

FLEMING *65*



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From the moment you first catch sight of her, it is clear from her elegant lines that the Fleming 65 shares the same pedigree as her sisters. Her low profile contributes to her sleek appearance as well as making it safe and convenient to board her sidedecks without the need for steps. While she retains the basic layout, and many of the features of the 55, her larger size has made it possible to incorporate many ideas from her much larger cousin the Fleming 75 and all the lessons learned during the past twenty years the Fleming marque have been in production have been incorporated into the new design. The final result is a boat of exceptional beauty and practicality.

In common with all Flemings, the hull is hand-laid solid fiberglass reinforced with a grid of stringers and frames. Vinylester resin is used below the waterline with further protection provided by epoxy barrier coats. Shaft tunnels allow the draft to be kept low for Bahamas cruising while ensuring that the running gear is protected by the full-length keel which is foam filled and glassed across the top to isolate it from the hull.

Once again, safety – combined with elegance – has been at the root of all design decisions and the 65 has been built to qualify for European CE Certification for Ocean Class.

On deck she has the familiar walk-around decks we are used to seeing on all the Flemings and the high bulwarks and Portuguese Bridge provide security for both children and pets.

Strategically placed handrails fall readily to hand both inside and on deck. The retractable ladder stowed beneath the swimstep can be deployed by a person in the water. Cleats are recessed into the bulwarks to safeguard your ankles and all bulwark and transom doors open inboard.

A quick tour of the deck areas reveals the care and thought that has gone into the design. Starting aft, the capacious



cockpit has built-in seating with provision for Cablemasters © and the optional warping winches. Either side of the salon doors there are consoles for optional controls and other amenities such as a wet bar. Gasketed, lockable hatches provide access to the engine-room and the spacious lazarette.

The side decks make it safe and easy to handle lines while docking and all the fuel tanks can be filled from either side of the boat through fills easily accessible at a comfortable height in the side deck steps. Each fuel fill incorporates a burp chamber to prevent spills caused by blowback.

The Portuguese Bridge deck has doors on both sides for access to the foredeck making it convenient to move mooring wands from bow to stern as well as allowing pregnant fishing lines to be moved rapidly along the full length of the boat. A cabin trunk on the foredeck – whose top is the same area as the entire foredeck on the 55 – provides a great area for sunbathing as well as capacious storage lockers for lines and fenders.

The forepeak is accessed from a hatch on the foredeck and drains directly overboard. It has stowage for two sets of chain and rope as well as room for fenders. The anchor platform is equipped with a heavy duty Lofrans windlass with twin gypsies and a top-mounted capstan.



FLEMING 65

The Flybridge is easily accessed either from the pilothouse or by a ladder from the cockpit. The two-seater upper helm is located to port and is separated from the rest of the flybridge and raised slightly for improved visibility. The electronics console hinges open for easy access to the back of the electronics. The starboard side of the flybridge features a u-shaped settee with a large fixed table. An optional BBQ and/or custom freezer can be substituted for the modular seating on the port side aft of the control station. All exterior cushions are made with self-draining foam and Sunbrella © covers. An elegant arch provides a sturdy mounting base for radar and the many other antennas essential for today's electronics.



Aft of the seating area, internally reinforced, strongbacks are molded into the roof to support dinghy chocks and a 1500 lb Steelhead davit is standard equipment.

The pilothouse is the nerve center of the vessel. Although similar in style to the 55 it is large enough to accommodate a day head complete with wash basin set in a granite counter top. The console area is as large as that in the 75 and provides ample space for a full range of electronics. The switch panels all hinge out for easy access and all labeling is back lit controlled by dimmers. One helmseat is standard but there is space to accommodate a second optional seat. A raised seating area with a table completes the social amenities in this focal point of the boat.





FLEMING 65

Entering the salon from the aft deck you are immediately impressed by the spaciousness and ambiance. The soft, ultra-suede headliner gives rise to feelings of warmth and relaxation. The beam of the 65 provides space enough for separate dining and lounging areas and great care has been taken to balance scale with function. The salon is open plan and encompasses the galley and dining area which can comfortably seat six. There is space for an optional 37" flat panel TV screen which retracts into a custom cabinet. Adjustments can be made to the layout to accommodate individual preferences which can include a wine cooler and a wet bar with its own refrigerator.



