

CARA OF PORTSMOUTH - JEANNEAU



Builder: [Jeanneau](#)

Beam: 13' 0" (4.24 m)

Year Built: 2016

Max Draft: 23' 6" (7.17 m)

Model: Sun Odyssey 449

Price: \$280,000 USD Subject to change.

[See full listing on our website](#)

Location: Deltaville, United States

LOA: 45' 0" (13.74 m)

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OVERVIEW

Cara of Portsmouth is conceived and outfitted as a bona fide bluewater cruiser and true long-range passagemaker rather than a short hop weekender. She carries a Spectra watermaker and both the standard and an enlarged freshwater tank capacity, delivering genuine ocean crossing range and the autonomy to remain at anchor for prolonged stretches during extended passages around the globe. She is not available to U.S. buyers while located in United States waters.

SPECIFICATIONS

Basic Information

Model Year:
2016

Country:
United States

Year Built:
2016

Dimensions

LOA:
45' 0" (13.74 m)

Max Draft:
23' 6" (7.17 m)

Beam:
13' 0" (4.24 m)

Speed, Capacities and Weight

Water Capacity:
500 Gallons

Fuel Capacity:
53 Gallons

Accommodations

Sleeps:
6

Total Heads:
2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

1

Engine Type:

Sail Drive

Manufacturer:

Yanmar

Fuel Type:

Diesel

GALLERY











DETAILED DESCRIPTION

Description

Cara of Portsmouth is a Jeanneau Sun Odyssey 449 penned by Philippe Briand and subtly refined to elevate sailing performance while remaining exceptionally easy to handle. Built to UK specification, she benefits from the deep-draft L-shaped keel, which delivers added stability and a sharper windward capability compared with the shoal-draft alternative. Calm and responsive at the wheel, she instils confidence and her hull maneuvers with notable precision across a range of conditions.

Set up intentionally as a true long-range cruiser rather than a coastal weekender, she carries a Spectra water maker alongside both the standard and upgraded water tankage, providing the endurance to cross oceans and to remain self-sufficient at anchor for prolonged cruises. A stainless steel stern gantry supports two 330 watt solar panels that feed a Victron-monitored 440Ah house bank, and a comprehensive B&G navigation suite— radar, AIS, autopilot and a chartplotter at the helm—ensures the situational awareness and control required for assured, well-informed passages.

Overview

Cara is arranged in a refined three-cabin, two-head configuration, the owner's stateroom occupying the forward position and appointed with an island berth, hanging lockers and an overhead hatch that brings daylight and ventilation into the space. That forward suite enjoys its own private head and shower, creating a fully separate retreat from the guest accommodation aft. The saloon is centered on a U-shaped dinette that encircles a folding-leaf table convertible to an extra berth, opposite a long straight settee beneath discreet indirect

lighting. Surfaces are upholstered in white Mediterranean leatherette, and comfort is further enhanced by blackout blinds and insect screens on every hatch. Aft to port the galley adopts an L-shaped arrangement with twin stainless-steel sinks, mixer taps and a toughened safety-glass splashguard, while two double cabins aft share the second head; both heads are fitted with holding tanks and the aft head benefits from a shower divider screen. Diesel-fired heating is ducted to every cabin and head through thermo-ducted insulation and is controlled by a programmable thermostat, extending Cara's seasonality well beyond tropical cruising.

The galley and interior systems are specified for extended voyaging and convenience, featuring a Seaward-style two-burner stainless-steel cooker with oven and grill, a large front-loading refrigerator with a top-access ice-cube box, and a pressurised hot-and-cold water system fed by a 40-litre hot-water tank. Entertainment in the saloon is delivered by a Fusion music system with Bluetooth driving a Bose 2.1 speaker array, complemented by a TV that was supplied and fitted without an antenna at installation. A Seagull drinking-water filter with its own dedicated faucet provides peace of mind for longer passages.

On deck this Deep Draft Sun Odyssey 449 is equipped with a deep fin keel and bulb built to UK specification, and the cockpit and bathing areas are finished in teak with a drop-down swim platform for effortless access to the water. Twin steering wheels wrapped in black leather with taupe covers frame a cockpit that features a table with LED courtesy lighting for alfresco dining. Practical deck details include a bow roller with a reinforced tack point, cleats positioned at maximum beam, gates in the guardrails, LED navigation lights, a substantial sprayhood, a hot-and-cold stern shower and cockpit stereo speakers. A stainless-steel stern gantry fitted with a dinghy lifting crane simplifies tender handling, and the deck inventory is completed by six large fenders, four long warps, a bow fender, four cockpit safety padeyes, a mahogany flagstaff with sewn red ensign and comprehensive canvas protection including a full cockpit

enclosure ideal for mooring in wet or windy conditions.

