

Sun Odyssey

349



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JEANNEAU



TECHNICAL INFORMATION

Overall length: 10,34 m / 33' 11"
 Overall length with bowsprit:..... 10,69 m / 35'
 Hull length: 9,97 m / 32' 8"
 Waterline length: 9,40 m / 30' 10"
 Beam: 3,44 m / 11' 3"

Displacement: 5 340 kg / 11 773 lbs
 Standard keel draft: 1,98 m / 6' 5"
 Shoal keel draft: 1,49 m / 4' 10"
 Swing keel draft: 1,26 - 2,54 m / 4' 1" - 8' 4"

Cabins: 2 / 3
 Berths: 4 / 6 (+2)

Engine power:Yanmar 21 Hp / 15 kW
 Fuel capacity: 130 l / 34 US gal
 Water capacity: 206 l / 54 US gal
 Cold capacity: 100 l / 26 US gal

Sail area:

- Standard mainsail..... 30,7 m² / 330 Sq ft
 - Performance mainsail 34,1 m² / 367 Sq ft
 - Genoa 24,6 m² / 265 Sq ft

CE Category:A6 / B8

Designers: Marc Lombard - Jeanneau Design

VERSIONS • LAYOUTS

Fixed keel version
 Shoal keel version
 Swing keel version

2 cabins / 1 head
 3 cabins / 1 head

Interior woodwork in Teak or Grey Cedar

SAILING FEATURES

The latest in hull design technology from Marc Lombard featuring sharp hull chine.

Benefit - added stability, performance & greater control when sailing in stronger breezes.

Positive Sheer®: the hull-to-deck line curves upwards.

Benefit - Increased interior volume and headroom while maintaining a low deck profile and elegant lines.

Advanced “Prisma Process” injection laminated deck.

Benefit- reduced weight in deck offers greater stability when sailing, therefore the keel does not need to be as heavy to achieve high stability.

CE rating - Category A for Unlimited Ocean.

Benefit - Provides piece of mind that the Sun Odyssey 349 can handle seas when conditions deteriorate.

Twin rudder design

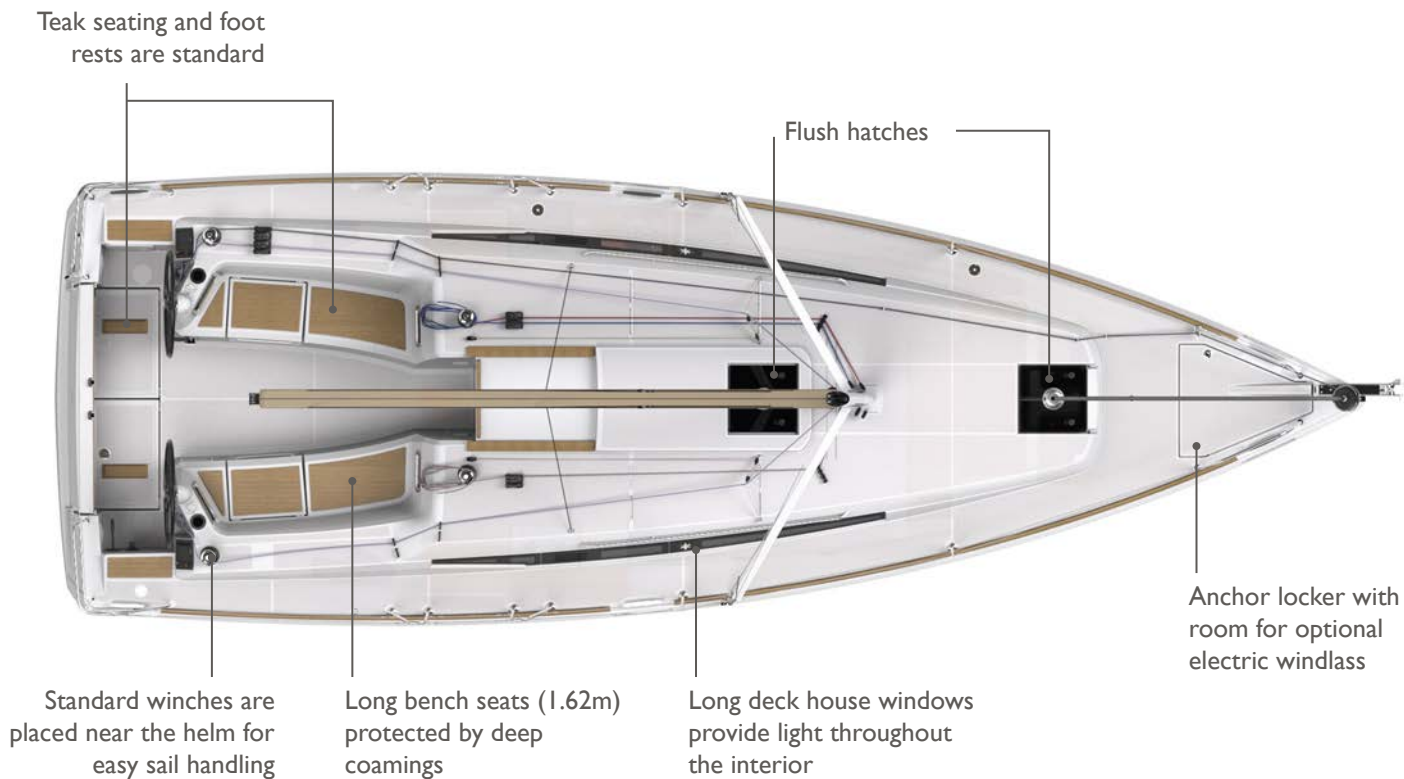
Benefit - Exceptional control at every sailing angle, increased safety and redundancy at sea and reduces vulnerability when in shallow areas.

