BERTHON
INTERNATIONAL

SCAN TO VIEW

Hardy Commodore 42 > **DREAMER**

Price	**£249,500 VAT paid**
Location	Lymington, Hampshire - UK
Year	2002
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	2 x Yanmar 6LY2-STE 420hp
Builder	Hardy Marine, Norfolk, UK.
Designer	Andrew Wolstenholme
Accommodation	7 berths in 3 cabins & saloon

BROKER'S COMMENTS

The Hardy 42 hull is one of the best shapes we have ever driven through broken water – sporting a completely rounded hull shape with a sharp forefoot, fine stem, deep moulded keel to protect her underwater gear. Driving these boats into a heavy head-sea is a thrilling experience, with the flared bows powering the spray aside and cleaving the seas with that high, sharp bow profile. Andrew Wolstenholme has a knack for designing capable hulls, and the proof of the pudding with this one is that the RNLI have a brace of Hardy 42s which it uses for in-house helm training.

With a masterfully-executed layout, this particular 42 has three cabins (one single side cabin forward to port, and a forward vee–twin cabin (both with access to the forward heads) with the aft cabin stretching across the full beam of the yacht, housing a centreline double berth, and vast volumes of hanging and lockered stowage. The lower helm sits raised to the port side at the forward end of the saloon – with de-misters for her screens, twin KAB shock-dampening seats and easy access to the decks from wheelhouse doors on both sides, this is a superb driving environment.

Having visited the Norfolk yard where the 42 has been built, it is evident that this is traditional British boatbuilding at its best. Hardy are not heavily mechanized, build their own interiors (DREAMER's varnished teak is in great condition – with the evident care of her previous Owners), with hulls being fitted-out labour-intensively by a long-term team of skilled craftsmen. That this hull is still in build by Cockwells of Mylor Bridge as the newly built Hardy 45 speaks volumes about how soft-riding and how capable this semi-displacement hull really is - well over 20 years after the moulds were first used. As a sea-boat – the design is very hard to fault – combining powerful offshore performance with easily-worked decks, and reliably indestructible interiors that are traditional, yet very liveable with.

We note that DREAMER has benefitted from a diligently-managed and professionally schedule of refit and refurbishment in late 2021, with works including – but not limited to: -

- Both engines removed, overhauled, reconditioned and refitted - 2021.
- New Vetus gear/throttle controls at both helms.
- Soft furnishings remodelled and re-designed/replaced as necessary – to include fabrics, carpets, lighting and blinds.
- Deck courtesy lighting upgrade.
- Upgrade to an induction hob, combi-microwave and addition of under-counter refrigerator.
- Installation of Corian counter tops and integrated sink.
- Master cabin heads upgraded to electric operation.
- Revision of complete navigational suite to integrated Simrad system.
- Fusion Marine stereo system installed, and A/V system renewed & upgraded.
- Simulated teak decking laid to ring deck, foredeck, aft deck and flybridge.
- KAB helm and co-pilot seats to lower helm.

The Hardy Commodore 42 is a true testament to British boatbuilding at its best. There are very few properly-built aft cabin cruising motor-yachts that fit so much in – with so little compromise, and thus the Hardy 42 has very much ploughed its own furrow.

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

PRESS COMMENTS

As PowerBoat & RIB succinctly put it:

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.

OWNER'S COMMENTS

DREAMER is a solidly built semi-displacement vessel which provides the reassurance of complete sea worthiness, no matter what weather conditions are faced. Comforting for all passengers no matter the experience level of each individual. The inclusion of bow and stern thrusters provide added reassurance by allowing flexible and stress-free manoeuvring in crowded spaces as well as docking.

Finally and as equally important as the crafts sailing ability is the style and comfort of the spacious interior living quarters, especially the luxury master bedroom and en-suite heads.

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): 11'10" / 3.60m.
- Initial lay-up using Lloyds approved isophthalic gelcoat and resin.
- Subsequent lay-up 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.
- Dark blue vinyl wrapped top stripe to hull, white gelcoat hull elsewhere.
- Last ashore in March 2023 for hull polishing and anode replacement.

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.
- Last ashore in March 2023 for hull polishing and anode replacement.

Deck Construction:

- Synthetic teak decking on foredeck, forward coach roof, side decks, aft deck and flybridge (2021).
- Wide, safe side decks enclosed by bulwarks and solid handrails around the whole boat, incorporating fender baskets on pushpit.
- Deck fittings in 316-grade stainless steel.
- Stainless steel rubbing rail.

MACHINERY

Engine & Gearboxes:

- Twin Yanmar 6LY2-STE inline 6-cylinder 4-stroke 420hp mechanically governed diesel engines.
- 5813cc displacement, turbo-charged and intercooled, with direct fuel injection.
- C. 1328 hours as at July 2026.
- Vetus electronic single-lever engine/gearbox controls at both helm positions (2022).
- Fuel pre filters. Emergency fuel shut-off in saloon.

