

Fountain 39NX (2021-)

Brief Summary

The 39NX from Fountain Powerboats is a multi-purpose center console that can head offshore to fish and has more seating and amenities for cruising. She even has a cabin and porcelain head for overnighting.

Price

Base Price \$550000.00

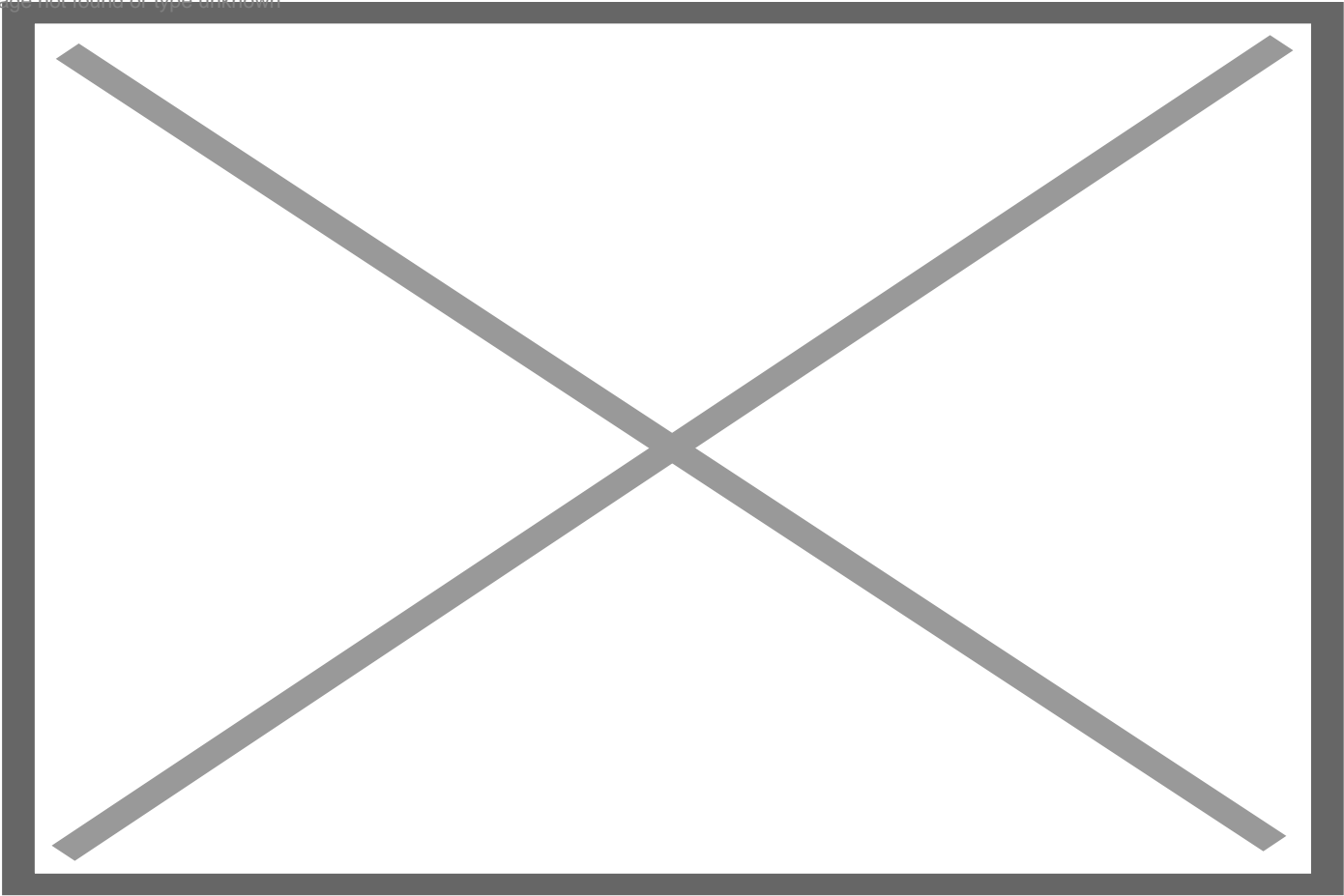
Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	4.4	3.8	2.3	1.9	1.7	794	690.6	69.9
1000	7.3	6.4	5.4	1.4	1.2	566	492.3	70.1
1500	9.8	8.6	10.7	0.9	0.8	385	334.5	74.8
2000	11.4	9.9	21.2	0.5	0.5	225	195.3	77.8
2500	16.4	14.3	30.7	0.5	0.5	224	194.7	81.5
3000	21.6	18.8	39.4	0.5	0.5	230	199.8	83.8
3500	35.8	31.1	40.2	0.9	0.8	373	324.5	85.4
4000	44.4	38.6	48.6	0.9	0.8	383	332.8	85.8
4500	52.8	45.9	70.1	0.8	0.7	315	274.3	82.6
5000	60.2	52.3	94.8	0.6	0.6	266	230.9	81.8
5500	67.4	58.6	111	0.6	0.5	254	221.1	85

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
6000	70	60.9	129	0.5	0.5	227	197.5	88
6450	80.1	69.7	127.5	0.6	0.5	263	228.6	90

[View the test results in metric units](#)

