

NORTHLAND - BURGER BOAT COMPANY



Builder: [BURGER BOAT COMPANY](#)

LOA: 104' 0" (31.70 m)

Year Built: 2017

Beam: 26' 0" (8.05 m)

Model: Explorer Motor Yacht

Min Draft: 24' 1" (7.33 m)

Price: \$12,750,000 USD Subject to change.

Cruising Speed: 9.50 Knots (10.93 MPH)

[See full listing on our website](#)

Location: Jupiter, United States

Max Speed: 12.40 Knots (14.27 MPH)

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OVERVIEW

“NORTHLAND” is an American-built luxury expedition motor yacht with a rugged steel hull and pronounced bulbous bow, finished to a true superyacht standard by the Burger Boat Company. Conceived as a bespoke commission, the original owner worked closely with her Captain and the shipyard to realize a custom brief developed from the studio of Luis de Basto. Conceived for South Florida ownership yet capable of global exploration, her design emphasizes a sensible draft for a vessel of this size and a low maintenance exterior finish, allowing extended, elegant cruising with a compact, efficient crew.

Since her launch in 2017 she has been actively sailed, pursuing long-range voyages — including a self-sufficient passage to Norway — and consistently exploiting her 4,000+ mile range. Dependable CAT propulsion, ABS-class structural standards, and an extensive equipment inventory have all supported these bluewater programs, keeping practical reliability and real-world capability at the core of her expedition profile from planning through execution.

The accommodation and deck arrangements are thoughtfully arranged for both family life and serious passagemaking. Broad, covered walk around side decks provide full circulation and each side features an entry door — the starboard door leading into the salon foyer and the port door permitting direct crew access to the galley — with steps forward to a genuine Portuguese bridge. Removable sea stairs can be installed on either side at the aft deck boarding gates, and a hydraulic passerelle deploys from the starboard cockpit step for convenient stern access. A family-forward interior plan offers four staterooms plus crew quarters, with a bridge deck Master suite located aft, while two diesel powered tenders sit on the forward working deck to preserve the after area as a highly functional fishing cockpit.

Now returned to her home berth in Jupiter, Florida, where she will be shown during the marketing period, "NORTHLAND" remains prepared to carry her next owners on further world-class adventures with assured poise.

SPECIFICATIONS

Basic Information

Model Year:
2017

Country:
United States

Year Built:
2017

Dimensions

LOA:
104' 0" (31.70 m)

Beam:
26' 0" (8.05 m)

Min Draft:
24' 1" (7.33 m)

Speed, Capacities and Weight

Cruise Speed:
9.50 Knots (10.93 MPH)

Water Capacity:
2889 Gallons

Max Speed:
12.40 Knots (14.27 MPH)

Fuel Capacity:
9790 Gallons

Gross Tonnage:
252 Pounds

Accommodations

Sleeps:

8

Total Heads:

5

Hull and Deck Information

Hull Material:

Steel Yachts

Hull Designer:

Burger Boat Company

Deck Material:

Steel

Interior Designer:

Luiz de Basto Designs and Yacht Owner

Hull Configuration:

Full Displacement

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

Caterpillar

Fuel Type:

