

#6 *Spindrift*

DRAFT (2019)

The second oldest first owner of a NY32 was Colonel Albert E. Peirce of Warrenton, VA. His was #6 in the class and he named her *Spindrift*. Perhaps he chose her name from the Beaufort 8 description – wind blown sea spray. She was one of two built with the alternate center companionway option. Peirce had been a NYYC member since March 1929 when he subscribed to the new NYYC class. According to an S&S February 13, 1936 memo to owners for names and colors in the ‘NYYC One Design 32 Foot Class of Auxiliary Sloops 1936’ scrapbook, Peirce was one of seven responding with *Spindrift* and black with no boot stripe.

Although Peirce raced *Spindrift* in the 1936 Bermuda Race, she did not race with the class on LIS (see 1936 and 1937 year race results sections). The Lloyd's Register of 1936 also lists *Cressida* belonging to Peirce. He or his company, Peirce Investments, owned this 172 ft loa, 125 lwl auxiliary schooner from 1931 to 1937. She was steel hulled built in 1927 in Germany and today is the *Yankee Clipper*. Prior to owning *Cressida*, Peirce owned *Quicksilver II* when he was a member of the Chicago Yacht Club. Peirce raced *Quicksilver II* (Mower designed, Hodgdon built for Peirce in 1928) in the 1930 Bermuda race with two, Albert Jr. and James, of his three sons and seven others (see Alfred Loomis, [Ocean Racing](#), 1936 edition with registers). In the 1938 Bermuda Race Peirce, his three sons and W Burke were aboard *Sonny* (Mystic, CCA Coll. 303, B12-1, f 7-9). *Sonny* was the 1935 built S&S design (#94) cutter of 39 ft lwl that they raced in the 1937 New London- Gibson Island Race. The Peirce family members are the only ones common to the crews in these three Bermuda Race.



According to his obituary (The Fauquier Democrat, Aug. 6, 1959) Peirce commanded the 37th Engineers Regiment in France during World War I with the rank of colonel. He was a Westfield, NY, native, who died in Key West, FL. He had owned Canterbury and Ravenswood Farms near Warrenton, VA, and later Ravenswood Farm in Galena, MD, but moved to Key West in 1951. "He was a former co-M F H of the Culpeper Hunt, and until four years ago was an active yachtsman." We assume 'co-MFH' meant a joint Master of the Fox Hounds. Peirce's farms were known for their prize winning Aberdeen-Angus herds.

It appears that Pierce moved to Warrenton from Chicago in 1930 when he acquired a farm adjacent to land he owned. He commissioned the Chicago architects Russell Walcott and Robert Work to build the house that still stands in Jeffersonton Township or Canterbury. The Georgian Revival house and 375 acres are described by the Virginia Historic Landmarks Commission (file no 30-345). The article "Pierce acquires another farm" in the February 5, 1930 The Fauquier Democrat describes his purchase of 314 acres adjacent to his recently purchased farms, however spelt his name incorrectly. With this purchase, Colonel Peirce became one of the largest landowners in Culpeper county with about twenty-four hundred acres. The article said that Peirce would combine up-to-date farming operations with a stock farm for fine horses and other purebred stock on the farms. The front page of The Fauquier Democrat (May 20, 1936) carried the headline "Local Cattle in Unique Sale". The sale May 25th was the joint Maryland- Virginia Aberdeen Angus Auction and a herd of Col. Peirce's from Canterbury Farms were to be present.

Spindrift is one of two in the class that were hardly sailed by their first owners. Although listed by Brooks Brothers with Peirce as the owner in 1937, she did not show up in any races but he raced *Sonny* at least once. In 1938, #6 is listed belonging to John H French of Grosse Point, MI, by both Brooks Brothers and the Lloyd's Register. French renamed #6 *French Boy* and raced her in the 1938 Pt Huron Mackinac Race where she finished second and placed second on corrected time (Yachting, September 1938). This was the first Mackinac Race for one of the class, but not the last. An obituary, believed to be for this owner, said he was a banker and one of Detroit's auto pioneers (NYT, Nov. 17, 1952)

In 1940, NY32 #6 left Detroit for Mentor Harbor, OH, on Lake Erie, although the Lloyd's Register did not list her new owner, Richard H Bostwick, until 1941. With the move, her name changed to *Falcon II*. Bostwick's first *Falcon* was a Herreshoff yawl built in 1928. She is the one for which the Falcon Cup at MHYC is named. The Cup was donated by Bostwick in 1938 for a new 25-mile cruising class race between Rocky River (Cleveland YC) and Mentor Harbor (Mentor Harbor YC). *Falcon II* won the cup in 1943, 1947 and 1948, while another NY32 # 4, *Tigress*, won in 1949 and 1951. Bostwick was commodore of MHYC in 1938, 1939 and 1945.

Falcon II -- Mentor Harbor (Bostwick)



John Bostwick, nephew of Richard (known as Dick) said he was not part of the racing crew aboard *Falcon II*. John's father Harold, or 'Bags', was part owner with Dick. Both were lawyers in Chardon, OH, Richard having graduated from Harvard. They bought the NY32 because she was a good racer and their "first *Falcon* was a clunker." Richard was forty-one years old when he got the NY32 and she was sold after he died from a heart attack in 1952. Harold did not want to buy the rest of the boat so she was sold to Clare Jacobs. John (pers comm 07) got to sail aboard *Falcon* again in 1994 one Sunday in Miami, FL. He saw her at the dock and owner, Bob Scott, invited him aboard.

