

HERRESHOFF STYLE DAYSAILOR PENTIMENTO

DIMENSIONS

LOA:	25' 5"
LWL:	20' 3"
BEAM:	8' 2"
DRAFT:	3' 6"
DISP, 1/2 load:	5525 lbs
BALLAST:	2470 lbs
SAIL AREA:	360 sq ft
SA/D RATIO:	18.43
D/L RATIO:	297



PENTIMENTO ghosting along showing off her good looks.

The 25 foot *PENTIMENTO* was launched in early June, 2005. She was essentially a replica, styled after the work of the Wizard of Bristol, Nat Herreshoff. In keeping with his famous work *PENTIMENTO* is of heavy displacement with wineglass sections, a hollow bow, carvel planked over frequently spaced but slender frames, with a long keel and steered with an outboard rudder. She even has the same sculpted and varnished top planking strake made famous by the Herreshoff yard. She was built by Dave Corcoran at Bullhouse Boatworks in Arundel, Maine.

Nobody appreciates Herreshoff designs more than I do. I've spent much of every long Maine winter for over thirty years in my barn beneath my 1937 Herreshoff 12½ *PETUNIA* digging away at what used to be fastenings with miniature chisels, scorps and gouges. Stuffed between the galvanized frame of her boat trailer and the curvaceous bulge of her bottom planking I've devoted up to half an hour per de-zincified former wood screw extracting its threadless, headless corpse

with skills that had I chosen to be a dentist instead of a boat lover would have made me a wealthy man. Still, there's not a subtlety of her shapely hull that I have not come to love at close range. When they find my cold form slumped over a drafting table many years from now, inshallah, it will be this shape I'll have been drawing.



PETUNIA. If I drew ten different versions of this lovely masterpiece they wouldn't be enough.

PENTIMENTO's sailplan consisted of a large mainsail and small, self tending jib. Herreshoff understood that a sailplan with a small jib and big main makes a lot of sense. Going to windward the jib with its undisturbed leading edge imparts more drive per unit area than the main. The main can be very large because its drive is somewhat reduced by an aerodynamic spoiler (the mast) when going to windward. Offwind it is brute area that counts, the main blankets the jib, and there is no spoiler effect. So the larger the main and smaller the jib, which is blanketed no matter its size when sailing downwind, the more efficient the sailplan.

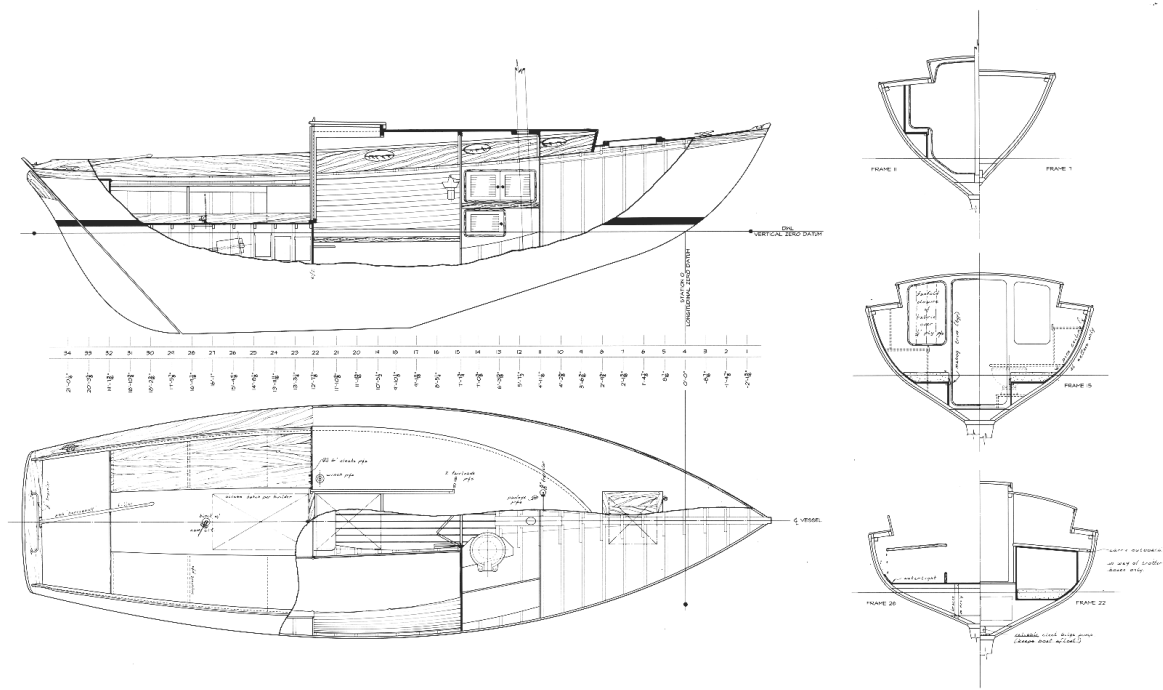
- ***A sailplan with a large main and a small jib adjusts itself to upwind vs downwind sailing.***

PENTIMENTO was fitted with an electric motor for auxilliary power. This was a bad idea for the original owners, who lacked a waterfront dock and kept the boat on a mooring. Once the batteries were used up recharging involved getting them out of the boat, into a dinghy and ashore for recharging. This proved nearly impossible- it's no fun lifting automobile batteries over varnished coamings. Since the batteries also powered the electric bilge pump the result was once a nearly sunk boat. The builder insisted for reasons that never made any sense to me upon building the boat without a self-bailing cockpit. I would not do this again.

