SHESTAKOV
Yacht Sales

DESIGN #3004, US ARMY LEAVENWORTH IRON ST TUG – TUG

Builder:
TUG

Model:
Design #3004, US Army Leavenworth Iron ST Tug

LOA:
65' 0" (19.81 m)

Beam:
19' 0" (5.94 m)

Max Draft:
24' 7" (7.50 m)

Water Capacity:
900 Gallons

Fuel Capacity:
5844 Gallons

Total Heads:
2

Hull Material:
Steel Yachts

Deck Material:
Steel

Engines:
1

Manufacturer:
Lugger

If you would like to buy a yacht **DESIGN #3004, US ARMY LEAVENWORTH IRON ST TUG – TUG** or would like help, please call +1(954)274-4435 or visit **shestakovyachtsales.com**

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OVERVIEW

The Design #3004, US Army Leavenworth Iron ST Tug from TUG is a purpose-built motor yacht with a steel hull. Noted for its rugged construction and exceptional tankage, this design is offered for sale by Andrey Shestakov of Shestakov Yacht Sales.

Selecting a Design #3004, US Army Leavenworth Iron ST Tug

• Size and volume: Overall length 65 ft (19.81 m) LOA with a beam of 19 ft (5.94 m).
• Draft: Maximum draft 24.606 ft (7.5 m).
• Construction: steel hull with a steel deck.
• Propulsion: 1 x Lugger, Inboard, Diesel.
• Capacities: Fuel capacity 5,844 gal and fresh water 900 gal.
• Amenities: 2 heads.
• Classification: a motor yacht.

Features of the Model

• Built by TUG with a steel hull and steel deck construction.
• A single Lugger inboard diesel provides reliable, uncomplicated propulsion.
• Generous tankage aboard: 5,844 gal of fuel and 900 gal of water.
• Sensible, workboat-derived layout basics with 2 heads.
• Firmly classified and presented as a motor yacht.

Technical Specifications

- LOA: 65 ft (19.81 m)
- Beam: 19 ft (5.94 m)
- Max Draft: 24.606 ft (7.5 m)
- Hull: steel hull
- Deck Material: Steel
- Engines: 1 x Lugger
- Engine Type: Inboard
- Fuel Type: Diesel
- Heads: 2
- Water Capacity: 900 gal
- Fuel Capacity: 5,844 gal

Pricing and Ordering

For up-to-date pricing, current availability, or to schedule an inspection of the Design #3004, US Army Leavenworth Iron ST Tug, please contact Andrey Shestakov at Shestakov Yacht Sales. Our brokerage team will assist with purchase details, logistics, and the required paperwork.

Questions and Answers

Q: What type of yacht is the Design #3004, US Army Leavenworth Iron ST Tug? A: It is a motor yacht built with a steel hull by TUG.

Q: What are the principal dimensions of the yacht? A: The **LOA** measures 65 ft (19.81 m), the **beam** is 19 ft (5.94 m), and the **max draft** is 24.606 ft (7.5 m).

Q: What powers this model? A: Propulsion comes from 1 x **Lugger inboard diesel** engine (Manufacturer: Lugger; Type: Inboard; Fuel: Diesel).

Q: What are the tank capacities? A: **Fuel capacity** is 5,844 gal and **water capacity** is 900 gal.

Q: What are the construction materials? A: The **hull** is steel and the **deck** is steel, reflecting a heavy-duty workboat construction.

Owner Experience Review

Owners and masters familiar with the Design #3004, US Army Leavenworth Iron ST Tug built by TUG characterise it as a purpose-engineered 65’ steel harbor tug, typically fitted with roughly 600 HP roots and optimised for ship assist and towing rather than top speed. Underway it behaves as a heavy displacement workboat: notably stable, predictable, and highly controllable at slow speeds.

