

SCRIMSHAW - SABRE



Builder: [SABRE](#)

Beam: 13' 0" (4.05 m)

Year Built: 2002

Min Draft: 16' 2" (4.92 m)

Model: 402

Max Draft: 16' 2" (4.92 m)

Price: \$184,000 USD Subject to change.

[See full listing on our website](#)

Location: Fairhaven, United States

LOA: 40' 0" (12.24 m)

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OVERVIEW

SCRIMSHAW is a 40-foot fiberglass performance cruiser-racer, sloop-rigged and conceived by Jim Taylor. Built in Maine by Sabre Yachts as the Sabre 402, she blends true offshore speed with elegant, well-appointed coastal-cruising accommodations designed for small crews or family passages.

SPECIFICATIONS

Basic Information

Model Year:
2002

Country:
United States

Year Built:
2002

Dimensions

LOA:
40' 0" (12.24 m)

Beam:
13' 0" (4.05 m)

Min Draft:
16' 2" (4.92 m)

Max Draft:
16' 2" (4.92 m)

Speed, Capacities and Weight

Water Capacity:
107 Gallons

Fuel Capacity:
50 Gallons

Accommodations

Total Heads:
1

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Sabre Design Team

Deck Material:

Fiberglass

Interior Designer:

Sabre Design Team

Hull Configuration:

Monohull

Engine Information

Engines:

1

Engine Type:

Inboard

Manufacturer:

westerbeke

Fuel Type:

Diesel

GALLERY











DETAILED DESCRIPTION

Specifications and dimensions

Launched in 2002, SCRIMSHAW is a Sabre 402 performance cruising yacht offered at \$184,000 and located in Fairhaven, Massachusetts, USA. Conceived by Jim Taylor and built by Sabre Yachts, this forty-foot fiberglass sloop is fitted with a sloop rig and a shoal-draft fin keel drawing 4' 11". Principal measurements list a 40' 2" LOA, 34' 0" LWL and a 13' 4" beam, with a displacement of 19,760 lbs and 7,500 lbs of lead ballast. Propulsion is provided by a Westerbeke W55A 55 HP diesel, showing approximately 1,760 hours as of September 2026. Tankage comprises 50 gallons of fuel, 107 gallons of water carried in three tanks, and a 30-gallon holding tank. The interior sleeps six between two private cabins and the salon. Notable enhancements include updated B&G Zeus 3 electronics and solar panels mounted on the bimini, and the yacht has been under the attentive care of the same owner since 2015.

Vessel highlights and recent upgrades

A celebrated design that earned Cruising World's 1997 Overall Boat of the Year, this yacht combines superior engineering and refined handling, featuring a lightweight carbon fiber rudder post mated to a fast, responsive Jim Taylor hull that delivers exhilarating, confidence-inspiring performance under sail. Contemporary navigation and electrical systems include a full B&G Zeus 3 electronics suite complemented by bimini-mounted solar panels that efficiently support the vessel's power requirements. The current owner, who has maintained the yacht since 2015, has preserved her in excellent condition through annual standing rigging inspections and predominantly light New England coastal cruising. Recent service and renewals further strengthen reliability, with a new cutlass bearing, a new alternator, a new starter battery,

and new lifelines installed. Interior comforts are elegantly appointed with an American cherry finish and a practical two-cabin layout that accommodates six; the accommodation is supported by a full navigation station, a U-shaped galley with ample counter space, and a dedicated head featuring a separate shower stall.

Faqs

SCRIMSHAW is a 2002 Sabre 402, a 40-foot fiberglass performance cruiser-racer sloop penned by Jim Taylor and built in Maine by Sabre Yachts, marrying genuine offshore speed with the comfort and everyday practicality desired for coastal cruising and equally well suited to small crews or family outings. Her shoal-draft fin keel, fitted with external lead ballast, draws 4 feet 11 inches, allowing access to shallow harbors and gunkholes while preserving impressive stiffness and confident upwind manners.

Below decks the interior accommodates six guests in two private double cabins, positioned fore and aft, with additional sleeping space in the main salon, and features a single head with an adjoining separate shower stall, an L-shaped galley offering expanded counter area, and a full-sized navigation station. Thoughtfully modernized where it matters, SCRIMSHAW is equipped with a complete B&G Zeus 3 electronics suite, solar panels on the bimini, an upgraded alternator, a new starter battery, new lifelines, and a new cutlass bearing.