For a person with a dock and electricity at the end of it, the electric motor would have been fine. She could be powered for five hours at hull speed before requiring recharging of her batteries, and the motor was unerringly quiet. Although it's conventional thinking, a small single cylinder diesel would make a lot of sense.

- ***Anyone fitting an electric motor has to think about how to charge it.***

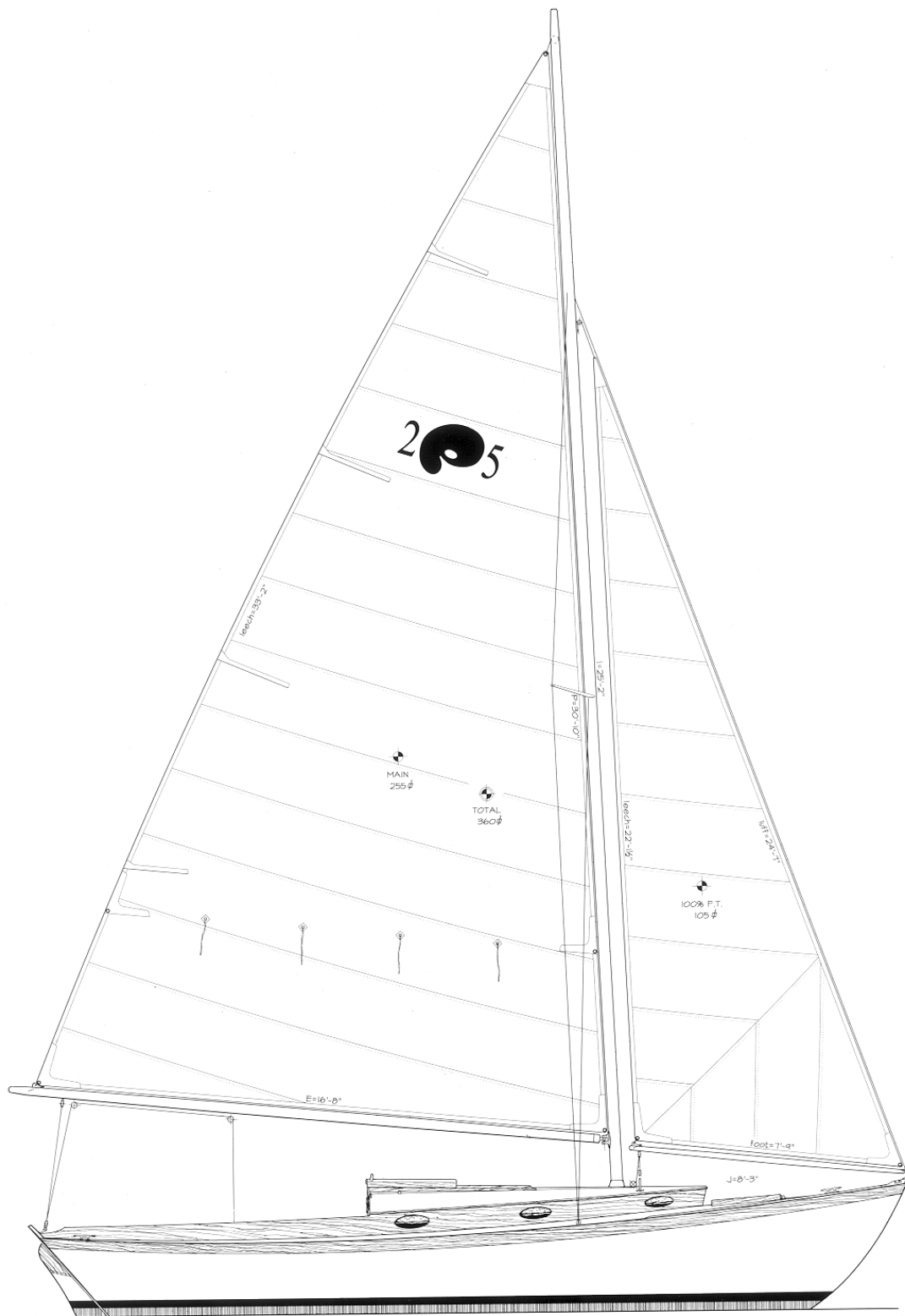
But I must say I really enjoyed sailing *PENTIMENTO*. In fact I hope someday to build a slightly larger version to sail in my dotage.



The cockpit was huge and the seats designed to standard Hrrreshoff ergonomics (comfortable!) Down below there were two settees that could be used as berths, a sea-swing stove and a head that could be closed off from the rest of the boat for privacy. You couldn't stand up, of course, but I'd happily cruise the coast of Maine in a boat like this. The builder wouldn't let the owner fit a self-bailing cockpit. This was clearly a mistake and you'd definitely want one on any sistership.

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