

Something old, something new . . . could apply to the quarter ton rating 24ft Falcon at present making its debut on the Waitemata.

Wallace McNair of Kestrel trailer sailer fame, Ferris de Joux, also of Kestrel fame and the designer of such power boats as the Glasscraft 16 and 20, and Sparkman and Stephens' Olin Stephens have all contributed to this fast cruising yacht which rates 18ft i.e. Quarter Ton.

The Falcon combines the well-known S & S 24 hull with a Ferris de Joux designed interior, cabin and decks to form a keelboat tailor-made to the New Zealand cruising yachtsman's demands.

De Joux's deck, coach house and cockpit have been designed for fibreglass production and are not — as so many fibreglass yachts are — simply a wooden concept made in glass.

The Falcon has a modern shape with good, flowing lines ideal for the fibreglass medium and it is surprising how much headroom — 5ft 7in — and space has been designed into the boat while still maintaining a pleasing, rakish low-line cabin top profile.

Manufactured and marketed by Ferris de Joux's company, Fibreglass Developments Ltd, the Falcon has a hand laid hull moulded to S & S specifications by W.D. Bremner Ltd.

The hulls are then transported to Fibreglass Development Ltd where Ferris, using four interior moulds and a deck mould, produces the finished boat. The production of these moulds was a joint effort between Wallace McNair Ltd and Fibreglass Developments Ltd.

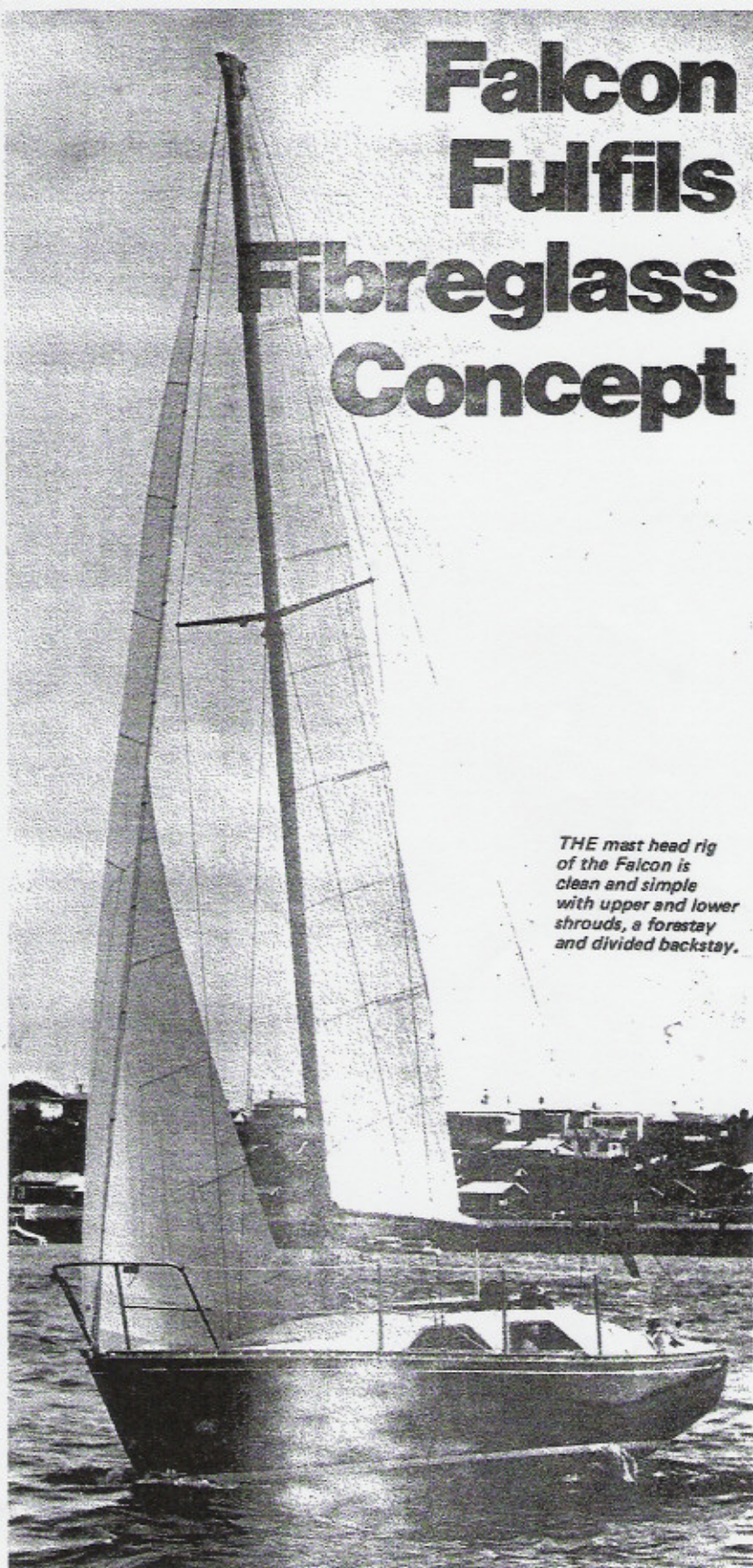
The hull and deck mouldings join under the toerail which is an ingenious aluminium extrusion that bolts into place.

