



THE ULTIMATE CRUISING YACHTS



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“An engineer with tenure in both the aerospace and marine industries, Tony Fleming has made a habit of critically analyzing the way things work, then devising ways to make them work better. As an enthusiastic yachtsman, he shapes his solutions around a sense of aesthetics anchored in tradition.”



The publication of this new brochure coincides with the 30th anniversary of the departure of the first Fleming 50 from the yard in Taiwan – a milestone that confirmed the strong relationship between ourselves and the Tung Hwa company which continues to this day. For myself, it marked the culmination of a journey which had begun twenty four years earlier. Starting, as I did, building custom wooden boats with steam-bent frames, much has changed in the last half-century -including the conversion from wood to fiberglass for production boats.

But, when it comes to building a safe and reliable vessel, the fundamentals never change. Computers may do the calculations but the rules defining seaworthiness and stability remain the same—as does integrity of construction and the design of such functions as ease of boarding and the practicality of the galley underway. Our boats are famous for meticulous attention to detail—from the elimination of sharp corners to a full complement of carefully selected standard equipment. Even though Fleming yachts may appear unchanged externally, they have undergone non-stop refinement since their inception.

For the past ten years, the running of the company has been in the competent hands of the next generation who have proved their commitment and ability by the introduction of our latest model – the Fleming 58. Their success has made it possible for me to cruise extensively aboard Fleming 65-001, *Venture*, under every type of condition from open ocean to inland rivers; from tropical seas to icy fjords. In addition, *Venture* has served as a test bed for new equipment and ideas. The recent journey to the Aleutian Islands brought the total of this continuous sea-trial to beyond 55,000 nautical miles! Lessons learned along the way are fed back to the design team and, where appropriate, incorporated into production boats. There is no substitute for personal experience.

Our mission statement 30 years ago was “to build the best boat we know how”. That resolve remains unchanged but, as we extend our knowledge with every passing day, the best just keeps getting better. This is our ongoing commitment.



Tony Fleming



www.youtube.com/FlemingYachts



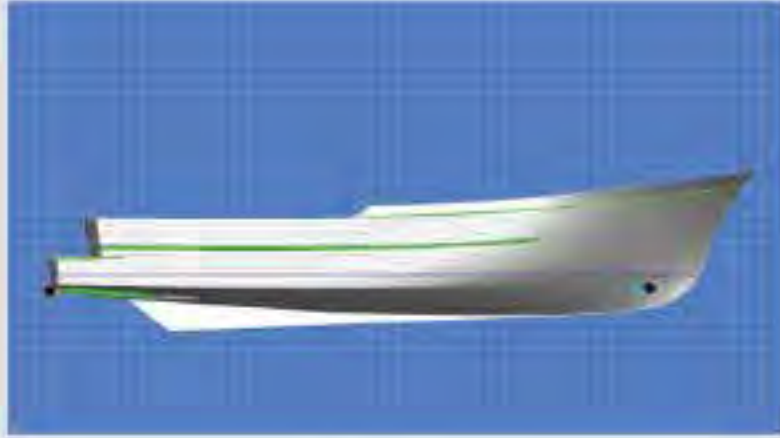


The Ultimate Cruising Yachts

What Makes Fleming the Ultimate Cruising Yacht?

HULL

Our semi-displacement hull design provides the ability to cruise very efficiently with long range at displacement speed. It also means you can pick up the pace and cruise in the upper teens, as may be required to avoid bad weather or make a lock or bridge opening time.



The fine entry forward with generous flared bow provides a soft entry and an extremely comfortable ride that doesn't slam in heavy seas. No hard chine forward means there is no annoying wave slap when anchored.

The unmistakable Fleming low profile provides incredible stability and comfort at sea. It also makes it easy to board from the side decks.

All Flemings have full-length deep keels that improve directional stability and protect the running gear from accidental grounding. We believe this to be an absolutely essential feature for any serious cruising yacht.

The solid FRP hull provides superior resistance to penetration. With more than 300 Flemings cruising worldwide, we've never had a hull breach due to impact or grounding. This hull design also eliminates the possibility of moisture entering a core.

Overall, the solid FRP hull handles majestically and predictably in all conditions; whether in a full speed hard over turn or when gliding into a berth.

ENGINES / SYSTEMS / COMPONENTS

All system components are sized over and above design requirements. Essential systems are duplicated to provide backup and redundancy, and all equipment is accessible for ease of



Fleming 58 Engine Room - Twin MAN 800 engines

service and maintenance. Whenever possible, everything is either soft-mounted or double-soft-mounted to minimize noise and vibration.

Our boats feature twin MAN or CUMMINS common-rail diesel engines that are proven reliable, dependable and meet the latest emissions regulations. They have impressive torque curve and great power-to-weight ratio. We always install two engines for redundancy and maneuverability.

ABT TRAC stabilizers are standard equipment on all Flemings, and we utilize the highest quality heavy duty hydraulic, fuel and water pumps.

Flemings boast the highest specification electrical systems that include oversized tinned copper cables, AGM batteries, high-output alternators, inverter chargers and LED lighting throughout. We also provide the highest specification AC electrical systems, including shore power inlets, isolation and voltage boosting transformers, generators, domestic appliances and everything in between.



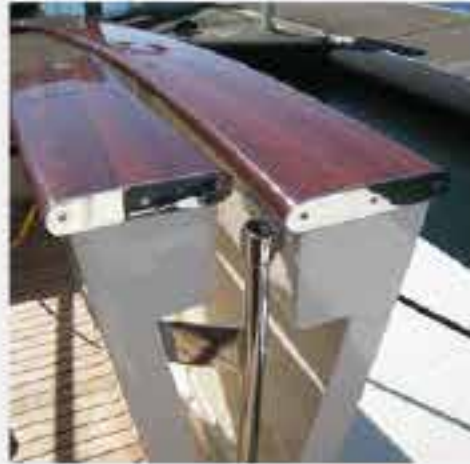
ON DECK

The foredeck offers Ultra anchors and dual Maxwell windlasses and it has ample space for lounging and storage.

Wide, protected side decks feature a Portuguese bridge to ensure safe deck access all around and in all weather.

The aft cockpit deck provides a spacious area to relax and dine or cast a line.

A full-size helm station on the Flybridge allows you to cruise with a view in fine weather. It offers comfortable seating for dining, as well as other amenities. It features a full-size boat deck for stowing tender and watercraft, and an optional hardtop is available.



Unique to Fleming Yachts are Burrwood Cap rails. This composite cap rail looks like varnished teak but never needs varnishing.

INTERIOR

Fleming Yachts are renowned for peaceful, quiet and vibration-free cruising.

A dedicated, full-beam pilothouse offers excellent visibility, access to port and starboard side decks and console space for the most comprehensive navigation packages available.



The open-plan galley and salon ensure a comfortable, social and warm environment, while full-sized domestic appliances are of the highest quality and placed in the most convenient locations. We also offer semi-custom salon layouts to suit individual requirements.

Gentle, short staircases and numerous hand holds and rails make it safe and easy to transition to each part of the boat while at sea.

Our boats provide ample storage with no wasted space. We also feature cabinetry that is built into the yacht rather than modular in design. This ensures structural integrity and a fit and finish that will last a lifetime.

Accommodations include beautifully appointed cabins and heads with countless layout options to suit everything from a cruising couple to a family of 10.

These are just some of the key features and design standards that go into every Fleming Yacht. We invite you to read on and explore the details and specifications of each outstanding model.

"Fleming Yachts has a long tradition of building vessels that embody in equal parts seaworthiness, sound engineering and tasteful design as well as the highest possible build quality. Having cruised aboard every model at one time or another, often in less than ideal conditions, I've developed a healthy respect for their sea-keeping abilities and robust construction."

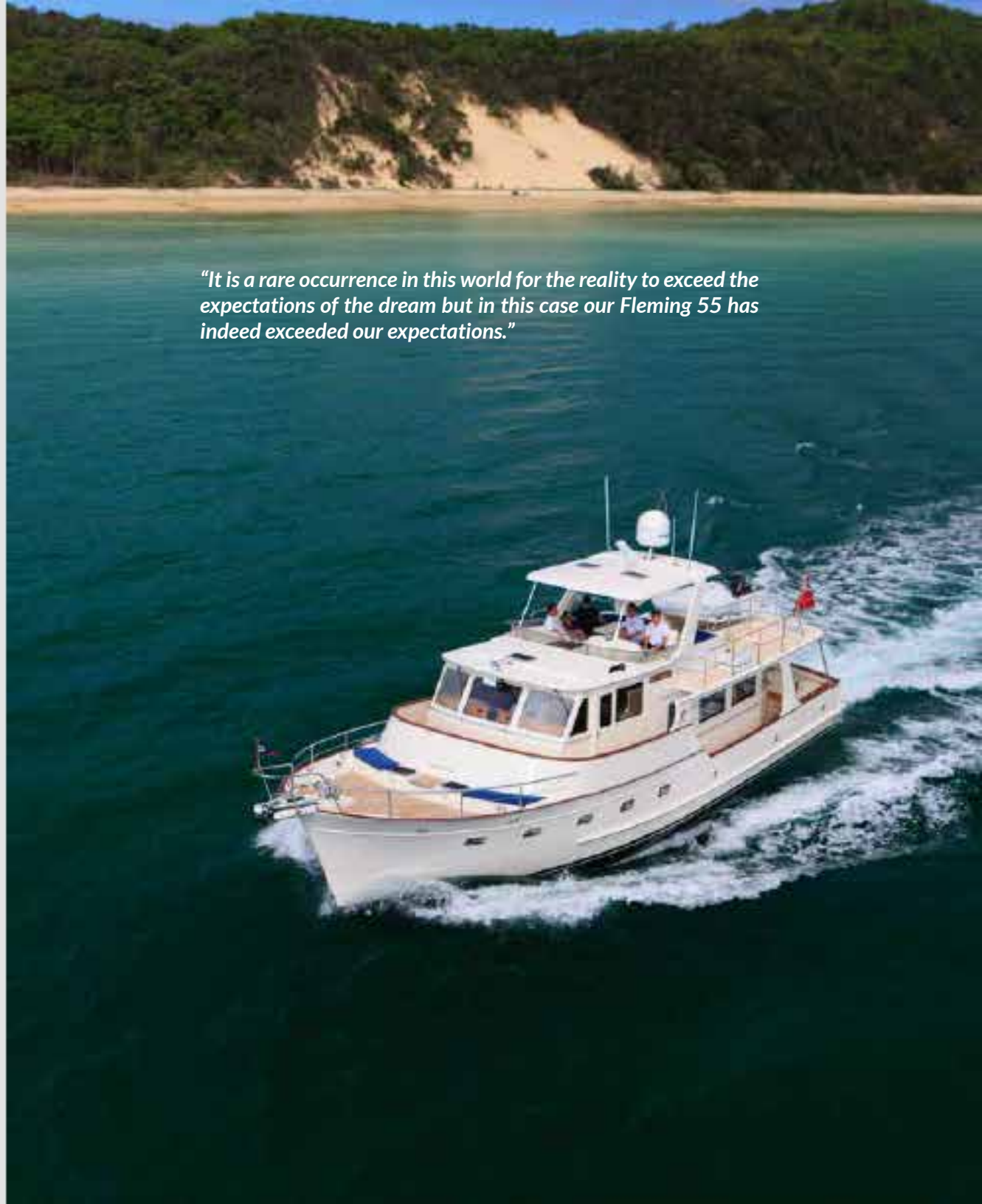
Steve D'Antonio
Passagemaker





Since her initial launch in 1986, the Fleming 55 has maintained its reputation as the finest cruising yacht in her class. While she retains her classic lines, constant refinement has allowed her to evolve into a true living legend.

The hull shape has proven time and time again to have superior fuel efficiency and the most comfortable ride in all conditions. Whether it's island hopping, coastal, or offshore cruising, the Fleming 55 provides a refined, elegant, and safe passage.



"It is a rare occurrence in this world for the reality to exceed the expectations of the dream but in this case our Fleming 55 has indeed exceeded our expectations."



Plenty of space on the flybridge to relax and dine.

Convenience added by the now famous dumb waiter.





Master ensuite head



Wet locker in pilot-house is vented and drained overboard



Port cabin with upper slide out berth

Flexible salon layout and cabinetry



Salon starboard side is available with cabinets or a settee with built in storage, as shown here



The standard three-cabin/two-head arrangement houses the master Island Queen ensuite forward, a twin- or double-berth cabin to port, and twin bunks or an optional office to starboard. The port cabin can also accommodate two additional upper bunks for extra guests or larger families

A two-cabin/two-head arrangement is also available, allowing for larger port and forward cabins.

