



*AN INTRODUCTION TO THE NEW
FLEMING 58 PILOTHOUSE MOTOR YACHT*



FLEMING

THE ULTIMATE CRUISING YACHT

YEARS OF RESEARCH, DESIGN, AND TESTING

FLEMING YACHTS - CELEBRATING 25 YEARS OF FINE YACHT BUILDING.



On the 25th anniversary of the founding of the company, Fleming Yachts are proud to announce the introduction of the all-new Fleming 58.

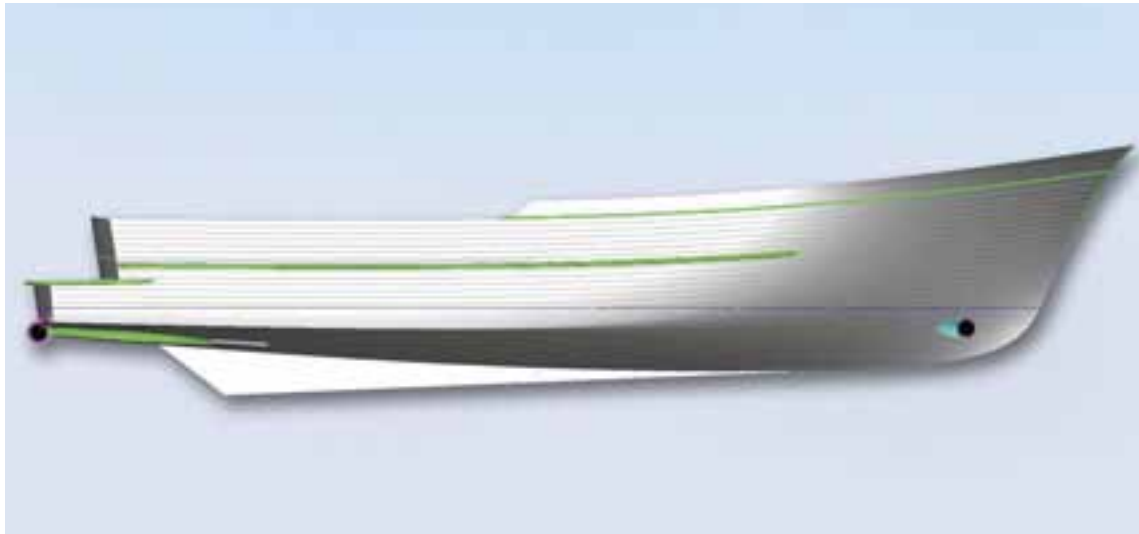
After extensive research and input from existing Fleming owners, we identified the need for a boat to bridge the gap between the 55 and the 65. While retaining the Fleming classic lines, the 58 is an entirely new boat designed from the keel up.

The naval architects selected to assist the in-house Fleming design team were Norman Wright and Sons in Brisbane, Australia who, with their special expertise in hull design and tank testing, have been designing semi-displacement passagemakers for more than 100 years.

The latest 3D modeling and CAD software were employed during the design process and a 1/12 scale model was built and tank tested at the Australian Maritime College in Tasmania. Several load conditions were simulated at varying speeds to determine resistance, trim and other performance parameters. These included the effects of adding a bulbous bow which is being offered as an option.