Holes every 7-inches over its length double up as scuppers and headsail track, the headsail fairlead being a headsail snatch block that is clipped onto a suitable hole.

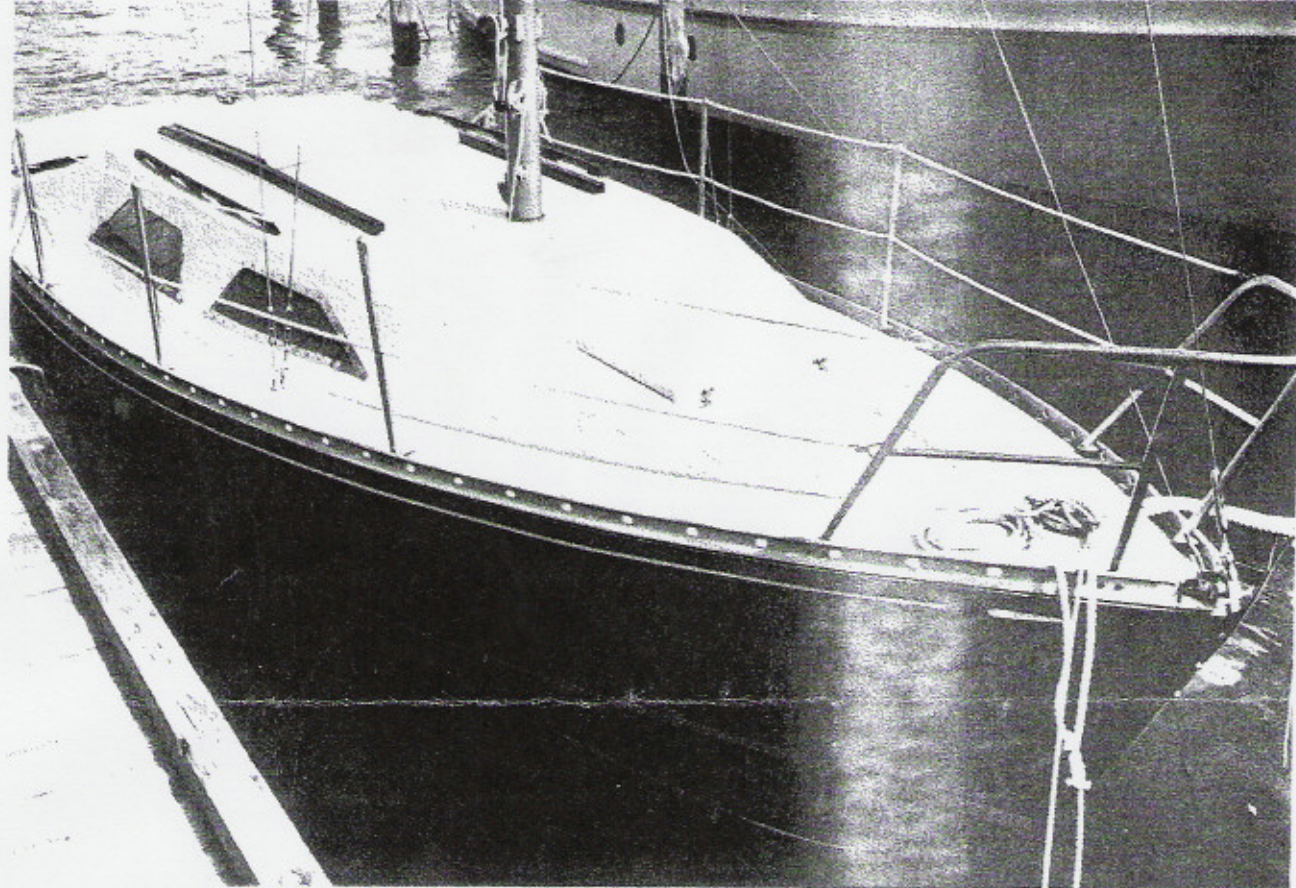
The Falcon's decks are well provided with an excellent — by moulded fibreglass standards — non slip surface.

