

# STANDARD FEATURES IN THE ULTIMATE CRUISING YACHT



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 – Built 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 and 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 well below the running gear, providing directional stability and protection from grounding. The top of the keel is sealed so, 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>.



*Sea Torque thrust assembly*

- **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.

- **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 at 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.



*Enclosed propeller shaft and rope cutter*

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** – 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.



*Dual oil change systems*

- **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 and 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 allowing you to manually operate the port/stbd solenoids to move the rudders.



*Hypro steering module*

## FUEL

- **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



*Readily accessible fuel filters*



*Fuel management panel*

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 oversized 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.
- 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 100% new condition before each completed yacht leaves the yard.



*AGM batteries*

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

- **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 Fleming's have the ability to switch items on and off remotely from an iPad or conveniently located touch screens.



*Oversized tinned copper cables*

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

- **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.

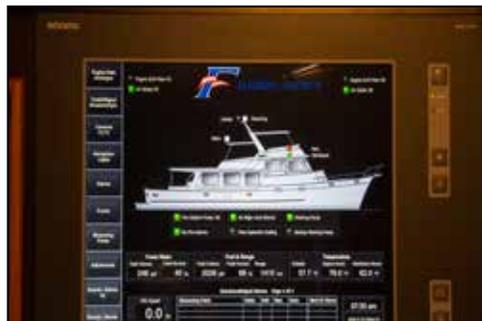
- **Isolation-Boosting transformers.** The safest method to bring shore power onboard a yacht is via an Isolation transformer. Isolation Transformers have been standard equipment on all Flemings for well over 10 years. Transformers are standard on all Flemings and include voltage boosting and soft-start 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*

## 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 fresh water 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.



*Pre-plumbed dual water pumps*

- **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 Spectra 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*

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

## 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.
- **Built-in furniture.** 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.



*Induction cooktop with pot storage*



*Essential pot holders*



*Exquisite cabinetry*



## BOARDING

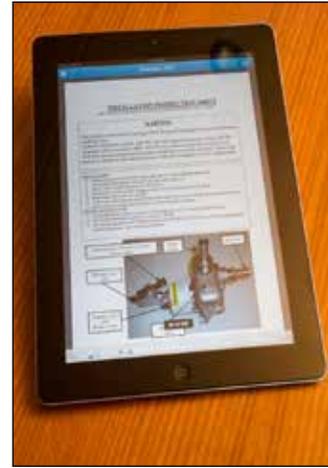
An important feature is safety and convenience when coming alongside. On the majority of boats it is only possible to step on or off the boat from the swim step -which usually means that the boat must be backed into the slip. Very often it is the wife who has to make the perilous leaps on and off the boat when docking. 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 dropped 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 on a regular basis.



*Easy boarding*

## • 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.



*eFIT - Information Tablet*

## 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 which 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.

## DEALERSHIPS

Every bit as important as the build quality of the yacht and its specifications are the people who represent Fleming Yachts and supply after sales support and service. Fleming Yachts has a network of factory trained, experienced dealers most of whom have been working with us for more than 25 years. Their product knowledge and experience of all things Fleming is invaluable; they provide exceptional service. They are not just the only companies authorized to sell new Fleming Yachts but they are also the best resource when it comes to supplying previously cruised Flemings. Visit <http://flemingyachts.com/dealers>.



*Experienced representation*

## THE FUTURE

Fleming Yachts have worked in the same Tung Hwa yard ever since the inception of the company in 1985. We build only in that yard and they build exclusively for us. We select the very best of components sourced from every corner of the globe. We install them properly and make sure that every piece of equipment is readily accessible for service and maintenance.



*Skilled and dependable workforce*

We have followed a policy of continuous refinement over 28 years with improvements and upgrades introduced as they become available and not by model year. Our yachts are instantly recognizable from their distinctive classic lines and never go out of style. In every respect you are safe with Fleming.



# FLEMING

*THE ULTIMATE CRUISING YACHT*

## WHAT OTHERS SAY:

“The Fleming 55 is the quintessential blue water cruising boat. The engineering is quite simply first class and answers all the questions I could ask in terms of practicality, longevity and redundancy.”

*Jeff Strang, Trade a Boat. Feb 2014*

“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.*

“The Fleming 78 is designed and built for serious cruisers who know what they want and what they'll need on their next voyage.”

*George Sass Sr. Power and Motoryacht. December 2013*

“Fleming's redundancy extends far beyond just safety.”

*Vincent Daniello. BoatTEST April 2014*