The salon allows flexibility for seating arrangements, cabinetry and appliances. The galley houses full-sized appliances, including a 21-cubic-foot, side-by-side refrigerator/freezer.

"Elsewhere, I've criticized builders for putting the master stateroom in the bow, because on overnight passages in heavy seas, pounding would make it impossible for the off-watch to get a decent night's sleep. In the case of the Fleming, I have to eat my words. Its motion in a seaway is so easy that sleeping in the bow stateroom simply isn't a problem."

Sid Stapleton



Starboard cabin as an office with upper berth or with double bunks



There is not a more practical and ergonomically friendly galley at sea than on a Fleming



Master cabin bed lifts at the press of a button to reveal large storage area. The bed also slides aft to make changing the sheets easier



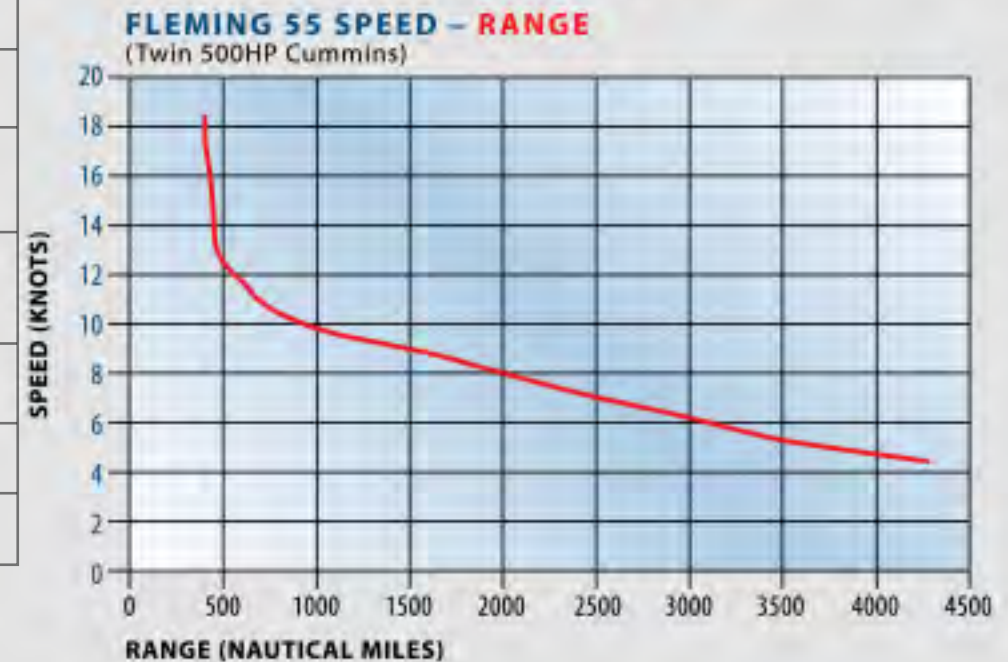
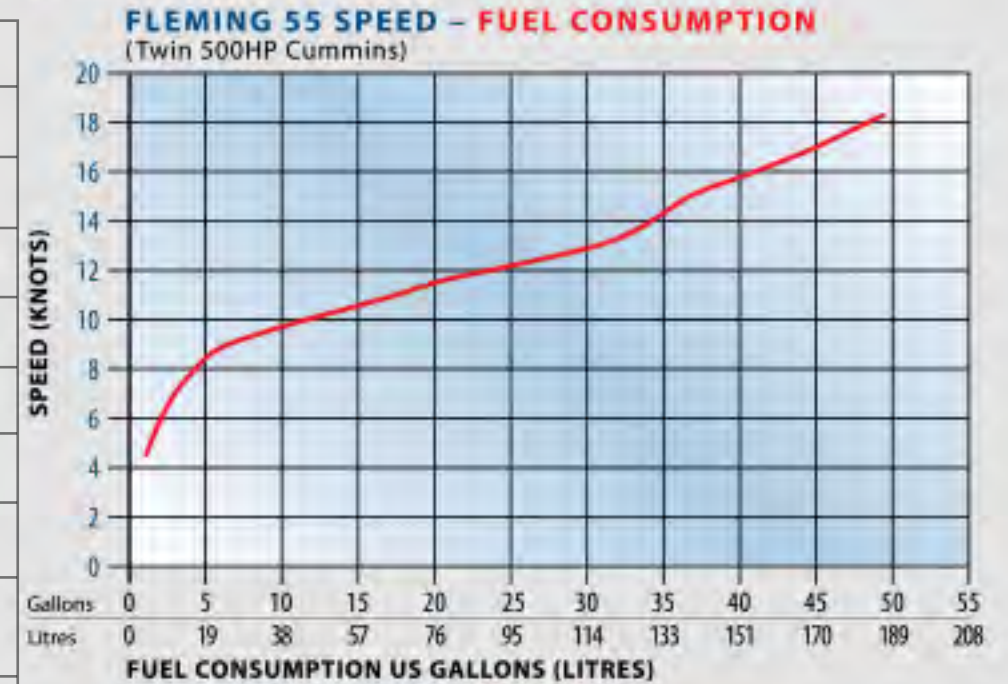
Fleming 55 Specifications



Cummins QSC 8.3 500HP engine

LOA Hull	55'9" • 16.9 m
LOA Total	60'9" • 18.5 m
LWL	50'10" • 15.5 m
Beam	16' • 4.8 m
Draft	5' • 1.52 m
Air Draft	16' • 4.88 m
Disp Light	67,801 lbs • 30,754 kg
Disp Full	80,178 lbs • 36,368 kg
Main Engines	Twin Cummins QSC 8.3 500 hp with common rail fuel system
Transmission	Twin Disc MG5075A
Engine Controls	Glendinning EEC3 (with back-up system)
Generator	17Kw, 60Hz Onan eQD (European model 13.5Kw, 50Hz)
Stabilizers	ABT TRAC 7.5 Sq. ft. fins with winglets 220RMB model actuators
Fuel	1,000 USgal • 3,785 ltrs
Fresh Water	300 USgal • 1,135 ltrs
Black Water	100 USgal • 378 ltrs

Fleming 55 Performance





FLEMING 55' – FLYBRIDGE



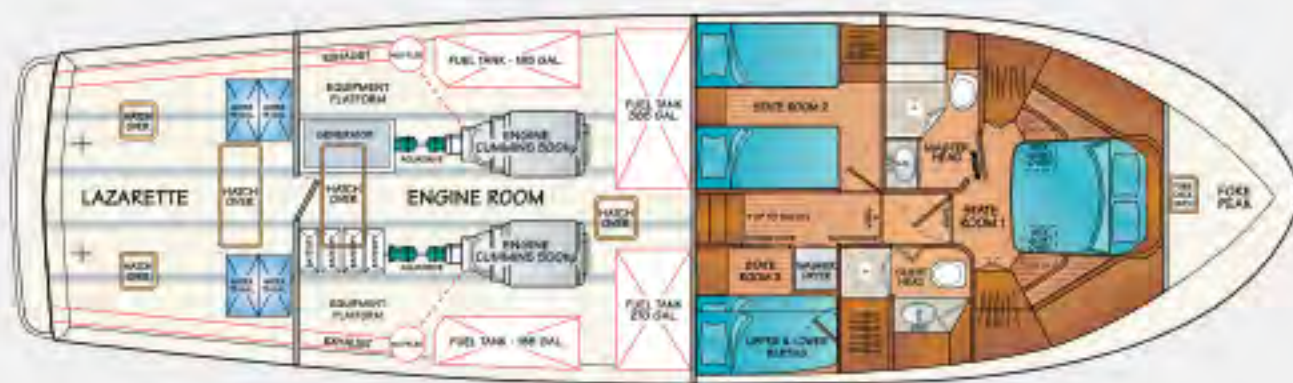
F55' – 3 STATEROOM 2 HEAD LAYOUT – with VIP PORT



FLEMING 55' – MAIN DECK – SALON OPTION with STARBOARD SETTEE | PILOTHOUSE



F55' – 3 STATEROOM 2 HEAD LAYOUT with VIP PORT and STARBOARD OFFICE



LAZARETTE | ENGINE ROOM and STANDARD ACCOMMODATION



F55' – 2 STATEROOM 2 HEAD LAYOUT

Explore for yourself here - flemingyachts.com/55vtour.html

F
58



“Of the highest quality, dependable, comfortable, spacious, quiet.....all Fleming features that create loyal owners like us! Our Fleming 55 has taken us to faraway anchorages and experiences our family will never forget. There is no doubt that our new Fleming 58 is the perfect upgrade for our family as we welcome the next generation to our cruising life! “

Tim and Louise Casey – Fleming 58

After extensive research and input from existing Fleming Yacht owners, we identified the need for a boat that would bridge the gap between the 55 and the 65. While retaining the Fleming’s classic lines, the 58 is an entirely new boat from the keel up. Naval architects Norman Wright and Sons of Brisbane, Australia, were selected to assist the in-house Fleming design team because of their special expertise in hull design and tank testing. They have been designing semi-displacement passage makers for more than 100 years. The latest 3D modeling and CAD software were employed during the design process and a half-scale model was built and tank- tested. Several load conditions were simulated at varying speeds in order to determine resistance, trim and other performance parameters.





Fleming 58 Pilothouse and Salon Main Deck - Option B

Despite the significantly larger displacement, the increased waterline length means we were able to achieve fuel consumption similar to the Fleming 55. And with a 50 percent increase in tankage, the 58 has a greater range.

The 58 offers a variety of accommodation layouts including a large midships and full-beam master stateroom with access from the pilothouse. The wider pilothouse has space for twin Stidd helm seats and an



optional day head. The Fleming Traditional Layout is similar to the Fleming 55, but offers a little more of everything. It has larger cabins, larger heads and more storage space while maintaining the ever-popular "flow".

Both of these layouts have proven to be equally popular with our customers.



Port Cabin



Access from the pilothouse was carefully designed to be as gentle and safe as possible. Note the vertical handrail.

The V-berth option in the forward cabin is perfect for children or guests



Natural light from multiple portlights and deck prisms illuminates every space.



The full beam master stateroom with ensuite to port and full walk in closet to starboard allows for an array of combinations including desk, vanity, settee and extra storage.



Fleming 58 Salon - Main Deck Option A



Port cabin with queen and hide away upper berth



Stbd cabin with up and over berths



Fleming 58 Galley - Main Deck - Option B



Storage facilities, amenities and appliances are chosen and placed to maximise ease of use - for the long term.



Fixed docking stations at aft end of boatdeck and in cockpit



All Fleming's are equipped with two independent windlasses for redundancy



Any combination of exterior appliances can be fitted





Fleming 58 Pilothouse Main Deck - Option A





Monitor and control all of the boat's systems from the pilothouse, flybridge and even remotely with Fleming's own in-house designed system.



