 knots from its comfortable semi-displacement hull form, and a range of 600nm at 12-14 knots.

The 42 has been around in previous guises for quite a while now but the combination of a new yard, Falmouth-based Cockwells (builders of the Duchy range of gentleman's launches), and a commissioning owner with exceptional foresight has resulted in the best iteration yet.

As well as its clever drivetrain, this latest generation Hardy is awash with useful cruising features. There are more access hatches and storage lockers than we can recall seeing on any other sub-45ft boat, meaning you can get to every void to fix any issues or stow extra cruising gear.

The build quality of the hull and wooden interior is solid, and the two cabins at opposite ends of the boat ensure excellent privacy and space. An extra set of doors from the aft cockpit into the saloon is a useful improvement, while a folding radar mast, flybridge helm station and windscreen allow it to sneak under the 3.5m air draught limit for the European canal system." - Motor Boat & Yachting.

"The Hardy 42 is a boat with a timeless design, which, like its siblings, never seems to lack in popularity - possibly due to the ever-changing British weather. It does, of course, have many capable rivals, but few boats offer such a degree of comfort, practicality and performance in such a capable seagoing boat." - PowerBoat & RIB.

OWNER'S COMMENTS

MABEL O was conceived as a long range inshore an inland cruiser with a view to extended passes across the North Sea and English Channel and onwards on the inland waterways of Europe.

Circumstances prevented the original planned trip around Europe taking in the Rhine, Danube, Black Sea, Mediterranean, and return by French canals but experience has shown the plan would have been easily achieved.

We have cruised extensively around England, Belgium and Netherlands, mostly with just 2 of us on board. Manoeuvrability is very easy in tight marinas and through crowded locks with the dual thruster system, while the electric drive is more than adequate for "silent" cruising many minor waterways and lakes in Netherlands. MABEL O is comfortable and convenient with full electric services and no gas on board. Generator recharging is fast and convenient.

With both air conditioning and heating fitted it would be easy to spend many months on board.

CONSTRUCTION

RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC or RCDII (2013/53/EU as appropriate (Recreational Craft Directive) and is categorised Category B "Offshore" for 8 persons on board.

Hull Construction:

- Height above waterline (mast down): 11'4" / 3.50m.

- Initial lay-up using Lloyds approved isophthalic gelcoat and resin.
- Subsequent lay-up in orthphthalic resin.
- Stiffened with heavy GRP foam-filled stringers and hand-bonded plywood grid, bonded waterproof plywood equipment beds and foundations.
- Hand bonded, resin-coated waterproof plywood bulkhead.
- High density foam-cored bonded engine beds with integral plate steel mountings.
- Complete hull moulded in Anthracite RAL7016 gelcoat, white gelcoated superstructure and inner bulwarks.
- Black rubber hull fendering and upgrade fendering to solid GRP bathing platform.
- Boot top painted in Light Grey.
- Antifouling in International Micron Black.
- Coming ashore in November 2026 - will sit under protective custom winter in Weathermax80 (Light Charcoal) by Elite Covers (cover is included in the sale).

Superstructure Construction:

- GRP with balsa reinforcing.
- Bonded waterproof plywood equipment beds and foundations.
- White gelcoat finish.
- Hull and superstructure bonded together with Plexus and bolted together using stainless steel bolts to 10 mm backing plates.
- Flush-fitted bonded windows/screen to superstructure.
- Opening central windscreen.
- Aft companionway entrance (two smoked glass saloon-style doors and hatch) from quarter deck into saloon.
- Flybridge screens in grey tinted perspex.
- Flybridge screens are fully demountable, with dedicated storage for inland passages.
- Teak aft deck table.
- Removable weatherproof seating and backrests at quarter deck in Silvertex Turquoise.
- Removable weatherproof seating at flybridge in Silvertex Turquoise.
- Grey canvas dodgers around quarter deck railings in Sunbrella Plus Cadet Grey.
- Hinged radar mast with custom hinges for lower air draft clearance than standard (under 3.5m - clearance has been measured at 3.4m).

Deck Construction:

- Dek-King synthetic teak decking on foredeck, side and aft ring decks, aft deck, flybridge and bathing platform.
- Wide, safe side decks enclosed by bulwarks and solid polished stainless-steel handrails around the whole boat, incorporating two double fender baskets on aft pushpit.
- Deck fittings in 316-grade stainless steel.
- Stainless steel rubbing rail.

