

Inside Outer Reef Yachts' New Adventure Series and Dutch Shipyard Strategy

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Founded in 1996 by American entrepreneur Jeff Druke, Outer Reef Yachts was established to build robust offshore motor yachts shaped by Druke's experience as a former commercial fisherman. His vision was to combine the practicality and seaworthiness of working vessels with the comfort and craftsmanship expected of long-range motor yachts.

Nearly three decades later, that same philosophy continues to guide Outer Reef as it expands its global footprint and product range, most recently through the launch of the Adventure Series and its merger with Lynx Yachts.



Origins and evolution of Outer Reef Yachts

Outer Reef began with Jeff Druke's determination to build the kind of semi-custom yacht he could not find on the market. "Outer Reef started from the desire to have a manufacturer build me a semi-custom boat, and no one would at the time, so I decided to do it myself," recalls Druke. "I built two boats in Taiwan, which led to the formation of Outer Reef Yachts."

What began as a personal project has since evolved into an internationally recognised shipbuilder with a diverse portfolio of long-range motor yachts. "Over the years, the company has expanded to multiple lines that we own and build, including the new Adventure Series," he adds.

That same spirit of self-reliance and adaptability later informed one of the company's most significant milestones: its merger with Lynx Yachts and the establishment of Outer Reef's European base in the Netherlands. "The Lynx merger started as the

need to offer more products to our client base,” explains Drupek. “Outer Reef’s success was a double-edged sword; our lead times were approaching over three years, which made it difficult to sell into the future, so we started looking for other products to offer.”

The partnership with Lynx, he notes, emerged naturally after “multiple conversations and understanding their business model”, leading both owners to “join forces” and align their strengths. The Netherlands was a deliberate choice, reflecting Outer Reef’s ambitions in the steel and alloy segment. “Why not the Netherlands?” says Drupek. “Shipbuilding there is the pinnacle of yacht construction, and with our sights set on larger yachts, there were no better builders than those in the Netherlands.”



Production capacity and Dutch facilities

Outer Reef’s facility in the Netherlands follows a typical Dutch builder business model, which relies on a strong network of local subcontractors. This structure allows production to remain flexible rather than constrained by in-house limitations.

“Capacity at our Netherlands shipyard is not necessarily limited, as the business model of most Dutch builders emphasizes the strength of using local subcontractors, many of whom are shared among builders,” explains Drupek. “The only limitation is space, and for now we have ample capacity and are already looking to expand into other locales.”

This model enables Outer Reef to uphold the craftsmanship and engineering standards associated with Dutch shipbuilding while maintaining efficiency and adaptability as demand grows for its new steel and alloy models.



The Adventure 780: Design flexibility and proven performance

Launched in May 2025, the 23.95-metre *Adventure 780* is the first yacht to be completed at Outer Reef's new facility in the Netherlands. Her exterior design is by Bernd Weel Design, with interiors by Julian Moore Design and naval architecture by Lynx Yachts.

According to Jeff Druerk, one of the chief advantages of building in the Netherlands is the freedom that comes with steel and alloy construction. "One of the main attractions of building in the Netherlands using steel and alloy is the flexibility of design," he explains. "Without the need for fixed moulds as in composite construction, we can make adjustments and modifications on the fly or even design from a blank sheet of paper and be in construction years ahead of a composite yacht."

That flexibility translated into performance on *Adventure 780*'s maiden voyage, a 2,400-mile passage from the Netherlands to the south of France, completed without incident. "The vessel performed flawlessly and handled better than I had expected," says Druerk. "She was extremely quiet, and her Dutch engineering pedigree was the highlight. It was the most flawless maiden voyage I have ever been on."

In defining the broader *Adventure Series*, Druerk points to a balance between capability and comfort. "I think we have hit a nice blend of yacht design that is less utilitarian than many explorer-style yachts, which are mission specific," he notes. "Many clients do not want to give up yacht-quality finishes and conveniences when cruising to remote locations."



Charting the course ahead

Outer Reef continues to expand the Adventure Series, with new models planned both above and below the 780 in size. “We are very excited about the expansion of the Adventure Series range, both larger and smaller than the 780,” says Drupek. “We have a 540 Adventure that has just completed development and is now in construction, and we also have designs in the 40 to 50-metre range that will be coming online within the next year or so.”

Outer Reef’s current developments reflect a broader ambition of offering a more diverse portfolio of long-range motor yachts that combine steel construction, extended cruising capability, and the comfort associated with the brand’s heritage.