Winged Shoal draft keel

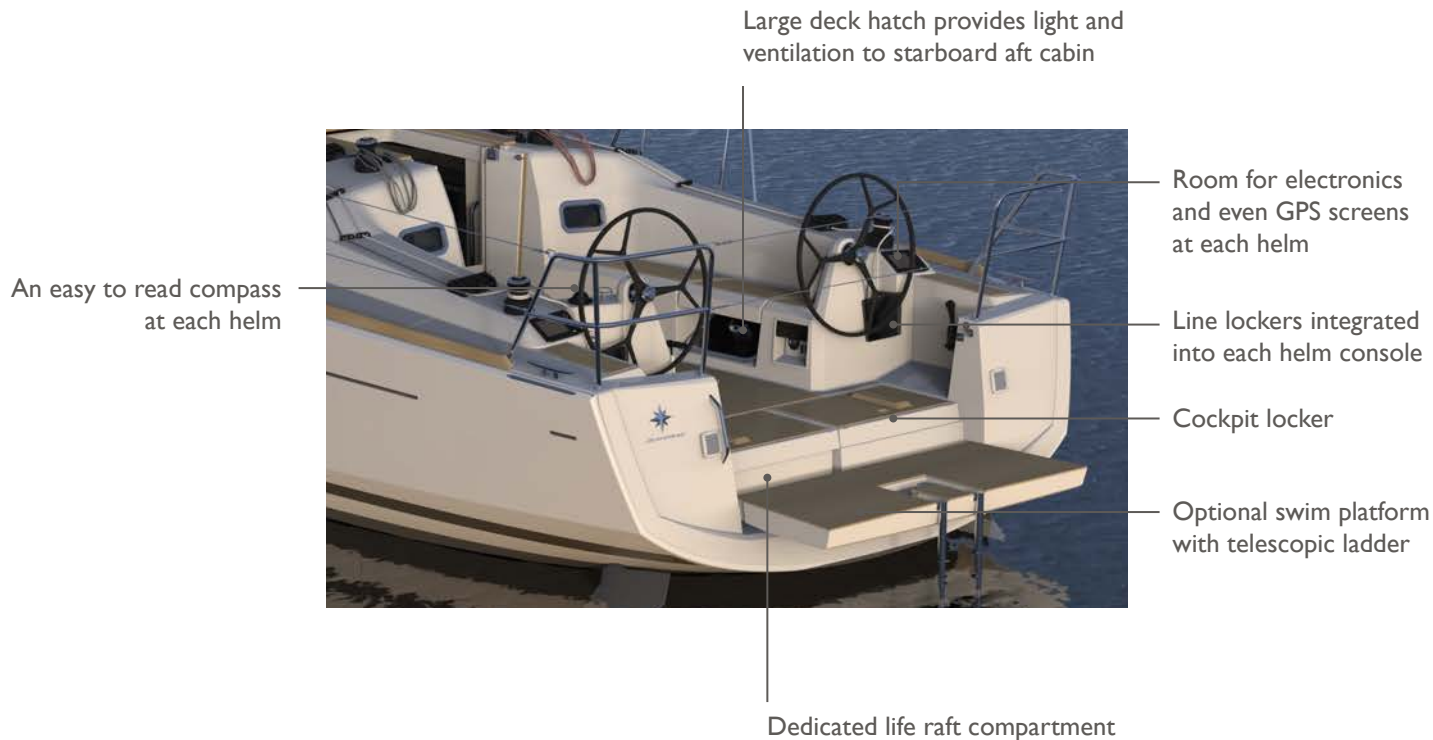
Benefit - access those shallower areas that are not usually reachable, whilst gaining draft with the wing keel ensuring excellent performance & lift.



DECK

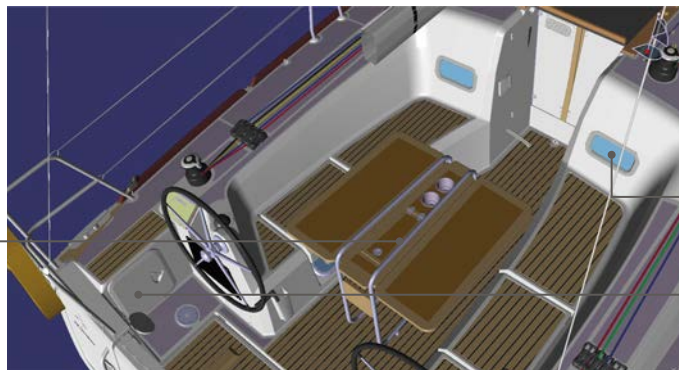


COCKPIT



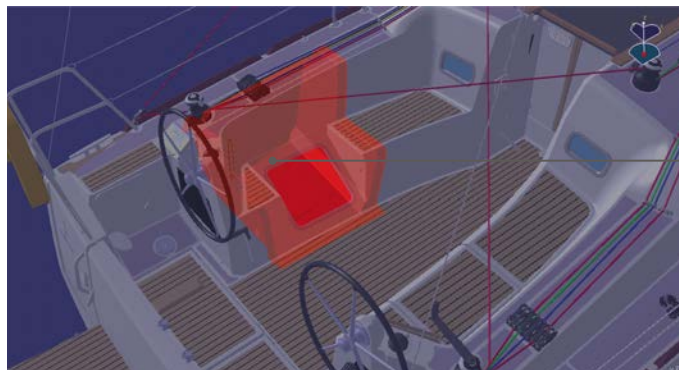
COCKPIT (continued)

Optional cockpit table with fold down leaves, cup holders and storage compartment. Available in starboard or teak finish.



Standard opening port to starboard aft cabin

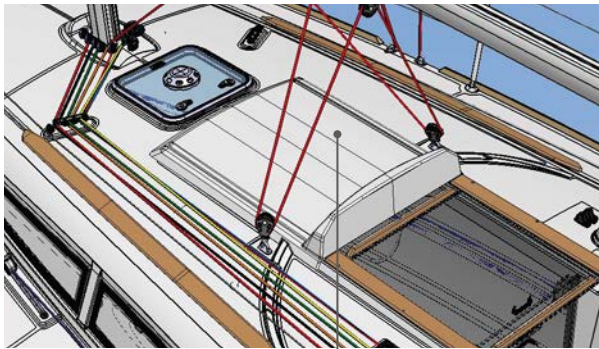
Gas locker



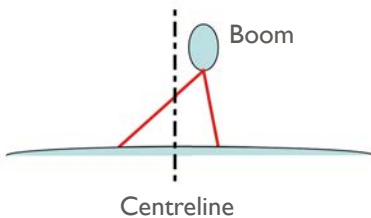
Optional cockpit locker flooring behind port side opening hatch.

Choose between direct access into sail locker/3rd cabin or closed cockpit storage (GRP piece added to create this compartment shown in red)

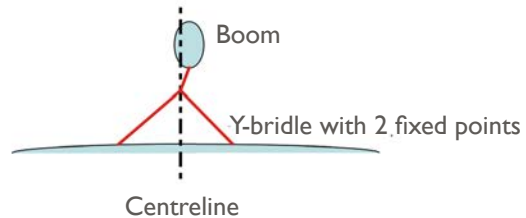
RIGGING



Block and tackle system used by Sun Odyssey 33i (and most of the competition). Because of the distance between the blocks and the boom, the triangle is easy to deform and does not allow optimal sheeting angles.



Y-bridle system used by the Sun Odyssey 349. This ensures better sheeting, as the distance between the block and the boom is greatly reduced so the triangle is fixed, so it does not deform



RIGGING (continued)

The angle of these friction rings can be adjusted from the cockpit (option)



Set-up with Performance pack



Jib sheets are controlled using friction rings. A modern and efficient solution. The friction rings do not come in contact with the deck because they are held in space by the mainsheet

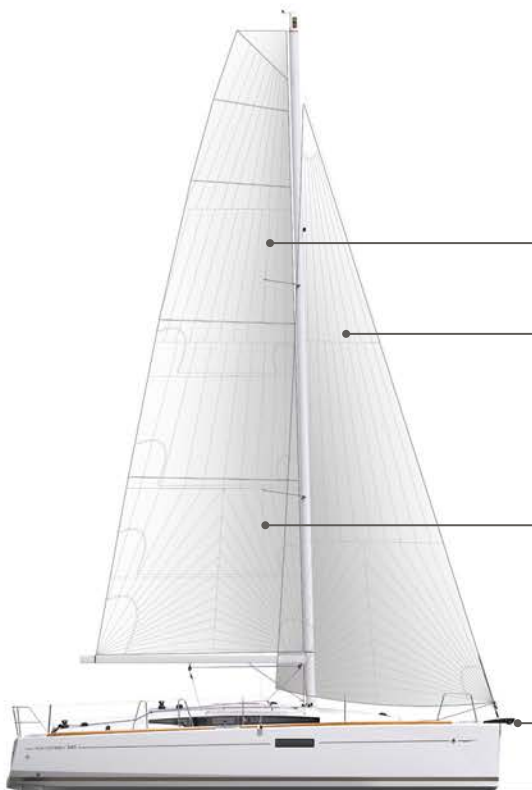


Standard set-up

SAIL PLAN - STANDARD



SAIL PLAN - PERFORMANCE



Square-topped mainsail in triradial Mylar/taffeta offers a very modern sail plan and increase efficiency

110% furling genoa in triradial Mylar/taffeta

With 30° sweep on the spreaders, no backstay is needed (back stay not compatible on this version with the larger mainsail)

Optional fittings forward are compatible with flying asymmetrical spinnakers and Code 0 (symmetrical spinnaker gear available on demand)



SWING KEEL: CONCEPT

The new swing keel system for the Sun Odyssey 349 combines ballast and lateral stability in a single moving part. As opposed to a traditional lifting keel version where the stability is provided by a fixed ballast box out of which comes a dagger board that provides for lateral stability.

