Reliant 49 - 2008

https://www.yachtadvert.com/fr/3671-glen-l-marine-reliant-49.html

78 950 EUR ttc



Général

Année : 2008
Largeur : 4,36 m
Radeau : Non
Leasing en cours : Non

Constructeur : Glen L Marine
Longueur : 17,30 m
Tirant d'eau : 2,00 m
Région : Sardinia, Italie

Moteurs

Carburant : Diesel
Puiss. Unit. (CV) : 85

Marque moteur : Ford
Nombre : 1
Heures : 1850

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Aménagements

Couchettes : 9
Cabine Marin : 3
Flybridge : Non
Timonerie : Non

électronique

Pilote auto : Oui
Radar : Oui
GPS : Oui
Sondeur : Oui
VHF : Oui
Traceur de carte : Oui
Déssalinisateur : Non
Convertisseur 12/220 : Non

équipement de pont

Hydraulique : Non
Passerelle : Non
Plateforme AR : Non
Bossoirs : Non
Taud d'hivernage : Non
Guindeau élèctrique : Oui
Capote de roof : Oui
Taud cockpit : Non
Cockpit en teck : Non
Pont teck : Non
Grand voile sur enrouleur : Non
Génois sur enrouleur : Oui
Spinnaker : Oui

équipements principaux

Propulseur Arrière : Non
Propulseur avant : Non
Clim. : Non
Groupe éléc. : Oui
Eaux noires : Non
Eau chaude : Non
Annexe : Non
Flaps : Non
Moteur annexe : Non

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électroménager

Réfrigérateur : 1
Four : Oui
Réchaud gaz : Non
Chauffage : Oui
Lave-vaisselle : Non
TV : Non

Glaçons : Non
Congélateur : Oui
Micro-ondes : Oui
Réchaud élèctrique : Non
Lave-linge : Non
Antenne TV : Non
TV SAT : Non

Divers

Glen-L Reliant 49 â€” Bluewater Ketch â€” 2008
Rogue Trader is a beautiful Glen-L Reliant 49, designed by Jim Benge and professionally built by an Irish shipyard, with her structural work and early fit-out undertaken by professional craftsmen under regular Lloydâ€™s inspection. Completed and launched in 2008, she was constructed in cold-moulded wood and professionally sheathed in fibreglass, combining the warmth and character of traditional timber construction with the practical advantages of a glass-sheathed hull.
At 17.30 metres Length Overall (LOA), and a waterline length of 14.9m, her classic lines, substantial proportions and purposeful ketch rig give her a strong and distinctive presence. Her long keel and naturally balanced rig provide the steady, reassuring qualities associated with traditional ocean-going yachts, while her generous volume makes her equally suited to extended cruising or life afloat.
Her construction is notably substantial, with two layers of diagonally laid iroko planking over substantial internal framing and floor bearers, further reinforced by two layers of marine plywood and GRP sheathing. A substantial steel centre keel provides approximately 7 tonnes of ballast, contributing to the solid, purposeful character of this traditional bluewater design. The result is a robust construction well suited to serious offshore cruising.
A proven bluewater cruiser with two Atlantic crossings to her credit, Rogue Trader was purchased by her current owners in 2021 and sailed by them from Ireland to the Mediterranean. Since then, she has cruised thousands of nautical miles from Sardinia along the Amalfi Coast and, more recently, around Corsica and the French Riviera. She has benefited from committed and conscientious ownership, with continuous investment in her maintenance, upkeep and presentation.
With generous space for additional equipment and systems, Rogue Trader offers an adaptable platform for her next owner â€” whether the ambition is further ocean passages, extended Mediterranean cruising or simply enjoying the freedom of life afloat. Accommodation Beautifully finished, warm and characterful timber interior with generous volume for comfortable extended cruising and life aboard. The galley is equipped with an oven, sink and fridge, with pressurised hot and cold water and heating throughout. 2.2m Headroom 80 l Tank for Wastewater Mechanical and Rigging Engine: Ford D-Series diesel
Power: 85 HP with Shaft D drive
Marinisation and Spares: Lancing Marine, Brighton
The engine installation is deliberately straightforward, with systems selected for reliability, accessibility and ease of maintenance; an important consideration for a yacht intended for extended and remote cruising. Recent Servicing includes: New shaft bracket (2025)
Electronic fuel pump (2025)
New engine mounts (2026)
New Throttle cable (2021) Shaft flange and shaft seals (2026)
8 x New Batteries plus contoller (2026)
The vessel was also anti-fouled and fitted with new anodes in July 2026
3M Honwave dinghy with 5hp Mercury outboard, (2022) up to date maintenance 2026
Teak Deck Joint Sealing

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(2026) The mizzen contributes to the natural balance of the rig, allowing her to maintain a steady course for extended periods. Her current owners have sailed her for several years and thousands of nautical miles without an autopilot.

