

# mistral

## Newsletter of the NZ Mistral Owners' Association

Volume 1 Issue 3

[www.mistral.org.nz](http://www.mistral.org.nz)

February 2007

### Editorial

#### *Proposed Rule Changes*

The last newsletter outlined a number of suggestions from Doyle Sails over the construction of Mistral sails - essentially putting the sails into a CAD system and using similar but more commercially available cloths.

There had been a number of concerns expressed about the jibs, notably consistency of cut and longevity of the sails. In consultation with the MOA, a new CAD cut jib has been produced and shared between Auckland and Whitianga for evaluation. As a result, the MOA is now satisfied that the quality concerns expressed have been addressed. We now have the prospect of a jib of more consistent quality and improved longevity. Overall performance of the jib may be slightly improved according to the testing team - in line with advice we received from Doyle's about improvement in some conditions.

Accordingly, the MOA Executive's advice to members is that this jib be adopted for class use.

The mainsail and spinnaker are also in the process of being computer cut with some minor improvements in construction.

Rule 13.2 of the MOA Class Restrictions, requires that "All sails made or substantially altered after 16 August 1982 shall conform as to shape, materials and manufacture with the patterns and specifications adopted by the Association on that date". This rule will need to be amended to reflect the updated specification.

The MOA Constitution requires that alterations to the Class Rules or Restrictions be decided by postal ballot of all owner members. Results are decided by a three-fourths majority of votes returned. We therefore recommend you support the motion below and return your vote, via email or snail mail via the voting paper below.

#### *Auckland Traditional Boatbuilding School*

Robert Brooke, a well known Auckland Boatbuilder has established a traditional boatbuilding school in West Auckland. Robert had the distinction of launching the first Mistral. As Neil Kennedy recorded at the time, "Yes, Robert Brooke did launch the first Mistral no 8, named Sparkle, I was at Buckland's Beach on the first Sunday he sailed it there. There was a

*fresh westerly blowing and he planed in from the Harbour, with it's brilliant orange hull carving a white bow wave and leaving a long flat wake astern. When he came ashore you couldn't see it for people crowding around asking questions!"*

The Boatbuilding School will be available to assist with renovation and repairs and contact details are included.

#### *Ron Bull Foils*

Ron Bull developed foils for the Mistral at the time of the last Nationals. Zephyr sailors got wind of them and a number of Zephyrs sported Ron Bull foils at the recent Nationals in Akaroa, prompting further interest from Zephyr sailors. If you need Mistral foils, see elsewhere for details.

#### *Mistral National Championships*

Don't forget these are to be held at Tamaki Yacht Club over March 31st—April 1st, 2007. If there is not another newsletter before then, details will be on our web site.



*Mistral Action at the Sir Peter Blake Memorial Regatta, courtesy of [www.sail-world.com](http://www.sail-world.com).*

### Rule Change Proposal Voting Paper

#### **Rule 13.2**

"All sails made or substantially altered after **31st January 2007** shall conform as to shape, materials and manufacture with the patterns and specifications adopted by the Association on that date.

*Please circle your choice.*

I support the above rule change

I do not support the above rule change

Please return to:

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**by February 21st, 2007**

#### **Sail Specification**

**Jib:** 3.55oz Contender cloth, revised cut, no change to sail plan, enlarged clew patch, shortened top batten

**Mainsail:** Contender 3.9 cloth, clew slug added, no other changes. No change to cut.

**Spinnaker:** Seams glued, no other changes.

### *Mistral Tips and Tricks*

#### *Mast Set Up*

Mast rake is very important and is always a compromise. The lighter the combined crew weight, and the more rake aft you have, the more stability you will have.

Mast rake aft will decrease your optimum windward performance but if a light crew can hold the boat flat this may more than compensate for the loss caused by the raked mast. Off the wind the boat will sail faster with a raked mast and be easier to handle in a blow. Off the wind in a blow, get your weight aft.

Talking of balance, you have to get the forestay and side stays at about equal tension, perhaps slightly more on the forestay, and by slightly more I mean one or two turns on the smallest rigging screw you can purchase.

The mast should be able to slide fore and aft in the mast hole but not sideways so you might need to build the mast hole up with wooden cheeks shaped to allow fore and aft movement but not sideways.

The reason for the fore and aft movement is that as the breeze gets up when on the wind and you want to flatten the sail and bend the mast the pressure from the main sheet and boom vang can/will thrust the mast forward and it will curve. The fulcrum is the point of attachment of the forestay and the mast, hence forestay tension needs to be just right.

That means your boom vang should not be attached with a ring to the mast but go through a ferrule in the King Plank just aft of the mast, then the vang is not pulling against the mast which

allows more control and better bend. Think about it. If you can find one of those drum winches with 8 to 1 purchase you will find it better than a series of blocks and braid to control the vang.

Sheath your boom vang with small diameter plastic hose. If the vang breaks under the immense pressure you should be applying on a hard day on the wind you won't decapitate your forward hand.

If the top of the mast is still standing too upright, apply some Cunningham. This will help bend the top of the mast, flatten the sail, allow the leach of the sail to fall to leeward and the streamers to flow freely and evenly. The chord of the sail will move forward. The speed of the sail is a function of the wind moving over a correctly shaped sail without interruptions, i.e bumps, hollows, curling or droopy battens and other nasties.

#### *Centreboard Rake*

Wooden boats can slant their centerboard aft to take pressure off the tiller. This is not available to the new glass boats so you need to work body weight and sheets harder and more often to keep the boat in sailing balance.

#### *Traveller Position*

The position of the traveler is crucial in adjusting the shape of the sail and to help maintain stability on the wind when it is blowing.

Happy Mistralling

#### *The Grey Ghost*

#### **Ron Bull Boats**

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#### **Robert Brooke**

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#### **THE MISTRAL OWNERS' ASSOCIATION (INC)**

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#### **SUBSCRIPTIONS 2006-2007**

Subscriptions for 2005-6 season are \$15 and can be forwarded to The Treasurer, MOA, PO Box 55 113, Mission Bay, AKL