The coamings are moulded out from the cabin line to give a roomy,

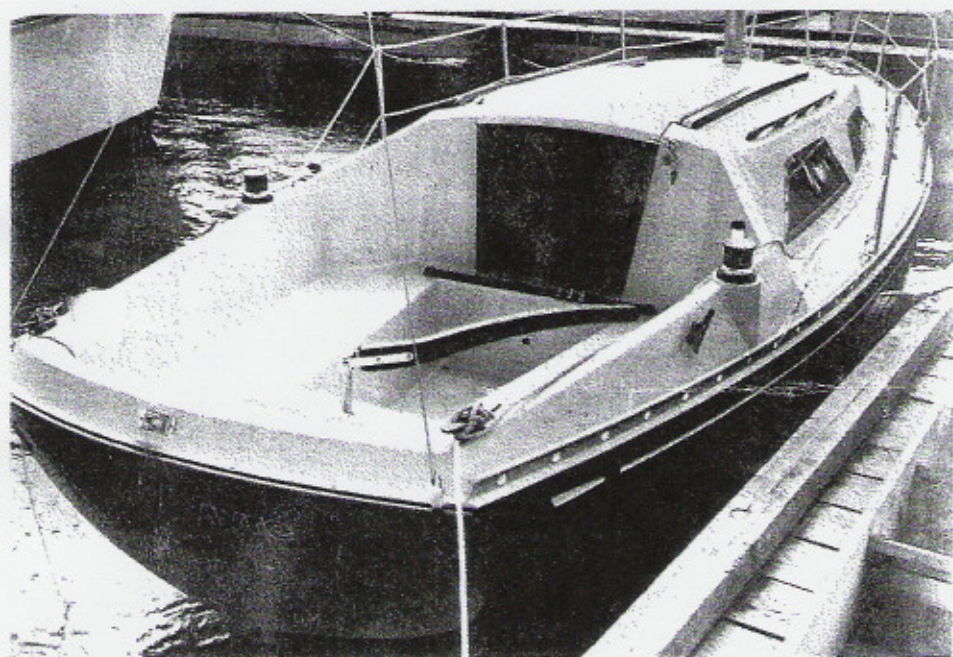
Falcon Fulfil Fibreglass Concept



THE mast head rig of the Falcon is clean and simple with upper and lower shrouds, a forestay and divided backstay.



THE attractive, modern lines of the Falcon are apparent in this picture.



THE large, uncluttered cockpit and ample coamings are shown to advantage. The toe rail detail doubling as a ready anchor point for the fairleads is obvious. The mainsheet traveller is shown across the bridge deck. Also visible in this shot is the flush fitting trapezium shaped windows with stainless steel-trim which gives the cabin sides a most attractive line.

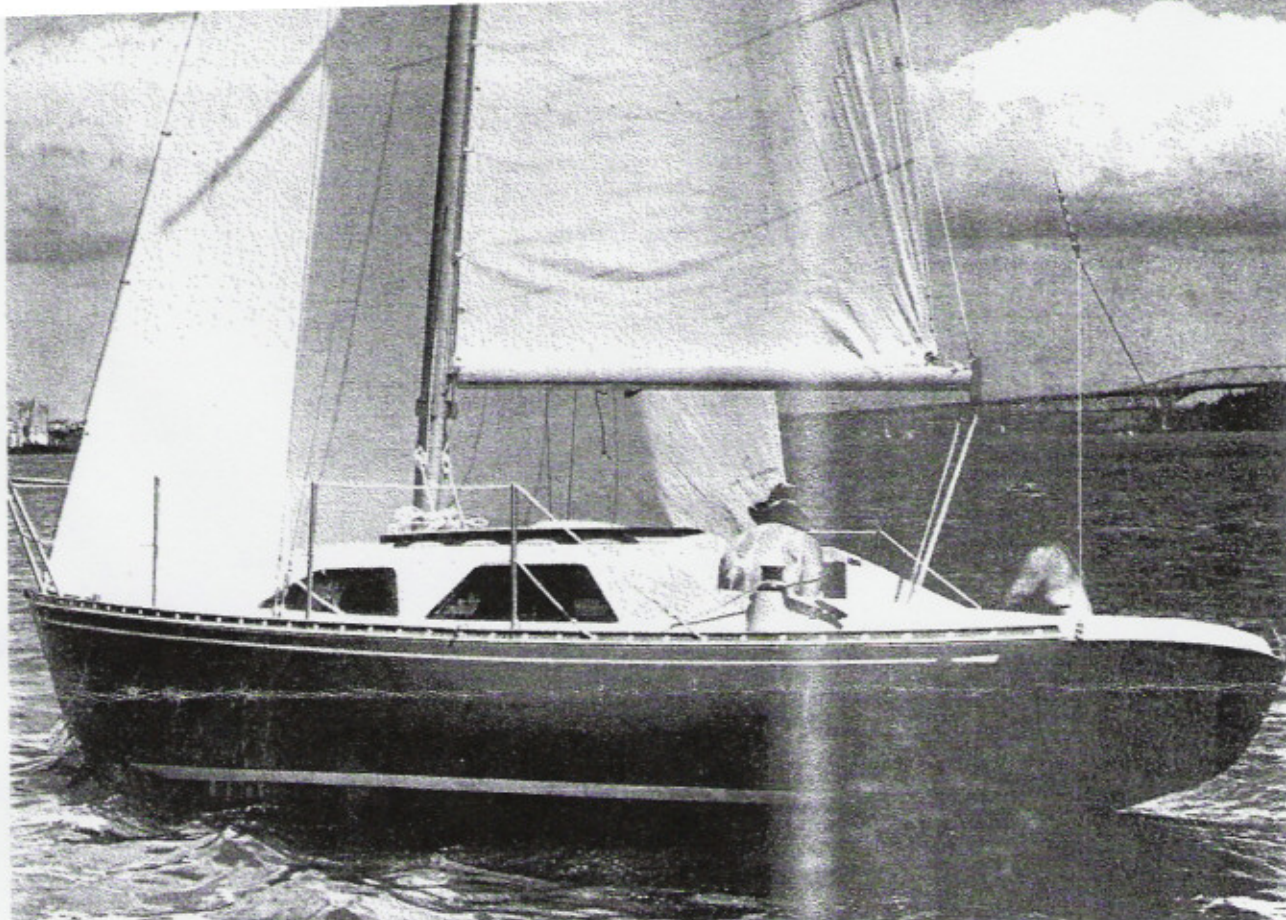
deep cockpit with that "family safe" feel. No non skid is moulded in the cockpit area. The manufacturer maintains that this makes cleaning easy although we feel that a light weave pattern on the cockpit floor and possibly the seat might have cut reflection glare.