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Specifications

Length Overall	39' 11.88 m
BEAM	11'3" 3.43 m
Dry Weight	16,000 lbs. 7,257 kg

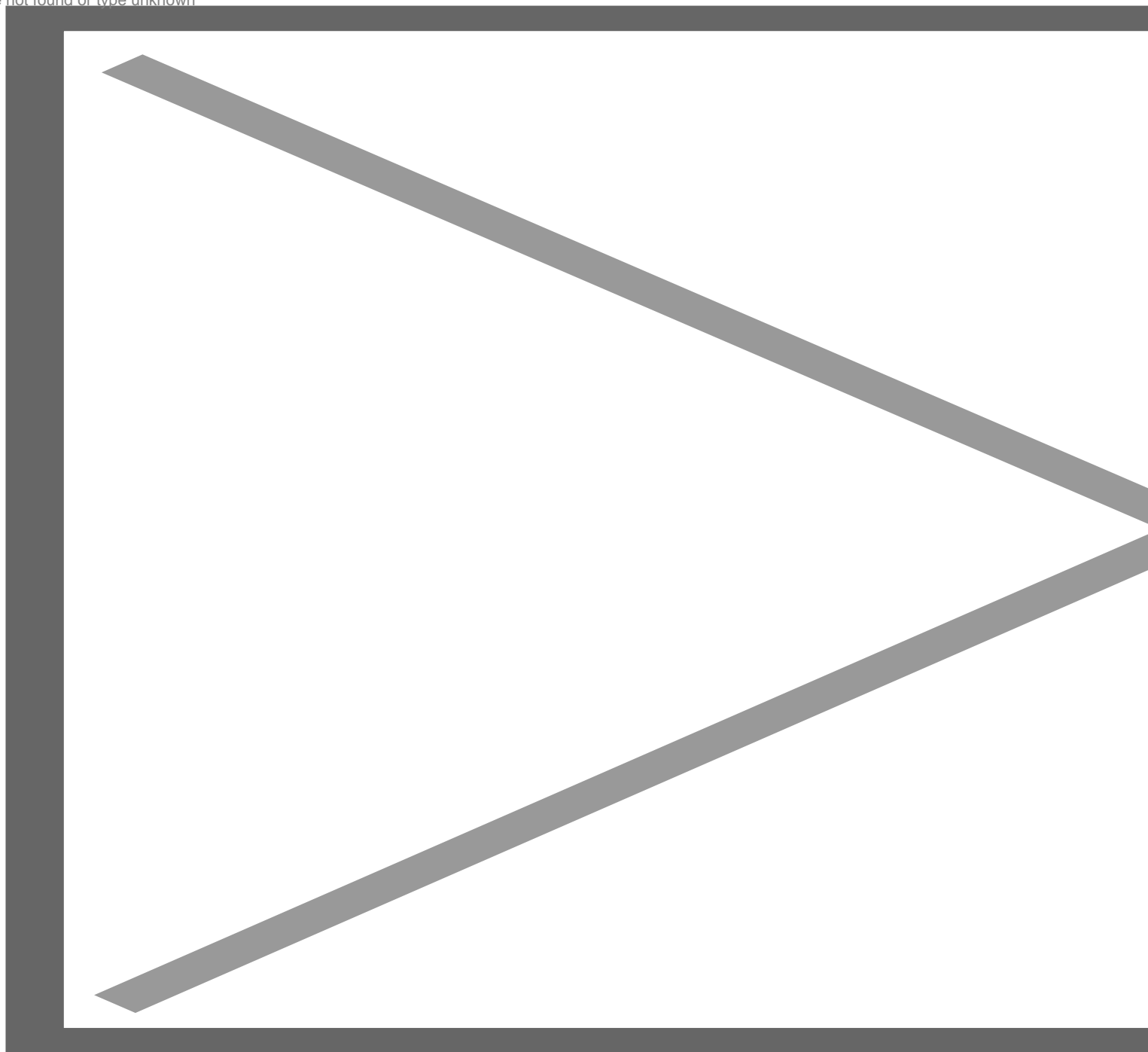
Tested Weight	18,713 lbs. 8,488 kg
Draft	28" 71.12 cm
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	20.8°
Max Headroom	
Bridge Clearance	98" 248.92 cm
Weight Capacity	
Person Capacity	
Fuel Capacity	465 gallons 1,760 L
Water Capacity	50 gallons 189 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	18,713 lbs. 8,488 kg
Aft Deck	

Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	5.6 seconds
0 to 20	
Ratio	
Props	14.5 x 25
Load	2 persons; 75% fuel; 50% water; 50 lbs. gear
Climate	64 deg.; 32 humid; winds: 5-10; seas: <1

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The Fountain 39NX can be powered by triple outboard engines up to a combined 1,350 hp. She measures 39' (11.89 m) with an 11'3" (3.43 m) beam.

Report by Eric Colby

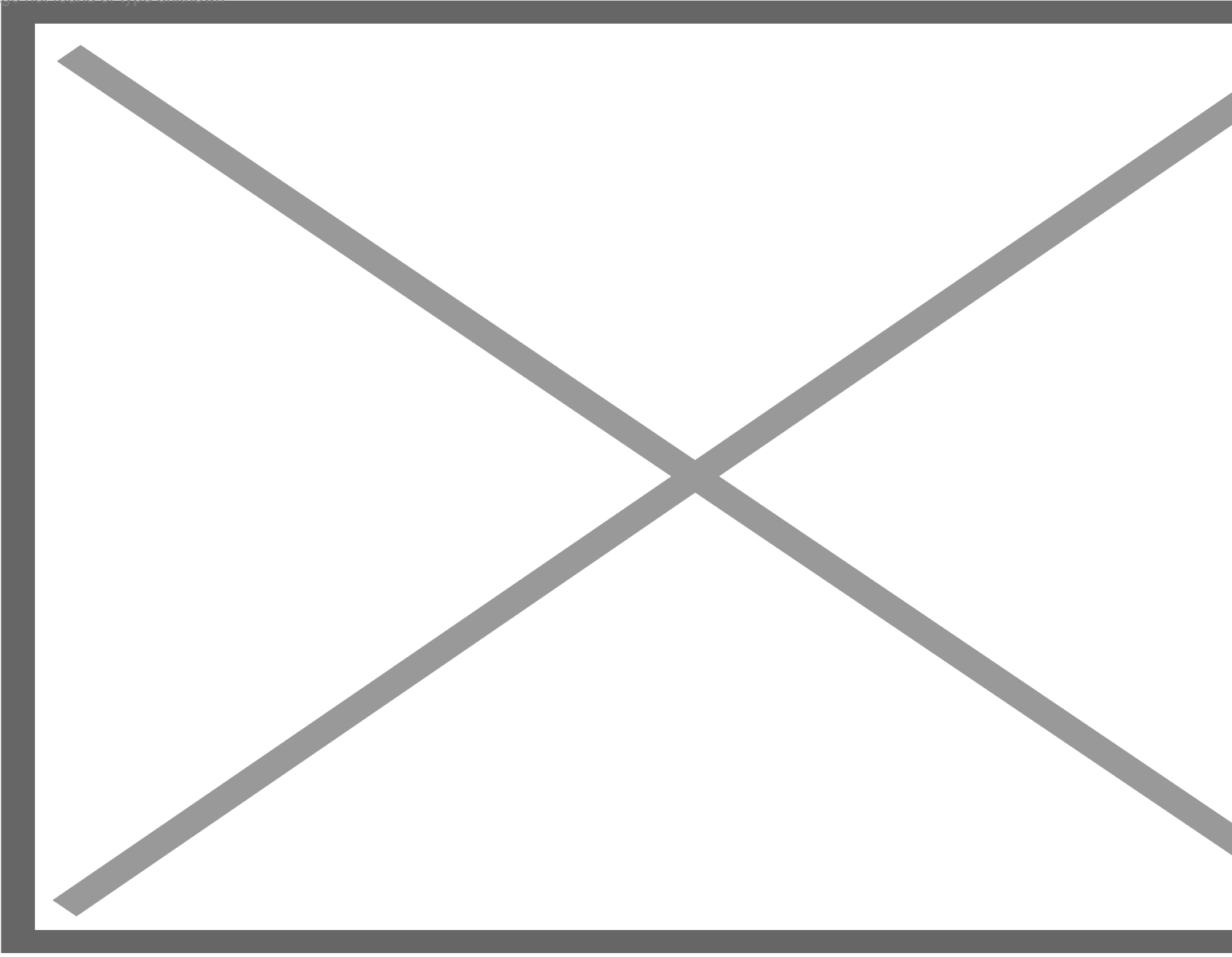
Mission Statement

Fountain designed the 39NX for an owner who enjoys myriad on-the-water activities. With her proven stepped bottom and triple outboard engines, she can head offshore after fish and run with the pack in a poker run. For cruising, she has facing lounges in the cockpit and a choice of seating options in the bow. In the cabin, there's a private head and a berth.

Fountain 39NX Major Features

- Triple outboards ranging from 900 hp to 1,350 hp combined.
- Super Positive Lift twin-stepped bottom
- Hullside door w/reboarding ladder
- Console w/private cabin
- Booth-style cockpit seating
- Chaise lounge on console front

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The 39NX has good depth from bow to stern with freeboard measurements of 30" (76.2 cm) at the stern, 40" (101.6 cm) amidships and 55" (139.7 cm) at the bow.

