



The slightly overlapped jib is easy to handle, while the full-batten main provides plenty of get-up-and-go (left). The 349 is fairly traditional in layout and trim, with a centerline table flanked by settees, and it includes a workable galley (above).

Keep It Simple – or Not

With a long list of options, the Jeanneau Sun Odyssey 349 can be configured to suit your style and budget. *By Mark Pillsbury*

When our morning sea trial aboard the Jeanneau Sun Odyssey 349 came to a close last winter on Florida's Biscayne Bay, I jotted down in my notebook: "Lively and fun to sail. I like it." In a light breeze of 8 to 10 knots, we scooted right along with the knot meter dancing in the mid 5 to 6 range. The 110 percent jib tacked so easily I barely needed a winch to sheet it home; heeled, the twin rudders dug in, making steering a fingertip affair.

The 349, a product of Marc Lombard and the Jeanneau design team, completes the present Sun Odyssey range and hints at changes to come as the design cycle begins anew. On this boat, hard hull chines begin farther forward than on other models (at the mast) and carry all the way aft to provide added stability and volume to the interior. Positive sheer — the line of the deck is

raised amidships and dips slightly toward the bow and stern — also increases space below, particularly in the saloon, and allows the designers to keep the cabin house's profile low and sleek.

This boat is the smallest in the range, and the builder worked hard to keep its price — \$127,000 for the pared-down basic model destined for North America — attractive for new owners and those who want to trade down to something more affordable. To do this, Jeanneau has loaded up the options list: the swim platform, third sleeping cabin (aft, to port), and teak cockpit sole and decks are all available as add-ons. The basic boat comes with a conventional main and jib, whose sheets run through friction rings on the cabin top (rather than the jib sheets led through adjustable fairleads). Swept-back spreaders eliminate the need (and cost) of a backstay,

so adding a square-top main becomes an option (a self-tending jib, an A-sail and race boat-style adjustable friction rings can all be added too). A windlass and teak trim around the companionway are also standard.

The basic boat has a double aft cabin and double V-berth, and a large locker aft to port, accessible via a hatch in the cockpit (another option) or else through the head compartment that's to port at the foot of the companionway. The interior layout includes a centerline table, settees to port and starboard, a fold-up nav station and a galley that includes a 12-volt fridge/freezer and two-burner stove and oven.

Regardless of the option package, the hull is solid fiberglass. As with all boats in the Sun Odyssey range, the deck is infused. A buyer has three keel options: standard, shoal and a swing keel for really thin water.

Twin wheels in the cockpit give the exterior a contemporary look, but considering the boat's beam, also let the helmsman perch on the rail with excellent sightlines forward. There's plenty of room to stretch out on the cockpit benches; it's an owner's call whether to go for the optional cockpit table, available in either teak or StarBoard. I'd prefer the table, as it gives crew something to brace against on a beat.

As I said at the start, I like the new 349. The basic boat sails just fine. From there it's up to you to decide how many frills you need to add.

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