FALCON *a Q-Class Sloop*

by Maynard Bray

Here is a different kind of situation from the earlier "Save a Classic" pages, in that restoration has already been started and many of the most difficult jobs have been completed to a standard equal to that of the original builder. The old frames have been removed and replaced with new ones—steam-bent and tapered just like the originals. Floor timbers have been replaced as well, with new fastenings including the ballast keel bolts. She's been given a new stem, an entirely new deck frame, and a new transom and sheerstrakes.

FALCON is a Q-boat, meaning that she was designed for racing under the Universal Rule of measurement. Thus, when launched in 1926, she had close relatives to race against but no identical sisters. That now-extinct rating rule produced sleek and handsome boats with moderate overhangs, relatively low freeboard, and heavy lead ballast keels. The formula pitted sail area against displacement, encouraging efficient rigs and hulls that moved easily through the water. Although typical in her day, FALCON now seems exceptional in appearance and would draw attention in any company.

Designer W. Starling Burgess, one of the all-time greats, was nearing the peak of his career when he drew FALCON's plans. Burgess boats had proven themselves again and again on the racecourse, and continued to do so throughout the next decade. Universal Rule racers were one of his specialties—with several R-boats, M-boats, and other Q-boats coming out of the Burgess office in the 1920s, as well as three successful AMERICA'S Cup defenders during the 1930s.

The Herreshoff Manufacturing Company name, as builder, should speak for itself.

FALCON sailed east for Marblehead after her launching to join and compete against about a dozen other Q-boats, some already there and others, including two more Burgess boats, arriving brand-new that same season. FALCON placed third her first year. HORNET, one of the other new Burgess Qs, won first place. In 1930, FALCON became LIVELY *LADY* and within a few years was taken to Milwaukee, where she continued to sail and race for half a century.

Now she's back in New England, where for various reasons the needed restoration has had to be abandoned. So here she sits, sheltered by only a winter-type cover, awaiting a new owner. Because every piece of her structure is viewable, there should be few surprises, and I believe there's little if any loss in shape, thanks to the internal strapping and double-planked hull. The remaining work of replanking and redecking, although requiring care and skill, would be pretty straightforward. Likewise the new rig. Q-boat interiors were simple and elegant, and systems minimal. Originally, FALCON didn't even have an engine, although a small auxiliary would probably make sense today.

Never intended for offshore work, FALCON could be used for coastwise cruising quite comfortably for two people, or even four. Arid how fine it would be to see her show her heels again on the race course. The ride at times would be wet, but oh what a ride!
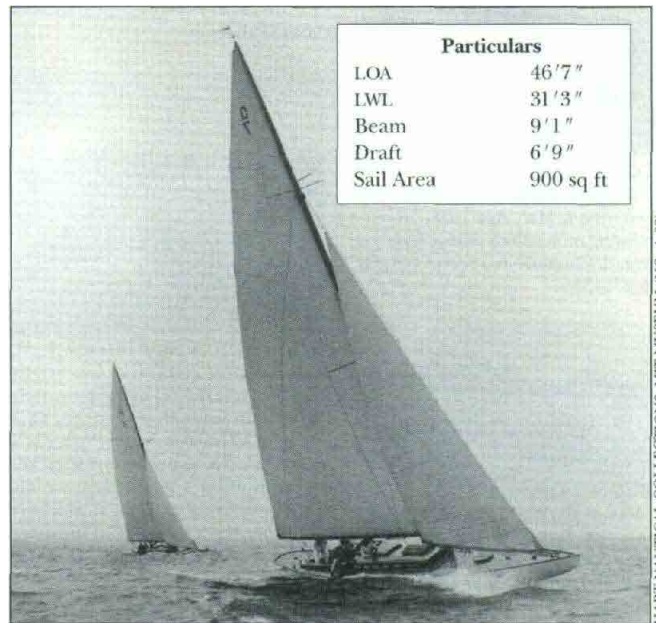
Particulars	
LOA	46'7"
LWL	31'3"
Beam	9'1"
Draft	6'9"
Sail Area	900 sq ft

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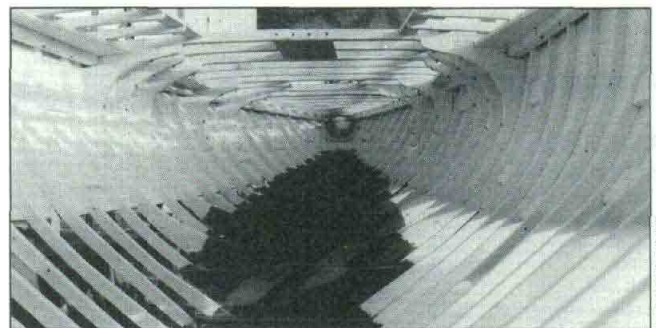
MAYNARD BRAY

FALCON is a Q-class sloop designed by Burgess, Swasey, and Paine, and built by Herreshoff in 1926. The top photograph shows her in her heyday; the one above shows her current, partially rebuilt condition.

For more information, contact owner George Emery, Tenants Harbor Boat Yard, P.O. Box 382, Barters Point Rd., Tenants Harbor, ME 04860; 207-372-8997.

Erratum
The correct telephone number for inquiring about last issue's Concordia Yawl TEMPO is 410-745-345 7.

The aim of this department is to put potential buyers in touch with present owners of tired-but-restorable boats. We have no interest in brokering ant of the subsequent sales. Helping save a worthwhile boat is our only goal. We're after sizable boats having fine pedigrees—and ones whose restorations are beyond average means. We welcome reader suggestions. Photos of the current appearance should be included, as should contact information for the present owner's. Send candidates to Maynard Bray, WoodenBoat, P.O. Box 78, Brooklin, ME 04616.—MB