Fountain 39NX Performance

The Numbers. The 39NX has an LOA of 39' (11.89 m), a beam of 11'3" (3.43 m) and a draft of 28" (71.12 cm). With an empty weight of 16,000 lbs. (7,257 kg), 75 percent fuel, 50 percent water and 2 people onboard, we had an estimated test weight of 18,713 lbs. (8,488 kg). With triple 450-hp Mercury Racing engines turning 14.5" x 25" (36.83 cm x 63.50 cm) props and run up to 6450 rpm, our speed topped out at 80.1 mph. Dialing back to 4000 rpm and 44.4 mph, we measured a best cruise with a 48.6 gph fuel burn that

translated into .9 mpg and a range of 383 statute miles with 10 percent of the boat's 465-gallon (1,703.44-L) fuel capacity in reserve.

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With her twin stepped bottom, the 39NX runs level and fast without requiring much positive engine trim.

She's not only fast, but she's also quick. Pin the throttles and the 39NX planes in an average of 5.6 seconds. She sprints through 20 mph in 8.2 seconds, continues through 30 in 12.6, 40 in 16.5 and 50 mph in 21.1 seconds. Once on plane, she's appropriately sensitive to trim, so quick taps on the tab buttons are the best approach to take. Wait to see how each adjustment affects the running attitude before making another. Engine trim is another matter. Bring them up to about half on the trim indicator and the captain can feel a push from the added acceleration. To eke out another mph, add just a touch more positive trim to the center engine.

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With the triple Mercury Racing 450R outboards, the 39NX gets up and moving in a hurry.

Handling. At about half throttle, go ahead and put the 39NX into a hard turn. Crank over hard enough, and she'll heel over to the point where the rub rail will reach the water. No one other than a test driver would ever need, or want to attempt, but it can complete the move if an unexpected evasive maneuver is required. In more docile turns, there's no prop ventilation and our test boat held its line through sweeping arcs. At higher speeds, slow down when coming into chop. Ease back on the throttles and she skips right over, staying level and maintaining her speed.

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At cruising speeds, the 39NX carves holds her line through turns and maintains a comfortable lean.

Fountain 39NX Features Inspection

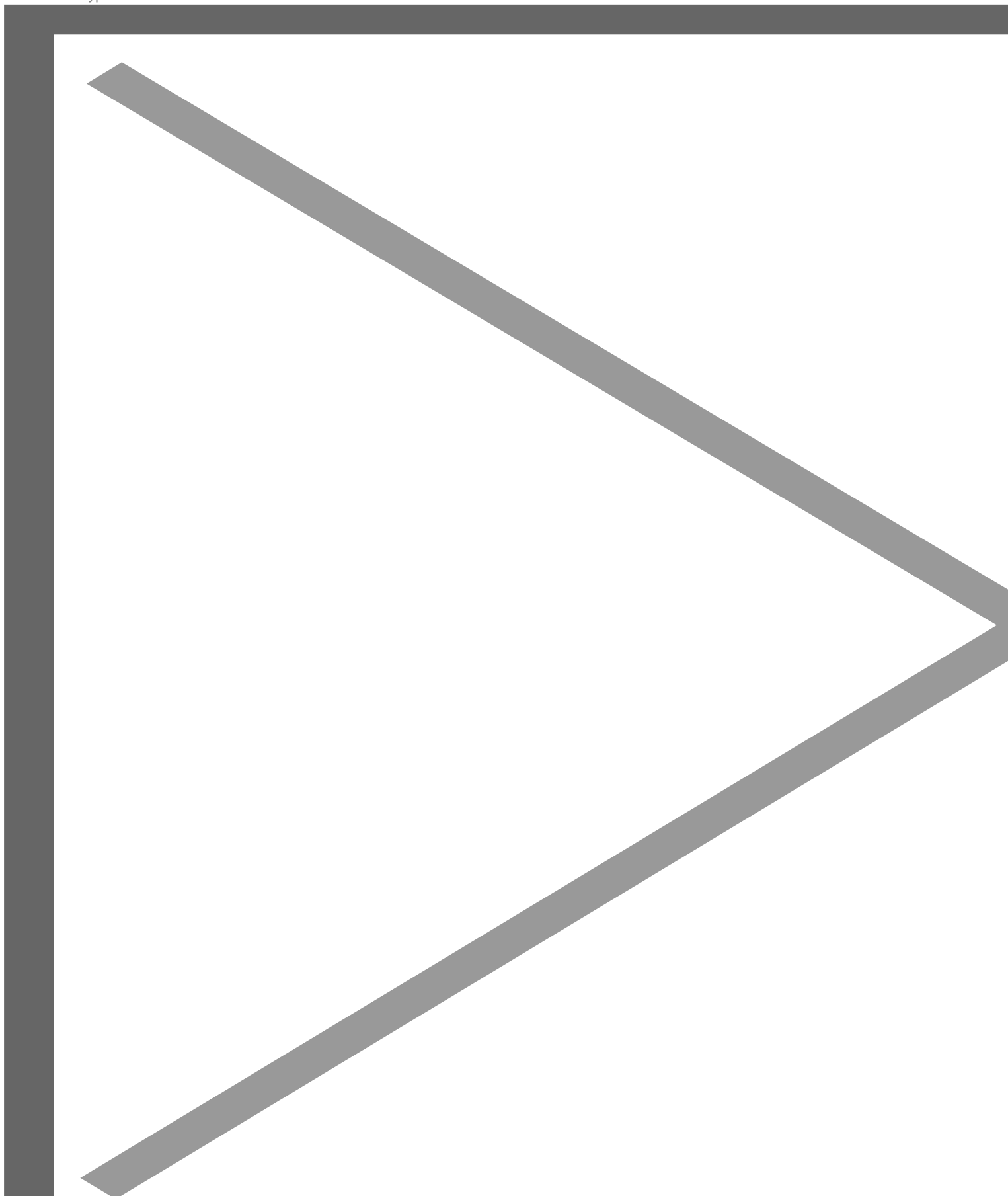
The Stern. Fountain set up the 39NX for easy boarding with the swim platforms designed to be at the same level as a dock. The aft section of the platforms are left open so a person can just step aboard. The platforms extend aft alongside the motors on each side and there's ample space to pass between the engines and the transom. Utility and freshwater connections are on the transom and gates on each side open and stay in position with magnetic latches to provide entry into the cockpit.

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The swim platform wraps around the motors on each side and has plenty of space to pass between the motors and the transom.



The shorepower and freshwater hookups are on the transom alongside the starboard gate and notice the shower aft on the inwale.



The stern gate cleanly integrates into the inwale and it's held open by a magnetic latch.

The Cockpit. It's a short step down into the cockpit and one of the first things we noticed was the oversized deck drains in the aft corners of the deck. They measured 4 ½" x 9" (11.43 cm x 22.86 cm) compared to the usual 2" (5.08 cm) diameter units we see in boats in class. The forward-facing aft bench seat measures 73" (185.42 cm), while the opposing aft-facing loveseat is 56" (142.24 cm) wide. Each has storage in the base and a large hatch in the deck opens to provide access to the mechanical accessories, including the bilge and macerator pumps and the three fuel-water separators. Two of these are in easy reach, but one is tucked away in the aft port corner and could be difficult to service. Coaming pads run the length of the cockpit and there are JL audio speakers in the gunwale on each side. Underfoot, our test boat's walking surfaces were covered in SeaDek foam mat.

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There's 28" (71.12 cm) of space between the aft lounges so there's no worry about passengers knocking knees when chatting.

