

Fleming Yachts 58 (2016-)

Brief Summary

The Fleming Yachts 58 is intended for long-distance cruising or living aboard and is set up on the helm deck so a couple can easily handle her. With 50% more fuel capacity than her 55’ sibling -- 1,450 gallons (5,489 L) -- the 58’s cruising range is about 1,400 nautical miles at 10 knots and 2,200 nmiles at 8 knots, according to the builder. During these long cruises, family and friends can retreat belowdecks to the three staterooms located forward with two large heads.

Price

Base Price \$3053900.00

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Key Features

- Cockpit with teak decking
- Sliding doors to salon
- Galley window sliding with tinted, tempered glass and FRP frame
- Portuguese bridge
- Flybridge Stidd double helm seat with footrests, adjustable fore/aft position
- L-settee starboard side with high seat backs on flybridge
- Accommodation choice of the standard accommodation layout or the optional accommodation layout
- Salon with upholstered L-settee Fleming hi-lo oval table with teak top
- Galley includes convection microwave oven with cooktop overboard vent
- 4-burner flush induction cooktop

Specifications

Length Overall	65’ 9" / 19.9 m
BEAM	17’ 6" 5.33 m
Dry Weight	88,000 lbs. 39,916 kg

Tested Weight	
Draft	5' 1.52 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	N/A
Max Headroom	N/A
Bridge Clearance	N/A
Weight Capacity	N/A
Person Capacity	N/A
Fuel Capacity	1,450 gal. 5,488 L
Water Capacity	320 gal. 1,211 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
Aft Deck	

Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	
0 to 20	
Ratio	
Props	
Load	
Climate	

Fleming Yachts 58 running shot

The Fleming Yachts 58 has an LOA of 65'9" (20.04 m) with the swim platform and bow pulpit and a waterline length of 56'8" (17.3 m).

Mission Statement

The Fleming Yachts 58 is designed for long-distance cruising. She has all of the amenities needed for the intended purpose and is laid out on the helm deck so that a couple could handle her easily. To enhance efficiency over her 55' sibling, the 58's semi-displacement design and increased waterline length give the larger boat similar fuel consumption, but she has 50% more fuel capacity -- 1,450 gallons (5,499 L) -- to substantially extend the 58's range to just under 1,200 nautical miles. She carries 320 gallons (1,211 L) of freshwater and 165 gallons (625 L) in the black water tank. She also has a wider 17'6" (5.33 m) beam that lets Fleming designers develop a full-beam master stateroom and a pilothouse that has space for a second helm seat and a day head.

Distinguishing Features

- A larger flybridge can accommodate a top-loading freezer, a refrigerator, a grill and a 13' (3.9 m) tender
- A hydraulic Steelhead davit with power rotation and a telescopic boom on the flybridge can lift up to a 1,000-lb. (453 kg) tender
- Available full-beam master stateroom
- Walk-in engine room
- Burrwood instead of teak rail capping. Fleming Yachts makes the fiberglass-based material in house; it looks like teak without the maintenance
- Boning ship monitoring system with two 15" touchscreens
- Fly-by-wire power steering
- Sea Torque enclosed shaft propulsion system
- ABT TRAC active-fin stabilizers with a color touchscreen control panel
- Available Pilothouse day head
- Anchor platform with two windlasses
- eFIT (Electronic Fleming Information Tablet). All technical documentation is supplied on an Apple iPad including a comprehensive owner's manual
- CruisAir reverse-cycle air conditioning throughout

Fleming Yachts 58 floor plan

The Fleming Yachts 58 comes with three different below deck layouts, starting with Option A that has the master stateroom in the bow with guest quarters aft.

Fleming Yachts 58 floor plan
Fleming Yachts 58 floor plan

Option B is the result of customer feedback, a full-beam master stateroom.

Fleming Yachts 58 floor plan
Fleming Yachts 58 floor plan

Option C also has the master stateroom, spanning the 58's 17'6" (5.3 m) beam but with the split V-berth in the bow.

Features Inspection

The Flybridge.

Passengers can ascend to the Fleming 58's flybridge from stairs in the cockpit or the pilothouse. The flybridge has a large horseshoe-shaped lounge around a table to starboard with a facing lounge across to port. The cushions are made of EZ Dri foam with Sunbrella upholstery and mesh backs for drainage. Forward and abaft the port lounge are the locations for the wet bar and optional grill and refrigerator. Forward to port is a doublewide Stidd helm seat that adjusts fore and aft. The upper helm has a 15" Boning color touchscreen, a Ritchie compass and space for electronics.

