

FIRST LIGHT - FLEMING YACHTS



Builder: [FLEMING YACHTS](#)

Beam: 13' 0" (4.04 m)

Year Built: 2011

Max Draft: 13' 1" (4 m)

Model: N/A

Price: \$260,000 USD Subject to change.

[See full listing on our website](#)

Location: Seattle, United States

LOA: 34' 0" (10.62 m)

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OVERVIEW

Motor yacht FIRST LIGHT is a 34 ft / 10.6 m pilothouse luxury cruiser, meticulously built by Fleming Yachts/Corvette Marine and delivered to a discerning owner in 2011; currently offered for sale, this graceful vessel sleeps up to 4 guests in 2 tranquil staterooms. Refer to the Other Details section below for full specifications.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
2011

Model Year:
2011

Country:
United States

Dimensions

LOA:
34' 0" (10.62 m)

Max Draft:
13' 1" (4 m)

Beam:
13' 0" (4.04 m)

Speed, Capacities and Weight

Water Capacity:
137 Gallons

Fuel Capacity:
290 Gallons

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

FRP

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

2

Fuel Type:

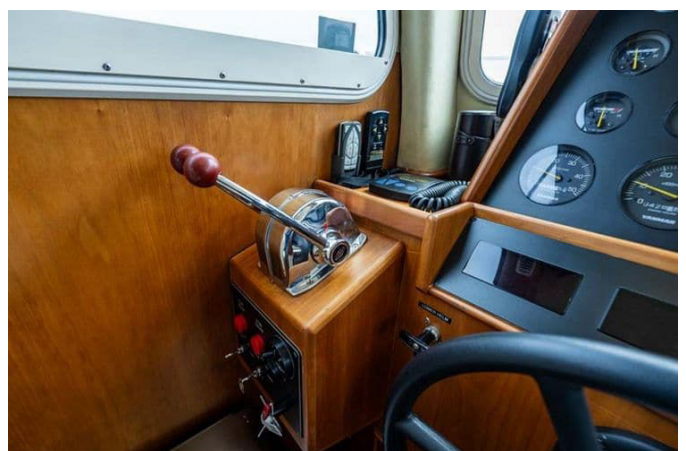
Diesel

Manufacturer:

Yanmar

GALLERY



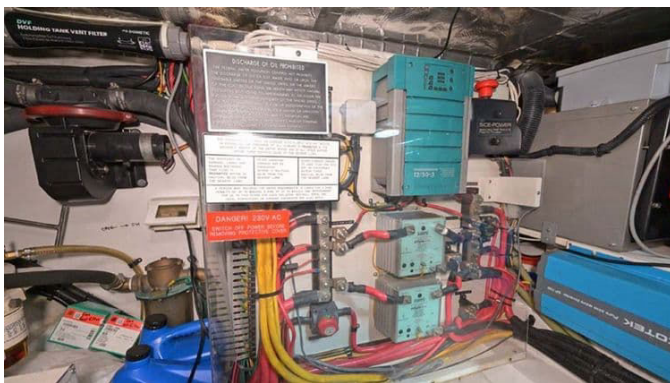














DETAILED DESCRIPTION

Description

First Light is a rare and meticulously finished Corvette 340, built at the Fleming Yachts factory to the same impeccable standard of craftsmanship. Only six Corvette 340s were produced, with First Light delivered as hull number five; just two reached North America, and this example stands as the finest of the series. Offered by her original owner and commissioned for a Fleming 65 owner seeking a "Baby Fleming," she was specified with virtually every option and the best equipment available at the time, and she has been moored in fresh water for her entire life. Her layout is exceptionally functional and surprisingly spacious for her length, providing ideal family cruising with comfortable accommodation for four adults and generous ensuite heads. Performance is genuinely impressive, with an efficient, complex hull form delivering a 17 knot cruise at approximately one nautical mile per gallon and an economical 10 knot cruise at roughly 1.4 nautical miles per gallon. From Kabola hydronic diesel heat and a comprehensive Furuno electronics suite to exquisite teak joinery and custom polished weld stainless craftsmanship, First Light represents a superb opportunity for a discerning, knowledgeable buyer. She is priced aggressively for a prompt sale and has just been serviced, professionally detailed, and bottom painted; your inspection is warmly encouraged.