Sails: Main Sail 2016 â€“ Servicable
Head Sail 2008 â€“ Servicable
Stay Sail - New 2024
Mizzen Sail 2016 - allows natural balance, and provides a steady course for extended periods. Would ideally be replaced by the new owner as well used condition
A beautiful, genuinely ocean-proven yacht combining traditional character, robust professional construction and a remarkable cruising history â€” ready for her next chapter.

FRANÃ‡AIS Glen-L Reliant 49 â€” Ketch de grande croisiÃ¨re â€” 2008 Rogue Trader est un magnifique Glen-L Reliant 49, dessinÃ© par Jim Benge et construit professionnellement par un chantier naval irlandais. Sa construction structurelle ainsi que les premiÃ¨res Ã©tapes de son amÃ©nagement ont Ã©tÃ© rÃ©alisÃ©es par des professionnels, sous inspections rÃ©guliÃ¨res de Lloydâ€™s. AchevÃ© et mis Ã lâ€™eau en 2008, il a Ã©tÃ© construit en bois moulÃ© Ã froid et professionnellement stratifiÃ© de fibre de verre, associant la chaleur et le caractÃ¨re dâ€™une construction traditionnelle en bois aux avantages pratiques dâ€™une coque protÃ©gÃ©e par du composite. Avec une longueur hors tout (LOA) de 17,30 mÃ¨tres et une longueur Ã la flottaison de 14,9 mÃ¨tres, ce yacht sÃ©duit par ses lignes classiques, ses proportions gÃ©nÃ©reuses et son grÃ©ement de ketch affirmÃ©, qui lui confÃ¨rent une prÃ©sence remarquable. Sa quille longue et son grÃ©ement naturellement Ã©quilibrÃ© lui assurent la stabilitÃ© et le comportement marin rassurant propres aux yachts traditionnels de haute mer. Son volume intÃ©rieur gÃ©nÃ©reux le rend aussi bien adaptÃ© aux longues croisiÃ¨res qu'Ã la vie Ã bord. Sa construction est particuliÃ¨rement robuste, avec deux couches de bordÃ©s en iroko posÃ©es en diagonale sur une solide structure intÃ©rieure et des varangues et supports de plancher consÃ©quents, le tout renforcÃ© par deux couches de contreplaquÃ© marine et un revÃªtement en PRV. Une importante quille centrale en acier apporte environ 7 tonnes de lest, contribuant Ã la stabilitÃ© et au caractÃ¨re solide et marin de cette conception traditionnelle destinÃ©e Ã la grande croisiÃ¨re. Le rÃ©sultat est une construction robuste, particuliÃ¨rement adaptÃ©e Ã la navigation hauturiÃ¨re. VÃ©ritable bateau de grande croisiÃ¨re ayant dÃ©jÃ fait ses preuves, Rogue Trader a effectuÃ© deux traversÃ©es de lâ€™Atlantique. Ses propriÃ©taires actuels lâ€™ont acquise en 2021 et lâ€™ont convoyÃ©e dâ€™Irlande jusquâ€™en MÃ©diterranÃ©e. Depuis, elle a parcouru plusieurs milliers de milles nautiques, de la Sardaigne Ã la cÃ´te amalfitaine et, plus rÃ©cemment, autour de la Corse et de la CÃ´te dâ€™Azur. Elle a bÃ©nÃ©ficiÃ© dâ€™un entretien attentif et rÃ©gulier de la part de ses propriÃ©taires, avec des investissements constants dans sa maintenance, son entretien et sa prÃ©sentation. Offrant un espace gÃ©nÃ©reux pour lâ€™installation dâ€™Ã©quipements et de systÃ¨mes supplÃ©mentaires, Rogue