Fleming Yachts 58 flybridge floor plan
Fleming Yachts 58 flybridge floor plan

The flybridge is laid out with plenty of seating space, and the tender is easily deployed thanks to the 1,000-lb. (454 kg) davit.

Fleming Yachts 58 fly bridge
Fleming Yachts 58 fly bridge

The flybridge hardtop covers the entire seating area and has two skylights.

The Foredeck.

The flybridge helm includes controls for the twin 24-volt Maxwell RC 12 windlasses at the bow. Fleming calls the area where they're mounted an Anchor Platform -- it's definitely more than a pulpit. They haul a 100-lb. (45 kg) stainless steel Ultra anchor and 300' (91 m) of 7/16" Acco galvanized chain rode. There's a central hatch to the forepeak, and large lockers on each side contain fresh and raw-water washdowns. One of two on board connections for the 220-volt, 60Hz, 50-Amp shorepower is at the bow.

Fleming Yachts 58 foredeck
Fleming Yachts 58 foredeck

The Fleming 58's foredeck has a heavy-duty feel with stainless-steel hawse chutes flanked by cleats on each side of the bow and the dual windlasses.

The Swim Platform.

Crewmembers can move aft safely on the Fleming 58's passageways thanks to the raised bulwarks. The boat's swim platform is integrated into the deck, and it has a centrally positioned stainless-steel boarding ladder that can be deployed from the water. A storage locker is beneath the step up to the cockpit, and there's a hot and cold freshwater shower.

Fleming Yachts 58 running shot

Notice how the swim platform is part of the running surface that extends aft past the boat's transom. It improves the boat's ride and efficiency.

The Aft Deck.

A centrally positioned door in the transom opens the boat's aft deck area. For those who prefer a simple approach, the Fleming 58's large aft deck is wide open with teak decking. There are small steps aft with hinged hatches that open to reveal freshwater and saltwater showers. Forward on each side of the salon entry door are two molded consoles for storage, and to port is the flybridge ladder. There are four chocks and large, beefy cleats for securing docklines inside the cockpit, which is much safer for crew members.

Fleming Yachts 58 cockpit

The wide-open cockpit has space for folding chairs, and the large powered hatch in the sole opens to access the lazarette.

The Salon.

Sliding glass doors provide access from the aft deck to the salon, and there's an easy flow from the aft lounge area all the way forward to the pilothouse. Fleming offers owners a couple of different layout options. In the standard configuration, the salon comes with an upholstered L-shaped settee to port around a hi-lo oval teak table and an aft bar with an icemaker. Cabinetry that contains an entertainment center runs the length of the starboard side. Remember this boat is intended for extended cruising and owners need plenty of storage.

Fleming Yachts 58 salon

Much like the aft deck, the Fleming 58's salon has a straightforward feel with movable chairs that an owner can put wherever.

Fleming Yachts 58 pilot house floor plan

This floorplan shows the layout and notice the open passage to the Fleming 58's pilothouse.

Fleming Yachts 58 layout

In the Option B layout, the movable chairs to starboard are replaced by a loveseat.

The Galley.

Forward to port, the galley has a large aft counter (granite or Corian) for food preparation and serving. Outboard are two sinks with a gooseneck-style faucet, so the cook can fill a large pot. Forward, there's a four-burner induction stove with pot racks, a convection/microwave oven and a 20.5-cu. ft. side-by-side refrigerator/freezer. There are slide-out bins for trash and storage in a variety of compartments, including pull-out pantry shelving and a spice rack. The boat comes with a waste disposal, and she's wired for an optional dishwasher.

Fleming Yachts 58 galley

The galley has plenty of counter space and sliding windows, so the cook can let in fresh air while preparing dinner.

Fleming Yachts 58 corner

Fleming calls this swing-out compartment "Magic" corner storage, and it will come in handy for odd-sized pots and pans.

The Pilothouse.

