

URSA — PAASCH



Builder: [Paasch](#)

Year Built: 1971

Price: PRICE ON APPLICATION

Location: United States

LOA: 65' 0" (19.81m)

Beam: 17' 0" (5.18m)

Max Draft: 5' 5" (1.65m)

Cruise Speed: 11 Kts. (13 MPH)

Max Speed: 15 Kts. (17 MPH)

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SPECIFICATIONS

Overview

Durable cruiser and island base camp, many updates throughout. Refit by Rybovich Spencer in 1997 that was a complete rebuild, all equipment removed except engines. Complete sprayed paintjob at American Custom Yacht Boatyard 2016.

Basic Information

Sub Category: Motor Yacht

Model Year: 1971

Year Built: 1971

Refit Year: 1997

Refit Type: Rybovich Spencer - Total refit-cockpit extension

Country: United States

Coast Guard #: 536942

Vessel Top: Half Tower

Fly Bridge: Yes

Cockpit: Yes

Dimensions

LOA: 65' 0" (19.81m)

LWL: 59' 4" (18.08m)

Beam: 17' 0" (5.18m)

Max Draft: 5' 5" (1.65m)

Clearance: 34' 0" (10.36m)

MFG Length: 64' 6" (19.66m)

Speed, Capacities and Weight

Cruise Speed: 11 Kts. (13 MPH)

Cruise Speed RPM: 1400 Kts.

Max Speed: 15 Kts. (17 MPH)

Displacement: 130000 Pounds

Gross Tonnage: 58 Pounds

Water Capacity: 450 Gallons

Holding Tank: 75 Gallons

Fuel Capacity: 1600 Gallons

Fuel Consumption: 22 Gallons

Accommodations

Total Cabins: 3

Total Berths: 8

Sleeps: 8

Total Heads: 3

Hull and Deck Information

Hull Material: Aluminum

Deck Material: Aluminum

Hull Configuration: Semi-Displacement **Hull Color:** white

Hull Designer: McCurdy & Rhodes

Engine Information

Engines: 2

Manufacturer: Detroit Diesel

Model: 8V71TI

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Overall Summary

URSA Specifications

Year Built – 1971 / total refit-cockpit extension 1996-'97

Builder – Paasch / Rybovich Spencer

Hull Number – 179

Documentation Number – 536942

Model: Cockpit Motoryacht

Top: Open with Half Tower

Length Overall – 65' / Waterline – 59' 4"

Beam – 17 feet

Vertical Clearance – 34 feet

Draft – 5'5"

Displacement – Gross – 58 tons/Net - 46 tons

URSA Machinery / Tankage:

Main Engines – Detroit 8V71 TI x 2 (1971) 385 Horsepower

Overhauled 1996, hours since: 2802

Gear – Allison ML20 with 2:1 reduction

Shaft - 2 ½" Stainless

Propellers – Bronze 4-Blade 30" x 30"

Generator # 1 – Northern Lights 17.5 KW in sound shield (new in '05, 2665 hrs)

Generator # 2 – Phasor 12.5 KW (new in '97, 2774 hrs)

Tankage / Fuel – 1600 gallons

3 tanks, 2 x 550 gals each, aft platform tank 500 gals

Fuel transfer pump 5gal/minute

Tankage / Water – approximately 450 gallons, 3 tanks

Tankage / Holding – approximately 75 gallons

Current owners have operated the boat at 1400 rpm cruising making 10 to 11 knots. At 1800 rpm approximately 12 knots burning 22 gals/hour. WOT approximately 15 knots.

Description, Accommodations, and Walk-through:

This yacht was built in Erie, PA by Paasch Marine. It has always been named URSA since new in 1971. Designed by McCurdy & Rhodes, Naval Architects, New York. It was built for a business man from Erie, PA who had operated a commercial passenger steamship on the Great Lakes. Paasch Marine had been building vessels since the late 1800s, primarily constructing commercial oriented vessels such as fish Tugs and passenger vessels up to about 90'. URSA was approximately the 9th yacht which was built by the yard. At time of construction she was built as 52'. In 1996, it was decided to add cockpit to the vessel and a total refit was done at the Rybovich/Spencer boatyard in West Palm Beach, FL. The boat was nearly gutted with exception of the engines and virtually all systems were renewed. The cockpit addition brought the length to 62'6" and then an integral dive platform was included with an additional 500 gallon fuel beneath it, for an overall length of 65'. Tom Fexas was the consulting naval architect for the extension. This refit done over 1996-1997, cost nearly \$900,000 and enhanced the functionality of the yacht tremendously. It has been reported that the original Aluminum used in the construction was of a superior grade. The bottom plate is 5/16", topside plating 3/16", and deck plating 5/32". Deckhouse is 1/8" plate. She has a keel and a hard chine with rounded bottom. **Note that as a result of this very complete refit, basically every piece of equipment in the boat is 1997 or newer, with exception of the main engines which were overhauled at this time.**

URSA has 3 staterooms and 3 heads and can sleep 6 or 7 on the lower deck, plus the pilothouse bench seat is convertible to bunks to sleep another 2 if needed. The master stateroom is aft down a separate stairway from the salon and has a centerline King berth and is full beam. Forward to the portside is the master head with large shower stall. There are two guest staterooms forward down a stairway from the starboard side of the pilothouse. The portside guest has a double berth with a single berth (Pullman style) above. A private guest head is forward. The starboard guest stateroom (which is most likely to be used as crew if needed) has generous sized upper and lower twin berths. Just outside the door of this stateroom forward is the guest head with door on the stairway landing (most usable as the daytime head also). Forward of both guest heads is a large V-shaped shower that has lockable doors to either head. The soles in

all three heads are Teak and Holly. The closets in all staterooms are cedar wood lined.

On the main deck starting forward is the pilothouse with sliding wing doors to either side leading out to the covered walk-around side decks and a Portuguese bridge area forward with bench seat (dunnage storage beneath). From the pilothouse there are wide steps up to the flybridge on the portside. Moving aft from the pilothouse on the starboard side you enter through a wood swing door to the galley area with large open counter space aft to the salon. The galley has generous counter space and is full sized. This is the center point of the vessel and is an excellent arrangement for entertaining and socializing. On the aft side of the countertop are three comfortable, cushioned back bar stools. Further aft along the portside is a large leather sofa and beyond a comfortable upholstered barrel chair all with plenty of décor pillows. To the starboard side of the salon is a flat-panel TV with a large bar area above it. Just aft is the stairway to the MSR separated by an etched glass décor piece with a jumping sailfish. In front of the sofa is a fold out Hi-Low table that can be used for dining when called for. The salon is carpeted and nicely finished with teak wood and gloss teak trim. The headliner has teak trim batons across it and full windows with roll-up blinds are down either side of the deckhouse.

Going further aft there are two center opening teak and glass doors to the aft deck. Here there is a large and comfortable booth-style dinette. The aft deck has side doors forward to the walk-around decks and solid sides with sliding glass windows. Aft is are isinglass enclosure panels that can be rolled up with suitable weather. From the aft edge of the bridge is a aluminum framed shade which covers about 1/3 of the cockpit and has two flood lights mounted on the aft edge and teak hanging rod holders beneath. From the aft deck starboard side are curved steps down to the cockpit deck. There are various rod holders and gunwale mounts for collapsible outriggers. There is a walk-through transom door/gate on the starboard side which leads out to the swim platform. There is a removable swimming pool style swim ladder which attaches here stored under the cockpit deck.

Electronics:

Pilothouse:

- Furuno NavNet GD1900C, 10.4" display, GPS Chartplotter/Recording Depth /
- with 64-mile radar (open array scanner)
- Robertson AP 35 autopilot
- Robertson DatalineX Multi function digital display
- ICOM M-120 vhf radio

Additional pilothouse equipment:

- Naiad Stabilizer control
- Bow Thruster joystick control
- 7-inch Kelvin-White magnetic compass

- Remote searchlight control
- Glendinning Electric Engine Control
- Westinghouse Wavetalk 1000 SAT phone (no current service)
- ACR MagnumB EPIRB
- VDO analog gauges

Flybridge Helm:

- Garmin 7612xsv color-touchscreen 12" multifunction display,
- GPS/Chartplotter, recording depth, HD radar (dome)
- Furuno NavNet GD 1900C, 10.4" display, GPS Chartplotter / Recording Depth / with 64-mile radar (open array scanner)
- Robertson AP 35 autopilot
- Robertson DatalineX Multi function digital display
- ICOM 504 vhf radio with hailer
- Pyle 8" video camera display screen