The spacious galley has granite counter tops and is equipped with double sink, instant hot water dispenser, waste disposal, convection microwave, flush cooktop with custom potholders, oven, trash compactor, 23 cu ft refrigerator and space for optional dishwasher. A slide-out storage compartment just forward of the cooktop can accommodate a full range of saucepans. A dish locker and small pantry on the starboard side provides additional storage and a convenient serving counter for morning coffee.

Short stairs lead up to the pilothouse and down to the accommodation.



Please note: Some of the pictures presented in this brochure may show non-standard options.

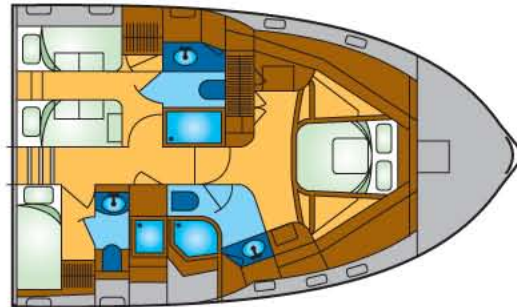
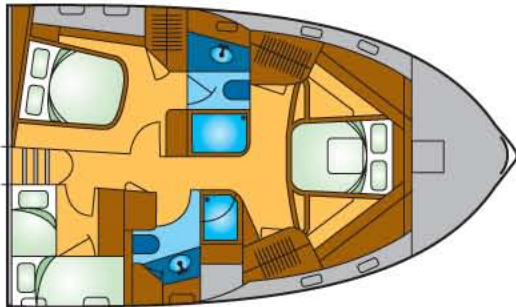
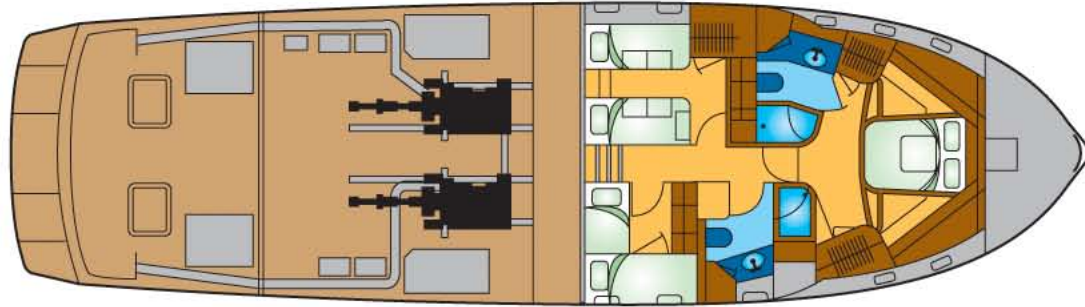
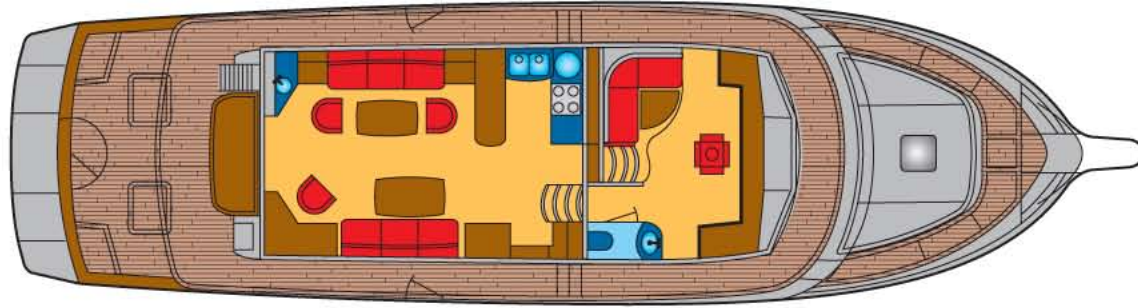
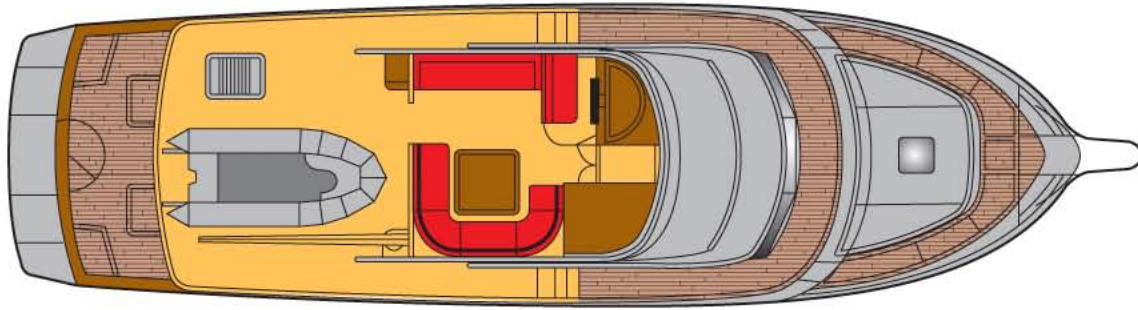


FLEMING 65

The layout in the accommodation features a central passage which has proved to be so desirable over many years in the 55.