Full height engine room - excellent access to all systems and components

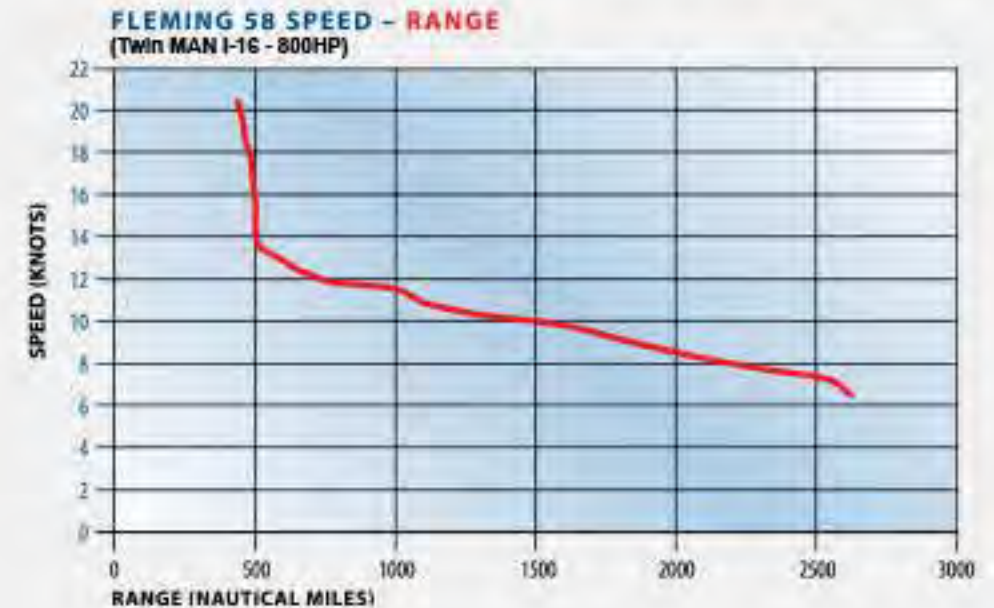
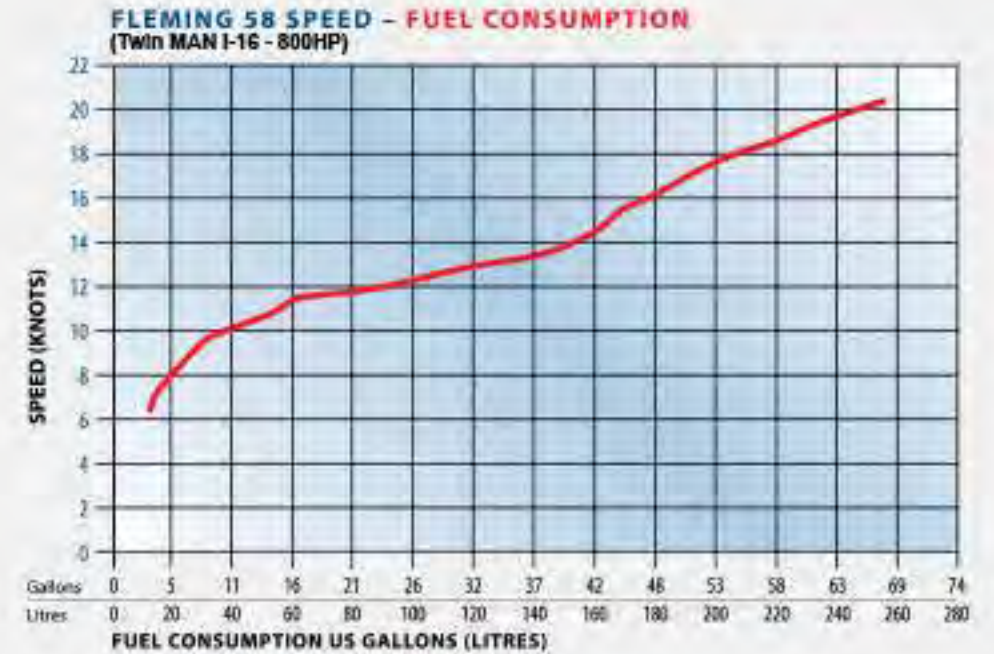
Fleming 58 Specifications



MAN i6 800HP engine

LOA Hull	62'9" • 19.1 m
LOA Total	65'9" • 19.94 m
LWL	56'8" • 17.3 m
Beam	17'6" • 5.33 m
Draft	5' • 1.52 m
Air Draft	17' • 5.18 m
Disp Light	88,000 lbs • 40,000 kg
Disp Full	105,600 lbs • 48,000 kg
Main Engines	Twin MAN i6-800
Transmission	ZF 360A with electric shift and troll valves
Engine Controls	Glendinning EEC3 (with back-up system)
Generator	17Kw, 60Hz Onan eQD (European model 13.5Kw, 50Hz)
Stabilizers	ABT TRAC 7.5 Sq. ft. fins with winglets 220RMB model actuators
Fuel	1,450 USgal • 5,488 ltrs
Fresh Water	320 USgal • 1,211 ltrs
Black Water	165 USgal • 625 ltrs

Fleming 58 Performance





FLEMING 58' – FLYBRIDGE

The Fleming 58 "Traditional Layout" Option "A" is very similar to the F55, but all three cabins and heads are larger. It features a central passageway with stairs down from the salon/galley. The Master Stateroom is forward with large en-suite head and shower.

Port and starboard cabins share the guest head and shower. The port cabin is available with twin berths or a queen berth arrangement.

The starboard cabin can be ordered with two berths or with a single berth and office arrangement.

A stacked washer and dryer are easily accessed from the passageway opposite a dedicated linen locker.



FLEMING 58' – MAIN DECK – OPTION A
SHOWN with OPTIONAL DAYHEAD



FLEMING 58' – ACCOMMODATION – OPTION A



FLEMING 58' – MAIN DECK – OPTION B



FLEMING 58' – ACCOMMODATION – OPTION B



FLEMING 58' – ENGINE ROOM with ACCOMMODATION – OPTION C

V-BERTHS in FORWARD CABIN

The Fleming 58 accommodation option “B” features a large full-beam owners stateroom with en-suite head and shower and a walk-in wardrobe. A writing desk and/or settee can be included on the port or starboard side. Two port lights on each side provide ample light and ventilation.

The forward VIP cabin can be ordered with an island queen berth or twin vee-berths. The port cabin can be ordered with an office layout.

The accommodation is accessed via a well proportioned staircase from the pilothouse.

A deck mounted prism floods the accommodation lobby with natural light.

Explore for yourself here - flemingyachts.com/58vtour.html

The logo features a stylized blue 'F' with red and white swooshes underneath, followed by the number '65' in a light blue, semi-transparent font.

When we were planning to build the first Fleming 65 in 2002, Tony Fleming decided to take ownership of 65-001 so that we could build the boat to our exact specifications, allowing us to explore new ideas and technologies as a test for future builds. Since then, Tony has famously piloted *Venture* for more than 55,000 nautical miles. Among his many voyages, Tony has traveled to the furthest reaches of Alaska and to the islands of the Galapagos. Many more voyages are planned for *Venture*, which is still in pristine condition.

The Fleming 65 is the physical representation of Tony Fleming's lifetime experience combining art and engineering as a boat builder. From the moment you first catch sight of her, the elegant lines make it clear she shares the same pedigree as her sister ships.

While she retains the same traditional Fleming layout and many of the features of the 55 and 58, her larger size has made it possible to incorporate many ideas from the much larger Fleming 78. This has resulted in a boat of exceptional beauty and practicality.

"The Fleming 65 clearly is the culmination of a lifetime of commitment to high quality, solid engineering and practical design. I have every confidence that she will take her owners and crew wherever they choose to cruise comfortably, safely and reliably."

Steve D'Antonio
Passagemaker 2011.







On one hand the flybridge houses serious commercial grade equipment, on the other, it's a place for refined relaxation.





The pilothouse of a 65 is every mariner's dream.



Storage is always accessible and well lit.





The stately master cabin forward, with slide out bed plate to facilitate easier bed making



Port guest cabin above with slide out upper berth



A good example of the ease of transition from pilothouse to salon to accommodation, with handrails all the way.



Starboard cabin with office layout



Midships master stateroom - Accommodation Option C





We dedicate more space than most to the engine room simply because it is, of course, the most important part of the yacht.



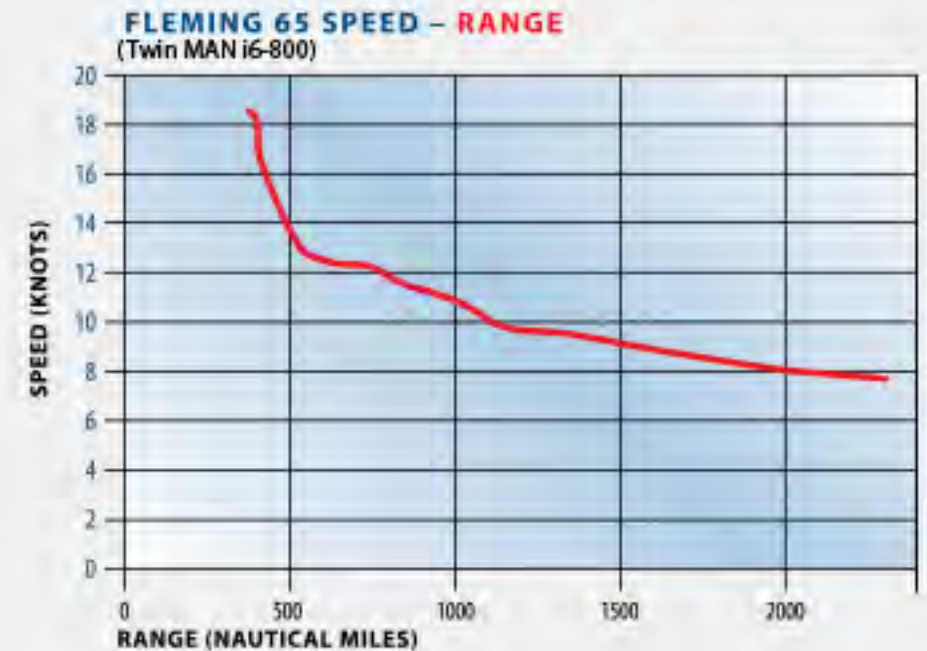
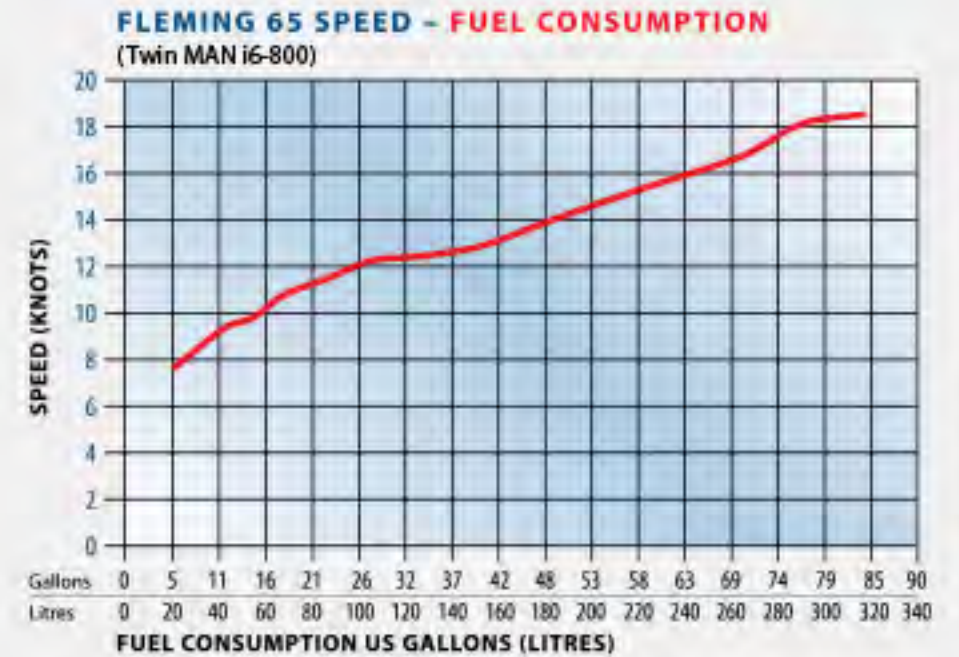
Fleming 65 Specifications



MAN i6 800HP engine

LOA Hull	67'4" • 20.5 m
LOA Total	70'10" • 21.6 m
LWL	61'11" • 18.9 m
Beam	18'8" • 5.7 m
Draft	5' • 1.52 m
Air Draft	17'11" • 5.5 m
Disp Light	102,698 lbs • 46,583kg
Disp Full	124,663 lbs • 56,546 kg
Main Engines	Twin MAN i6-800
Transmission	ZF 360A with electric shift and troll valves
Engine Controls	Glendinning EEC3 (with back-up system)
Generator	Onan eQD 21.5Kw, 220v, 60 Hz (European model 17.5Kw, 230v, 50Hz)
Stabilizers	ABT TRAC 9 Sq. ft. fins with winglets 250RMB model actuators
Fuel	1,700 USgal • 6,435 ltrs
Fresh Water	400 USgal • 1,514 ltrs
Black Water	330 USgal • 1,247 ltrs

Fleming 65 Performance





F85' - FLYBRIDGE



F85' - MAIN DECK - SALON OPTION 1 & PILOTHOUSE with DAY HEAD



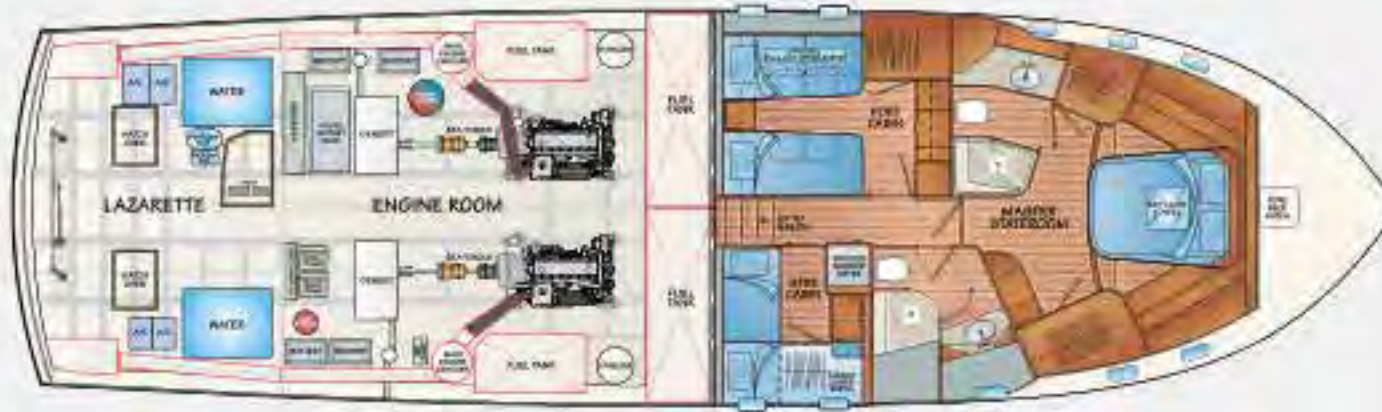
F85' - MAIN DECK - SALON OPTION 2 & PILOTHOUSE with DAY HEAD



F85' - ACCOMMODATION - OPTION B



F65' - ACCOMMODATION - OPTION C



F85' – LAZARETTE | ENGINE ROOM and STANDARD ACCOMMODATION A

The Fleming 65 accommodation is available in a variety of layouts including a midships master stateroom and a three cabin layout all with en-suite heads.

