

MARSAL - RYBOVICH



Builder: [RYBOVICH](#)

LOA: 44' 0" (13.41 m)

Year Built: 1990

Beam: 15' 0" (4.60 m)

Model: Express Sportfish

Max Draft: 13' 1" (4 m)

Price: \$595,000 USD Subject to change.

Cruising Speed: 25 Knots (28.77 MPH)

[See full listing on our website](#)

Location: Fort Myers, United States

Max Speed: 33 Knots (37.98 MPH)

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OVERVIEW

An iconic Rybovich express sportfish, built in cold molded mahogany and epoxy, underwent a complete refit and repower in 2017. Repowered with twin Cummins QSC 600s showing low hours, she delivers an efficient 25 knot cruise, perfectly suited to a dedicated sportfishing program. The 2017 scope was extensive: all new wiring, replacement fuel tanks, the machinery space stripped to the bare structure and fully re-equipped, followed by a topsides repaint and brightwork stripped and re-varnished. The cockpit was renewed with new teak and subdeck and a heavily insulated fishbox was installed, while every hatch was fitted with gutters and plumbed into a redesigned scupper system; that year also brought a new bow rail and polished stainless anchoring gear. Belowdecks finishes were refreshed with new wallcoverings, appliances, plumbing and additional interior enhancements. Teak coverboards with rounded teak coamings were added in 2022, and in 2023 she received new Rupp outriggers and another hull respray. It is rare to find a timeless classic cared for with such meticulous attention.

SPECIFICATIONS

Basic Information

Model Year:
1990

Country:
United States

Year Built:
1990

Dimensions

LOA:
44' 0" (13.41 m)

Max Draft:
13' 1" (4 m)

Beam:
15' 0" (4.60 m)

Speed, Capacities and Weight

Cruise Speed:
25 Knots (28.77 MPH)

Water Capacity:
50 Gallons

Max Speed:
33 Knots (37.98 MPH)

Fuel Capacity:
600 Gallons

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Donald Blount

Deck Material:

Cold Molded Mahogany

Interior Designer:

N/A

Hull Configuration:

Modified V-Hull

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

Cummins

Fuel Type:

