

**NORWALK ISLAND SHARPIE 29'.** Partially built sailboat. Owner says, "Construction began in 2002, and continued in 2003 and 2004. No work has been done since. What is completed so far is all the bulkheads, a rough-in of all the interior furniture and shelving, the centerboard trunk (centerboard template included), hull sides and bottom. Before installing the bottom and sides, I painted all storage spaces that would be difficult to access later. I also pre-built doors, and their frames, for the head, the forward cabin, the forepeak and a small storage space off the head. These doors are frame-and-panel constructed in varnished white pine.

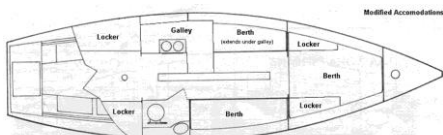
"Sides are 1/2" AC plywood. Bottom is three layers of 1/2" AC plywood, with 1260 lbs of lead sheet sandwiched into the middle layer. Up to 1000 lbs. of additional ballast will be needed. The hull is just about ready for a thorough sanding in preparation for sheathing with epoxy and fiberglass (or other fabric)."

From the designer's brochure:

"The Norwalk Islands Sharpies are shallow-draft cruisers designed by Bruce Kirby to satisfy the demand for low cost, attractive, easy-to-build boats that will sail superbly and be well mannered through a broad range of weather conditions. They are centerboarders with retractable rudders, designed as day sailors and coastal cruisers and capable of entering the shallowest of creeks and harbors.... These hard chine, traditional looking but high tech cruisers [are] aimed directly at the home builder...."

"The 29-footer gets up into the range where even a sharpie, which, by its heritage has low headroom, can have six feet in the aft part of the cabin. This is accomplished with a high-cambered cabintop... which blends with the traditional sheer and low freeboard to give down-below space not found in the old workboats. Although the 29-footer has all the advantages of super shallow draft, she also has the heft to travel [far] afield.... With her long waterline, slim hull form and generous sailplan the 29 could put in a good days run, especially with the wind abeam and a staysail set from the mizzen mast."

Owner goes on to say, "I made some changes to the designer's interior arrangement (see drawings below), expanding the galley and making the area below the cockpit more accessible for storage purposes. Furthermore, it was my intention to end the cabin trunk at the forward end of the main cabin in order to create more deck space (for a dinghy, for instance). It is not too late, however, to carry the trunk farther forward, as the designer intended.



NORWALK IS. SHARPIE 29' MODIFIED PLANS



NORWALK ISLAND SHARPIE 29' SAIL PLAN

"The plans call for free-standing, hollow, composite ('glass/carbon/epoxy) masts, and fully-battened sails. These items have yet been purchased, and so are not included in this sale. Invested so far: ~\$4500. Asking: \$3500. I will help the buyer to load the boat onto a trailer (yours!), but any and all costs of loading and moving are the responsibility of the buyer. Current estimated hull weight: 2500 lbs." Located in Hackensack, **MN**. Contact Bob at bob@dillon-racing.com. You may also want to check out Bob's website at [www.dillon-racing.com](http://www.dillon-racing.com) where you can purchase plans for wooden Mini Racing Powerboats and see some great boat race videos.



**1965 OWENS CRUISER 30' – FREE.** Owner says, "I am prepared to give it away to a good home. It is currently sitting on blocks in the boat yard at the Marina, under shrink wrap. It needs one new battery, and a few bottom planks need to be re-set, other than that I believe it to be in good shape." Asking: **FREE** "to a good home." Located Lagoon City Marina in Brechin, **ON**. Contact Terry at 905-609-2704. (Has appeared in previous issues.)



FREE -- 1965 OWENS CRUISER 30' -- FREE



**EMAIL TO THE EDITOR:** Dave -- Thanks for the quick reply. Also I want to thank you for a service that I feel is greatly needed. I've been a boneyard type of guy my whole life, as a child I used to go "junking" with my father. Now at 56 I've never gotten over the appeal of bringing an old gem back from the grave. Thanks again and I'm really looking forward to the old issues. --RLJ

**SAVING OUR NAUTICAL HERITAGE...  
...ONE BOAT AT A TIME** (Cont from Pg 1.)

Strapped for cash, Lincoln Vaughn sold BLACK PEARL to Barclay Warburton III in 1958. A Harvard graduate of the class of '48 and a member of the Massachusetts Legislature, Warburton opened the *Black Pearl* restaurant in 1967 in Newport, RI where he docked BLACK PEARL. The restaurant is still there today but not the ship. Warburton sailed her to Europe to participate in the 1972 International Sail Training Races. On his return voyage aboard BLACK PEARL and inspired by the enthusiasm he witnessed, Warburton founded the American Sail Training Association with BLACK PEARL as the organization's flagship. To this day, ASTA remains actively engaged in youth education through sail training and the preservation of North America's maritime heritage, as well as organizing the Tall Ships Challenge series. ASTA played host to the tall ships that participated in the 1976 bicentennial celebration of the United States and today boasts a membership of over 250 vessels from its start aboard BLACK PEARL.

BLACK PEARL went on to participate in the celebration of Boston's 300<sup>th</sup> anniversary along with 50 tall ships from around the world, Philadelphia's 300<sup>th</sup> anniversary along with 65 international tall ships, and too many tall ship races, regattas, and parades to list here. She acted as the Committee Boat for the 1995 Special Olympics, and before she was done over 500 young men and women would receive sail training on her decks. She even called New York's South Street Seaport her home for a period of time and while ported there she raced in 10 Mayor's Cup Races.

Warburton died in May of 1983 at the age of 61 and willed her to the American Sail Training Association, the organization he founded on her decks. She is believed to have been renovated in 1985 and then passed through a number of hands before being purchased by the non-profit Aquaculture Foundation of Connecticut in 1993 for use in sail training programs and maritime education. By the mid-1990s, it became clear that BLACK PEARL was in need of a complete restoration. The Aquaculture Foundation embarked upon a capital campaign to raise the necessary funds. Restoration was to begin in the summer of 1997 and be completed in time for participation in OPSAIL 2000. That restoration was never done.

BLACK PEARL sits on the hard in Chester, CT. She is believed to be "dried up" but "structurally in good shape." The current owner is asking \$5000 to cover storage fees, but the story doesn't end there. Reportedly, a well-known restoration school in Newport is interested in returning BLACK PEARL to her former glory if a sponsor can be found to fund the work. One scenario has the ship owned by a non-profit, with charter fees used to cover its ongoing maintenance costs. For further information, contact Eric at 508-207-7040 or email [info@vintageyachtshare.com](mailto:info@vintageyachtshare.com)