Falcon II -- Bostwick owners and some crew (J Bostwick)



Pat Black described his first sail ever at age eleven. It was in June 1944 aboard *Falcon II*. His father, Herman, had been a regular crew on board for over a year. The Bostwick brothers had been his best friends since they were 10 years old. At the time of Pat's sail, no women or children had ever been allowed aboard.

"I pestered Dick Bostwick and he said that when I could swim 100 yards I could come aboard. The previous winter I took swimming lessons at my school to make sure I could go the distance. On the historic June day my mother was also allowed aboard breaking the long taboo although I suspect there has been ladies aboard after dark before that day. World War II gas rationing was in effect and NO gas was allowed for pleasure boats. Each crew member was asked to siphon a pint of gas from their car so that we could leave the harbor. Once out in Lake Erie we had a good breeze and Dick Bostwick taught me all the correct commands for raising sail, tacking, jibing, etc."

The crew was known as "the Nine Old Men". Pat's first job was maintaining #6 during the summer of 1948 and 1949. "When Dick Bostwick was diagnosed with heart problems, the doctor told him he could not skipper the boat. He brought aboard a young sailor named Jim Johns. They won every race that year." Pat said that Dick bought NY32 #6 because his old boat wasn't very fast and he was a "highly competitive individual." (em 04).



Dan Jackett explained the history behind the Falcon Cup tradition of tossing a bag of ice to each of the participants as they entered MHYC after the race. "Dick enjoyed his scotch with ice, but would not allow extra weight on the boat while racing. Since he dedicated the Falcon Cup, he insisted that immediately upon finishing, that he must have ice. At our club, there is a point which all boats must come close to a pier to enter the harbor. The club set up to throw a bag of ice to Bostwick." From that grew the tradition of tossing a bag of ice to each participating yacht. (em 2/04)

Jim Johns graduated from USMMA in December 1946, having been sailing team captain with big boat experience on LIS, and Bostwick asked him to sail *Falcon II* for three seasons -- "a dream comes true for a 21-year-old kid." Johns wrote (3/05)

"It was such a great boat! We could not help but win races; especially early on when we had good sails. Right at first I think we had cotton sails which were soon replaced by nylon sails - jib and main. They worked real well for the first couple of years, but they got baggy towards the end and we couldn't beat. That's when *Tigress* beat us a couple of times and *Spookie* from Detroit beat us once in the 1949 three race Put-in-Bay Regatta. We managed to beat Toot Gmeiner's NY32 *Apache* every race in that regatta. We had 33 first overall finishes, 3 second overall finishes and nothing less in the three seasons we sailed the *Falcon*.. ...

There on Lake Erie we usually had a real nice onshore breeze in the afternoon ... a good 20-mph along the shoreline from the northeast. Our distance races were usually along the shore, west to east, so we had lots of beating. The wind was stronger inshore and hooked in nicely near

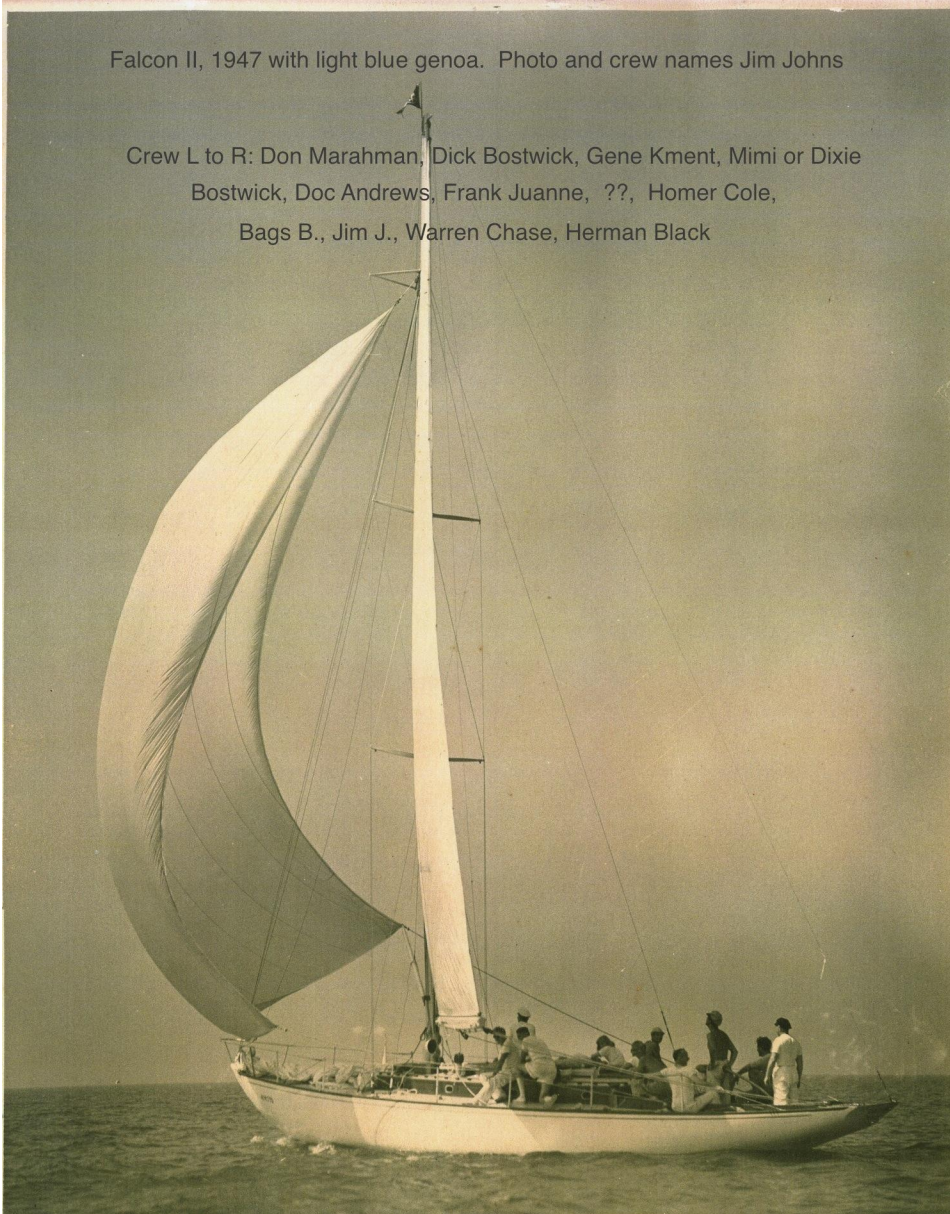
the beach, so we sailed as close in as possible. In 1949, on our last Falcon Race, I took my brother along mostly to trim sails, but when we would crowd the beach, he would be throwing the lead line trying to get us in close. The lead didn't do much good, though, because we were going to fast. We would bump on the sandbars, and Dick would say we ought to tack out. After a couple of more bumps I would tack, lay her it over and get out into deeper water. But not for long. Pretty quick we were right back on the beach. We tried hard, but Newpher in *Tigress* beat us anyway.