Introduction

Impeccably cared for and prepared for immediate sailing, SCRIMSHAW exemplifies the Sabre 402 – a time-honored design known for its robust construction, smooth seakeeping and classic Sabre lines. Retained by the same owner since 2015 and lightly cruised from Fairhaven, MA, she shows a tidy,

well-appointed interior that conveys genuine pride of ownership. Her two-cabin layout affords privacy and ample accommodations for a couple or a small family. The standing rigging receives annual inspections, and she is fitted with a comprehensive B&G Zeus 3 electronics suite and photovoltaic panels mounted on the bimini. Recent noteworthy service and upgrades include a new cutlass bearing, a replaced alternator, a new starter battery and renewed lifelines. Lying in Fairhaven, MA, SCRIMSHAW is a carefully maintained example of one of Sabre's most respected cruising models.

Overview

Conceived by Jim Taylor in partnership with the Sabre Design Team, the Sabre 402 is a 40-foot performance cruiser that marries time-honored New England craftsmanship with contemporary engineering. Agile and responsive under sail yet easily handled by a cruising couple, she incorporates modern refinements such as a carbon fiber rudder post and a carefully optimized keel and rig package. Early acclaim arrived in 1997 when she secured Cruising World's Mid-Sized Cruiser title along with the magazine's Overall Boat of the Year award, and she has since posted impressive results both around the buoys and offshore, including class victories in marquee events like the Newport/Bermuda race.

Belowdecks the Sabre 402 delivers generous galley counter space, a thoughtfully arranged navigation station, and a single head with an adjoining shower stall, all arranged for comfortable coastal cruising. Celebrated as a coastal performance cruiser, she continues to stand out on the pre-owned market for her blend of speed, comfort, and build quality, with well-maintained examples such as SCRIMSHAW retaining strong resale value.

Construction

The hull is constructed entirely of hand-laminated F.R.P., with Airex foam coring incorporated into the topsides to optimize stiffness and weight; bulkheads, berth faces, shelving and floor stringers are laminated directly to the hull to create a single, integral structural assembly. The hull-to-deck connection is secured with mechanical fastenings and bedded in 5200 adhesive sealant, and the exterior is presented in a lustrous Flag Blue gelcoat. The deck likewise is hand-laminated F.R.P. with a balsa core, substituting mahogany plywood in areas subject to greater load, and it is bonded to the hull with stainless steel thru-bolts set at six-inch intervals.

Cockpit

Designed for relaxed cruising and effortless days at sea, the cockpit is thoughtfully laid out with a deep storage locker to port and a cockpit locker to starboard fitted with a Lewmar hatch that opens to the aft cabin. Storage is augmented by two lazarette lockers and a dedicated stove fuel storage locker housed in the starboard side deck, while reliable drainage is provided by two cockpit scuppers leading to sea valves. At the helm, a solid teak cup holder crowns the pedestal beside a B&G chartplotter, and al fresco entertaining is made simple by the varnished folding cockpit table. A neatly sculpted transom finishes the space, incorporating a folding swim ladder fitted with teak treads.

Interior

Configured in a refined two-stateroom arrangement with the owner's suite located forward, the interior is richly appointed with varnished American red cherry joinery, set above a varnished teak and holly cabin sole and crowned by solid cypress strip ceilings. The main cabin provides six feet six inches of

headroom for an exceptionally comfortable feel; the main salon is wrapped in sumptuous blue UltraSuede upholstery, and the cabins are finished in an elegant blue patterned fabric.

Accommodations

Forward, the owner's suite presents a comfortable V-berth complemented by a cedar-lined hanging locker and a vanity equipped with a sink and seating, creating a private and refined retreat. The main salon is generous and welcoming, featuring an L-shaped settee that wraps around a central drop-leaf table which lowers to form a double berth to port, while a straight settee to starboard is paired with a forward-facing navigation station and an opening chart table. Abundant natural light filters through an overhead hatch, opening ports and coachroof portlights, bathing the interior in warmth.

To port, a well-appointed U-shaped galley offers generous refrigeration capacity, a Force 10 stainless-steel three-burner gimbaled stove with oven and extensive storage. Aft to starboard is a head with shower, while an aft guest cabin to port is fitted with a double bunk; the aft head provides private access into the aft cabin as well as a separate entry to the salon. Thoughtful ventilation and ample lighting continue throughout the layout, ensuring comfort and livability.