In addition to the usual advantages of variable draft boats, the key advantage of this type of keel is improved performance at all angles versus that of a traditional lifting keel.



Jeanneau is the only major yard to offer this type of solution that combines the shallow-depth accessibility of a cruiser and performance characteristics of a racer.

SWING KEEL: PERFORMANCE

Deep draft (2,54 m / 8'4") when in the sailing position ensures exceptional performance, notably the upwind pointing angles.

The weight of this system is identical to the fixed keel version. So there is no weight penalty that is usually the case for a lifting keel version with a ballast box.

The long keel without a bulb is very efficient and has less drag than even the standard fixed keel version.



SWING KEEL: KEY FEATURES

Shallow draft (1,26 m / 4'1") when up allows access areas otherwise off limits to fixed keel boats.

Can be beached using beaching legs.
The hull is already reinforced for this option.



Easy access to all the parts via opening panels and inspection windows on the internal keel box.

Very little impact on the interior volume. The keel stays on the exterior of the boat which is better than having a long, internal keel box that takes up lots of space.

As the keel remains on the exterior, the problem of a dagger board getting stuck inside of the keel box due to mud is eliminated.



SWING KEEL: SAFETY

A stainless steel hydraulic ram ensures reliability and longevity of the system.

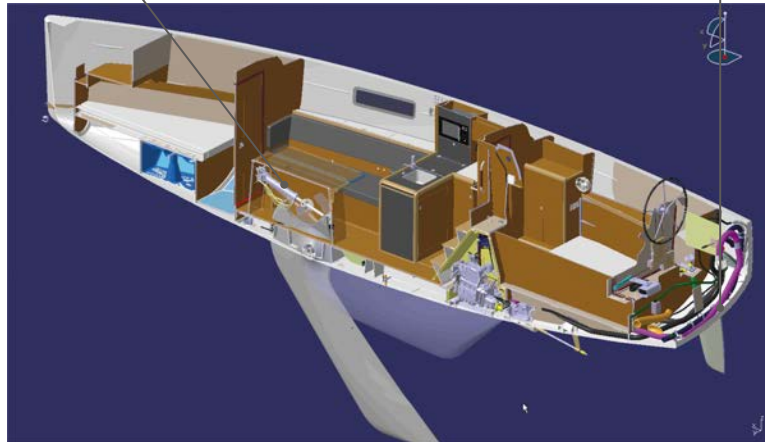
Grounding protection: the hydraulic ram automatically releases the pressure if the keel hits an object so there is no damage to the structure.

The keel box is moulded as part of the hull in order to provide perfect structural integration. In addition the rotation pin for the keel is outside of the hull so there is no possibility of water infiltration.



Push button control from the helm: A switch allows safe and easy control of the position and an indicator light shows at a glance what position the keel is in. The switch has a safety lock so it can't be triggered accidentally.

Twin rudders (standard) remain protected even when the keel is in the up position.



The hydraulic ram only operates when the engine is running. This ensures no additional drain on the batteries, avoids accidental manipulation of the keel. The boat can't be sailed with the keel in the up position.

This version meets CE category A certification, like the fixed keel version.

INTERIOR FEATURES

Modern hull and Positive Sheer

Benefit: Exceptional interior comfort usually found on a larger boat and standing headroom throughout, while maintaining elegant lines.

Standard large hull ports and long coachroof windows

Benefit: Bright natural lighting and views of the sea.

Wide, double doors to the forward cabin

Benefit: Afford privacy when closed and contribute to the airy interior atmosphere when open.

2 cabin version with innovative head compartment and sail locker

Benefit: Fully-separate shower along with a storage compartment that accessible from the interior and from the cockpit. It can also be closed with an optional, enclosed cockpit locker and can even be fitted out with an extra single berth.

Available in a real 3 cabin version

Benefit: Able to accommodate three fully-closed double cabins. A feature usually reserved for larger boats.

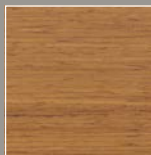
Modular interior with multi-function, mobile seating and fold-up nav station

Benefit: Create the best space for any particular activity onboard from dining to relaxing, from looking at charts to sleeping.

Wood options:

INTERIOR WOOD

▶ *Standard :*
Teak



▶ *Option :*
Grey Cedar



FLOOR

▶ *Standard :*
Light Oak Laminate



INTERIOR LAYOUT

2 cabin with large head and sail locker



Balanced 3 cabin layout



SALOON

Forward cushions on bulkhead are part of the upgraded fabric options

Sliding doors provide access to storage behind seating



Large hull ports create lots of light a provide views of the sea

Optional stool can be stowed under nav station to convert port side settee into a sea berth, but it also creates an extra seat around the table



Double doors to the forward cabin afford privacy when closed and contribute to the airy interior atmosphere when open



SALOON

Easy companionway with only 3 steps

Long coachroof windows provide plenty of light down below



Full-featured electrical panel

Sliding doors provide access to storage behind seating

Bottle storage/bar compartment built into galley return

Central table with fold-up leaves and storage compartment. Key point: the compression post is placed at the forward end of the table to minimise interference when dining

CHART TABLE



Nav station hinges up and out of the way when dining or to create a longer berth to port