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Trader constitue une plateforme particuliÃ¨rement adaptable pour son prochain propriÃ©taire â€” que son projet soit de nouvelles traversÃ©es ocÃ©aniques, de longues navigations en MÃ©diterranÃ©e ou simplement de profiter de la libertÃ© de la vie Ã bord. Un magnifique yacht vÃ©ritablement Ã©prouvÃ© en navigation hauturiÃ¨re, alliant le caractÃ¨re dâ€™une construction traditionnelle, une construction professionnelle robuste et une remarquable histoire de navigation â€” prÃªt Ã Ã©crire son prochain chapitre. PropulsÃ© par un moteur diesel Ford D-Series de 85 CV, professionnellement marinisÃ© par Lancing Marine, Ã Brighton.
Lâ€™installation moteur est volontairement simple et accessible, avec des systÃ¨mes privilÃ©giant la fiabilitÃ©, lâ€™accessibilitÃ© et la facilitÃ© dâ€™entretien â€” des qualitÃ©s particuliÃ¨rement importantes pour un yacht destinÃ© aux longues navigations et aux zones isolÃ©es.
Entretien et travaux rÃ©cents :

Nouvelle ferrure de support dâ€™arbre (2025)
Nouvelle pompe Ã carburant Ã©lectronique (2025)
Nouveaux supports moteur (2026)
Nouvelle bride dâ€™arbre et nouveaux joints dâ€™arbre (2026)
8 batteries neuves avec contrÃ´leur (2026)
CarÃ©nage et remplacement des anodes en juillet 2026
Moteur hors-bord Mercury 4 CV pour lâ€™annexe, entretien Ã jour en 2026
Reprise de lâ€™Ã©tanchÃ©itÃ© des joints du pont en teck (2026)

Sa longue quille et son grÃ©ement de ketch bien Ã©quilibrÃ© lui procurent une navigation particuliÃ¨rement stable et prÃ©visible. Le mÃ¢t dâ€™artimon contribue Ã lâ€™Ã©quilibre naturel du grÃ©ement, lui permettant de conserver un cap rÃ©gulier pendant de longues pÃ©riodes. Ses propriÃ©taires actuels lâ€™ont naviguÃ©e pendant plusieurs annÃ©es et sur plusieurs milliers de milles nautiques sans pilote automatique.
Voiles :
<ul data-spread="false">
Grand-voile â€“ Ã©tat de service
Voile dâ€™avant â€“ Ã©tat de service
Trinquette â€“ neuve en 2024
Artimon â€“ contribue Ã lâ€™Ã©quilibre naturel du grÃ©ement et permet de maintenir un cap stable sur de longues pÃ©riodes. Son Ã©tat est usagÃ© et son remplacement est Ã©galement recommandÃ© pour le prochain propriÃ©taire.

ITALIANO Glen-L Reliant 49 â€” Ketch da grande crociera â€” 2008 Rogue Trader Ã¨ un bellissimo Glen-L Reliant 49, progettato da Jim Benge e costruito professionalmente da un cantiere navale irlandese, con la struttura e le prime fasi dellâ€™allestimento realizzate da professionisti sotto regolari ispezioni Lloydâ€™s. Completato e varato nel 2008, Ã¨ stato costruito in legno stampato a freddo e professionalmente rivestito in vetroresina, combinando il calore e il carattere del legno tradizionale con i vantaggi pratici di uno scafo protetto da un rivestimento in vetroresina. Con una lunghezza fuori tutto (LOA) di 17,30 metri e una lunghezza al galleggiamento di 14,9 metri, questo yacht si distingue per le sue linee classiche, le proporzioni generose e l'imponente armo a ketch, che gli conferiscono una presenza forte e distintiva. La chiglia lunga e il piano velico naturalmente equilibrato offrono la stabilitÃ e le rassicuranti qualitÃ nautiche tipiche degli yacht

