

The Outer Reef Adventure 780:

A New Explorer for a New Era

What happens when one of America's most respected explorer-yacht builders sets up shop in the Netherlands and why the 780 Adventure matters.

By [John Johnson - Yacht Buoy](#) | Apr 14, 2026 | [SUBSCRIBE](#)



There is a particular kind of excitement in this industry that does not come from a new listing or a record sale. It comes from a builder doing something genuinely ambitious. Outer Reef Yachts, a name that has meant serious ocean passage-making for the best part of three decades, has quietly made one of the more interesting moves in the explorer-yacht world. They have opened a production facility in the Netherlands and unveiled a new 24-metre steel explorer called the Adventure 780.

I have been following this story since the first press release landed in September 2024, and the more I look at what Outer Reef is building, the more interesting it becomes. This is not a case of a large American brand slapping its badge on a European production boat. The Adventure 780 is a considered design with a clear philosophy, and it is entering a market segment that is genuinely hungry for serious new options.

Let me tell you why it matters...



Who Is Outer Reef Yachts?

Outer Reef was founded by Jeff Druke, a former merchant mariner and custom home builder with a background that, in hindsight, was almost designed to produce a serious yacht-builder. He established the company in the late 1990s from Fort Lauderdale, Florida, with a mission that has remained consistent ever since: build expedition-capable yachts for people who actually intend to use them.

The brand philosophy, “good is not good enough,” sounds like marketing copy until you look at what they have actually produced. Over 25 years, Outer Reef has delivered hundreds of vessels across several distinct series: the Classic Motoryachts (the 650, 830 and 900), the Trident EVO range, and the AZURE sport-yacht line. They have built a reputation on the American market as the builder you go to when you want a serious passage-maker that does not compromise on comfort.

Their growth tells its own story. A Latin American division in 2022. European and Pacific sales offices in Geneva and Sydney. A global service network that stretches from Auckland to the Mediterranean. This is a company that has been building quietly and methodically toward something larger.

In September 2024, that something arrived.



The Netherlands Move and Why It Matters

The decision to establish a production facility in the Netherlands was not arbitrary. Dutch shipbuilding heritage is, to put it simply, some of the finest in the world. The yards along the waterways of Friesland, the designers in Rotterdam, the engineers who have been building steel working vessels and ocean-capable yachts for centuries: that knowledge does not exist in the same concentration anywhere else on earth. For the Dutch, it is in their DNA. It is a part of their heritage.

Outer Reef understood this. Their press release spoke of leveraging “centuries-old expertise and precision,” which is not hyperbole when you are talking about a country that has been building steel boats seriously since before Florida existed as a state.

The strategic merger brought Outer Reef’s American design philosophy, focused on long-range capability, mechanical reliability and liveable comfort at sea, into contact with European production engineering. The result is the Adventure Series, and its first full-size expression is the 780.

The Adventure 780: What She Is

At 24 metres, or 78 feet 7 inches in old money, the 780 sits in a size class that has always attracted serious buyers. She is large enough to be a genuine ocean passage-maker, with the range and fuel capacity to cross oceans without white-knuckled fuel management. She is small enough to be handled by a couple with professional crew support, rather than requiring a permanent ship’s company.

The hull is steel. That matters. Composite builds have their place, but for a vessel genuinely intended for remote and challenging waters, the kind of places Outer Reef’s partnership with EYOS Expeditions suggests they have

in mind, steel is the correct answer. It takes abuse, it is repairable almost anywhere in the world, and it ages honestly.

The superstructure is lightweight composite, which is equally sensible: keep the mass low and amidships, and let the steel hull do the structural work below the waterline.

Her range is quoted at 3,200 nautical miles. At eight knots cruise, that represents extraordinary endurance, the kind of numbers that make passages from the Azores to the Caribbean, or from New Zealand across to Fiji, straightforward planning exercises rather than fuel anxiety exercises.



The fin stabiliser system addresses the perennial challenge of steel displacement hulls in a seaway. At passage speeds in open water, an uncontrolled roll is not just uncomfortable. It is fatiguing for crew and hard on everything that lives aboard. Outer Reef have been explicit about their focus on noise reduction and motion comfort, and a well-tuned stabiliser system is central to that.

Accommodation runs to four or five cabins depending on configuration, sleeping eight to ten in reasonable comfort, with crew quarters available for those running the vessel professionally. The pilothouse, in keeping with Outer Reef's established design language, provides full-width visibility and a proper working bridge.

Hull 1 was launched in May 2025. She completed her maiden voyage in July. The vessel performed.



What She Is Really About

The Adventure 780 is a production explorer. That phrase deserves some unpacking, because it sits at the heart of what makes this launch interesting.

For most of the history of serious explorer yachts, if you wanted a steel ocean passage-maker at this size, you had three routes: commission a full custom build (expensive, slow, uncertain), find a quality used vessel from a heritage Dutch yard (increasingly competitive market, significant refit risk), or buy into an established production explorer brand and accept the compromise that comes with catalogue specifications.

