



ANGELS ONLY - MAINSHIP



Builder: [MAINSHIP](#)

LOA: 40' 0" (12.19 m)

Year Built: 2007

Beam: 14' 0" (4.32 m)

Model: 400

Min Draft: 12' 0" (3.67 m)

Price: \$219,000 USD Subject to change.

Max Draft: 12' 0" (3.67 m)

[See full listing on our website](#)

Location: Stuart, United States

Cruising Speed: 8 Knots (9.21 MPH)

Max Speed: 12 Knots (13.81 MPH)

If you would like to buy a yacht **ANGELS ONLY - MAINSHIP** or would like help answering any questions concerning purchasing, selling, or chartering a yacht, please call **+1(954)274-4435** or click here on <https://shestakovyachtsales.com>

TABLE OF CONTENTS

OVERVIEW	3
SPECIFICATIONS	5
Basic Information	5
Dimensions	5
Speed, Capacities and Weight	6
Accommodations	6
Hull and Deck Information	6
Engine Information	7
GALLERY	8
DETAILED DESCRIPTION	12
CONTACTS	18

OVERVIEW

2007 Mainship 400 Trawler

A classic American trawler infused with a spirit of exploration, this 2007 Mainship 400 combines economical operation, comfortable accommodations, and the confidence owner-operators seek. Built on Mainship's preferred semi-displacement hull and powered by a single Yanmar inboard diesel, she slips along efficiently at an easy 8-knot cruise yet retains the reserve to push to 12 knots when circumstances demand. Her 40-foot length, generous 14-foot beam, and hand-laid fiberglass construction yield a steady, quiet platform that encourages extended passages and leisurely coastal discovery.

Careful deck planning enhances every outing: broad, secure side decks with stout rails make movement underway uncomplicated, while a sheltered aft cockpit provides an inviting spot for al fresco meals or relaxed conversation at anchor. A molded stair climbs to the commanding flybridge, offering an excellent vantage for fair-weather running and exceptional sightlines for docking and passage-making. Practical boarding is simplified by a transom door and a wide swim platform that ease access for tenders, swimming, and lines.

Inside, the salon is bright and welcoming, surrounded by large windows that flood the space with natural light. Warm wood joinery and tasteful finishes create a residential atmosphere, and the galley-up arrangement keeps the cook engaged with guests. Full-size appliances and smart storage honor the trawler tradition of sensible luxury, while the salon settee converts to provide comfortable sleeping for visitors. Forward below, a private stateroom offers generous headroom and ample cabinetry, and the well-appointed head features a proper shower and plentiful stowage to support extended time aboard.

Routine maintenance is straightforward with accessible engine spaces for daily

checks, and the Yanmar diesel's reputation for dependability underpins relaxed cruising. With 300 gallons of fuel and 130 gallons of water aboard, weekends naturally extend into weeks—whether you're island-hopping the U.S. coastline, contemplating stretches of the Great Loop, or embracing an elegant liveaboard life. Easy to handle, economical to run, and finely balanced between performance and comfort, the Mainship 400 remains a modern trawler benchmark.

Lying in the United States and designed by Mainship inside and out, this 400 Trawler stands ready to elevate every voyage—uncomplicated, welcoming, and unmistakably Mainship.

Trawler Yacht • Long-Range Cruiser • Coastal Cruiser • Liveaboard • Great Loop Ready • Flybridge • Semi-Displacement • Fiberglass • Diesel Inboard • Owner-Operator Friendly

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
2007

Sub category:
Trawler

Country:
United States

Model Year:
2007

Dimensions

LOA:
40' 0" (12.19 m)

Beam:
14' 0" (4.32 m)

Min Draft:
12' 0" (3.67 m)

Max Draft:
12' 0" (3.67 m)

Speed, Capacities and Weight

Cruise Speed:
8 Knots (9.21 MPH)

Water Capacity:
130 Gallons

Max Speed:
12 Knots (13.81 MPH)

Fuel Capacity:
300 Gallons

Gross Tonnage:
24000 Pounds

Accommodations

Sleeps:
4

Total Heads:
1

Hull and Deck Information

Hull Material:
Fiberglass and Plastic Yachts

Hull Designer:
Mainship

Deck Material:
Fiberglass

Interior Designer:
Mainship

Hull Configuration:
Semi-Displacement

Engine Information

Engines:

1

Engine Type:

Inboard

Manufacturer:

Yanmar

Fuel Type:

Diesel

GALLERY









DETAILED DESCRIPTION

Main description

Major price reduction. Poised to be a superb value for a Great Loop cruiser, this comfortable, well appointed 40' single engine trawler is emphatically not a project boat; it simply has a few minor needs that are not large dollar items—call for more detailed information. Maintained meticulously by a former Air Force mechanic, she is impressively fuel efficient, sipping approximately 2-3 gallons per hour at cruise. Thoughtful upgrades and “extra” conveniences abound, including bow and stern thrusters for stress free docking, a stern camera, an outdoor “summer kitchen” on the upper deck, an enclosed flybridge with additional seating, a generous swim platform, forward and aft shore power hook ups, and a head with a tub/shower combination. A tender is included, and daily operation is delightfully simple. Power comes with confidence: a Northern Lights generator from 2016 supports ship's systems, and the main Yanmar shows low engine hours at 2,500.

Vessel walkthrough and details

Enter through the large sliding French doors aft with hide away screens and you are welcomed by a luminous interior trimmed in high gloss cherrywood over a beautifully kept teak and holly sole. The main salon flows naturally: to starboard, a well appointed galley; to port, a large sleeper sofa; forward to port, a raised dinette opposite the lower helm, which is served by a convenient starboard sliding door for quick bow access. Expansive opening windows bring abundant natural light and cross ventilation. Below, the owner's queen berth lies forward with hanging lockers and en suite access to the head, while the guest stateroom to port, tucked beneath the dinette sole, offers twin single berths. Broad, molded steps lead to the enclosed flybridge, where a

comfortable custom Todd helm chair fronts the upper helm and an unexpectedly generous entertainment area awaits, made effortless by a summer kitchen with an oversized grill. Eisenglass, canvas, and upholstery present in excellent condition throughout.

In the main salon, the elegance is

practical: French entry doors aft with retractable screens open to a warm teak and holly sole; a large sleeper sofa anchors the port side; the big sliding windows are dressed with vinyl shades new in 2022; the raised dinette blends bench and chair seating for flexible dining; the lower helm, with its starboard sliding side door, sits opposite the dinette; entertainment is handled by a TV and a Boss stereo with surround sound; and a huge under stairs storage compartment swallows gear with ease.

The galley is configured for real

cooking, with Corian counters, a stainless steel double sink served by a faucet replaced in 2021, and a More Cold refrigerator/freezer whose control board was replaced in 2020. A microwave and a Princess three burner electric range/oven broaden culinary options, and abundant cabinetry and drawers keep provisions and cookware organized.

The master stateroom forward

centers on a true island queen with an inner spring mattress, flanked by two cedar lined hanging lockers and complemented by drawers under the berth.

Two LED reading lights and a mirror enhance comfort and function, while an opening hatch with sliding sunshade and screen, plus opening stainless steel portlights with screens, keep the space airy. A TV adds private entertainment.

The head, accessible both from the master and from the hallway, features an electric toilet and a separate shower/tub with a glass enclosure. The

molded fiberglass module is durable and easy to clean, with a vanity and stainless steel sink, mirror, an under sink cabinet, and molded wall cubbies for secure storage. Note the waste tank monitor is not working and is to be addressed by the new owner. Ventilation is via an opening hatch with

sunshade and screen and an opening portlight with screen.

Guests enjoy a

quiet retreat with two single berths, a hanging locker, and both an opening hatch and an opening portlight with screens, plus an LED reading light.

Outside, the wide walk around deck and tall stainless steel handrails inspire confidence underway.

The cockpit is generously sized for seating and relaxing,

with molded wide stairs to the upper helm/deck concealing storage beneath, a solid fiberglass cockpit cover, direct access to the generator, and lazarettes for additional storage. Two attached fold away steps—one to port and one to starboard—simplify boarding, while a transom door leads easily to the large swim platform, where a hot/cold shower sprayer awaits after a swim.

On the

upper deck, the flybridge helm carries a custom Todd helm chair with fold down arms and an extended headrest. Opposite, a large L shaped built in settee—re foamed in 2021—wraps a two sided folding table. The full upper helm enclosure is executed in clear eisenglass with double layered, double stitched canvas, and stainless steel safety railings guard the aft perimeter. The “summer kitchen” integrates an oversized grill, sink, propane locker, storage locker, and cooler storage; the ice maker has been removed, though all plumbing remains in place should a new owner wish to reinstall one. Above the cockpit, an open air sunning and lounge area invites afternoons at anchor. Ground tackle is serious: an electric Lewmar windlass new in 2020, a 35 lb plow anchor on 180' of chain, a 65 lb CQR storm anchor with 30' of chain and 40' of rode, and an 8' Zodiac tender powered by a 3 hp two cycle Mercury outboard.