The starboard cabin is available with an office layout - see photo on page 35.

The port cabin is offered in twin, double or queen bed configuration.



F65' – ACCOMMODATION – OPTION D



F85' – ACCOMMODATION – OPTION E



F85' – ACCOMMODATION – OPTION F with PILOTHOUSE ACCESS

F
78



“Virtually fault free, eerily quiet, exceptionally engineered and boasting amazing attention to detail, the Fleming 78 is quite clearly the product of an obsessive design team. What sticks in mind most, is the 78’s gentle motion through the water, and the extraordinary peace and quiet on board. You can chat without shouting, sleep underway, and cook, eat and wash up without lurching around. Here is a boat where cruising from A to B can be attractive in itself, not just a means to an end.”

Motorboating and Yachting



Fleming 78 California Deck

When first introduced in 2000, the Fleming 75 was undoubtedly the flagship of the Fleming family. In 2010, we decided to re-launch the model. Completely re-engineered from top to bottom, and with an extended waterline length for greater efficiency, she became the Fleming 78.

The initial impact of the Fleming 78 is her size. Although the extra space provided by her 90-ton displacement may be a little daunting at first, the scale and comfort of her design soon make you feel right at home. With her hugely powerful hydraulic thrusters and warping winches, this is a vessel that can be comfortably handled by just two people.



For those who prefer a captain and crew, a dedicated crew quarters in the aft of the boat is standard. This is fitted out to the same level as the VIP cabins.

As on all Flemings, the salon and galley are designed with an open plan, which provides an extremely bountiful space.

Access to the accommodation can be conveniently gained two ways – via the pilothouse to a central lobby, or via the salon directly into the full beam midships master cabin.

The standard accommodation layout is full beam master midships, with port cabin twin or double and forward cabin queen or twin – all en suite. Additional berths can be added to the port and forward cabins.

There is spacious machinery space under the forward accommodation. This area provides a second technical area for equipment such as the hydraulic bow thruster, air conditioning, batteries and inverters. There is also ample space for water makers and other systems. Everything has been designed for simplicity and serviceability.







"There isn't an inch of her length Fleming hasn't fiddled with in search of perfection."
Sea Magazine



However intrepid your cruising and however you choose to wind down, the Fleming 78 has the space and means to accommodate all ends.





The master midships cabin has more than ample floor space and easy access to both the salon and accommodation.



“Every Fleming yacht bears the unmistakable imprint of Tony’s passion and perfectionism and each is slightly different, because he is always driven to improve every new yacht – each time learning from his previous creations.”

Boat International



Electrically actuated pop up helm console



The split level flybridge mirrors the deck below with the raised helm area forward and the dining / lounging area aft.

“Welcome to Cruising Nirvana. Should you die and go to cruising heaven, and if you have led a virtuous and spotless life, been kind to small animals, and always paid your taxes on time, then maybe, just maybe, you will find yourself floating around in a Fleming 75. The result of an unearthly attention to detail, the Fleming 75 will allow you to cruise in the whisper quiet. It is also fun to drive, blessed with unexpected performance, and built to last until the end of time. If cruising boats were temples, the 75 is where you’d want to worship.”

Motorboat and Yachting



Space and a place for everything





The VIP cabin forward is enormous. Optional double upper bunks can sleep four with still plenty of floor space.

“There is no way to separate the man from the yacht. The Fleming 75 is a result of the dedicated work of Tony Fleming who has created a yacht as honest as himself. The result is an elegant yet no-nonsense yacht, designed for experienced cruisers and intended to be handled by a couple. It is a yacht whose lines are both traditional and timeless.”

Boat International



Forward cabin shown with optional V-Berth layout



The port cabin shown with twin berths above and a double to the right.



Beautifully appointed guest heads



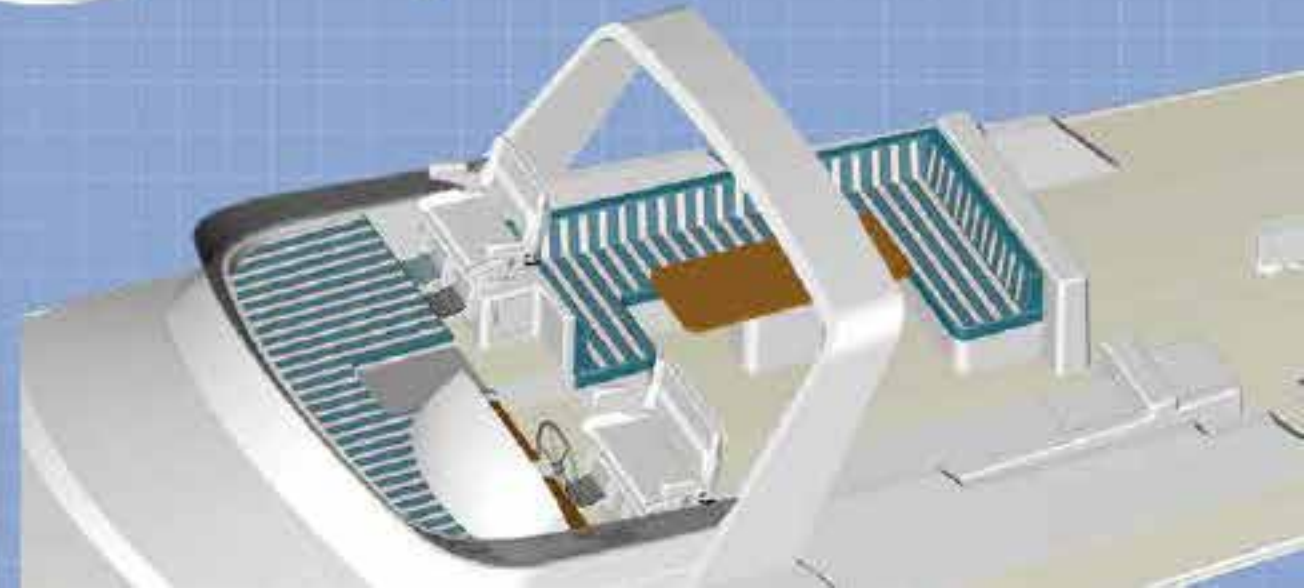
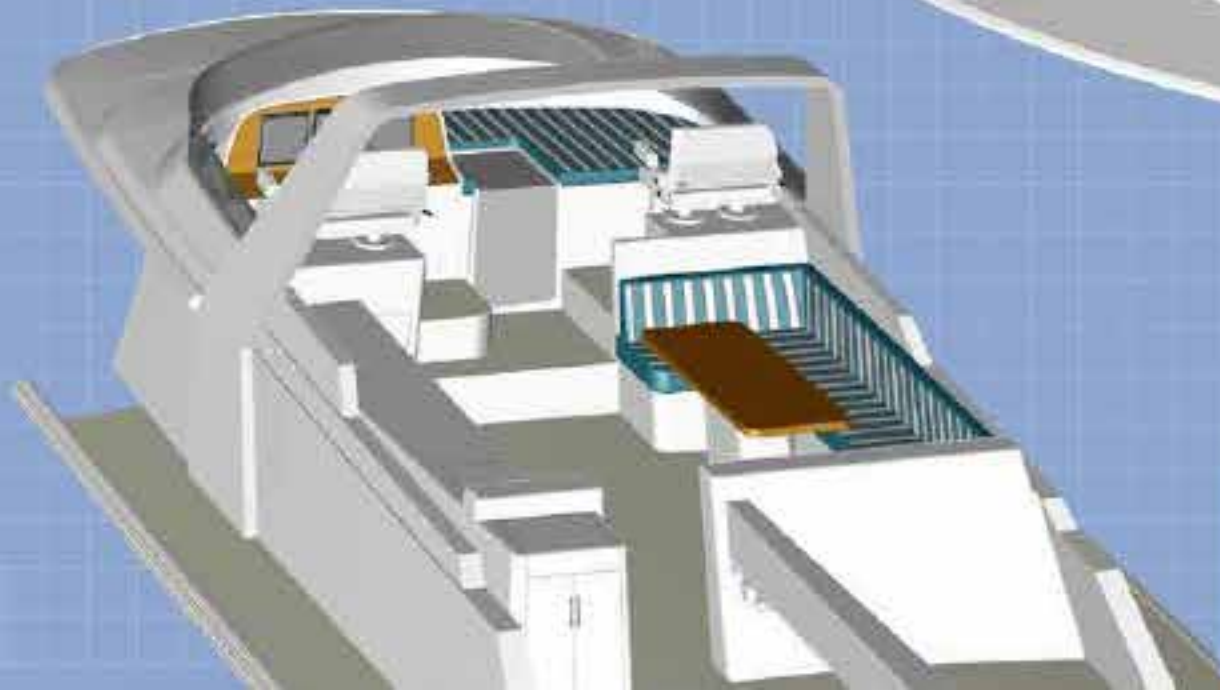
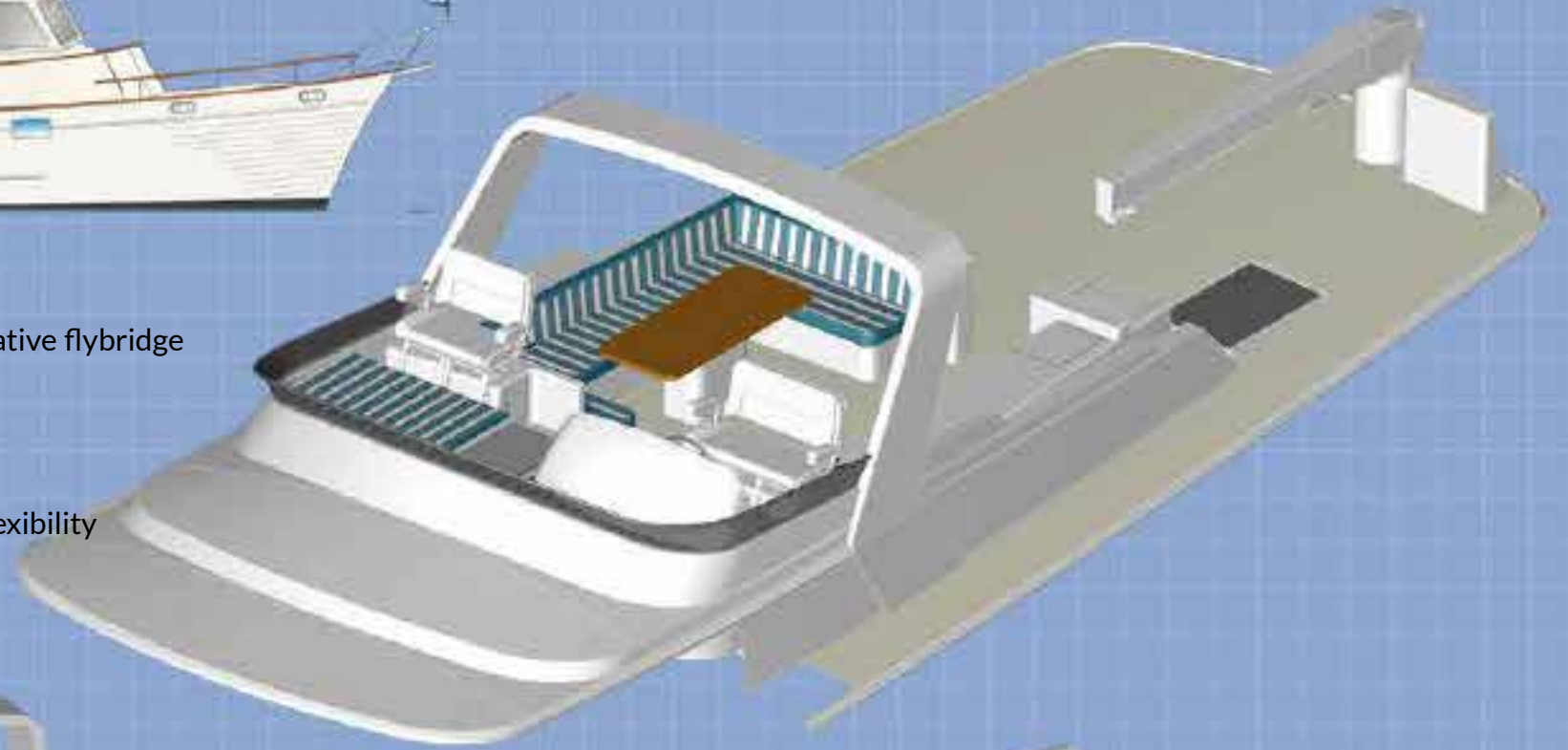
The crew's quarters has an ensuite bathroom and all the domestic amenities required to ensure the crew are as comfortable as your guests. The yacht's entire systems can be managed from here via the full monitoring/control system.





