Gaff-Rigged Schooner - 1940

https://www.yachtadvert.com/fr/2841-gaff-rigged-schooner.html

23 939 â,¬ ttc



Général

Année : 1940
Longueur : 15,24 m
Tirant d'eau : 0,00 m
Région : Swansea, Royaume-Uni

Sous type : Plaisance
Matériau : Bois
Largeur : 3,35 m
Radeau : Non
Leasing en cours : Non

Moteurs

Carburant : Diesel

Marque moteur : Ford 2710
Nombre : 1

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Aménagements

Flybridge : Non

Timonerie : Non

électronique

Pilote auto : Non
GPS : Non
VHF : Non
Déssalinisateur : Non

Radar : Non
Sondeur : Non
Traceur de carte : Non
Convertisseur 12/220 : Non

équipement de pont

Hydraulique : Non
Plateforme AR : Non
Taud d'hivernage : Non
Capote de roof : Non
Cockpit en teck : Non
Grand voile sur enrouleur : Non

Passerelle : Non
Bossoirs : Non
Guindeau élèctrique : Non
Taud cockpit : Non
Pont teck : Non
Génois sur enrouleur : Non
Spinnaker : Non

équipements principaux

Propulseur Arrière : Non
Clim. : Non
Eaux noires : Non
Annexe : Non

Propulseur avant : Non
Groupe éléc. : Non
Eau chaude : Non
Flaps : Non
Moteur annexe : Non

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électroménager

Congélateur : Non
Micro-ondes : Non
Réchaud élèctrique : Non
Lave-linge : Non
Antenne TV : Non
TV SAT : Non
Glaçons : Non
Four : Non
Réchaud gaz : Non
Chauffage : Non
Lave-vaisselle : Non
TV : Non

Divers

Remarks :
‘Paradox’ is a beautifully crafted 1940 motor supply vessel, originally built in Malaya from rare native hardwoods including chengal and balanocarpus heimii — timbers renowned for their exceptional strength, durability, and long lifespan. Rich in character and maritime heritage, her design combines classic European influences with traditional Malaysian craftsmanship, creating a truly distinctive vessel. After arriving in the UK in the late 1960s, Paradox was carefully restored and transformed into an elegant schooner, with quality oak decking, handcrafted cabin structures, and custom rigging designed in Brightlingsea. She has cruised extensively around the North Sea. A rare opportunity to own a unique piece of maritime history with proven seaworthiness and timeless appeal.
Accommodation :
Flavell Vanessa two ring and oven gas cooker in galley
Paloma PH-5-3F [Mark V] shower water heater in head, both serviced from LPG bottle on deck
WC pedestal, with manual pumping via a swan neck through hull
80 gallon stainless fresh water tank in engine compartment
Chart table with overhead red lighting
Other lighting serves in all areas via 12v ring
Lister 240 v diesel generator in lazarette, not currently mounted
One diesel-burning Refleks heater in saloon, serviced from header tank in engine room
Double bunk in saloon, two singles in focsle
Single tailored mattresses (4) in blue upholstery to fit
Inventory :
Deck Fittings Mushroom deck vents in stainless
Anchor winch and smaller pieces galvanised or stainless steel
Anchors: one 50 lb. plough anchor set to 50 m. 2 inch chain coming in to a winch at the bitts, two fisherman’s anchors 50 lb. stored in the lazarette
There is a manually operated bilge pump to starboard of the engine hatch cover
Stanchions are of galvanised steel from stem along the length of the vessel

Steering Manual wheel steering, or autohelm
SeaTalk 100/300 Autohelm/Autopilot, an ST50 PLUS Steering Compass, and a Raytheon ST6000 Control Unit
The hydraulic machinery by Wagner is in good working order
There is a tiller alternative, tiller included

Navigation/safety equipment VHF
GPS
Autohelm (complete and in fault-free recent use), disconnected awaiting connection to GPS Miscellaneous One overall canvas cover, in 4 sections, condition fair.

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Two rail level canvas dodgers for afterdeck
Covers for focsle (condition poor) and saloon clerestory
Sail covers for deck use and bags for storage
Some ~1000m of line in all sizes likely to be used, mostly in traditional styles
2x galvanised boathooks.

Mechanical :
Ford 2710 series, 6 cylinder 5.8 litre
Gearbox is a NewAge PRM 302.
Both cooled via manufacturers’ raw water heat exchangers.
Main fuel tank 80 gallon & auxiliary 5 gallon tank both galvanised, gravity feed to lift pump on engine block, both in engine room.
Bronze propellor, stainless steel prop shaft through hull via a packed gland.

