

## **Tweaking your Rooster part 2!**

I have had quite a bit of feed back from the 1<sup>st</sup> 'Tweaking your Rooster' article, mostly positive; then again it did ruffle a few feathers! As a result the occasional question always pops up so I thought a 2<sup>nd</sup> article might cover these?

The Rooster Streaker which is built by the Boatyard at Beer are superbly built boats, I have sailed mine hard for three seasons, and basically there is not a mark on it. No cracks, no leaks and they are quick.



### **Shroud adjusters and Shroud hole position.**

The Rooster Streaker has up-side down 'U' bolts through the gunwale to affix the shroud adjusters too.

When connecting the shrouds to the adjuster plates, the adjuster plates should be tight up against the under side of the U bolts. To achieve this I use a small wedge underneath the shroud adjuster whilst putting the shroud into the correct adjustment hole. This takes out the potential for there to be any unwanted slack in the shroud/shroud adjuster when setting up on shore. But take a look at the photo above just how slack my leeward shroud is when sailing?

When connecting the shrouds don't be surprised to find the shroud position on one side of the boat is different to the other side. The Rooster hull sheerline is slightly different in height on one side to the other. So in my case the port shroud is in shroud plate hole number 3 whilst starboard is in hole number 1. I have checked my shrouds are the same

length. None of this is detrimental to performance as the issues are easily overcome, but as long as you know.



#### **Mast Gate pod and insert.**

The mast similar to all boats should be on the centre-line of the Streaker. Fortunately the mast step is on the centerline. Where the issue comes is with the mast gate which can be in some of the early Rooster boats as much as 5mm off centre. New boats have this issue sorted out now so nothing to worry about, but worth knowing and checking that yours is central. I found that the mast would be touching on one side of the mast gate insert and there would be a gap on the other. It is possible to re-position the black insert inside the pod casting to overcome the off centre insert. I personally made myself a new insert which had the mast hole off set 5mm.

#### **'The Fit out' Not to everybody's tastes?**

If you're an ex-Laser sailor then the fit out as received from Rooster Sailing is just perfect, 3 cleats on the foredeck as per a Laser, all very familiar stuff. But if you are like myself; Laser sailing was never to my liking, I was never big enough or probably fit enough, and neither are the vast majority of Streaker sailors.

The Streaker though allows for much more diversification in its fit out, something me and other Streaker sailors like to take advantage of. Streaker sailors want that bit more and why not?

The main issue with the Rooster set up is that you can not expect to be able to adjust the kicker, outhaul or downhaul whilst sitting out. Not that is, unless you have long arms, the cleats are to far forward although they are easily operated. Whilst sailing the control lines drift to the leeward side of the boat which means the ropes don't exactly come to hand easily either. It is a little easier in lighter wind's when perhaps you can sit on the thwart and the cleats/control lines are closer.

Down wind in a blow though you don't really want to be going forward to adjust the control lines depending where ever the loose ends are, better to stay upright than capsize looking for loose ends?

The initial answer of course is to tie the loose end of the 3 control lines to the toestraps elastic. In the end though; this is only a compromise which still does not allow you to adjust any of the controls for kicker, outhaul or downhaul whilst sitting out.

In my Rooster Streaker I recognized this issue very early and asked Rooster Sailing to install only 2 of the foredeck cleats. The kicker I was adamant I wanted back to both sides of the boat. This means to install the cleats on the side deck you need the backing supports installed by Beer Boatyard whilst the boat is being built. I suppose the installation of a hatch close to the thwart area so you can install cleats where you want them with backing support is still possible?



## Kicker

I looked at my own sailing technique; the main control I adjust whilst going up wind is the kicker, so obviously I wanted the control line/cleats where I could easily adjust. The pull though also needed to be such that when pulling the kicker on, I could grab a good 'hand full' and pull loads on in one go.

A number of Streaker's have the kicker coming straight from the mast area back to a cleat on the side-deck next to the helm, but when you want to pull some kicker on there is not enough room between the helms body and the cleat, so restricting the amount of kicker that can be put on in one pull.



My kicker allows me to pull it on until the control line comes over my shoulder and it is where I can get at it whilst sitting out on both sides of the boat.

I have always used a couple of triple blocks (currently a triple and a double) for my kicker. I have taken the pull direct from this using a splitter pulley back to two turning blocks for the control line which, are attached to the toestrap plates on top of the false floor. My kicker is only 10:1 which is a little short on power for most; but means I don't need to pull quite as many yards of control line in. The more eagle eyed will notice the extended shackle that I use to connect the lower triple block to the mast. This fitting I have specially made by welding a short length of stainless rod between two shackles. The reason for this fitting is that it raises the lower triple block so that the kicker control line then clears the deck and deck cleats. But also it brings the lower triple block away from the mast area where the control lines for outhaul and downhaul descend. The other important thing is to use some quality cleats with a front fairlead. You cannot expect performance if the cleats don't work or don't cleat easily.

## Outhaul

The outhaul although I do adjust, this is mainly whilst going down wind. So I could compromise with the cleat on the foredeck but the loose end I lead back to a Flip-Flap block on top of the thwart. When I thought about it, the main change to the outhaul was at the beginning or end of a down wind leg. So I compromised not to bring the control line to either side of the boat but as said I lead the line back to the thwart close to the mainsheet block. Let's face it your mainsheet hand whilst sailing, does come quite close to the mainsheet ratchet block on a regular basis, and the outhaul control line will always be just there. To let the outhaul off just grab the line in front of the Flip-Flap block and lift out of the cleat, pull some on you can either; grab the line from behind the Flip-Flap block and pull from any angle, or you can still pull on from in front of the Flip-Flap block. Whatever there is no need to go forward to find the control line?

