

# Vera Cruise Notes

## Vera Cruise Speed Chart

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.

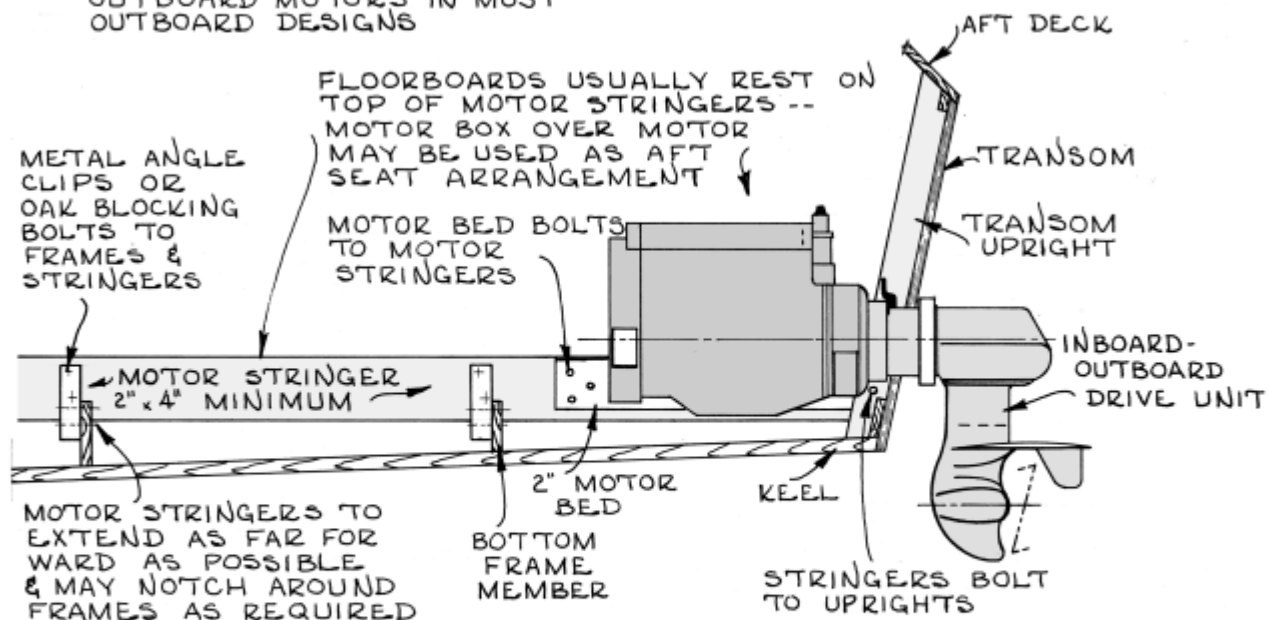
**21' 0" x 18' 0" x 3573 lbs.**

32 shp	13 knots
43 shp	15.5 knots
55 shp	17.5 knots
70 shp	19.5 knots
88 shp	22 knots
125 shp	26.5 knots

**Center of Buoyancy: 1.29 feet aft of Frame #3.**

## INBOARD - OUTBOARD DRIVE DETAIL

CAN BE USED IN LIEU OF  
OUTBOARD MOTORS IN MOST  
OUTBOARD DESIGNS



### NOTE:

MOTOR STRINGERS SHOULD BE SPACED AT A DISTANCE APART TO SUIT THE PARTICULAR MOTOR USED-- EVEN THOUGH THE MOTOR USED IS INTENDED FOR MOUNTING SOLELY ON THE TRANSOM, WE FEEL THAT MOTOR STRINGERS SHOULD BE USED--

**GLEN**  
marine designs