

Pot Luck Notes

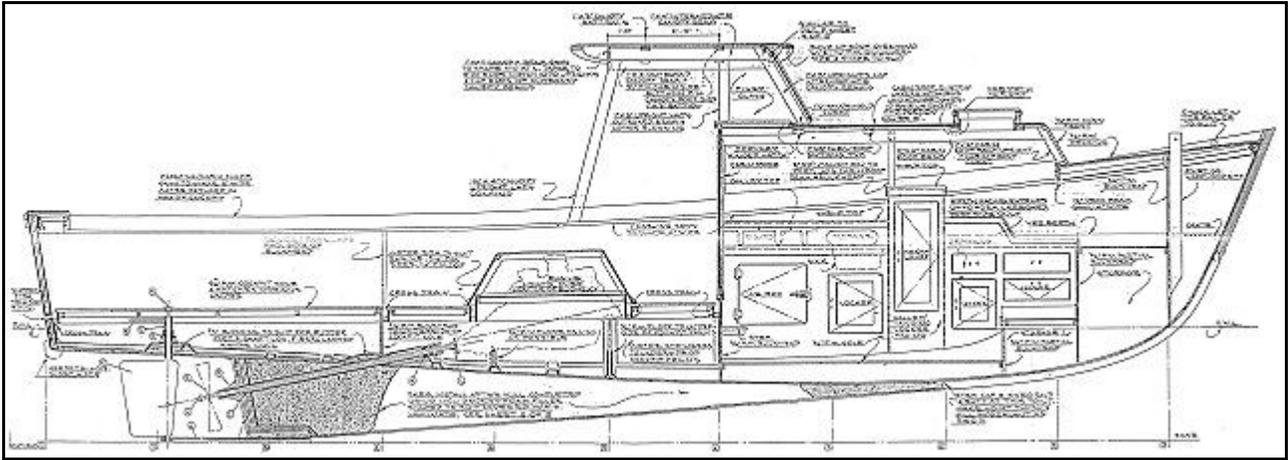
The weight of the engine should be kept to a minimum for best performance, however engine weights to 1500 lbs. are acceptable. Either gasoline or diesel engines can be used. The engine drives through a straight shaft with transmission. The 3 blade propeller is 22" maximum in diameter; the propeller shaft is 1 1/2" diameter.

SPEED/POWER CHART

7.5 knots	25 SHP
8.5 knots	40 SHP
10 knots	50 SHP
11 knots	65 SHP
12 knots	75 SHP
13 knots	80 SHP
14 knots	85 SHP
15 knots	90 SHP
16 knots (*)	100 SHP
18 knots	120 SHP

(*) Attempting to power beyond this speed will require inordinate increases in both power and fuel. Proper fairing, propeller size, and gear ratios become increasingly critical at or above these speeds for optimum performance. Estimated hull speeds are based on the listed displacement and will vary if the weight increases. 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. Power given as D.I.N. will be about 8% less than S.A.E. ratings, while those given as KW will be 75% of S.A.E. figures. In all cases, it makes no difference if the engine is diesel or gasoline powered.

PPI - the hull will sink 1" for each additional 1075 lbs. added.
MT1 (Moment to Trim): 740 lbs.



**Construction Profile
Fiberglass Version**