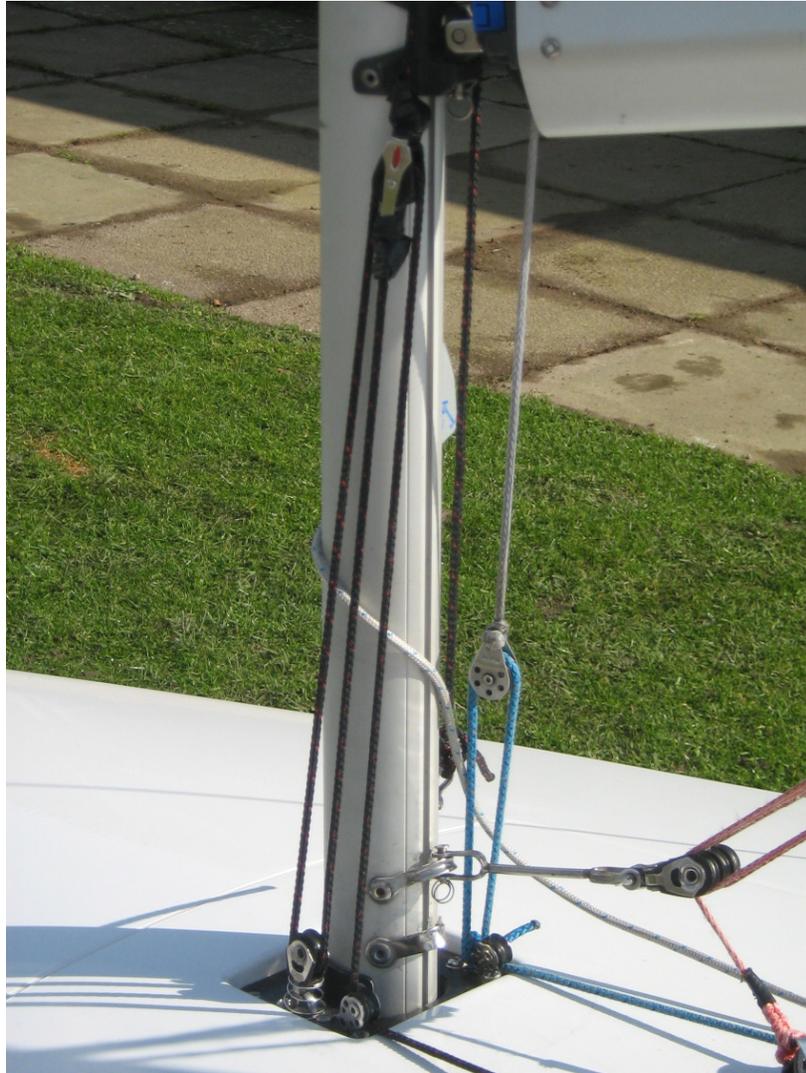
The outhaul control line (the blue one in the photos) ties off through the deck eye that the turning block is attached to on top of the black mast insert. You can see that the lead line from the boom has a turning block attached that the blue control line goes around, giving that simple extra purchase.



## Downhaul

This is the control that is very often overlooked and yet has a big effect on the fullness of the mainsail. Because it is overlooked people do not realize that you need plenty of purchase. I use a 6:1 purchase which is really just simple 3:1 block and tackle. It

doubles through the pulley on the luff of the sail, before tying off on the side of the mast. (The black ropes in the photos). I scrapped the bits of rope 'Laser style' wrapped around the kicker attachment to hold a block, to fixing my blocks on the Black mast gate support, and added an extra block for more purchase. This also has the added advantage that the downhaul is solely attached to the boat when de-rigged, which means the ropes are not daggling from the mast when travelling to open meetings. I still use the deck cleat on the foredeck but like the outhaul I lead the loose end back to a Flip-Flap block on the thwart.



#### **Halyard storage.**

I use one of the nice little Pinnell & Bax halyard bags stuck to the side tank with the Velcro supplied. So much tidier than stuffing your halyard behind an elastic bungee around the mast or allowing it to float around under the foredeck?

**Dagger-board.**

I use a wood dagger-board manufactured by Dave Butler; main reason being at the time I bought my Rooster, I could not do the Velcro in the board case job and get a Rooster Board in there as well. But Rooster has changed to a new Dagger-board and is installing the Velcro as well. There is a whole article around dagger-board protection on the Streaker website, so I won't go any further.

**Rudder assembly.**

The Rooster rudder assembly which uses the Seasure stock is spot on. This is the only stock that does not drag in the water when sailing. All the others do. The overall assembly is also very light weight.

I change the position of the rudder blade in the stock (I re-position the pivot hole in the rudder blade for the rudder bolt) though so I can get a little bit of forward rake on the rudder blade. This also allows me to put a rubber stop in the front of the stock so that when the blade is pulled fully down the leading edge hits my rubber stop and not the alloy of the stock, which would eventually damage the rudder blade.

When fully down the rake of the rudder on the Streaker I have so it is parallel with the aft face of the transom, I find this reduces the amount of weather helm on the boat and is easier to control in a blow. You can always sail with the blade vertical in lighter winds to give you a little more feel.

Always tacking on the lifts...

**Alan Gillard.**