Outer Reef's proposition with the 780 is that a production explorer does not have to mean a compromised explorer. The customisation options, multiple cabin configurations, interior finish choices, hull colours, give buyers enough personal expression without the cost and time of a true custom build. The Dutch production facility, meanwhile, is applying European standards of steel construction to a design that has already proven itself through Outer Reef's existing range.

It is a compelling position. Whether it is the right vessel for you depends, as always, on what you actually intend to do with her.



The Premium Question: How Does She Compare?

Celebrating a new design is easy. Evaluating it honestly is more useful.

The 24-metre steel explorer market is not empty. Two vessels in particular deserve direct comparison with the 780 Adventure: the Bering 65, which represents an established production-explorer option in this size range, and the Doggersbank 77 Offshore, which represents the most significant European new-build alternative the 780 will face.

What follows is certainly not a verdict. Builders at this level make different choices for good reasons, and the right vessel depends entirely on the priorities of the buyer. But understanding where the 780 sits relative to these alternatives is exactly the kind of analysis that justifies a premium subscription.

The Bering 65...

The Bering 65 occupies the same conceptual space as the 780 Adventure: a serious, production-built steel explorer intended for serious ocean passage-making. Built in Turkey, the 65 is fractionally smaller at 19.78 metres, about four metres shorter than the 780, but the philosophy is consistent throughout. Fast displacement hull, twin diesel power, a cruising speed of eight knots and a range well suited to blue-water passage-making.

Bering has been refining its steel explorer range since the early 2010s and the 65 is a mature, well-understood design. The twin Cummins QSL9 engines, 290 horsepower each, are a proven choice in this class and the vessel carries a strong reputation among buyers who have prioritised reliability over novelty. For current pricing, Bering's European network is the place to start; figures vary considerably depending on specification and build slot.

The honest assessment: what the 780 Adventure offers that the Bering cannot is European provenance, a larger overall platform, and the Outer Reef brand's particular emphasis on interior comfort and liveability. Whether those differences are meaningful to any given buyer is a question only that buyer can answer, and it will depend heavily on how Outer Reef price the 780 when full market figures become available.



The Doggersbank 77 Offshore: The Heritage Challenger

The more philosophically interesting comparison is with the Doggersbank 77 Offshore. Doggersbank is a name with deep roots in the Dutch explorer-yacht tradition. The original vessels from the 1960s through the 1980s are still respected, still sailing, and still attracting buyers who understand what genuine Dutch offshore build quality means in practice.

The 77 Offshore is the revival model: a 23.5-metre steel explorer, virtually identical in length to the 780 Adventure, built by the revived Doggersbank yard and designed by Vripack, the Rotterdam design house that has been producing some of the most thoughtful explorer-yacht work in the industry for decades.

The Vripack pedigree is significant. Their designs are not fashionable in the marketing-brochure sense; they are disciplined, considered, and built around how a vessel actually behaves at sea rather than how she looks in a promotional photograph. The Doggersbank 77 Offshore benefits from that discipline, and from the cultural weight that comes with a name that serious explorer-yacht buyers already know and respect.

The competitive tension with the 780 Adventure is genuine. Both are new-build steel explorers at virtually identical lengths, both produced in Netherlands facilities, and both targeting the same pool of serious buyers. The Doggersbank 77 leans into Dutch heritage as its primary differentiator. Outer Reef counters with American design experience, a global service network, and a flexibility of specification that a smaller, more boutique builder cannot easily match.

Pricing for the Doggersbank 77 Offshore is not publicly listed and, given the bespoke nature of the build, any comparison by price alone would be misleading. For buyers seriously considering her, a direct conversation with the yard is the only meaningful starting point.

The honest assessment: for buyers who want European provenance, Dutch heritage, and the endorsement of a legendary design house, the Doggersbank 77 Offshore is a deeply credible alternative. The 780 Adventure's advantage lies in Outer Reef's production efficiency, their established global support infrastructure, and the confidence that comes from a builder with 25 years of ocean-going delivery behind them.

Which Explorer Is Right for You?

The three-way picture, 780 Adventure, Bering 65, Doggersbank 77 Offshore, reveals something useful about where the 24-metre explorer market has arrived in 2026.

Production quality has risen. The days when a production explorer inevitably meant compromise are largely over at this level. All three vessels represent genuinely capable ocean passage-makers that will take their owners to the places serious cruisers want to go.

The differentiators now are softer: heritage versus innovation, American methodology versus European tradition, proven track record versus fresh production facility. These are not trivial considerations. They translate into resale values, parts availability, and the texture of ownership over a decade or more.

For buyers drawn to Dutch heritage and the endorsement of a legendary design house, the Doggersbank 77 Offshore deserves serious consideration.

For those who want a vessel that combines Outer Reef's established design competence with European build quality, and are comfortable being among the early adopters of a new facility's production run, the Adventure 780 makes a compelling case.

The industry needs new thinking at this level. On the evidence of the 780, Outer Reef are providing it.

The Adventure 780 is currently available to order through Outer Reef Yachts. For specifications, pricing and availability, contact their European office in Geneva or visit www.outerreefyachts.com.

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