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tradizionali d'altura. Gli ampi volumi interni lo rendono ideale sia per le lunghe crociere sia per vivere a bordo. La costruzione Ã¨ particolarmente robusta, con due strati di fasciame in iroko posati diagonalmente su una solida struttura interna e robusti madieri, ulteriormente rinforzati da due strati di compensato marino e da un rivestimento in vetroresina, oltre a una importante chiglia centrale in acciaio con circa 7 tonnellate di zavorra. Una costruzione tradizionale e particolarmente solida, ben adatta alla grande crociera dâ€™altura. Un autentico yacht da grande crociera, con due traversate dellâ€™Atlantico al suo attivo, Rogue Trader Ã¨ stata acquistata dagli attuali armatori nel 2021 e da loro navigata dallâ€™Irlanda fino al Mediterraneo, percorrendo successivamente migliaia di miglia nautiche dalla Sardegna lungo la Costiera Amalfitana e, piÃ¹ recentemente, intorno alla Corsica e lungo la Costa Azzurra. Ha beneficiato di una gestione attenta e di investimenti costanti nella sua manutenzione, cura e presentazione. Grazie agli ampi spazi disponibili per lâ€™installazione di ulteriori equipaggiamenti e sistemi, Rogue Trader offre al suo prossimo armatore una piattaforma estremamente versatile â€” per nuove traversate oceaniche, lunghe crociere nel Mediterraneo o semplicemente per godere della libertÃ della vita in mare. Un bellissimo yacht, realmente collaudato in mare aperto, che unisce carattere tradizionale, costruzione professionale particolarmente robusta e una straordinaria storia di navigazione â€” pronto per il suo prossimo capitolo. Motorizzata con un diesel Ford D-Series da 85 CV, professionalmente marinizzato da Lancing Marine, Brighton.
Lâ€™installazione del motore Ã¨ volutamente semplice e accessibile, con sistemi scelti per privilegiare affidabilitÃ , accessibilitÃ e facilitÃ di manutenzione â€” caratteristiche particolarmente importanti per uno yacht destinato a lunghe navigazioni e a operare anche in zone remote.
Manutenzione e lavori recenti:

Nuovo supporto dellâ€™asse (2025)
Nuova pompa elettronica del carburante (2025)
Nuovi supporti motore (2026)
Nuova flangia dellâ€™asse e nuove tenute dellâ€™asse (2026)
8 batterie nuove con controller (2026)
Carenaggio e sostituzione degli anodi a luglio 2026
Motore fuoribordo Mercury da 4 CV per il tender, manutenzione aggiornata nel 2026
Rifacimento della sigillatura delle giunzioni del ponte in teak (2026)

La lunga chiglia e lâ€™armo a ketch ben equilibrato le conferiscono una navigazione particolarmente stabile e prevedibile. La mezzana contribuisce allâ€™equilibrio naturale dellâ€™armo, consentendole di mantenere una rotta stabile per lunghi periodi. Gli attuali armatori lâ€™hanno navigata per diversi anni e per migliaia di miglia nautiche senza pilota automatico.

Vele:

Randa â€” in condizioni utilizzabili
Vela di prua â€” in condizioni utilizzabili
Trinchetta â€” nuova nel 2024
Mezzana â€” contribuisce allâ€™equilibrio naturale dellâ€™armo e consente di mantenere una rotta stabile per lunghi periodi. Ãˆ in condizioni usurate e si consiglia la sostituzione anche da parte del prossimo armatore.

Inventory

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Electrical
<ul type="disc">
Shore power
Battery bank
Battery charger
Inverter
24 V electrical system

Safety
<ul type="disc">
Fire extinguishers
Fire suppression system
Gas detector
Life raft
EPIRB
MOB system
Navigation lights

Deck & Anchoring
<ul type="disc">
60 m of 12 mm chain
30 kg CQR anchor
Lofrans Falkon 1700 W windlass
2 x 25 kg Danforth anchors
Bilge pump
Teak deck
Teak cockpit
Cockpit cover
Sprayhood
Bimini top
Swim ladder
Gangway
Davits
Antifouling

Navigation & Communication
<ul type="disc">
Compass
VHF radio
Radar
Radar reflector
Older chartplotter â€” current owners use a tablet with Navionics
Wind gauge
Depth sounder
Speedometer
AIS
Satellite phone