Salon

The central salon welcomes you with generous headroom and wraparound windows that flood the space with light. A custom L shaped settee pairs with a dining table for effortless meals or relaxation, and the clever flip helm seat converts the dinette into a comfortable C shaped lounge. An entertainment

console integrates ample storage and a flip up LCD TV, while fore and aft companionways provide direct access down to the accommodations. Underfoot, a teak and holly sole with removable carpet runners complements abundant under settee stowage. Comfort is assured by a dedicated zone of hydronic heat.

Galley

Adjacent to the salon, the galley is fitted to starboard (or to port, depending on fit out) and balances compact dimensions with genuine culinary capability. An electric cooktop teams with an oven/grill, while Corian counter surfaces provide durable, elegant workspace. A refrigerator with a small freezer compartment keeps provisions shipshape, and abundant under counter and overhead lockers organize galleyware. An opening hatch allows easy pass through service to the aft deck, and the space is handed over complete with cutlery, dishware, cookware, and essential equipment.

Owner's stateroom (aft cabin)

The full beam aft owner's stateroom centers on a beautifully crafted island tapered queen berth, illuminated by focused reading lights and purposeful task lighting. A spacious wardrobe is complemented by additional cabinetry, and a custom vanity with a hinged stool adds a refined daily ritual. Several large opening portlights invite natural light and fresh air and are fitted with blackout shades for restful nights. For convenience and safety, an ICOM CommandMic III enables VHF monitoring right at the berth, and a dedicated hydronic heating zone keeps the space perfectly temperate.

Owner's stateroom head

The ensuite is arranged as a split facility, with the head and vanity to starboard and a separate shower compartment to port, creating a bright, private and practical space. Watertight storage keeps essentials dry at sea, and the electric fresh water flush Planus toilet underscores the premium specification. Each compartment benefits from large opening frosted windows for ventilation and natural light, while Grohe fixtures and Corian counters complete the upscale finish. A separate hydronic heating zone enhances comfort in cooler climates.

Guest stateroom (forward cabin)

Forward, the guest stateroom offers two single berths—one to port and one to starboard—served by an overhead hatch and side windows that provide excellent daylight and airflow, all with blackout shades for privacy. Thoughtful storage solutions above and below the berths pair with reading lights for nighttime comfort, and a proper privacy door separates the cabin from the salon and companionway. A dedicated hydronic heating zone ensures guests are as comfortable as the owners.

Guest stateroom head

The forward ensuite head includes a proper shower stall, an electric freshwater flush Planus toilet, and a vanity with storage below and a handy shelf above. Ventilation and lighting are excellent thanks to portlights or a hatch, while Grohe fixtures and Corian counters deliver a refined, durable finish. A separate hydronic heating zone keeps the space warm and welcoming.

Helm

The lower helm is set to port within the main salon and offers superb sightlines underway and alongside. A custom helm seat flips to expand the dinette when not in use. The console is comprehensively outfitted with Furuno NavNet 3D chart plotter, ICOM CommandMic III VHF, AIS, and camera feeds from the engine room and aft view displayed on the Furuno plotter. Controls include Maxwell AA560 AutoAnchor windlass control, Sidepower bow thruster with remote, GoLight RadioRay spotlight remote, Fusion stereo, Plastimo magnetic compass, and Sensotex sensors for fuel, water, and waste. Engine instrumentation covers oil pressure, coolant temperature, and engine RPM with hours, complemented by controls for three wipers, Bennett trim tabs, 12v switches, a 12v DC outlet, Kabola diesel heat, and the generator remote panel.

