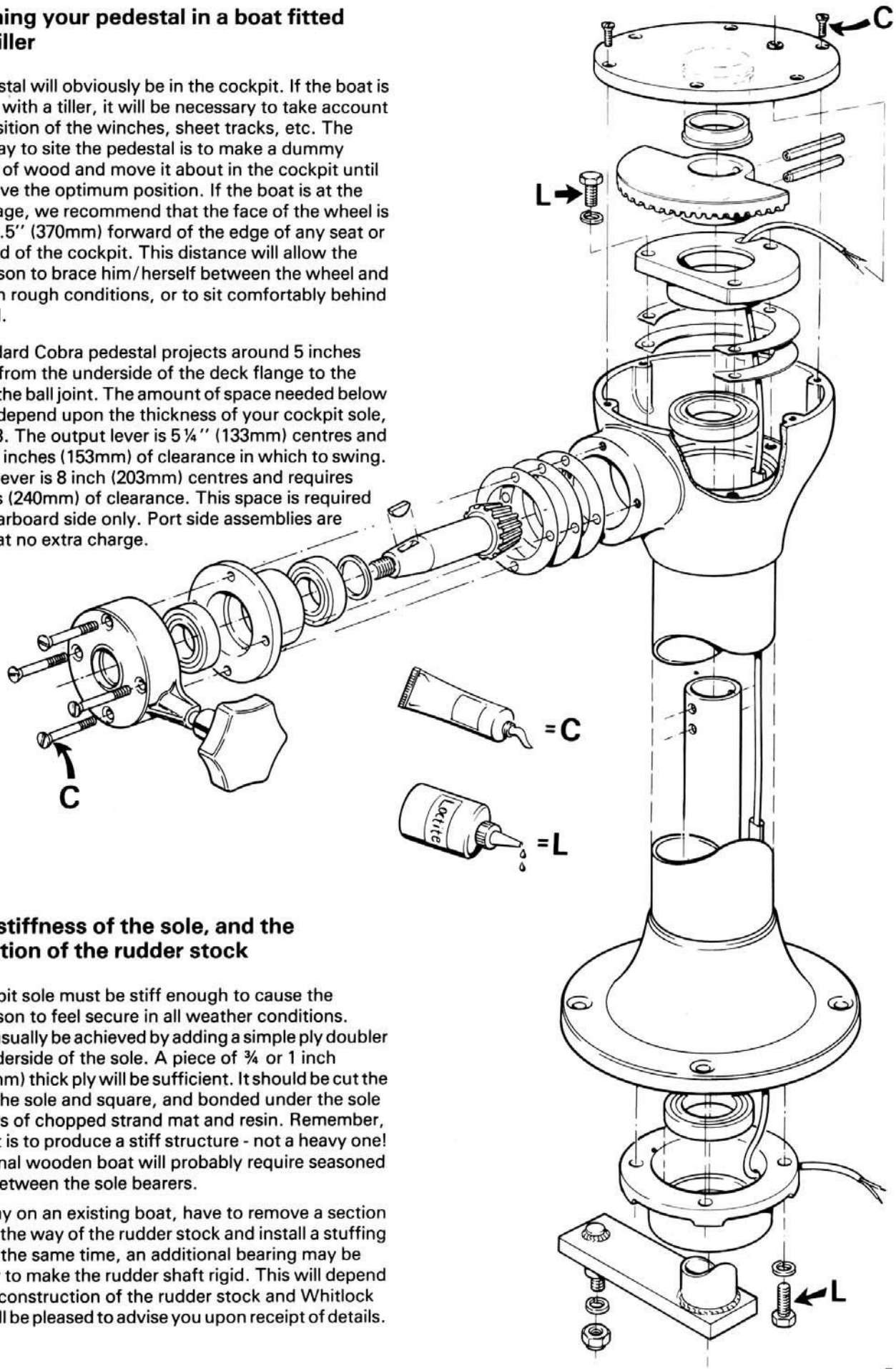
Rack & Pinion Systems **Cobra 5R**

Positioning your pedestal in a boat fitted with a tiller

The pedestal will obviously be in the cockpit. If the boat is equipped with a tiller, it will be necessary to take account of the position of the winches, sheet tracks, etc. The easiest way to site the pedestal is to make a dummy assembly of wood and move it about in the cockpit until you achieve the optimum position. If the boat is at the design stage, we recommend that the face of the wheel is placed 14.5" (370mm) forward of the edge of any seat or the aft end of the cockpit. This distance will allow the helmsperson to brace him/herself between the wheel and the seat in rough conditions, or to sit comfortably behind the wheel.

A standard Cobra pedestal projects around 5 inches (130mm) from the underside of the deck flange to the centre of the ball joint. The amount of space needed below deck will depend upon the thickness of your cockpit sole, see fig. 13. The output lever is 5¼" (133mm) centres and requires 6 inches (153mm) of clearance in which to swing. The tiller lever is 8 inch (203mm) centres and requires 9.5 inches (240mm) of clearance. This space is required on the Starboard side only. Port side assemblies are available at no extra charge.



On the stiffness of the sole, and the preparation of the rudder stock

The cockpit sole must be stiff enough to cause the helmsperson to feel secure in all weather conditions. This can usually be achieved by adding a simple ply doubler to the underside of the sole. A piece of ¾ or 1 inch (20 to 25mm) thick ply will be sufficient. It should be cut the width of the sole and square, and bonded under the sole with layers of chopped strand mat and resin. Remember, the object is to produce a stiff structure - not a heavy one! A traditional wooden boat will probably require seasoned packers between the sole bearers.

You may on an existing boat, have to remove a section of tube in the way of the rudder stock and install a stuffing gland. At the same time, an additional bearing may be necessary to make the rudder shaft rigid. This will depend upon the construction of the rudder stock and Whitlock Marine will be pleased to advise you upon receipt of details.