



Mistral Owners' Association

The Mistral Tiller

Issue 8: 11 March 2013

Dear Mistrallers,

.....OK, this now rates as the best sailing season I've seen for a long time and we haven't even had the Champs yet!! Since Easter and the Champs are early this year we thought it a bit of a shame to waste all the nice warm water that's here until late April, so check out the programme below and note some additional extras we're trying to slot in after Easter

RACE PROGRAMME:

Sat 16th Mar: TYC. The **Stephen Cox Memorial** trophy. This is another prestigious trophy in memory of a great Mistraller and character that slipped away from us all too early. The format for this is a Mark Foy pursuit handicap race, so a chance for anyone to win it. Start 1425.

Sun 17th Mar: GBC. Around **Browns Island** race. Something different and promises to be great fun. Start 1030.

Sat/Sun 23/24 Mar: TYC Mistral Championships. 2 days great racing with both spinnaker and non-spinnaker divisions and also handicap prizes. ALL LEVELS usually attend. We've had sailors from 5yrs old to 75yrs old, and beginners to ex-Olympians, so, no excuses, get it together and come on down. Registration from 0830, first race 1025.

Note the **reduced fee** of \$30 (less than half!!) for travellers and under 21yr skippers, \$65 for the rest. You can now also enter by direct banking, payable to; 12 3086 0085538 000, please add name and boat number in details.

Proposed additions to programme after Easter:

Combined Clubs event : Given the success of the Auckland Champs held over one weekend at both TYC and GBC, we're looking at doing the same format towards the end of the season. Date to be confirmed between clubs.

Motuihe Island Overnighter: Resurrection of another Mistral tradition, the overnighter! Format along the lines of; start off St Heliers early, then around Browns, & around Motuihe to end up on one of the Motuihe beaches near the DOC campsite. Lift boats up past high water and camp on island overnight. Catch fish, play games, BBQ etc, sail home next day We will have a few support vessels that can carry tents & kit. Date to be confirmed between clubs.

OTHER NEWS / NOTICES:

Brett & Darcy Black (#101) continue their winning ways by taking the Mid Summer Series and also the Classic mini-series at TYC. Rob and Ewen came in 2nd and Nick & Benjamin 3rd.

We have regular enquiries about boats for sale and boats wanted, so anyone in this bracket please keep touch with the website & let Olivier (Olivier.Marthe@southernpsars.com) know if you want anything advertised on it.

Matt & Anna Atkinson have confirmed baby '*PIPPA*' as the latest addition to the long-term crew list.

We're starting to attract a few good young Opti sailors and others into the mix. The kids love sailing with a spinnaker and another person. Anyone needing crew would be wise to contact some Clubs with junior fleets and put the word about.

Mistral Tuning Guide #1: Mainsail (courtesy of Matt O'Maigh and a few bits thrown in by self)

The Mistral main is very full in the lower half (designed in 1959) and anyone with a 'well used' sail will have an even baggier one, so here are a few tips to achieve a good sail shape;

- from very light to moderate wind strengths pull the outhaul on fairly tight, & in windy conditions pull the outhaul on even tighter. Do not *ever* have *vertical* creases running up from the foot.

- the bottom two battens should be quite stiff and not tied in too tightly. If you tie them in hard you will just be forcing more 'bag' into it and end up choking an already narrow slot between main and jib. The top four battens can be a bit softer and tied in tighter to achieve more shape higher up above the jib slot.

- use one moderate setting for the gooseneck for all conditions and then use a cunningham in a strong breeze to tighten the luff. In an overpowering breeze with a lot of vang, the mast will bend quite a bit and create horizontal creases from the mast. Get rid of these with the Cunningham, ... and when it blows hard, really pull the Cunningham hard.

www.mistral.org.nz www.tyc.org.nz www.gbcyachting.org.nz

- vang should be used sailing upwind as the breeze increases over 10 knots, the more breeze the more vang, however it's very important to remember to ease it back to normal before the top mark or you will break or bend things downwind! If you are stern sheeting without a central traveller you will need more vang. Travellers, when dropped to leeward act to help the vang. Note; The top end of the fleet are using multiple blocks and doublers in the vang system to achieve a *minimum* of 12:1 purchase. Suggest 16:1 or upwards. Check out a few systems in the dinghy park.

Mast Rake

Many Mistral sailors find one mast rake setting for all conditions after experimenting for a while. Guidelines are;

mast raked further forward = less weather helm upwind and possible lee helm in light weather

mast raked further back = more weather helm upwind ie. more feel and easier to steer in light wind as the boat wants to point up itself, but as the wind builds weather helm can become excessive slowing the boat and making steering difficult

note, if you can shift and/or rake your centreboard in the centre case this also has an effect ie.

centre board raked/shifted forward = more weather helm (good for light conditions if needed)

centre board raked/shifted back = less weather helm (good for windy conditions) and possible lee helm in light weather.

Top tip: Mast rake is a black art for many (incl self). If in doubt, rig up next to one of the top end of the fleet and see if you look approx the same! A good indication is how far the end of the boom sits from the top of the transom. If you're a lot different, you will see it from the height of the boom instantly.

Mast Collar

Since the Mistral mast has no spreaders to help it out then anything we can do to stop it flopping about will be a help. Make sure the collar is a good fit sideways i.e. no lateral movement. Any lateral bending allows loss of rig tension and we're back to the floppy rig again. Movement forward and aft isn't so much of an issue as the mast will be forced hard to the front by vang and mainsheet tension anyway.



Check out what is meant by the jib and mainsail 'slot', and also the very baggy main that the Mistral has.

SEE YOU AT THE CHAMPIONSHIPS !

Nick