Light, free running speeds in the low double digits are commonly reported—approximately 13–14 knots when light—and owners tend to use a practical cruise of 10–12 knots depending on engine selection and propeller setup. Acceleration is deliberate compared with contemporary pleasure yachts. Reported performance varies markedly where repowers and prop tuning have been carried out; some examples have been uprated to around 800 bhp.

Many hulls have been adapted to civilian uses—live aboard conversions or port service roles—and owners stress that onboard comfort is entirely dependent on the quality of the refit. Original crew accommodations were basic and, in some cases, lacked an internal passageway to the wheelhouse. Successful conversions often introduce interior stairways, enlarge the wheelhouse, and reconfigure spaces—placing a master stateroom and head forward, followed by a large galley and saloon. When thoughtfully rebuilt, the internal volume is generous; unrestored vessels generally need substantial interior reconstruction to meet modern expectations.

Maintenance is a recurring ownership concern. Numerous boats originally carried White/Atlas Imperial 8 cylinder engines of about 600 bhp, and as factory support diminishes, re engining and comprehensive systems overhauls are frequent and can be expensive. Performance and responsiveness are highly dependent on repower decisions and propeller tuning. While military technical manuals and NSN listings assist in locating certain parts, much of the work remains heavy shipyard labour—repower installation, shaft and packing work, fuel system refurbishment, blasting and painting, and corrosion control. Broker records include projects where engine rooms were cleaned and painted and new machinery was positioned but not yet connected—an accurate indication of scope. When properly completed, these conversions should be able to meet USCG standards for commercial service.

Pros and Cons

• Heavy steel hull delivering a stable ride well suited to ship assist and towing operations.
• Exceptional low speed handling and close quarters manoeuvrability.
• Robust platform for live aboard refits, with the potential for USCG commercial certification after proper completion.
• Limited top speed in the low double digits and slower acceleration compared with modern recreational yachts.
• Many examples require expensive re engining due to aging original ~600 bhp diesels.
• Unrestored boats often demand extensive interior and systems work plus ongoing corrosion management.

Comparison with Other Models

Model	LOA	Beam	Draft	Speed (Cruising/ Max)	Gross Tonnage
Design #3004, US Army Leavenworth Iron ST Tug	65' 0" (19.81 m)	19' 0" (5.94 m)	24' 7" (7.50 m)		