We would often sail with the leeward stanchions in the water and come in with the stem fitting needed rebedding, etc., but we were winning and Dick didn't seem to care. He would sit on the cabin top and with his clear booming voice tell me, "Driver her. Drive her hard." We had the rig pretty well balanced, so it steered like a dink, usually just a couple of fingers on the tiller. I have sailed a lot of boats since, but not very many compare with the great feel of the NY32. It was a fun boat."

Bostwick bought sails from Ratsey (Mystic, Coll. 236) in 1940 and 1942. In the spring of 1940, it was a jib and then in the winter a NAYRU parachute and a mainsail (v.138). In the winter of 1942, he had a working jib and a light blue genoa estimated for *Falcon II* (v. 120).

Falcon II, 1947 with light blue genoa. Photo and crew names Jim Johns

Crew L to R: Don Marahman, Dick Bostwick, Gene Kment, Mimi or Dixie
Bostwick, Doc Andrews, Frank Juanne, ??, Homer Cole,
Bags B., Jim J., Warren Chase, Herman Black



An article in Yachting (September 1962) about the Mackinac Race said that Clare Jacobs had owned *Falcon II* for twelve years. She does not appear again in the Lloyd's Register, as many of the Lake boats were not listed. NY32 #6 has never been documented either. Jacobs sold *Revelry* in 1951 to Norman Sarns (Racing at Sea, 1959, chapter XI – Racing in the Great Lakes, Norman Sarns) who changed her rig from the 7/8ths to a masthead and started winning races. *Revelry* was a 1938 S&S designed sloop of 32' 6" lwl built by Hinkley. She and the NY32s were rated the same in 1958 (Yachting, July, 'Detroit Jottings'). In the 1956 Edison Boat Club annual regatta (Yachting, October 'Detroit Jottings') *Apache* won class A with *Falcon II* second and *Revelry* third. In the 1961 DYC Memorial Day regatta on Lake St Clair (Yachting, July, 'Detroit Jottings') Van reported that 177 boats raced in a "zephyr" dropping to nothing and then filling in, but still light. It took *Falcon II* and *Apache* three hours and forty-

two minutes to complete the five mile windward leg. *Falcon II* won the race on the reach. 1962 was a good year for Jacobs and *Falcon II*. They not only won the Bayview Mackinac Race (Yachting, September), but also won the Detroit YC Memorial Day regatta (July Yachting) and the Cresnet Sail YC annual regatta (October Yachting). A very good season for the 76 year old skipper who was featured in the Boston Yacht Sail Company (Mt. Clemens, MI) ad that fall.



Jacobs bought *Falcon II* and raced and sailed her for 16 seasons according to regular crew member George Hendrie Jr (pers com 04, 05 & 07). Georges' father had crewed with Jacobs on the 20-square meter he owned before *Revelry*. *Falcon II* was a known winner when she was offered for sale by Bostwick's widow in 1952. Hendrie said that among the NY32s the crew stayed with the boat. For example, he was aboard *Falcon II* on fore deck, his brother Jake was helmsman aboard *Vitesse* (#5) with Taylor and his cousin Ledge Mitchell owned *Soubrette* (#10). Aboard *Falcon II* there were three others who, with him, formed the nucleus for the races. Jacobs took up sailing late in life and owned a manufacturing company. In the mid-1960s with seven (#2, 4, 5, 6, 10, 15 & 16) of the 32s racing it was a "great time". During the 1962 Mackinac Race, Jacobs broke his right hand little finger which they taped to the next ones for the rest of the race. After winning he shook a lot of hands, but never said anything -- Hendrie called him "a tough guy." Hendrie remembered that *Falcon II* was fast in light winds, but

leaked in rough seas around her butt blocks. In the 1955 Mackinac Race they used sawdust over the side to get picked up through the leaks to slow the flow. *Falcon II* leaked even with a # 3 or working jib and two reefs in the mainsail.



