

CELEBRATING 100 ISSUES

# Ocean

REVIEWS

SUNSEEKER 90 OCEAN  
WHITEHAVEN 7000 S/Y  
AZIMUT 27 METRI  
FLEMING 65

ENGINE ROOM

AFTER 100 YEARS OF  
FOSSIL FUELS, WHAT  
WILL POWER THE  
FUTURE YACHT?

EXCLUSIVE PREVIEW

## REFINED EVOLUTION

BEHIND THE SCENES OF RIVIERA'S FLAGSHIP 78

# 100

ISSUES

## Fleming 65

Photography: Salty Dingo



## MODERN TRADITIONS

Much fuss has been made recently of the fashionable category of large yacht, the expedition vessel. And yet, Fleming Yachts has been building understated versions of these go-anywhere boats for more than 30 years, reports **Kevin Green**.

**I** use the word understated because, as their design dictates, these trawler vessels are more utilitarian than fashionable – and what they lack in speed, they more than make up for as an all-weather vessel.

This may not win them many votes along the French Riviera, but no matter – it is at sea where they excel.

Indeed, it is also the reason founder Tony Fleming built the original 50 in 1986. The former Grand Banks technical director saw a clear gap in the market for a sturdy, long-range cruiser.

As he explains, “Our mission statement 30 years ago was to build the best boat we knew how, and that resolve remains unchanged,” said Fleming. It also means these boats require many work hours and extremely sturdy fabrication, which doesn’t come cheap.

From that first mould came their most popular trawler, the 55, which numbered around 100 by the year 2000 when the Fleming 75 launched. By 2005, the 65 was on the drawing board for Tony Fleming’s own use as that size gives an ideal load-carrying hull for exploration and long-range cruising. A 58 and a 78 have also joined the fleet.

The success of the Fleming 65 sat before me on the dock in Manly, Brisbane, in the form of hull #56 – a number that clearly attests to the popularity of these Taiwan-built vessels. There are now four Fleming 65s in Australia; the rest are 55s plus two 58s. Occasionally, one is quickly snapped up on the used market by discerning buyers who want to explore our vast and remote coastlines, something these self-contained trawler yachts are built for.

This latest hull caught my attention because it was the first to use Humphree external stabilisers, something I'd only seen on much larger yachts. As we walk through #56, my host for the day, dealer Sam Nicholas, explains: "Each Fleming is built to order, so every one is different. For instance, this hull has extensive custom teak furnishing in the main saloon."

Customisation apart, what all Flemings share is a strong aesthetic. Images of the fleet show similar profiles of sweeping sheer lines, fine bows and raked superstructure.

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**Our mission statement 30 years ago was to build the best boat we knew how, and that resolve remains unchanged.**



**Top:** Finished in teak, the generous saloon retains a traditional feel, although the owners of this yacht did remove some of the overhead galley cabinetry to open up the space further.

**Above:** The 65 has a fully fledged helm with big-boat feel, excellent visibility and deck access; a lounge and table serve as an observation deck for inlement expeditions.



However, there's a significant difference between the 55 and 65 – 53.4-percent more displacement, to be precise. This is reflected in the much-increased interior space, which I remember from walking through a 55 at the Sydney International Boat Show a while ago.

Stepping onto the 65 is easily done via a large teak swim platform and door through the tall transom centre. Outside, the Queensland rain fell heavily, but I remained

dry in the aft cockpit due to the custom extended flybridge roof and shade cloth. A wet bar and small table leaves plenty of room for socialising or preparing your sub-aqua gear.

Typical trawler features were revealed as I walked along the side decks. Waist-high hull bulwarks with boarding doors and stainless rails inboard offered total support when I stepped up to the foredeck. Perspex wing doors can be closed on each side deck,

shielding the aft cockpit, and scupper-hawse pipes remove deck water. Further protection comes from a Portuguese bridge deck, a safe outdoor passageway across the boat. On the foredeck, four large, deep lockers are ample for equipment. Anchoring is great via two windlasses – one electric, the other hydraulic, with stainless rode and Ultra anchors. Also impressive is the double set of cleats and large diameter hawse pipes for dock lines.

The owner of this 65 chose an open-plan saloon – there were benches on each side at the rear with an elevating table and no bulkhead at the forward U-shaped galley.

Having previously owned a Fleming 55 for ten years, the owner had some firm ideas, including removing the bulkhead with overhead cupboards and bookcase. However, the signature ceiling handrail for moving about safely in a seaway was retained. Further airiness came from the large rectangular windows, allowing light without direct sun.