SPECIFICATIONS

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Steel Yachts

Deck Material:
Steel

Engines:
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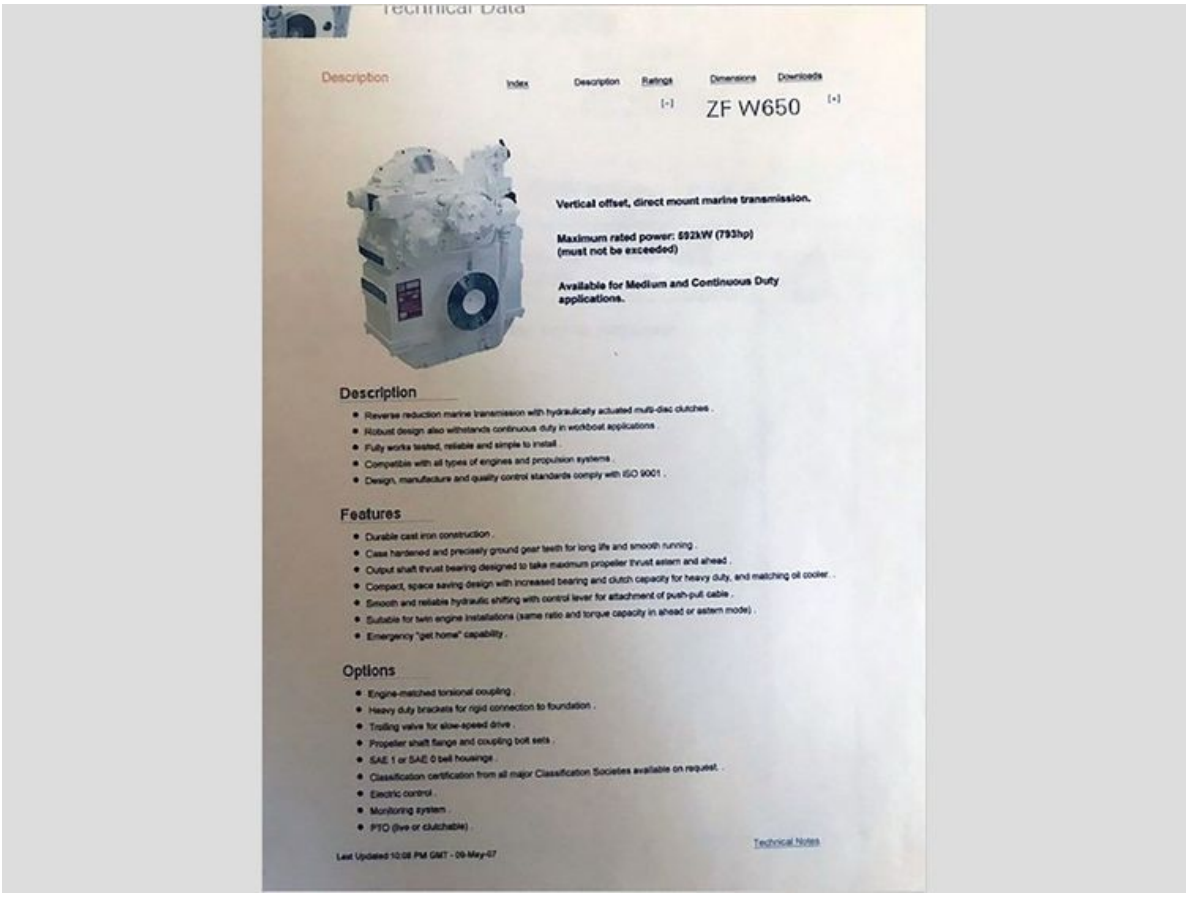
Manufacturer:
Lugger

Engine Type:
Inboard

Fuel Type:
Diesel

GALLERY



Technical Data

Description

Index Description Ratings Dimensions Downloads

ZF W650

Vertical offset, direct mount marine transmission.

Maximum rated power: 592kW (793hp) (must not be exceeded)

Available for Medium and Continuous Duty applications.

Description

- Reverse reduction marine transmission with hydraulically actuated multi-disc clutches.
- Robust design also withstands continuous duty in workboat applications.
- Fully works tested, reliable and simple to install.
- Compatible with all types of engines and propulsion systems.
- Design, manufacture and quality control standards comply with ISO 9001.

Features

- Durable cast iron construction.
- Case hardened and precisely ground gear teeth for long life and smooth running.
- Output shaft thrust bearing designed to take maximum propeller thrust astern and ahead.
- Compact, space saving design with increased bearing and clutch capacity for heavy duty, and matching oil cooler.
- Smooth and reliable hydraulic shifting with control lever for attachment of push-pull cable.
- Suitable for twin engine installations (same ratio and torque capacity in ahead or astern mode).
- Emergency "get home" capability.

Options

- Engine-matched torsional coupling.
- Heavy duty brackets for rigid connection to foundation.
- Trolling valve for slow-speed drive.
- Propeller shaft flange and coupling bolt sets.
- SAE 1 or SAE 0 bell housings.
- Classification certification from all major Classification Societies available on request.
- Electric control.
- Monitoring system.
- PTO (live or clutchable).