Among Skip Gmeiner's (long time owner of #2 and class secretary) files was a copy on New York 32 Owner's Club letterhead of an article by George E. Van for the Detroit News with headline "Sail Queen Sold by Clare Jacobs". Although undated on the page, it is from 1967. In his "Detroit Jottings" column (Yachting . June 1967), Van wrote that Jacobs, the "patriarch of the Mackinac Races", sold *Falcon II* to Bob Neesley. The Detroit News article explained that with the sale, *Falcon II* moved from Bayview YC to Detroit YC and a berth alongside two of her sisters (#2 & 5). Health and his age had apparently pressured Jacobs to sell *Falcon II*. His wife and crew worried when he worked on the deck with the boat out of the water and protested his checking the rig from the bosun's chair when she was in the water. But Jacobs said heights didn't bother him. He was a pole-vaulter on the 1908 U S Olympic team.

"Jacobs liked heavy weather, but he had a magic touch at the tiller in light going. He was at the stick when *Falcon* sailed away from X-Touche, Apache and Vitesse to catch Gypsy and beat her to win the 1962 Mackinac.

Jacobs owned *Falcon II* for 16 seasons and his crew was always sharp; men like George Hendrie Jr, Fred Laferty, Don Farnsworth, George Snyder and Wally Cross.

Clare was king of the country's iceboaters and won the famed Stuart and Harst Cups in unlimited racing when he owned Deuce, world's largest iceboat (nearly 800 square feet of sail) and the smaller Ferdinand. He sold both iceboats in 1962 to Wisconsin iceboaters."

Van described the new owner of *Falcon II* as skipper of *Kittiwake* (41 footer) and *Malabar* (52 footer). In 1965 Neesley sold *Malabar* and sailed as helmsman of *Windhound* in her first season of 1966. "Neesley also has been active in ocean racing to Bermuda and around the southern circuit for many years." Neesley's son, Spike, said his father liked the St. Pete - Havana Race and did Bermuda races in the 1940s (per com 2/07).

Neesley sailed *Falcon II* in the 1967 season, but a March 29, 1968 fire at the Bayview YC storage area burnt her deck and scorched her interior. An article in the Detroit Sports World for the week of April 12th carried pictures of the disaster together with some information about the fire.

"Only the quick work of club diners who manned fire hoses to wet down the other racing yachts kept the fire from spreading to the more than 70 boats cradled on the grounds.

The blaze was first noticed by the diners who saw the reflection of the flames on the canal separating the yacht club from Gregory's Marina at the foot of Clairpoint on Detroit's East Side.

The canvas cover and deck of *Falcon II* was ablaze and the covers of the adjoining yachts, *Dauntless III* and *Seneca*, were burning.

Arson detectives are investigating the report that a man was seen running from the row of stricken yachts with tools just before the fire was discovered.

"My son Spike and I had worked on the boat until dark," said Bob Neesley who bought *Falcon II* a year ago. "We put the power tools below and locked the hatch. But when the fire was discovered, the power tools were missing and the hatch was open." "



The insurance adjusters called *Falcon II* a total loss. "The cost of restoring *Falcon II* was estimated from \$18,000 to \$20,000, the market value of a "32" today" Neesley is quoted to have said. The article said that Neesley had negotiated the purchase of *Dauntless III* (#15) from Don Snider, a boat broker. It was suggested that *Falcon II* might return as a cruise ship, but "experts agree her racing days are over." Spike Neesley recalled that the insurance paid his father \$12,000 (the value of *Falcon II*'s purchase) and then sold *Falcon II* to Bennett for \$6000 (the salvage value). Of the two NY32s Neesley owned, Spike recalled that #6 was in better condition when they got her than was #15. In Skip Geminer's summary tables, *Falcon II* had white topsides and a blue boot and light blue deck when Bennett owned her. She still had the original rig and the double headstay. Her engine was a Gray 25 hp gasoline one.

In his article about the Mackinacs in September 1968 Yachting -- "New 'Hilaria' first in Bayview" -_George E. Van wrote :

"If *Hilaria*'s triumph stirred, so did the high placing of *Sapphire*. Neesley's luck has hit bottom in yachting in recent years. His 54' schooner *Malabar IV* broke her back when dropped by a yard crane two years ago. Neesley bought Clare Jacob's NY-32 *Falcon* and this spring her deck was destroyed and her interior scarred in a fire while in storage. He promptly bought *Dauntless III* and restored her original name. One of Neesley's sons, Buck, came home after a long stretch in Vietnam a week before the race. Emotion matched talent when *Sapphire* went north in the race. Claude Bennett of the Pontiac (Mich.) YC, handy

with tools, bought the damaged *Falcon* and had her ready in time for the race. She placed 26th in Class A."

The winds for this race were mostly light, which Spike said favored *Sapphire* over the other 32s, of which there were seven racing. *Vitesse II* finished sixth, *Apache* seventh, *Ballina* tenth, *Tigress* twenty-second, *Gentian* twenty-third and *Falcon* twenty-sixth in Class A.