Maintenance & Performance:

- Serviced Spring 2021, Spring 2022, January 2023 & Spring 2024.
- Maximum speed 22 knots.
- Cruising speed 8 to 18 knots.
- Fuel consumption at 18 knots 5 litres per NM.
- Range at 18 knots say 300 NM approx. with 10% reserve.

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

Propulsion & Steering:

- Trim tab controls at both helms (2021).
- Twin Disc 5065A Quick Shift gearboxes with Vetus electronic engine controls (new 2021).
- 2 x 26” 4-bladed, handed fixed pitch propellers on stainless steel shafts.
- 2 x rope cutters to shafts (2021).
- Traditional packed stern glands for reliability and safety.
- Cutlass bearings in bronze P-brackets.
- Cathodic bonding system to zinc anodes.
- Bronze rudders with stainless steel rudder stocks.
- Vetus hydraulic bow-thruster in tunnel.
- Vetus hydraulic stern-thruster at transom.
- Helm console (new fascia 2021) with engine, thrusters, trim tab and steering controls to flybridge.

Other Mechanical Equipment:

- Hydraulic pump driven from starboard engine to provide power to bow/stern thrusters and windlass.
- Separate hydraulic pump for the bathing platform.

ELECTRICAL SYSTEMS

Voltage Systems:

- 24V ships battery system.

Battery Banks:

- 4 x AGM batteries wired as 24V – with battery link (replaced July 2025).

Battery Chargers:

- Victron MultiPlus Compact 12/2000/80 charger/inverter (2021).
- Victron 712 Smart battery monitor (2021).

Alternators:

- 125A 24V DC alternator on each engine to charge domestic/start battery bank.

Generator:

- Mase 6.5kw diesel AC generator (serviced 2021).
- Genset serviced and exhaust hose from engine to water lock replaced (2023).

Shore Power:

- 32A shore power lead and socket at base of mast.
- 7 x 240V AC sockets.

PLUMBING SYSTEMS

- All six seacocks and attendant through-hull fittings replaced (2023).

Fresh Water & Water Heating System:

- 24V DC pressurised hot/cold water system (pump replaced 2021) with a 55-litre (12 imp. gal) capacity calorifier heated by a 220V AC immersion heater.
- Starboard main engine cooling water and the central heating system also serve to heat the calorifier.

Bilge Pumps:

- Electric submersible pumps with automatic sensors are installed in 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

- Stainless steel deck fillers for tanks.

Fuel:

- Total capacity of 1,700 Litres (374 Imperial Gallons) in 2 x 850 Litre (187 Imperial Gallons) stainless steel tanks, with deck fillers to either side.

Fresh Water:

- Total capacity of 560 Litres (123 Imperial Gallons) in one stainless steel tank.

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 (2021).

NAVIGATION EQUIPMENT

- Simrad NSS EVO 12S MFD at lower helm (2021).
- Simrad NSS EVO 9S MFD at fly bridge helm (2021).
- Simrad GS25 GPS antenna (2021).
- Simrad Halo 24 radome (2021).
- Simrad NAC 3 autopilot core pack with AP44 display head at each helm & Precision 9 Compass (2021).
- Simrad WS320 wireless wind sensor (2021).

- Simrad DST810 Speed/Depth/Temp transducer (2021).
- Simrad RS100 AIS (2021).
- Simrad HS40 VHF (2021).
- Fusion RA210 stereo linked to plotter with two pairs of internal speakers and one pair of external speakers (two-zone control) (2021).
- Electric dual-tone horn (2021).

DOMESTIC EQUIPMENT

Galley:

- Electric 2-burner induction hob (2021).
- Built-in combi microwave (2021).
- Large under-counter fridge (2021) additional drinks fridge outboard of the galley steps.
- Top access through countertop to additional stowage area.
- Waste bin space within the galley step.

Heads/Showers:

- Manual toilet and Corian countertop with integrated Corian wash basin (2021), to forward.
- 'Sea Smart' unit to prevent odours escaping from holding tank (2023).
- Separate shower cubicle within the heads, teak grating and teak seat, mixer tap and extending shower head (2021), to aft.
- Electric aft heads marine WC (2021).
- Mixer tap with extending head for use as shower (2021).
- Hot/cold shower in transom (2021).

Heating & Ventilation:

- Immersion heater.
- Built-in dehumidifier.
- Eberspacher diesel-fired Hydronic heating, circulating hot water to separate controllable units in each cabin and the saloon (serviced 2021).
- Hot water calorifier also heated by the Eberspacher system.
- Dehumidifier installed.
- Ventilation to the engine space.
- Dorade ventilation from deck to all cabins, galley and both heads; 4 x dorade ventilators on foredeck.