COMBINING OVER A CENTURY OF HULL DESIGN WITH THE LATEST TECHNOLOGY

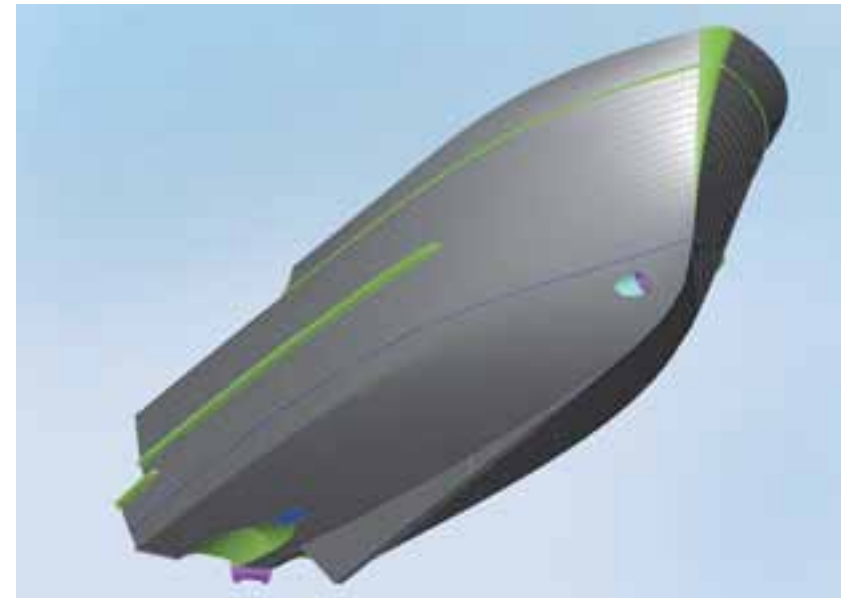


Despite the larger displacement, tank tests indicate that the design of the hull and the increased waterline length will deliver fuel consumption similar to the Fleming 55.

However, a 50% increase in tankage over the Fleming 55 will greatly increase the range of the Fleming 58.

NEW METHODS and materials are continually being introduced to improve the functionality and safety of the product and, like all Fleming yachts, the new boat will be built to comply with CE Ocean Class Category A or NMMA/ABYC standards.

CE CAT A





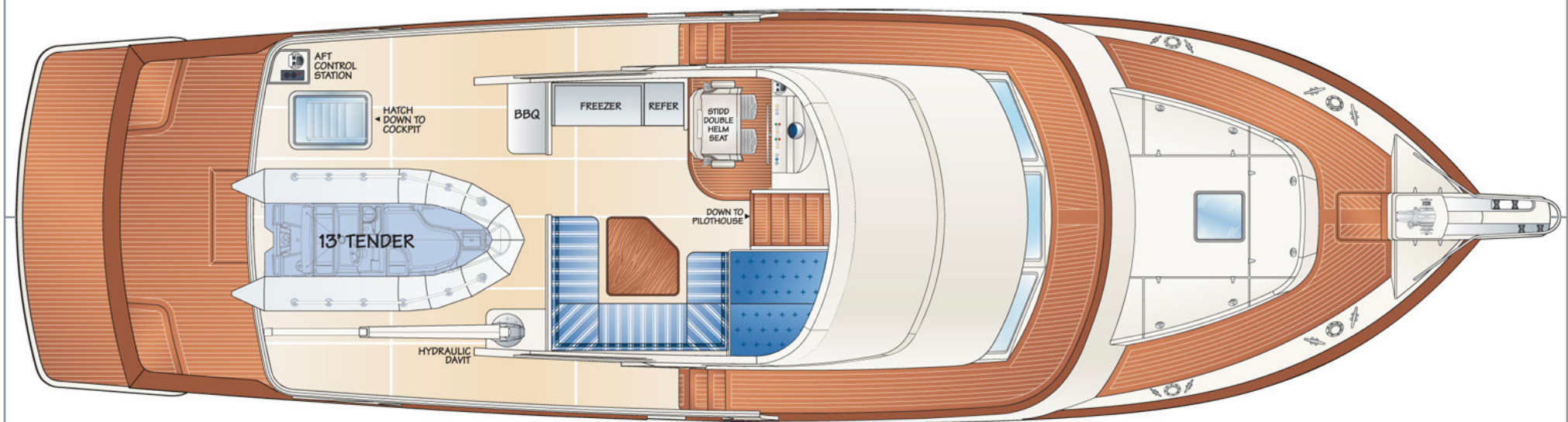
THE UNMISTAKABLE “FLEMING” PROFILE



TRADITION WITH INNOVATION “While this is an all new, highly advanced, modern yacht,” says Tony Fleming, “we have retained the same fundamental features that have made Fleming so successful over the past 25 years. Our dedicated pilothouse, low profile, seakindly semi-displacement hull and twin engine power will continue to be signatures of the Fleming line.”