Diesel

GALLERY

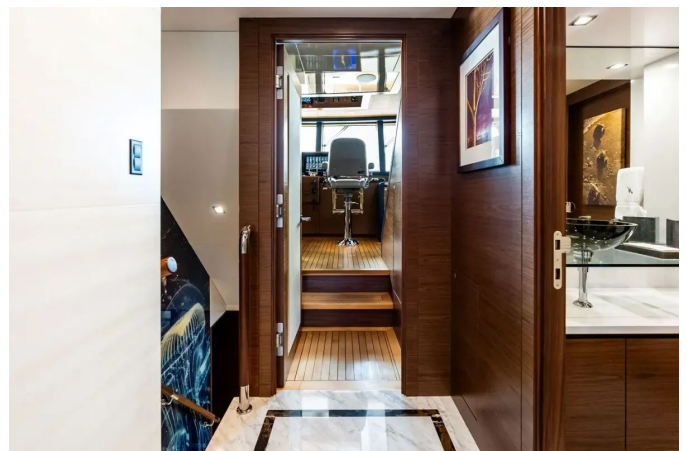


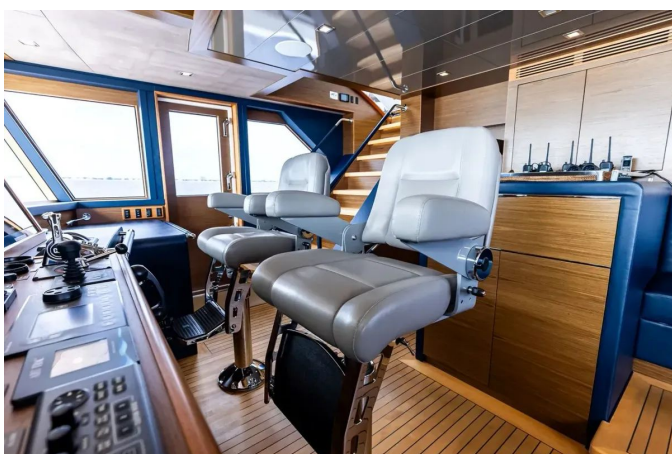




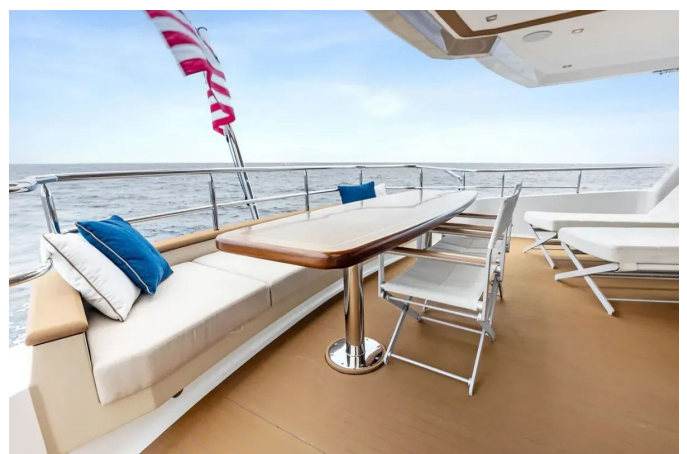
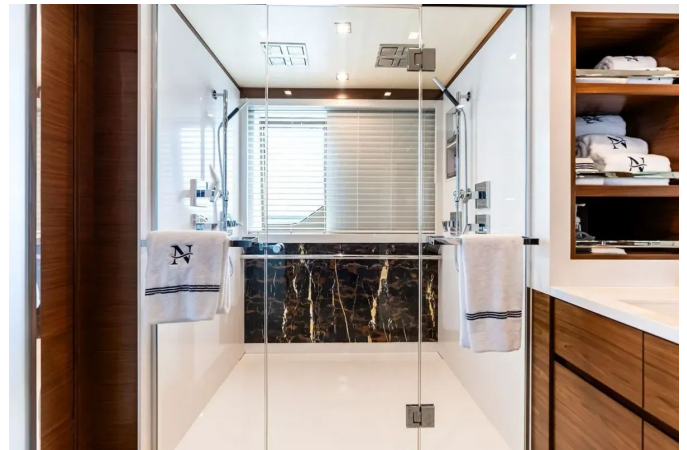


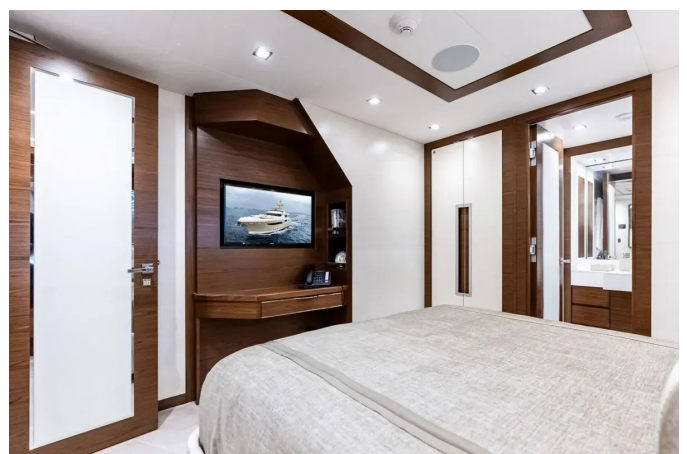
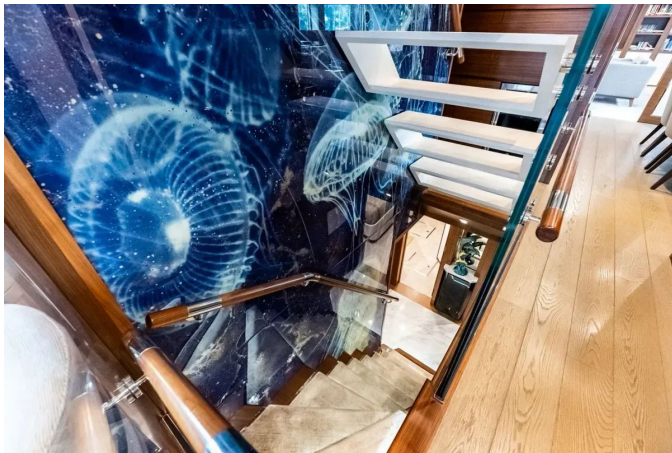
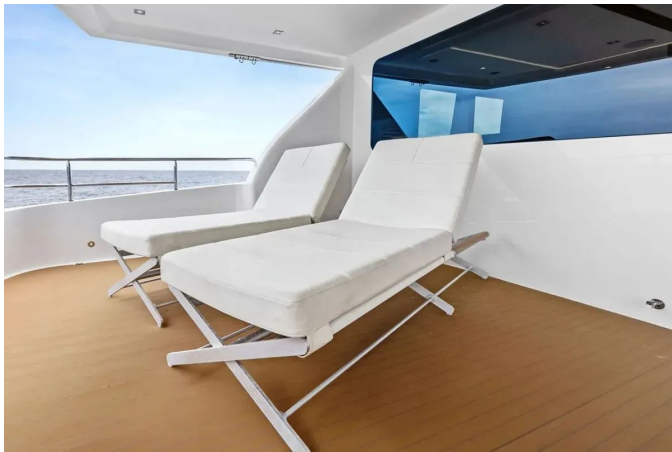




