

MAWE - ISLAND PACKET



Builder: [ISLAND PACKET](#)

Beam: 14' 0" (4.37 m)

Year Built: 2006

Max Draft: 16' 5" (5 m)

Model: 440

Price: \$349,000 USD Subject to change.

[See full listing on our website](#)

Location: Fort Lauderdale, United States

LOA: 45' 0" (13.94 m)

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OVERVIEW

An exceptional Island Packet 440, MAWE has had only two careful custodians since launch, and over 18 years she has been pampered to a standard that feels better than new. The comprehensive spec and thoughtful upgrades that follow showcase the current owner's passion, expertise, and attentive stewardship. Truly turn-key for exacting sailors, this bluewater cruising sailing yacht is poised to roam the globe—MAWE is fully prepared for her next adventure. Detailed maintenance records, a refreshed sail inventory, and a robust, energy independent electrical system support comfortable, off grid liveaboard cruising for years to come.

Introduced as the successor to the beloved IP420, the Island Packet 440 delivered a host of refinements. Larger and quicker than the 420, the 440 benefits from an expanded swim platform, real teak-and-oak cabin soles, solid acrylic countertops throughout, a forward facing navigation station, and increased capacities for fuel, water, and holding. Performance is elevated by a longer waterline and additional sail area, offering a confident, capable ride for offshore cruising.

MAWE stands out as a rare find among Island Packet 440s—a refined center cockpit cutter and luxury cruising sailboat, equally at home as an offshore passagemaker, world cruiser, and performance cruiser. Don't let this ocean going sailing yacht slip away.

SPECIFICATIONS

Basic Information

Category:
Sail yachts

Year Built:
2006

Sub category:
Cruising Sailboats for Sale

Country:
United States

Model Year:
2006

Dimensions

LOA:
45' 0" (13.94 m)

Max Draft:
16' 5" (5 m)

Beam:
14' 0" (4.37 m)

Speed, Capacities and Weight

Water Capacity:
260 Gallons

Fuel Capacity:
160 Gallons

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Bob Johnson, N.A

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

1

Engine Type:

Inboard

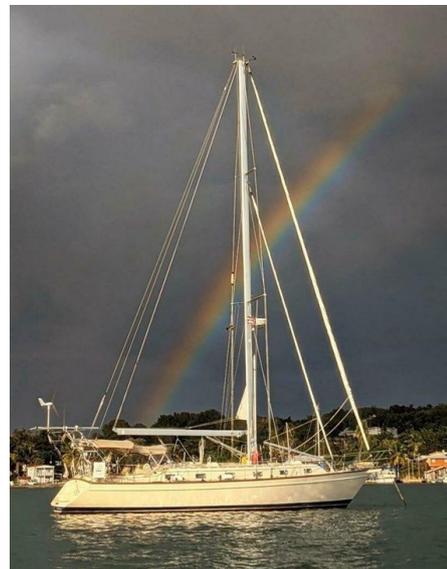
Manufacturer:

Yanmar

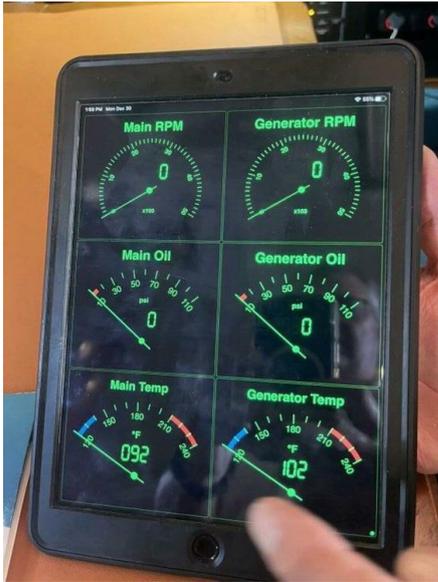
Fuel Type:

Diesel

GALLERY









DETAILED DESCRIPTION

Description

A spectacular example of the Island Packet 440, MAWE has had just two owners since new and has been impeccably maintained over the past eighteen years to a better than new standard. The lengthy equipment and upgrade list that follows underscores the current owner's passion, knowledge, and meticulous care. A true turn key passage maker for the most demanding bluewater cruisers, MAWE is ready to cast off for new horizons. Complete maintenance logs, updated sails, and a genuinely self sustaining electrical system support comfortable off the grid living for years to come. The Island Packet 440 refined the much loved IP420 with more of everything that matters offshore: a longer waterline for better performance, more sail area, a larger swim platform, solid teak and oak cabin soles, solid acrylic countertops throughout, a forward facing nav station, and larger fuel, water, and holding tanks. MAWE is a strikingly well kept example of this sought after model—don't let her slip through your fingers.