THE FLYBRIDGE – FAMILIAR BUT WITH MORE FUNCTION

MORE AMENITIES The larger flybridge can accommodate a top-loading freezer, a refrigerator, BBQ and a 13ft (3.9m) Tender. The double Stidd helm seat provides comfortable, adjustable seating.

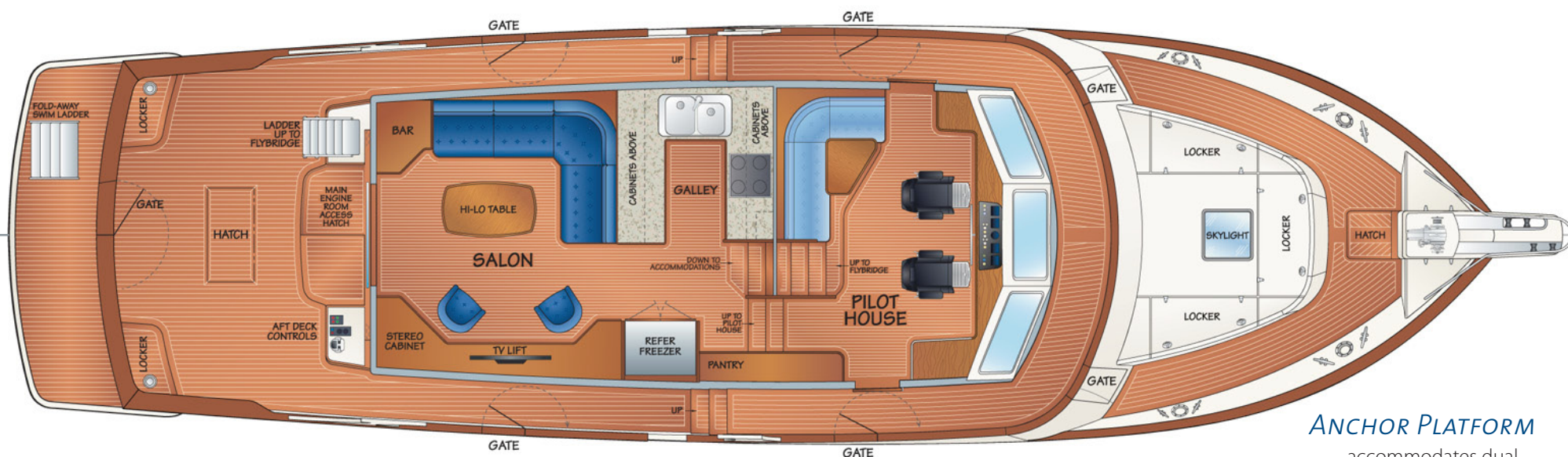


ADDED LIFT A fully hydraulic 1,000 lb. Steelhead davit, with power rotation and telescopic boom makes launching and retrieving the tender an easy and safe task, even single handed.

REFINED SALON AND TRUE PILOTHOUSE WITH TWIN HELM SEATS

AMONG THE INNOVATIONS being offered on this and all Fleming Yachts is Burrwood as a substitute for teak rail capping. This fiberglass material, manufactured and installed at the yard, replicates the exact appearance of varnished teak without the need for continual maintenance.

EASY BOARDING is retained through the wide side deck boarding gates. Port and starboard gates through the Portuguese Bridge lead to the foredeck.



LARGE ACCESS HATCH into the engine room is just aft of the salon doors.