When Neesley bought *Falcon II* she had a roller reefing boom, which, according to Spike, was loved by his father. Jacobs had changed the original boom for that one in the early 1960, according to a letter from Skip Gmeiner to Tom Closs in December 1964. Closs was looking for a boom to replace the one broken in a collision between NY32 sisters #12 and 13. Jacobs according to Skip had the original boom stored with all the fittings except the mast slide and was interested in selling it. So the original boom from #6 appears to have gone to #13. When *Falcon II* went to Bennett after the fire, she had the original boom from #15 instead of her roller furling one. Spike said that Bennett was mad at his father for switching booms and just before the Mackinac Race start in July, replaced it with an aluminum roller furling boom. Spike says he saw Bennett throw the wood boom next to a garage before the race. A few years later Spike was trying to convince his father to switch to slab reefing to reduce the stretching of the leach with the roller furler. He remembered the boom Bennett had left behind the garage and found it still there with no one wanting it, so he took it home on his VW bus. After refurbishing it and setting it up for slab reefing, it became the boom aboard *Sapphire* (per com 2/07).

In 1971, the NY32s had a choice of two classes to race in for the Bayview, or Port Huron, Mackinac Race. *Falcon* raced in class G for those objecting to race under the new IOR rule. *Sapphire* won the class over *Dauntless IV* (Hanson's Cal 36). *Falcon* and Bennett were fourteenth out of twenty-five boats. Four other NY32s raced in class A -- *Tigress*, *Gold brick*, *Apache* and *Ballina* (see September [Yachting](#)).

In 1973, after considering making her a donation to the Sea Scouts, Bennett sold *Falcon* to Mike Sloan and Gregg Hentz. At the time she was out of the water and still showed signs of the fire. Sloan noted (per com 3/07) that he, having just graduated from University of Michigan, and a college friend Gregg, a professional photographer, had the idea to get a boat and cruise to the Caribbean. The broker, John Slavin, called her "cadillac of boats" and that "she had a pedigree." To them her price at \$9500 seemed good. They didn't have a lot of money but did have time to work on her. They bought her in late May, made repairs and had her in the water by July when she went to a slip at Gregory's near the Bayview YC. For the next few years they worked on her with a limited amount of sailing and usually short on funds. One of the repairs was to strengthen the frames under the engine mounts with steel. By 1978, Mike had finished law school and was about to marry, but they had not sailed to the Caribbean. When Mike moved to Williamsburg, they decided to take *Falcon* to the Chesapeake Bay.

The move in 1979, originally scheduled for early August, was delayed until September and coincided with bad weather of tropical storm winds and rains during her

Lake Erie crossing. They were later stuck in Atlantic City with an early snowfall. Sloan allowed that during the Barge Canal portion the horses went faster than #6 did with her old Gray engine, but the fall colors were memorable. It took then six weeks to get from MI to VA -- an "arduous" trip. After reaching the York River, Greg lived aboard *Falcon* for several years, working on her, until Mike bought out his interest. Sloan undertook a multi-year project to have *Falcon* professionally refurbish and her systems upgraded. Exterior work included restoring the deck and cabin top as well as new toerails and combings, while the interior reworked from the original design to create a stateroom, move the galley aft and the head forward of it, and more storage and accommodations. In 1984, *Falcon* went to the Norfolk School of Wooden Boat Building for a winter. She had her stem pulled apart and the rot removed and her transom pulled off and rebuilt due to rot there.

Sloan sailed *Falcon* in Chesapeake Bay from 1984 through 1987. He wrote of a "memorable 20 hour wing and wing run up the bay to Baltimore powered by a steady 17 knot breeze and following sea." In yet another severe storm encounter, *Falcon* survived hurricane Gloria in 1985. Sloan rode out the storm aboard, adjusting mooring lines while the surrounding York River flooded and covered boathouses blew away. All of the class had survived the Hurricane of 1936 and many storms of heavy winds and rains after as they moved from one sailing area to another with new owners.

April 1986 Yachting's Cross Currents has a note headed "Calling All 32s --a Golden Anniversary Rendezvous "to be at the Seawanhaka Corinthian Yacht Club for July 6th & 7th" It was to coincide with or follow immediately after the July 4 OpSail event in New York City, which was to celebrate the 100th anniversary of the Statue of Liberty. *Falcon* did join three of her sisters --#5, *Vitesse*, #9 *Salty* and #12 *Raider* -- in Oyster Bay.

Sloan wrote (3/2007) that his crew aboard for the trip north were sailing buddies Sandy Nenner, Dennis Kilar, Schubert Creswell and Tom Indoe. They made the trip up to take in the July 4th events on the way to the reunion. Thus, they powered into New York Harbor with the aircraft carrier Kennedy on the morning of July 2nd. But the transmission failed with the Staten Island Ferry bearing down on her scheduled passage. Up went the sails with an 18-knot following breeze. They tried to thread their way through the US Coast Guard perimeter and the many private boats and made it to a marina in New Jersey below the George Washington Bridge for repairs.

