

Clara Eve

Jeanneau 439 (2015)

The new Sun Odyssey 439 now nestled well in the middle of the cruiser pack. With this Philippe Briand designed hull, Jeanneau has added a gene to their DNA by the inclusion of a hard chine throughout their range. This "new attractive look", in theory adds to the form stability, lateral resistance, and hull rigidity is placed relatively high on the hull and would not come into its own unless on a heavy heel.

The Sun Odyssey 439 is a thoroughly modern family cruiser, incorporating several of the latest design trends. I am a convert to the concept of twin helms. Two helms add redundancy to the steering system, permit the helmsperson a clear view of the sail trim on both tacks, and a choice of sides to steer from when maneuvering in tight conditions. They open up the aft entrance into the cockpit, which allows for the imminently practical drop-down transom/boarding platform. They free space for a walk-around cockpit table, which holds the navigation screen, stowage space, and cup holders, and folds out large enough to become the main entertaining center. One of the core concepts of the 439 is to bring all sailing functions back to the cockpit, and the most immediate of them, the sheets, directly to the helm stations. The primary winch placement lies readily at hand for the helmsperson, qualifying this as a short-handed cruiser. All this running rigging running aft from the mast is hidden under sea hoods, leaving the deck clean looking and clear of obstructions. The pushpit rails extend forward of the helms creating a sense of security. The anchor rollers extend far enough forward to protect the plumb stem.

Jeanneau does a nice job of partnering rich woods with white paneling to create an interior that is simple yet stylish. They offer several layout options, but I believe the most popular choice will be the three-cabin/ two-head version as it offers a spacious private owners cabin forward with a handy seat and vanity desk. Especially as the demographics of sailing are increasing in age, the more easily accessed island berth in this option will find favor. The double-berth aft cabins are spacious enough to house a gaggle of guests. The entire interior is awash with light due to eight deadlights and eleven ports and hatches. The main saloon is spacious yet rendered safe at sea with the strategic placement of several leather covered stainless-steel handholds. The main saloon table is cleverly designed. A fixed center console creates a fiddled stowage space on top and a wine/liquor cabinet below. The table leaves flip over instead of dropping down, thus it can be used at half size, or doubled without having to evacuate the seats or interfering with knee space. Across the aisle a divided settee has a central cocktail table/navigation station, that with the flip of the seats becomes his & hers computer stations. The L-shaped galley is well thought out with generous fiddled counter space, usable stowage areas, double stainless-steel sinks, two-burner stainless-steel stove/oven, and an attractive splashguard separating the galley from the main saloon. I believe the traditional slab-reefing mainsail is more congruent with the 439's performance persona. The Yanmar 54-horsepower diesel, driving a three-bladed fixed prop, pushed us at 7 knots with power to spare. The boat backed well due to its deep spade rudder. The Lewmar helms are solid yet responsive, and the controls are well laid out and easily at hand.

The 439 is well conceived, it offers a balance of style, performance, and lush living. Most importantly, Jeanneau builds and backs solid boats with their commendable two-year "bumper to bumper" warranty. Talk to us about owning a yacht in the Sunsail worldwide fleet.

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| Hull | Tanks | Accommodation |
|---|--|---|
| <ul style="list-style-type: none">• LOA: 13.34 m / 43'9"• LWL: 12.99 m / 42'7"• Displacement: 9640 kg / 21253 lbs• Beam: 4.24 m / 13'10"• Draft: 2.2 m / 7'2" | <ul style="list-style-type: none">• Fuel: 200 L / 53 GAL• Water: 330 L / 87 GAL• Holding: 54L / 18 GAL | <ul style="list-style-type: none">• Berths: 6/8• Head: 2• Cabin Heat: Yes• Stereo: Yes• Staterooms: 3 |

| Galley Equipment | Electrical | Engine |
|---|---|---|
| <ul style="list-style-type: none">• Stove/Oven: 3 burner• Hot Water: Yes | <ul style="list-style-type: none">• Batteries: 1 start/2 house• 115V Wiring: Yes | <ul style="list-style-type: none">• Type: Yanmar• HP: 54 |

- Pressure Water: Yes
- Refrigeration: Yes
- Freezer: Yes
- Microwave: No

- Battery Charger: Yes
- Water Heater :Yes
- Bilge Pumps: 1 electric, 1 manual

- Drive: Sail
- Cooling: Fresh Water
- Propeller: 3 Blade feathering Max

Navigation Equipment

- Depth Sounder: Yes
- Knot Meter : Yes
- GPS: Yes
- Radar: Yes
- Autopilot: Yes
- Plotter: Yes
- VHF radio : Yes
- Binoculars: Yes
- Hand compass : Yes

On Deck

- Main sail: Stack Pack
- Cruising Chute: Option
- Dodger: Yes
- Bimini : Yes
- Steering: Twin helm
- Windlass: Yes
- Anchor 1: Bruce
- Chain: 150'
- Rode: 200'

Extras

- Dinghy
- Outboard
- BBQ
- Cockpit table
- Cockpit shower
- Crab trap
- Bow thruster