Overview and upgrades

Note: new listing; preliminary equipment list and photographs; these will all be updated in early January. The engineering heart of MAWE is purpose built for reliable, low maintenance bluewater independence. A Yanmar 4JH3 75HP diesel pairs with a Balmar 100 amp alternator, digital Duo charger, and dual Racor fuel filters with an auxiliary fuel pump for effortless bleeding; the exhaust elbow and turbo were replaced in 2021 and the cooling system was serviced with a new impeller in 2024. Thrust is delivered through a Max Prop three blade feathering propeller fully serviced in 2024, complemented by a new cutlass bearing, shaft alignment, and spacer plate in 2020, with the

original fixed three blade propeller carried aboard; a Shark rope cutter protects the shaft. Quiet, dependable ship's power comes from a MasPower 8 kW generator, fresh water cooled in a sound shield, with the cooling system serviced and a new zinc installed in 2023. Fuel capacity is a generous 160 US gallons (606 liters) in an aluminium tank, while the pressure water pump is new 2021. Shore power is flexible thanks to dual 30 amp inlets feeding four separate 50' cords, plus a 50 amp to twin 30 amp splitter. The house and start bank consists of eight Fall River Group 27 AGM batteries (new 2021), with dedicated engine and generator start batteries. A newly designed electrical architecture is already prepared for a next generation lithium conversion (not currently needed), and in practice the batteries remain topped up by abundant solar and wind generation under next generation Victron smart control. A Victron 3000W inverter with smart controller (new 2022) teams with a Charles 5000 Series 60 amp three stage charger. Solar is formidable at 900 watts (new 2022), regulated by a Blue Sky Boost 3000i MPPT Smart Controller (new 2022), a Smart Shunt 500 amp battery monitor (new 2022), an Energy GX touch screen panel (new 2022), and Energy 200/200 control with an NMEA 2000 backbone (new 2022). A Pro Mariner ProSafe Monitor watches polarity, ground and galvanic status. Eight fast charging USB/C and 12V "cigarette" outlets serve the cockpit, nav station, main saloon, master suite and guest cabin (new 2022). An Alba Combi analogue NMEA 200 monitor converts legacy analogue readings to digital. Climate control is robust and zoned via CruiseAir reverse cycle systems: master cabin 8,000 BTU, aft cabin and galley 10,000 BTU, and saloon 18,000 BTU, with a new compressor in 2024, individual SMX controllers and an auto start dehumidifier mode. Renewable wind input arrives via an MK4 Kinetix wind generator with carbon fiber blades for quieter operation, its bearings replaced in 2021. Fresh water independence is assured by a Spectra MPC MK II 400 watermaker producing 17 gal/hr, with a new membrane in 2022 and full service in 2024. Tankage includes a 260 US gallon fiberglass water tank (985 liters) equipped with a new AcuGage level sensor in

2020 and an 11 gallon water heater that runs from engine coolant or 110V power, plus a hot and cold stern shower. Deck washdown points fore and aft deliver fresh or seawater through quick Jabsco connectors, renewed in 2023. Sanitation is via Dometic VacuFlush heads, two units completely serviced in 2022, discharging to a 55 gallon (208 liter) fiberglass holding tank with a new AcuGage sensor in 2020, emptied by deck pump out or overboard through a Y valve and macerator pump; all sanitation hoses were replaced in 2018. Bilge security includes electric and manual pumps with a new Whale cockpit pump in 2020 and a high water bilge alarm and pump added in 2024. Two separate shower pans drain to sump pumps. Cold chain duties are handled by Frigoboat Keel Cooler top loading refrigeration: two independent, well insulated boxes can be configured as refrigerator or freezer to suit, with compressor and gas service including new O rings in 2024. Cooking is by a Force 10 three burner LPG stove with oven and broiler, supplied by two 20 lb cylinders in an exterior locker with a remote solenoid safety shut off (new 2020).