MACHINERY

Diesel Engine & Gearbox:

- Single Yanmar 6LY440 inline 6-cylinder 4-stroke 440hp electronically governed diesel engine.
- 5813cc displacement, turbo-charged and intercooled, direct fuel injection with Denso Common Rail System.
- C. 392 hours as of November 2026.
- Yanmar electronic single-lever engine/gearbox control at both helm positions for diesel.
- Yanmar KMH61A hydraulic gearbox.
- Twin Racor fuel filters with vacuum gauges and changeover valve to fuel main engine.

- Emergency fuel shut off in saloon.

Electric Drive:

- Fischer Panda 47VDC 20kW electric drive motor with belt drive to shaft, inc. EasyBox controller & display.
- Electronic single-lever engine/gearbox control at both helm positions for electric drive.

Maintenance & Performance:

- Engine last serviced Spring 2026.
- Maximum speed 16 knots under diesel.
- 9-10 knots economical cruising speed under diesel.
- 5 knots under electric drive, first 45 minutes on batteries then generator supports (inaudible from fly bridge) to give around 1 l/mile consumption.

Note: Assumes reasonable weather, normal loading and that the boat is clean under-water.

Propulsion & Steering:

- Adjustable leather-clad steering wheel to lower helm.
- Polished stainless-steel wheel to flybridge helm.
- 1 x Four-bladed, 18.5in (47cm) diameter propellor on stainless steel shaft.
- QuicKutter rope cutter to single shaft.
- Upgrade to Humphree X750 interceptors with Auto Trim Control function.
- Traditional packed stern gland for reliability and safety.
- Cathodic bonding system to zinc anodes.
- Bronze rudder with stainless steel rudder stock & emergency tiller.
- Vetus 48VDC variable speed bow & stern thrusters with proportional joystick controllers to both helms.

ELECTRICAL SYSTEMS

Voltage Systems:

- 24V ships battery system.

Battery Banks:

- 4 x Mastervolt 24/5500 Lithium Ion in battery bank.
- Battery can recharge to 100% in approx. 45 minutes.

Battery Chargers:

- 3 x Mastervolt 48VDC combi charger/inverters.
- Mastervolt EasyView monitor display.

Alternators:

- 120A 24V DC alternator on engine to charge domestic/start battery bank.
- Additional 110A alternator on engine.

Generator:

- 22kW Fischer Panda 48VDC variable speed generator in sound box with dedicated start battery.
- 114 running hours in November 2026.
- Automatic generator start at 20% battery capacity.

- Generator will drive electric motor directly, and recharge battery banks in c.45 minutes (using generator to charge batteries alone).
- Genset last serviced in Spring 2026.

Shore Power:

- 32-amp shore power & lead.
- 2nd 32-amp shore supply.
- 32-amp to 16-amp shore line pig tails so 32-amp shore lines can connect to 16amp dock supply.
- 220V AC throughout from inverters even when not connected to shore.

Other Electrical:

- Empirbus digital switching & monitoring via Raymarine Axiom Pro displays.
- Remote monitoring, tracking and control via Vesscomm & mobile app.
- 4 x Solar panels to cabin eyebrow forward of flybridge screen charge 12V start and 48V domestic batteries.

PLUMBING SYSTEMS

Fresh Water & Water Heating System:

- 24V DC pressurised hot/cold water system with a 55-litre (12 imp. gal) capacity calorifier heated by a 220V AC immersion heater.

Bilge Pumps:

- Electric submersible pumps with automatic sensors are installed to each of the three independent bilge areas.
- The bilge pump isolators are fed by a permanent 24V DC supply even when the domestic circuit is isolated.
- Emergency manual bilge pump operated from the starboard side of the saloon.

TANKAGE

Fuel:

- Increased total capacity of 2100 itres (462 Imperial Gallons) in port & starboard stainless steel wing tanks, with stainless steel deck fillers to either side.
- WASP WB-10 fuel polishing system (10 l/p/m) circulating main pump.
- Manifold to clean either tank and clean one into the other tanks (twin tanks have balance pipe and valve but also a feed and return manifold so that either engine or generator can draw from either tank or return to either tank).
- BEP sonic sensors for level indication.

Fresh Water:

- Upgraded total capacity of 750 litres (165 Imperial Gallons) in one stainless steel tank under aft berth.
- Stainless steel deck filler.
- BEP sonic sensors for level indication.

Grey/Blackwater Holding Tanks:

- 390 litre (85 Imperial Gallons) holding tank with 24V DC discharge macerator pump-out below the waterline and deck pump-out facilities.

- Shower and basin in the heads are piped to mini-tanks with automatic electric pump-out overboard.
- BEP sonic sensors for level indication.