Diesel

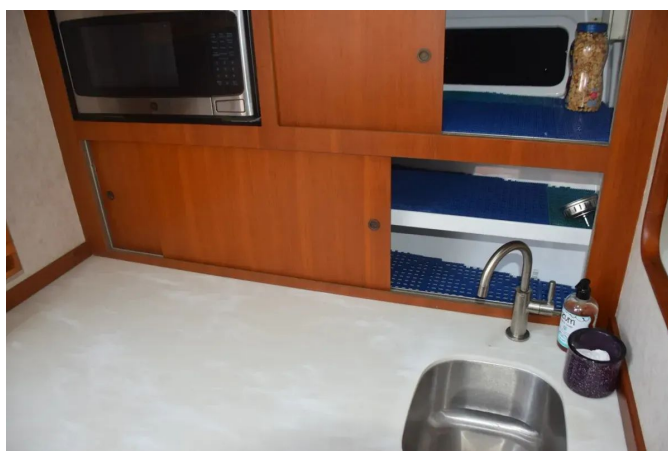
GALLERY

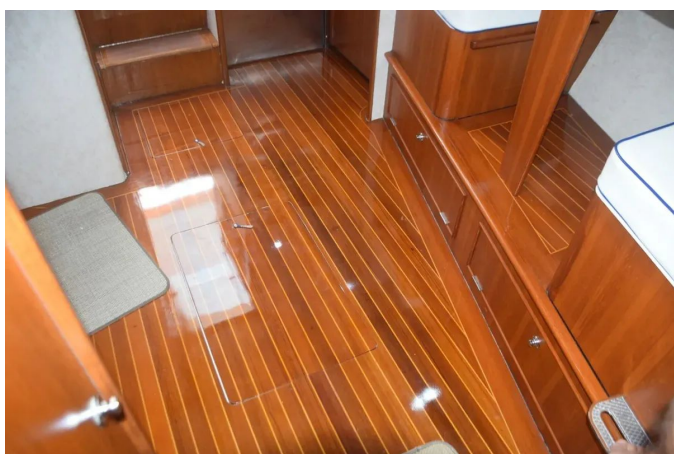


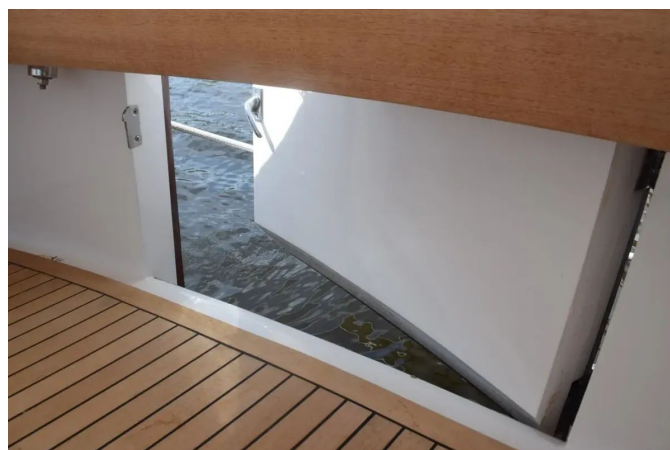


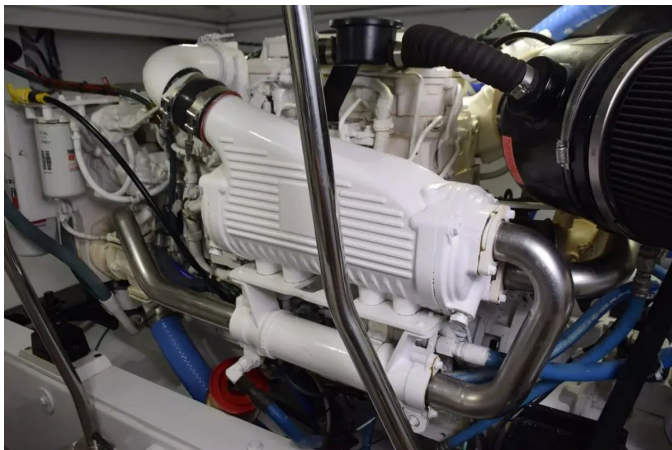
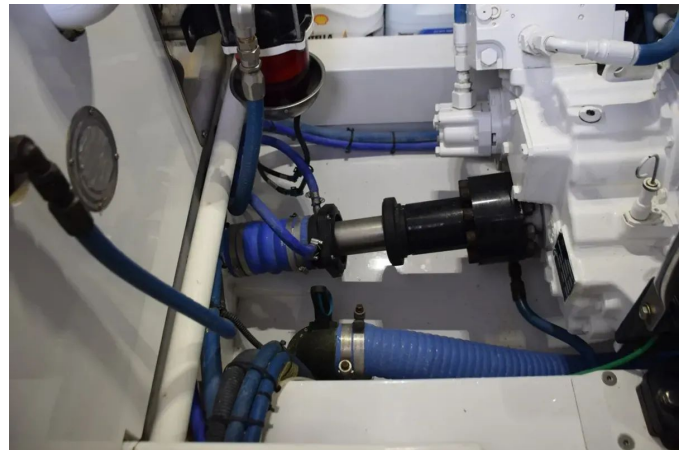
