Entertainment:

- Fusion Marine stereo system installed, and A/V system renewed & upgraded.
- Hi-lo TV to saloon.

Lighting:

- Overhead LED lighting, accent strip lighting, reading lights to all berths (2021).
- 24V DC engine compartment lighting.

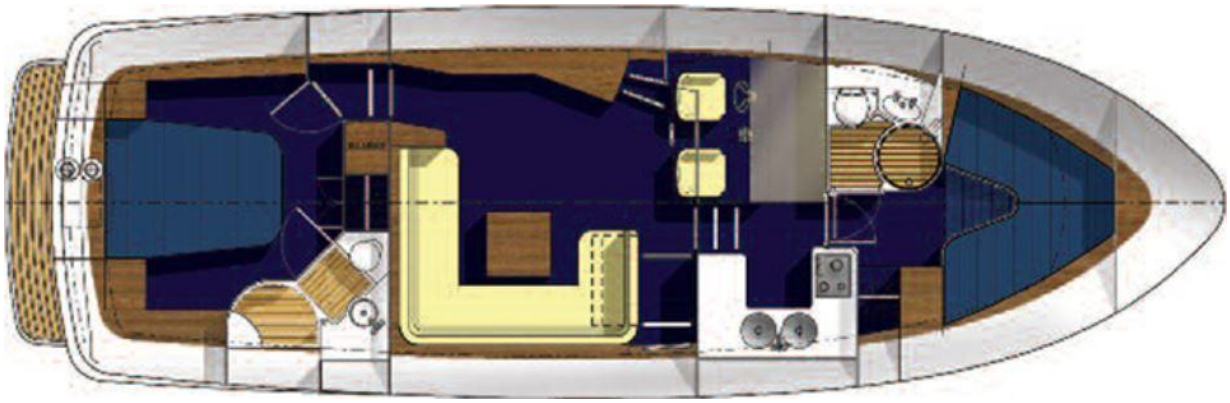
ACCOMMODATION

Summary of Accommodation:

- Galley down to starboard and single cabin to port, access to the shared heads/wet room (ensuite 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.

- Interior joinery is in teak, finished with satin-gloss varnish.
- Off-white vinyl headlinings.
- Sofas upholstered in durable Aqua-Clean Tenby fabric (2021).
- 6” sprung mattress to Owner’s stateroom, 5” foam mattresses to guest berths.
- Carpet to the saloon and cabin floors (2021).
- Pleated blinds fitted to coach roof ports, Oceanair pleated blinds fitted to side saloon windows (2021).

Internal Layout:



Description of layout from forwards:

Forward Guest Cabin:

- Full length, wide ‘V’ berths.
- Large hanging locker with light and chart stowage above, lockers below side decks and below berths.
- Access to the chain locker via a watertight door behind mirror at forward end.
- Lewmar 60 deck hatch with black-out/insect blind.
- Under-deck LED accent lighting (2021).
- Opening coachports with pleated blinds (2021) and dorade ventilation from deck.
- 220V AC socket, 2 x 12V DC USB charging sockets (2021).

Guest Side Cabin:

- Single berth outboard.
- Hanging locker with light and stowage below berth.
- Access to shared en-suite.
- Dorade ventilation from deck and opening coachport with pleated blind (2021).
- 12V DC USB charging socket (2021).

Forward Heads (shared access from both cabins):

- En-suite wet-room with easy wipe-down surfaces.
- Outboard lockers behind sink (2021) and further stowage locker below the sink.
- Dorade ventilation from deck and opening coachport with pleated blind (2021).

Galley:

- Extensive Corian countertops and large integrated Corian sink with mixer tap (2021).
- Various lockers and drawers, recessed stowage outboard.
- General lighting and dedicated LED strip lighting above each countertop (2021).
- Opening coachport with pleated blind (2021) and dorade ventilation from deck.

- 220V AC sockets x2.

Wheelhouse:

- Twin KAB adjustable sprung helm seats, upholstered (2021) to match the saloon seating.
- Sliding doors providing access to both side decks.
- Engine, thruster controls, trim tab controls, compass, navigation and communication electronic equipment.
- Overhead electrical control panel and a dedicated chart table to starboard.
- Port, central and starboard windscreen motors & wipers (2023).
- 12V DC USB charging socket at chart table (2021).

Saloon:

- Comfortable seating for 6 or more, with sufficient length to use as additional berth/sea berth (2021).
- Dining table with folding leaves and an adjustable height central pillar.
- Fold-up section of saloon settee providing a double pilot seat with hinged footrest.
- Movable upholstered stool for additional seating (2021).
- Joinery unit to port with lockers with built-in TV on electric lift (2021) and drawer unit at aft end.
- Glasses & bottle stowage.
- Hanging wet locker upon descent to the aft cabin.
- Pleated blinds to the four main side windows (2021).
- Daily access hatch to engine compartment.
- 2 x 220V AC double sockets, 3 x 12V DC USB charging sockets (2021).