NAVIGATION EQUIPMENT

Lower Helm:

- 2 x Raymarine Axiom Pro S 16 Multifunction touch display inc. Navionics card with built in GPS.
- Raymarine p70Rs Autopilot control head (linked to ACU-400 with Type 1 Hydraulic Pump).
- Raymarine Seatalk NG back bone.
- Raymarine i70 multifunction colour display.
- Raymarine Q24D Quantum 2 radome radar.
- Raymarine Raystar 130 GPS antenna linked to Raymarine network.
- Raymarine SmartPilot handheld remote control.
- Raymarine AIS 700 Class B transceiver linked to plotters.
- Raymarine short arm wind transducer and ITC-5 transducer converter.
- Raymarine DST800 speed/depth/temp transducer.
- Raymarine Ray90 DSC VHF, with remote station for flybridge.
- Raymarine Cam220 engine room day and night IP eyeball camera.
- Raymarine AR200 Augmented reality linked to system.
- Raymarine Cam220 day/night IP eyeball camera for use with above.
- Echomax EM230 Compact Plus passive Radar Reflector mounted on mast.
- Drop-in search light.
- Air horn with button to both helms.

Upper Helm:

- Raymarine Axiom Pro S 16 Multifunction touch display inc Navionics card with built in GPS.
- Raymarine p70Rs Autopilot control head.
- Raymarine i70 multifunction colour display.

DOMESTIC EQUIPMENT

Galley:

- Upgraded 4 zone Bosch Induction electric hob.
- Upgraded Siemens combi oven/microwave.
- Waste bin beneath Corian countertop.

Utility Area to Port (Opposite Galley):

- Concealed Vitrifrigo DP150 150L refrigerator with Vitrifrigo 35L freezer.
- Concealed full-size Smeg WDF147S washer dryer.
- Custom cutlery drawer with storage cabinet beneath.

Heads/Showers:

- Tecma quiet-flush marine WCs to both heads.
- Heads upgrade to fresh or salt water flush, with adjustable flushing rate.
- Corian countertops in Arrow Root with integrated wash basins.
- Separate shower cubicle within each heads.
- Altro flooring to both heads.
- Hot/cold shower at transom.

Heating & Ventilation:

- Webasto self-contained air-conditioning units to forward and aft cabins, with controllers.
- Upgraded Webasto diesel-fired cabin heating.
- Ventilation to the engine space.
- Dorade-style passive ventilation from deck to all cabins, galley and both heads.
- 4 x Dorade-style passive ventilators on foredeck.

Entertainment:

- Fusion Marine stereo system with Bluetooth, USB, DAB, AM, FM installed.
- Drop-down TV to saloon (hinges down from deckhead to maximise storage space in saloon sideboard unit).
- TV/FM aerial, amplifier and 2 sockets.
- WiFi (requires SIM card).

Lighting:

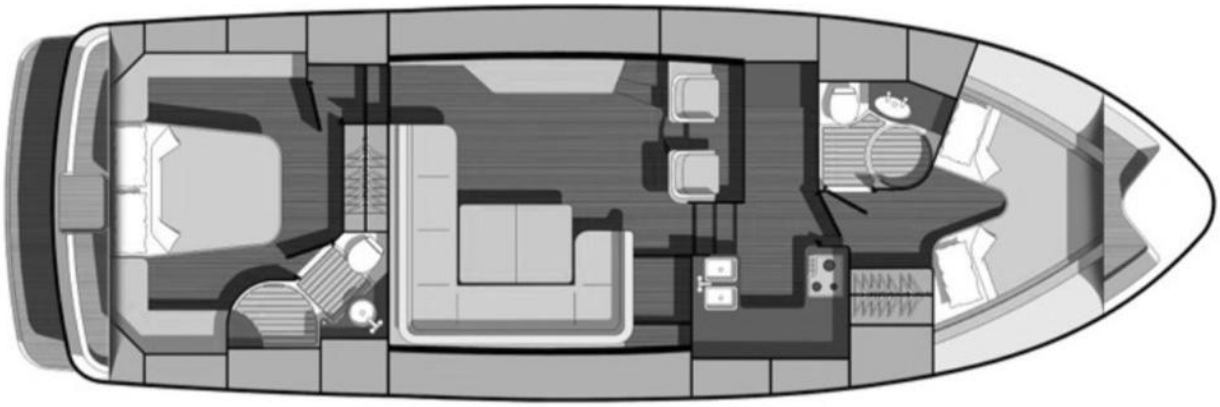
- Overhead LED lighting and accent strip lighting.
- Reading lights to cabin berths.
- 24V DC engine compartment lighting.
- LED courtesy lights to side & aft decks, aft coachroof and steps to flybridge - warm white.
- Aft deck floodlight.