Additional Flybridge Helm equipment:

- Naiad Stabilizer control
- Bow Thruster joystick control
- 3.5" Ritchie magnetic compass
- Remote searchlight control
- Glendinning Electric Engine Control
- VDO analog gauges
- Canvas and Isinglass helm cover
- ACR SatFind EPIRB with hydrostatic release

Entertainment Electronics:

- Sony Bravia 32" Flat Panel LCD TV with LG BluRay player (salon)
- Direct TV HD receiver (salon)
- KVH Tracvision SAT TV antenna (no current service)
- Sony DVD/CD 5-disc changer
- Insignia Stereo Receiver/Amplifier with Bluetooth, Four Zone Speaker
- Selector switch, 3 salon level areas with separate volume knobs, 1 flybridge zone
- Bose speakers in cabin on salon level, PolyPlanars on aft deck & FB
- Visio 27" Flat Panel LCD TV with Sony BluRay player with Wireless
- LAN network receiver (master stateroom)
- Visio 27" Flat Panel LCD TV with Sony BluRay player with Wireless
- LAN network receiver (port guest stateroom)

Pilothouse:

The pilothouse is nicely finished with teak featuring a well arranged centerline stand-up helm. The forward three windshields have windshield wipers and next aft to either side

are two large fixed windows that extend back to beyond the helm wheel where there are sliding wing doors with window panels and locksets. Visibility from the helm is excellent. A large stainless 6-spoke captain's wheel has a rebuilt (6/2018) Wagner hydraulic steering system. The pilothouse aft has a comfortable cushioned bench seat which can seat 4. Below it are 4 large drawers for storage of records and ships papers, charts. The sole is teak and holly with an area rug (oriental). The headliner here and throughout the main deck has teak trim batons running athwartships. Stairs up to the flybridge are aft to port and stairs down to staterooms is forward to starboard. There is an air conditioning air handler beneath the helm with thermostat. The forward counter-space around the helm console have teak fiddle rails and have black mica surface. A large hinged glovebox area is to the portside of the helm and when closed, doubles as a chart table. Immediately to starboard of the helm is a DC electrical panel and intercom phone set. Below is a small bookcase shelf. Also found by the helm, cable engine shutdowns and manual fire suppression system switch.

Galley

This area is open to the salon and the separating countertop has neutral colored mica and is bordered by a teak fiddle rail trim. The drawers and cabinetry are teak with silver push lock knobs. There is a teak and holly sole which is protected by a bound edge, blue herringbone patterned area rug. At the outboard end of the counter is a brushed stainless steel two basin sink with wand-style faucet and in-sink disposal. The appliances are: Marvel ice maker Kenmore dishwasher GE Profile, Spacemaker XL microwave oven 4-burner electric glass stovetop GE profile full-sized oven Kenmore side-by-side refrigerator/freezer with water/ice service in door Kenmore trash compactor. Behind the stove is a wood spice rack and below the aft cabinets are hanging channels for wine glasses.

Mechanical Equipment

- **The section of this listing is in process**
- Detroit Diesel 8v-71 TI motors with twin turbos and Walker AirSep crankcase breather system / air filters
- Custom-built hard cast insulated exhaust riser system
- Underwater exhaust with relief pipes to transom
- Racor primary fuel filters for main engines (with suction gauges) and generators
- Glendinning Electric Engine Controls, two stations
- Engine room mechanical gauge package
- Oil Change pump system
- MarineAir Chilled Water reverse-cycle air-conditioning, 2 chiller units in Utility area,

air handlers in each room with Honeywell thermostats

- Naiad Stabilizers
- Wagner Hydraulic Steering
- Raw water sea chests
- Dripless shaft logs with spare seal carriers
- Air Compressor
- CO2 engine fire suppression system
- Engine room ventilation extraction blowers, Dayton
- Engine room Camera
- Capac monitoring system
- 24v Bow Thruster with separate batteries and charging system
- Sentry 24v, 25amp battery charger
- MasterVolt 12v, 50amp, three bank battery charger
- Dolphin 12v, 80amp battery charger
- Holding Tank and maserator pump
- Tankwatch holding tank level monitor gauge
- Village Marine watermaker
- Central Vacuum system
- 12v engine battery banks with charger
- Shorepower transformers
- 19-gallon electric hot water heater
- 110v Fresh water pump with accumulator tank and pressure valve, 12v Shurflow backup pump
- Husky tool chest
- Vacu-flush fresh water heads
- 12v engine battery banks with charger
- Shorepower transformers
- 19-gallon electric hot water heater
- 110v Fresh water pump with accumulator tank and pressure valve, 12v Shurflow backup pump
- Husky tool chest
- Vacu-flush fresh water heads