Indoe, a New Jersey native arrived the following morning with transmission parts and bags. Creswell and Nenner (resident engineers) completed repairs and *Falcon* returned to the anarchy on the Hudson between Ellis Island and the Statue of Liberty. Sloan wrote that a "combination of tide, current, wind, alcohol and thousands of pleasure boaters who were clueless about anchoring in crowded conditions made for pandemonium prior to the July 4th OP. Sail parade. Late arrivals attempted to anchor in an already overcrowded river. The strong tide and current entangled anchor rodes causing multiple boat collisions. Cursing, fistfights, and even the use of a fire ax were merely

foreplay to July 4's incredible Parade of Tall Ships on the Hudson, followed that evening by the largest pyrotechnic display ever seen in the United States.”

The next day, Sloan continued, the crew of *Falcon* limped up the East River to Long Island Sound and on to the SCYC in Oyster Bay. Attendees were hosted to a cocktail party and dinner by the New York Yacht Club. The four New York 32's were together over the weekend. On Monday there was a short race in light air with three racing. *Falcon*'s crew was supplemented by recruiting the Gmeiner family (#2, *Apache*) legends in Detroit racing lore. The ringers aboard helped *Falcon* to be competitive.



The highlight of the weekend was a visit by Rod Stephens. Sloan wrote that he held his breath as Stephens inspected *Falcon*'s many changes. He was very complimentary about the workmanship. If Mr. Stephens had any issues about the significant changes, he graciously kept them to himself.

Crew desertions for jobs and loved ones left Sloan, Creswell and Neningen a bit shorthanded for the long ocean run back to Hampton Roads. Mike August from *Vitesse* along with Neningen's brother were pressed into service. The additional bodies made up for the lack of self steering gear.

After owning and enjoying *Falcon* for thirteen years, Sloan decided to sell her -- "not enough hours in a day" with family, kids and work, left too little time to sail. As Sloan wrote in 2007, his "15-year chapter of *Falcon* ended and a new one began" in January 1988 when he and Bob Scott sailed her from the York River to Norfolk.

In response to the 1986 article about the NY32s in WoodenBoat (WB #73), Sloan wrote to the editor to correct a "NY32s error" in that article.

"As the proud owner of FALCON No. 6 (1962 Mackinaw), I must bring to your readers' attention an error in the article. It was indicated that FALCON was nearly destroyed in a fire. Doug and Penny Breck have confirmed that in the spring of 1968, vandals touched off the fire that damaged the canvas deck, housetop, and interior. There was no hull damage whatsoever. The fire was confined to the main saloon and charred the affected areas to approximately 1/4" depth. The late Claude Bennett purchased FALCON, repaired the damage, and raced FALCON in the next Mackinaw race.

Far from being "charred remains," FALCON has been continuously upgraded, participated in the New York 50 Year Reunion, and is in prime condition for her next 50 years." (WB #74, p7)

Prior to advertising *Falcon* for sale (WB #77, p146) Sloan had J. F. Gregory, Yacht Architect and Marine Surveyor, of Yorktown, VA survey her in January 1987. *Falcon* was at Cook's Marina in Gloucester, VA at the time of the survey. The cabin interior was rebuilt from 1979 to 1984 with berths for seven, a brass and tile fireplace set to starboard finished in vertical mahogany with bright oak trim with white and cream color scheme. In 1983 the deck of Douglas fir strips was faired, planed and covered with West System and two layers of 1/8" western red cedar. She also got new teak combings, house sides and toe rails then. Her mast was varnished, her boom is an anodized aluminum one with roller reefing and spruce spinnaker pole. *Falcon* still had her twin forestays and running backs with hi-field levels. The standing rigging was stainless and the running rigging Dacron. In 1980 a Perkins 4-108 four cylinder 50 hp diesel was installed. The electrical systems and wiring had been up dated from 1982 to 1984. In 1984 she got a 12-volt freezer/refrigerator installed as well as new interior cushions. *Falcon's* sail inventory included, mostly Hathaway Reisner sails, four mainsails (one a Ratsey canvas storm in good condition), ten jibs (including a Ratsey storm in excellent condition), seven spinnakers (some needing repairs) and a 1938 Ratsey staysail blooper in good shape. Mr Gregory concluded by saying "I find her structurally sound, finely equipped and seaworthy. I estimate the current value of this New York -32 to be \$145,000."

Sloan sold *Falcon* to Bob Scott, the present owner, and she move to Florida. Sloan said Scott responded to his ad in WoodenBoat and came to see her in Williamsburg. Part of the closing for the deal was that Sloan could sail aboard any time. He remembers a good trip and sail with Scott in Bimini. Scott said (per com 3/05) that he had seen one of the 32s in Michigan (perhaps #4) and was impressed with the boat -- "looked like a good sea boat." He had Concordia #20, *Fleetwood*, in Florida, which he gave up to a significant other, Ida, when they broke up. "I would prefer to have a yawl rig with full hoist fractional main on *Falcon*. There is nothing like a yawl for short handed sailing. I really miss it." (em 2/05) From 1988-1995, *Falcon* raced in the

Biscayne Bay and Columbus Day races, several to Ft Lauderdale and back with lots of thirds and fourths in the PHRF classes. In 1994, she raced in the Abaco Race week.