Electronics and helm systems are comprehensive. At the lower helm: a Raymarine GPS, autopilot with hydraulic pump replaced in 2018, depth sounder, bow and stern thruster controls, VHF radio, a 25 mile Raymarine radar, Glendinning throttle controls, a classic wooden wheel, and three large forward windows with windshield wipers. At the upper helm: a Raymarine GPS

E80 (installed as a refurbished unit in 2025), a backup stand alone Simrad GPS chart plotter, autopilot, depth sounder, bow and stern thruster controls, radar, a stainless steel wheel, Glendinning throttle controls, VHF radio, a Jensen stereo, a radar pole with LED flood lights, an aft facing camera, a remote control steering unit, and trim tabs.

Electrical systems include a 2016

Northern Lights 6 kW generator showing 863 hours; two air conditioning units, with the forward unit's control board replaced in 2024; three AGM 8D batteries from 2019; a 50 amp AC/DC converter; battery safety switches; a bonding system with a zinc anode; AC/DC circuit breakers; color coded wiring harnesses; three electric bilge pumps with auto switches; an electric distribution panel; forward and aft 50 amp shore power connections; GFCI protection throughout; a high water alarm; a 4,000 gph emergency bilge pump with alarms at both upper and lower helms; 12V interior lighting; a macerator with overboard discharge or holding tank and a reverse polarity indicator; a TV antenna; TV/telephone dockside connection; an 8 gallon water heater; a water tank monitor that is not functioning (sight glass at the tank is being used instead); a 50 foot 50 amp shore power cord; and a 25 foot shore power cord.

Mechanical credentials are equally reassuring: a single Yanmar 6LY STP producing 270 hp with 2,500 hours (the 2,000 hour service was completed in 2018), an exhaust hose replaced in 2018, engine zincks changed every 90 days during the cruising season, and oil changes at proper intervals with dates labeled on the filters. The engine room is notably clean, organized, and well labeled. Performance runs to a 7-8 knot cruise at 2-3 gph and a 12 knot top speed at approximately 12-15 gph. Running gear includes a 4 blade bronze propeller with bronze struts and rudders. Service friendly features include an oil exchange system for both engine and generator, an engine alarm system, a fire extinguisher system, freshwater cooling, fuel filters, hot and cold pressurized water, hydraulic steering, sea strainers,

seacocks on underwater thru hulls, a stainless steel shaft seal replaced in 2025, and trim tabs. Rounding out the inventory is comprehensive safety gear: EPIRB, life jackets, fire extinguishers, an ACR distress beacon, a night vision distress signal, and an SOS distress light.

Broker's comments

This is a very well maintained vessel that has clearly been cared for and updated whenever needed. The list of remaining maintenance items is impressively short and non-essential for typical cruising. Stored on the hard every non-cruising season since new—an approach adopted by both the current and previous owners—with all covers, eisenglass, and canvas kept indoors during those periods, she shows the unmistakable discipline of stewardship by a military mechanic.

Exclusions

All personal belongings and selected tools are excluded from the sale.

Mechanical disclaimer

Engine and generator hours reflect the status at the time of original listing and represent what the listing broker was told by the owner and/or the actual reading of the hour meters. The broker cannot guarantee the true hours. It is the responsibility of the purchaser and/or the purchaser's agent to verify engine hours, warranties—implied or otherwise—and major overhauls, as well as any other representations noted in the listing brochure.

Disclaimer

The details of this vessel are offered in good faith, but accuracy and the

vessel's condition are not guaranteed or warranted. Buyers should instruct their agents or surveyors to investigate any particulars they wish to have validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

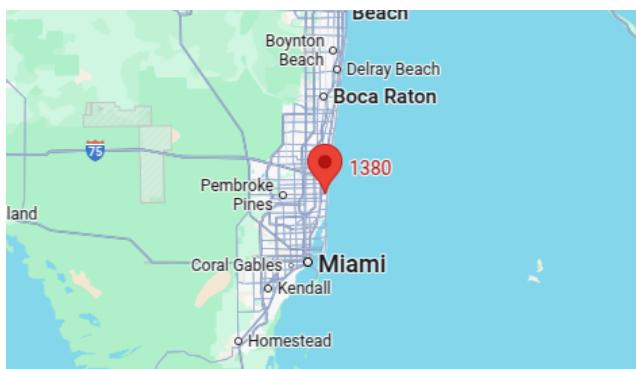
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

Contact details

Phone: +1(954)274-4435

Email: andrey@shestakovyachtsales.com

Address



1380 Weeping Willow Way, Hollywood,
Florida 33019