

## Double Eagle Notes

The speeds listed below are approximate and not guaranteed. They are based on the listed displacement and may vary if displacement (weight) varies. All speeds assume well-faired hulls driving through properly sized propellers with suitable gearing to match the power and torque curves of the engine in question. All speeds are in knots per hour. To convert to miles per hour, divide by .87. Horsepower is given as constant 24-hour rated SHAFT HORSEPOWER (SHP); NOT brake horsepower (BHP), nor intermittent ratings. If only BHP is known, multiply this figure by .70 for approximate constant SHP. Figures assume S.A.E. methods. If ratings given in D.I.N., these will be about 8% less than S.A.E. If ratings given in KW, this will give ratings about 75% of BHP (S.A.E.) ratings. In all cases, it makes no difference if the engine is diesel or gasoline powered.

6 knots	10 SHP
9 knots	25 SHP
13 knots	40 SHP
18 knots	70 SHP
22 knots	105 SHP
27 knots (*)	150 SHP
31 knots (*)	200 SHP

(\*) Attempting to obtain these speeds with the Inboard Version, due to the deep skeg, may cause excessive fuel consumption and may not be practical.

A local builder of the aluminum version is running at 40 mph with a 200 hp outboard.

---

---

**Pounds per inch of immersion (ppi):  
617 lbs. will sink the hull an additional 1".**

**Prismatic coefficient: 74%**

---

---

## Misc Hardware-Inboard

The following to be used with an inboard marine motor. See our on-line [Inboard Hardware Catalog](#) for descriptions.

*Link to Inboard Hardware Catalog will open in a new window; close window to return to this page*

**Price current: 10-26-2010**

### **Rudder Hardware**

Rudder	92-300	\$671.15
Rudder Skeg Bar	92-600	\$386.71
Tiller	90-028	\$43.00
Rudder Post Bracket	90-032	\$76.50
Rudder Stuffing Box	90-112	\$77.10
Rudder Stuffing Box Plate	90-107	\$25.00

### **Controls**

Single Lever Shift Control	91-214	\$420.00
Cable 33C-two required	90-160 (verify length)	\$143.00 each