Sails

In Duradon, weight as appropriate, with galvanised fittings.
Made traditionally by Lawrence, Brightlingsea unless otherwise stated.
1x gaff mainsail, triple reef points
1x gaff foresail, double reef points
1x main staysail
1x main foresail
1x jib with Wykeham Martin furling gear
1x main topsail, modern material, also by Lawrence, with jack spar
1x fisherman’s staysail
1x fore topsail
1x outer jib all of modern material, provenance unknown
Metalwork galvanised or stainless steel Spars Mainmast by Nielsen, Gloucester, 2020
Foremast original
Both of larch
Remaining spars various dates and materials
Awaiting replacement of damaged bowsprit
Mast stays are of plastic coated galvanised steel with bottle screws

Remaining standing rigging is of galvanised steel, regularly treated with preservative
Running rigging (forestay, backstays and runners, bobstay, whisker stays etc.) of galvanised steel is adjusted via tackles
The bowsprit and the associated gear can be pivoted vertically to clear the stem

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Médias





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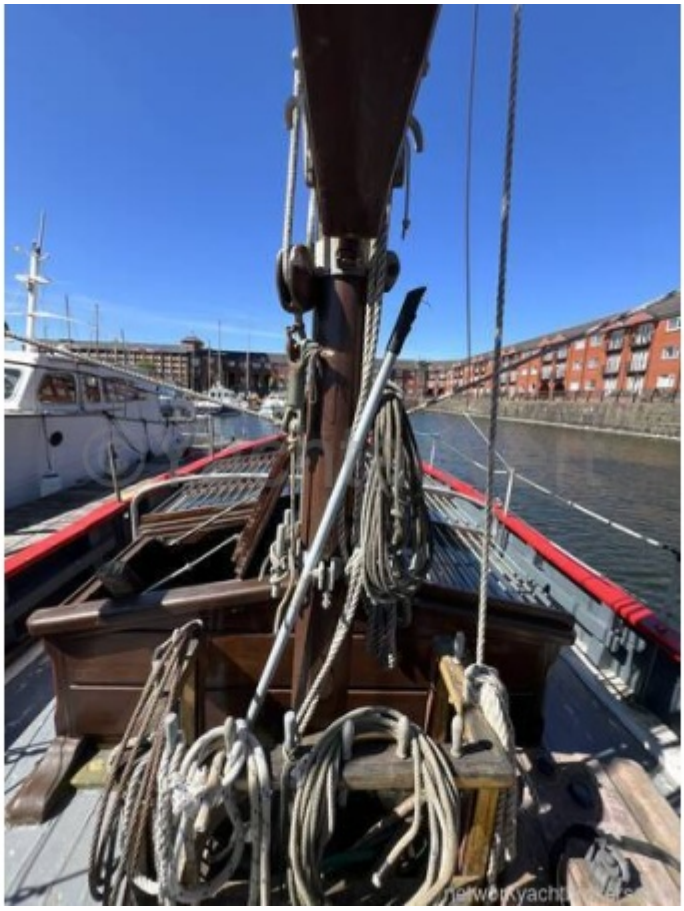