Hull and Deck

- Aluminum frame, laced canvas, Half Tower over the flybridge helm and seating area
- Tinted plexiglass windscreen at flybridge helm
- Cushioned helm chair with armrests and two XL companion seats
- Stainless steel 6-spoke helm wheel
- L-shape companion bench seating to the starboard side of helm and turning to behind the helm seats
- Helm seating areas have white pleated cushions with blue piping trim

- Integral antenna/signal mast
- Ship's bell
- There is a design feature that is intended to be the image of a smokestack that has a varnished teak & holly tabletop/bar on it with four cushioned fixed barstools that surround it
- Two wood patio umbrellas with blue canvas shades centerline
- Brushed stainless steel safety railings to either side of the flybridge aft of the half tower
- Centerline aft is an aluminum framed cushioned XL seat (blue) with armrests built on top of a large YETI cooler
- Starboard side a fiberglass dunnage box has a cushioned top and angled backrest cushion to serve as a lounge chair (white/blue trim)
- Two large wood chaise loungers with blue cushions
- Misc bound-edge area rugs for FB deck areas (non-skid surface)
- Eight-man Viking canister liferaft with hydrostatic release in mounting rack
- Davit with manual pivot and electric winch
- Tender chocks
- Novurania 430DL hard bottom tender with Yamaha 4-stroke outboard
- Fixed aluminum frame, laced canvas shade from aft edge of flybridge
- Two cockpit flood lights mounted on aft edge of cockpit shade
- Wood rod holding racks mounted beneath the aluminum shade frame
- Gunnel mount, telescoping aluminum outriggers
- Portable white molded laminate fighting chair with swivel gimbal
- Removable hoop style swim ladder for aft platform
- Indoor/outdoor carpeting on aft deck
- Teak flag staff mounts on cockpit gunnel
- Washdown hose in cockpit
- Five flush mounted rod holders in cockpit, 4 vertical rod holders surface mounted of cockpit sides
- Maxwell electric windlass, plow style anchor with rode

Comments

Here is a unique offering of a pedigree design (McCurdy & Rhodes) built by a quality USA shipbuilder (Paasch Marine Services, Erie, Pennsylvania) using high quality Aluminum. This vessel was refitted by the Rybovich yard around 1997 and has always been maintained in yacht fashion. In 2016, she was lavished with a full exterior painting at the American Custom Yachts yard and now she is offered for sale at a realistic asking price due to a change in her owner's dynamics.

A few of her highlights, include

- Naiad Stabilizers
- Dual generators
- Chilled water air-conditioning
- Bow thruster
- Watermaker
- Sat TV dome
- Spacious full beam master stateroom aft with King Berth.
- A walk-in engine room with a separate pump/electrical room
- Handsome high bulwarks
- A nice sized aft-deck and cockpit.

Her spacious flybridge boasts generous seating beneath a laced-canvas half-tower and further aft she holds a Novurania HBI tender with 4-stroke Yamaha outboard, plus there is plenty of space for chaise loungers and a comfortable bar/table.

A very cook-worthy galley up on the main-deck with full size appliances including oven & dishwasher, plus a full washer and dryer.

Docked in Ft. Lauderdale, FL and it's easy to arrange a showing.

Disclaimer and Exclusions

* Engine hours are as of the date of the original listing and are a representation of what the listing broker is told by the owner and/or actual reading of the engine hour meters. The broker cannot guarantee the true hours. It is the responsibility of the purchaser and/or his agent to verify engine hours, warranties implied or otherwise and major overhauls as well as all other representations noted on the listing brochure.