Generous catering facilities included a double-door, household-style Fisher & Paykel fridge, large twin sinks, four-plate electric hob and oven. Quality details included drawers locked shut on lips, sturdy fiddles and

generous worktop space. All the whitegoods were there, too – a Miele dishwasher plus a washer and dryer downstairs.

Moving upstairs via two steps took me to the bridge deck pilot house where helm controls ran along the entire forward counter with a section ideally suited to chartwork. Doors on each side gave both deck access and airflow to the saloon, while behind lay a small lounge with day head adjoining. Teak doors also seal off this pilot house from the saloon.

A double helm seat dominated the pilot house along with the large diameter steering wheel. Extensive controls include throttles and a joystick for the Twin Disc MGX 5126A Quickshift gearbox, along with separate levers for the fore and aft thrusters. Twin Raymarine Axiom XL glass bridge screens are used for navigation. Below them is the household system controls/information on the German Böning screen, a digital bus installation with

#### AT A GLANCE

**21.6 m**

Overall length

**5.7 m**

Beam

**56.5 t**

Displacement (fully laden)

**19 kn**

Maximum speed



manual overrides. Wing screens show camera angles, which is essential for seeing astern.

There's a second helm on the flybridge, reached via stairs nearby, and yet another aft on the flybridge that we used to back into our berth after returning from Moreton Bay.

The flybridge forward section is covered by a fibreglass top, which is the ideal protection against the fierce Aussie sun while also enclosing the lounge dining area and surrounding bench seating.

**Above:** The cockpit is cosseted by high bulwarks that run right around the yacht – just one of the many touches that speak to the seaworthy design

and serious cruising intent of all Flemings. Stairs lead up to the flybridge and boat deck – this is a yacht designed for all conditions and high latitudes.



The aft section is for sunbathing and dinghy storage via a hefty davit. Another hatch here gives access to the aft cockpit via a ladder.

Being a serious all-weather vessel, the helm is fairly well protected with a surrounding clear spray screen that retains the alfresco feel while giving commanding views for navigating shoal waters.

Below decks, the owner has the bow section, which means generous headroom but, of course, more motion at sea. Another layout option is an owner's layout midship.

Behind it on our review boat were two bunks on the starboard side and a third cabin with a double bed to port. The ensuite owner's bathroom has a large separate shower unit, with another large bathroom to starboard.

Sensible use of skylights and portlights allow multi-climate use for the Fleming 65. Notable in the owner's suite is the electrical skylight well with blinds.

In the guest cabin, one of the bunks slides out to become a king single. The attention to detail is astounding and seen in portlights protected by stainless hatches, louvred doors, hand-laid flooring and Burmese teak impeccably shaped into cabinetry.

Marina manoeuvring makes most shudder, and doing it on a towering 65-footer is top of

**Top:** Classic trawler lines mix understated elegance with modern touches to suggest serious cruising intent.

**Above:** Layouts include an option for a forward master, which features generous headroom and good robe space.



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The attention to detail is astounding and seen in portlights protected by stainless hatches, louvred doors, hand-laid flooring and Burmese teak impeccably shaped into cabinetry.”

the tree, especially with only two of us aboard. Wrong. Aided by the hefty 50 tonnes beneath us, Nicholas simply used the TwinDisc GPS position hold button until I'd freed all lines, then we slid from the berth.

At sea, on a wet and foggy Moreton Bay, I was thankful for the cosy main helm station. Its sturdy wipers gave clear views of the shallow channel. With some traffic around, I regularly glanced at the camera screens to see if anything was coming up behind, such as the jetskis that whizzed past in the mist. Once clear, I nudged the throttles slightly, resulting

**Right:** The hard top affords the opportunity for 1.2 kW of solar panels for additional juice, while the boat deck aft on the flybridge becomes a spacious and flexible sundeck area with the tender launched.

in a gentle acceleration made vibration-free with the ultra-smooth Twin Disc Quick Shift gearbox. Thanks to the fin stabilisers, my horizon hardly moved as we reached a sedate 10 knots – an ideal trawler cruising speed that should give a substantial range of about 1,000 miles.

The dedicated Humphree screen showed the position of the stabilisers – these automatically rotate according to the situation, so in full-ahead, they minimise drag while flattening the ride. This prompted me to put the throttles down, which again brought hardly any additional effort from the Man 800s as speed peaked at 18 knots. Turning the wheel, the shaft drives easily powered us around in a fairly tight circle with hardly any heel before I slowed for some manoeuvring.