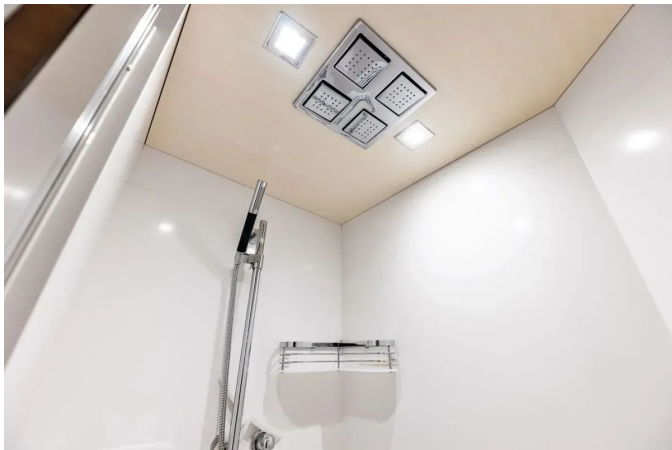


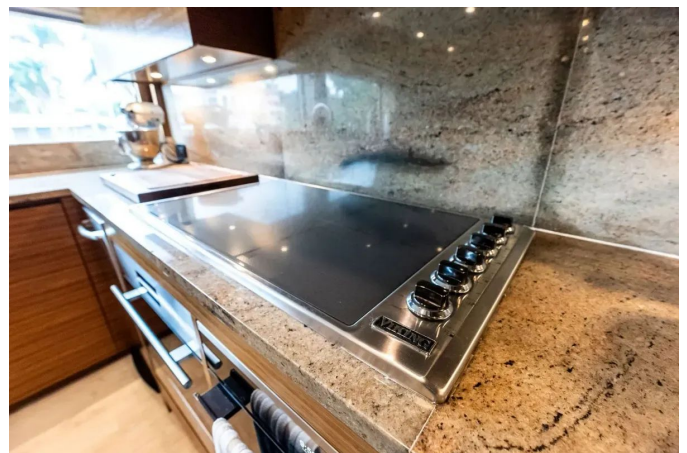




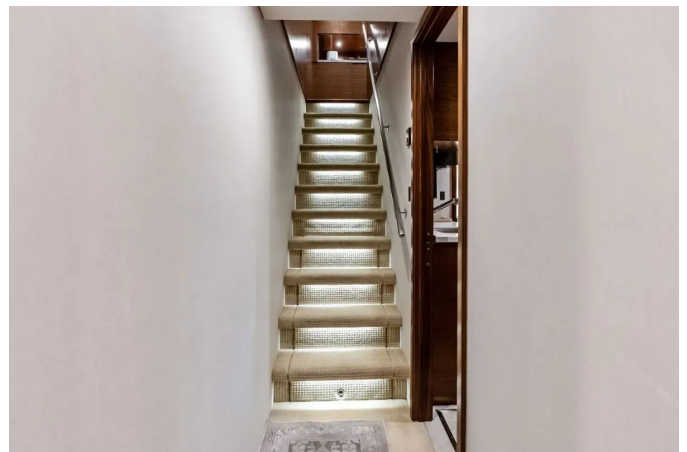
















DETAILED DESCRIPTION

Accommodations and interior overview

Created to afford quiet privacy, the yacht features four ensuite staterooms for owners and guests. The master occupies an elevated position on the bridge deck, immediately aft of the pilothouse, and is appointed with a king-size bed, sweeping window vistas, and private access onto the bridge afterdeck, which is furnished with a settee, table and chaise lounge chairs. Three guest cabins on the lower deck include two walk-around queen staterooms and a generous twin-berth cabin with an additional Pullman berth, allowing accommodations for up to nine guests.

The interior expresses a contemporary sensibility in an earth-tone palette, enlivened by vibrant artworks and anchored by a striking “floating” staircase set before an abstract backdrop inspired by ocean jellyfish. Satin-finished walnut with a horizontal grain runs through the main joinery, contrasted by light wall panels framed in walnut to enhance the atmosphere of each space. Overhead lighting is provided by flush-mounted LEDs on dimmers, and many areas are enriched with wood-trimmed ceiling detailing. Integrated control of lighting and the interior audio system is handled by a Crestron system, while most deckhouse windows are dressed with Hunter Douglas Silhouette style blinds that can be adjusted to regulate natural light.

Underfoot, German weathered oak flooring extends through the principal walkways, with carpeted finishes in all staterooms, the Salon seating area and the forward Library/Theater. The pilothouse sole is finished in an elegant maple and ebony decking. Day heads on both the main and bridge decks present a modern composition featuring glass vanity tops, mirrors, light-colored wall coverings and designer countertop basins with high-end faucets. White Carrara marble surfaces grace the soles of these spaces and are

repeated on the upper and lower stair landings as well as in all other heads aboard. Each stateroom head is fitted with glass shower enclosures, handheld shower wands and overhead rain heads.

Comfort and fresh air are managed discreetly: ceiling-level wood diffuser vents deliver conditioned airflow that integrates seamlessly into the décor, supported by two make-up air units dedicated to the interior to ensure effective circulation.

Salon

Two access points lead into the salon: one from the starboard side and another from the aft deck. Entering through the starboard door, a coat closet is located to the aft side while the day-head is positioned forward. Looking aft from this vantage, a custom-upholstered sofa stretches along the port side, anchored at its forward corner by a table with a decorative lamp, while a pair of plush upholstered armchairs define the forward seating zone. Toward the stern a chaise lounge sofa invites repose, contrasted at center stage by two substantial leather ottomans separated by a wood cocktail table. Opposite, a stand-up bar along the starboard side features white textured panels that wrap its base, a polished foot rail and a refined wood accent band beneath the bar top, and the space is capped by a wood-panel ceiling treatment overhead. A Samsung 50-inch HDTV discreetly rises from the counter behind the bar on a pop-up lift. The seating area rests on Griedge patterned Stanton Supreme Bliss carpet, with sofa backrest cushions and chaise upholstery finished in harmonizing tones and accented with decorative pillows and vibrant abstract artwork, while the aft wall is dressed in complementary cutout sheer designer curtains to soften the light.

The bar is comprehensively equipped for service and presentation, with a Hoshizaki drink ice cube maker, a GE drink refrigerator fitted with drawers and bottle shelves, and a brushed stainless steel sink appointed with a Kohler

Karbon articulating faucet, all supported by fitted glassware storage in the cabinets, dedicated bottle storage and a full complement of barkeeper tools. A 24-bottle GE wine chiller cabinet located by the galley entry off the dining room maintains ideal serving temperatures. Entertainment and mood are managed effortlessly from an iPad programmed to a Crestron system, controlling the TV, lighting and stereo through flush-mounted ceiling speakers.

Dining

Leaving the salon and proceeding forward along the starboard side past the staircase, you enter the formal dining space anchored by a rectangular table with a glass top set within substantial wood framing and supported by a solid wood base. Eight high back, upholstered chairs surround the table, the pair at either end appointed with generous armrests to provide a composed, stately presence. Expansive outboard windows—true hull side glass, there being no walkaround deck at this point of the yacht—offer exceptional sightlines, while an elegant paneled wood ceiling with inset lighting casts a warm, architectural glow over the room. A large, colorful abstract nautical painting on the inboard wall provides a vibrant focal point. Between the stairway and dining area a discreet swing door opens to the galley to reveal a concealed service zone with a pass through and a wine cooler for seamless entertaining. Along the aft wall, three oversized cabinet doors hide secure storage for china, flatware and serving pieces, and additional cabinetry beneath the windows safeguards stemware and glasses. The windows are fitted with Silhouette blinds for privacy and light control, and a Crestron wall panel provides intuitive management of both audio and lighting. Forward of the dining area, refined double doors lead into the Library/Theater.

