

## PROUD LADY - RYBOVICH



**Builder:** [RYBOVICH](#)

**Beam:** 13' 0" (3.96 m)

**Year Built:** 1957

**Max Draft:** 9' 10" (3 m)

**Model:** CONVERTIBLE

**Price:** \$150,000 USD Subject to change.

[See full listing on our website](#)

**Location:** Freeport, United States

**LOA:** 44' 0" (13.41 m)

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## OVERVIEW

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A genuine chapter of American yachting, this 1957 wooden motor yacht stretches a graceful 44 feet and carries the patina and poise of a hand-crafted era. Built and berthed in the United States, she presents a sweeping sheerline and warm timber decks that glow in low light, a profile that still commands attention at harbors and classic-boat gatherings. Her construction is all wood from stem to stern — hull, deck, and joinery — a celebration of traditional craftsmanship that rewards the hand and the eye alike.

Underway she feels substantial and balanced, thanks to a broad 13-foot beam that creates roomy, well-proportioned living spaces and steady motion at sea. The nearly 10-foot draft (9.843') reveals a full-bodied, seakindly hull designed to track with authority and deliver a soft, predictable ride for those who prize comfort and control. Power is supplied by reliable twin Cummins inboard diesels, engines chosen for smooth, economical passage-making and the confidence to cover coastal miles with ease.

Endurance afloat is supported by thoughtfully sized tanks: 360 gallons of fuel allow for extended weekend escapes or lengthy coastal passages, while a 70-gallon freshwater capacity makes days aboard relaxed and self-sufficient whether entertaining at the dock or slipping into a quiet anchorage. The helm retains purposeful sightlines and a traditional layout, framed by richly varnished woodwork and built-in cabinetry that create a salon suffused with natural light and inviting conversation.

Interior volumes feel generous for a vessel of her length; the wide beam yields a welcoming salon, a practical galley, and intimate accommodations designed for slow mornings and convivial dinners. On deck, the tactile warmth of natural timber and clean, confident lines provide an elegant stage for sunset cocktails, tender handling, and heralded arrivals that speak to provenance and care.

For collectors, aficionados of wooden yachts, or cruising couples who seek

character without compromise, this 1957 classic offers an uncommon mixture of authenticity, capability, and soul. Ready for a wooden-boat festival or a serene coastal adventure, she is an heirloom-quality motor yacht that rewards stewardship with memorable voyages.

Classic Yacht • Motor Yacht • Wooden Yacht • Vintage Cruiser • Gentleman's Yacht • Heritage Yacht • Liveaboard Cruiser

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# SPECIFICATIONS

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## Basic Information

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**Category:**  
Motor yachts

**Year Built:**  
1957

**Sub category:**  
Sport Fisherman

**Country:**  
United States

**Model Year:**  
1957

## Dimensions

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**LOA:**  
44' 0" (13.41 m)

**Max Draft:**  
9' 10" (3 m)

**Beam:**  
13' 0" (3.96 m)

## Speed, Capacities and Weight

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**Water Capacity:**  
70 Gallons

**Fuel Capacity:**  
360 Gallons

## Hull and Deck Information

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**Hull Material:**  
Wooden Yachts

**Hull Designer:**  
N/A

**Deck Material:**  
Wood

**Interior Designer:**  
N/A

**Hull Configuration:**  
N/A

## Engine Information

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**Engines:**  
2

**Engine Type:**  
Inboard

**Manufacturer:**  
Cummins

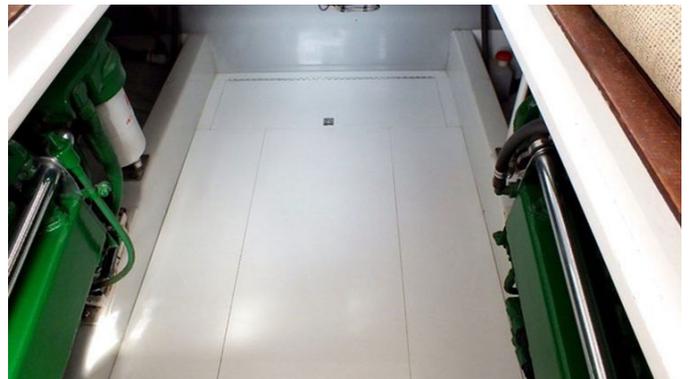
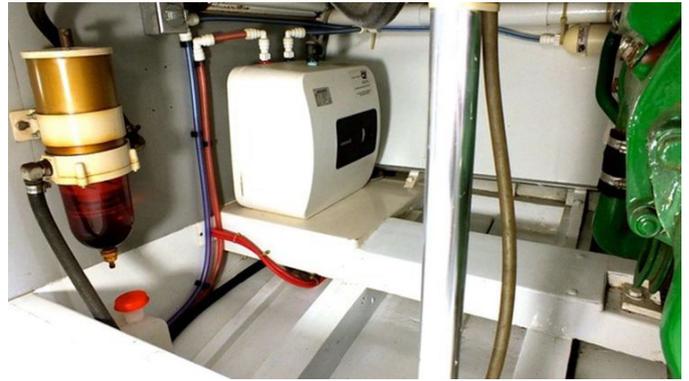
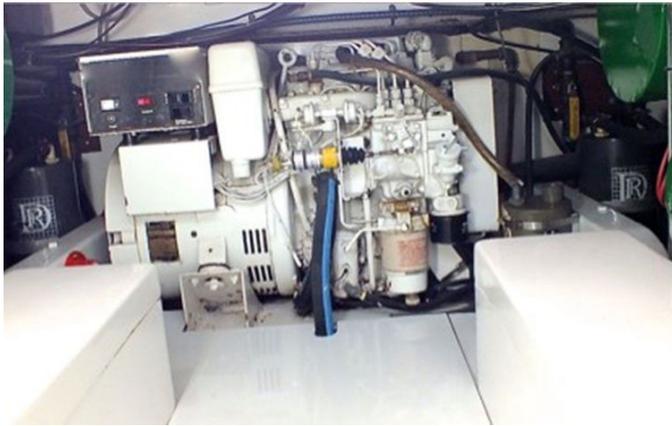
**Fuel Type:**  
Diesel