This layout contributes to an easy and convenient flow of traffic through the boat as well as making it possible to appreciate the full length of the boat from forepeak bulkhead to the transom. Variations on the layout are offered but the standard arrangement provides a two-berth guest cabin to starboard, a VIP guest cabin - offering twin single berths or one Queen - to port and an en-suite master stateroom forward which features a recessed overhead with skylight and escape hatch. An optional foldaway upper berth can be provided in the port cabin while the starboard cabin can double as an office. Both heads are exceptionally spacious with generous glass and stainless steel shower enclosures. Separate washer and drier are accessed through a sliding door in the passage. The accommodations are dressed with teak and ultra-suede and offer great comfort and convenience without any steep stairs to negotiate.

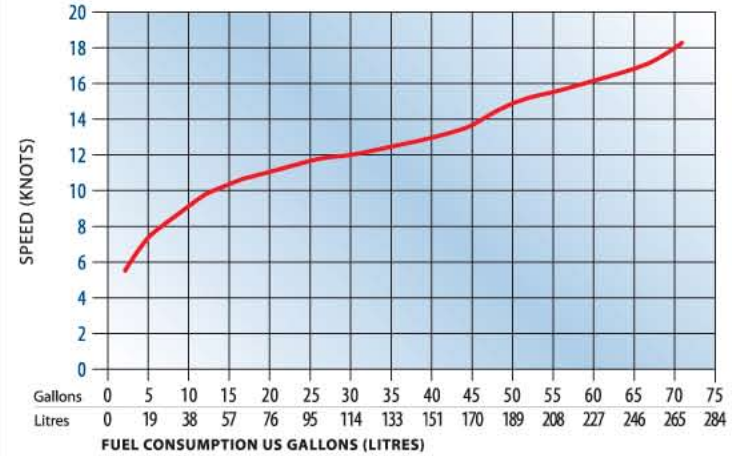




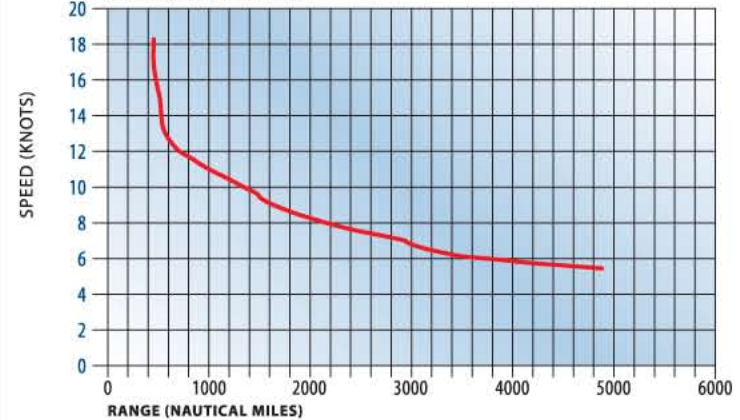
Fleming 65 Pilothouse Motoryacht

Length Overall Hull (LOA)	65'	(19.8 m)
LOA Including swim and anchor platforms	71' 3"	(21.7 m)
Waterline length	59' 2"	(18 m)
Maximum beam	18' 8"	(5.7 m)
Draft	5' 0"	(1.5 m)
Air draught (to top of Radar Arch)	22' 11"	(6.9 m)
Full load displacement (full fuel & water)	108,177 lbs	(49,068 kg)
Hull Type	Semi-displacement	
Fuel	1,800 gallons	
Water	400 US gallons	
Standard engines	MAN R6-800 CRM (800 HP @ 2300 RPM)	
Options	MAN V10-1100 CRM (1100 HP @ 2300 RPM)	

FLEMING 65 SPEED - FUEL CONSUMPTION (Twin 800HP MAN-R6)



FLEMING 65 SPEED - RANGE (Twin 800HP MAN-R6)



Please note: Speeds and consumption are approximate and are dependant upon many factors.