



## Gaff-Rigged Schooner - 1940

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

23 188 â,- incl vat



### General

Material : Wood

Beam : 11.00 Ft

Life Raft : No

Leasing in progress : No

Year : 1940

Length : 50.00 Ft

Draft : 0.00 Ft

Area : Swansea, United Kingdom

### Engines

Fuel : Diesel

Engine Brand : Ford 2710

Engine(s) : 1

## Facilities

Flybridge : No

Helm : No

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## Electronics

Autopilot : No

GPS : No

VHF : No

Watermaker : No

Radar : No

Sounder : No

Chartplotter : No

Converter 12/220 : No

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## Bridge equipment

Hydraulic Gangway : No

Bath platform : No

Winter cover : No

Sprayhood : No

Teak cockpit : No

Furling mainsail : No

Gangway : No

Davits : No

Electric windlass : No

Cockpit awning : No

Teak deck : No

Furling genoa : No

Spinnaker : No

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## Main equipment

Stern thruster : No

AC : No

Black Water : No

Tender : No

Bow Thruster : No

Marine Generator : No

Hot water : No

Flaps : No

Tender Engine : No

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# Household appliances

Freezer : No

Microwaves : No

Electric stove : No

Washing machine : No

TV antenna : No

SAT-TV : No

IceMaker : No

Oven : No

Gas stove : No

Heater : No

Dishwasher : No

TV : No

## Various

**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

























