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The large hatch in the center of the aft cockpit deck opens on a stainless-steel gas strut to provide access to pumps, seacocks and other equipment.

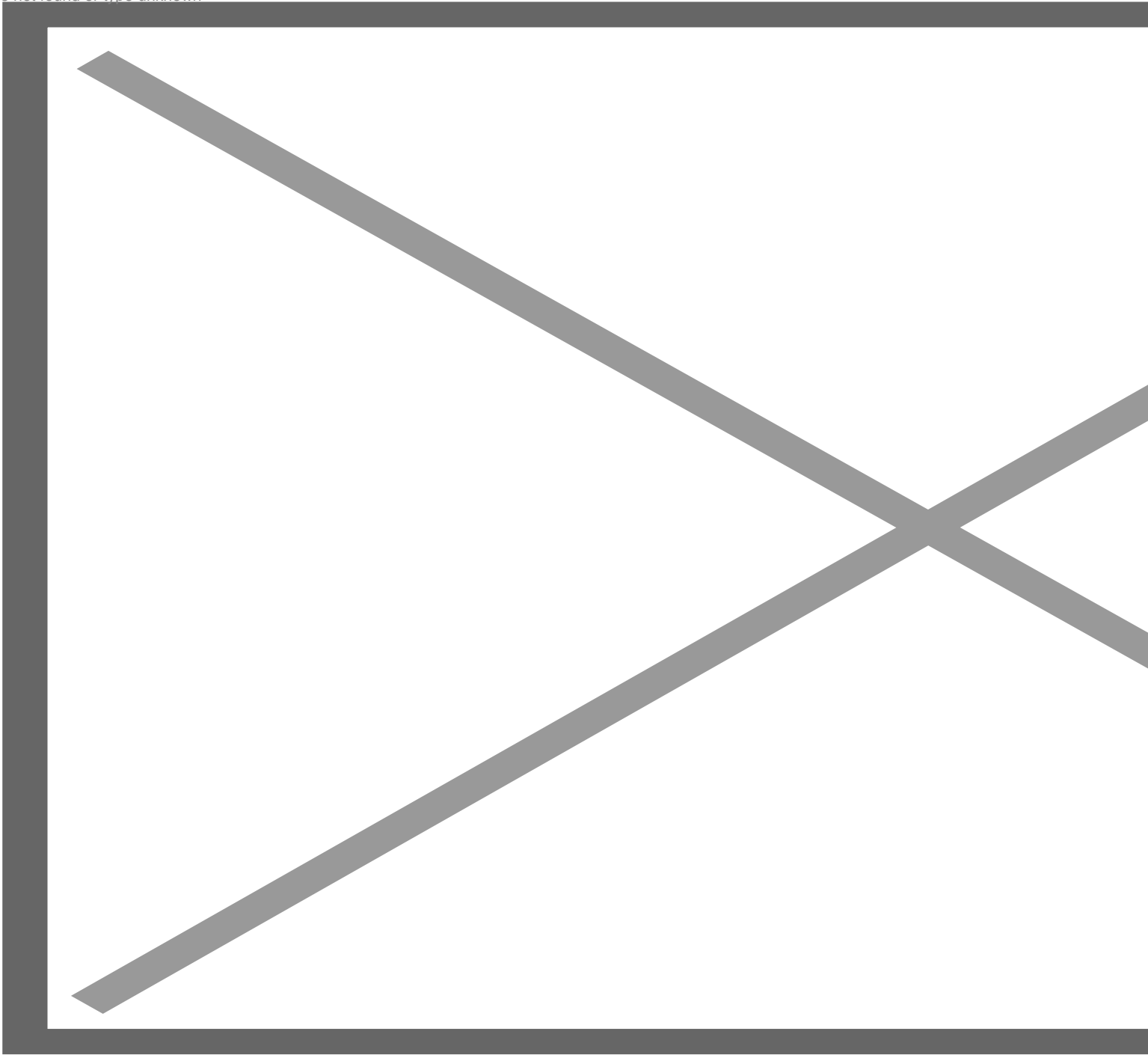
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Two of the three Mercury Racing fuel-water separators were in easy reach.

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Servicing the fuel separator and the trim pump for the port motor might require crawling outboard under the deck.

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The hullside door opens inboard, which makes it better for pulling the boat alongside a dock or the host yacht if the 39NX is used as a tender.

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Fountain builds the ladder to be extra-rugged and notice the T-style grabrail at the top. It's designed for a 200-lb.-plus man to be able to climb aboard even if he's wearing SCUBA gear.

The Leaning Post. Moving forward, the captain and a companion travel in high-backed seats that have foldup bolsters and articulating armrests. Because the dash comes up rather high, the helm standing area is raised 3" (7.62 cm) off the boats' deck and there are two angled footrests ahead on the console. The frame for the helm seats and the console are finished in a black powder-coating that repels heat and the all support a substantial fiberglass hardtop that includes LED spreader and courtesy lights as well as JL Audio speakers. Aft on the underside is a crank for raising and lowering the 39NX's anchor light. In the seat base to port, there's storage for tackle boxes and drawers and another hatch on the opposite side opens to reveal a variety of drawers. A hatch on the front of the base pulls aside to reveal a battery. In deck on each side of the console are insulated, macerated fishboxes.

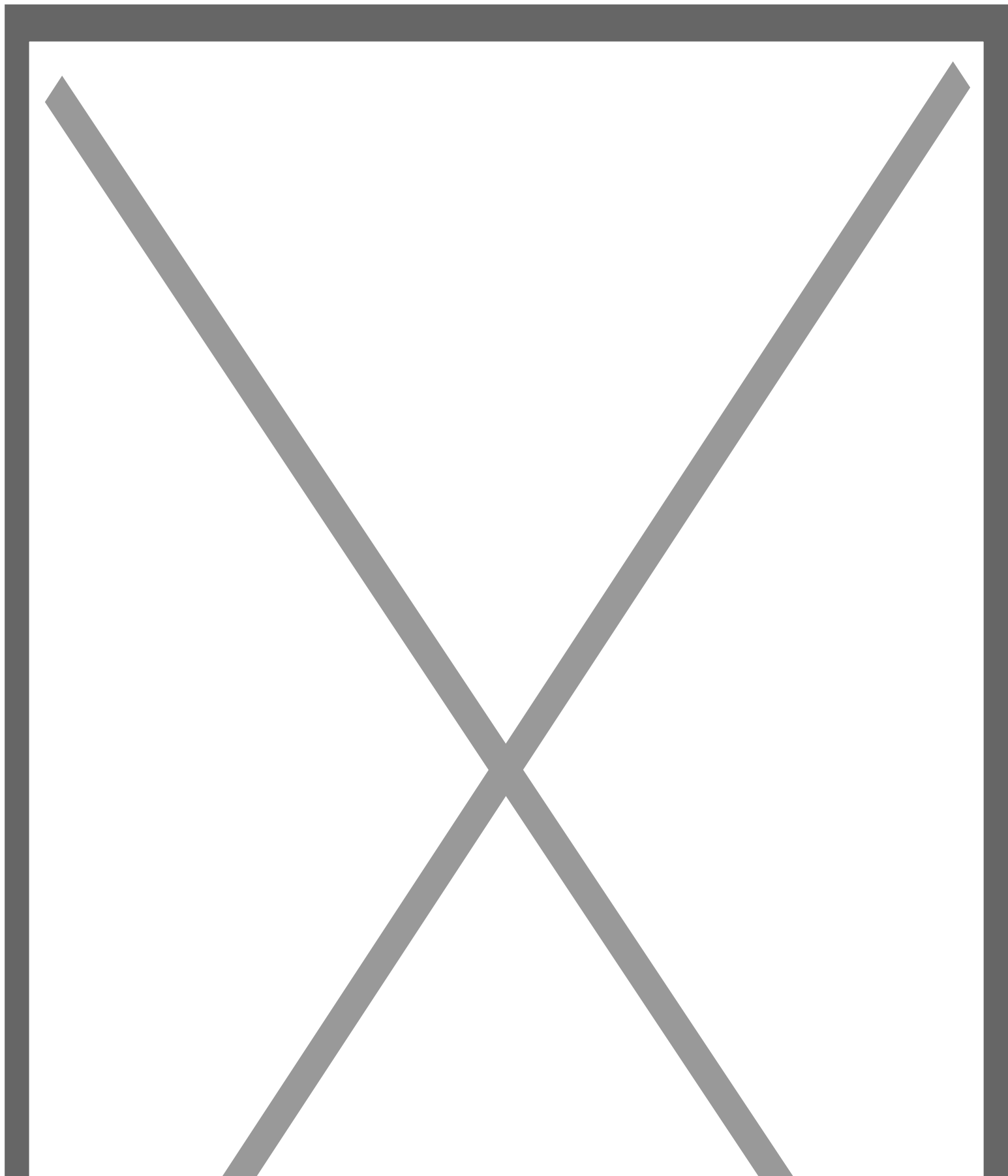
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The side-by-side seats at the helm have fold-up bolsters so the captain and a companion can choose to ride standing or seated.