Galley equipment

The galley is elegantly appointed with a pair of stainless-steel sinks, a discreet waste bin tucked beneath the basin and plentiful drawer and locker space for orderly provisioning. Cold storage is provided by a Sea Frost refrigerator and freezer combination featuring top-opening lids and a convenient front-access door, with the flexibility to operate from shore power or be driven by the engine. Culinary tasks are served by a Force 10 three-burner propane stove

with oven, while foot-operated salt and freshwater pumps at the sink deliver efficient, low-draw water service.

Deck equipment

Forward, an aluminum bow roller cradles a 35 lb CQR, backed by approximately 30 feet of 5/16-inch chain and 250 feet of 5/8-inch rode, all cleanly led into an in-deck chain locker. A spare 35 lb CQR and a smaller Danforth with chain are neatly stowed in the port helm seat locker. Anchoring is made effortless by a Lewmar horizontal gypsy mounted in the bow anchor locker and operated from convenient deck switches. Natural light and ventilation are maximized through Lewmar deck hatches, complemented by stainless steel and plastic opening ports as well as fixed ports in the main salon, each finished with interior trim and fitted with insect screens. Deck hardware is of the highest quality, featuring cast stainless steel cleats, chocks and hawse holes set into the toe rails, and a substantial stainless steel tube bowrail. A split stair rail leads down to a fold-down swim ladder on the scoop transom for graceful water access, while safety is provided by tapered stanchions and double vinyl-covered stainless steel lifelines standing 30 inches high. The look is completed by three-inch varnished teak toe rails and beautifully varnished teak handrails, with additional stainless steel opening ports serving both the main and forward cabins.

Canvas

A soft, light-tan canvas ensemble bathes the deck in a warm, sophisticated palette, centered on a protective dodger fitted with an elkhide grabrail to ensure confident movement in every condition. Above, a bimini with integrated solar panels supplies quiet, sustainable power while casting ample shade over the cockpit. A bespoke wheel and pedestal cover preserves the helm's finish,

and plush cockpit cushions provide elevated comfort whether the yacht is underway or peacefully at anchor.

Sails

A North Sails mainsail paired with a genoa forms a refined, performance orientated sail wardrobe that delivers reliable drive, exceptional trim responsiveness and enduring construction, ensuring confident handling across a broad range of weather and sea conditions.

Rig and sail handling

A Hall Spars white-painted aluminum mast and boom, built with three spreaders, form the engineered backbone of the rig, delivering both strength and refined presence on deck. Mainsail trim is managed with precision via a Hall QuikVang, while headsail operations are simplified by a Selden Furlex 300S aluminum foil equipped with a drum furler and swivels. Separate dedicated halyards for the main and genoa are provided, and a discreet flagpole mounted on the stern rail lends a timeless finishing touch. The standing rigging is entirely Navtec, specified as stainless steel rod with matching stainless end fittings, open barrel turnbuckles and stainless steel toggles, all tensioned through a Navtec hydraulic backstay adjuster to ensure optimal tuning. Sail shape is honed by adjustable inboard genoa car tracks, and line handling is made effortless by premium Lewmar winches: a #44CEST 2-speed electric on the starboard housetop, a #44CST 2-speed on the portside cabin top, and a pair of Lewmar #54 CST 2-speed primary winches mounted on the coamings.

Engine and mechanical equipment

Propulsion is supplied by a Westerbeke W55A Four diesel engine rated at 55

hp and showing approximately 1,760 hours, drawing fuel through a Racor R24T filter to ensure clean combustion. The driveline transmits power via a one-and-three-eighths-inch stainless-steel shaft equipped with stainless-steel line cutters, turning a Maxprop three-blade feathering propeller that delivers efficient thrust and precise handling. Charging is provided by a Powermax 12V/100A alternator, governed by a Balmar ARS-5 multi-stage regulator to maintain steady, reliable electrical output, while comfort aboard is maintained by a Marine Air Systems HVAC unit rated at 16,000 BTU.