On deck the IP440's offshore DNA is refined by thoughtful upgrades. The bow anchor platform is integral with the hull beneath a double rail stainless pulpit. Ground tackle is formidable: a Lighthouse 1501 windlass was serviced in 2023 with new bearings, a new canvas cover and a new solenoid; the primary Rocna 40 kg (88 pound) anchor carries 160' of high test 3/8" galvanized chain backed by 200' of 3/4" nylon rode (new 2020), while a Fortress FX 73 backs up with 50' of 5/16" G4 high test chain and 300' of 5/8" nylon tail. A complete Paratech Sea Anchor 15 setup stands ready, and the double spliced chain snubber is new 2022. Close quarters control is effortless with a SidePower 6 HP bow thruster governed by a remote at the helm. The Charleston one piece mast sets a Hydronet vertically battened in mast furling mainsail with a Sunbrella sun panel (2017), complemented by a new radar reflector in 2022 and a Dutchman Boom Brake for controlled gybes. The mainsail traveler was rebuilt with new blocks and control lines in 2019; the boom vang received a new Dyneema

control line in 2022. Forward, a premium 9.77 oz Dacron staysail by Mack Sails works on a self tacking Hoyt Boom with a Sunbrella sun panel and Harken furling drum (2017), while the 135% Yankee genoa runs on a Harken drum (drum new 2022) with a matching Sunbrella UV. For light airs there is a North Sails asymmetrical cruising chute with ATN sock and hardware. All sails were cleaned and restitched in 2023, and all running rigging was replaced in 2019. Winch power is comprehensive: Lewmar two speed 54CEST electric primaries on the cockpit coamings; two Lewmar two speed self tailing halyard winches on the mast; a Lewmar 42CEST electric mainsail winch on the starboard coachroof; a Lewmar 42ST reefing winch on port (reefing lines can easily be led to the electric winch); and a Lewmar two speed self tailing staysail sheet winch on the port coachroof. Canvas winch covers are new 2021, and all winches were serviced in 2024. Every piece of deck hardware was re bedded with new 316 stainless fasteners and 3M 5200 in 2019. The bimini/dodger forms a full enclosure with a custom splashguard and cockpit shades, plus roll up Imar/canvas drop curtains with horseshoe zippers and sun block zips; the dodger windows are flexible polycarbonate for a wrinkle free view and carry a ten year warranty (new 2024). Touchpoints include a leather wheel cover and supremely comfortable cockpit cushions with two inch closed cell foam and Textalene covers. Steering is the famously reliable Edson rack and pinion system with emergency tiller. The custom pedestal integrates instrument pods and a pad bracket, a Ritchie SP 5 compass with custom grid, single lever throttle/shift, bow thruster and windlass remotes, and a 12V outlet. New lifelines arrived in 2022, while stainless Dorade vents with guards, thirteen opening stainless ports with screens, and eight Lewmar deck hatches with OceanAir screens and shades (with new canvas covers in 2021) ensure airflow. Brightwork shines: the teak cap rail was refinished with Cetol, two coats Light followed by six coats Gloss; companionway boards are varnished; the cockpit table is new 2023. Storage abounds in two deep lazarettes. A custom teak folding cockpit table has been newly refinished, with a matching

teak cup and binocular holder. Cruising infrastructure includes Kato davits with motor lift, cam cleats and new lifting lines (2022), a fishing rod holder, a swim ladder and a broad swim platform, plus a fore and aft Jabsco connector deck wash with flexihose. Fresh antifouling and a repainted boot stripe were completed in 2024. A two piece deck suncover, forward of the mast and aft, hoists on halyards for cool, shaded laydays.

Below decks the accommodations are crafted for long range comfort. The main saloon features facing settees with deep storage below and behind, plus a thoughtful mix of lockers and shelves above; the starboard settee converts to a full berth, while the port settee is long for entertaining and napping. Island Packet's clever dining table stows against the bulkhead to create a spacious lounge; a smaller "wine and cheese" pedestal table appears when desired. Forward to port is a large cedar lined hanging locker. Entertainment lives discreetly in a 35' Smart Samsung TV with cable connections above the port settee. Ventilation is excellent via a large opening hatch, four opening ports and two Dorades, all with screens and shades; a barometer mounts on the main bulkhead to port. An 18,000 BTU air conditioning unit cools the space, and Alpenglow LED reading lights serve both sides. The forward facing navigation station lies to starboard just ahead of the galley: a large desk with an inlaid Island Packet logo conceals a storage tray, and the entire desk hinges up for service access to the generator beneath the generous double nav seat—comfortable for two to chart the next landfall. Outboard are the 110V and 12V panels, SSB and VHF, tank level readouts, electrical controls and stereo. Aft, the large U shaped galley delivers serious seagoing utility with solid acrylic countertops, a Force 10 three burner stove/oven, microwave, Frigoboat Keel Cooler top loading refrigerator and freezer, a pull out trash bin and organized drawers and bins for dinnerware and cutlery; a Seagull purifier provides crystal clear drinking water at a side tap. Ventilation for the chef includes two twelve volt fans, an overhead hatch and an opening port. The owner's stateroom lies forward with an ensuite head in the bow: a separate