ACCOMMODATION

Summary of Accommodation:

- American Light Oak joinery with horizontal grain, in light satin varnish.
- 6 berths in 2 cabins & saloon.
- Galley down to starboard and utility area to port, access to the shared forward heads (en-suite to the forward guest cabin).
- Spacious Owners stateroom aft with Queen-sized double berth and en-suite.
- Light and airy saloon with plenty of headroom throughout.
- Off-white vinyl headlinings.
- Sofas upholstered in dark blue Muirhead Regal Blue GP126 Grampian leather.
- Dek-King synthetic teak decking to the saloon, interior steps and cabin floors.

Internal Layout:



Description of layout from forwards:

Forward Guest Cabin:

- Full length, wide 'V' berth, with infill section & cushion to make full double berth.
- Upholstered surround in dark blue Muirhead Regal Blue GP126 Grampian leather.
- Large double hanging locker to starboard, eye-level lockers below side decks and port berth.
- Access to the chain locker via a watertight panel at foot of berth.
- Dek-King synthetic teak decking to cabin sole.
- Lewmar 60 deck hatch with black-out/insect blind.
- Opening coachports with Oceanair roller blinds.
- Electric fan ventilation.
- Dorade-style passive ventilation from deck.
- 220V AC sockets.

Forward Heads:

- En-suite access from forward cabin and day head access from utility area.
- Hans Grohe taps and pop-up basin wastes.
- Mirror and storage lockers.
- Altro flooring with roundel shower compartment with thermostatic shower.
- Tecma quiet-flush marine WC.
- Dorade-style passive ventilation from deck and opening frosted glass coachport.
- Heated 220v towel radiator.

Galley:

- Arrow Root Corian countertops, splashbacks and large integrated 1&1/2 stainless steel sink with mixer tap, and Corian covers.
- Various lockers and drawers, including eye level stowage lockers.
- Bespoke crockery stowage drawer.
- Electric fan ventilation.
- Opening coachport.
- Over-carpet to area soles.
- 220V AC sockets x 2.

Wheelhouse:

- Twin KAB 525 adjustable sprung helm seats, trimmed in dark blue Muirhead Regal Blue GP126 Grampian leather.
- Sliding doors providing access to both side decks, with custom catches to provide passage ventilation.
- Main helm console with clock and barometer mounted centrally in eyebrow.
- Overhead electrical control panel to port and dedicated chart table to starboard.
- Three windscreen motors & wipers (opening central screen upgrade).
- Electric windscreen de-misting.
- Dek-King synthetic teak decking to cabin sole.

Saloon:

- Comfortable seating for 6 or more, with sufficient length to use as additional double/sea berth.
- Saloon upholstery trimmed in dark blue Muirhead Regal Blue GP126 Grampian leather.
- Dining table on adjustable height pillars.
- Fold-up section of saloon settee providing a double pilot seat with hinged footrest.

- Drop-down TV to saloon (hinges down from deckhead to maximise storage space in saloon sideboard unit).
- Deep-fiddled sideboard unit to port with lockers, drawers and top-loading refrigerator.
- Daily access hatch to engine compartment.
- Oceanair roller blinds to side windows.
- Access stair to quarter deck.
- Hanging locker for wet weather gear inset inboard of companionway to aft cabin.

Owner's Stateroom:

- Queen-sized double bed with upholstered headboard and surround in dark blue Muirhead Regal Blue GP126 Grampian leather.
- Sprung double mattress.
- Extensive locker and drawer units to both sides of double berth.
- Large hanging locker inset into forward bulkhead.
- Electric fan ventilation.
- Two opening side coachports with Oceanair roller blinds, plus two large hatches to aft superstructure with integrated blinds.
- Dek-King synthetic teak decking to cabin sole.

Aft Heads:

- Hans Grohe taps and pop-up basin wastes.
- Full-length mirror and storage lockers.
- Altro flooring.
- Large separate shower compartment, with thermostatic shower and Corian seat.
- Tecma quiet-flush marine WC.
- Dorade-style passive ventilation from deck and opening frosted glass coachport.
- Heated 220V towel radiator.

Engine Compartment:

- Sound insulated and ventilated.
- Two large daily inspection hatches in saloon sole.

