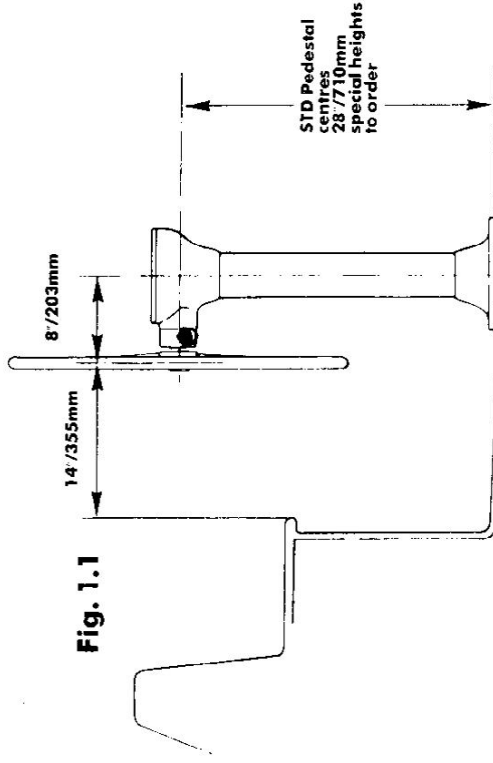
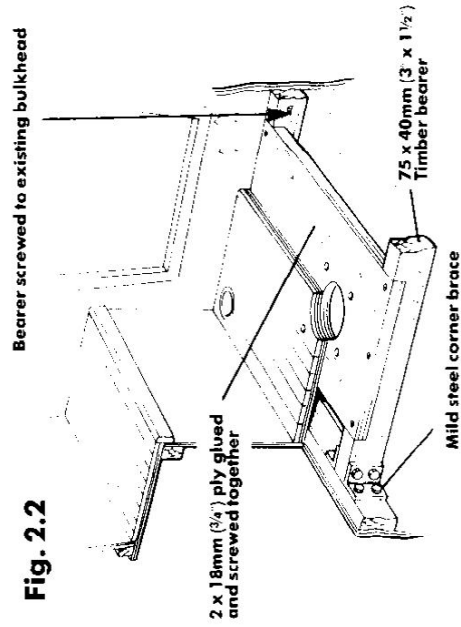


Fig. 1.1**Fig. 2.2**

Typical application for Plywood cockpits

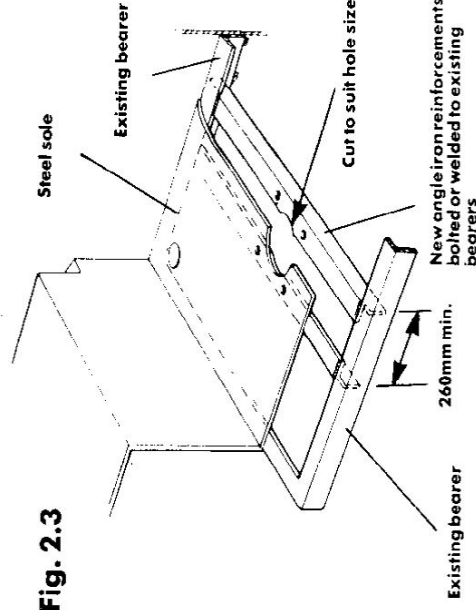
Sighting the Pedestal

1.1 The pedestal should be installed in a position where there is adequate space to fully control the craft at all times whilst providing sufficient shelter for the helmsman to brace himself in severe sea conditions. Care should be taken to ensure that it will not obstruct members of the crew from operating bilge pumps, sheet winches and cockpit locker lids, etc. Alternatively these items may require resighting. Where the pedestal is situated near the mainsheet a guard should always be fitted to help prevent the sheet snagging the pedestal in an inadvertent gybe.

The optimum position for mounting the pedestal relative to a helmsman's seat is shown in Figure 1.1.

1.2 Next check that there is sufficient clearance below the cockpit floor to allow the output lever free movement and for the draglink to operate. In Figure 1.1 the standard output lever position is shown, but special depths are available.

The draglink should operate horizontally $\pm 5^\circ$ and the rudder stock should next be examined to ensure that the tiller arm can be fitted at the correct height.

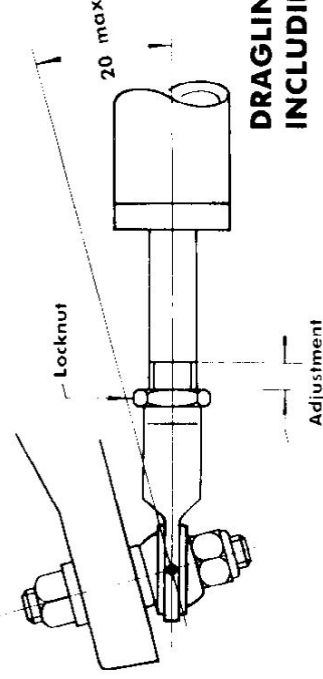
Fig. 2.3

Typical application for Steel cockpits

Reinforcement of cockpit floor

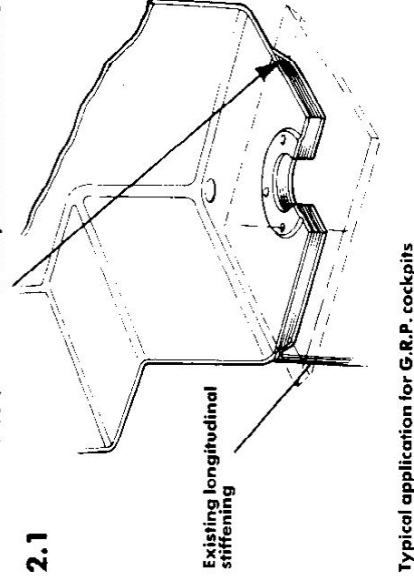
2.1 The cockpit sole must be sufficiently rigid to withstand the steering loads or the force of the helmsman thrown onto the wheel in severe sea conditions without deflecting significantly. As a guideline — for g.r.p. boats the cockpit floor should have a total thickness of at least 40mm. There are many ways of providing additional reinforcement for fibreglass construction and an example is shown in the following illustration, Figure 2.1.

2.2 Where a plywood sole is used, local reinforcing by the way of ply doublers, e.g. 2 x 18mm ply glued and screwed together between fore, aft and transverse bearers should be used. The minimum thickness for solid hardwood should be no less than 50mm (2"), see Figure 2.2.



DRAGLINK ASSEMBLY INCLUDING ROSE JOINT

25mm (1") ply full width of cockpit sandwiched between G.R.P.

Fig. 2.1

Typical application for G.R.P. cockpits

2.3 Where a steel sole is used local stiffening with 75 x 60 x 6mm angle iron bolted directly to the pedestal mounting bolts and either athwartships or fore and aft existing bearers may be used, see Figure 2.3.

2.4 When finally bolting the pedestal to its reinforcement use either Whitlock pedestal bolt sets incorporating heavy stainless steel washers or supply 4 off 75 x 40 x 6 plates to spread the load.

2.5 We strongly recommend the use of Whitlock pedestal bolt sets which incorporate internal socket countersunk screws. This type of deck bolt has a perfectly smooth seat into the countersink of the deck flange and unlike conventional cross headed screws will not damage the paint finish when tightened.