The anchor well is well designed to accommodate a Danforth anchor and is well located on the ample foredeck. It's one fault is a lack of drainage holes. The manufacturer is looking at this minor problem which could be overcome by fitting a small tube through the well coaming.

All horizontal surfaces are end grain balsa sandwich giving a very stiff, firm feel to the decks, cockpit and coach house.

The interior layout is simple and effective. The for'ard cabin contains two good sized berths, the starboard one running from the bulkhead forward and the port berth being short of the bulkhead by the width of the head. Both berths are adequate and it would be easy to extend the port squab over the toilet if two very tall people were to sleep there.

The main cabin has a full-length starboard galley running from the bulkhead right back to the quarter



A shot of Savoir Vivre showing the split backstay.

berth. Three large cupboards and a 2ft 6in square x 2ft 6in deep sail bin which can double as an ice box, a moulded sink, recessed stove area and hot pot "slab" make the galley a practical affair that would gladden any woman's heart.

The port side takes in a settee berth and quarter berth and the after end of the settee berth can be lifted to allow for the erection of a small two-seat dinette. A 20-gallon water tank is moulded under the quarter berth.

The interior of the Falcon is remarkably well trimmed in mahogany with attractive hand-turned fiddles on the front of the shelves.

In fact, the "anything but fibreglass" effect of the interior has been achieved by the use of this mahogany trim and a pure latex splatter finish on all other surfaces.

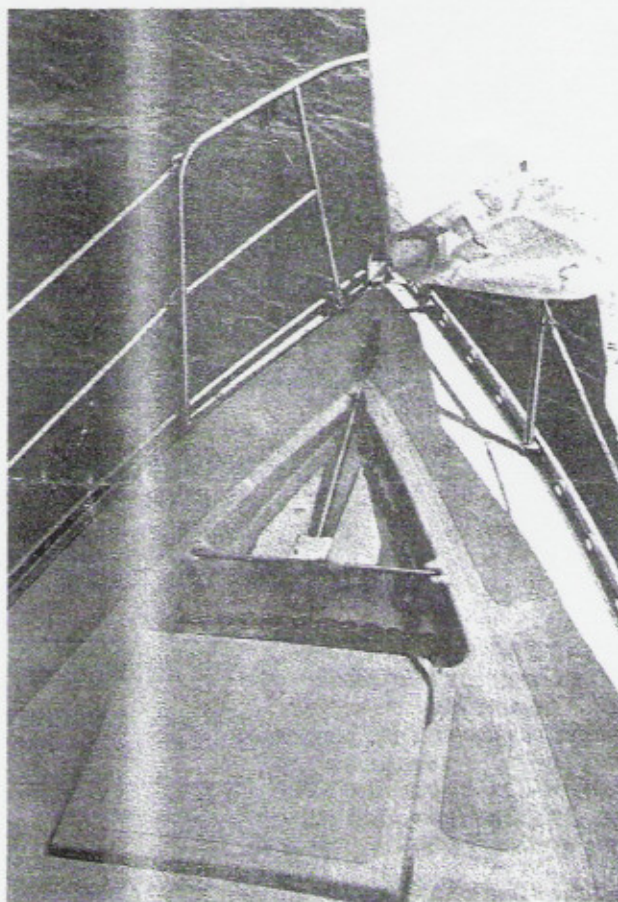
Ample under berth stowage is provided and aft of the cockpit is a useful sized locker.