Library / theater lounge

Designed for languid comfort and cinematic indulgence, the lounge is anchored by a generous L-shaped upholstered sofa that runs along the aft wall and continues to port, accompanied on the port side by a marble-top end table with a decorative lamp and a storage cabinet beneath. A plush, pillow-cushioned armchair sits at the center of the arrangement, while at the fore of the seating grouping a pair of Christian Liaigre Latin lounge chairs, each appointed with decorative pillows, provide sculptural presence. Two substantial leather ottomans and a pair of wooden cocktail tables assemble at the core of the room atop sumptuous carpeting, and overhead a refined wood trim ring on the ceiling elegantly mirrors the bookcases that line the forward wall. Nestled in those bookcases, a wall-mounted 60-inch Samsung HDTV serves as the visual focal point, supported by a James Loudspeaker Theater Series system that delivers enveloping sound through four flush-mounted ceiling speakers and three custom in-wall speakers positioned beneath the video screen for true theater-quality audio from above and within the walls. To starboard a desk with two chairs, a discreet phone set, and an extended wood counter create a polished workspace, while hull-side windows boxed in wood on either flank are fitted with Silhouette blinds to modulate light and privacy. Control of the entertainment and ambiance is streamlined via an iPad running the Crestron system, configured to operate the TV, media servers, lighting, stereo and audio levels, with a wall-mounted Crestron panel near the entry duplicating the principal functions. Concealed behind the bookcase, concealed door panels that flank the media screen reveal a technical room where A/V, lighting and selected communications equipment are methodically housed in three rack storage cases.

Pilothouse and electronics

A central staircase from the main deck rises to a marble landing where a day head sits to starboard before an entry door leads forward into the pilothouse, which is laid with a nautical wood deck sole and rises two steps to the elevated helm. Wing doors to port and starboard open onto the Portuguese bridge and reveal wing docking stations, while short stairways just aft of each door descend to the side decks. The pilothouse is dominated by a reverse angled windshield with integral wiper system and defroster, framing a centerline helm flanked by two Stidd Admiral helm chairs that face a five screen glass helm array, elegantly wood framed to follow the rake of the screen.

Instrumentation, engine and thruster controls, jog steering and auxiliary data displays are arranged atop the central cabinet, which also carries two phone style VHF microphone handsets remote mounted to the cabinet face, while a down angled equipment panel overhead houses engine displays, radio controls and compass and GPS readouts. To port, a lighted chart table with chart drawers finds its counterpart to starboard, and just aft of the helm chairs a raised L shaped settee with a wood table provides a comfortable viewing and briefing area; overhead and aft cabinetry conceal satellite communications, weather and navigation equipment, with an additional cabinet offering shelving for the ship's papers and manuals. A stair to starboard at the aft end of the pilothouse leads up to an electrically operated sliding door that opens onto the flybridge.

The integrated navigation and communications suite is built around a Green Marine BridgeCommand glass bridge, with four 19 inch multi touch displays and a 24 inch display mounted on the pilothouse console, and a Green Marine All weather Series II 19 inch display serving the flybridge. Heading information is provided by a Sperry Marine gyro compass with digital display and analogue repeater, while positioning is supplied by two Furuno GP 33 GPS units. Automatic steering is handled by a Sperry Marine Navipilot 4000+ with a

remote panel on the flybridge. Radar coverage combines Furuno X Band and S Band radars with Trackball Control units, and a Furuno CH 500 Searchlight Sonar deploys its transducer from the bulbous bow. VHF communications are achieved with two Cobham Sailor 6222 Class A sets and remote mic 6204s on the flybridge and in crew areas. Depth sounding is managed by a Furuno Black Box DFF1 UHD CHIRP network sounder together with a Furuno digital depth system, with data presented on three Furuno FI 70 units in the pilothouse and an additional FI 70 on the flybridge. Charting and route planning utilize Transas and Nobeltec navigation systems running on a Trident PC, while AIS and NAVTEX functions are provided by a Furuno FA 170 and a Furuno NX 700B respectively, the latter supported by an Airmar ultrasonic weather station. Bridge watch safety is reinforced by a Furuno BR 510 BNWAS watch alarm.

Satellite communications include Furuno FELCOM 18, an Inmarsat C mobile earth station with SSAS and LRIT capability, Furuno IC 307 and IC 218 units, VSAT via Isotropic iDirect, Sea Tel Cobham HDTV, Fleet 1 and Starlink. Local connectivity is delivered by Starlink tied into a Pepwave network feeding five wireless access points and augmented by an Aigean Wi-Fi bridge/receiver. Closed circuit video is routed through CommandBridge video switching controlled by an exacqVision PC, with five cameras—three rotating units placed aft, on the mast and in the engine room and two fixed cameras on the side decks—plus FLIR surveillance, all recorded on a seven day digital loop; night operations are supported by a mast mounted FLIR camera with full 360 degree rotation. Vessel systems are monitored through Maretron with dedicated displays in the pilothouse, flybridge, engine room, crew lounge and captain's cabin, while safety and security systems include a Notifier Fire Alarm Annunciator system by Honeywell, a Honeywell General Alarm system, CO2 and smoke detectors, a galley heat detector and ship wide phone/intercom. Crew communications are further enhanced by five ICOM M88 VHF radios, three of which have remote microphones. Signalling and deck illumination are

provided by a Kahlenberg three trumpet Model T 2 with Fog Signal Control Unit and a Jabsco JA 62042 4006 spotlight with remote controls in the pilothouse and on the flybridge. Navigation and communications emergency batteries are installed in a separate bank within the Portuguese bridge and are supported by an additional Newmar charger.