78 Classic flybridge

Introduced in 2016, we are offering a completely new alternative flybridge and boat deck with a sleeker, lower profile look. The redesign offers a significantly longer boat deck, which not only allows for a larger tender or additional watercraft, it also offers more protection for an extended California deck area below. Other features include more seating, a larger helm station and the flexibility to have the yacht crane positioned aft, which allows launching to port, starboard and aft.





A workbench and air conditioning make the engine room a practical and comfortable workshop



“Below 1,800rpm the 75 is unassuming, sedate, unhurried, a sort of aquatic Clark Kent, plodding along serenely at speeds only just creeping into double figures. But between 1,800rpm and 2,100rpm, the 75 pays a visit to some unseen nautical phone box and emerges wearing its underpants on the outside. The bow drops, the boat surges forward, and in a space of 300rpm, its speed almost doubles to around 20 knots. It may sound dramatic, but the 75 undergoes this transformation with so little fuss that, like Clark Kent’s mutation into Superman, if you blink it’s easy to miss. There’s no sudden, unacceptable rise in noise levels, nor a change in the poise of the boat or the weight of the steering – you simply end up traveling much faster than before.”

Motorboat and Yachting



Machinery space under accommodation.

“Simply put, the Fleming 75 is one of the nicest boats we’ve ever been aboard. There is an abundance of headroom – a point we can’t stress enough. We didn’t have to lean over once – not even in the engine room. Everything on this boat is as sturdy as it is attractive. You don’t have to worry about dainty cleats, controls or anything else. Everything is meant to take a beating and keep on working.”

Boat International

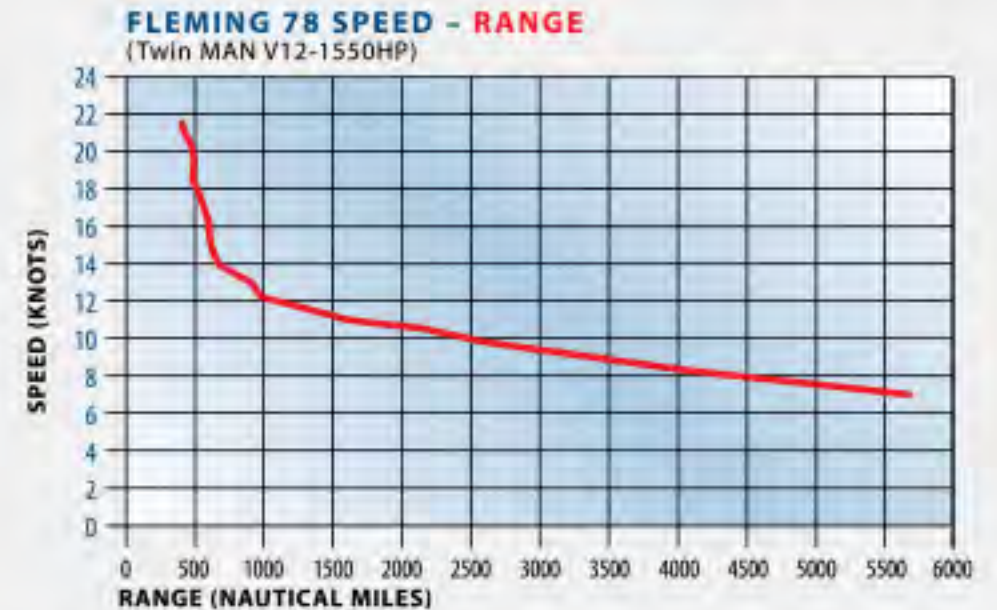
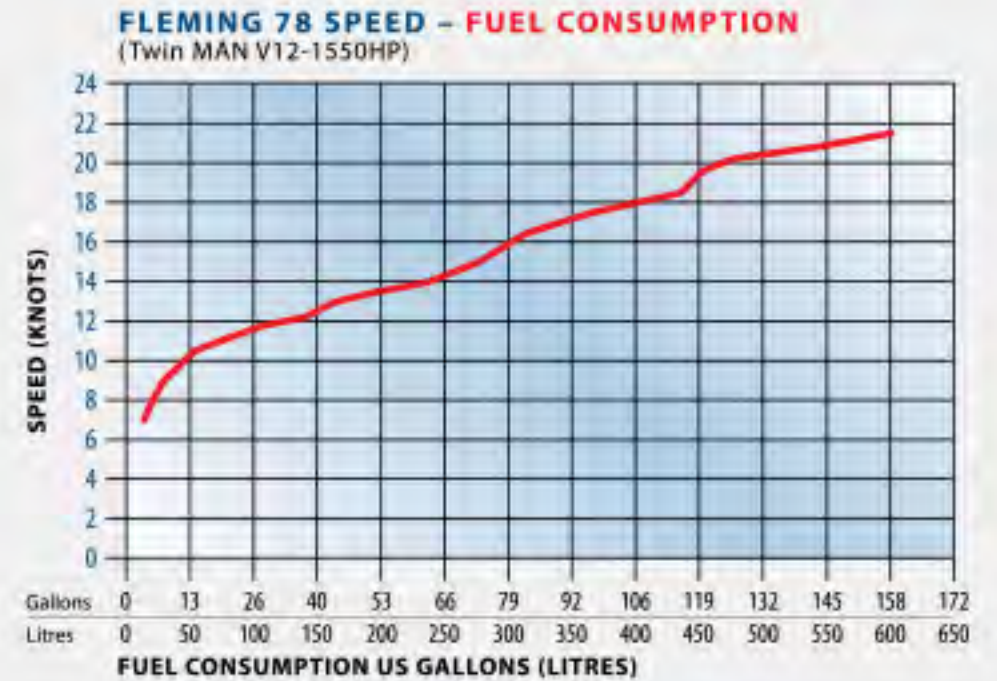
Fleming 78 Specifications



MAN V12-1550 engine

LOA Hull	77'8" • 23.66 m
LOA Total	81'6" • 24.84 m
LWL	72'4" • 22.05 m
Beam	21'5" • 6.53 m
Draft	5' • 1.52 m
Air Draft	21'8" • 6.6 m
Disp Light	165,048 lbs • 74,865 kg
Disp Full	197,800 lbs • 89,721 kg
Main Engines	Twin MAN V12 1550 HP
Transmission	ZF2050A or Twin Disc MGX6599A with electric shift and troll valves
Engine Controls	Glendinning EEC3 (with back-up system)
Generator:	Two Onan eQD 32 Kw 220v, 60Hz (European model 27Kw, 230v, 50Hz)
Stabilizers	ABT TRAC 12 Sq. ft. fins with winglets 300RMB model actuators
Fuel	3,000 USgal • 11,356 ltrs
Fresh Water	440 USgal • 1,676 ltrs
Black Water	230 USgal • 870 ltrs

Fleming 78 Performance





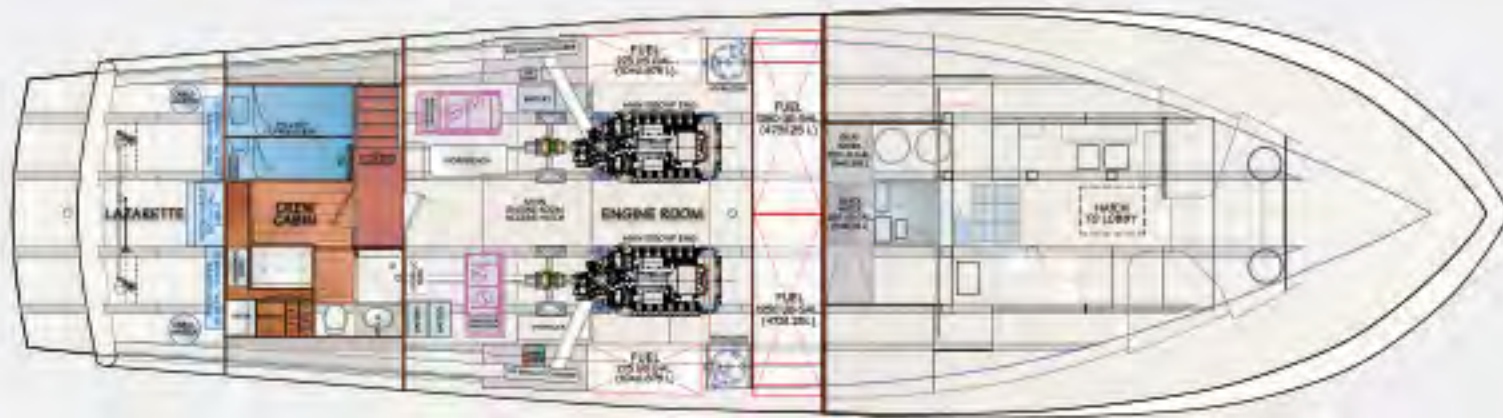
FLEMING 78' – MAIN DECK



FLEMING 78' – MAIN DECK with DIRECT ACCESS to MASTER STATEROOM



FLEMING 78' – FLYBRIDGE



FLEMING 78' – LAZERETTE | CREW CABIN | ENGINE ROOM | FORWARD MACHINERY SPACE

The Fleming 78 accommodation includes three staterooms all with en-suite heads, and large showers. Accommodation is accessed via a staircase from the pilothouse to a spacious lobby where the stacked washer and dryer are also located. A popular option is a private direct access to the full beam midships master stateroom from the salon.

The forward cabin is offered with an island queen berth or vee-berths. The port cabin has twin berths, or a queen berth, and additional upper berths are also available in the forward and port cabins.

The crew accommodation is built with the same luxurious finish as the guest staterooms and we offer a choice of one large crew cabin or two smaller individual cabins.



FLEMING 78' – OPTIONAL ACCOMMODATION
(SHOWN with DIRECT ACCESS to MASTER CABIN from SALON)



FLEMING 78' – STANDARD ACCOMMODATION
(SHOWN with V-BERTHS in FORWARD CABIN)



Model Comparison



	FLEMING 55	FLEMING 58	FLEMING 65	FLEMING 78
LOA Hull	55'9" • 16.9 m	62'9" • 19.1 m	67'4" • 20.5 m	77'8" • 23.66 m
LOA Total	60'9" • 18.5 m	65'9" • 19.94 m	70'10" • 21.6 m	81'6" • 24.84 m
LWL	50'10" • 15.5 m	56'8" • 17.3 m	61'11" • 18.9 m	72'4" • 22.05 m
Beam	16' • 4.8 m	17'6" • 5.33 m	18'8" • 5.7 m	21'5" • 6.527 m
Draft	5' • 1.52 m	5' • 1.52 m	5' • 1.52 m	5' • 1.52 m
Air Draft	16' • 4.88 m	17' • 5.18 m	17'11" • 5.5 m	21'8" • 6.6 m
Disp Light	67,801 lbs • 30,754 kg	88,000 lbs • 40,000 kg	102,698 lbs • 46,583kg	165,048 lbs • 74,865 kg
Disp Full	80,178 lbs • 36,368 kg	105,600 lbs • 48,000 kg	124,663 lbs • 56,546 kg	197,800 lbs • 89,721 kg
Fuel	1,000 USgal • 3,785 ltrs	1,450 USgal • 5,488 ltrs	1,700 USgal • 6,435 ltrs	3,000 USgal • 11,356 ltrs
Fresh Water	300 USgal • 1,135 ltrs	320 USgal • 1,211 ltrs	400 USgal • 1,514 ltrs	440 USgal • 1,676 ltrs
Black Water	100 USgal • 378 ltrs	165 USgal • 625 ltrs	330 USgal • 1,247 ltrs	230 USgal • 870 ltrs

Notes: LOA Total includes anchor platform, pulpit and swim step. Air Draft is measured from waterline to top of radar arch (does not include mast). Displacement Light is at Minimum Operating Condition
Disclaimer: The question most manufacturers ask themselves when considering a new feature is whether it is necessary to include it in order to sell the boat. In the case of the Fleming, we ask only whether its inclusion will make the boat safer, better or more convenient. That is why we have introduced literally hundreds of refinements since we started construction in 1985 and why we continue the process today. For that reason Fleming Yachts reserves the right to make changes to specifications and equipment without notice. Photos may include optional extras and custom items that are not on the standard specification. We advise you to contact your local Fleming dealer for more information.