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The fiberglass hardtop is finished to match the boat's hullsides and the entire helm area as well as forward of the console.

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The powder-coating finish on the hardtop framework doesn't get hot even in direct sunlight.

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Lockers in the helm seat base are on each side. This one is to port and has dedicated tackle storage plus pull-out drawers. The starboard side has four more drawers.

The hatch in the front of the helm seat base pulls aside to access an Optima battery and switch.

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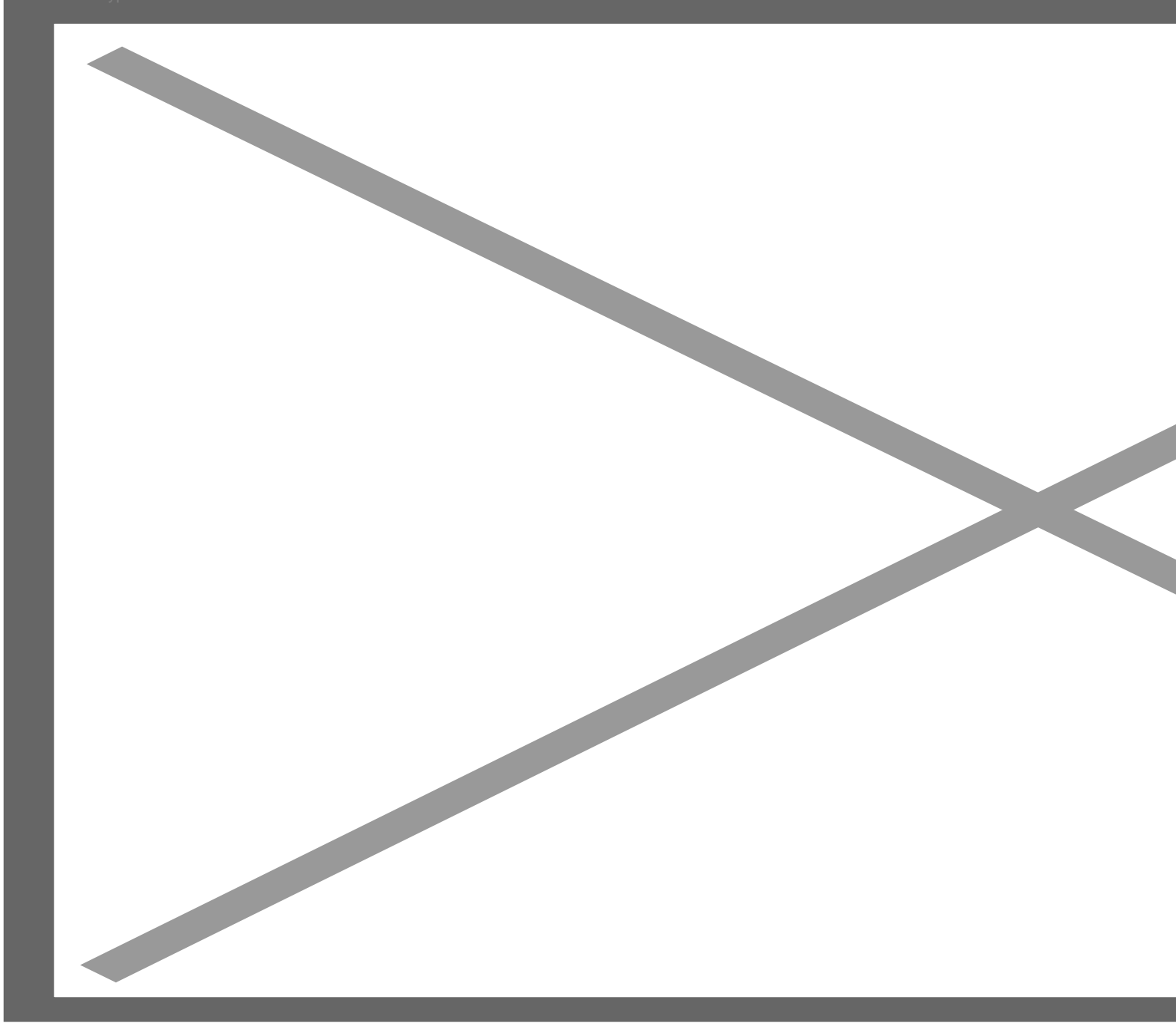
Outboard of the helm seat on each side in the deck there is an insulated, macerated fish box. As we saw throughout the boat, the hatch is finished on the underside for a cleaner look.

The Helm The 39NX's helm has the steering wheel to port and a centrally positioned compass atop the panel. We'd rather have the two in-line. In the vertical electronics flat, our test model had two Garmin 16" (40.64cm) multifunction displays flanking the control head for the JL Audio stereo. Accessory switches that illuminate when activated are in a single row at the base of the panel. Fountain positions the Mercury VesselView display just ahead of the steering wheel, which is on a tilt base and has a spinner knob. The indicators for the trim tab are to the left of the wheel. To the right are the Mercury digital engine controls with the trim tab buttons just ahead so the driver can make adjustments with his throttling hand. The docking joystick is to right with the VHF radio farther outboard. Just below is a small glovebox and overhead in the hardtop is an electronics box.

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In true high-performance fashion, the Garmin chartplotters are set against a carbon-fiber panel.

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The trim tab switches are just ahead of the throttles, which is smart because it means the captain can make adjustments with his throttling hand, so he'll always have one hand on the wheel and the other on the levers, which is smart in an 80-mph boat.

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The wraparound tempered glass windshield provided good protection from the elements and was distortion-free.