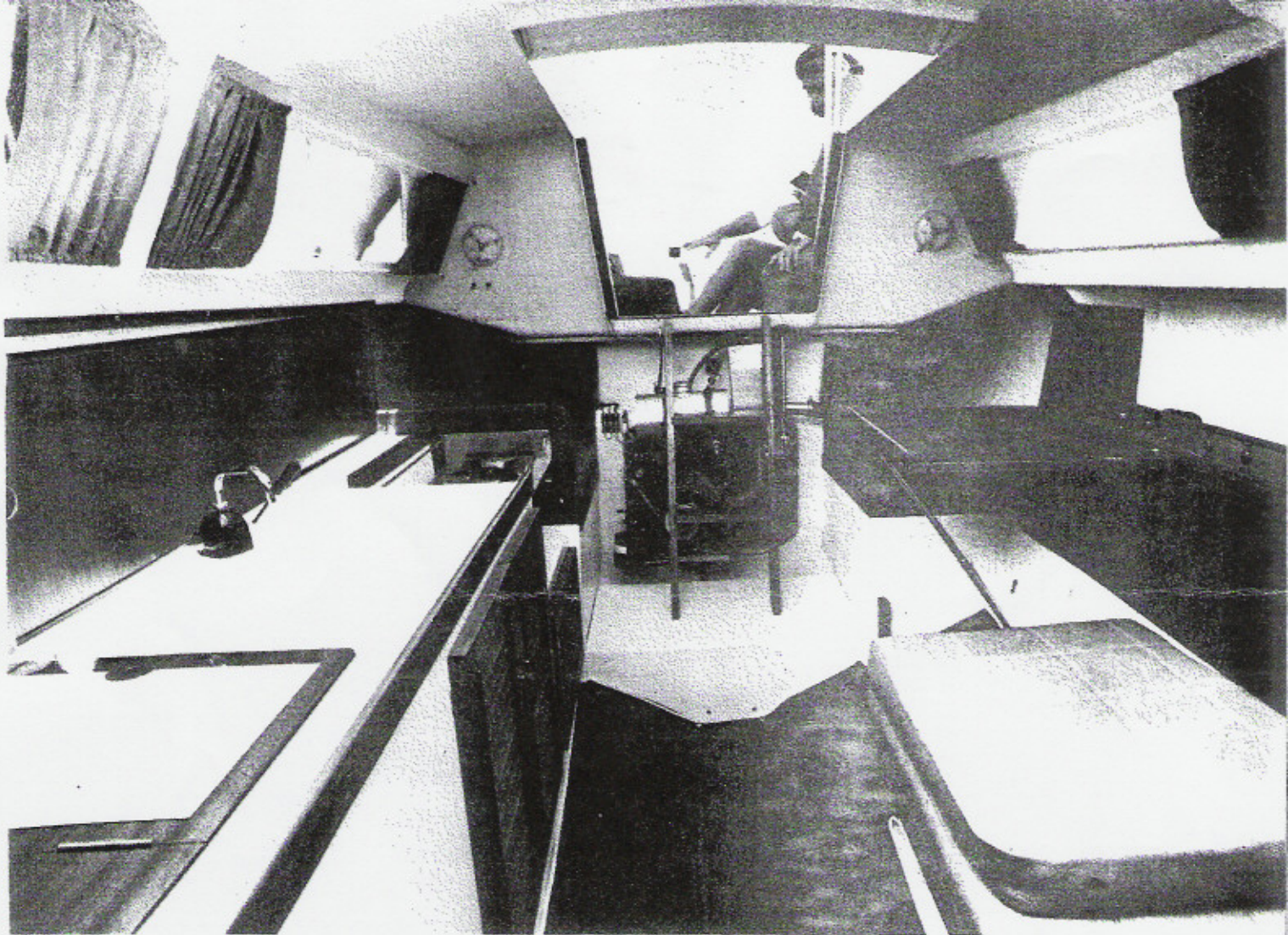
This locker's hatch can be raised to allow for engine cooling when the Wankel motor is run for any length of time.