The electrical system is built around a 12V DC house-and-engine network, supplemented by 230V AC shore power on UK sockets, a breaker panel and B&G displays at each helm. Energy storage comprises a 440Ah battery bank supporting engine and domestic loads, a separate battery bank dedicated to the bow thrusters, a 120Ah engine alternator and a 40Ah battery charger. Solar generation includes an original factory-fitted Solara S460M 35W panel with regulator, two 330W panels mounted on the stern gantry controlled through an MPPT regulator, and an 80W panel on the coach roof dedicated to charging the engine start battery—this third panel was installed by the main dealership prior to first launch. Monitoring and safety are addressed by a Victron battery monitor, galvanic isolator, inverter, a gas alarm with solenoid gas isolator and 12V ventilation fans.

Navigation and onboard electronics are comprehensive and redundant. B&G multifunction displays sit at each helm alongside a B&G autopilot with helm control head and rate-gyro compass, and the autopilot can also be operated from a dedicated remote control or a cordless remote. A nine-inch B&G colour hybrid touchscreen chartplotter mounted in a cockpit pod anchors the navigation suite, supported by a B&G DSC VHF with AIS and Hawk Windex antennae plus a B&G DSC VHF cordless handset for cockpit use. Connectivity is provided via a B&G Wi-Fi module, and a B&G 3G radar with AIS upgrade and VHF splitter extends range and redundancy. Below decks a three-inch chrome-case clock and barometer provide a traditional touch.

The sail inventory and handling systems have been arranged for versatility and performance. The mast carries a battened mainsail with three reefs stowed under lazy jacks and a sail pack, paired with a furling genoa protected by UV covers. An asymmetric spinnaker flies from the bowsprit on a Karver furler, and the Simbo system equips two high-cut jibs that slide into the furler's twin grooves, each set up with a pole to keep sheets outboard. Sail handling is

aided by an electric Harken self-tailing halyard winch and a matching Harken self-tailing winch to starboard, with four halyards in total—one of which is long enough to reach the waterline for man-overboard recovery—together with a spare winch handle and halyard tail bags. The Simbo rig also allows for two symmetrical high-cut Yankee jibs and poles for downwind work, and options include a furling asymmetric spinnaker, a cruising chute in 1.5oz cloth or a Code Zero on a Karver furler using torsion rope. Running rigging is specified as one Dyneema halyard, one polyester halyard, two polyester spinnaker sheets and two 75mm Harken ESP blocks.

Auxiliary propulsion is provided by a Yanmar 4JH5CE 54hp diesel driving a saildrive and a three-blade Gori folding propeller. The saildrive's overdrive facility allows operation at higher motor or motorsailing speeds while maintaining efficient engine load, reducing fuel consumption, wear, noise and vibration. Maintenance has been kept up to schedule with records aboard; the yacht is hauled annually for antifouling and anode renewal, and the saildrive seal was replaced in 2026. Anchoring and long-range cruising equipment include an electric anchor windlass, a Vulcan primary anchor (size not specified) and a Delta secondary anchor with 30m of chain and 30m of rode plus an additional 30m of chain, together with a Spectra water maker for increased autonomy.

Safety and tender equipment round out the specification: a 2021 Ocean Safety liferaft is carried and was serviced in 2024, and the tender outfit comprises a 2019 AB tender propelled by a Tohatsu 18 HP outboard, model M18E2.

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.

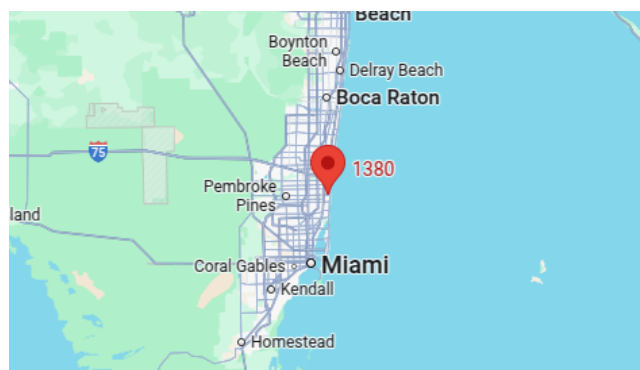
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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