The Console Exiting the helm, the width between the console and the coaming pad is 20" (50.8cm). In the port side of the console, a pocket door opens the private cabin that has a berth that measures 73" x 53" (185.42cm x 134.62cm). Standing headroom is 7'3" (2.21m) and there's 24" (60.96cm) of clearance above the berth. Opening screened ports let in fresh air. Aft there's a mirror facing the doorway, a sink and a porcelain toilet. The circuit breaker and battery-switch panel is in reach from the doorway and just below is a locker with shelving.

Fountain was smart to use a pocket door for the cabin entryway. It keeps the hatch from having to swing out into the passageway or into the cabin.

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The cabin expands the boat's versatility by offering sleeping space for two.

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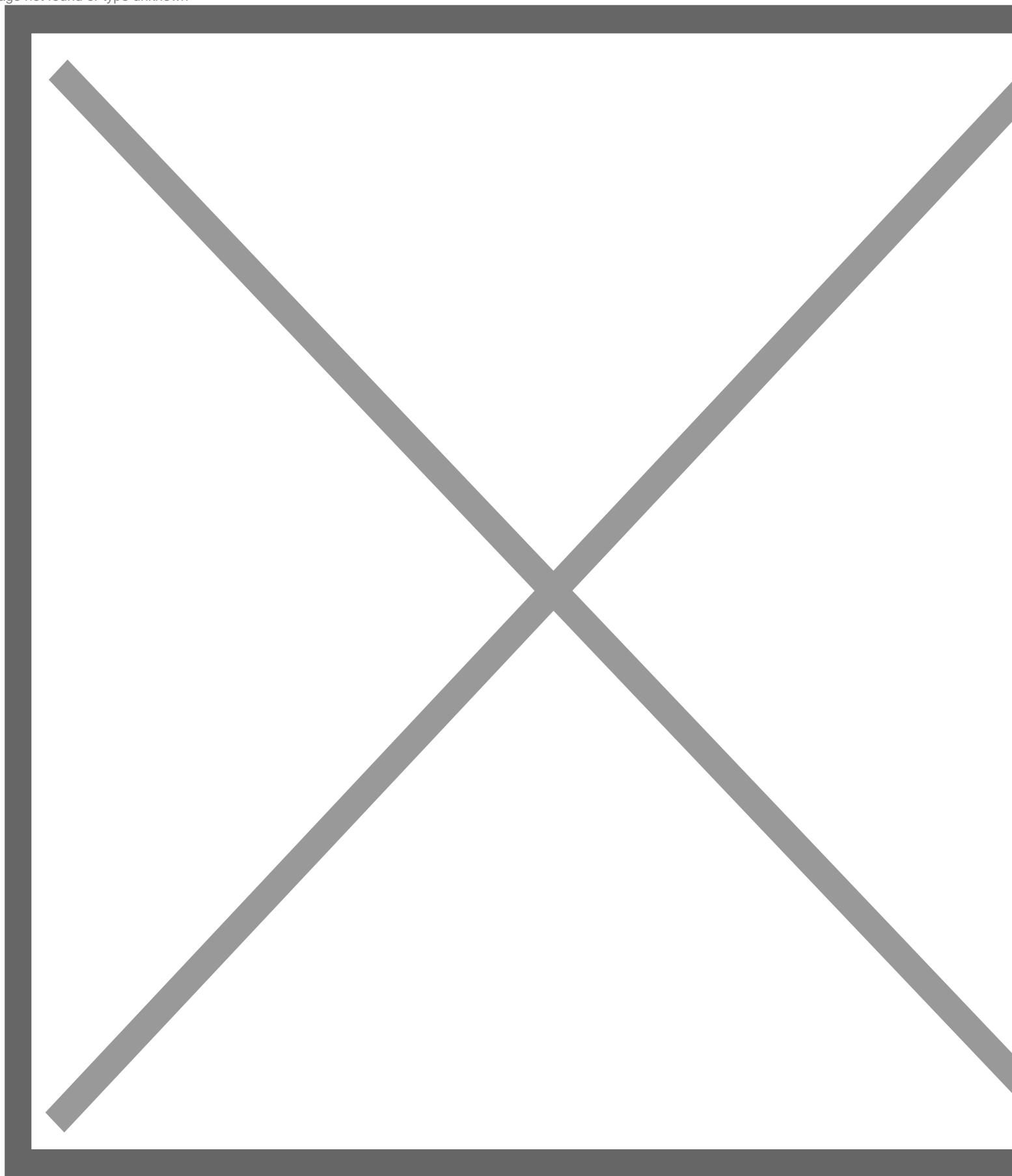
The head area has ample space for answering nature's call and the battery switches are within reach without having to step into the area.

The Bow. On the front of the console, we may have found what we thought will be the most coveted seat on the 39NX. The doublewide chaise-style lounge is 50" (127 cm) long and has flip-up armrests. Outboard on each side are molded coolers with clear acrylic tops that can be converted to livewells. There's 13" (33.02 cm) of passage space between them and the console lounge. The fronts of the coolers create natural backrests for the bow lounges and the bolster wraps around the entire area. A grabrail also encircles the area just below deck level and there's a socket for an optional table. On the foredeck, there are two pull-up cleats and the boat comes standard with a windlass beneath a hinged hatch.

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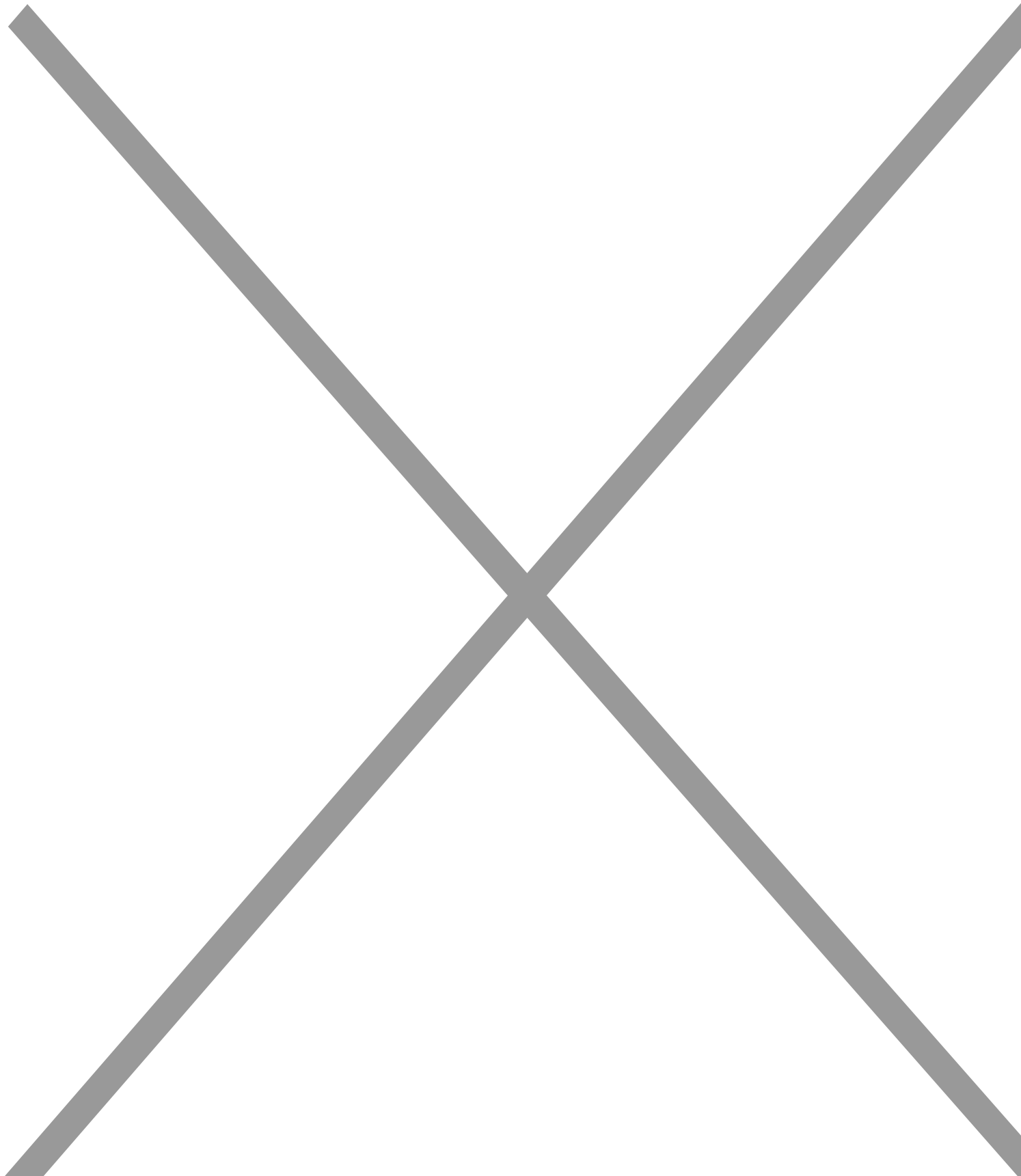
The console seat is designed to place occupants in a naturally reclined position