The Wankel rotary engine is sited under the cockpit floor and is open

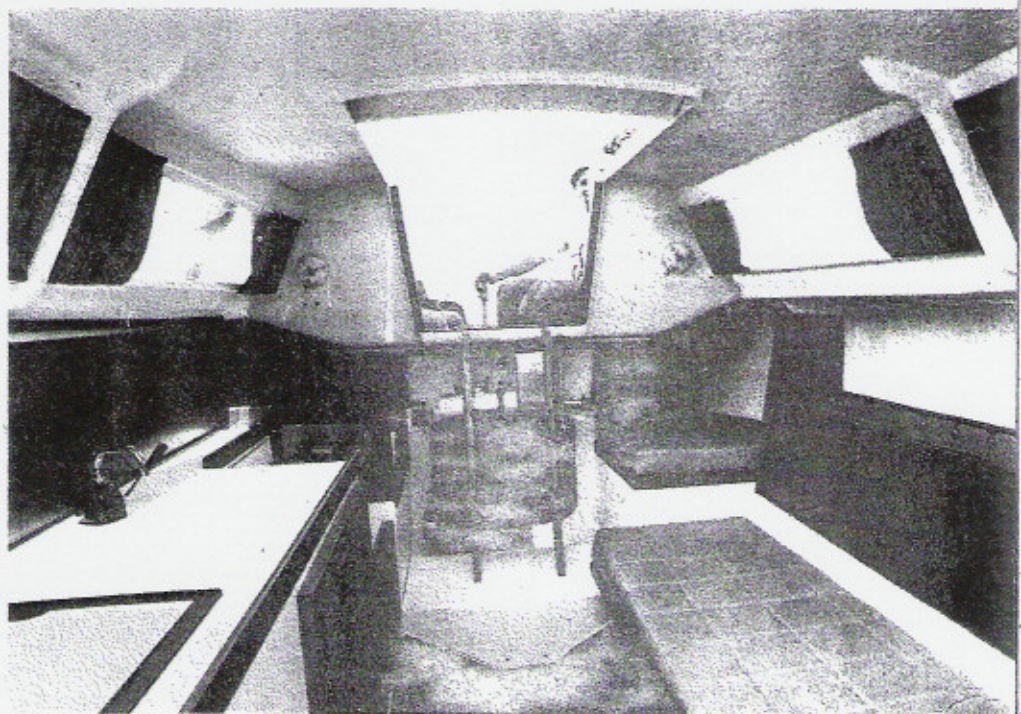
L.O.A.:	24ft
L.W.L.:	19ft
Beam:	7ft 8in
Draught:	4ft 2in
All up weight:	4600lbs
Ballast:	1900lbs
Spars:	Alspar
Rigging:	Alspar
Sails:	Hood sails in terylene. Basic boat — main and jib.

THE neat anchor stowage on the foredeck, the ample moulding is attractive and would retain the Danforth under the most arduous of conditions.