Flybridge

Accessible from the pilothouse stairway on the starboard side, the flybridge is laid with Esthec decking beneath an imposing hardtop and protected by a three-sided polycarbonate enclosure that ensures exceptional weather protection. The centerline helm console is elevated two steps above the deck so the captain sits in command in a Stidd chair, flanked by plush, cushioned companion bench seating, while a larger portside lounge invites additional guests to relax. A yacht-quality headliner overhead conceals integrated LED lighting, flush-mounted stereo speakers, and an elegant decorative trim that together create a refined, welcoming atmosphere.

Aft on the port side a generous dining arrangement pairs a U-shaped settee with a Release Marine inlaid teak dining table mounted on polished stainless stanchions, and three teak, stainless steel, and canvas chairs complete the setting, providing comfortable seating for eight. Opposite, a subtly curved L-shaped, two-tier bar finished in white solid surface houses a circular stainless sink and faucet, a GE stainless-front drink refrigerator, a Hoshizaki stainless-front ice maker, and a Fisher & Paykel drawer-style dishwasher. Four fixed Release Marine Cake Top barstools with cushioned teak seats, polished stainless bases and footrails line the bar for effortless entertaining, and a dedicated aft cabinet with an opening top conceals two Gaggenau dual-burner electric grills ready for alfresco cooking.

Beyond the hardtop's trailing edge a raised Baja Spas circular six-person hot tub with surround overflow gutter and lighting offers an open-air retreat,

reached safely via a rear step and protective railing. To port of the spa and forward of the dining settee, an expansive sun pad dressed with decorative pillows provides a serene lounging area. The aft flybridge is bordered by polished stainless railings and finished with an Esthec-capped aft bulwark for a cohesive contemporary look; a stored collapsible aluminum ladder stows onboard to access the hardtop and illuminated electronics mast, and a starboard stair descends aft to the bridge deck for seamless movement between levels.

Master stateroom and afterdeck

Located on the bridge deck, the master stateroom opens privately onto the covered bridge afterdeck and is surrounded by sweeping window vistas. At its center lies a king-size berth set upon a raised soft-side platform with subtle underlighting, bookended by marble-topped nightstands with drawers and illuminated by wall lamps above. Plush carpeting underfoot enhances the serene atmosphere, while along the starboard side twin closets and dressing areas—his and hers—are separated by a fold-top makeup vanity with mirror and leather chair. A twelve-drawer dresser is integrated into the aft corner, two hanging closets conceal six-drawer cabinets, and a secure safe is provided for valuables; a discreet cabinet hides a GE Profile front-loading stacked washer and dryer. Each expansive window is dressed with Silhouette blinds for controlled daylight and is complemented by full-length blackout curtains capable of producing complete darkness at midday. Forward, double frosted glass and wood doors admit to the master head, where a mirror crowns a double-sink designer vanity appointed with refined faucets and wood cabinetry below. To port a large glass shower enclosure offers dual rain heads and two sets of shower fixtures, enriched by marble accents, wood ceiling trim, a window and carefully positioned lighting, while to starboard full-length mirrors flank the door leading to a private lavatory room. Back in the stateroom, a

flush-mounted Samsung fifty-inch HDTV is paired with a flush ceiling surround sound system, all controllable from an iPad programmed with the Crestron system to manage TV, media, lighting and stereo; a ceiling soffit detail provides dimmable, indirect illumination to set the ideal mood. A door aft on the port side gives onto a semi-private balcony afterdeck arranged for relaxed indulgence, where two custom cushioned chaise loungers and an aft settee encircle a Release inlaid teak table mounted on polished stainless with matching chairs. Stainless railings frame the space, which is finished with Esthec decking and an Esthec feature cap around the back edge of the settee; a polished stainless ensign staff stands aft at center, accompanied by a stainless flag staff and bases for Rupp radial outriggers positioned in the corners. Sound on the aft deck is delivered with crystal clarity by JL Audio and flush-mounted ceiling speakers, also controlled through the Crestron system, and a gracefully curving stairway to port aft descends to the main aft deck.

Main level aft deck and side decks

Boarding is effortless through gates on either flank of the aft deck, where the sea-stair boarding steps lock securely into place for a smooth arrival. The mood is set by dimmable overhead lighting, with supplementary lights positioned above the entry gates and stairways, while subtle overhead stereo speakers provide a refined audio backdrop. An inviting aft settee lounge is anchored by a Release teak-inlaid table and accompanied by four chairs finished in teak, stainless steel, and canvas. Esthec decking and cap surround this sociable space, and covered side decks sweep forward to doors leading into the guest foyer to starboard and the galley to port. Along the port side deck, purpose-built storage stows the carbon-fiber sea stairs, and both side decks are fitted with throwable life rings for added safety.

From each side of the aft deck, a flight of four steps descends to the cockpit, each rise protected by stainless safety gates. A starboard-side passarelle

deploys from these steps, aligning with the transom gate and extending up to six feet beyond the transom; rope handrails border the 20-inch-wide passarelle, which can be operated locally or via wireless remote control. The aft deck's quarter corners are equipped with hawsers, mooring bollards, and Maxwell 4000 hydraulic capstans for assured line handling. Forward on the aft deck a cabinet with a solid-surface countertop conceals additional storage, while a port-side passage door gives access to the stairwell down to the engine compartment and a gracefully curved stair with Esthec treads on the starboard side ascends to the bridge afterdeck.

Guest staterooms and heads

Descending the carpeted, carefully lit central stair, guests are welcomed into a marble foyer that provides access to three ensuite staterooms. A mirrored display shelf on the forward face of the foyer showcases a brass sculpture of a leaping porpoise, while twin doors to port and starboard lead to the laundry and crew accommodations and to the first VIP suite, respectively.

The first VIP suite features a queen berth set athwartships, flanked by marble-topped nightstands each concealing three drawers. Mirrored panels, adjustable reading lamps and designer wall sconces with backlit stone insets surround the bed, and two portlights above the headboard are fitted with Silhouette shades. On the forward inboard side a two-door, cedar-lined hanging locker with three additional drawers at its base supplies ample storage. The ensuite is appointed with a designer vanity and faucet, an integral sink beneath a mirrored cabinet, and an inboard glass shower enclosure equipped with both a rain head and a wand. The head is finished with a marble sole and a Tecma toilet, and its portlight is shaded with Duette fabric. Opposite the foot of the berth a compact desk incorporates a small bookshelf, a phone set and an inset, mounted Samsung 32-inch HDTV framed within a finely finished wood hutch. A vivid abstract painting animates the aft bulkhead, while

the bed is dressed in a textured gray spread with coordinated decorative pillows and shams.