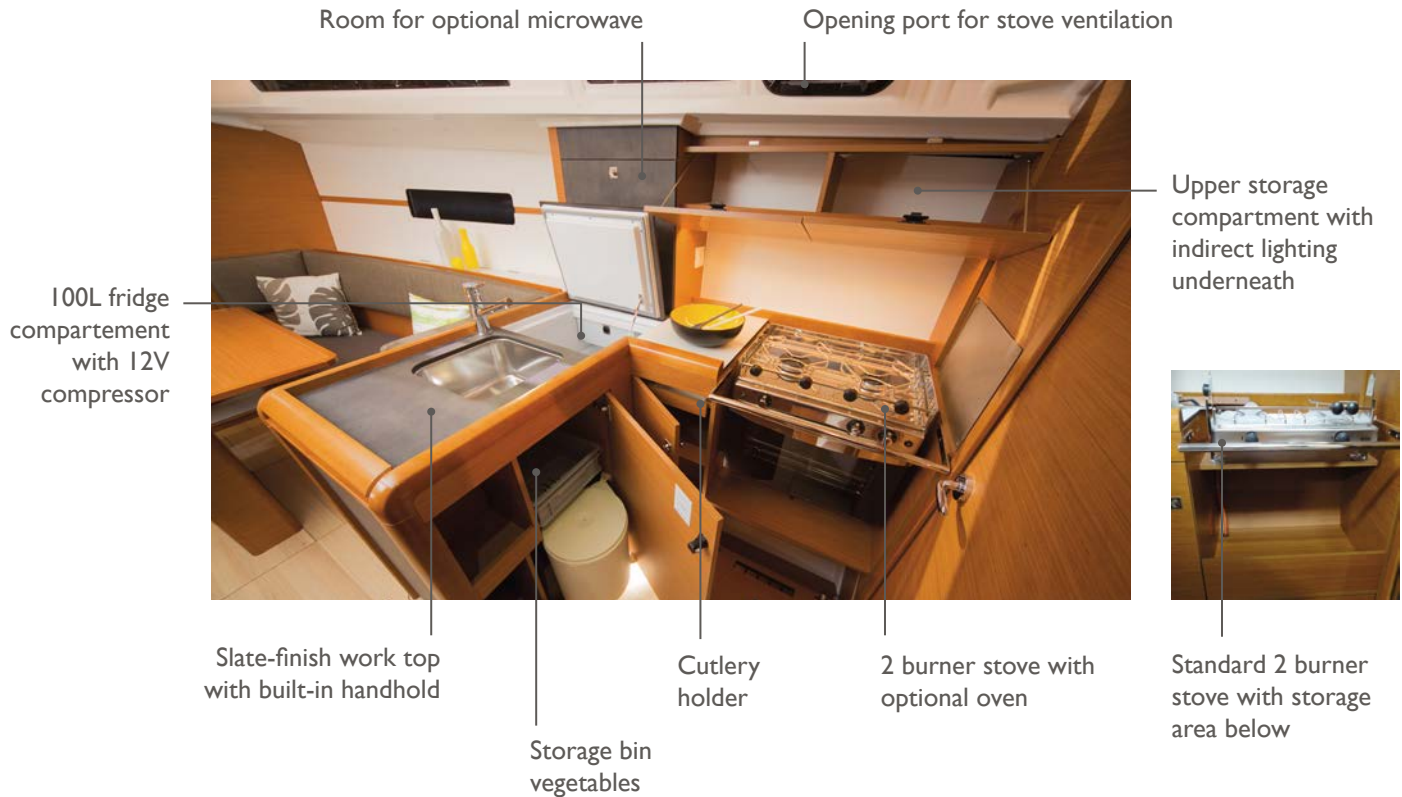
Slate-finish panel with room for electrical panels and optional equipment

Book shelf for manuals

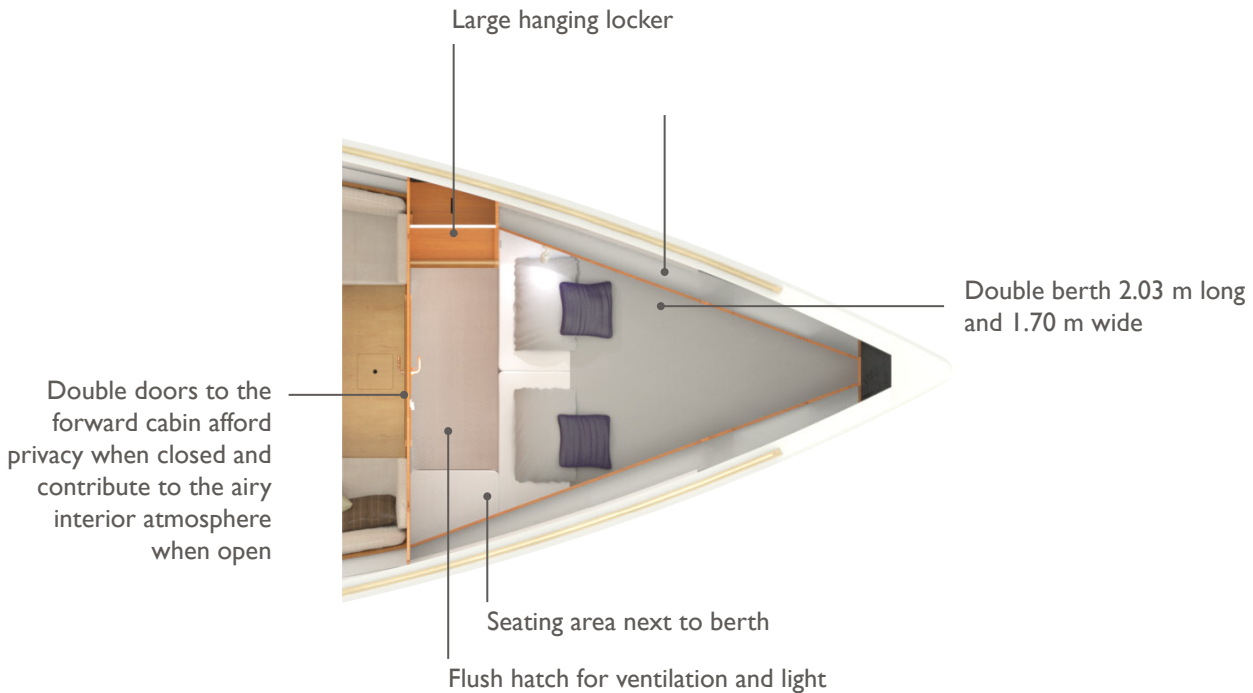
Flip up storage compartments behind seating