In a windward race with eighteen hours of gale force winds and large seas from Miami to Palm Beach, *Falcon*'s mast delaminated. Upon calling S&S for advice, Scott was referred by Howard Pierce to Rod Stephens, then retired. Over the next two- three months Rod guided the mast rebuilding via phone calls. Scott wrote (em 12/05) that Rod guessed the delaminating probably occurred because *Falcon* did not have lower running backs. They were designed to prevent pumping. Scott remembers among the things Rod said that a NY32 "with good sails, proper tuning and fare bottom goes better to windward than any boat." Obviously, Rod had made the proper adjustments aboard his NY32 , *Mustang* (#17). Scott described Rod as having a "gruff voice, was sparse in his use of words, and sounded completely sure of what he said." Later, but before the mast repairs had been completed, Mitch Neff was in town for a boat show and paid a visit to *Falcon*. Scott continued "He said, as he stepped onto Falcon's deck, "Here are some New York 32 plans that Rod asked me to bring to you ." I thought to my self that I did not have to ask Mitch where he got his voice, manner of speaking, and 'Bristol Fashion" words." Mitch later appeared aboard *Falcon* as part of her crew, usually winning, in the classic boat races on Penobscot Bay, ME, where his often advice --"getthisboatmovin!"-- Scott is sure counted for at least a knot.

In 1992 *Falcon* survived yet another hurricane -- Andrew in Fl. This was a full force storm that went through her berthing place. In 1995 *Falcon* left Miami for Maine. According to Scott, their best day was 250 miles in the Gulf Stream. Most of the trip was in fair weather with winds abeam. Approaching Penobscot Bay, they encountered fog and anchored for the night in Carver's Cove in the Fox Islands Thoroughfare. The next day under sunny skies and a southerly breeze, *Falcon* sailed under spinnaker into Castine Harbor. Since coming to Castine, *Falcon* raced in the annual Eggmoggin Reach Race (first Saturday in August) and its feeder races. She races in the local Castine PHRF races, sails as many afternoons in the season as possible and cruises with his wife Pam and the family dogs, of course, among the many islands of the Maine coast. In 2002 *Falcon* raced, as a guest, in her first NYYC annual cruise in Penobscot Bay. She had never raced in any NYYC cruises before.



Since 2001 *Falcon* has had her designer among her crew for the Penobscot Bay races. One such race, the Eggemoggin Reach Race, was described by Bob Scott in The Wave (the Newsletter of the S&S Association) for February 2003.

"On day three Olin Stephens was at the helm of *Falcon*. He had flown all night from Helsinki, where he had been racing eight meters, and became weathered-in at Boston airport. With luck, he ran across an old friend, Michael Stubbs, similarly stuck in the airport. Olin was determined to race so they rented a car and drove six hours to the Maine Coast arriving at 1:00 AM on Race day. He spent what remained of the night with Michael, former owner of the Herreshoff yawl, *Desperate Lark*, at his home on Eggemoggin Reach. Predictably, Olin arrived at Wooden Boat in time for the skippers' meeting.

Later throughout out the race, a three way dual for first took place with the Herreshoff P Class *Joyant*, the *Fife Clio*, and the S&S *Falcon*. As we approached the weather mark, Halibut Rock, *Falcon* managed to glide through a crowd of stalled boats with just enough momentum to prevent her grounding. We raised the spinnaker and took the lead from *Clio* and *Joyant*. Olin, at the helm during the last spinnaker leg and impatient with the crew discussing what would be the best tactic, said, "you can talk all you wish but in twenty seconds *Falcon* is going to jibe." With that maneuver we gained on *Joyant*, who had re-taken the lead, and finished the race 49 seconds behind her but ahead of all 87 other racers."

In 2004, *Falcon* lead a fleet of nine yachts racing the 175 miles from Cape Cod to Castine. She was followed closely by *Siren* (#20). This was a feeder race for that year's Eggemoggin Reach Races and the celebration of Sparkman & Stephens (S&S) 75th anniversary. Part of the celebration was a symposium of leading yacht designers with whom Olin had worked or competed. There were several of Olin's designs tied up to

the Castine waterfront docks or viewing. Photos and a recording of the Designers' Symposium were captured by Michael Brassert of Houpla Studios, MD, on CD.

In 2006, the Castine Yacht Club hosted a 70th birthday for the NY32 class. The three of the class already in Castine --*Falcon*, *Gentian* (#18) and *Sapphire* (#15) – were joined by *Gaucho* (#5) and *Siren* for a race in very light air out of the Harbor and then back to finish off the Castine YC dock. *Falcon* lead back into the Harbor, but when the race committee shortened the course and finished up river, *Siren* was just able to beat *Falcon*. At the start, Olin was aboard a spectator boat watching his design and taking pictures of all the yachts. Come the Eggmoggin Reach Race the following Saturday, Olin was back aboard *Falcon*.



It was a real party with many current and prior owners and crew attending. From Detroit, were *Apache* (#2) long time owners, the Gmiener family, Penny and Doug Breck, prior owners of *Sapphire*, the McCosh's, owners of *Night Heron* (#16). Jim Johns from *Falcon*'s Mentor Harbor days came and crewed again aboard her. Johns wrote after the events that

“she performs like she did when I sailed her at Mentor. Fast and competitive. During the race from Camden to Brooklin I had the opportunity to helm her part way across Penobscot Bay while Bob and crew navigated us through some pretty tricky waters. The boat felt great on the wind while we tacked between and around islands and reefs in a 12 to 15 knot breeze. Just like old times from 60 years ago. Having S&S Olin Strphens and Wooden Boat's Matt Murphy on board was another chance of a lifetime !”