The second VIP, located to port aft of the stair, offers a queen berth oriented fore-and-aft with marble nightstands to each side, each nightstand containing a single drawer. Mirrored accents, flexible reading lights and wall sconces continue the refined treatment found in the forward suite, and a phone set rests on the inboard nightstand. The outboard portlight beside the berth is dressed with Silhouette blinds. Inboard of the bed, a two-door cedar-lined wardrobe with six lower drawers provides organized storage, and just forward of this closet a lively brass porpoise artwork adds character. A small bookcase leads to the ensuite, which mirrors the materials and overall finish of the first VIP head while featuring a slightly different vanity arrangement. A Samsung 32-inch HDTV is mounted on the forward bulkhead outside the head, and the bed is clothed in a beige-toned textured spread with matching decorative pillows and shams.

The twin guest stateroom, positioned to starboard just aft of the stair landing, contains twin berths arranged fore and aft separated by a marble-topped nightstand with a single drawer and illuminated by flexible reading lamps. A phone set sits on the nightstand and a Samsung 19-inch HDTV is inset into the aft face of the closet cabinet. The outboard wall hosts a portlight with a shade, while inboard a concealed Pullman berth drops down to accommodate an additional guest. Forward of the Pullman, a lively depiction of a swimming sea turtle provides a coastal accent. A compact bookcase and two storage cabinets sit between the cabin door and the head entry; the head itself matches the lower-deck suites with a rain-head shower and marble sole. On the forward outboard side of the stateroom a two-door cedar-lined hanging locker with six drawers beneath maximizes storage, and the twin berths are finished in gray-toned textured spreads with coordinated decorative pillows for a polished presentation.

Laundry room and crew lounge

The aft port-side door off the lower foyer landing opens into an impeccably appointed laundry room where four Miele commercial laundry units are stacked along the forward bulkhead. Opposite, upper and lower cabinetry is crowned with a white solid-surface countertop incorporating a stainless sink and a steam press, while an inboard closet stores cleaning implements alongside a Miele rotary iron station. Under-cabinet lighting harmonizes with overhead LEDs and a portlight to create a bright, efficient work environment, and a 24-inch wall-mounted Samsung TV plus a ship phone system handset provide added convenience. A connecting door forward leads into the crew lounge, where a raised U-shaped leatherette settee encircles a rectangular teak table to afford comfortable dining for four. The inboard console houses a refrigerator, sink, microwave, countertop and storage, and is fitted with a Maretron ship's monitor display, Furuno BNWAS panel and keyboard, VHF radio and a ship's phone handset; additional cabinetry and shelving occupy a separate console on the forward wall. A door opens to the companionway, from which a stairway ascends to the galley aft and the two crew stateroom doors are accessed forward.

Crew stateroom and heads

Purpose-built crew accommodations comprise two ensuite staterooms, reached primarily via a dedicated stairway descending from the galley to the crew companionway. To starboard, the cabin is arranged with upper and lower bunks, each served by a wall-mounted Samsung TV, and offers ample storage with two cedar-lined hanging lockers and four drawers. The upper bunk is illuminated by a portlight fitted with a Silhouette shade, and a ship's phone system handset is conveniently positioned by the entry. Forward toward the bow, the ensuite head is appointed with a solid-surface vanity top, a mirrored

sundries cabinet, a marine toilet, and a frosted-glass door that opens to the forward shower stall. The finishes in the crew staterooms and heads are carried out to the same elevated standard as the guest accommodations. To port from the companionway is the captain's cabin, centered on a tapered double berth complemented by a nightstand incorporating three drawers and a flexible reading light. Adjacent to the nightstand are the VHF radio, Maretron ship's monitor panel, Furuno BNWAS watch remote, and an emergency alarm button. Athwartships above the berth, a fold-down Pullman berth provides additional sleeping flexibility, accompanied by a portlight with shade and several outboard storage shelves. Forward in the cabin sits a large cedar-lined hanging locker with a safe mounted inside and a wall-mounted Samsung HDTV, with extra drawers beneath. The forward ensuite head features a solid-surface vanity with an undermounted sink, a marine toilet, and a frosted-glass door to the shower stall.

Boat deck and foredeck

Accessible from the centerline of the Portuguese bridge, the boat deck is arranged to carry two diesel inboard, soft-sided yacht tenders seated on aluminum chocks over premium Esthec decking and flanking a Nautical Structures 5,000-pound crane that can launch to either side. A forward partition wall protects the deck area from green seas, and beyond it the nonskid foredeck is finished with polished stainless ground tackle operated by twin Maxwell 6000 hydraulic windlasses fitted with capstan drums and band brakes. Two chain stoppers with tensioners, stainless rollers and reinforced chutes lead forward through the bow, feeding dual CQR Ultra stainless anchors secured on 350 feet and 500 feet runs of stud-link chain for assured holding. A raised watertight hatch opens to a ladder down into the anchor locker, where chain bins reside alongside a built-in chest freezer, typically used for refuse stowage. Immediately aft of the hatch the ship's bell is mounted and a safety

rail runs aft, while a polished stainless jackstaff accents the bow peak. At the aft end of the boat deck, recessed pockets on both sides conceal two sixteen-man Viking life rafts with hydrostatic release, and a diesel fueling hose for the tenders is conveniently routed to the aft cockpit. The custom Chapman Transition tenders measure 19 feet and 22 feet respectively and are driven by identical Yanmar diesel engines coupled to Volvo Penta duo prop sterndrives; both are center-console helm boats featuring aft back-to-back seating consoles, generous aft platforms and robust boarding railings. The 22-foot boat adds a fold-down bow ramp, forward seating ahead of the console and a Bimini top, and both tenders are fitted with Garmin GPS/chartplotters, VHF radios and Fusion stereo systems.

