



Gaff-Rigged Schooner - 1940

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

23 188 â,- ttc



Général

Matériau : Bois

Largeur : 3,35 m

Radeau : Non

Leasing en cours : Non

Année : 1940

Longueur : 15,24 m

Tirant d'eau : 0,00 m

Région : Swansea, Royaume-Uni

Moteurs

Carburant : Diesel

Marque moteur : Ford 2710

Nombre : 1

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 électrique : 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 élec. : Non

Eau chaude : Non

Flaps : Non

Moteur annexe : Non

électroménager

Congélateur : Non
Micro-ondes : Non
Réchaud électrique : 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 bits, 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.

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

























