DETAILED DESCRIPTION

Description

A quintessential Rybovich express sportfish, this yacht is built on a cold-molded mahogany and epoxy hull and was the subject of an extensive refit and repower in 2017. She is driven by low-hour Cummins QSC 600 hp engines that provide a graceful, efficient cruise at approximately 25 knots. The 2017 program was thorough: the vessel was completely rewired, fitted with new fuel tanks, and the engine room was stripped and rebuilt with all new equipment. Externally she received a full paint job while every bit of brightwork was stripped and re-varnished, and the cockpit was renewed with fresh teak laid over a new subdeck. Practical upgrades included a heavily insulated fish box and the addition of guttered hatches that drain into a new scupper system, and that same year a new bow rail and stainless anchoring system were installed. Below, the interior was revitalized with new wall coverings, updated appliances and upgraded plumbing among other improvements. In 2022 she was fitted with teak cockpit coverboards featuring a rounded teak coaming, and in 2023 she received new Rupp outriggers along with fresh hull paint. It is uncommon to find a classic of this lineage that has been maintained and upgraded with such meticulous attention to detail.

Comments and history

Rybovich hull number eighty-eight was built in West Palm Beach by the company then named Rybovich Marine Services and is the second of three like 44' Express Sportfishermen, each fitted with a hull bottom drawn by naval architect Donald Blount. The hull construction is cold-molded, triple-layered, diagonal mahogany with epoxy, a testament to the boat's enduring craftsmanship. Originally christened "BOSS LADY," she has had only four

owners since new, the current owner being the fourth, and from 2016 through late 2017 she underwent a thorough, comprehensive refit intended to expand her capabilities while faithfully preserving the vessel's classic character.

Accommodations

Access is through the centered opening door, topped by a tilt-up upper hatch on the forward side of the bridge deck, and from there a descent of four teak steps brings you to a high-gloss teak-and-holly sole. All the way forward a generous V-berth accommodates two, while a booth dinette set aft to port converts into an additional sleeping berth. To starboard a solid-surface countertop with upper and lower cabinetry leads aft to the entry to the head, which is fitted with a separate shower stall. Returning to the port side, another countertop contains a stainless sink and a microwave oven, with Vitrifrigo refrigerator/freezer drawers neatly installed beneath. The teak joinery, crafted by Rybovich, is detailed with silver push-button latches and knobs, and the countertops display an off-white, cloud-effect finish; seating is upholstered in white cushions trimmed with blue piping. Light tan wall coverings and plentiful teak trim enhance the interior, including a headliner accented by fore-and-aft teak batten strips. Natural illumination comes from a center overhead opening deck hatch with a screen and from hull-side portlights. The interior presents as immaculate and well-ordered, showing dry bilges, no odors, and the clear attention of an owner who prioritizes proper ventilation.

Cabin and galley

Forward, a V-berth upholstered in plush, thick cushions creates an inviting private retreat, with a forward door providing direct access to the anchor locker; ambient flush-mounted LED lighting bathes the space in a refined glow while a CTM reverse-cycle air conditioning system with digital thermostat

guarantees individualized climate control. Thoughtful storage enhances livability, from three drawers beneath the berth and a convenient step for easy boarding to a cedar-lined hanging locker to starboard just aft of the berth and a hanging rod above the V-berth; an overhead deck hatch with screen brings natural light and ventilation into the cabin. Along the starboard side, custom cabinetry is engineered for order, offering three drawers below the countertop as well as three cabinets overhead and three more below, and a teak-cushioned dinette centered by a gloss teak table effortlessly converts into a comfortable bunk to adapt from dining to sleeping. To port aft, the galley is organized around an L-shaped countertop and features an undermount brushed-stainless rectangular sink paired with a brushed-nickel faucet, a GE microwave with stainless trim and Vitrifrigo stainless refrigerator drawers; sliding-door cabinets with shelving, additional storage beneath the countertop and stowage under the cabin entry steps keep provisions and gear neatly concealed. The head is appointed with a full-length mirror on the back of the door and an electric freshwater toilet, while the shower compartment is separated by an etched-glass door engraved with a jumping blue marlin and fitted with a nickel shower fixture with wand; a dedicated storage closet within the head completes this impeccably planned interior.