Cockpit and fishing equipment

The full-beam cockpit, measuring approximately ten feet in length and molded integral to the hull, has been engineered specifically for serious offshore fishing and presents a refined blend of form and function. Dominating the center is a Release Marine Trillion teak fighting chair mounted on an offset gooseneck stanchion, surrounded by gunwales trimmed with Esthec curved-down coverboards and backed by a capacious transom live bait well. To starboard a walk-through transom door, complete with gate and keeper latch, streamlines fish retrieval, while the gunwales themselves house ten flush-mounted rod holders. The fighting chair further enhances angling capability with ten striking rod holders built into its arms and a rocket launcher with a rigging tray-style backrest that incorporates five additional rod holders. The deck surface is finished in Esthec, and to starboard a large below-deck insulated fish box with its own dedicated dump is set up to accept crushed ice. Stowable carbon fiber outriggers are installed on Rupp radial bases at the aft corners of the bridge, and the cockpit is supported by bridge-to-cockpit communications via a speaker intercom and situational awareness from a

360-degree articulating camera mounted above the aft deck. The lazarette conceals a fully appointed tackle center with bait freezer drawers, a substantial aluminum swim ladder and a generous fish-cleaning table that mounts in the rod holders for convenience. Lighting for long days and nights on the water is provided by a pair of LED cockpit floodlights molded into the aft bridge overhead, complemented by four Sea Vision underwater lights along the transom. This cockpit was never an afterthought—its design and appointments have been extensively proven, producing consistent success on the water.

Lazarette and engine room

A watertight door from the cockpit opens into the lazarette, where diamond-plate flooring leads down four steps to an impeccably organized service area; immediately to starboard a cube ice machine stands ready. Forward of that is the vessel's freshwater infrastructure, comprising two Torrid water heaters with a dedicated hot-water loop, dual FCI Neptune water makers rated at 1275 and 2500 g/p/d, freshwater pumps with pressure boosting, a UV sterilizer/filter arrangement, and a HEM water softener. A hose reel mounted above carries the diesel fueling hose and nozzle complete with a Fill Rite meter for tender servicing, while shore power cables are stowed in their own barrel. To port a commercial True two-door freezer precedes a workbench and a tackle-rigging table equipped with a bench vice and deep-basin sink, with two True freezer drawers below that have been used for bait. A large cabinet aft provides fishing tackle storage next to a double-level Snap-on tool chest, and three locking hardware cabinets, located just aft, are stocked with screws, nuts, bolts and the parts needed to service most onboard systems. Outboard, the emergency steering station is fitted with its own wheel and rudder-angle indicator, and a ship's phone handset is at hand for immediate communication.

Passing forward through another watertight door reveals the engine room,

where the starboard side houses the AC (208v) generator/shore power switch panel and circuit breaker array engineered for seamless transfer and automatic switching. The vessel's electrical system, designed by Gulf Coast Power & Control Inc., is three-phase with grounded neutral and US standard 60Hz, and two ASEA AC25-3 Q-series shore power frequency converters are mounted behind the starboard panel. Centerline, the DC (24v) monitoring panel integrates battery shutoff switching and circuit breakers, with batteries secured inside the central engine room console and three Newmar Phase Three smart chargers mounted on the forward bulkhead. At the port entry a ship's phone handset, the Honeywell Notifier alarm panel and fire alarm/shutdown switches provide immediate system oversight, while an ABT/TRAC integrated hydraulic control pack takes power off the main engine gears and is paired with an AC electric pump to operate the stabilizers when at anchor. A graceful curved stair leads up to the aft deck fiddle-door engine room entry. Behind that stair the HVAC Dometic chiller system delivers climate control through three 10-ton units (all renewed late 2025) with supplemental immersion heating, and handlers for the S/Rs, Salon, Library and Pilothouse include heat strips; an overhead portside air handler is governed by a digital thermostat.

Flanking the main engines, two 50kW Northern Lights generators sit in sound shields with auto-start control panels arrayed on the forward bulkhead; a single generator is capable of powering the vessel in most operational conditions and a Sephco Smartload load bank is installed to ensure correct loading. The forward port bulkhead presents a clearly labeled fuel manifold that integrates a transfer pump with six fuel tanks and operates from a 100-gallon day tank; fuel conditioning is accomplished through a Schroeder Industries coalescing and particulate filtration system supported by priming pumps. Tank levels are monitored by a Maretron digital system with three Tank Tender pneumatic backups mounted on the bulkhead. Above, a Powerex air compressor supplies the horn cluster and air-tool outlets at several stations

and is paired with a refrigerated air dryer. To starboard, the bilge pumping manifold uses labeled gate valves, and the bilge and fire-main pumps sit side-by-side, interchangeable and both fitted with soft-start switches. Further aft on the starboard side an independent hydraulic control pack serves the passarelle, and blackwater is processed by a Headhunter Tidal Wave HMX 6004 waste treatment plant to meet stringent standards. Engine-room airflow is handled by a Delta T ventilation system with vent-damper emergency closure capability, while below-the-waterline protection is reinforced by a Fail-Safe Max galvanic isolator unit and a Siemens CAPAC cathodic monitor.

Propulsion is provided by twin Caterpillar C18 ACERT diesels, A duty rated at 475 hp, driving through Twin Disc Quick-Shift transmissions with a 3.5:1 reduction to a straight-shaft arrangement fitted with a Torsional Coupling. Raw water cooling is supplied via two Sea Chests with crossover and blow-down fittings, and the underwater exhaust incorporates a bypass circuit. Engine cleanliness and health are supported by a crankcase ventilation and oil recovery system, with dual Racor primary fuel filters on both mains and generators monitored by restriction pressure gauges. Maintenance is made efficient by overhead hose reels that deliver fresh lube oil through Fill Rite meters and by dedicated waste-oil return reels that feed designated tanks. CAT color engine data displays are installed in pairs at the Pilothouse, Flybridge and in the engine room, with CAT engine control binnacles positioned at the Pilothouse, Flybridge and each wing docking station. Close-quarters handling is enhanced by a YachtController wireless remote for engine and bow thruster control, and CAT emergency backup control panels are installed both in the Pilothouse and within the engine room.