Slate-finish work top on nav station with built-in handhold

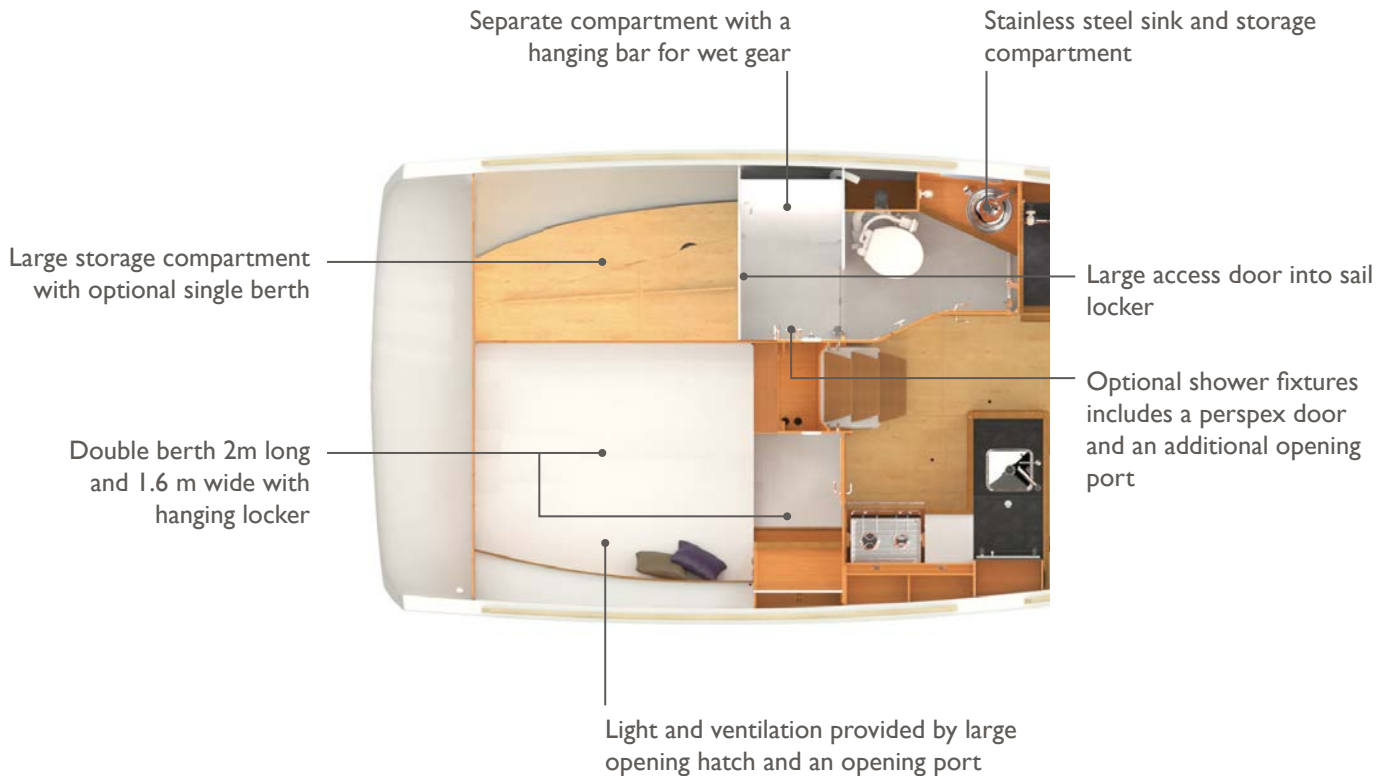
GALLEY



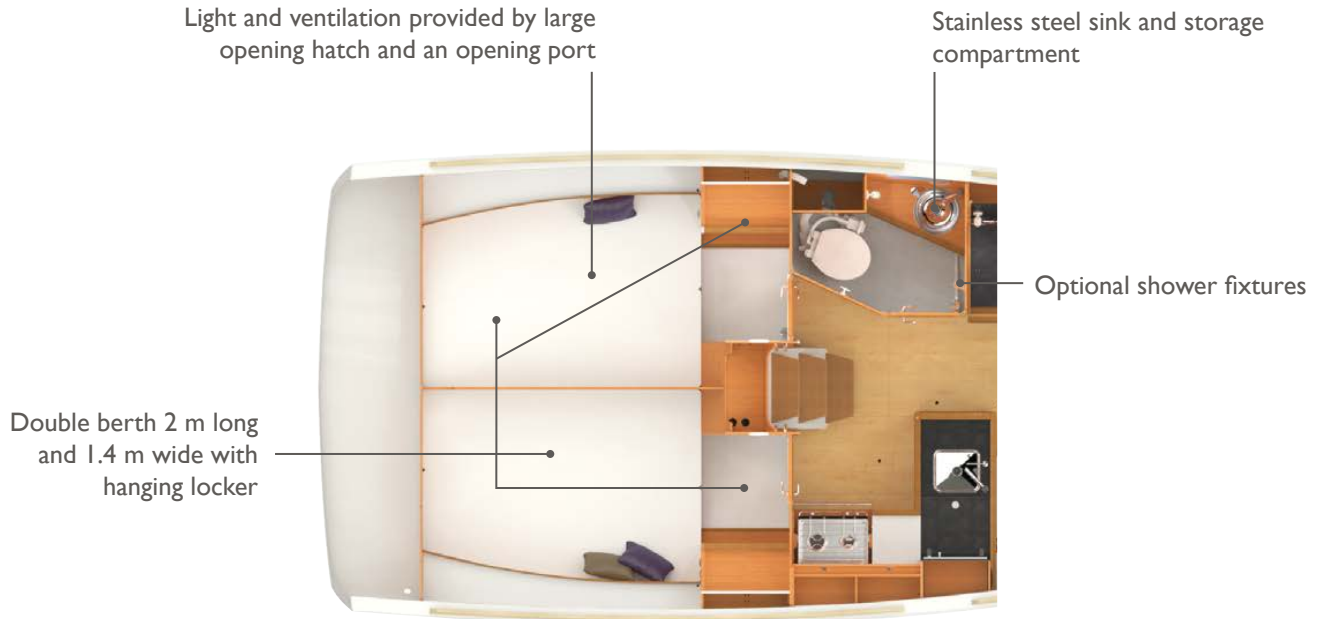
FORWARD CABIN



2 CABIN VERSION



3 CABIN VERSION



PREMIERE TRIM LEVEL: 2 CABIN VERSION



Screens for hatches and shades for hatches and ports

Wood insert in hull lining

Extra house battery 80A

25L Hot water heater (220V and heat exchanger)

Perspex door for shower compartment

Shower mixer and fixtures



PREMIERE TRIM LEVEL: 3 CABIN VERSION



Screens for hatches and shades for hatches and ports

Wood insert in hull lining

Extra house battery 80A

25L Hot water heater (220V and heat exchanger)

Shower mixer and fixtures



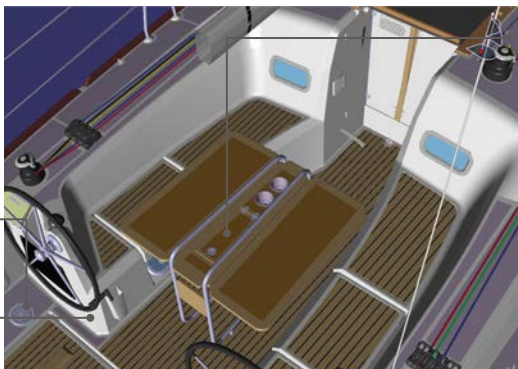
PREFERENCE TRIM LEVEL: ALL VERSIONS*

* Preference trim level includes Premiere trim level equipment



Fusion stereo with Bluetooth at chart table (can be controlled from the cockpit with GPS screen is ordered)