Aft deck & swim platform

A sociable aft deck features opposed molded seating for four with integrated storage, leading by easy steps down to the extended swim platform with a boarding ladder. Teak deck surfaces enhance the look and feel; note that teak deck adhesion is failing and the decks will require repair or replacement. The swim platform carries a Seawise manual davit for launching and retrieving the Avon nine foot inflatable tender, and practical fender storage hoops are fitted on the aft rail.

Flybridge & upper helm

Above, the upper helm mirrors the primary controls with duplicate electronics, including Furuno NavNet 3D chart plotter, Furuno NavPilot autopilot controller, Furuno FI 50 multifunction display for speed and depth, ICOM IC M604 Marine VHF, Sidepower bow thruster control, Fusion stereo control, Plastimo

magnetic compass, engine RPM gauge with hours, Bennett trim tab controls, 12v switches, and a 120v AC outlet. A three place helm seat with storage and armrests flips fore and aft to create rear facing seating at the dining table, which is served by opposed molded seating for four with storage and a centerline folding teak table. A bimini with folding frame (new canvas 2/2026), a hinged stainless steel electronics arch, and tailored canvas covers for the helm and all seating complete this versatile outdoor bridge.

Engine room

Mechanical spaces are immaculately arranged around twin Yanmar 6LP STP diesels rated at 315 hp each, showing 430 hours and last serviced on 2/9/2026, driving through Yanmar KMH50 gearboxes with 2.43:1 ratio and R&D Flexible Couplings. The running gear features Aquamet 22 shafts measuring 1 three quarter inches and Lasdrop dripless shaft seals, turning Nibral four blade propellers of 23 inches diameter and 24 inches pitch. Steering is by Ultraflex sealed hydraulic system, with Morse MT3 dual function controls at the helms, a 12v Side Power bow thruster for precise maneuvering, and Bennett hydraulic trim tabs for optimal running attitude. Heat throughout is supplied by a Kabola Compact 7 diesel hydronic heater with multiple zoned thermostats.

Construction

The hull is solid fiberglass laminated with vinylester resin and protected by five coats of epoxy barrier coat beneath the bottom paint (new bottom paint applied January 2026). The structural grid—stringers, frame, engine beds, and the forward engine room bulkhead—is molded and installed as a single, rigid unit for strength and longevity. The deck and superstructure are molded glass with CoreCell M foam core, finished in U.S. manufactured Cook gelcoat for

lasting gloss and durability.

Deck & hull

Teak decking is laid on all weather decks using vacuum bag techniques; note that in some areas adhesive has begun to fail and repair or replacement will be required. The hull and superstructure were machine polished on 2/15/2026 to a deep, even shine.

Fuel system

Fuel capacity totals 290 gallons, split evenly between two tanks of 145 gallons each. The fiberglass tanks are internally baffled and served by individual fillers and vents, with emergency supply valve shutoffs located in the Gas and Fuel Shut Off locker forward of the main cabin door. Each tank is monitored by a Sensotex fuel sensor. Fuel supply and return are kept to the same tank for cleanliness and accuracy: the port engine draws from the port tank, the starboard engine from the starboard tank, and the generator is supplied by and returns to the port tank. Filtration is via Racor fuel filters fitted with vacuum gauges for on the fly diagnosis, and the Kabola hydronic furnace is supplied from the starboard tank.

Water & waste system

Engineered for reliability and simplicity, the freshwater system carries 137 gallons in a stainless steel tank located beneath the aft cabin berth, complete with a shutoff valve and a Sensotex level sensor. Pressure is smooth and quiet thanks to a Flojet Sensor VSD 3.7 variable speed freshwater pump, while a 5 gallon insulated hot water tank delivers hot water via shore power or by harnessing heat from the starboard engine's cooling loop. The black water

system is equally robust, with 39 gallons held in a stainless steel tank beneath the forward cabin steps, odor controlled by a Sealand filter and serviced by a Johnson Viking Power 32 macerating overboard pump. Two Planus Artic electric toilets feature switchable three way valves for discharge either overboard where permitted or to the holding tank. For peace of mind, the bilge system includes three pumps: two automatic electric units (one at the aft end of the engine room and one at the aft end of the forward cabin) and a manual pump positioned on the starboard side deck.