# GALLERY











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# DETAILED DESCRIPTION

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## Important upgrade

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In 1996 the hull sides were taken back to bare wood and the side rails removed before the entire expanse down to the chine rail was sheathed in two layers of fiberglass cloth and epoxy resin—one layer of seventeen ounce bi-ax cloth and one layer of eight ounce mat—using Epon Epoxy resin thickened with Cab-o-sil, a colloidal silica, for added strength; the side rails were then replaced, the hull faired, and the finish renewed with Awlcraft 2000 paint, leaving a robust, professionally reinforced hull that preserves the yacht's classic lines while significantly enhancing structural integrity and resistance to the rigors of offshore use.

## Salon

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The salon is a study in satin finished varnished mahogany accented by bright varnished moldings, where to port an L-shaped sofa upholstered with white leather cushions converts to a berth for one and conceals storage beneath on both sides, and a custom varnished Rybovich mahogany high-low table anchors the space complemented by a custom varnished mahogany liquor and beverage cabinet and a varnished mahogany TV and stereo cabinet; climate control is assured by a Cruisair reverse-cycle air conditioner, and overhead a leatherette headliner with LED lighting pairs with custom Altenkirch chrome-on-brass rod holders while varnished mahogany curtain valances to both sides and aft conceal atmospheric indirect LED lighting, removable carpet panels span the engine room access hatches, twin sliding entrance doors aft open to the cockpit, and a built-in flush electric circuit breaker panel locker houses the main AC and DC circuit breakers, creating an elegant, comfortable interior that blends classic joinery with practical modern systems.

## Galley-starboard/midship

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Off the companionway to starboard amidships, the eleven foot galley presents custom cabinetry with varnished teak trim, eight storage drawers and four storage lockers, where cooking and cleanup are handled by a Princess electric three burner stove with oven, a stainless steel sink, and a cabinet with electric refrigerator/freezer complemented by a Magic Chef microwave with a drawer below and two overhead lights, delivering a fully equipped culinary workspace designed to support serious cruising and entertaining with traditional joinery and contemporary appliances.

## Master stateroom-port

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To port the master stateroom features upper and lower crossover berths served by overhead lighting with a dedicated reading lamp at the upper berth, and storage is generous with six drawers beneath the upper berth, one large drawer below the lower berth, and a hanging locker; natural light and airflow arrive via two port lights and a foredeck access hatch, while varnished mahogany drawers and moldings and a carpeted floor complete the space, resulting in a calm, well appointed retreat that balances storage, comfort, and classic woodwork.

## Head

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Accessible from both the master stateroom and the companionway, the head is fitted with a custom varnished mahogany cabinet and a cultured marble shell design sink with a storage locker beneath, plus a mirrored storage locker trimmed in varnished mahogany; appointments include two chrome towel racks, a twelve volt Raritan Elegance vacuum freshwater head, an overhead

light, an enclosed stall shower, and a port light, combining tasteful joinery and durable systems for comfortable, reliable onboard sanitation.

## Forward stateroom

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Entered from the companionway with forepeak access, the forward stateroom offers high level V berths, four storage lockers and one hanging locker under the berths, reading lamps, two port lights, and a foredeck access hatch with screen over a carpeted floor, providing a ventilated, light filled space ideal for crew or guests with thoughtful storage and classic wood finishes.