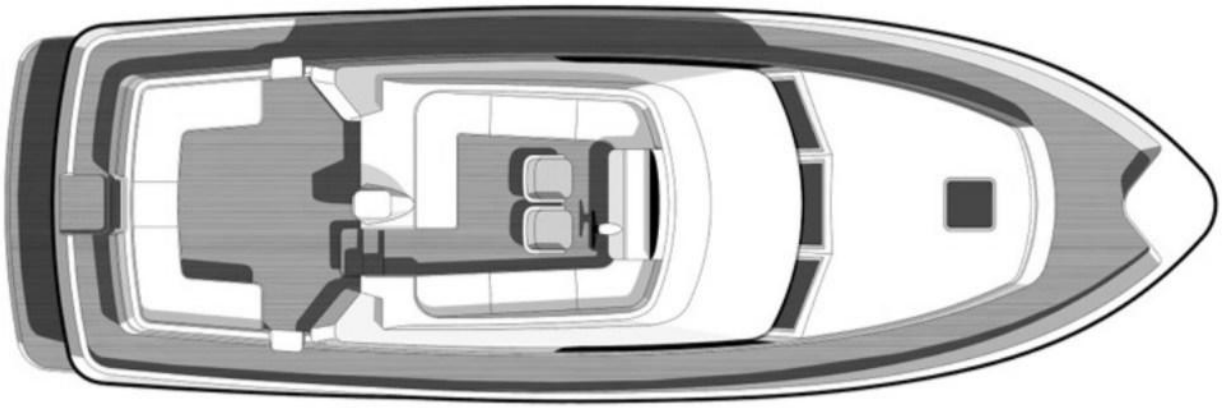
Aft Coachroof Quarter-Deck (Access From Side Decks And Saloon Access Stair):

- Large area enclosed by rails with U-shaped seating and lockers in base.
- Large folding removable dining teak table.
- 2 x Folding directors chairs in same Silvertex Turquoise fabric as seat covers (normally stowed in quarter-deck locker).

Flybridge (Access From Raised Aft Deck Area):

- Seating on both sides, fitted with removable cushions, lockers below.
- Central helm console hinges to increase bridge clearance capability and a pair of removable helm seats.
- Perspex windshield around the sides of the forward two thirds of the flybridge (all panels are engineered to hinge down for maximum bridge clearance).
- Custom-hinged mast for radar scanner, antennas, lights etc. (air draught can be reduced to 3.4m).
- Port and starboard navigation lights are fitted to the flybridge sides.
- Stern, steaming and anchor light are on the mast.

DECK EQUIPMENT



General:

- Lazarette locker below central aft ring deck.
- Hinged access gates through the rails on either side for access ashore and aft onto the bathing platform.
- Custom Hardy 42 Hybrid plaques.
- Saltwater deckwash.
- 24V airpump for fenders and dinghy, waterproof socket at aft deck/transom.
- Bathing ladder to boarding platform.

Anchoring & Mooring Equipment:

- Maxwell vertical windlass on foredeck with local controls at both the lower and fly bridge helm positions.
- Deck access hatch to saltwater washdown hose.
- Delta holding power anchor and 60m chain.
- Solid polished stainless steel deck rails with solid central rail.
- 8 x Stainless steel mooring cleats.
- 2 x Polished stainless steel double fender baskets aft.
- Stainless steel stem-head for anchor stowage with twin bow rollers.
- Central stainless steel mooring bollard.
- Mooring warps & fenders.

Covers, Canvas & Cushions:

- Removable weatherproof seating and backrests at quarter deck in Silvertex Turquoise.
- Removable weatherproof seating at flybridge in Silvertex Turquoise.
- Grey canvas dodgers around quarter deck railings in Sunbrella Plus Cadet Grey.
- Pop-on exterior sunscreens to wheelhouse windows and side doors in Sunbrella Plus Cadet Grey.
- Flybridge console and two helm-seat covers in Sunbrella Plus Cadet Grey.
- Protective custom winter cover in Weathermax80 (Light Charcoal) by Elite Covers.

Tender & Outboard:

- Pair of Cooney S150 polished stainless steel electric davits to transom.
- Outboard bracket to starboard pushpit rails.
- Honwave dinghy (with cover) and 6hp outboard.

SAFETY EQUIPMENT

- 6-man Ocean Safety canister liferaft (service due November 2026 - will be serviced).
- Ocean Signal rescueME EPRIB1 safety beacon.
- Lifesaver horseshoe.

Fire-Fighting Equipment:

- Dry powder fire extinguishers (service dates unverified).
- Fire blanket in galley.
- SeaFire FM200 automatic fire extinguisher, with manual activation remote cable and status panel (service dates unverified).

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