Interior stereo speakers

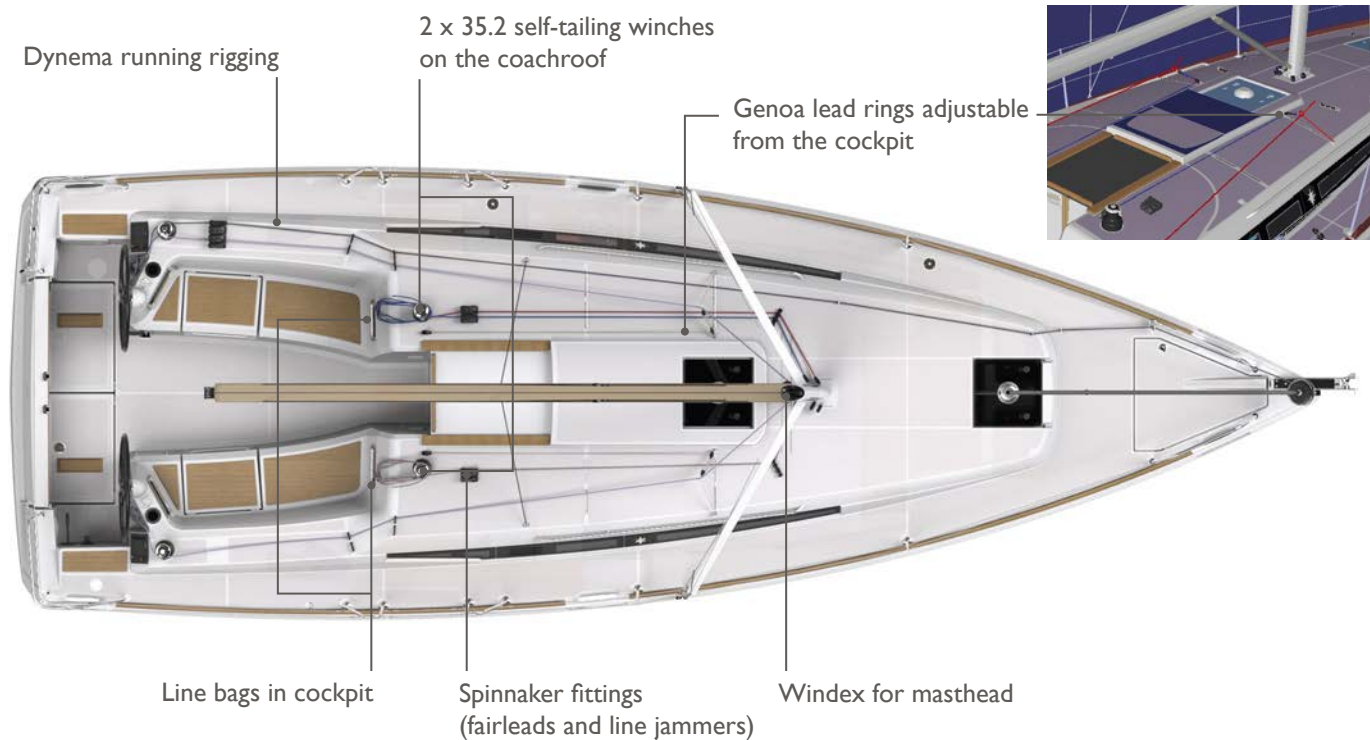


Cockpit speakers

Hot and cold water cockpit shower

Cockpit table with fold down leaves, cup holders and storage compartment. Surface in highly-resistant Starboard plastic (teak upgrade is available as an option)

PERFORMANCE PACK



Performance sails are available separately

SPECIFICATIONS

BATTENED MAINSAIL:

- Dacron®
- Horizontal panels
- Stainless steel eyes
- UV-stabilised thread
- Draft stripe
- Radial reinforcements
- Adjustable leech line
- Loose-footed
- 2 reef points each with singleline reefing system
- **Area : 30,7 m²**



SHORT OVERLAPPING FURLING GENOA (115%) :

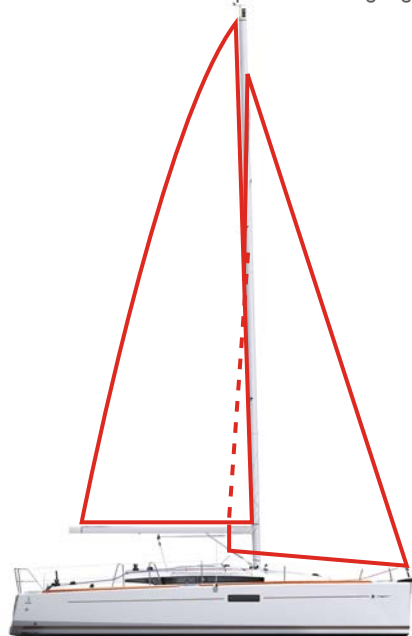
- Dacron®
- Horizontal panels
- UV-stabilised thread
- Webbing strap at head
- Bolt-rope for furler
- Anti-UV protection on foot and leech
- Draft stripe
- Webbing strap at tack
- Reefing marks
- Adjustable leech line
- **Area : 24,6 m²**



ADVANTAGES

- High-aspect rig for maximum performance
- Easy to handle sail plan
- Versatile and balanced sail plan at all sailing angles

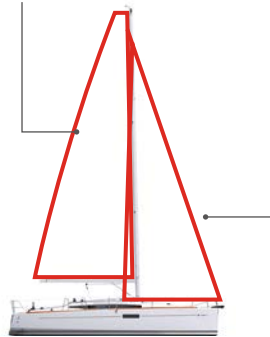
I = 13,28 m / 43'6"
 J = 3,77 m / 12'4"
 P = 12,4 m / 40'7"
 E = 4,15 m / 13'6"



PERFORMANCE VERSION

PERFORMANCE MAINSAIL :
34,1 m²

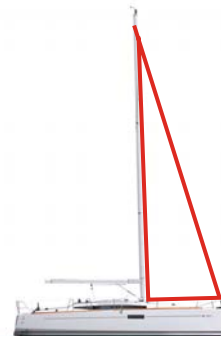
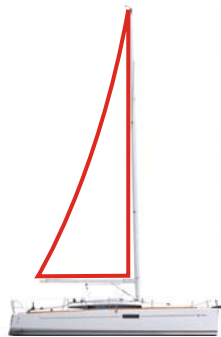
PERFORMANCE GENOA : 24,6 m²



A LA CARTE OPTIONS

FURLING MAINSAIL : 25,7 m²

SELF-TACKING JIB : 17,9 m²



PERFORMANCE SAILS : MYLAR TAFFETA X-GRID

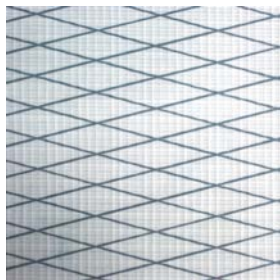
Working in collaboration with Dimension-Polyant and Technique Voiles, Jeanneau has developed a new Mylar Taffeta X-Grid fabric for the Performance range.

The triradial construction of the sail contributes to superior shape holding, but other forces can act on the individual panels. By using a specially-designed X-Grid[®] of fibres angled at 6° laminated into the fabric, better bias control can be achieved which makes the sail more resistant to deformation and aging.

The performance of these new fabrics provides a more stable sail cloth that is lighter, easier to handle, with better shape control over time.

These new Performance sails are easily recognisable; they include a taffeta laminate that is light grey that gives them a very “hi-tech” look.

- 1 - Protective taffeta
- 2 - Polyester film
- 3 - X-Grid[®] fibres
- 4 - Polyester scrim



SPECIFICATIONS

FURLING MAINSAIL :

- Dacron®
- Horizontal panels
- UV-stabilised thread
- Radial reinforcements
- Draft stripe
- Adjustable leech line
- UV protection at sheet attachment
- Replaces the standard mainsail
- Included in furling mast option
- **Area : 25,7 m²**



ADVANTAGES

- Easy handling
- Quick furling of the sail
- Easy reefing
- Same height as the classic mainsail
- Compatible with classic genoa or self-tacking jib

SPECIFICATIONS

SELF-TACKING FURLING JIB :

- Mylar/taffeta X-Grid fabric in grey colour
- Triradial cut
- UV-stabilised thread
- Webbing strap at head
- Bolt-rope for furler
- Anti-UV protection on foot and leech
- Draft stripe
- Radial reinforcements
- Webbing strap at tack
- Adjustable leech line
- Replaces the standard genoa
- Requires deck hardware for self-tacking jib
- **Area : 17,9 m²**



ADVANTAGES

- Hands-free tacking
- Great up-wind performance
- Perfect for short-handed sailing

PRISMA PROCESS



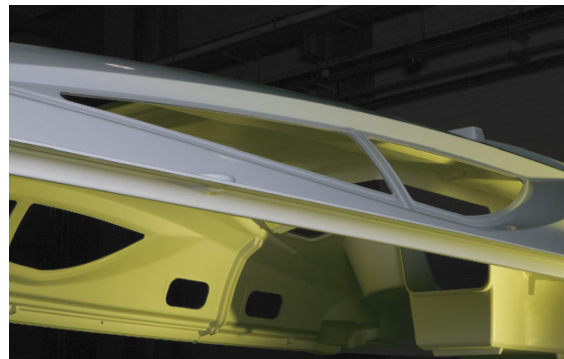
Leader in vacuum bagging technology for the construction of racing boats, JTA developed an resin injection process applicable to the construction of cruising boats. By using advanced engineering, precisely positioned layers of glass fabric and mat and specially developed core materials, Jeanneau is able to mould a deck to exacting tolerances.