Tankage and plumbing

Engineered for reliable performance and effortless cruising, the tankage and plumbing combine thoughtful redundancy with proven components: a Sealand Vacuflush freshwater flush system ensures hygienic sanitation, while the deep bilge sump is protected by a Rule 1500 automatic pump operated via a Rule-a-matic Plus float switch, with a Whale Gusher Titan manual pump conveniently located in the cockpit for backup. Fuel is carried in a single main tank holding 50 US Gallons, drinking water is stored across three tanks totaling 107 US Gallons, and waste is collected in a 30 US Gallons holding tank monitored by a Tankwatch 4 gauge. For offshore operation and ease of use, a macerator fitted with a legal offshore Y-valve permits direct discharge where regulations allow.

Electrical system

The yacht's meticulously engineered electrical installation is built around five 2017 MK Powered 8A27 12 volt AGM batteries, centrally monitored by a Victron battery monitor and powered through a Heart Freedom 25 2500 watt inverter/charger, delivering dependable house power with silent efficiency. Charging flexibility is achieved both from a fixed solar array integrated into the

bimini and a supplemental flexible PV panel governed by a Ferris Powerboost 200 MPPT solar charge controller, while a Xantrex 15 amp Digital echo charge is dedicated to maintaining the engine start batteries. Seamless shore power connectivity is provided by dual Marinco 30A/125V inlets with paired fifty foot 30A/125V cords. Electrical distribution and circuit protection are handled by a Bass circuit breaker panel complemented by Lewmar high amp breakers, and system status is clearly presented via Bass DC volts and amps instrumentation with a Heart Interface Link 2000 remote panel for convenient oversight. For onboard comfort and ambiance the yacht features recessed overhead lighting with a dimmer, discreet red courtesy lights for safe night operation, and efficient Hella cabin fans.

Navigation and communication electronics

The navigation station is equipped with an Icom IC-M504 VHF, with an Icom Command Mic II conveniently mounted at the helm to provide seamless radio control. Guidance and situational awareness are delivered through dual B&G Zeus3 nine-inch multifunction chartplotters—one at the helm pedestal and a second that integrates with a B&G Halo20+ pulse compression radar antenna for assured passage-making. Performance and systems information are presented on a B&G Triton2 multi display installed above the companionway, while heading control is entrusted to a B&G Triton2 autopilot with keypad at the helm. A Simrad AIS enhances traffic awareness and the lighting package comprises standard navigation lights, a tri-color masthead light plus steaming and foredeck lights. Onboard connectivity and entertainment are amplified by an Uber cell signal booster and a West Marine WM4000 unit with Bluetooth, USB and AUX inputs, driving a refined Bose speaker system.

Safety equipment

Every aspect of safety aboard has been meticulously considered, with an extensive array of lifesaving and emergency systems that reflect the vessel's dedication to true seamanship. Personal flotation is provided by life jackets, complemented by a Lifesling carried in its bag with hoisting tackle for man overboard recovery and a classic horseshoe life ring buoy. Fire protection is assured by strategically placed fire extinguishers, while redundancy underway comes in the form of an emergency tiller and an Edson hand operated emergency bilge pump ready for immediate use. For long range distress and accurate location, an EPIRB together with a locator beacon offer rapid alerting and position recovery, and efficiently designed cockpit drains keep the deck clear and secure in all conditions.

Additional equipment

Precisely appointed for effortless cruising, the vessel is delivered with dock lines and fenders, a boat hook, a curated selection of winch handles, various spare parts and a comprehensive complement of ship's gear, and is accompanied by most of the original equipment manuals to ensure an immediate, seamless transition in ownership, operation and maintenance.

Exclusions

Personal possessions, together with any equipment or accessories not expressly identified in the inventory set forth above, shall not form part of this sale.

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.

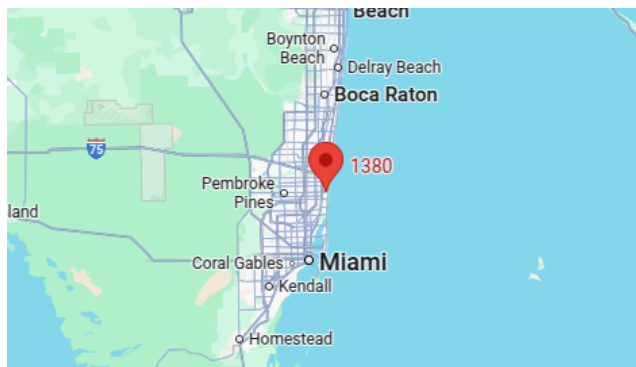
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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