The Fleming Standard

At Fleming Yachts we are driven by our passion to design and build boats that meet our own high standards of excellence. We never cease looking for ways to make things better. We seek out new technology and, where appropriate, incorporate it into our boats after extended testing. We solicit continuous feed back from our customers and dealers and combine it with our own experience to refine our designs. This philosophy has led to motor yachts internationally renowned for their classic good looks, seaworthy design, impeccable engineering and meticulous attention to detail.

CERTIFICATION STANDARDS

All Fleming Yachts are built to comply with the appropriate marine and environmental regulations for the area in which the yacht is delivered.

USA:

Fleming Yachts is a member of the National Marine Manufacturers Association (NMMA) and all Fleming Yachts models are Certified by NMMA. This means that they comply with the applicable standards set by the American Boats & Yacht Council (ABYC) and all Fleming Yachts models undergo a physical inspection by an NMMA inspector annually.

Follow the link below for more information:

<http://www.nmma.org/certification/certification/boats/default.aspx>



EUROPE:

Built to CE Category "A" (Ocean) in accordance with the relevant ISO standards.



OTHER:

- Australia – Built in accordance with Australian Standard 1799.1-2009
- Canada – Build in accordance with Transport Canada TP1332E 04/2010

MANAGEMENT & ENVIRONMENT

Fleming Yachts management and environmental systems have met and been approved by ISO 9001:2008 Quality Management Systems and ISO 14001:2004 Environmental Management Standards. Annual inspection of the company and production facilities are required to maintain this qualification.

The Ultimate Cruising Yacht requires the ultimate in Standard Equipment.

The following list is not a complete specification for all Fleming models. Its purpose is to highlight some of the most important features and equipment which are standard on our boats and which are either not included, or included at a lesser specification, by our competitors. Many of the features described here are not evident in the completed vessel and there is more – much more – than the eye can see!

CONSTRUCTION:

The hull of every Fleming yacht is a solid fiberglass laminate reinforced with an interlocking matrix of frames and box-section stringers. Together these provide proven strength and impact resistance in excess of the requirements of CE Category "A" Ocean class. The solid laminate hull is impervious to water penetration—unlike cored hulls, which typically have a thin outer skin vulnerable to penetration by foreign objects.



Interlocking Frames and Stringers

We build additional reinforcement into areas of the hull, such as the stem, around the bow sections ahead of the collision bulkhead, the chines, stabilizers and keel. The lamination schedule below the waterline is significantly heavier throughout.

Vinylester resin is used for the layup in the outer laminations. Five coats of epoxy are then applied over the gelcoat below the waterline to add a non-permeable barrier as additional protection against blistering.

A stainless steel shoe protects the deep full length keel which extends 12" (30cm) below the running gear, providing directional stability and protection from grounding. The top of the keel is sealed so that, even in the event of major damage, the integrity of the hull is not compromised.

Corecell M-Foam is used exclusively for the core material in our sandwich laminates on the superstructure. All fiberglass parts are gelcoated using quality gelcoat imported from the USA.

MECHANICAL

- **Seatorque Shaft System.** Unlike conventional shaft installations, Sea Torque transfers the thrust from the propellers directly to the hull allowing the use of much softer engine mounts. The shafts run inside oil filled tubes, eliminating the need for stuffing box and cutless bearings. Quickcutter rope cutters are installed ahead of the propeller.

For more details, visit: <http://www.seatorque.com>

- **Glendinning Electronic Engine Controls with Back-up System.** Many yacht builders use the well proven Glendinning engine controls, but few install a pre-wired back-up system with dual power supplies as standard. Having an instantly available back-up is an essential safety feature.



Sea Torque thrust assembly



Enclosed propeller shaft and rope cutter

- **Stabilizers.** All Fleming models have ABT TRAC, active-fin stabilizers installed at the factory. In rough weather it may be necessary to reduce speed so fins and actuators must be large enough to remain effective under these conditions. For example, on the Fleming 55 we install a 7.5 sq ft fin with winglet. When making comparisons, be sure to ascertain at what speed the stabilizers become effective. Hydraulically operated locking pins hold the stabilizer fins in the central position when they are not active and when the engines are not running. These pins can be removed and inserted at the press of a button from the pilothouse.

- **Hydraulic systems.** On Fleming models equipped with a central hydraulic system for powering bow and stern thrusters, stabilizers and dual windlasses, we install a clutch on the Power Take Off (PTO), allowing the large hydraulic pumps to be disengaged from the transmissions at the push of a button. Although expensive, a clutch is essential to the safety of the vessel. Without it, should you suffer a hydraulic leak or experience a problem with one of the pumps, the only way to fix the situation would be to shut down both main engines while dealing with the leak or removing the faulty pump and installing the blanking plate over the PTO. We install noise suppressors to keep the system quiet. Systems are sized to ensure that both bow and stern thrusters can be used simultaneously – a requirement often ignored to save money.

- **Bowthruster** – This is standard equipment on every Fleming. For the 55, 58 and 65, the standard thrusters are 15 hp powered electrically at 24 volts DC. We do not install batteries in accommodation spaces but minimize voltage drop by running four very heavy gage cables from the engine room. On the Fleming 78, the bow thruster is 60 HP and powered hydraulically.

- **Oil change systems.** We include two lube oil pumps, one for port engine, gear and genset and one for starboard engine, gear and genset to simplify plumbing and add redundancy.

- **Steering.** On boats requiring power steering we install the Hypro fly-by-wire system. Steering Wheel helm units at pilothouse and flybridge are connected to individual inputs on the electronics module in the lazarette, which controls the primary steering pump. This pump operates on demand, meaning it only runs when you turn the wheel. The faster you turn the wheel, the quicker the pump runs. If both helm units, the primary pump, or its power supply fail, you would simply press the back-up steering push-button. This isolates the power supply to the primary pump and helm units, and powers up the back-up rudder angle indicator and back-up pump. This pump is controlled by a port/stbd toggle switch located on the back-up steering pump control panel. The back-up pump and its control circuit use a dedicated power supply from a different battery bank to the primary pump. Should the back-up pump fail, the yacht can still be steered using the autopilot which has a dedicated third pump. Finally, there is an override button on the power pack, which can be used to force the primary pump to run continuously. This allows you to manually operate the port/stbd solenoids to move the rudders.



Hypro steering module

FUEL

- **Filters.** Dual Racor filters with Water-in-Fuel sensors. Modern common-rail diesel engines are cleaner and quieter but more susceptible to problems caused by water in fuel. Thorough filtration is the key to engine reliability. All filters are easily accessible with quick changeover.

- **Fuel Tanks.** We manufacture our own fiberglass fuel tanks which have integral sumps and removable access plates to allow for cleaning and inspection. Tanks are built over male molds to provide a smooth interior finish. Although constructed using fire retardant resin, outer surfaces are further treated with a fireproof coating. Our fuel tanks have been fire tested and certified by an independent testing laboratory. All fuel tanks are pressure tested prior to installation. Tank vents are oversize to prevent blow-back when refueling.

- Fuel pipes are made from thick wall copper, with approved flexible hose connections at main engines and generators. The entire fuel system is pressure tested after installation.



Readily accessible fuel filters



Fuel management panel

- Fuel Management panel. A simple to operate panel allows you to select which tank supplies fuel to which engine. This system selects the supply and return with one valve, making it impossible to return fuel accidentally to a different tank.

- All fuel tanks have sight glasses in addition to electronic level indication on the central monitoring systems which uses externally mounted pressure type level sensors.

- Remote fuel valve shut-offs in the event of fire.

ELECTRICAL

- Lifeline AGM batteries – The life expectancy of a deep cycle battery is directly related to the number of times it discharges and is recharged. This life expectancy is reduced when batteries are not fully recharged. Fleming Yachts uses only Lifeline AGM type batteries on all our yachts, and we look after them from the moment the batteries arrive at our factory. All batteries are load tested, re-charged and logged before installation in the yachts. If batteries are in storage for more than 60 days they are recharged again. This QA process ensures that all batteries are in 100% new condition before each completed yacht leaves the yard.

- Cables. Tinned copper cable is used throughout. All cable sizes are larger than required by regulation.



Oversized tinned copper cables

- Remote switching and low-voltage switching. This recent innovation greatly reduces the length of cabling saving weight and complexity as well as providing more convenience for the operator. Many new Flemings have the ability to switch items on and off remotely from an iPad or conveniently located touch screens

- Induction cooktop. This smooth glass cooktop provides the speed of gas without its safety concerns. Removable pot holders retain cookware in place, providing the ultimate in safe cooking while underway.



Induction cooktop with pot storage

- LED lighting. We use low current draw, long-life, LED lighting throughout every Fleming Yacht. These are warm white color with a wide beam angle. The very low current draw provides the ability to run on batteries for longer periods, thus reducing genset hours.

- Shore power connections. We use self-locking, water-resistant Smartplugs which are simpler to use and have a much larger contact area.

- Isolation-Boosting transformers. The safest method to bring shore power on-board a yacht is via an Isolation transformer. Isolation transformers have been standard equipment on all Flemings for well over 10 years. Transformers are standard on all Flemings and include voltage-boosting and soft-start features. Soft-start greatly reduces the in-rush current which can cause nuisance tripping of shore power breakers. The automatic voltage boosting feature monitors incoming voltage and, when sensed to be too low, boosts it to the correct level. This feature is increasingly necessary as voltage in many marinas is frequently low and unusable.



Isoboost transformers

- Generators are double-mounted using two sets of isolators and a proprietary exhaust system for silent running.

MONITORING

- All Flemings are equipped with a Boning Monitoring System, custom designed for each application. The specifics of the system depends on the model but all include color touch screen displays and monitoring with alarms for bilge hi-level, bilge pumps running, fire detection, navigation lights and fuel and water tank levels.



Boning Monitoring System

PLUMBING

- **Freshwater pumps.** All Fleming Yachts are equipped with two pumps for redundancy. A faulty freshwater pump may not be a serious safety issue but can be a major inconvenience requiring immediate attention. We install a pre-plumbed and pre-wired back-up pump ready for immediate use.



- **Fresh water tanks.** Tanks are seamlessly roto-molded in the USA from corrosion-free Polyethylene. Tanks have sight glasses in addition to the electronic level indication on the central monitoring system.

- **Black water holding tank.** Manufactured of fiberglass over male molds to provide smooth inside surface. Fitted with dual vents equipped with charcoal filters and suction deck fittings port and starboard to avoid having to drag hoses or turn the yacht around to pump out the black water tank at a pump-out station.

- The domestic hot water is heated by the port main engine, via a heat exchanger which minimizes the risk to the engine.

- Seawater system for anchor wash-down and to provide backup for flushing toilets.

DECK EQUIPMENT

- **Steelhead Davits** – All Fleming Yachts are equipped with a Steelhead crane powered by its own 24vdc hydraulic power pack. Fully hydraulic lift, boom extend/retract, luff and rotate are controlled under load with a hand-held remote making it easy and safe to launch and retrieve the tender. Hoist line is Dyneema super-strength rope and not wire cable.



Multifunction Steelhead crane

- **Ultra Anchors** – All Fleming Yachts are supplied with a stainless steel Ultra Anchor with hand-polished finish. This handsome anchor is of unique design making it the best anchor we've used. Supplied with Ultra Flip Swivel, which ensures the anchor comes up the right way, and with the Ultra bridle including Ultra chain hook and snubbers.



Stainless steel Ultra anchor

- **Windlass.** Twin Maxwell windlasses are included.

- **Horn.** Twin Kahlenburg horns are standard equipment.

- **Stainless steel fittings.** All are 316 grade, and welds are ground and polished.