Jeanneau's leadership in this domain gives it a substantial advantage over its competitors and ensures unequalled quality to the customer.

This 21st century technology allows Jeanneau to manufacture complex fibreglass parts with:

- Perfect finish on both sides (no need for a counter mould)
- Reduced weight (providing the sailboat better stability/performance)
- Increased strength and rigidity of the piece (quality of lay-up)
- Reduction by 90% of VOC emissions (environmentally-friendly)
- Optimum working conditions for the production team (no contact with resins/catalysts)
- High quality parts (precise control of gelcoat, core materials and resin injection)

The deck of the Jeanneau 54 is the largest mass-produced injection fibreglass part in the world.



ALPI® WOOD

SALES POINTS:

Environmental:

- Ayous (Triplochiton scleroxylon - Sterculiacées) trees in managed forests of indigenous hardwoods are selected and cut, with a constant care given towards long term preservation of natural resources.
- Teak and other soft rainforest woods often come from geopolitically sensitive regions and are not managed in a sustainable way.

Quality:

- These ALPI® wood panels are substantially more expensive and reliable than standard marine plywood. They are used by top of the line furniture manufacturers, as well as many exclusive super-yacht builders (for example Azimut and Ferretti only use ALPI® wood).
- Consistency of finish and colors throughout the boat.
- Elimination of “defects” in wood panels.

Durability:

- Harder finish that is more resistant to humidity
- Better resistance to UV
- Easier repairs as veneer is tinted through and through so clear varnishes can be used

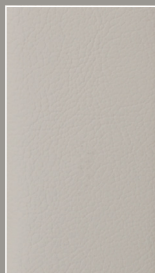


SALOON : 9 choices available



STANDARD

▶ WEISS



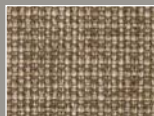
▶ OCEAN



▶ STONE



▶ MOKA



▶ LATTE



OPTION

▶ TURQUOISE



▶ PINEAPPLE



▶ TROPEZIAN

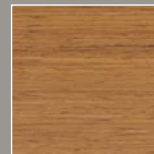


▶ CHERRY



INTERIOR WOOD

▶ Standard :
Teak



▶ Option :
Grey Cedar



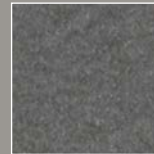
FLOOR

▶ Standard :
Light Oak



WORK SURFACE

▶ Compact Slate



BEDS

▶ Premium
mattress

Removable mattress cover fabric with Ultra-Fresh® is anti-microbial, anti-bacterial and non-allergenic

EXTERIOR UPHOLSTERY

SPRAYHOOD PROTECTION BIMINI / LAZY BAG



▶ Sunbrella® Plus Taupe



COCKPIT CUSHIONS



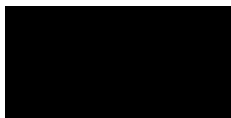
▶ Sunbrella® Sling Taupe



**Jeanneau proposes 10 choices of hull colours and finishes.
Customize your boat!**

HULL WRAPPING

▶ Gloss metallic black



▶ Brushed titanium



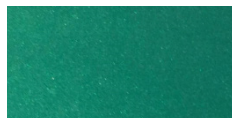
▶ Gloss metallic dark bleu



▶ Matte metallic frosty blue



▶ Pearl dark green



▶ Matte metallic blaze orange



▶ Gloss metallic brown



▶ Gloss burgundy



▶ Gelcoat white



▶ Champagne



AVANTAGES OF VINYL HULL WRAPPING

- Customized
- Unique
- Less expensive than paint
- Repairable
- Many colours and finishes
- Removable
- Easy for the resale

To complete this offer, 4 choices of hull striping are available.

HULL STRIPING

▶ 801 Black



▶ 893 Charcoal Metallic



▶ Gloss metallic dark bleu



▶ White



▶ Champagne



LITHIUM BATTERIES

EPSILON – TECHNOLOGIE LIFEPO4



GREAT AUTONOMY
100% of useable energy



LIGHTWEIGHT!
With equivalent energy:
More than 65% in weight gain
= reduced volume !



MAXIMUM SERVICE LIFE
≈ 5 000 cycles



TOLERANCE TO HIGH TEMPERATURES



OPTIMUM COMFORT
Compatible with powerful
230V AC/DC inverters!
NO NEED TO COMPROMISE!



SUPER-FAST CHARGING
2 hours when under power
1 hour when charging with solar cells
in optimal conditions



PEACE OF MIND
Very low self-discharge;
store your battery safely
for several months

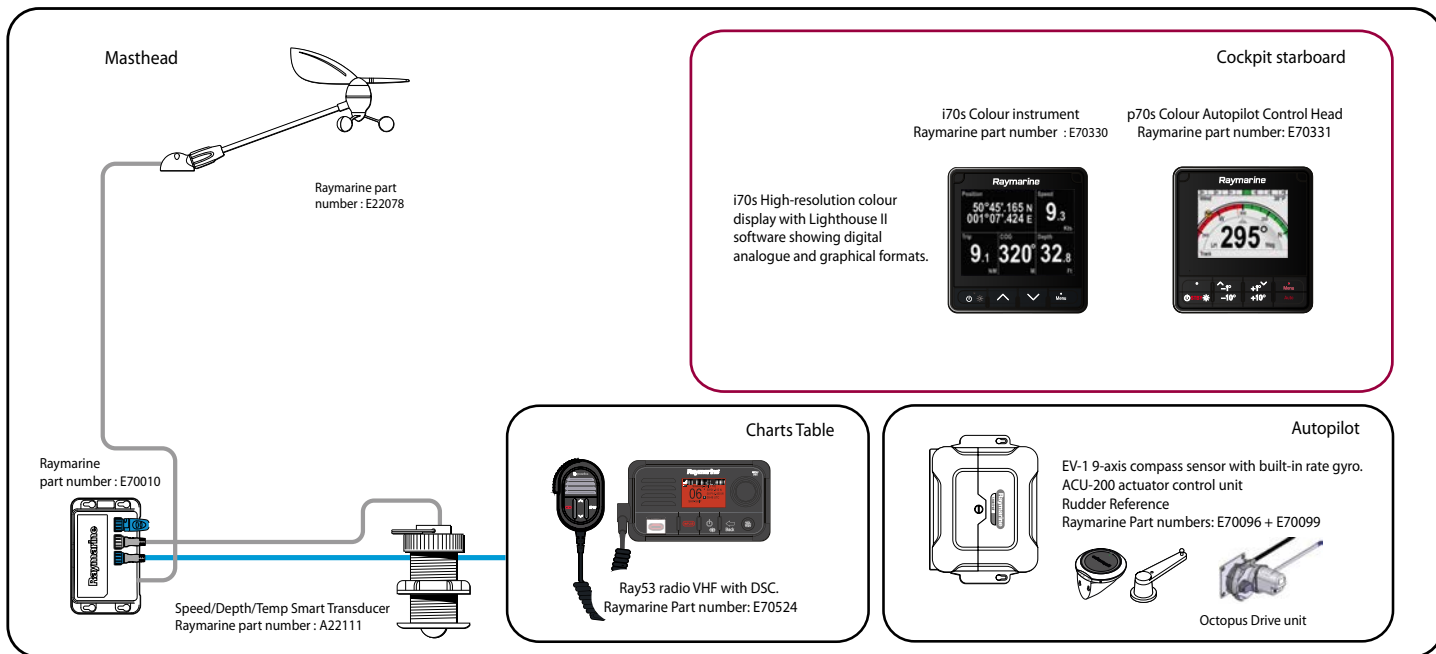
Number of domestic batteries 90Ah Lithium	
Sun Fast 3200	2
Sun Fast 3600	2