Fleming Yachts are known for having smooth flow from the aft deck to the pilothouse, and the 58 is a good example. A crewmember can walk to the helm unobstructed. From the pilothouse, there are stairways to the flybridge or to the accommodations deck. Aft the helm seat, there's a lounge that will seat two-to-three people around a table that swivels for easy access. An in-fill cushion provides a pilot berth on the port side, so captains can take turns sleeping during an overnight run. Available options in the pilothouse include a day head to starboard and an additional captain's seat. Sliding doors access the port and starboard side decks, so a captain and a deckhand can pull into a slip and tie up easily.

Fleming Yachts 58 pilot house

In the Fleming 58's pilothouse, there's a lounge area, so passengers can keep the captain company and deck doors to port and starboard.

The Lower Helm.

At the lower helm station, the captain runs the Fleming 58 from a Stidd 500 XL low back helm seat with chrome trim and Ultraleather upholstery. For old-school navigation, there's a chart table to starboard. The engine instruments are displayed on a 15" color touchscreen with dedicated space for autopilot control. The Boning 15" color screen also displays the central monitoring system for all onboard systems and digital switching. The backlit Boning EOP engine start and stop panels have transponder keys, and the engine controls are Glendinning EEC 3 electronic units, with a backup system as standard. Steering is

electro/hydraulic. Windshield wipers are heavy-duty models with intermittent controls and freshwater washdown. There are stairs down to the accommodations deck and up to flybridge front and center.

Fleming Yachts 58 dash

The Fleming 58's dash uses high-tech Boning digital monitoring to keep the captain apprised of numerous onboard systems.

Accommodations Deck

Full-Beam Master.

We think that most owners will go with the Optional Accommodation Layout B with the full-beam master stateroom. To get down there, the Fleming 58 has stairs from the pilothouse down to the cabin deck to starboard. The berth is on the centerline so the effects of vessel movement will be minimalized. Outboard to starboard, there's a desk with a built-in vanity, and to port is storage. Because the boat is meant for extended cruising, Fleming gave the 58 plenty of storage capacity with a full walk-in closet, two hanging lockers, and two bookshelves. The master stateroom comes with a large flatscreen TV mounted up high on the entryway bulkhead.

Fleming Yachts 58 master stateroom

In addition to spanning the boat's beam, the master stateroom has substantial headroom.

Fleming Yachts 58 vanity

To port of the centerline berth, the desk has this flip-up vanity, and notice all of the drawers and cabinets for storage.

Fleming Yachts 58 tv

The flatscreen TV is mounted up high in the forward bulkhead, so a couple can watch a movie while relaxing in bed.

Bow Stateroom.

In the standard layout, the Fleming 58 has the traditional master stateroom in the bow with a queen-sized berth on the centerline and two hanging lockers aft. There's an overhead skylight with steps up to the berth on each side. When the master stateroom is in the bow, the head is to port with a sink, full walk-in shower, and toilet. When this cabin is for use by VIPs, the head is to starboard with the same basic amenities.

Fleming Yachts 58 vip

Regardless of whether it's called the master or VIP stateroom, the bow cabin will comfortably accommodate a couple.

Fleming Yachts 58 bow

If more individual sleeping space is required, the bow can be configured with two separate berths in this V design.

Guest Cabins.

In the standard layout, guests on the Fleming 58 would sleep in two aft staterooms. The port side has two single berths with foam mattresses running fore to aft, walking space in between, and a hanging locker outboard. The starboard cabin has L-shaped berths with the upper bunk running fore to aft and the lower one running athwartships. The hanging locker in this cabin is a little bigger. The optional layout has the guest quarters to port with stacked bunks and a small hanging locker.

Fleming Yachts 58 bunk bed

In the standard below decks plan, the starboard cabin has the upper berth outboard and the lower one running across the aft end.

The Heads.

Fleming lists minimum headroom at 6'6 12" (2.0 m) throughout the below decks area, so most guests should feel comfortable taking a shower on the boat. In the standard layout with the master stateroom in the bow, the head is en suite to port, and the occupants of the two guest cabins share the day head forward to starboard. With the full-beam master stateroom, the private head is to port, and the bow and port cabins share the facilities that are forward to starboard. Fleming uses Hans-Grohe faucets, Planus toilets and walk-in showers with glass doors framed in stainless steel trim. There are air conditioning ducts and GFCI electrical outlets in each head as well.

Fleming Yachts 58 shower

The full height stalls have the showerhead as high as possible to accommodate taller passengers.

Fleming Yachts 58 counter

It's a small detail, but notice the amount of counter space around the sink in the master head.

Laundry.

