



SHESTAKOV

Yacht Sales

COMMERCIAL LCU - CUSTOM



Builder:

CUSTOM

Model:

Commercial LCU

LOA:

119' 0" (36.30 m)

Min Draft:

9' 0" (2.75 m)

Beam:

34' 0" (10.39 m)

Max Draft:

17' 3" (5.25 m)

Water Capacity:

9600 Gallons

Fuel Capacity:

13300 Gallons

Sleeps:

14

Total Heads:

2

Hull Material:

Steel Yachts

Deck Material:

Steel

If you would like to buy a yacht **COMMERCIAL LCU - CUSTOM** or would like help, please call +1(954)274-4435 or visit shestakovyachtsales.com

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OVERVIEW

Shestakov Yacht Sales introduces the Commercial LCU from CUSTOM — a heavy-duty motor yacht built on a steel hull. Listed by broker Andrey Shestakov, this platform pairs three Detroit Diesel powerplants with accommodations for 14 and exceptionally large fuel and water storage for long operational windows.

Selecting a [Commercial LCU](#)

When your requirements prioritize a steel-deck work platform, enormous tankage, and uncomplicated inboard diesel systems, this motor yacht produced by CUSTOM merits consideration. Its steel hull construction, an expansive 34 ft beam, and a trio of Detroit Diesel engines are configured to support intensive operations and long-range missions.

Features of the Model

- 119 ft LOA (36.3 m) with a 34 ft beam (10.39 m)
- Draft range: 9.022–17.224 ft (2.75–5.25 m)
- Three Detroit Diesel inboard power units running on diesel
- Steel deck combined with steel hull construction
- Berthing for 14 and 2 heads
- Large-capacity tanks: 13,300 gal fuel and 9,600 gal water
- Constructed by CUSTOM and marketed by Andrey Shestakov of Shestakov Yacht Sales

Technical Specifications

- Model: Commercial LCU
- Builder: CUSTOM
- Category: motor yacht
- Hull: steel hull
- Deck Material: Steel
- LOA: 119 ft (36.3 m)
- Beam: 34 ft (10.39 m)
- Draft (min/max): 9.022 ft (2.75 m) / 17.224 ft (5.25 m)
- Engines: 3 x Detroit Diesel
- Engine Type: Inboard
- Fuel Type: Diesel
- Sleeps: 14
- Heads: 2
- Fuel Capacity: 13,300 gal
- Water Capacity: 9,600 gal

Pricing and Ordering

To obtain up-to-date pricing, check availability, or arrange an inspection for the Commercial LCU, please reach out to Andrey Shestakov at Shestakov Yacht Sales. Our brokerage team will assist with detailed specifications, survey scheduling, and planning for delivery logistics.

Questions and Answers

Q: What type of yacht is the Commercial LCU? A: It is a motor yacht featuring a steel hull constructed by CUSTOM, designed for **durability** and **utility** .

Q: How many engines does it have and what kind are they? A: The craft is driven by **3 engines** — Detroit Diesel **Inboard** units operating on **diesel** fuel.

Q: What are the principal dimensions? A: **LOA** 119 ft (36.3 m), **beam** 34 ft (10.39 m), with a **draft** that varies from 9.022 ft (2.75 m) up to 17.224 ft (5.25 m).

Q: What accommodations are on board? A: It **sleeps** 14 and is fitted with **2 heads** .

Q: What are the tank capacities? A: **Fuel capacity** measures 13,300 gal and **water capacity** is 9,600 gal.

Owner Experience Review

Operators and owners of the Commercial LCU by CUSTOM most often deploy these hulls for transporting cargo and vehicles, general-purpose workboat roles, and conversions from military to commercial uses such as freight, salvage, or other utility-focused functions; some owners adapt them for private liveaboard or specialized fit-outs. On the water they typically maintain modest cruise speeds — approximately 9 knots is common, with smaller variants reported near 12 knots when lightly loaded, and noticeably lower speeds when carrying full payloads.