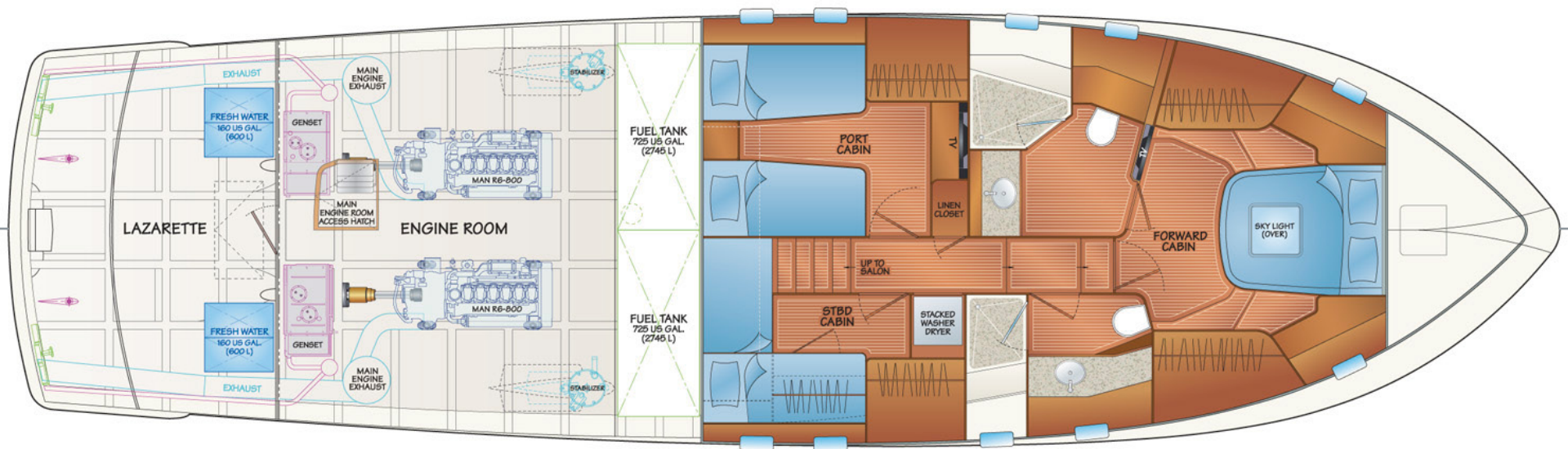
MORE SPACE The wider pilothouse, has space for twin Stidd helm seats.

ANCHOR PLATFORM accommodates dual vertical windlasses to handle the 100 lb (45 Kg) stainless steel Ultra anchor and 7/16" Acco chain.

TRADITIONAL LAYOUT – THE “FLOW” OF THE FLEMING

THE 58 EMPLOYS much of the same technology used in the Fleming 65 including the Boning ship monitoring system with two 15" color touchscreens, Hypro fly-by-wire precision power steering, and Sea Torque's enclosed shaft system.

PLACEMENT of air-conditioning compressors and watermaker are all located in the expanded engine room – leaving the lazarette clear for storage.



SIGNIFICANTLY MORE HEADROOM in the engine room and more space forward and outboard of the engines. Shown with optional MAN R6-800 engines.