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

Although **M/V URSA** is seriously for sale and not currently in use by her owners, there may still be some personal belongings aboard the boat (possibly visible in some of the listing photos) which will not convey upon sale. Tools, fishing tackle/diving gear, handheld electronics, charts, and personal items are probable to be excluded. Upon request with a written offer, an exact list of exclusions can be provided.

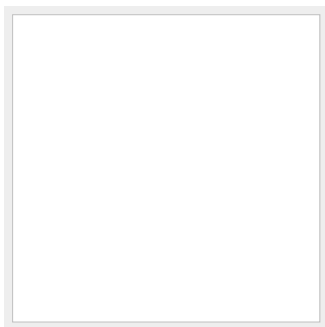
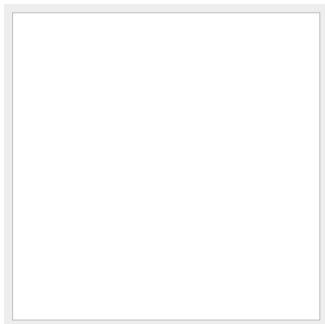
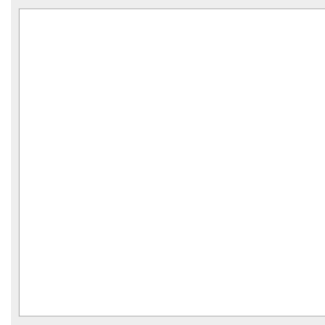
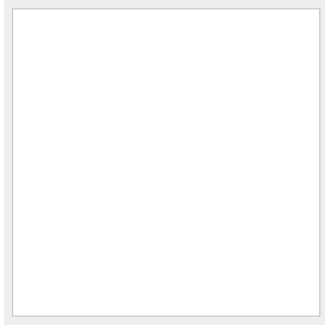
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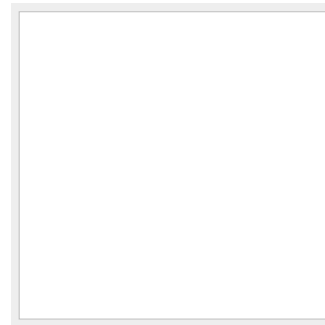
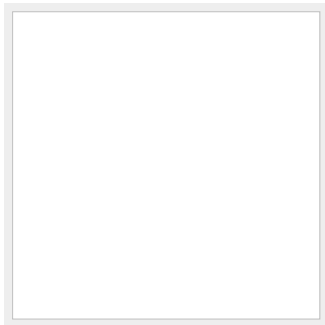
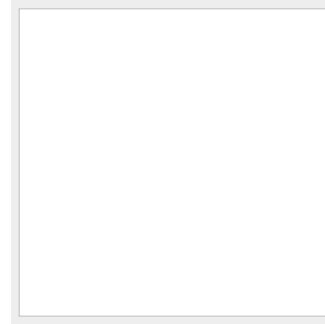
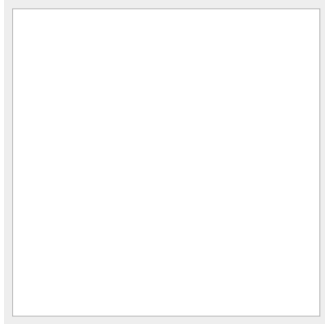
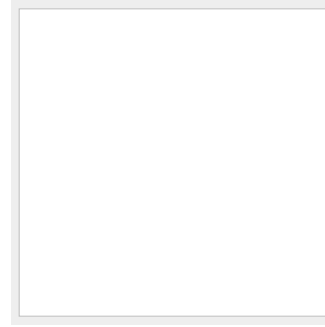