Owner's Stateroom:

- Queen-sized double bed with newly upholstered headboard in matching Aqua Clean Tenby fabric.
- Extensive locker and drawer units on both sides.
- Recessed vanity unit at the forward end with washing machine locker below.
- Opening coachports either side, plus Lewmar 54 hatch in aft face of coach roof, and with pleated blinds to all (2021).
- Under-deck LED accent lighting (2021).
- 3 x 220V AC double sockets, 2 x 12V DC USB charging sockets (2021).

Aft Heads:

- Corian countertop with integrated Corian sink, mixer tap (2021).
- Dorade ventilation from deck, opening coachport with pleated blind (2021).
- Towel rail, toiletry holders and teak framed mirror (2021).

Engine Compartment:

- Sound insulated and ventilated.
- Daily inspection hatch.
- Complete sole may be removed for more extensive maintenance, giving easy access around each engine, gearbox and to the stern glands.

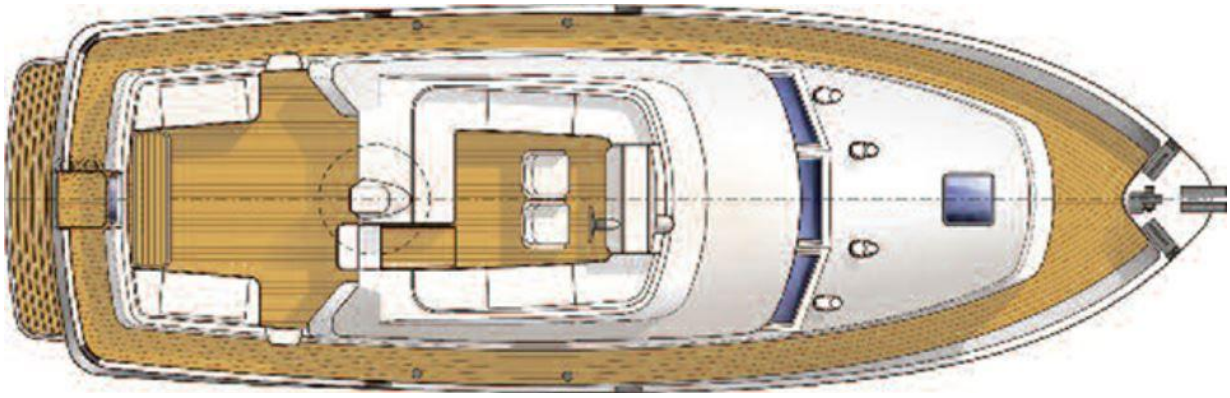
Aft Coachroof Deck (Access from side decks Port & Starboard):

- Large area enclosed by rails with U-shaped seating and two lockers.
- Large dining table.

Flybridge (Access from raised aft deck area):

- Seating on both sides, wrapping around the forward end, fitted with removable cushions, lockers below. Central helm console and a pair of seats aft (not as shown).
- Perspex windshield around the sides of the forward two thirds of the flybridge.
- Hinged mast for radar scanner, antennas, lights etc.
- 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 lower aft deck plus outboard bracket above.
- Hinged access gates through the rails on either side for access ashore and aft onto the bathing platform.
- Windscreen wipers replaced 2024.
- Hardy plaques.

Anchoring & Mooring Equipment:

- Maxwell hydraulic windlass on foredeck with local controls at both the lower and fly bridge helm positions.
- Galvanised claw (Bruce-type) anchor and 60m chain.
- 8 x stainless steel mooring cleats.
- Stainless steel stem-head for anchor stowage with twin bow rollers.
- 4 x mooring warps (2021).
- 6 x fenders (2021) on carabiners for quick/easy attachment to stainless steel hoops on the bulwarks.

Covers, Canvas & Cushions:

- Removable seat & backrest cushions.
- Bimini & total weather protection on a set of three demountable stainless-steel hoops.
- External canvas sun-covers for helm windows, flybridge console, full flybridge cover (2021).
- Aft deck bimini and side shading (2023) and removable stainless steel tubular frame.

Tender & Outboard:

- Hydraulically operated stainless steel frame, teak laid, designed for launching/retrieving a dinghy, with an extending MOB/bathing ladder.

SAFETY EQUIPMENT

- 6-man canister liferaft mounted in stainless steel bracket on transom (service date unverified).

- Lifesaver horseshoe (2021).

Fire-Fighting Equipment:

- 3 x 1kg 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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