Electronics and bridge deck

The bridge deck, laid in rich teak, is organized around a centerline helm console flanked by cushioned bench seats to port and starboard, each terminating forward with a countertop that conceals stainless-front refrigeration — a freezer to port and a refrigerator to starboard. A three-sided enclosure envelops the area, its center panel lifting and locking neatly to the underside of the hardtop, while the varnished teak cap rail sweeps into the signature Rybovich double-bridge-rail detail. Additional ventilation for the helm is provided by two opening overhead hatches, and two aluminum safety grab

rails run along either side of the hardtop. The helm console itself features a hinged teak lid that raises to reveal the lower electronics bay, with an overhead compartment accommodating the navigation screens and radar; a teak helm pod is topped by a chrome custom wheel with speed knob and paired single-lever controls, complemented by an analog engine gauge cluster set under glass with a chrome bezel, and two Rybovich varnished teak ladderback helm chairs with footrests and cushions complete this impeccably appointed command station.

Mounted overhead, the electronics complement includes a Garmin 8616 GPS/chartplotter/depth sounder, a Furuno NavNet TZ Touch 13-inch chartplotter with CHIRP fish finder capability, a Furuno open-array radar with a four-foot scanner, and an ICOM Command MIC used in conjunction with an ICOM M506 VHF.

Inside the center helm console are a Furuno FCV 295 recording color depth sounder, a Simrad AP24 autopilot with wireless remote, dual Vessel View 4 digital engine displays, a Glendinning engine control selector panel, a Fusion MS-NRX200 stereo remote-control panel, a Zip Wake control panel for the automatic-adjusting trim tabs, and a Ritchie PowerDamp magnetic compass to provide accurate steering and system feedback.

Up in the tower, the navigation and communication suite is extended by a Garmin 8610 GPS/chartplotter/depth unit, a Standard Horizon Explorer VHF radio, an auxiliary magnetic compass, and two VHF antenna masts supported by Rupp collared standoffs to enhance range and situational awareness from the elevated helm.

Hull and deck equipment

A pristine white hull is accented by a freshly refinished varnished teak transom (refreshed in 2023), set off by a blue boot stripe and a delicate red pinstripe above a Navy blue anti-fouling bottom. The boat's overall exterior received a

full paint and varnish renewal in 2017, and the graceful lines are emphasized where the bow spray rail melts into the chine while the cockpit splash rails trace the distinctive tumblehome of the transom.

Forward deck hardware is robust and thoughtfully laid out: an aluminum bow rail guides to a stainless steel anchor chute served by a Maxwell electric windlass with controls at the lower helm, and the ground tackle comprises a stainless steel plow anchor with a stainless chain lead and nylon rode. The sheer is trimmed with a varnished teak toe rail and protected by a solid stainless strike plate/rub rail, finished with chrome line chafe strips and fairleads for tidy, dependable line handling.

Rising above the cockpit is a six-step gap tuna tower topped with a hard top, its station platform carrying navigation and running lights and providing an elevated vantage fitted with a tower bench seat and backrest. The tower command is equipped with a control box and VHF, a black helm wheel, and a Glendinning engine control binnacle, and the forward tower platform is fitted with a Razor light bar to augment night visibility. Deck lighting includes two cockpit LED spreader lights aft and an additional LED forward near the foredeck. An arch-style canvas buggy top with blacked-out supports to reduce glare can be unbolted when desired, and a rubber-surface sole at the tower helm ensures secure footing while at the controls.

Systems under way have been attended to for confidence and durability: the rudder arrangement has been reworked with backing plates, and both dripless shaft logs and rudder logs are fitted. Running attitude is refined by Zip Wake auto-adjusting trim tabs, through-hull integrity is maintained with Marlon thru hull valves, and bilge management is handled by two Arid systems—Series 1 Nano aft and Series 2 in the engine room. Natural light below decks is provided by six non-opening hullside portlights, and the cockpit can be shaded by a canvas fly shade with side panels for flexible protection from sun and spray.