Electrical equipment

Power management is intelligently divided, with a 12 volt DC system feeding two isolated battery banks—one dedicated to the main engines and generator, and one serving house loads. The house bank comprises four Lifeline AGM six volt batteries wired in series to deliver 600 Ah at 12 volts, supplying specified AC circuits through the Outback inverter/charger. The engine/generator bank employs two Lifeline AGM 12 volt batteries rated at 1120 CCA each for confident starting. Charging is comprehensive: a Mastervolt Chargemaster 12/50 3 maintains the banks from 50 amp shorepower; twin 150 amp 12 volt engine alternators charge via an X Port charge divider; the Onan 5 kW generator contributes underway or at anchor; and the Outback inverter/charger can replenish the house bank at up to 120 amps. The AC system is 220/110 volts, single phase at 60 Hz. Shore power is taken aboard through a 50 amp 125/250 volt shorepower cord and routed via a Charles isolation transformer to prevent galvanic corrosion, with GFI protection; inverter and generator circuits are likewise GFI protected. An Outback VFX 2812M pure sine wave inverter (110 volts, 2,800 watts) paired with a 120 amp 12 volt charger and remote panel underpins quiet ship service, and an inverter bypass is installed for seamless redundancy. The Onan 5 kW 220 volt, 60 Hz generator shows 128 hours and was last serviced on 2/9/2026.

Mechanical equipment

Ground tackle and tender handling are effortless, thanks to a Quick Antares 1000 watt 12 volt anchor windlass up front and a Seawise manual davit for the tender, delivering dependable function with minimal complexity.

Safety & navigation

Safety equipment is thoughtfully specified, beginning with a Fireboy fire suppression system protecting machinery spaces. Clearly labeled emergency shutoff valves serve the gas oven and stove as well as the diesel fuel tanks, while required carriage gear includes the USCG Rules of the Road, properly sized PFDs, a throwable device, approved flares, and sound signaling devices. Together, these measures complement the yacht's navigation suite to promote confident passagemaking.

Tender

A dependable companion for shoreside adventures, the package includes a 1998 Avon nine foot inflatable tender powered by an 8 hp Mercury outboard, ready for beach landings, harbor hops, and ship to shore errands.

Recent maintenance

Meticulously maintained to be turnkey, the yacht benefited from a comprehensive service campaign in February 2026: fresh bottom paint was applied; propellers were inspected and precision tuned; the exterior received a full professional detail, polish, and wax; a new flybridge bimini canvas was fitted; and both main engines and the generator were serviced. The result is a vessel presented in crisp, ready to cruise condition.

Exclusions

All personal property is excluded from the sale unless expressly identified and included in the purchase agreement and listing specifications. Personal property refers to items not permanently attached to the vessel, including but not limited to artwork, loose furnishings, and recreational or entertainment equipment. Marketing materials, advertisements, and photography may depict the vessel with personal property; however, such items are excluded unless specifically included as provided herein.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

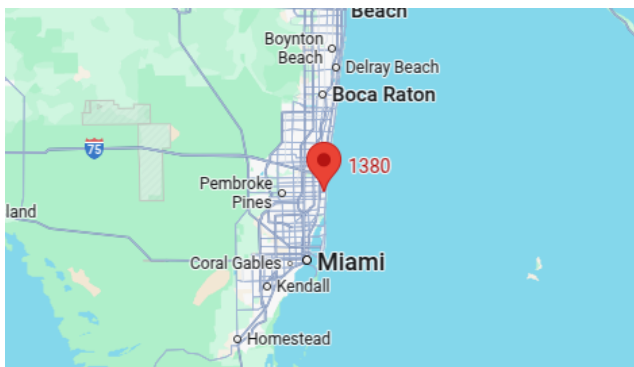
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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