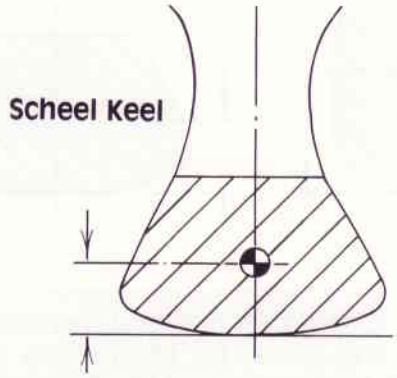
The odd-looking keel that has changed sailing forever.



- *Shallow draft*
- *No centerboard*
- *Lowest possible ballast*
- *Maximum stability and sail-carrying capacity*
- *Fastest possible boat speed*
- *And it saves money, too!*

In 1976, the unrestrained mind of naval architect Henry A. Scheel accidentally stumbled onto some insights into the mysteries surrounding residual resistance. His deliberate response to this accidental observation was to redesign the keel of the modern sailing yacht.

And thus was born the *Scheel Keel.*

Today, this curious yet revolutionary innovation boasts a U.S. Patent, and its exceptional performance has been confirmed by rigorous towing tank tests. In fact, it is available as an option on more than 50 different boat designs. At last count, Scheel Keels were guiding the destinies of more than 600 individual sailing vessels around the world.

The sketches on this flyer are Henry Scheel's favorite way of explaining how the thing works and why it's better than conventional keels.

If you've got some questions, or would like more info about the Scheel Keel, give Henry a call, or drop by his Rockport, Maine office for a chat.

Basically, the Scheel Keel causes an important change in the way water flows under a boat fitted with a conventional deep fin keel. The conventional keel (Illustration A) allows water to flow from the high-pressure leeward side to the low-pressure windward side. What results is a drag-inducing vortex, one of the primary contributors to residual resistance of the vessel's keel.

The flared shape of the Scheel Keel (B) greatly reduces the leeward-to-windward water flow, thus cutting down on residual resistance.

Illustration A.

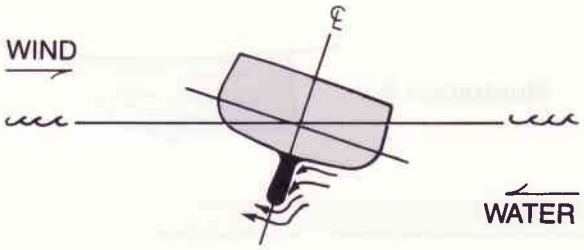
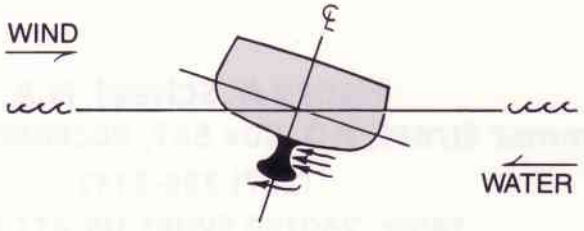
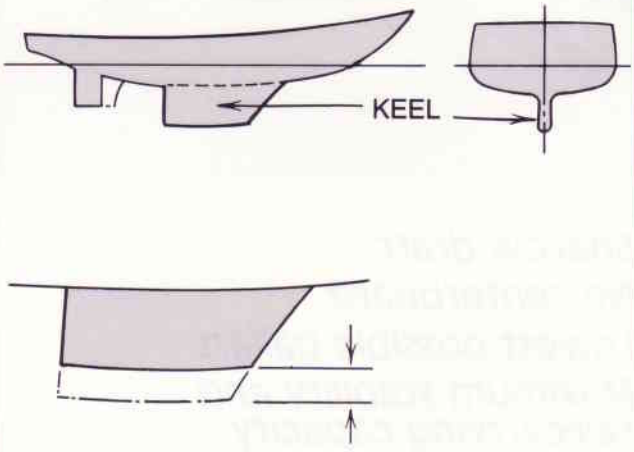


Illustration B.



At the same time, the Scheel Keel requires far less draft than a deep fin keel (C), and there is no need for a centerboard. And that makes life a lot easier.

Illustration C.



Also, water flow along the sides of a conventional keel tends to be turbulent (D), which further contributes to the negative effects of residual resistance. On the other hand, the water flow along the Scheel Keel seems to be more laminar than turbulent (E). So, residual resistance is reduced even more.

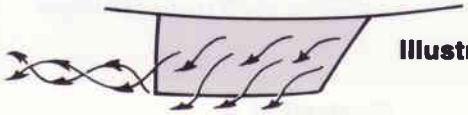
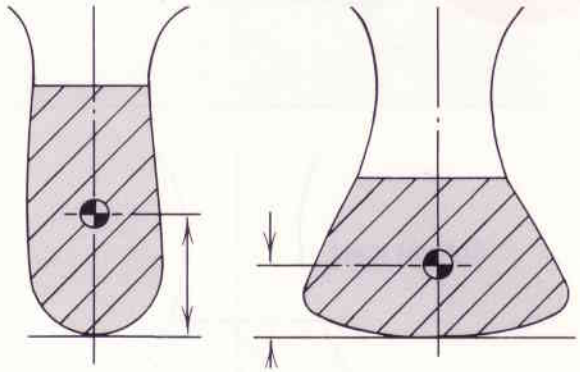


Illustration D.

Illustration E.

And best of all, the shape of the Scheel Keel provides the ballast with the lowest possible center of gravity (F). And that means maximum vessel stability and sail-carrying capacity, which produce the fastest possible boat speed.

Illustration F.



Also, the Scheel Keel demands no costly servicing and is easy for the factory to install. So, the owner and the builder both save money!

Henry Scheel has been designing yachts for more than 50 years and he will welcome hearing from you.

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