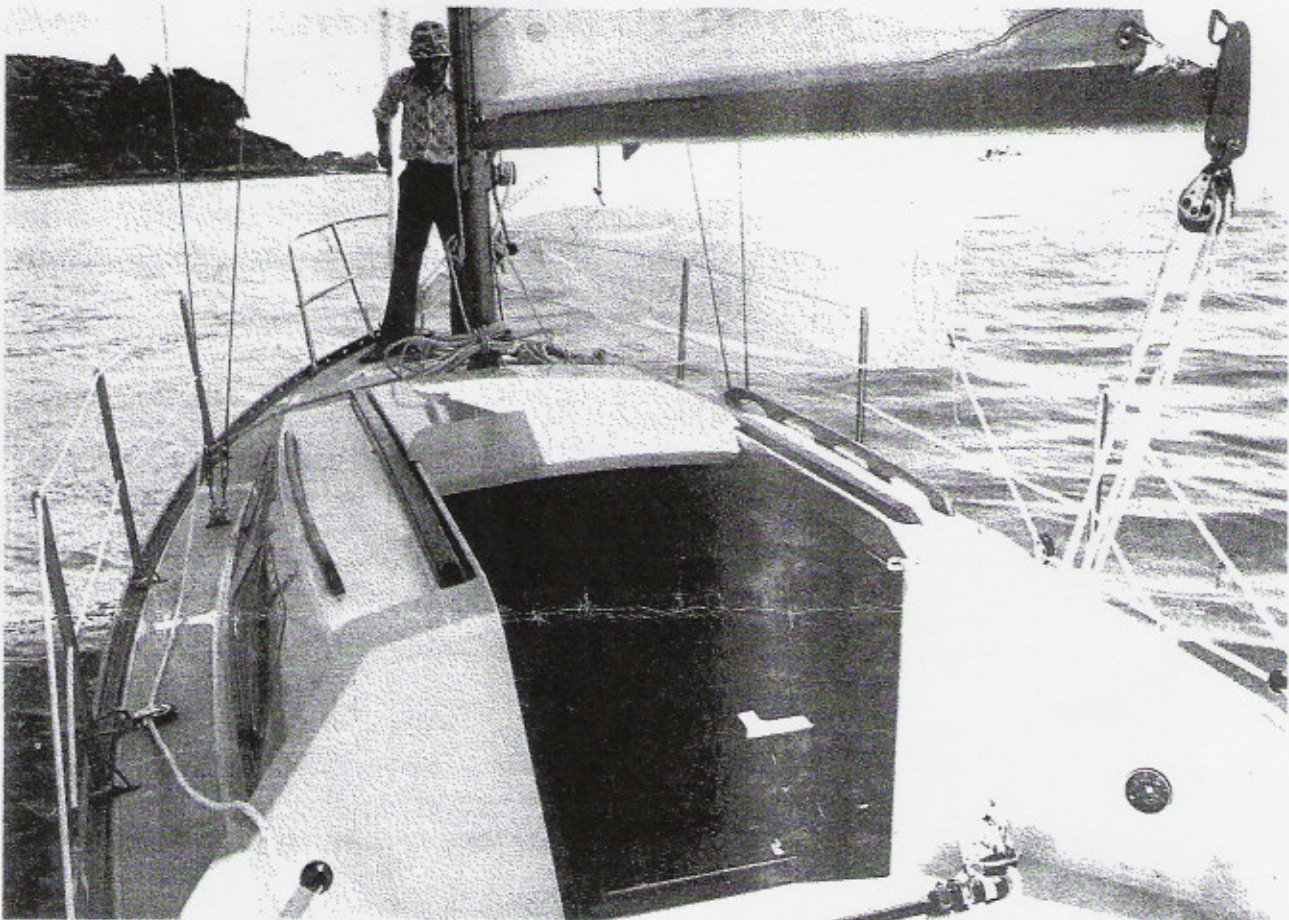




LOOKING aft along the main cabin the generous sail locker-freezer bin, sink bench, gimbaled stove and quarter berth can be seen to starboard (left of picture) and the small two seat dinette to port. The Wankel installation under the companionway is clearly visible.



LOOKING aft with the dinette down to form the port settee berth. The port quarter berth is apparent as is the turned timber fiddle, shelf and stowage area to starboard. The mahogany louvre doors on the galley add to the luxury feel.



THIS shot shows the very ample hatch which gives the Falcon a lot of usable headroom (the skys the limit) at the galley.

to the cabin below the bridge deck.

The proud owner of our test Falcon, Auckland management consultant Keith McLeod, formerly owned a Kestrel trailer sailer.

He kindly lent us his "day old" attractive orange and cream Savoir Vivre for the test but must have had doubts about his loyalty to Wallace McNair when we nearly demolished the marina berth with her bow whilst sailing in light airs.

But that was at the end of our sail.

At the start Savoir Vivre's Wankel pushed us out into the Waitemata without any fuss. It gave us 6 knots in smooth water and the usual smooth Wankel ride. We tested the variable pitch propeller unit in forward and reverse and found it efficient.

Though conditions were too light for any real assessment of the Falcon it was obvious that nothing of the S & S 24's sailing ability has been lost

though Hoods have updated the rig to make it competitive in the quarter ton class.

The roomy cockpit is ideal for cruising or racing use and has well positioned winch pads and cleats.

The Falcon is light on the helm and we are told that in heavy going the weather helm increases a little but never becomes difficult.

Like the S & S 24 the Falcon is not a stiff boat but carries her way well, making her an excellent light weather machine for the racing man.

The S & S has been around long enough to make it unnecessary for us to belabour its sailing ability.

The Falcon comes very close to the S & S 24's all up weight with an all up figure of 4600 lbs and 1900 lbs of lead bolted to her keel. Its shape gives support to the lead all the way down its depth.