Interior and seakeeping characteristics reflect the design intent: the shallow-draft, flat/boxy hull makes beaching and secure deck-cargo operations feasible, but offshore rough-water manners are a compromise — these boats can slam in head seas and become uncomfortable in heavy conditions. Handling is direct and workboat-like rather than yacht-like, making them predictable and well suited to pragmatic coastal tasks.

Accommodation in the stock layout is basic: crew bunks, a mess area, and a compact galley intended for short-term crew use; listing examples cite berthing

for 14, a compact galley, and two heads. Engine-room noise and radiated heat are typical, and owners converting them for liveaboard service frequently upgrade insulation, install HVAC systems, and refit interiors for comfort. Machinery spaces may be constrained, with reported headroom around 6 feet, which can complicate heavier maintenance. Long-term upkeep includes attention to steel-hull corrosion and periodic plate replacement — one brokered vessel required about 80% renewal of the steel bottom during refit — along with scheduled overhauls of propulsion and generator systems. Older Detroit two-stroke diesels demand careful RPM management to prevent wet-stacking and generally incur higher fuel consumption and service costs than contemporary workboat engines. Individual experiences will vary depending on build year and the degree of conversion undertaken.

Pros and Cons

- Generous open deck and vehicle-carrying capability tailor this platform to cargo, utility work, and conversion projects.
- Shallow draft and a flat/boxy hull enable beaching and provide stable carriage for deck loads.
- Predictable, workboat-style handling with modest cruise speeds suits coastal operations.
- Limited seakeeping in rough head seas; the hull may slam and ride uncomfortably offshore.
- Spartan original accommodations with engine-room noise and heat; significant refit is required for comfortable liveaboard use.
- Lifecycle expenses include steel plate renewal and maintenance of older two-stroke Detroit diesels.

Comparison with Other Models

Model	LOA	Beam	Draft	Speed (Cruising/Max)	Gross Tonnage
Commercial LCU	119' 0" (36.30 m)	34' 0" (10.39 m)	9' 0" (2.75 m) – 17' 3" (5.25 m)		
3 Masted Schooner	167' 0" (50.90 m)	32' 0" (9.75 m)	30' 11" (9.42 m) – 59' 1" (18 m)	9 kn	
77ft Custom Norlin Cutter Sloop	76' 0" (23.34 m)	18' 0" (5.59 m)	28' 12" (8.83 m)	8 kn / 11 kn	
Floe Craft Afina 3950	39' 0" (11.89 m)	11' 0" (3.35 m)	5' 6" (1.67 m) – 9' 10" (3 m)		18500
51 Mini Super Yacht	51' 0" (15.54 m)	14' 0" (4.27 m)	11' 6" (3.50 m)	20 kn / 23 kn	
Benetti 105	106' 0" (32.50 m)	19' 0" (5.97 m)	8' 0" (2.44 m)	12 kn / 16 kn	109
170 Commercial Crew Boat	170' 0" (51.82 m)	30' 0" (9.14 m)	21' 1" (6.42 m)	22 kn / 24 kn	
PK50	164' 0" (50 m)	28' 0" (8.61 m)			487
Sports Cat 44	44' 0" (13.41 m)	14' 0" (4.27 m)	9' 10" (3 m)		
150 Palm Beach	150' 0" (45.72 m)	29' 0" (8.86 m)	21' 7" (6.58 m)	12 kn / 15.7 kn	480

SPECIFICATIONS

LOA:

119' 0" (36.30 m)

Beam:

34' 0" (10.39 m)

Water Capacity:

9600 Gallons

Sleeps:

14

Hull Material:

Steel Yachts

Engines:

3

Engine Type:

Inboard

Min Draft:

9' 0" (2.75 m)

Max Draft:

17' 3" (5.25 m)

Fuel Capacity:

13300 Gallons

Total Heads:

2

Deck Material:

Steel

Manufacturer:

Detroit Diesel

Fuel Type:

Diesel

GALLERY



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>

Contact details

Phone: +1(954)274-4435

Email: andrey@shestakovyachtsales.com

Address



1380 Weeping Willow Way, Hollywood,
Florida 33019