

ANIMAL MAGNETISM: YACHT CHARTER IN THE GALAPAGOS

Yachting®

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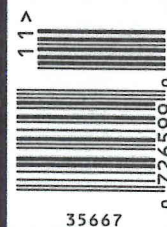
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Also Inside:
The Fleming 55



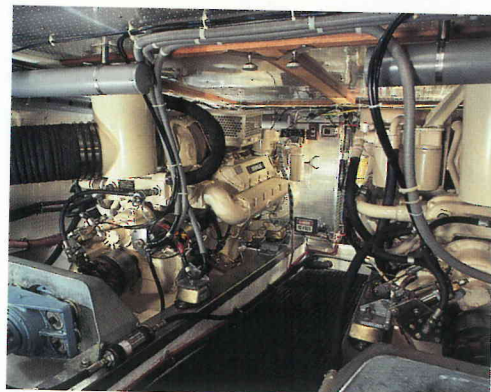
U.S. \$3.00 CAN. \$3.50 £2.50

Fleming 55

*A home away
from home.
Attention to
detail inside
and out raises
the ante for
this long-range
power cruiser.*



The inside helm of the Fleming 55 makes a person feel as though he's piloting a small ship, a feeling the boat encourages with her seakeeping ability. Teak joinery is standard and beautifully matched and finished. Tony Fleming's passion for systems shows in the immaculate engine room.



I CAN REMEMBER THE FIRST TIME I saw a Fleming in the late 1980s. Reminiscent of the 1960s vintage Alaskan 49, her lines were conservative in tone, but timeless in fashion. This was no accident—her creators, Tony Fleming and the late Anton Emmerton, were instrumental in the development of the Alaskan 49 for American Marine. Together, with the help of San Diego naval architect Larry Drake, the two Englishmen set about refining the Alaskan concept and launched the first Fleming, a 50-footer, in 1987. Since that time, 52 Flemings have been built, and the design has evolved with the addition of five feet to the cockpit. Today the Fleming 55 is considered one of the finest serious cruising yachts in her class.

Fleming's East Coast distributor, Art Burr, of Burr Yacht Sales in Edgewater, Md., arranged my sea trial aboard *Jonique*, a new 55. Her interior spaces are designed for living aboard and you can order the arrangements with two or three staterooms. Teak joinery is well matched and carefully fitted. Small touches, such as the beautifully crafted articulating hi-lo saloon table and the custom galley stowage areas tailored to accommodate cooking and dining accessories, illustrate

Top photo by Bob Dollard; Middle and bottom photo by Forest Johnson

Fleming's attention to detail. Even a dumb-waiter, designed to deliver goodies from the galley to the flying bridge, is standard. The pilothouse is ship-like in its layout and the Portuguese bridge and full walk-around decks will be appreciated by anyone who enjoys spending time at sea. Above, a secure flying bridge control station is accessible from the pilothouse, and the boat deck can accommodate a 14' tender. A cockpit coaming door and a platform with hidden swim ladder are standard.

BUILT IN THE TUNG HWA YARD in Taiwan under the supervision of Tony Fleming, the 55's fiberglass finish is first class, and the perfection of her ersatz planked topsides challenge the most experienced eye.

Systems are clearly Tony Fleming's passion. As an example, he engineers and manufactures his own (very quiet) water-lift exhaust system. Aquadrive isolation systems mate shafting and engines via constant-velocity (CV) joints and dampened thrust bearings. This allows the engines to be flexibly mounted and helps eliminate the transmission of engine vibration through the hull structure. As a result, mechanical noise in the pilothouse and on the bridge is surprisingly absent.