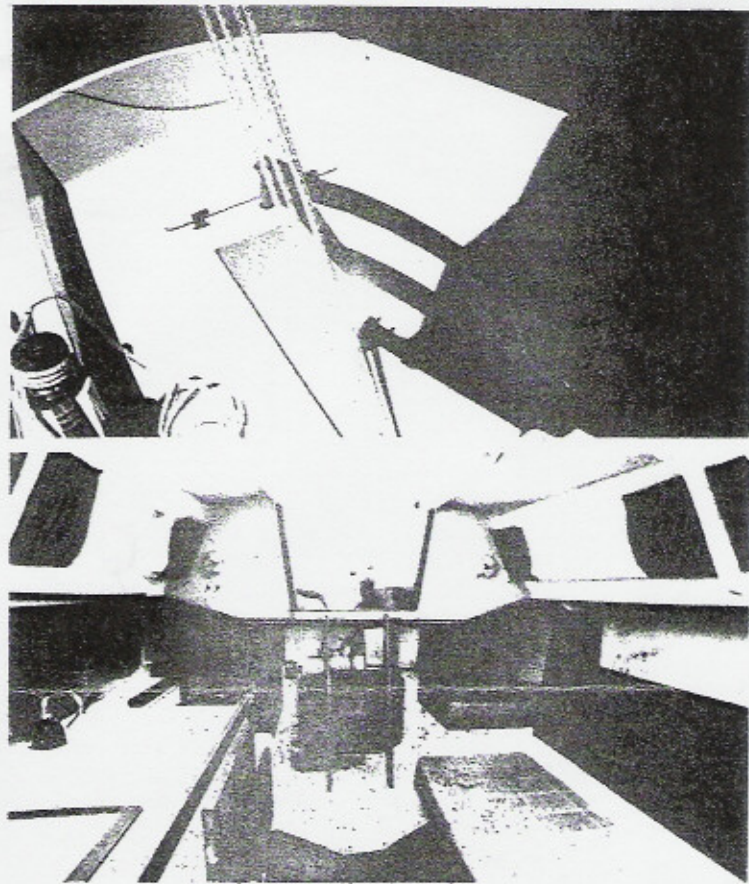
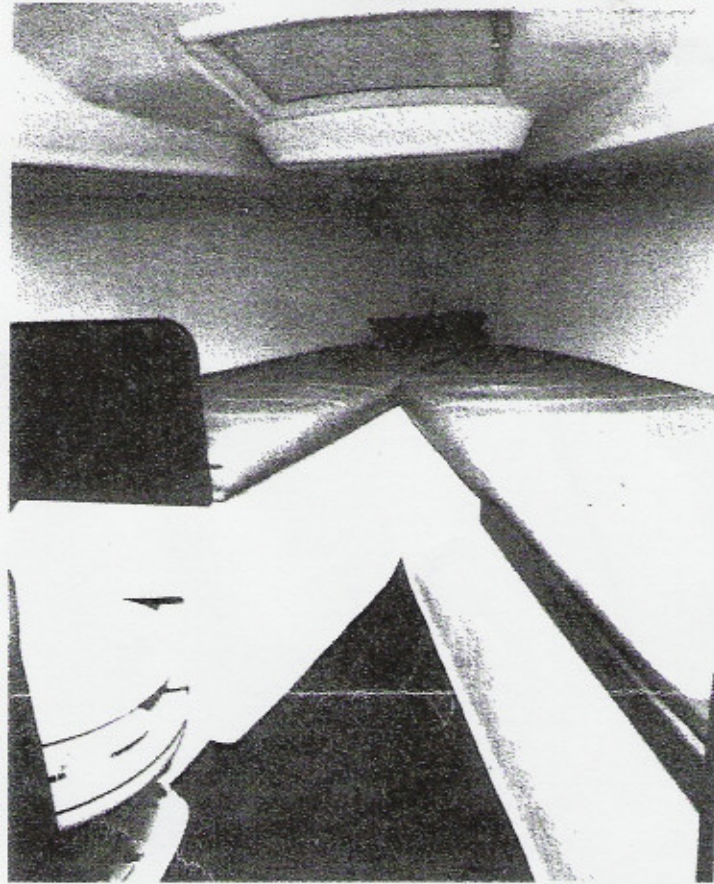
The stepped 30ft mast is made up of 6in x 4in sections and it and the 9-foot boom are supplied by Alspar.

Two sheet winches and a halyard winch, stainless steel rigging and standing rigging are included in the basic "sail away" price of \$6850. This does not include a motor or toilet though the pedestal for the toilet is moulded in.

Wallace McNair says the basic Falcon is available at this price so that people can buy and then build up to suit their needs.

The extras aboard Savoir Vivre brought her price up to just under \$9000 and include a motor with an electric start and generator, electric lighting, toilet, rails, pushpit, squabs, carpet, navigation lights, stove and speedometer.

Seven Falcons are already in the water and Ferris de Joux says he has orders for a further six.



Falcon 732 is a winner in every way! An ideal craft for cruising or racing, the Falcon represents a combination of modern techniques and a totally professional approach to fibreglass construction. The hull and deck are hand-laid to strict specifications. Style and durability is reflected in mahogany or coachwood marine ply woodwork. Other Falcon features include:

Hull: lead keel ★ fibreglass rudder ★ stainless steel rudder shaft ★ stainless headstock

Deck: anti-slip non glare finish ★ hinged forward hatch ★ main sliding hatch ★ roomy sheltered cockpit

Deck fittings: all stainless steel including stem fitting ★ Chainplates ★ backstay chainplates ★ 2 fairleads (chrome on brass) ★ 2 Murray minor winches ★ 5 deck cleats ★ genoa track and slides

Interior: Accommodation for 5 adults (ideal craft for family cruising) ★ fibreglass bunk & galley mouldings ★ ample storage and headroom

Mast/Boom/Rigging: Supplied completely rigged including main halyard, jib halyard, main sheet, jib sheet

Sails: Standard sails — Mainsail, No. 1 Genoa and No. 3 jib

SPECIFICATIONS

LOA	7.32m	(24')
LWL	5.79m	(19')
BEAM	2.33m	(7'8")
DRAFT	1.72m	(4'2")
SAIL AREA	306 sq. ft.	
KEEL	1,900 lbs.	