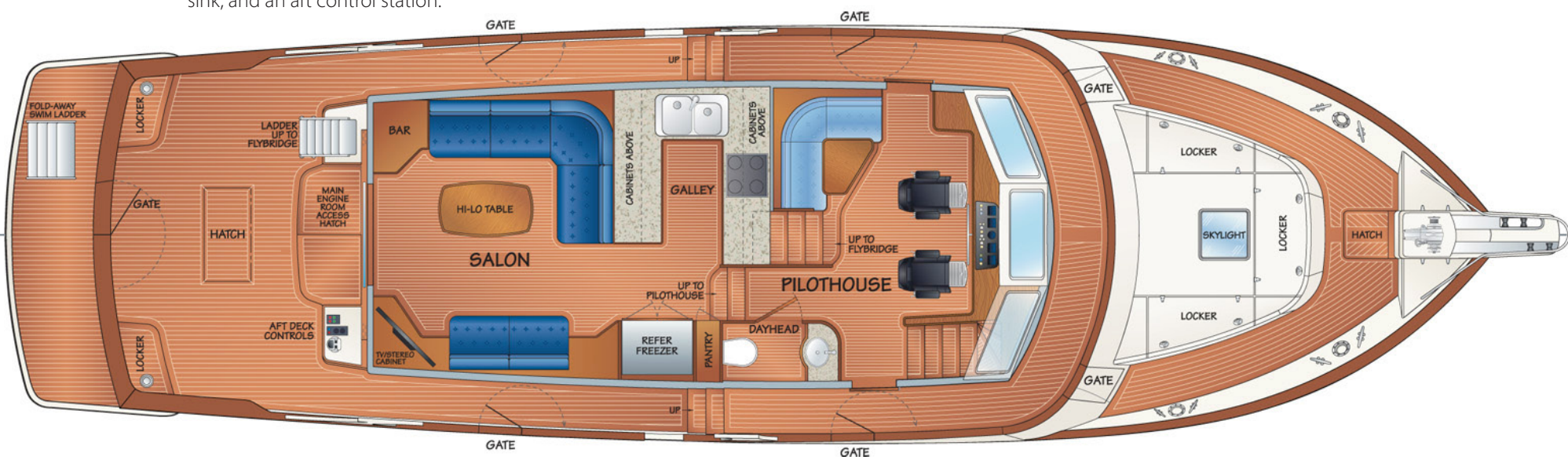
TRADITIONAL “FLEMING” Layout provides easy access to the larger cabins and laundry.

PILOTHOUSE WITH ENOUGH SPACE FOR TWIN HELM SEATS AND A DAY-HEAD

THE FLEMING 58 provides an ideal intermediate size between the existing F55 and F65, and is easily operated by a couple.

THE COCKPIT is capacious - larger than the Fleming 55 by 25 sq. ft. (2.3 sq. meters). The built-in cabinets either side of the salon aft doors provide for a variety of options including a fridge/freezer, sink, and an aft control station.

TWO INWARD OPENING GATES on either side of the Fleming 58 make boarding easy and safe.



A BUILT-IN SETTEE or matching barrel chairs provide additional seating in the salon, the extra beam of the Fleming 58 is most noticeable in the Salon & Pilothouse.

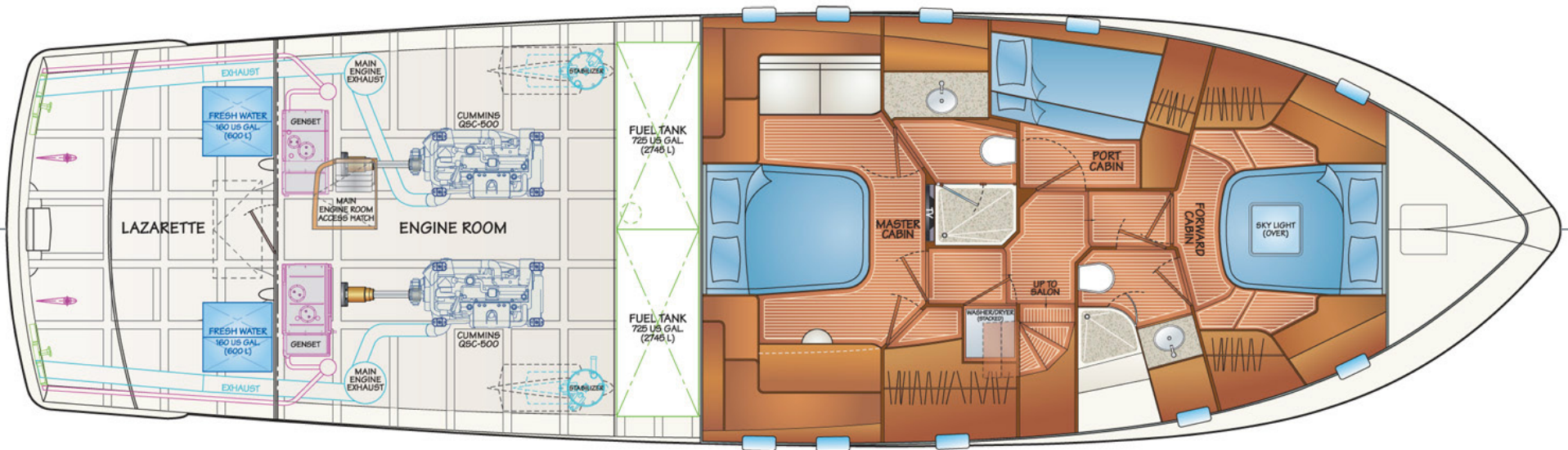
THE CONVENIENCE of a Day-Head.

