MODERN LEGEND

The April issue of *Classic Boat* featured the 1926 Q Class, *Falcon*, enjoying herself in the calm waters of San Diego. Her owner, Peter Silvester, was a relative newcomer to sailing and like many reformed characters he approached his new passion with a certain zeal. This was mainly fuelled by a deep love of *Falcon* but also what he had seen in the automotive world and the restomod trend for taking classic performance cars and developing them for the modern world and owner.

With *Falcon* turning 100 in 2026, Silvester had an idea, one that quickly turned into a full-blown project. What if he could build a new Q Class, a restomod that would honour the original design and the Universal Rule but add a new performance rig and spars, lightweight composite construction and an interior that would make staying aboard a pleasure? In short, to create exactly what a Q Class would be if it was conceived today.

That was in 2022, fast forward to May 2026 and Silvester has not only accomplished his dream, he has also created one of the highest pedigree yachts to ever grace the Spirit of Tradition stable. With a little help from his friends.

***Above*: This new Q Class is a highly respectful reimagining of the original. She is based on the 1926 *Falcon* that featured in *CB* April 2026**

THE FALCON STUDY

"I was put in contact with Thys Nikkels at Dykstra", recalls Silvester. "To be honest, at that point I wasn't sure I could achieve what I wanted, but I had the fortune to speak directly with Thys and he really gave me confidence. I knew Dykstra was a key player in the J Class revival we saw in the noughties, which is why I went to them, but speaking to Thys was just incredible. That's when the Falcon Study, as we termed it, took shape."

Dykstra's credentials are unparalleled for this kind of project, involved in the rebuilds of the Js *Shamrock V*, *Velsheda* and *Endeavour* and new builds of *Hanuman* and *Rainbow*, plus the small matter of creating yachts such as *Kamaxitha*, *Meteor*, *Maltese Falcon* and, more recently, the 106m *Black Pearl*.

At 14.1m (46ft 3in) LOA, the Q Class is somewhat smaller than a 130ft J, but they share a very similar design profile, construction and intention to race. Thys Nikkels, Dykstra's CEO, explains how they work on these projects: "When we approach a task like this, we first look to identify if the intention is to recreate a historical replica, working to find every piece of information to keep it as