Fishing equipment and cockpit

The cockpit is appointed with a richly finished teak deck, matching teak coverboards and a gracefully rounded teak coaming, complemented by a transom door fitted with a secure hold-open latch. Custom fiberglass scupper drain boxes and a dedicated cockpit drainage system ensure water is cleared efficiently, while every cockpit deck hatch is thoughtfully guttered and drained. Beneath the deck an insulated fish box sits alongside an underdeck livewell, both wells finished in light blue; livewell plumbing ties into deck livewells positioned on either side of the cockpit stanchion, with the livewell pump box located aft underdeck and a Whale Gulper Grouper pump handling fish box and livewell pump-out duties. Silver double-spreader Rupp outriggers with an auto-locking tower support are rigged so control lines run back to the cockpit, allowing the outriggers to be raised and lowered without the need to climb the tower, and these are complemented by a Rupp center rigger. A rocket launcher with a protective canvas cover awaits deployment, while teaser reels are neatly mounted under the hardtop beside the helm. The cockpit is comprehensively equipped for serious tackle and line management, featuring eight flush rod holders in the cockpit boards—four of which swivel—three rod holders on each aft tower leg, two electric reel plugs beneath the coverboards, and under-bench rod storage secured by gas-shock hatch keepers. The portside cockpit console houses a dedicated tackle center with eight drawers, and the starboard console provides three rigging sinks and a spray hose, all supported by a saltwater washdown to complete this highly functional fishing environment.

Electrical and mechanical systems

A generous 50-amp shore power connection feeds both the 120 V/240 V AC and the 12 V DC networks, with the main electrical breaker and switching panel

positioned forward on the helm console and supplementary subpanels thoughtfully located in the cabin and the starboard tackle center. System status is easy to monitor via voltage and amp meters, including dedicated battery voltage readouts, while a 6.5 kW Phasor generator, fitted in 2017, provides dependable independent power. Charging and battery management are handled by a Victron Energy 12 V/60 amp battery charger alongside radial battery shut-off and parallel switches linked to a custom battery bank, and a hot water heater adds onboard comfort when at anchor.

Propulsion comes from twin 2016 Cummins QSC 8.3-liter diesels, each rated at 600 hp and commissioned aboard in 2017, with mechanical engine gauges mounted beneath the helm console for direct oversight. Engine health and fuel delivery are supported by an air filter and crankcase ventilation system, Racor primary fuel filters serving both the mains and the generator, a dedicated fuel transfer pump, a fuel priming pump, and an oil change pump, while an engine room blower maintains proper ventilation.

Safety and serviceability are built into every system, with emergency crash bilge pumps in the aft compartment and engine room, five auto/manual bilge pumps and high-water alarms for vigilant flood protection, and a Fireboy automatic/manual engine-room fire suppression system backed up by numerous handheld extinguishers to ensure confident, calm operation both underway and at the dock.

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.

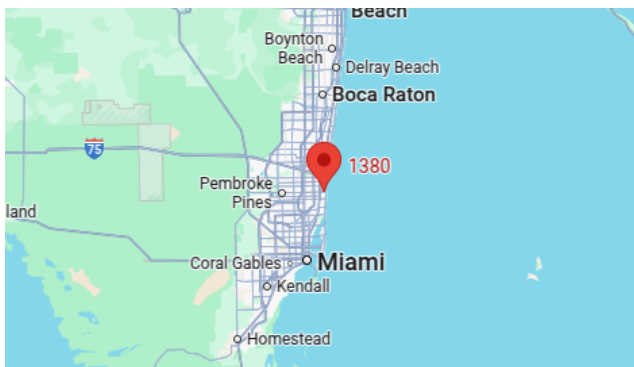
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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