Technical Notes

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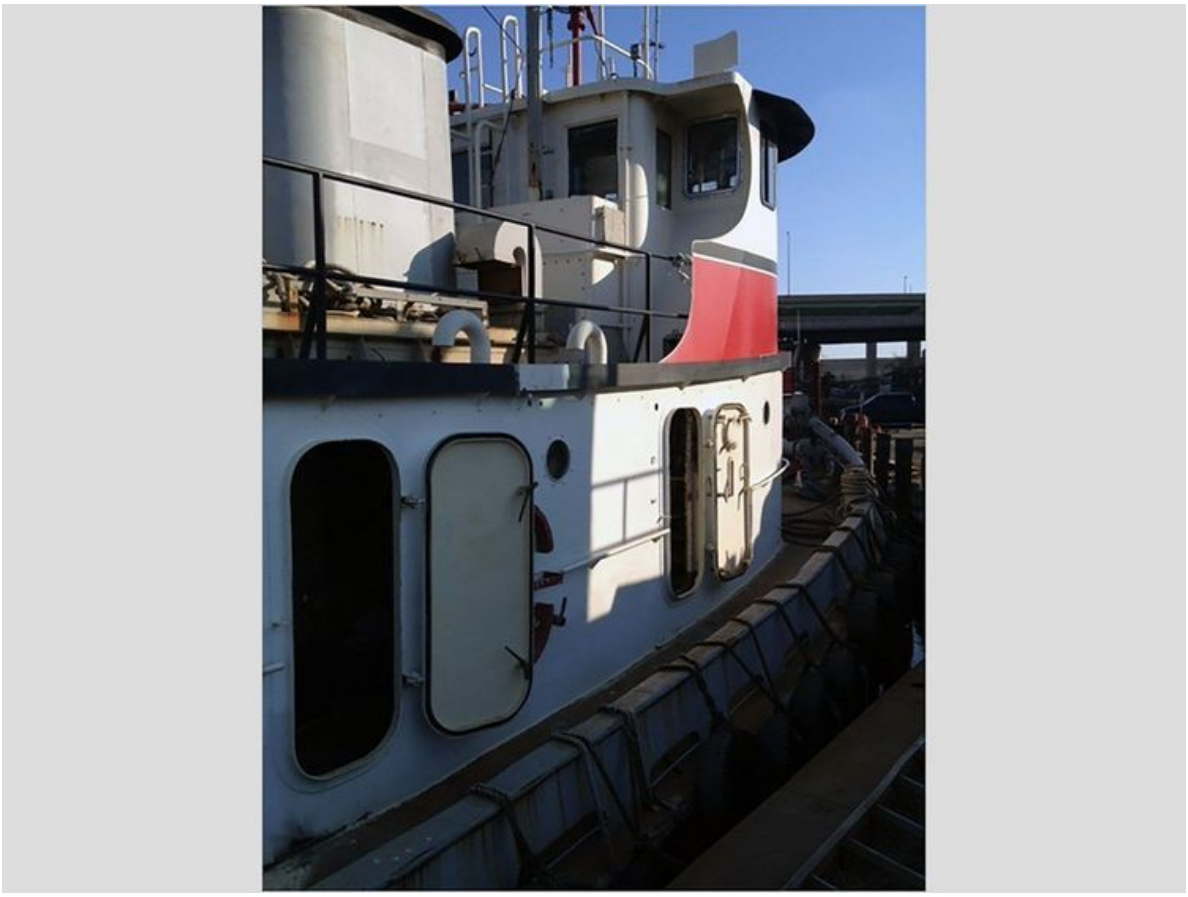

CONTACTS

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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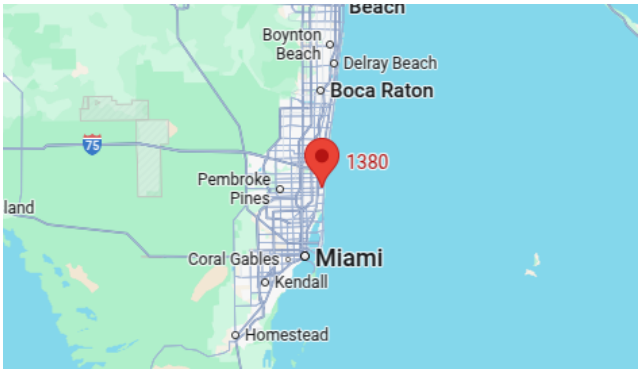

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