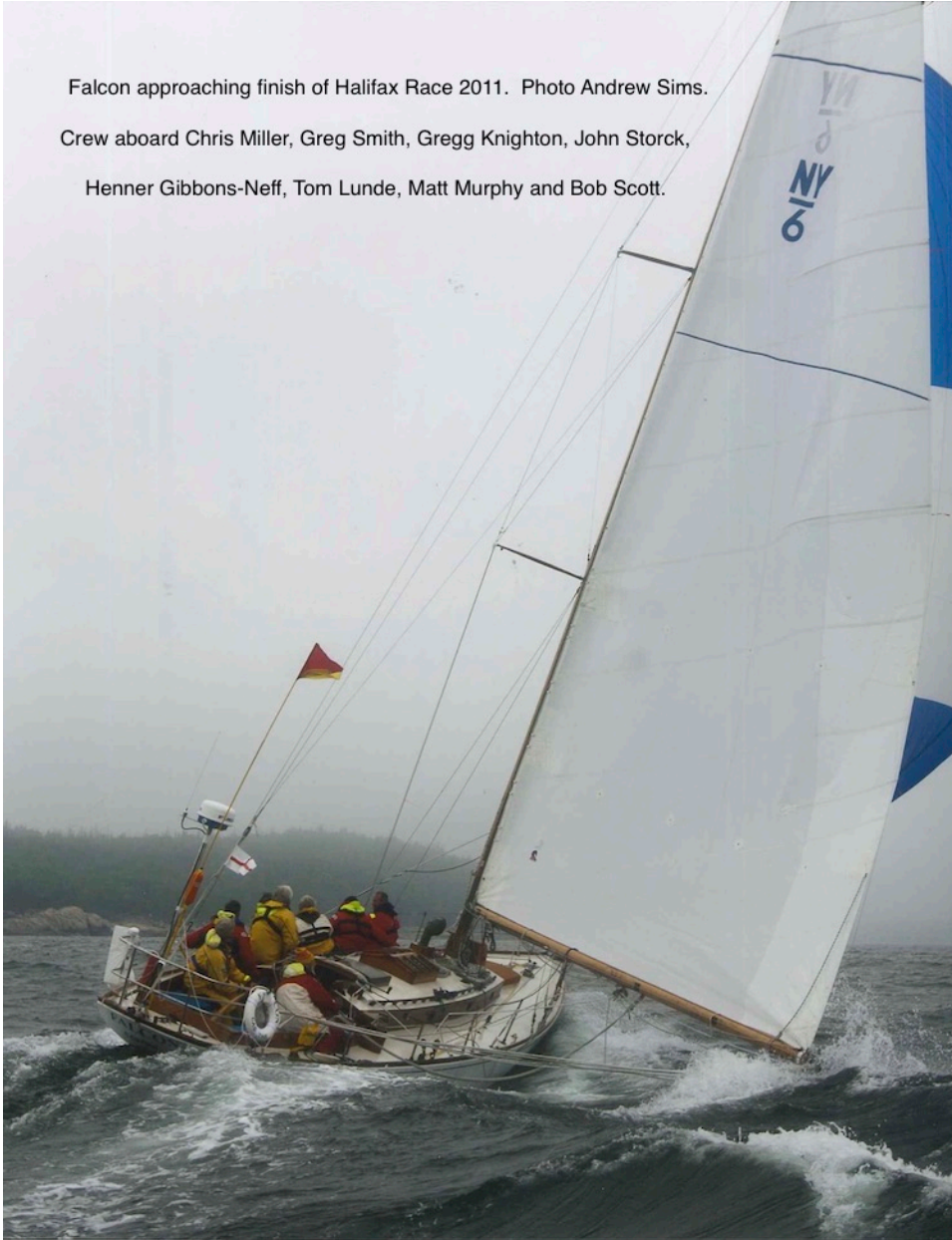
Also aboard and a regular *Falcon* crew was Mitch Gibbons-Neff (remember back to the mast delaminating) seen in green shirt in Dan McCosh's photo of *Falcon* leading *Siren* back into the Castine Harbor.



Since then, *Falcon* continues to sail, race and have, in the off season, the repairs and maintenance needed to keep her going strong. In 2009 she took on some new planks and frames steamed of local black locust that came down in a 2007 microburst event. She races in the annual feeder races to the Eggemoggin Reach Race and sails and cruises with her owner and friends. In 2011 *Falcon* joined others the Marblehead to Halifax ocean race. She took home four trophies for best corrected time in PHRF class 5, ORR class 2 and scoring plus the 'Over the Hill Gang' Trophy for best corrected time for average age of skipper and crew over 55 years. A splendid run for *Falcon* in her 75th year !

Falcon approaching finish of Halifax Race 2011. Photo Andrew Sims.

Crew aboard Chris Miller, Greg Smith, Gregg Knighton, John Storck,
Henner Gibbons-Neff, Tom Lunde, Matt Murphy and Bob Scott.



In 2014 for the Castine to Camden feeder race, there were two number six yachts starting in their PHRF class. *Spartan*, number six of the nine NY50's designed and built by Nat Herreshoff in 1913 and recently restored. Four of the NY32 class – *Isla* (#10) and *Siren* in photo just after the start as well as *Vitesse* (#5) and *Gentian* (#18) on the other side of the course– joined *Falcon* for that race to Camden.



Any questions, corrections, more information, please contact me – am happy to see all
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Notes -- Mystic Coll. are among the Manuscript Collections at Mystic Seaport
-- Rosenfeld photos are housed at Mystic Seaport