walk in shower with a bifold glass door, solid acrylic countertop and sink, and a Vacu Flush electric commode. Storage is exemplary with a large cabinet beneath the counter, a handsome mirrored teak medicine cabinet above and two deep drawers opposite the commode; an opening port and overhead hatch keep it bright and airy. The owner's berth is to starboard, angled for easy access from either side without disturbing a partner; the hinged foot lifts for linen storage and a drawer by the head entry optimizes every inch. The mattress is a custom 9" latex design for ultimate sleep. Beside the cabin entry to port is a large cedar lined hanging locker and a dressing seat, with another locker to starboard; a large flat screen TV with DVD player hangs on the aft bulkhead. Three opening hatches, four opening ports, abundant overhead and reading lights (all with shades and screens), a twelve volt fan and a Dorade vent make this cabin comfortable in all weather; a 7,000 BTU air conditioning unit is the icing on the cake. The aft head serves as both "day head" and guest head, aft to port off the saloon, with VacuFlush toilet, sink and separate shower area, and dual entry from the saloon and the aft cabin; an overhead hatch and opening port ensure ventilation, while a teak mirror, solid acrylic countertops and a tumbler holder add refinement. The guest cabin lies just aft of the head off the main saloon with a hanging locker and bureau, generous dressing space, and a bunk top that lifts on hydraulic struts for linen storage; two opening ports, an overhead hatch, a twelve volt fan and both overhead and cabin side reading lights make it practical and comfortable. A 10,000 BTU air conditioning unit in the large lazarette cools this cabin and adds capacity to the galley. Underfoot, solid teak and oak soles run throughout, with molded non skid fiberglass soles in working areas and heads for traction and easy cleanup.

Navigation, communication and entertainment systems are cruiser grade and thoughtfully integrated. Communications include an ICOM IC M802 SSB and an ICOM M504 VHF with AIS receiver. Steering accuracy is assured by a Raymarine EV 400 autopilot with a Hypro Marine ram, P70 control head, a hydraulic pump

new 2021, and a tiller arm, ram and rudder indicator arm all new 2023. Instrumentation includes Raymarine ST60+ knot, depth and apparent wind on the pedestal, repeated in the companionway pod. An Alba Combi analogue NMEA 200 monitor and NMEA Wi-Fi converter convey full instrument and engine data to a tablet or smartphone, with a helm bracket provided (tablet not included). Offshore email and weather are supported by a Pactor modem. Music and media are handled by a Clarion CD-M8 marine CD/AM/FM/Sirius XM system with Bluetooth control, flush-mounted, with a Clarion digital remote on the cockpit pedestal; the saloon enjoys two B&W wall-mounted speakers for superior sound and the cockpit plays through Clarion 7" marine speakers. Screens include a 24" smart TV in the master cabin and the 35" Smart Samsung TV mentioned in the saloon, fed by an antenna at the masthead. A Ritchie SP-5 compass sits at the helm.

Safety and convenience gear round out the offer. A folding dinghy anchor accompanies a 15 HP Yamaha outboard (new crankshaft 2022; carburetor 2024; note, no dinghy). Offshore readiness includes a Winslow six-person liferaft (factory serviced in 2020), a Lifesling on the aft pushpit (new cover 2022), and an EPIRB (new battery and factory serviced 2020). Four new fenders arrived in 2022, and a full USCG safety package—including signaling devices, PFDs, fire extinguishers and more—rides aboard. A carbon dioxide/carbon monoxide detector (new 2020) stands sentry, while a portable vacuum and pressure cleaner simplify upkeep. Spares are abundant: an engine exhaust elbow, macerator pump, autopilot pump, control panel breakers, windvane parts, zincs, filters, belts, bolts, screws, tools and charts, and much more. In short, MAWE is meticulously outfitted, tastefully refined, and powerfully autonomous—ready to go wherever you point the bow.

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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