Twin Maxwell windlasses

ULTIMATE DETAILS

- Teak decks. Vacuum-bagged, hand laid 5/8" (16 mm) finished thickness.
- Cabin soles. Individually laid teak and holly soles throughout 1/4" (6mm) finished thickness.
- Captain's chair. Stidd luxury Admiral helm seat with footrest and drinks holder.
- In place of modular furniture made off the boat, we build our own designs into the vessel which provides the best quality, structural strength and longevity.



Essential pot holders



Exquisite cabinetry



BOARDING

An important feature is safety and convenience when docking alongside. On the majority of boats it is only possible to step on or off the boat from the swim step -which usually means that the boat must be backed into the slip. At Fleming, we provide bulwark doors on both

sides of the boat from the generous and protected side decks as well as from the higher level pilot-house deck. All doors are inward opening for safety. The side decks on every model of Fleming are at a convenient height so no boarding steps are necessary. They are also at the right height for boarding the tender, which is launched into the water by the crane right alongside the side-deck door. This safety feature is very important and frequently overlooked until faced with the practical reality of stepping onto the dock with mooring lines in hand .

- **eFIT - Fleming Information Tablet**

- All technical documentation is supplied on an Apple iPad. This includes a comprehensive Owner's Manual with system descriptions, schematics, wiring diagrams, product manuals and equipment list. This data can be updated automatically from our server. The iPad also contains many useful Apps including back-up Navionics charts.



WARRANTY

Fleming Yachts provides an extensive warranty on all new yachts. The general warranty is valid from one year from the date of handover of the yacht by the authorized Fleming dealer. The structural warranty of the hull, which includes below waterline osmotic blistering, is valid for five years. Our dealers are trained to assist our customers with all warranty concerns and can take care of any issues that may arise—including problems with all installed equipment. We stand behind everything that is used to create your Fleming and do not leave the customer to contact equipment manufacturers directly. We are proud of our product and our reputation. This warranty is your assurance that Fleming Yachts will stand behind the workmanship and materials that have gone into the construction of your yacht.



Fleming Yachts Defined

For more than 30 years we have been dedicated to building a specific style of yacht. This focus, combined with rigorous testing and feedback from owners and dealers, has enabled us to continuously improve designs and details so that our yachts have evolved into the superior collection we offer today.

Our commitment to providing a safe, reliable, comfortable cruising experience means we have never felt the need to follow fashions or trends. In addition, we have not been tempted to diversify or spread ourselves too thin. Instead, we have chosen to specialize and excel in the thing we do best.

We build in limited numbers because we believe in quality over quantity. We are not in this business to build and sell as many boats as we can. We are here to build and distribute the best yachts we can.

Because of this philosophy, Fleming Yachts are available in limited numbers and previously owned Flemings retain the highest value. Additionally, many of our clients have owned multiple Flemings—which is a tremendous source of pride.

Our Organization

As a whole—Fleming Yachts, our factory, our dealers and our service centers are an outstanding example of close co-operation between borders and cultures. Together our goal is to produce the finest yachts possible and to ensure those who choose to own one will be supported continuously and absolutely throughout their yacht's life. Our combined experience in all these areas of knowledge and cruising grounds reaches to literally hundreds of years, so with our strong well established foundations we can say with certainty that—in every respect, you are safe with Fleming.

Our Company

Founded in 1985 by Tony Fleming, who boasts more than 60 years of boatbuilding and boating experience, Fleming Yachts has facilities throughout the world. This multinational team works together to provide the concepts, ideas, designs, engineering, quality control and assurance, and marketing and management of Fleming Yachts. As a team, we pride ourselves on our integrity, reliability and commitment to customer service and satisfaction.

Our facilities are approved by ISO 9001:2008 Quality Management Systems and ISO 14001:2004 Environmental Management Standards.



Our Factory

When the first Fleming yacht was being created in 1985, boat yards in Taiwan offered the best choice for building such a quality vessel. After extensive research, Tony Fleming selected the Tung Hwa yard, located just outside the busy port of Kaohsiung, to build his new design. Since that time, the Tung Hwa factory builds only Fleming Yachts, and every Fleming has been built at this factory with many of the same shipwrights and craftsmen. In fact, the same engineer who currently installs the engines, gears, shafts, struts, props and rudders has done so on every Fleming Yacht ever built.

The many other craftsmen from our early days who remain with us are very proud of their work and experience. Their passion and skills are passed down from one generation to the next. Of course, new methods and materials are continually being introduced to improve the functionality and safety of our yachts and to ensure they all are built to comply with CE Ocean Class Category A or NMMA/ABYC standards.

Fleming Yachts personnel are continuously on-site to ensure that ideas and designs are communicated directly. They also personally test and inspect every boat before shipment.



ca. 1985, Tony Fleming center



Fleming Yachts- Global Network

Over the last 30 years we have developed the most experienced, knowledgeable and truly dedicated support network of dealers and service centers in the industry in order to supply exceptional after sales support and service.

Their product knowledge and experience of all things Fleming is invaluable. The teaching and guidance that our dealers provide is crucial in leading you from basic introduction to confident handling and management of your Fleming Yachts. They also cater for every service you may need for your yacht from cleaning and berthing to maintenance and refits. Our dealers are not just the only companies authorized to sell new Fleming Yachts, they are also the best resource when it comes to supplying previously cruised Flemings.

The quality service and support they provide completes our Fleming global network.

- Chuck Hovey Yachts-USA-West Coast
- Burr Yacht Sales-USA-East Coast
- Fleming Yachts Canada
- Fleming Yachts Europe
- Marstrand Yachts-Scandinavia
- Fleming Yachts Australia
- Derani Yachts-Southeast Asia
- Orakei Marine-New Zealand
- Fleming Yachts-Marketing Office
- Fleming Yachts-Hong Kong
- Fleming Yachts Factory-Taiwan
- Fleming Yachts-Japan



Fleming Yachts - Global Network

Burr Yacht Sales

1106 Turkey Point Rd
Edgewater, MD 21037
410-798-5900
South Florida 772-678-3234

www.burryachtsales.com

email: info@burryachtsales.com



Burr Yacht Sales is the exclusive Fleming dealer for the US East Coast, Great Lakes, Caribbean, and Gulf of Mexico. Their headquarters is centrally located just south of Annapolis on the Chesapeake Bay in Edgewater, Maryland, with a satellite office in South Florida. Founder Arthur Burr, a naval architecture graduate of Webb Institute, realized the ingenuity of Tony Fleming's design early and established a symbiotic partnership in 1992. Solely dedicated to selling, commissioning, and servicing Flemings, BYS has proven successful in selling nearly 60% of all new Fleming production worldwide. From a brokerage standpoint, they have sold in excess of 200 previously cruised Flemings.

The close-knit, non-commission sales and service team of nearly 25 offers in-house outfitting, service and training programs for their customers. "Burr University," a hands-on training program designed for customers who purchase new and previously cruised boats directly from Burr Yacht Sales, familiarizes owners with on-board systems, start-up procedures, dock handling and navigation. Upon completing the 5-10 day program, customers embark on their new adventure feeling comfortable and confident in their ability. Throughout the ownership experience, customers have 24/7/365 access to BYS's vast knowledge base to provide prompt action to their issues or questions. Founded in 1963, Burr Yacht Sales continues to build upon Arthur Burr's legacy as a naval architect and entrepreneur that has succeeded in creating a truly unique business model focusing on offering the finest products and an unparalleled customer service experience.





In an industry where responsiveness and quality are often in short supply, Burr Yachts stands out with the responsive and knowledgeable customer support it provides. Whether it be late on a Friday night before a holiday weekend or an early Sunday morning, Burr has been available to us to help address questions or provide assistance as new owners of a Fleming 65.

**Peter and Melinda
Fleming 65**



Chuck Hovey Yachts

USA West Coast

Newport Beach, CA Office

717 Lido Park Dr. Suite A
Newport Beach, CA 92663
Tel +1 949 675 8092
www.chuckhoveyyachts.com

Seattle, WA Office

901 Fairview Ave N
Suite C150
Seattle, WA 98109
Tel +1 206 624 1908
www.chuckhoveyyachts.com

San Diego, CA Office

955 Harbor Island Dr #112
San Diego, CA 92101
Tel +1 619 222 0626
www.chuckhoveyyachts.com



Newport Beach, California

Serving the West Coast Yachtsman for more than 50 years, Chuck Hovey Yachts is dedicated to sharing our combined knowledge and experience to assist in choosing the right boat for our clients. Brian Hovey, under the leadership of his father Chuck Hovey, prides this dealership in consummating every sale with honesty, integrity and in a professional manner. Licensed and bonded in California, Washington and Florida, our dealership serves the needs of Fleming owners and boaters from around the country.

Chuck Hovey Yachts is the original and exclusive West Coast Dealer for Fleming Yachts which now includes the 55, 58, 65 and 78 models.

We delivered the first Fleming in 1986 and have continued this tradition by commissioning and delivering the first retail Fleming 50, 53, 55, 65, 75 and 78.





San Diego Harbor



Whether a new or brokerage Fleming is of interest, Chuck Hovey Yachts has the experience to personally guide you through the purchase or sales process.

Chuck Hovey Yachts has three offices in the US. Our beautiful, corporate Newport Beach location with display slips is home to sales staff of Brian Hovey, Richard Nathanson and Don Balch. Service is run by Mike Radding, while the office staff includes Carol Bickelhaup and Patty Hovey.

San Diego is home to our sales staff of Jim Johnson and Michael Gardella. In Seattle, Washington, our Lake Union office and display slips are managed by the sales team of Martha Comfort, Dick Sproul and Keith Walsh. Whether you are looking for service of your existing Fleming or ready to sell or purchase, Chuck Hovey Yachts has your needs covered on the entire West Coast US.



A flotilla of Fleming's cruising in Seattle

Fleming Yachts Canada

Vancouver Office

1535 Coal Harbour Quay
Vancouver BC V6G 3E7
Tel +1 604 689 1151

Sidney Office:

Port of Sidney Marina
PO Box 2482
9835 Seaport Place
Sidney, BC V8L 3Z4, Canada
Tel: 250-656-8969
www.flemingyachtscanada.ca/
email: info@flemingyachtscanada.ca

Fleming Yachts Canada is a subsidiary of Grand Yachts Inc., and was formed to focus attention on Fleming Yachts in the region of Western Canada. Our reputation for top drawer client service has been built over 40 years of yacht sales. We offer comprehensive new and brokerage Fleming Yacht sales services, including import and export expertise to brokerage buyers and sellers from our two prime sales facilities located at Coal Harbour in beautiful downtown Vancouver and at Port of Sidney on Vancouver Island. We recall the day we received drawings of the Fleming 50 from Tony Fleming back in the 80s, mailed full size drawings in a tube, with a note asking what we thought of the planned yacht. We then, and still today, felt deeply that each Fleming was designed with our extensive cruising grounds in the back of Tony's mind. So suited is a Fleming to our Pacific waters.

We are proud to be a part of Fleming; the family, the yachts and most of all, our wonderful base of devoted Fleming clients.



Port of Sidney Marina



Fleming Yachts Canada - Coal Harbour Vancouver



Fleming Yachts Europe

Fleming Yachts Europe Ltd

Swanwick Marina
Swanwick
Southampton, Hampshire, UK SO31 1ZL
Tel +44 (0) 1489 886855
www.flemingyachts.eu
email: info@flemingyachts.eu

European service centre:

Fleming Yachts Europe Ltd
Shamrock Quay Marina
William Street
Southampton, Hampshire, UK SO14 5QL

T: +44 (0) 2380 337289
E: service@flemingyachts.eu

Fleming Yachts Europe has a network of sales & service outlets located in Italy, Germany, Spain and Russia.

Fleming Yachts Europe Ltd are the proud representatives of Fleming Yachts throughout the European region with the exception of Scandinavia which is cared for by our friends at Marstrand Yachts.

Head office is based in Southampton, UK the heart of Yachting in England, with a dedicated service centre nearby. We work closely with our trusted agents for sales and, most importantly, service throughout Europe. This includes Spain, The Balearics, Croatia, Greece and Germany, as well as an experienced agent covering Russia. As a team we collectively have extensive knowledge of Fleming Yachts with David Miles the Manager at our Southampton office having skippered Tony Fleming's personal Yacht to Alaska along with three years as skipper aboard a Fleming 55 in Scandinavia. Our cruising experience aboard Flemings is unrivalled.



Swanwick Marina - River Hamble, UK



We work closely with our clients to ensure you get maximum enjoyment from your yacht. We give careful consideration to your unique requirements throughout the specification process. During delivery, we spend as much time as necessary to ensure you are completely comfortable with the boat and its systems. Further, should a problem arise, Fleming Yachts Europe is there to support you promptly and with the minimum of interruption to your boating – whether in the middle of the night or from the most remote of cruising areas.