LOCKERS on either side of the anchor platform and storage bins in the cabin trunk provide stowage for lines and fenders.

THE NEW FULL-BEAM MASTER CABIN

STANDARD POWER is a pair of Cummins QSC 500 engines, optional MAN 800 HP engines are also offered. Standard equipment is the very efficient Sea Torque shaft system which transfers thrust from the propellers directly to the hull structure and eliminates the need for cutless bearings and stuffing boxes.

SPACIOUS walk-in engine room – with access to all equipment and systems



THE TANK TESTED semi-displacement hull is a modern design based on the well proven Fleming 55. A fine entry and generous flare on the bow makes for an efficient, comfortable, and safe ride.

NEW LAYOUT – The Fleming 58 offers a variety of accommodation layouts, including a full beam, master cabin with access from the pilothouse.



QUALITY CONSTRUCTION WITH PRIDE — THE PEOPLE BEHIND THE SCENES



PROUD CRAFTSMENSHIP AND A PASSION FOR YACHT BUILDING.

THE FLEMING 58 will of course be built at the renowned Tung Hwa yard in Southern Taiwan, where every Fleming ever built has been constructed, starting with Fleming 50 hull 001 in 1985. Tung Hwa build exclusively for Fleming and many craftsmen from the early days are still with us. They are very proud of their work and their experience, passion and skill are passed down from one generation to the next.



MODEL COMPARISON	FLEMING 55	FLEMING 58	FLEMING 65	FLEMING 78
LOA Hull	55'9" • 16.9 m	59' • 18 m	65' • 19.8 m	77'8" • 23.7 m
LOA Total	60'9" • 18.5 m	65'5" • 19.9 m	71'3" • 21.7 m	81'6" • 24.8 m
LWL	50'10" • 15.5 m	56'8" • 17.3 m	61'11" • 18.9 m	72'4" • 22.1 m
Beam	16' • 4.8 m	17'6" • 5.3 m	18'8" • 5.7 m	21'5" • 6.5 m
Draft	5' • 1.52 m	5' • 1.52 m	5' • 1.52 m	5' • 1.52 m
Air Draft	16' • 4.9 m	17' • 5.2 m	17'11" • 5.5 m	21'8" • 6.6 m
Disp Light	66,000 lbs • 29,937 kg	88,000 lbs • 39,916 kg	110,000 lbs • 49,895 kg	165,048 lbs • 74,865 kg
Disp Full	79,200 lbs • 35,924 kg	105,600 lbs • 48,000 kg	133,500 lbs • 60,555 kg	197,800 lbs • 89,721 kg
Fuel	1,000 USgal • 3,880 ltrs	1,450 USgal • 5,489 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	310 USgal • 1,173 ltrs
Black Water	100 USgal • 378 ltrs	200 USgal • 756 ltrs	330 USgal • 1,247 ltrs	230 USgal • 870 ltrs

NOTES: LOA Total includes anchor platform, pullpit and swim step • Airdraft 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.

FLEMING – THE ULTIMATE CRUISING YACHT WORLDWIDE SALES AND SERVICE



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