

# An IOM Weed Beater

Following the original article in Acquaint (Issue 3, 2011 which may be found in the Knowledge Base of the MYA Web Site,) Brian Quinn writes to tell us about progress.

## Prototype and testing



*Here is the boat on her first trials under 'B' rig. Everything looks normal. Photo: Brian Quinn.*

We have progressed to building a prototype, and carried out some early testing. To date the boat has been tested under 'B' rig only, but it performed well straight out of the box. The boat tracks well upwind and is so well balanced that it will sail 'hands free' once correctly trimmed. As expected tacking was slightly slower than it would be with a standard keel, but even in the lightest conditions the boat tacked without a hitch.

## Off the wind

Off wind it was impossible to tell the difference between this and a standard boat (it is even easy to steer the boat backwards). We have yet to race against standard IOM's, but apart from the obvious stability issues, overall speed seems to be unaffected. We need to test the boat with an 'A' rig and it will be interesting to see what effect the change in stability has through the wind/rig range. The boat remains a rewarding racing yacht and maintains the delightful sailing qualities of the standard IOM.

## Keel details are as follows:

Length: Top – 360mm, Base – 270mm  
Depth: 200mm below Water Line, 165mm below Hull  
Leading & Trailing Edge Fairing: 20mm  
Leading Edge Rake: 60 deg (Water Line)  
Weight: 2.65kg

## Manufacture

The keel was cut from 6mm marine ply, shaped to the underside of the hull with the keel box insert shape taken from the original keel pattern. The base of the keel was shaped around the bulb which was screwed and glued to the keel. The depth of fairing to the leading and trailing edge was 20mm. The position of the keel was determined using approx 40% of the keel in front of the original CLR.

*Brian Quinn*

*(We will be keeping up to date with Brian's experiments and will report further. Ed.)*



*This photograph shows the shape of the new keel clearly. It simply replaces the standard fin keel, through bolting in the same way. Photo: Brian Quinn.*