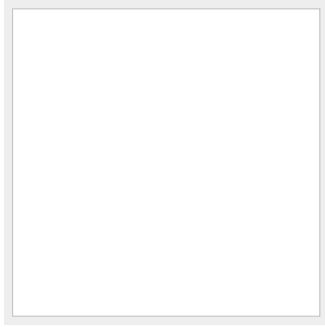
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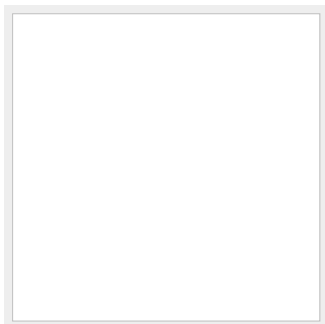
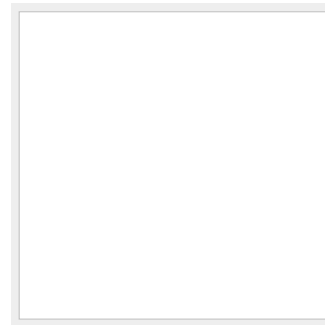
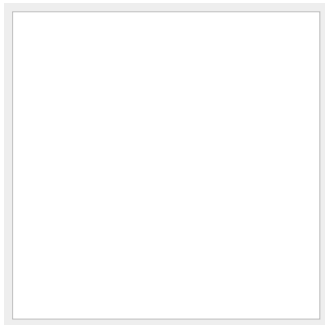
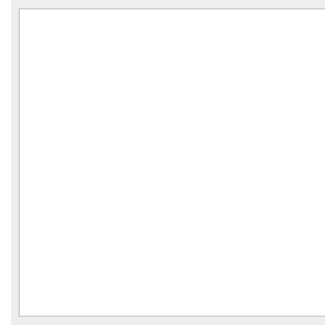
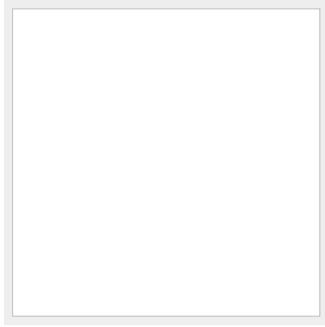
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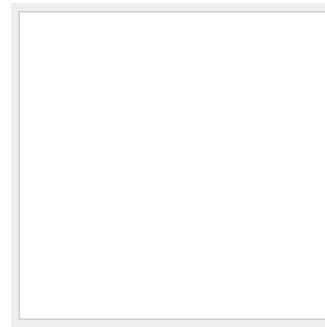
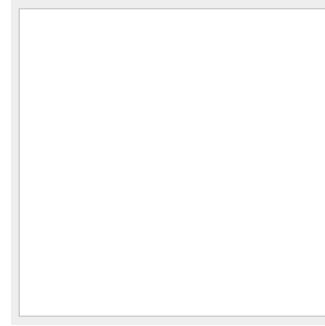
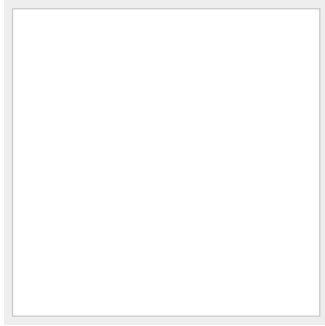
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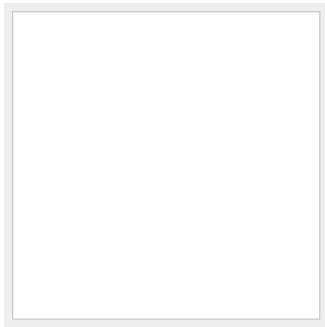
PHOTOS



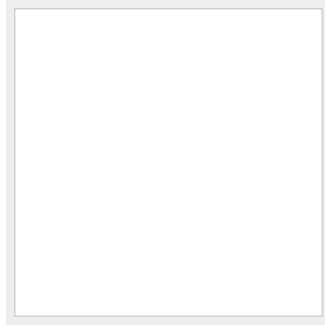












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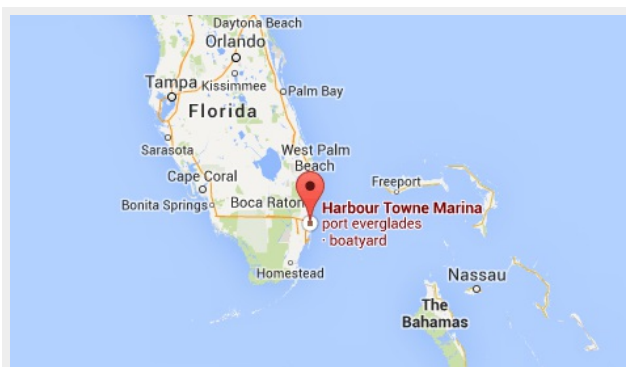
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Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

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