Sun Odyssey 349	1
Sun Odyssey 389	1
Sun Odyssey 410	2
Sun Odyssey 419	2
Sun Odyssey 440	2
Sun Odyssey 490	3

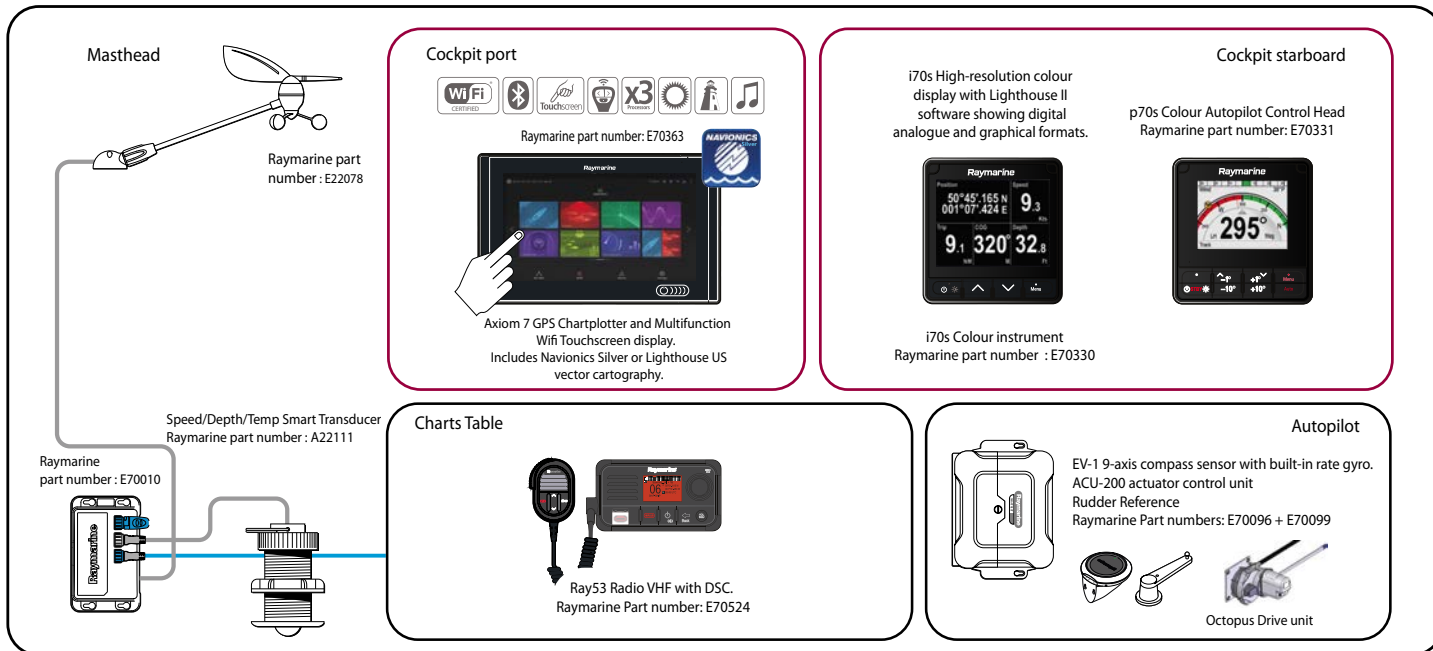
Sun Odyssey 449	2
Sun Odyssey 479	3
Sun Odyssey 519	3

Jeanneau 51	3
Jeanneau 54	3

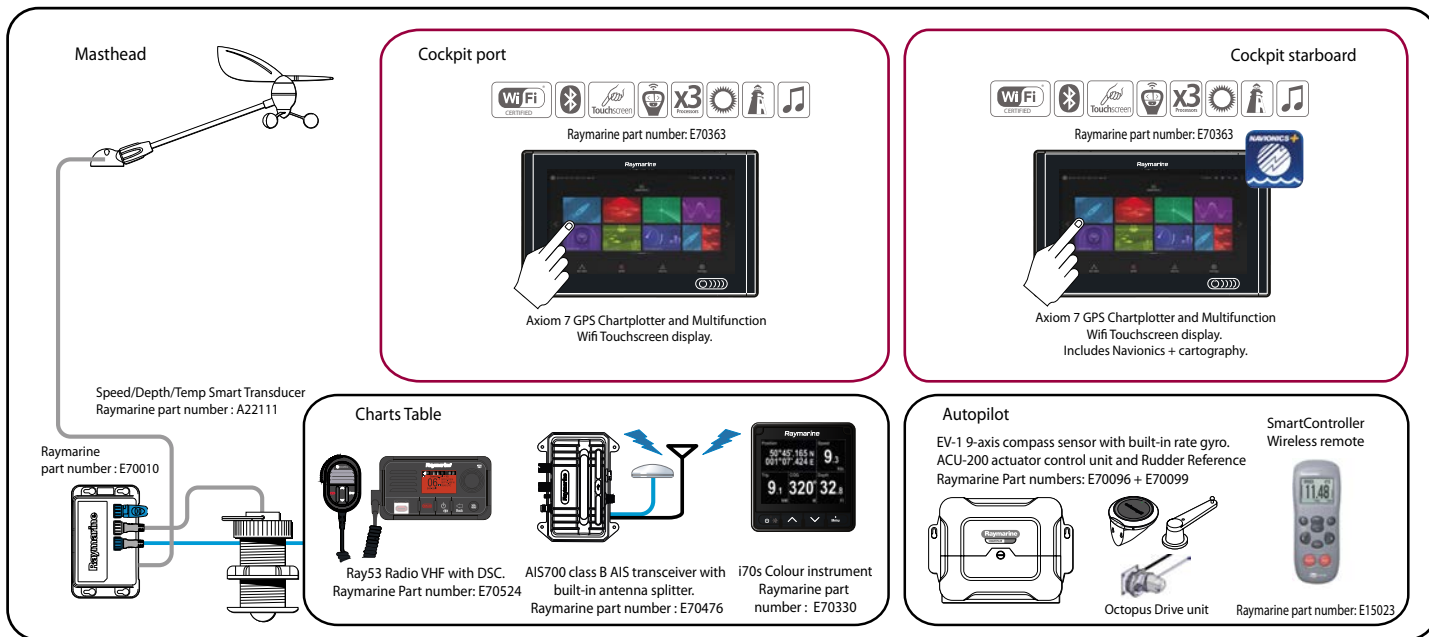
Sun Odyssey 349 Cruising Electronic Pack



Sun Odyssey 349 Offshore Electronic Pack



Sun Odyssey 349 Ocean Electronic Pack





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