Interior & Comfort
<ul type="disc">
Pressurised water system
Hot water system

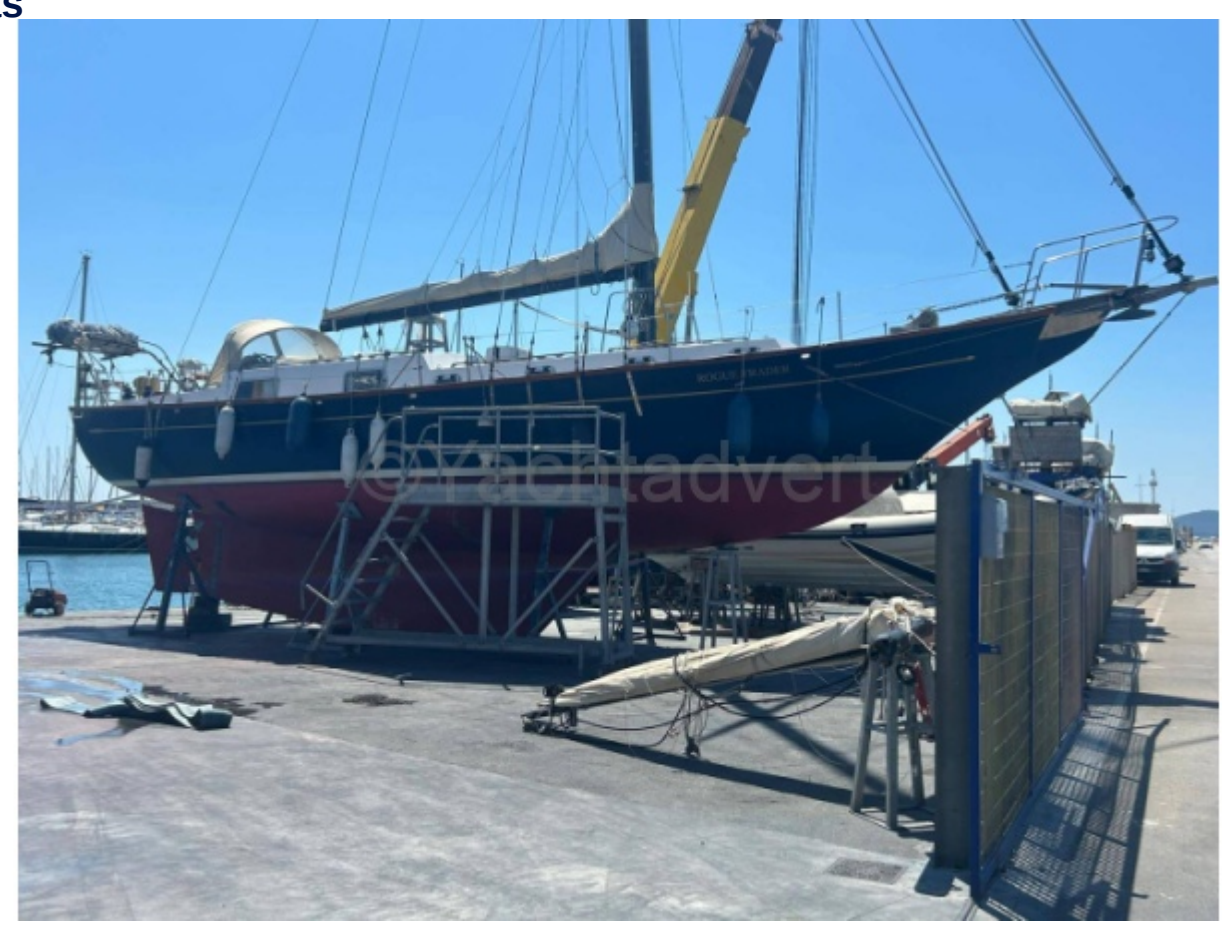
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8kw diesel air heater - with 2 full spare units as replacements
Oven
Sink
Fridge

Entertainment
<ul type="disc">
Radio
iPod connection
Bluetooth connectivity
Cockpit speakers
Cockpit table