Hull and deck

The hull of NORTHLAND is fabricated from welded ASTM A36 steel, while the superstructure is formed from welded marine-grade aluminum in the 5000

and 6000 series, all assembled to meet ABS A1 class standards. The structural design emphasizes watertight integrity with watertight doors, hatches and windows throughout; every deck is cambered for efficient water runoff and freeing ports have been positioned in accordance with Classification Society requirements. With the exception of the anchor area on the foredeck, all exterior walking surfaces are covered in Esthec Nautical Decking, the Dutch-engineered teak alternative chosen for its solidity, longevity and low maintenance, specified in Biscuit with dark gray seams. Solid Esthec also replaces the covering board/coaming in the cockpit, serves as a cap rail accent along the centerline aft, finishes every exterior stair, and forms the overhead trim across all three decks. Polished stainless-steel nameplates adorn the flybridge sides and transom, while fuel fill stations are located on each side deck using Camlock-style fittings with containment drains plumbed to the oily water tank.

Below the waterline, a bulbous bow is paired with a 100 hp hydraulic proportional bow thruster to enhance handling. ABT stabilizers fitted with four actuator fins and a protective keel safeguard the propellers, which are further protected by shaft and rudder tubes and driven by five-blade Michigan Nibrall propellers. Manoeuvrability is augmented by Becker Marine Systems high-lift, flap rudders. The hull is finished in Awlgrip HDT in Castle Tan and sealed under two clear topcoats, while the deckhouse is painted Awlgrip 2000 in Stark White. Anti-fouling protection is provided by Black Sea Hawk Biocop, with Halkron applied to propellers, running gear, rudders and thruster prop blades. A scheduled bottom job is planned for mid July 2026. Tan Sunbrella covers safeguard virtually every item on the flybridge, both tenders, the bow windlasses and ship's bell, the searchlight and air horns, the fighting chair, and all exterior tables, chairs and settees.

Broker comment

NORTHLAND remains in original ownership and was both built and flagged in the United States, a reflection of the meticulous workmanship and practical design for which her shipbuilder is renowned, as evidenced by an extensive cruising history. Her captain has been part of the project since the first plate was cut and lived at the yard during much of the construction; under his customary operating profile she is run at 1,300 rpm at roughly 55% load, achieving 9.5 to 10 knots while consuming about 20 gallons per hour in total—performance that translates into an exceptionally flexible and far-reaching cruising range.

Custom disclaimer and exclusions

While the particulars of this vessel are presented in good faith, no guarantee or warranty is given regarding the accuracy of the information or the vessel's condition. Prospective buyers are urged to instruct their agents and independent surveyors to verify any items they wish to confirm. The vessel is offered subject to prior sale, change of price, or withdrawal without notice. The artwork excluded from the sale comprises the painting on the rear wall of the library, two paintings in the master stateroom, and all personal photographs. In addition, all fishing tackle and gear, clothing, and other personal effects are excluded, and the crew may have personal belongings aboard that will not be conveyed. A full and complete exclusions list will be provided upon request to any buyer who makes a written offer. These particulars have been compiled from information supplied by the seller, the crew, and previous inventories and are intended as a general guide to the vessel; we cannot accept liability for any inaccuracies. It is the purchaser's responsibility to confirm any matters of concern by survey, inspection, and direct inquiry of the seller and/or their agent, and to ensure that the purchase contract accurately reflects those

concerns and the specific details upon which they intend to rely. An independent survey is always advised.

General overview

NORTHLAND is an opulent explorer yacht distinguished by a robust steel hull and a bulbous bow, crafted in the United States by Burger Boat Company to an unusually high standard of finish. The original owner and captain partnered closely with the shipyard throughout construction to realize a bespoke specification derived from the drawing board of Luis de Basto. She was conceived and fitted out in South Florida with a deliberately modest draft to permit Bahamas-friendly cruising and finished with low-maintenance exterior treatments so she can be operated routinely with a compact crew. The cockpit was purpose-built for serious offshore fishing, while boarding and launching of watercraft have been simplified by generous access designed around tender operations.

Launched in 2017, NORTHLAND has undertaken extensive voyages, including an Atlantic transit to Norway made under her own power, made possible by a 4,000-plus-mile range. Reliable CAT propulsion, ABS A1 build standard and a comprehensive equipment inventory underscore the yacht's capability, with practical utility informing many of the specification choices. Covered walk-around side decks provide boarding doors on both sides—the starboard entry leads into the salon foyer while the port door is arranged as the crew entry into the galley—and forward steps ascend to a Portuguese bridge. Sea stairs can be rigged to either side at the boarding gates onto the aft deck, and aft access is also facilitated by a hydraulic passerelle gangway deployed from the starboard-side cockpit step.

The accommodation layout favors family use, offering four staterooms plus crew quarters with a full-beam master suite located aft on the bridge deck. Two diesel-powered tenders are stowed on the forward working deck,

preserving an expansive fishing cockpit at the stern. Now back at her home berth in Jupiter, Florida, and remaining there while being marketed, NORTHLAND is prepared to deliver further world-class adventures to her next owners.

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.

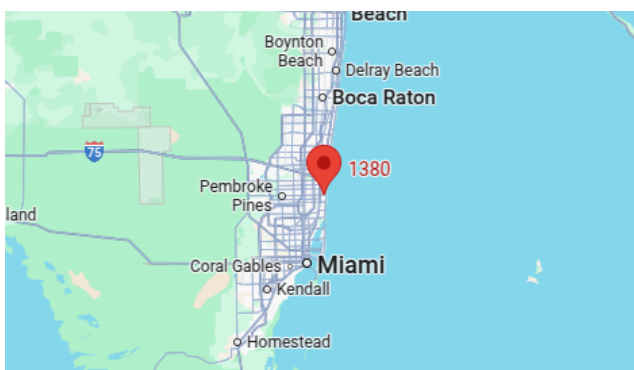
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