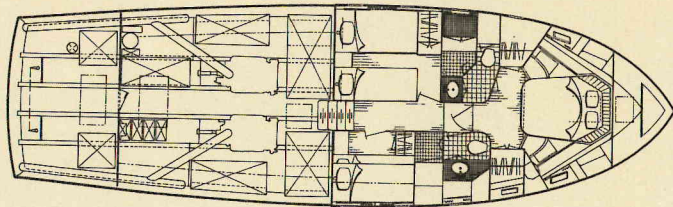
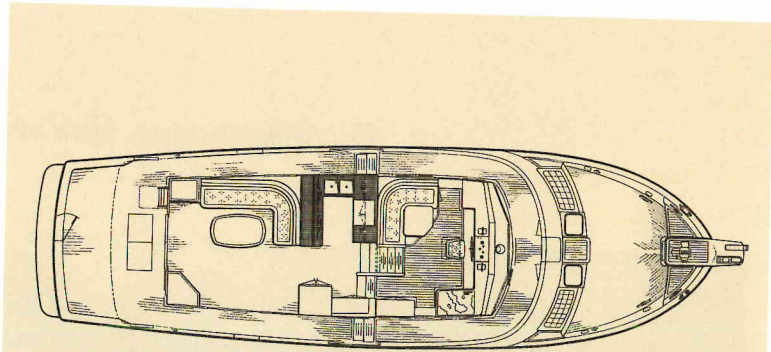
A 15-kw Onan generator with a sound shield supports heavy a.c. loads, such as air conditioning, but more often than not, the 55's excellent ventilation will do the trick.

The 55's semi-displacement hull form features a very fine entry and a 12-degree dead-rise at the transom. The result is an efficient operation at 8 to 10 knots. Her generous topside flare provides reserve buoyancy and a dry ride in a head sea. *Jonique* was fitted with optional 435-hp 3208B-TAs. The 16-knot cruise they provide is an attraction, but I prefer the easygoing economy you get at a lower throttle setting. Her 1,000 gallons of fuel gives a range of about 2,000 nautical miles at 8 knots. Handling is excellent and a deep keel dampens the effects of windage at dockside and also offers some protection to the running gear in a grounding.

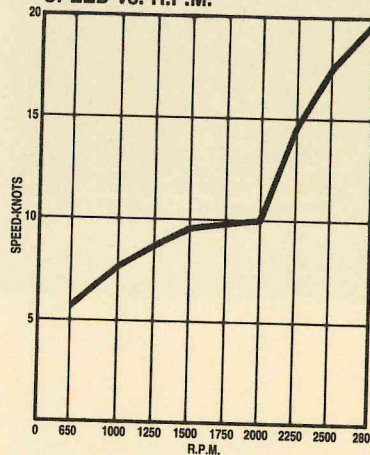
Base price for the 55' Fleming is \$688,800. Air conditioning and bow thruster add \$35,000.

If you enjoy spending your time aboard away from the dock, the Fleming 55' is a nice way to go. □

Contact: Fleming Yachts, Inc., Dept. Y, 510 31st St., Newport Beach, CA 92663. (714) 723-4225; fax (714) 723-4093.

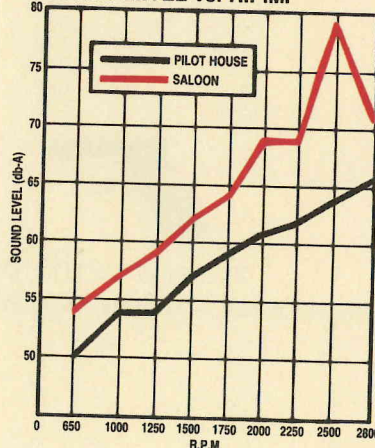


SPEED vs. R.P.M.



- LOA 55'9"
- Beam 16'0"
- Draft 5'0"
- Displ. 68,000 lb.
- Water 300 gal.
- Fuel 1,000 gal.
- Power 2x 3208NA Caterpillar (210 hp ea.)
- 2x 3208TA Caterpillar (375 hp ea.)
- 2x 3208B-TA Caterpillar (435 hp ea.)
- Construction Fiberglass (solid hull, balsa-cored deck and superstructure)
- Base Price \$688,800

SOUND LEVEL vs. R.P.M.



Sea trials were conducted at Stuart, Fla., on the ICW. Seas were calm, wind negligible. The boat carried a full load of water and a half-load of fuel. Speed was timed by radar and sound measured with a conventional sound meter.