## Bridge

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The bridge centers on a varnished teak control console with a dedicated VHF radio cabinet, a Ritchie compass, and a complete suite of gauges, while command comes via powder coated Rybovich single lever control arms and a powder coated Rybovich steering wheel paired with a Panish single lever engine control system installed in 2007; built in U shaped seating wraps the front and sides with storage beneath, framed by varnished Rybovich signature teak double handrails, forward sits an electronics cabinet, and the helm is served by an anodized aluminum and white leatherette swivel captain's chair protected by an anodized aluminum aft safety rail, with a hatch cover serving the cockpit access hatch and shade provided by a stainless steel bimini frame with a double sided vinyl top, creating an intuitive, comfortable command station rooted in classic Rybovich styling and modern control ergonomics.

## Electronics

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The electronics suite includes a Data Marine 2650 depthsounder, a Garmin GPS 3010C plotter, a compass, and an Icom IC M59 VHF, providing reliable

navigation and communication tools appropriate to offshore sportfishing and cruising.

## Cockpit

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In 2003 Marine Carpenters in Florida installed a teak sole and covering boards, setting the tone for a purposeful cockpit outfitted with four chrome Rupp rod holders and two chrome hawse pipes, with chrome fuel fills to starboard and port; fishing features abound with two live bait wells, a transom tuna door, a Rybovich fighting chair and a lower control station with a varnished teak console tied to the Panish single lever engine control system installed in 2007, and practical touches include an access hatch to the lazarette, a Rybovich teak and stainless steel bridge ladder with chrome on bronze step brackets, a custom teak boarding step ladder, two 120V AC 30A Hubbell shore power inlets on starboard, a cable TV inlet, and a fresh water faucet, delivering a fully outfitted, workmanlike cockpit ready for serious offshore angling.

## Equipment

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Purposeful equipment underscores capability: Rupp Quick Drop back twenty eight foot outriggers and a Rybovich fighting chair, a hot and cold pressurized water system and an Ariston four gallon water heater, a Halon fire extinguisher system for the engine room backed by four Kidde fire extinguishers and eight lifejackets, and a high water bilge alarm; ground tackle comprises a Danforth anchor, two hundred feet of five eighths inch nylon rope and five feet of chain, bilge management is handled by five Rule automatic bilge pumps and a shower water pump out, and convenience details include a TV cabinet in the salon, a carbon monoxide alarm, a canvas bridge cover, salon overhead rod holders, a canvas cockpit cover, Rupp quick release antennas, and two thirty Amp shore power cords, with climate control by Cruisair reverse

cycle air conditioning, collectively presenting a vessel equipped for safety, comfort, and dedicated sportfishing use.

## Electrical equipment

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Systems include a shore power inlet, an Onan 4.0kW generator, and a Pro Mariner 1220 battery charger to keep onboard power stable at anchor or alongside, ensuring reliable electrical support for systems and appliances.

## Engines/mechanical

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Power comes from twin Cummins Diesel VT 555 M Big Cam V8 turbo charged three hundred and twenty H.P. engines showing seven hundred and fifty original hours; both engines and the entire engine room were sprayed with Awlgrip before installation, and at twenty three knots and 2550 rpm fuel consumption is twenty two gallons per hour. The driveline specifies Twin Disc 506 transmissions with 2.00 to 1 reduction, Aquamet 22 stainless steel one and one half inch shafts, and bronze struts on the main with one intermediate each side; each engine is supported by two twelve volt batteries wired in parallel and housed in custom, Awlcraft painted fiberglass battery boxes with charging via a Pro Mariner 1220, electrical management includes battery parallel switches and battery shut off switches in the engine room, and practical safeguards comprise emergency pump out valves on the engine water intakes allowing the engines to pump out flood, oil pressure alarms, engine priming pumps, a bilge high water alarm, and filtration through two Raycor 900MA fuel filters, reflecting a mechanically thoughtful installation that prioritizes redundancy, maintenance access, and offshore reliability.

## Construction

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The hull is carvel planked in three quarters inch Philippine Mahogany, Resorcinol glued and fastened over one and one quarter inch by five inch oak main frames on eighteen inch centers, with one and one half inch by one inch steam bent intermediate frames on alternating eighteen inch centers; Monel fasteners were used throughout. The bottom is double planked with three eighths inch marine plywood and three quarters inch Philippine Mahogany, Resorcinol glued and fastened with solid Honduras Mahogany. The bridge, bridge deck, and foredeck are fiberglass cloth and resin over marine plywood, and when built the bottom was fiberglass cloth and resin covered over the planks to the boot top; in 1985 the bottom paint was removed, the fiberglass cloth was recoated with epoxy resin, and the bottom was repainted, reflecting a hybrid of traditional wooden construction and targeted fiberglass reinforcement and restoration.

## Broker's remarks

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Classic Rybovich—same owner for forty five years, a pedigreed sportfisherman cherished in single ownership, showcasing thoughtful upgrades, enduring craftsmanship, and diligent care throughout, a rare offering that combines provenance, maintenance history, and tasteful modernization for the discerning buyer seeking a turn key classic built for serious offshore fishing.

# CONTACTS

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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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