We have the facilities, expertise and experience to undertake all aspects of service, customisation, repairs, upgrades or a full re fit to your Fleming.

At Fleming Yachts Europe, we have a very simple aim of exceeding your expectations in every respect and helping to make your boating dreams come true.





"The solid engineering and sturdy build of Fleming boats are amazing - but what really sets them apart is the after sales service."

"I'm on my second Fleming, and the quality of the after sales service was the determining factor in choosing Fleming again."

Owner 58-002, UK



Scandinavia

Marstrand Yachts

Mr. Peter Johansson
Krykogatan 27,
SE-442 67
Marstrand
Sweden
Phone: +46 735 430 800
www.marstrandyachts.com
email: peter.johansson@marstrandyachts.com

Marstrand Yachts is the exclusive Fleming dealer for Sweden, Norway, Denmark and Finland. We are based on the beautiful Island of Marstrand on the Swedish West coast. The company was started in 2008 by Peter Johansson. We have been selling new and used Flemings since 2009.

Marstrand Yachts offer full service for all Flemings including winter storage, electronic installations, engine service, wood work, etc. All of the service staff are highly experienced with Flemings, and our yard has capabilities of lifting and storing vessels up to 300 tons.

Our objective is to ensure happy customers by providing 24/7 service throughout our area.



Marstrand Island - West Coast Sweden





Pater Noster lighthouse



Fleming Yachts Australia

Fleming Yachts Australia Pty Ltd
Unit 6, 1 Bradly Avenue
Kirribilli NSW 2061
Australia
Tel. +61 (2) 8920 1444
Mob. +61 414 233 030 or
+61 412 864 443
Email. info@flemingyachts.com.au
Website www.flemingyachts.com.au



Fleming Yachts Australia - Kirribilli

In 1991, I travelled from Norway to the Tung Hwa yard in Taiwan to see my new Fleming 55 under construction. I became good friends with Tony Fleming and we later shared several cruising adventures in and around the fjords of Norway on board the same Fleming 55 – *Ozmaiden*. Twelve years later, living in Sydney, still the proud owner of *Ozmaiden* and still a close friend of all at Fleming Yachts, we all agreed to form Fleming Yachts Australia.

We are located in Kirribilli, on the waterfront in beautiful Sydney Harbour, less than a nautical mile from the Sydney Harbour Bridge and Opera House.

Having owned a Fleming 55 for 24 years, with some 36,000 n. miles under the keel and with my right hand man, Sam Nicholas, on board for some 6,000 of them. We certainly have the real world cruising experience necessary to assist and advise our clients

Our customers are all knowledgeable boaters and we feel with every new Fleming customer we attain new friends – we are confident the feeling is mutual, our aim indeed. We try to be a “one stop shop” for all the Fleming needs of our customers, we undertake or assist with all manners of work including service, spare parts, repairs and training, dive services, slipping, varnishing and electronic installations or upgrades, in collaboration with a string of highly qualified tradesmen in these fields. We also handle sales of pre-owned Flemings and are ready do more when our customers decide to upgrade.

Egil Paulsen





*Sydney
International
Boat Show*



Mandurah boat show, Western Australia

Fleming Yachts New Zealand

Orakei Marine

12-14 Tamaki Drive
Orakei, Auckland 1071
PO Box 42265
Orakei, Auckland 1745
New Zealand

JASON+64 21 929 592
MARK+64 21 624 614

OFFICE+64 9 524 8444

sales@orakeimarine.co.nz



The New Zealand agent for Fleming yachts is Orakei Marine, based at Orakei Marina in the heart of New Zealand's Largest city, Auckland. Since its founding in 2007, Orakei Marine has grown and diversified to become one of the South Pacific's most successful new and used boat dealerships with Fleming Yachts being the first brand they were to represent and setting a good foundation for a successful marine business.

The team at Orakei Marine also manage the marina at Orakei and have a large service department that understands Flemings of all ages and sizes, inside and out. With regular contact to the shipyard the team at Orakei can provide any service from spare parts and repairs to selling a new or used Fleming Yacht! Put simply, they are a one stop shop for all boating needs.

With such a rugged coastline and long distance to the next country, New Zealand's coastline is the perfect environment for the Ultimate Cruising Yacht. Kiwis understand this and as a result are very keen enthusiasts of Fleming yachts with four currently based in Auckland. Orakei Marine can not only care for your Fleming yacht, but can also assist foreign

registered vessels to come to New Zealand for extended cruising, whether sailed here under your own steam or on a ship from the other side of the world.

When you are next going past, come in and say hello to us!



Fleming Yachts Southeast Asia

Derani Yachts

Phuket Boat Lagoon
20/37 Moo 2
Thepkrasattri Road
Phuket 83000, Thailand
Ian Hewett
Brokerage Manager
+66 (0) 8 33 88 90 90
<http://www.derani-yachts.com>
hakan@derani-yachts.com
Tel. +66 (818) 93 0272



Derani Yachts is the Fleming Yachts sales representative covering Singapore, Thailand and Malaysia.

Founded by Hakan Lange in 2004, Derani Yachts is ideally located in the Phuket Boat Lagoon and provides a full range of services including new boat sales, brokerage, service, yacht delivery, commissioning and management. Hakan is a Master Mariner from the Swedish Merchant Navy, who begun boating in his youth.

Ian Hewett is the brand manager for Fleming at Derani Yachts. He is a qualified Royal Yachting Association Yachtmaster Instructor who, for many years, was the base manager for a large fleet of Sunsail yachts in Thailand. He has extensive local knowledge of Thai and Malaysian waters and is a contributor to the regional cruising Bible 'South East Asian Pilot'.

"Between us we represent a unique and unparalleled knowledge of the local boating industry that instils confidence among our most experienced clients. We are not there to hard sell but to listen and guide at the pace preferred by the clients.

After sales service and support is really our key focus and as a result most of our clients are repeat buyers. We communicate regularly with our customers to make sure they feel that they are in a friendly family environment.

We have a dedicated service team of five who focus only on maintenance and boat preparations for our clients, ensuring that boats are always ready for use.

We offer a full management service, including deliveries, and crewing at all levels to meet each client's specific requests."



Derani Yachts - Phuket, Thailand

Testimonials

“Our family had been looking at several options as to what we wanted our “Next Boat” to be. We had looked at long range, 8 knot, Trawler style boats. We had looked at express cruisers that would “get us there fast”. As it turned out, the Fleming 55’ gave us the best attributes of both of those style boats while delivering much more. The performance, safety, fit and finish of the Fleming leaves nothing behind. When we have friends aboard they are amazed at how beautiful and thoughtfully the boat has been carried out. We were stepping up from a 28 foot vintage mahogany runabout. Chuck Hovey Yachts and Team Fleming delivered us Tracy Lynne with a comprehensive owner education program. This made learning the capabilities and operation of numerous on-board systems intimidation free, enabling us to truly enjoy the boat. The support and follow through post-purchase are second to none.”

**Mark & Tracy
Fleming 55**

“We are delighted with our Fleming 55, Izafel, it is a rare occurrence in this world for the reality to exceed the expectations of the dream but in this case our Fleming 55 has exceeded our expectations. With very kind regards.”

**Allan
Fleming 55**

“Our Fleming 55, ‘ANDANTE,’ is just over four years old now and has completed 21,500 nm of ocean cruising around the East coast of Australia and overseas. This includes nine 700 nm passages through the notorious Bass Strait located between the SE corner of Australia and Tasmania. Passing through the Strait is always a challenge and an exercise in weather watching and timing. The extreme weather that comes in from the Southern Indian Ocean—one stretch is ominously named ‘The Shipwreck Coast’ because it presents a lee shore to all shipping and is a coastline dotted with many shipwrecks.



Andante has never faltered or hesitated through this treacherous stretch. We are constantly reassured through all legs of our journeys by the solid construction and workmanship that has gone into the building of ANDANTE. The things like the reinforced hull, engine installation, the fuel management system, the sea handling capabilities, and all the associated equipment and electronics that make a Fleming a solid, reliable, ocean going ship. Our Fleming is not just an entry level ship—it is a lifestyle.

Thanks to all the team at Fleming Yachts.”

**Geoff
Fleming 55**

“In our year long search for a boat, our consultant, Steve D’Antonio, continually reminded us what was important: buying the right boat (solid, safe and well designed) and buying it from the right yacht dealer (one that stands behind their boat and offers superb support after the sale). We know we have accomplished both.”

**John and Carole
Fleming 65**

“The inherent capabilities, design, structure, systems and foresight that the Fleming organization has put into their product goes beyond even what they describe as their objective in building this great boat. We can honestly say that owning the Fleming is without question the highest level of satisfaction we have ever had with any item we have ever purchased. They can be rest assured that whatever Fleming and Burr Yacht Sales tells them will be the absolute truth.”

**Jay and Sharon
Fleming 55**

“Having decided after 30 years of sailing to change to power, the wide choice of brands made the selection task a daunting one. We wanted the most reliable, comfortable, safest, practical and best thought out boat that we could find. Attention to detail and quality was paramount, as was after purchase servicing. She also had to be an attractive boat that we could be proud of. After several months of extensive research, one name easily made it to the top.

Only one builder could speak of its founder doing 55,000 sea miles in the same model that we were interested in, much of

that in blue water, including the north Atlantic in the sub-polar regions! Other builders did not bother, or dare, to publish their fuel consumption graphs or have as extensive a list of standard equipment, or sea trial the boat before they shipped it. Their boats were attractive, but interior layouts often made no sense. For example, they boasted cabins for six people, and provided a dining table usable by three.

Fleming gave us the opportunity to customize as much as we wanted to, but only if it made sense. Their excellent dealer provided invaluable guidance to us as new powerboaters in planning the boat.

The purchase and planning experience was most enjoyable, and after our first season, we can only say that the boat exceeded our expectations. Everyone on the dock wants to tour the boat, and they are amazed with the quality, design and workmanship. She has been described as a work of art.

We could not be more delighted with our new Fleming.”

**Ralf and Helga
Fleming 65**

“We absolutely love our Fleming 65. She has impeccable sea-keeping, robust engineering, fantastic attention to detail and beautiful lines. In a word, a Joy.

Having purchased her in Norway with the full and personal assistance of Fleming Australia, we had the opportunity to sail her from just south of Oslo through northern Europe down to the port of Zeebrugge, Belgium for her cargo transfer to Brisbane’s Moreton Bay.

I will never forget the haunting view at dusk of the east coast of Denmark as we steamed south into the Baltic Sea for an overnight crossing to Germany and the Kiel Canal. We have sailed past windmills and castles, cows and dugong and now voyage to remote parts of the Great Barrier Reef.

Through all of this, Egil Paulsen and Sam Nicholas of Fleming Australia have been First Class and come with our unreserved commendation.”

**Nigel & Natasha
Fleming 65**

“I have found Fleming Yachts both locally in Australia and also in Taiwan to be the most professional, obliging and decent enterprises to deal with. My new Fleming 55 was as perfectly constructed a vessel as could be. It well exceeded all of my expectations. I am now taking my boat on its maiden voyage some 2,500 miles including Tasmania. The boat has generally performed faultlessly and the odd glitch has quickly been rectified by information readily available from Fleming staff or by Cummins service in Hobart. My boat is truly a well designed and constructed and most seaworthy vessel. In practically every marina or anchorage that I have gone persons have told me their admiration of the style and quality finish of my boat.

I highly recommend Fleming Yachts to any prospective purchaser of a top quality passage making vessel.”

**Terence
Fleming 55**

“I have had the pleasure of owning my Fleming 55 since July 2012.

During this time we have cruised mainly in and around the Solent, with annual visits to the West Country, Normandy and the Channel Islands.

Having spent a considerable part of my life afloat, during which time I have handled a wide variety of vessels both large and small (VLCCs/salvage tugs/RIBs), I have no hesitation in commending the sea-keeping qualities and handling characteristics of a Fleming 55 as being of the highest order.

Total reliability, coupled with the support and advice which is readily available from the Fleming office at Swanwick Marina, ensures that our time spent on board is nothing other than enjoyable at all times.”

**Tim
Fleming 55**

“During our first trip to Alaska with our Fleming 65, we met two kinds of people: those who wish they had a Fleming and those who already have one. All the virtues of the Fleming pay off day to day as you face the wilderness. Our voyaging with our Fleming has been an incredible trip and we have the boat that is up to the challenge.”

**Kemper
Fleming 65**



“Time and tide wait for no man.”

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