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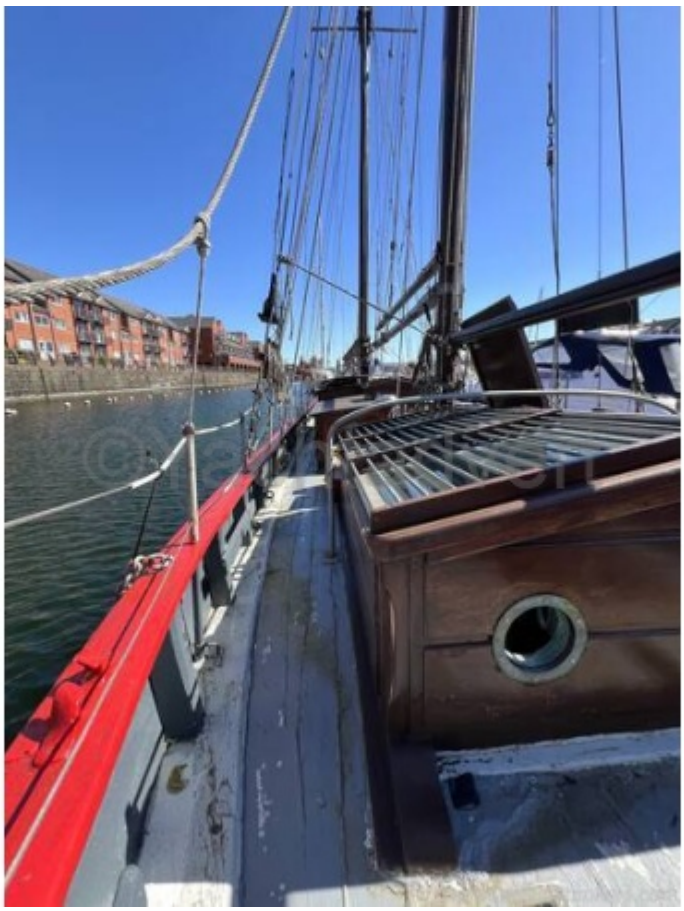
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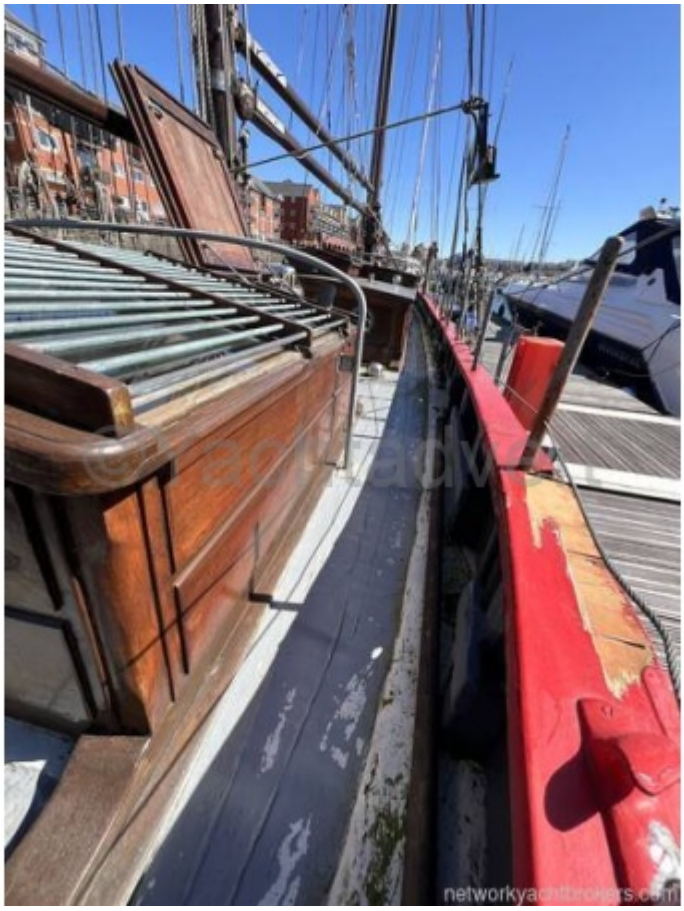