Going astern, I stepped out the side door to glimpse the Humphree deploy accordingly – the shaft on one end weathercocking to the direction of travel, allowing me to easily drive the boat straight back despite being side-

on to the weather. All very predictable and measured, which sums up this ocean-roving Fleming 65 perfectly. [O flemingyachts.com](http://flemingyachts.com)

**SPECIFICATIONS** ➔

# Fleming 65



1

## FLYBRIDGE

Tender stowage aft demonstrates bluewater pedigree. Comfortable fly seating; secondary helms forward and aft for maximum flexibility.



2

## MAIN DECK

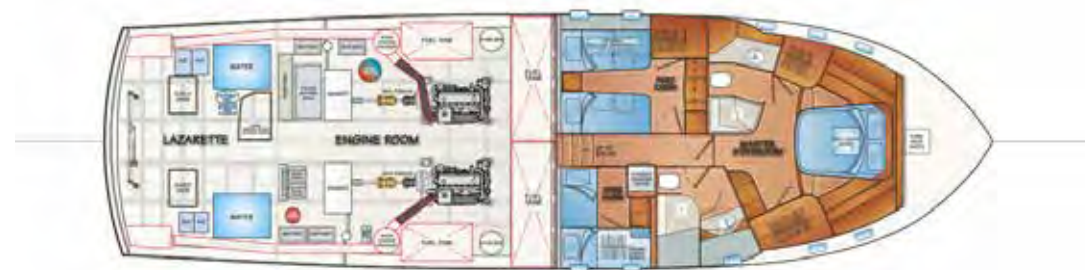
Saloon with forward galley, plus separate pilot house. Owners of this model removed the overhead aft galley cupboards to open up the saloon space. Sailor-like cockpit and deck walkways.



3

## LOWER DECK

Forward master and space for guest double and twin. Technical spaces and lazarette fantastic for offshore and long-duration cruising, for which Flemings are held in high regard.



## SPECIFICATIONS

Builder	Fleming Yachts	Speed (cruise)	10 knots (fast cruise 17 knots)
Model	Fleming 65	Fuel capacity	6,435 litres
Country of build	Taiwan	Range	1,300 nautical miles at 10 knots
Designer	Fleming Yachts	Freshwater capacity	1,514 litres
Naval architect	Doug Sharp	Blackwater capacity	1,249 litres
Interior designer	Adi Shard - Fleming Yachts	Generators (main)	Onan eQD
Year of build	2021	Gen-set size	17.5 kW (230 V; 50 Hz) & 11 kW (230 V; 50 Hz)
LOA (length overall)	21.6 metres	Bow thruster	Twin Disc hydraulic BP550 48 kW (65 hp)
LWL (waterline length)	18.9 metres	Stern thrusters	Twin Disc hydraulic BP550 48 kW (65 hp)
Beam	5.7 metres	Winches	2 x Maxwell RC12 (one hydrogen, one electric)
Draft	1.52 metres	Navigation electronics	Raymarine
Displacement (fully laden)	56.54 tonnes	Depth sounder	Echopilot Forward Looking Sounder; Raymarine 3D sideview fishfinder
Classification	CE "A" Ocean & ABYC Certified	Underwater lights	Seavision
Hull construction	FRP solid laminate	Radios	ICOM
Superstructure	FRP-cored construction with Corecell Foam	Communication (Sat comms)	Sailor Fleet One
Engines	2 x MAN i6-800	Entertainment systems (TV/audio)	Sonos; Sony
Output	2 x 800 hp	Galley appliances	Miele
Noise (dB (A))	68	Owner	Midships or forward double, depending on layout
Propellers	HungShen 38-inch diameter x 32.2-inch pitch	Guest berths	1 x double and 1 x twin
Drive train	Aquadrive	Maximum people on board	CE Cat "A" = 15 (CE Cat "C" = 30)
Stabilisation systems	Humphree DC Elec with at-rest	Standard warranties	1-year general; 5-year structural
Gearbox	Twin Disc MGX 5126A Quickshift	Price (landed) as tested	AU\$6.7 million
Speed (max)	19 knots		

**19 knots**

Speed (max)

**10 knots**

Speed (cruise)

**6,435 litres**

Fuel capacity

**1,300 nm at 10 knots**

Range

**56.5 tonnes**

Displacement

**AU\$6.7 m**

Price