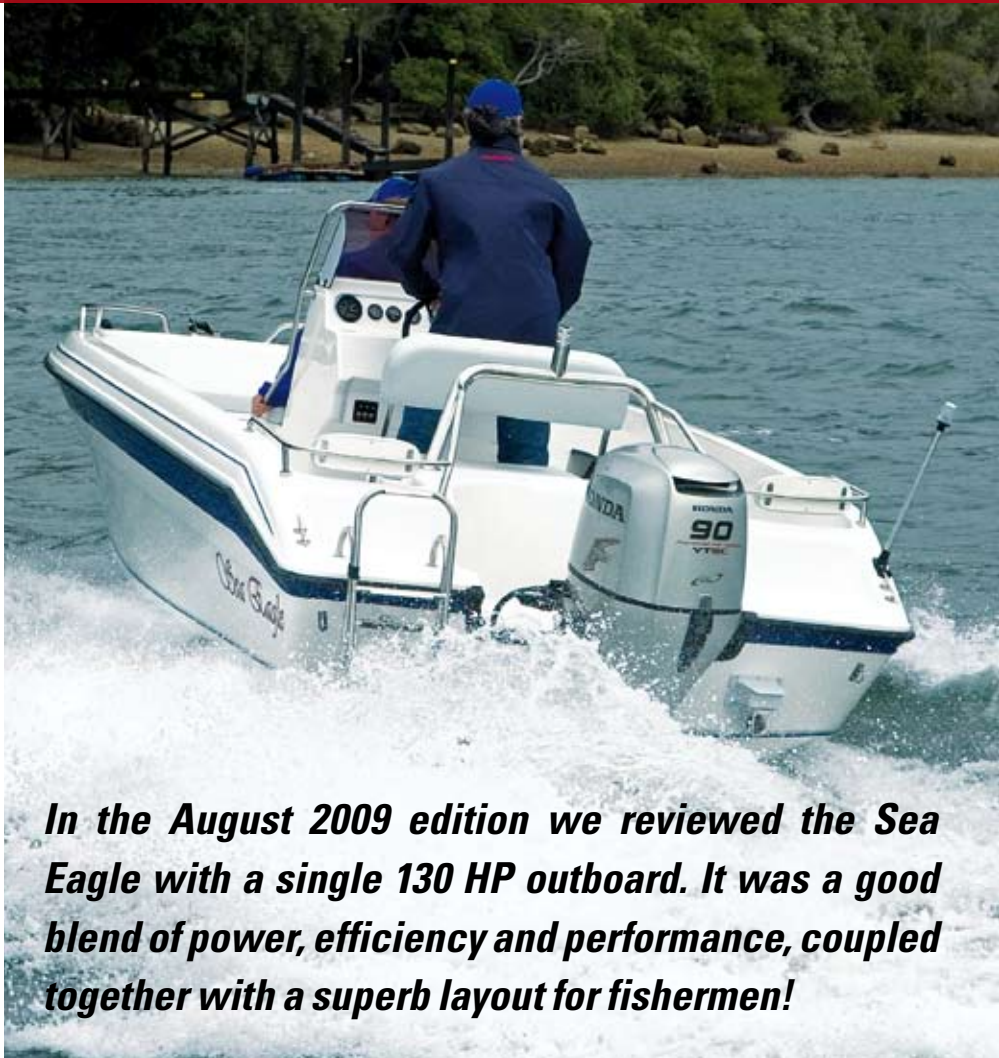


# Sea Eagle

Words and pictures by Dean Castle.



**Set yourself free**



***In the August 2009 edition we reviewed the Sea Eagle with a single 130 HP outboard. It was a good blend of power, efficiency and performance, coupled together with a superb layout for fishermen!***


**H**owever, that was a Sea Eagle with Hussain Bolt's speed! What if the motor was to be changed for a lighter, more fuel efficient 90 HP? There's not much of a loss of top speed, but you can bet your bottom dollar that you'll save fuel. But, the question is, what will the loss in weight do to the balance?

Honda Knysna know how to kit out a boat perfectly. They also know what catches my eye, and probably the reason why I'm continually there to see what they've got in store! So, it's no surprise that this offering of the Sea Eagle with a single 90 HP outboard is likely to tickle my fancy. But, would it make that much of a difference from 130 HP to a 90 HP on a little craft? I've never really had a chance to find out - but this was about to change!

## **Performance**

The Sea Eagle is a solid craft, built to withstand a direct hit from the roughest seas. But, that's not to say that it's heavy. It is in fact a relatively light craft for its size. The 'problem' with this, however, is that the balance of the craft can be thrown out a lot easier when changing for lighter motors. This of course, can turn into a huge change in the handling and ride characteristics.

Twin 90 HP translates into a difference of around 15 kg. With the 90 HP 4-Stroke at the rear, the craft rides with a subtle surge of power and a gentle rumble. Getting out the hole is marginally slower, stopping the clock at 3.6 seconds as opposed to 3 seconds flat.

Clocking a top speed of 60 km/h (70 km/h previously), and a good 



The Sea Eagle has been kitted out beautifully. With stylish features such as the stainless ski wing and boarding ladder, she really is in her own league.

cruising speed of 30 km/h as opposed to 53 km/h before, it's evident that the extra power does make a significant difference. But, while the performance may be exhilarating, keep in mind that your fuel is being *slurped* away.

In my opinion, the craft rides better with a single 90 HP as she sits more level with the correct amount of trim. Because of this, she turns neatly (and easily too!) into tight corners, and is able to hold speed the whole way through.



The ride remains dry, safe and predictable, just as she had been before!

## Conclusion

Don't let this article confuse you. The Sea Eagle on its own is a brilliant craft for its category. It does what it's asked and much more.

With 130 HP, you're always going to have a few horses galloping around in the paddock, waiting for you to open the gates. It's like the president with the 'red telephone' though. But if you know you're never going to need to the extra power, then it's always good to know that with the single 90 HP V-TEC, you can still go skiing, fishing, tubing, and anything else you usually would too!

For more information, contact Honda Knysna on (044) 382 4090 or email [dave@knysna.sa.com](mailto:dave@knysna.sa.com) **LB**

ENGINE	
2010 Honda V-TEC	
Engine type:	4-Stroke, 4 cylinder
Horsepower:	90 HP
Displacement:	1 496 cc
Induction:	SOHC
Operating range:	5 300 - 6 300 rpm
Weight:	163 KG
Gear ratio:	2.33:1
Single/Dual mount:	Single