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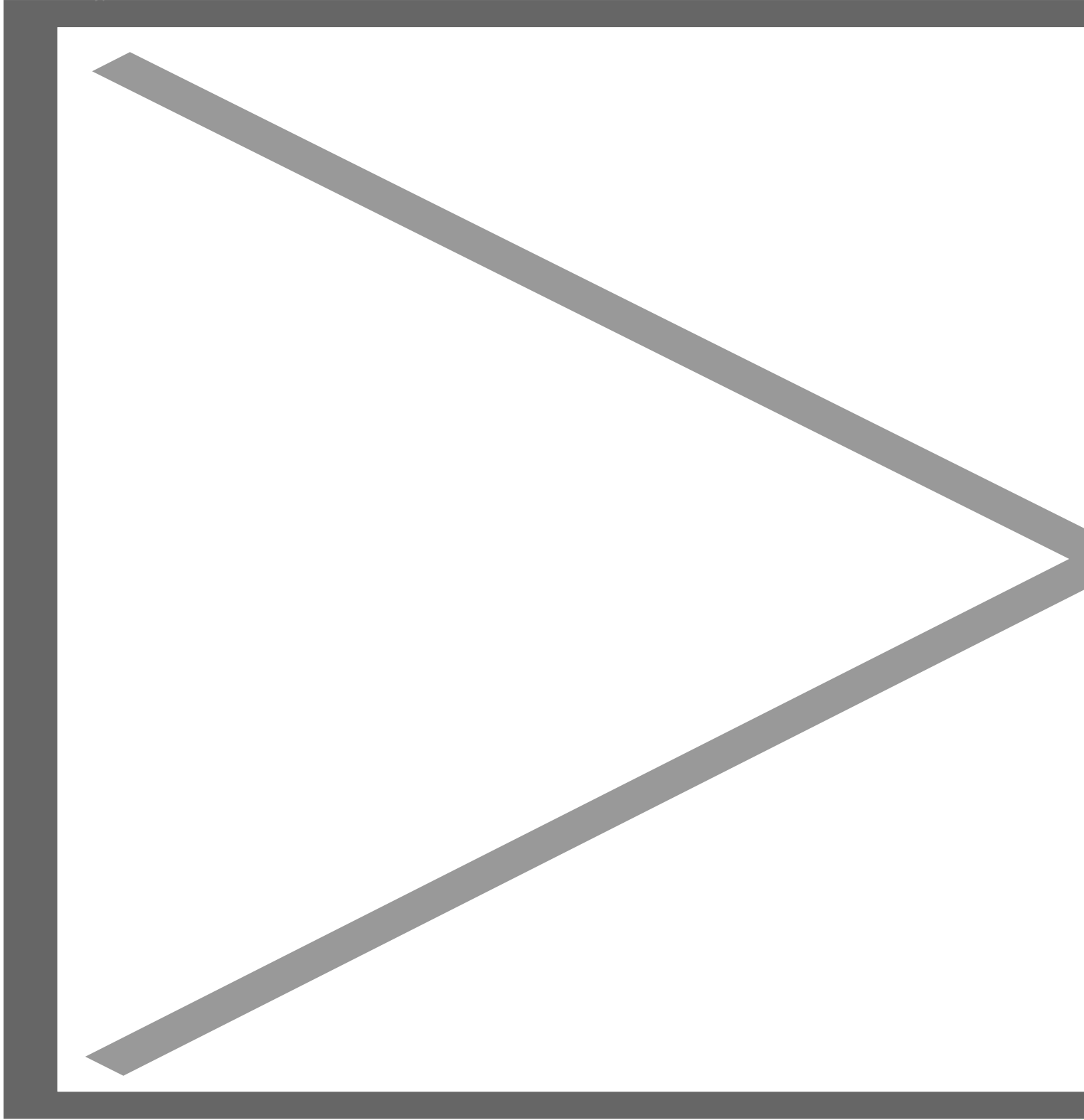
There are coolers at the aft end of the bow lounges and notice the USB plugs in the gunwale just ahead of the backrest.

