

NORTH

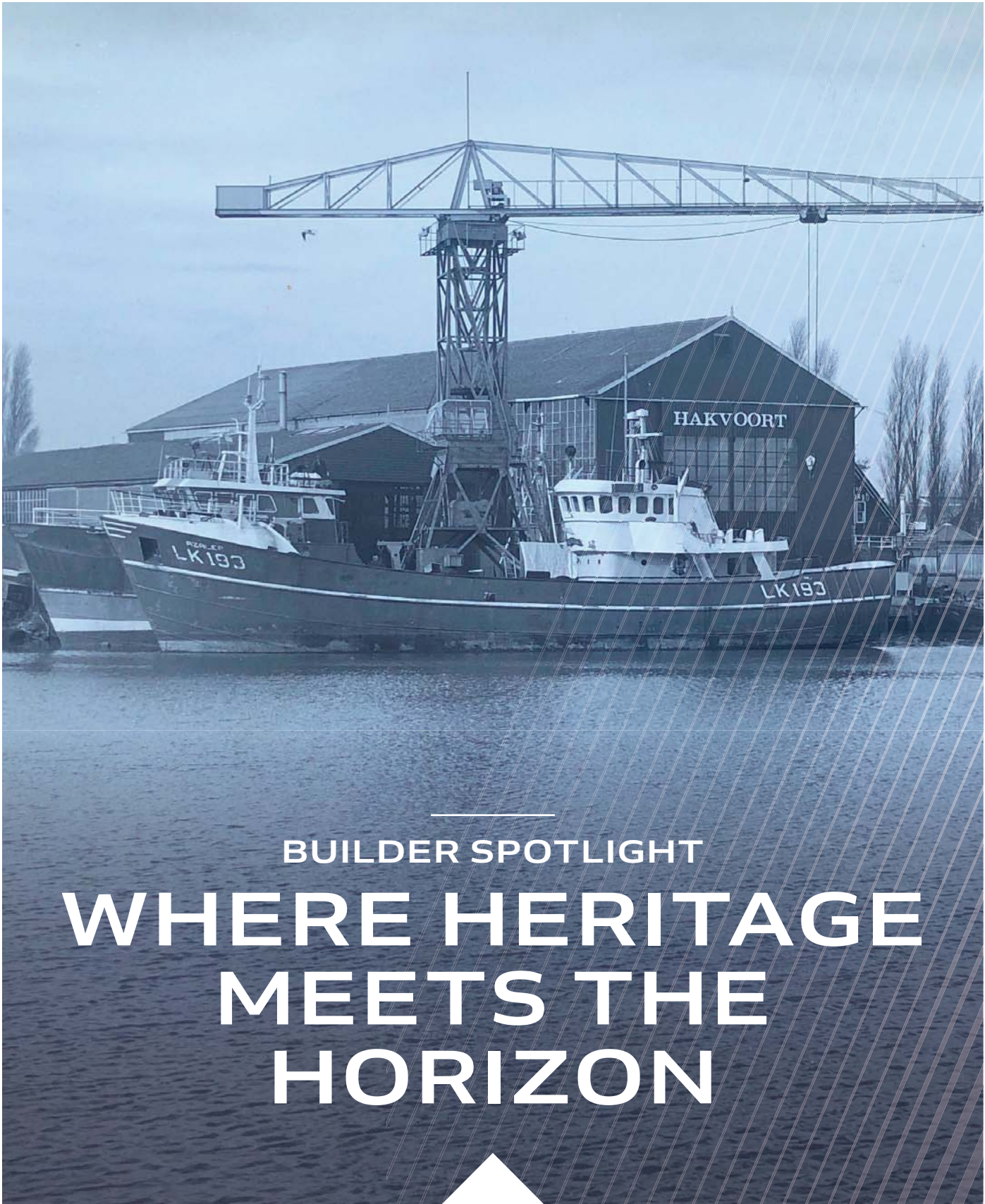
REPORT





NEW & NOTEWORTHY

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BUILDER SPOTLIGHT

WHERE HERITAGE MEETS THE HORIZON

Hakvoort Shipyard 1975 ▲

FOR MORE THAN 100 YEARS, ROYAL HAKVOORT SHIPYARD HAS SHAPED ITS REPUTATION ON PRECISION, DURABILITY, AND CUSTOM YACHTS DESIGNED TO THRIVE WHEREVER THE SEA MAY LEAD.