Clothes get dirty during a long cruise, so a stacked washer and dryer come standard on the Fleming 58. In the conventional layout with the master stateroom in the bow, there's a linen locker across from the laundry in the passageway.

Fleming Yachts 58 laundry

Laundry needs to be done, but no one wants to spend too much time doing it, the Fleming 58 comes standard with a full-sized washer and dryer.

Walk-In Engine Room.

Access to the Fleming 58's engine compartment is provided through a large hatch in the aft deck sole. The area has stand-up headroom, and there's space outboard of each engine for a technician to work. The bow thruster is a Sidepower SP240TC 15.5-hp. Raw water strainers are Groco and Fleming uses Racor fuel filters, 75/1000 Max for the engines and a 500MA for the generator.

Fleming Yachts 58 engine

A walk-in engine room on a boat in this size range makes it much easier to service. The fuel filters are readily accessible forward and just above is the fuel management system.

Fleming Yachts 58 fuel

Here's a closer look at the fuel management system, and notice the engine-room camera in the upper left hand corner.

Lazarette.

Abaft the engines, the lazarette houses the Hypro electro/hydraulic power pack for the primary and backup steering and gear for the steering system. The 320-gallon (1,211 L) polyethylene water tanks are also in this area.

AC Electrical Systems.

On the AC side, the Fleming Yachts 58 comes with a 220-volt, 17 kW Onan eQD generator, a 3,500-watt, 110-volt, 60Hz pure sine wave Outback inverter, two 50-Amp Charles Isolation Boosting transformers, and an inverter remote control with bypass system. There are 220-volt, 50-Amp shorepower inlets fore and aft and AC outlets throughout.

DC Electrical Systems.

For DC power, the main ship's system has three isolated 24-volt Lifeline AGM battery banks with a Mastervolt 30-Amp Chargemaster charging system. Two 24-volt DC converters and a battery backup system are on the flybridge. Battery power levels are displayed on a remote panel in the pilothouse.

Freshwater Systems.

Total freshwater capacity is 320 gallons (1,211 L), and the twin tanks have sight glasses. Water is pumped through two 24-volt DC Gianneschi pumps and heated by a 20-gallon (75-L) Torrid water heater with 220-

volt AC heating element and heat exchanger coil. Freshwater faucets fabricated from 316 L stainless steel are on the flybridge and foredeck and in the cockpit.

Construction.

Fleming Yachts builds the 58 with a solid fiberglass bottom reinforced with an interlocking matrix of frames and box-section stringers. They provide strength and impact resistance that exceed European A Ocean class ratings, according to Fleming. Additional reinforcement is built into the stern, the chines, around the stabilizers, the keel, and in the bow ahead of the collision bulkhead. Vinylester resin is used and five coats of epoxy are applied over the gelcoat below the waterline to protect against blistering. The full-length keel extends below the running gear to provide directional stability, and it has a stainless-steel shoe to protect in an unintentional grounding. In the superstructure, Corecell foam is used for strength and weight savings.

Propulsion System.

The Fleming Yachts 58 comes standard with twin MAN i6 800HP Common rail diesels and Cummins QSC 8.3 500HP engines are available options. The engines put their power to the water through a Seatorque Bolt on Shaft System (BOSS) with recessed I-bracket struts. The Seatorque system transfers the torque from the engines to the hull, which reduces vibrations. The shafts also run inside oil-filled tubes, eliminating the need for stuffing box and cutlass bearings.

Performance.

We haven't tested the Fleming Yachts 58, but the manufacturer provided us with some baseline numbers with the MAN 800-hp engines and ZF360A transmissions. At 9 knots, the fuel burn is 11 gph, giving her a range of approximately 1,186 nautical miles. High cruise is estimated at 17 knots and maximum speed is 20 knots.

Fleming Yachts 58 running shot

With her semi-displacement design, the Fleming 58 gives owners the option of cruising for distance at 9 knots or picking up the pace to 20 knots when necessary.

Price.

\$3,053,895 with twin MAN R6-800 engines.

Warranty.

General warranty is one year from the date of delivery. Hull structural warranty including blistering is five years.

Observations

Since the Fleming Yachts 58 was introduced in 2012, the manufacturer is now on Hull #21. We could envision a couple retiring and living aboard a boat like this, summering off the Downeast coast of Maine and heading down the Intracoastal during the winter months.