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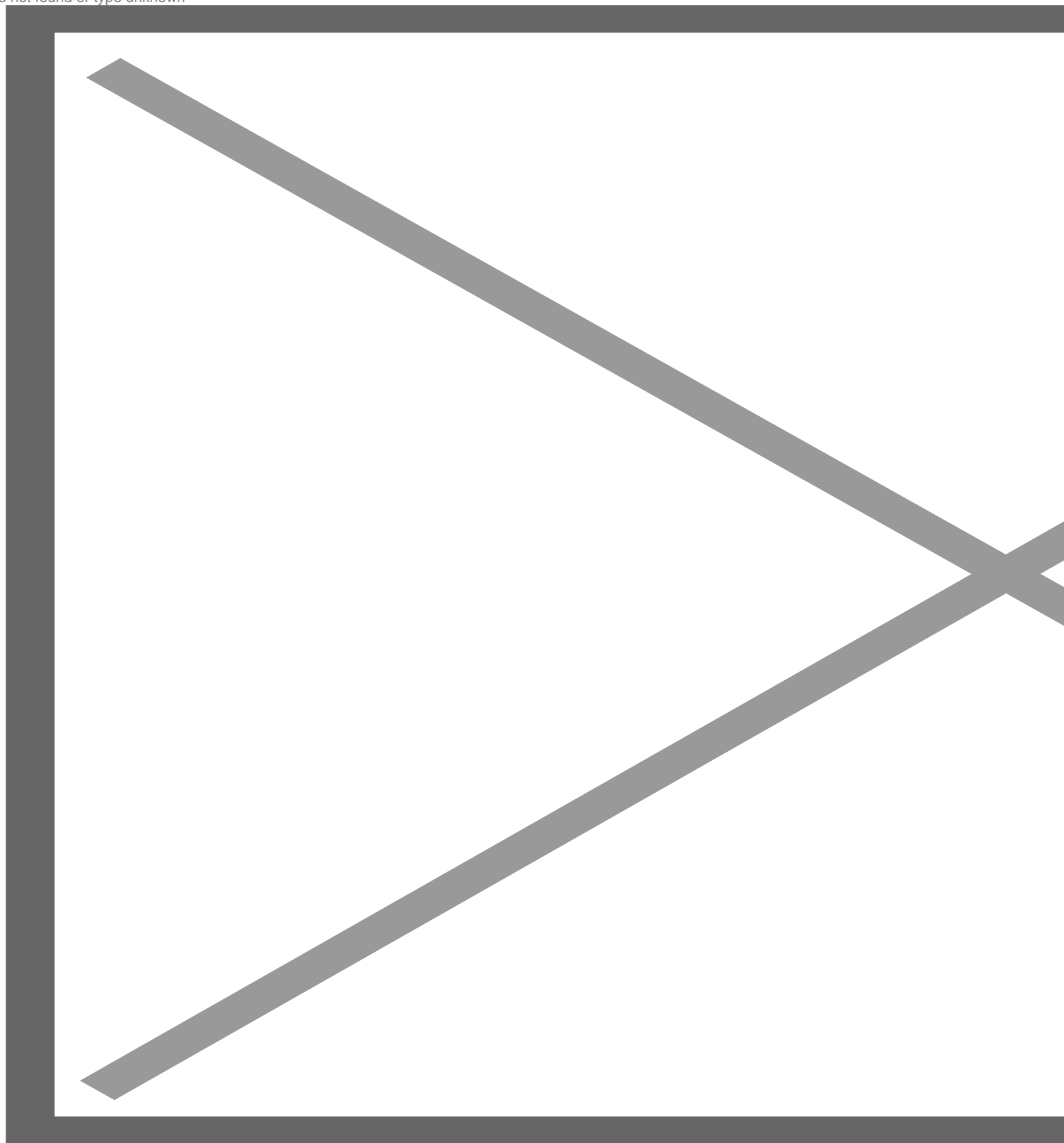
The bow coolers can be converted to livewells with aerators.

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The bow lounges have full wraparound backrests so passengers can face multiple directions.

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The optional table installs on a robust pedestal and can be lowered and topped with a filler cushion.

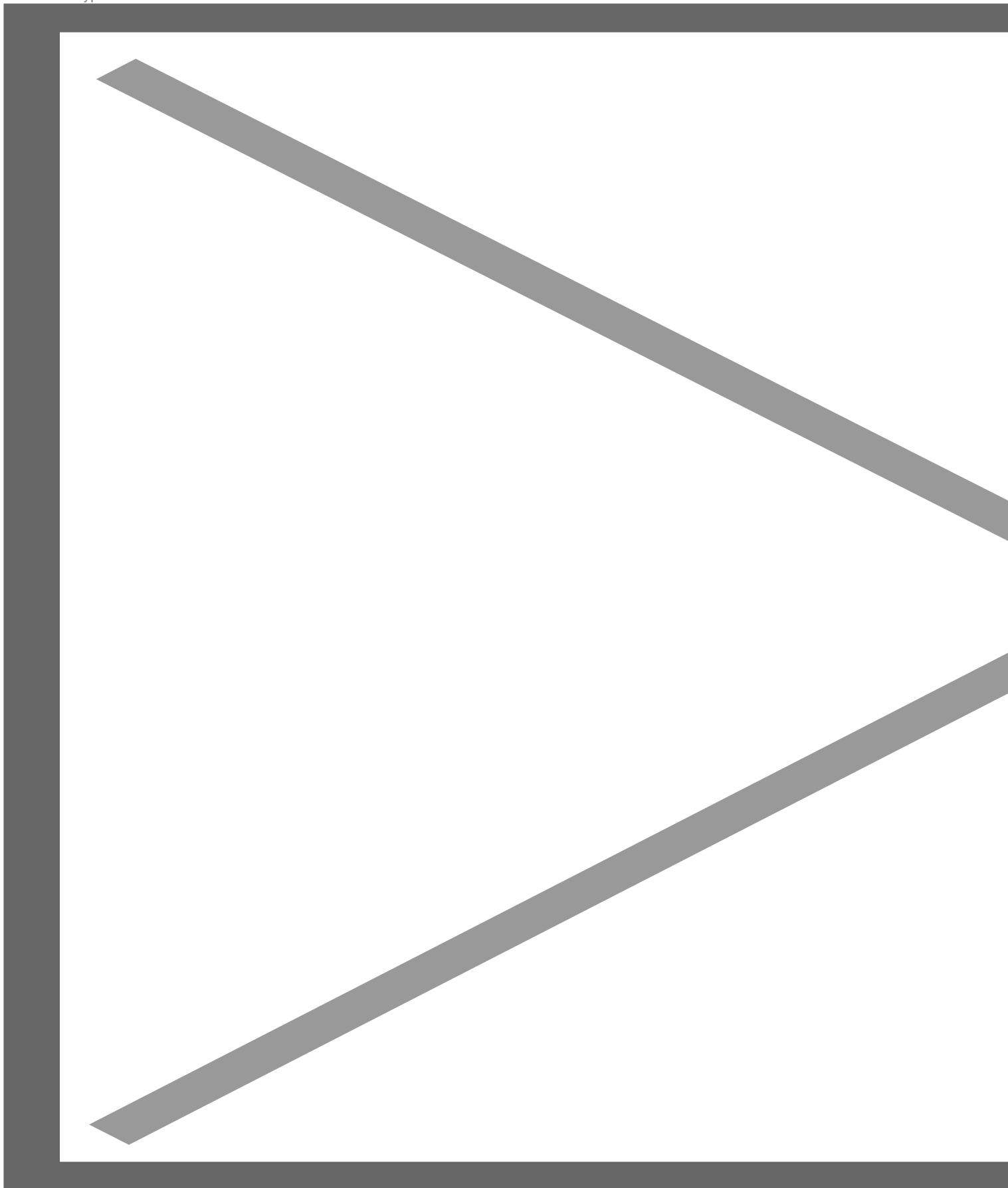
The 39NX comes standard with a windlass and there's access to rode storage on each side.

Fountain 39NX Base Retail Price

With triple Mercury Racing 400R outboards: \$550,000

Options To Consider (Not discussed in report)

- Bow Thruster
- Cockpit galley w/refrigerator, freezer, grill and sink (replaces rear-facing seat)
- Reverso engine-flushing system
- SureShade electric retractable awning
- Tackle center/bait station w/twin pressurized livewells (replaces aft bench seat)
- Garmin autopilot GHC20
- Gemlux BA-12 Base 16' (4.88 m) or 18' (5.49 m) outriggers
- Taco GS 280 Base 18' (5.49 m) or 20' (6.1 m) outriggers



The graphics are done in linear urethane paint and they're protected by a clear coat.

Observations

With the triple Mercury Racing 450Rs, the 39NX is not a boat for first-time operators, but for a driver with some seat time in a performance boat, the learning curve is a short one. Her 80.1 mph top speed is to be respected, and it makes the boat a thrill to drive. She is ready to serve as the headquarters for many activities with plenty of space to move about for fishing and seating for family and friends to enjoy the ride during a poker run or to simply relax on a leisurely cruise.