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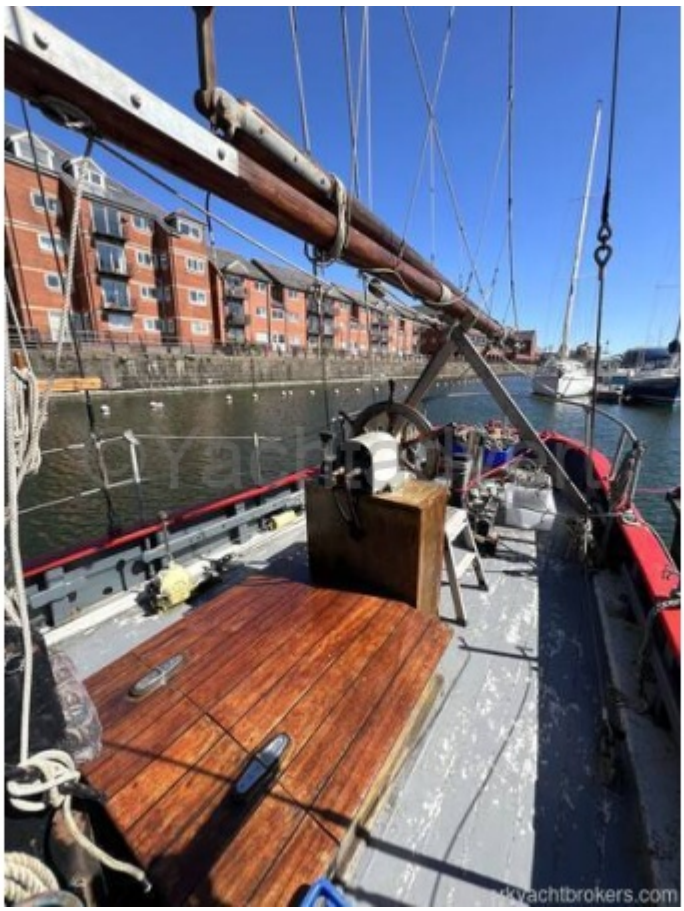
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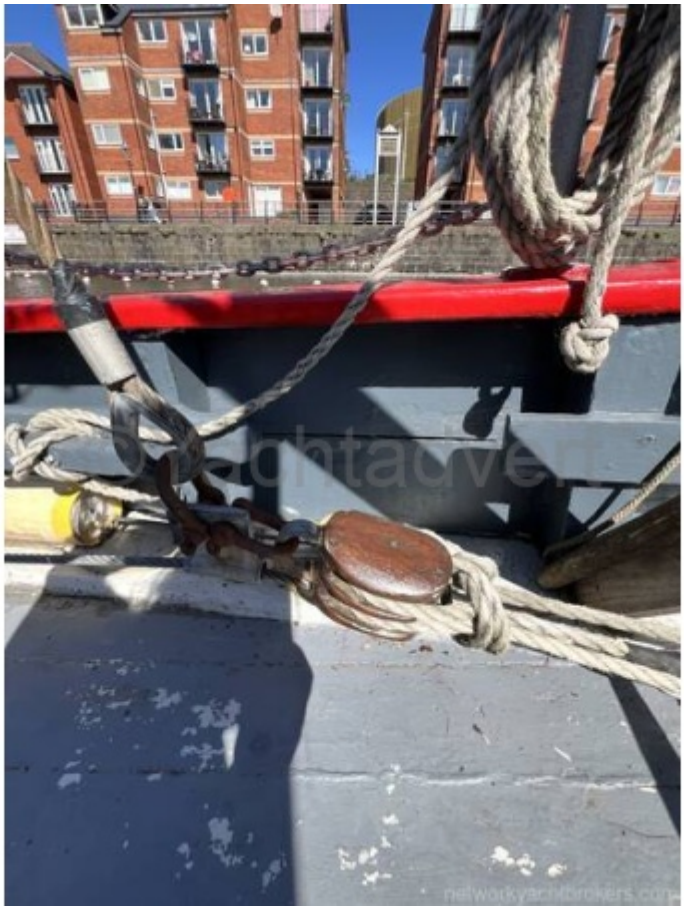


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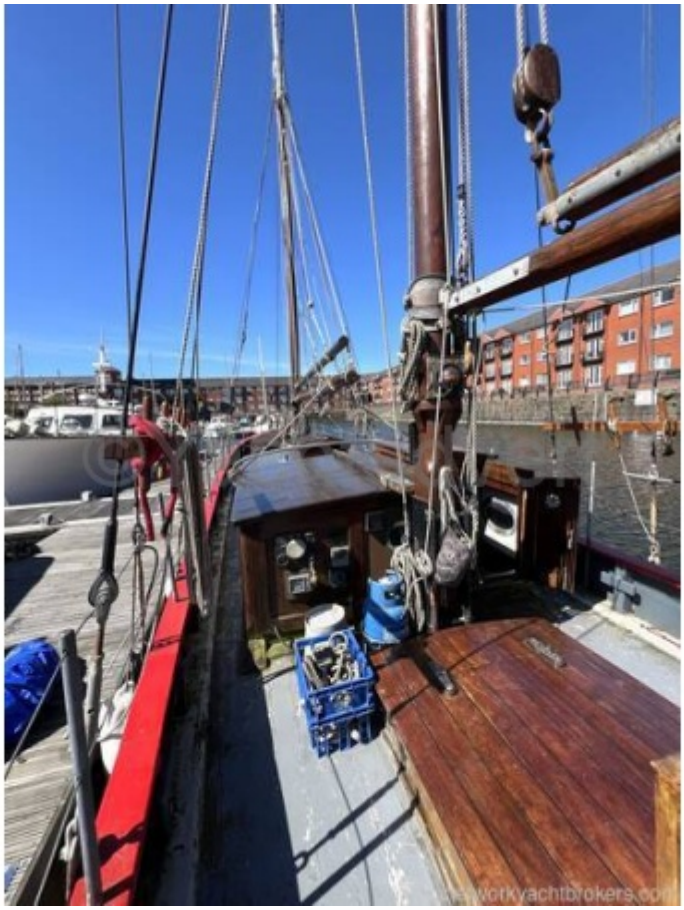


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