At Royal Hakvoort Shipyard, the philosophy was never decorative. From the very beginning in 1919, when the yard was little more than farmland at the water's edge and boats were hauled out by horses, the focus was clear. As Klaas Hakvoort explains, "The basis of our existence has always been that we build very sturdy, high quality ocean-going ships." Those

early wooden fishing boats were not built for comfort or show. They were built because lives and livelihoods depended on them.

That mindset only sharpened with experience. Just before the World War II, Hakvoort transitioned from wood to steel, initially producing vessels between 15



Hull Transport Asia ▲



▲ Klaas Hakvoort (Director),
Albert Jan Hakvoort (Project Manager),
Albert Hakvoort (Director)



Hakvoort Shipyard before second world war ▲

and 20 meters. After the war, the boats grew larger and more capable, operating farther from home. By the 1970s, a 40-meter fishing trawler was considered substantial, particularly for vessels working across England, Scotland, Norway, and Denmark. These boats earned their keep in unforgiving conditions. “The North Sea can be one of the roughest seas in the world and fishermen, they don’t want to spend their days in a harbor with a vessel that’s broken,” Hakvoort says. Downtime was not an option.

That hard-earned reality became institutional knowledge. It shaped how the yard thinks about materials, structure, and longevity to this day. Hakvoort sums it up simply: “That’s basically in our DNA that when we build something, we build it

to last, and we build it to deal with every possible weather condition.” While the output has shifted from fishing trawlers to full-custom superyachts, the standard has not softened.

Material choices reflect that conviction. Hakvoort builds exclusively in steel and aluminum, selecting each based on function rather than fashion. Displacement yachts feature steel hulls with aluminum superstructures to control weight and stability, while faster yachts are constructed entirely in aluminum. Fiberglass has never been part of the equation. “We do not believe in building a fiberglass and that comes from the perspective that our boats need to be able to sail any weather,” Hakvoort explains, drawing a direct line back to the yard’s



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working-boat roots.

Equally distinctive is Hakvoort's insistence on remaining fully custom in an industry increasingly driven by efficiency and repeat platforms. Every project begins without a template. "We are still a full custom shipyard, so we really start with a blank sheet of paper," Hakvoort says. Clients bring ideas, ambitions, and expectations, and the yard adapts around them rather than asking them to adapt to a preset design.



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That approach places Hakvoort in a deliberate position within the market. The yard sits between boutique builders and global giants, specializing in yachts up to 65 meters. With a focused team and controlled overhead, it delivers exceptional build quality without the scale-driven costs associated with much larger operations. As Hakvoort puts it, "We don't want to be the biggest, but we aim to be the best."

In 2020, that long-term consistency was formally

acknowledged with the Royal designation, one of the highest honors a Dutch company can receive. The process took 18 months and required extensive scrutiny, from financial stability to personal and professional integrity. It is not a title handed out lightly. "It is quite an extensive process, and not everybody gets it," Hakvoort notes.

The yard's setting in Monnickendam adds both charm and challenge. The historic village offers atmosphere and continuity, but limited space for growth. As yacht

sizes continue to increase, the future may require a second facility or relocation. What remains unchanged is the emphasis on continuity within the family itself. With the next generation already stepping into the business, responsibility is gradually shifting. As Hakvoort reflects, "At some point you have to do it yourself."

More than a century after its earliest boats were pulled from the water by hand, Hakvoort continues to operate with the same quiet confidence. Build it strong. Build it honestly. Build it to endure.



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