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Médias





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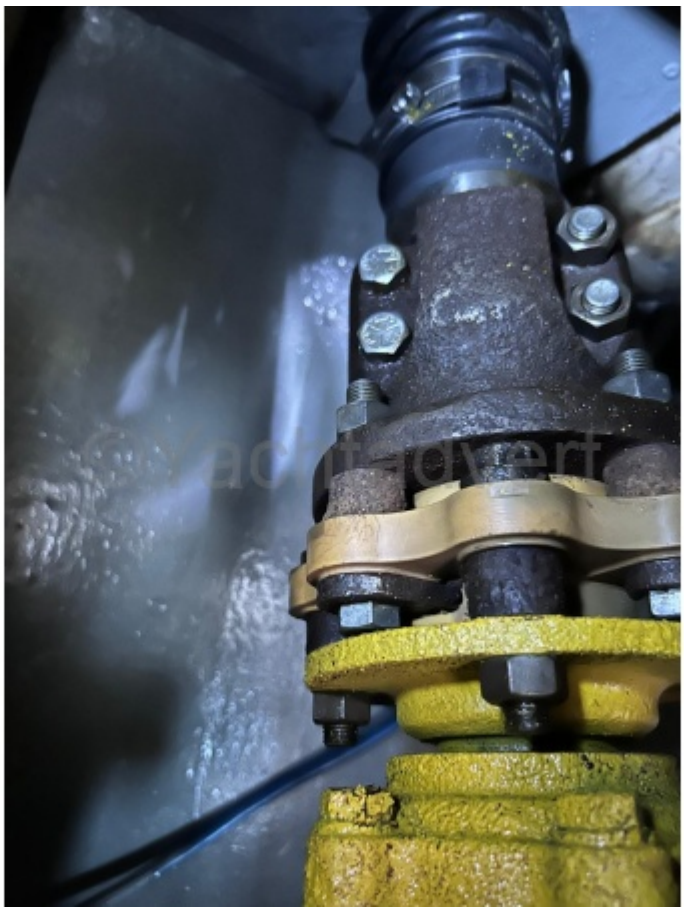
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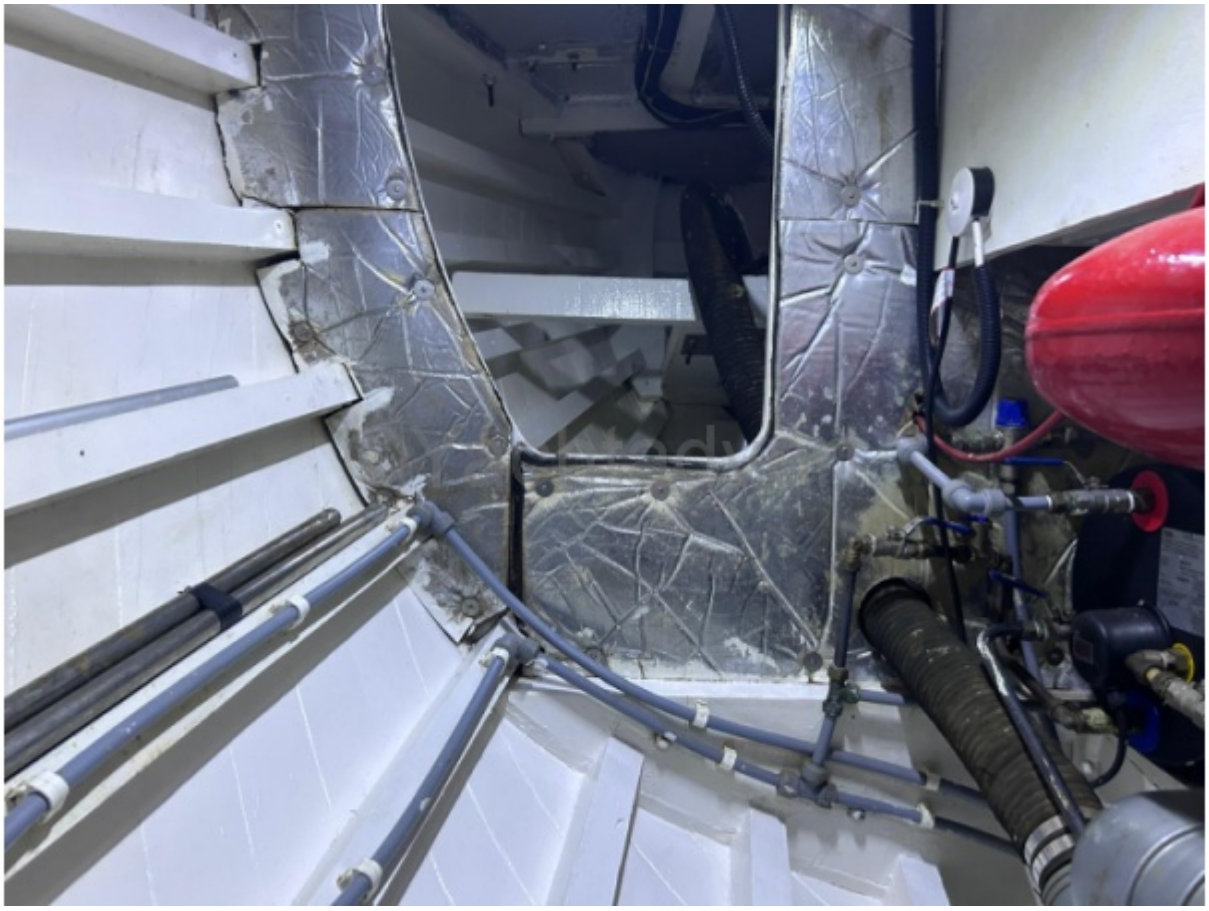


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