

REBEL RABBLE

OFFICIAL PUBLICATION OF THE NATIONAL REBEL CLASS ASSOCIATION

June 1, 2002

Sounding Off

By Mary Vorel

I can't tell you enough how much fun it is to team race! For being our first time, we did pretty darn good! We ended up 6th overall out of 8 team, but I'll explain how that's great.



See the weekend started out with Saturday being bitterly cold. There was even snow on the boats and the sheets were all frozen so that they wouldn't go through the blocks! We'd never ever sailed these boats before-JY15's- and they were VERY different from what we were used to. With the cold, the boats weren't even truly functionable, plus we didn't know anything about the

boats. They have very shallow cockpits. There's nothing to edge your foot up against as a skipper, so with the ice, I was sliding all over the place, not that it didn't happen without the ice either. We went up against U of Michigan first, boy was that a rude awakening to team racing. They paired off against us as soon as the whistles blew for the start of the sequence and were thinking about taking me across the lake before even the start. They soon learned that we weren't really worth all their dirty efforts. I'm so happy U of Minnesota took them down and won the regatta in the end though! I had all kinds of troubles keeping my rudder down all day, so sometimes that affected the standings in the races. At the end of the day, we

beat Northwestern and John Carroll. So that placed us in the Silver fleet for Sunday's round robins of consolation racing.

The only bad thing about team racing, at least with only 8 teams, is that there really isn't any down time to just relax like A & B divisions unless you have alternates. I had stayed at U of Michigan for Friday night, but decided to come home Saturday with half of our team because I wasn't feeling the greatest. I ended up falling asleep at 9pm and getting some beautiful sleep. One of the girls from OU fell asleep at the restaurant while they were eating, so I didn't feel so bad for falling asleep so early.

Silver fleet was fine with us. The entire Gold Fleet of U of Minnesota, U of Michigan, U of Wisconsin, and Notre Dame were sailing Saturday as true team racers. While the rest of us in the Silver Fleet, Ohio U., Northwestern, John Carroll U., and us sailed more like fleet racing with a team racing twist. So Sunday, we beat everyone in the Silver Fleet. Ohio U. ended up having one more win than us overall, even though we beat them on Sunday. So they were placed in 5th, and we received 6th. Everyone came off the lake happy in the end from our team, especially Erik Nelson who normally is our weakest skipper, he ended up finishing 3rd in the last race against Northwestern as our 2nd boat to cross the finish line. That was a major ego-boost for him. So that made our entire team happy with the weekend, and we're all ready to do another team racing event as soon as we can!

There's the next installment of the spring season of sailing. The website for our team is under major reconstruction, so please watch as more and more information and pictures are put up. <http://www.msusail/~msusail>

Thanks for all the support, keep me updated!

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LETTERS TO THE EDITOR

I was reading your History of the Rebel and found that you have helped verified information about my rebel that had always assumed. I purchased Rebel #42 used in 1981. If Roy Green built 25 of them in 1948, and Rebel #52 was delivered in 1950, my boat was likely built in 1949. I no longer have the "Egyptian Cotton" sails that came with the boat, and I have redecked the bow with painted plywood rather than canvass covered plywood. Other than these changes the boat is still basically in original condition. I am currently looking for a suit of used sails because the mice got into my ragbag and made a mess of things. It was nice to see the Rebel Association is still in existence and that Rebels are being manufactured again.

Bryon Ennis

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Good Morning

Many years ago in blissful ignorance of the maths I installed a stirrup at the bottom of my mast and a purchase point on the boom about two feet back from the gooseneck and two small blocks to give me a four part purchase led back to jaw cleats on the centerboard cover. Admittedly my main objective was to stop the main flopping about in motor boat chop in light air but it has served my purpose for many years.

I would be interested in receiving the accumulated wisdom of the fleet in response to Bob Brennan's cri de coeur!

Best Regards, Charles Andrews, REBEL 3975

Greetings form South Jersey.

Once again I am looking for some guidance form the community regarding my Rebel Sailboat.

I read the article in the recent Rabble regarding the lever operated boom vang. Very timely as my project for the summer is to install a boom vang.

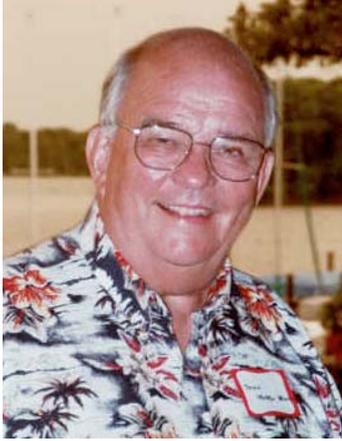
I was very surprised to see that the recommended design load for a Rebel vang system was 1600 to 1800 lbs. Can't argue that the math works out, but I did not expect to see the boom load quite so high. I plan to install the traditional block and tackle vang as opposed to the lever operated vang. When I sized out a system with a breaking strength of 1600 to 1800 lbs. the components seem to be quite large, well out of the range of the dingy or daysailer blocks in typical catalogs (Boat US, West Marine, Harken) Can any of you provide me with some info on the equipment you use (mfg and block series) or what working loads you designed to.

Thanks again to all who have provided me with info in my restoration project. As if have said in my emails to some of you previously, while the existing fleets appear to be outside my trailering range, the info I receive through the community is worth my membership dues to me!

Does the Rebel community have an address for typical Q&A?;

Respectfully; Bob Brennan

COMMODORE'S CORNER



All's well that ends well—and so I come to the end of my term as your Commodore. It has been an interesting and rewarding experience.

The Association is in good shape—we've held our own which, as mentioned in my previous column, is quite an accomplishment considering what has happened to some other class Associations. Our membership is steady and our financial condition is sound.

We held our first, often stormy, board meeting by E-mail and actually conducted some business. A big plus, in my opinion, was that we communicated among ourselves about a fleet development program and expenditure of funds prior to the boating promotional season. The result was participation in the Chicago "Strictly Sail" show in early February at the invitation of Nickels Boat Works and the dissemination of brochures describing Rebel sailing and fleet contacts around the country. We got some interest and leads on potential Rebel sailors.

We have had a spirited debate about rules regarding boat modification brought on by modifications which one member made to his boat which were not pre approved. The Class Measurement Committee spent a considerable amount of time reviewing this situation and proposing a remedy for the member's consideration. They are to be commended for their diligence in pursuing this issue which preserves the integrity of the Rebel design while offering accommodation to the member.

One of the Association's most valued leaders, Clarence Metzger, our Treasurer has tendered his resignation effective in July after many years of faithful service. Through his stewardship, dedication and commitment he has maintained the continuity of the Association and restored and maintained its fiscal integrity and financial health. We are thankful for his contributions and sorry to see him go. We have begun efforts to replace him and the many functions he provided for the Association.

What of the future?

With respect to Fleet Development, I think the formula is simple; attend boat shows wherever possible, provide hand-out materials for these events plus marine stores and other outlets, foster new fleets and work with Nickels Boat Works to promote the class. Most importantly, we need to

be open and sharing with both friends and strangers, new and old sailors about the Rebel sailing experience. We need to invite participation and involvement.

With respect to the budget for Fleet Development, my recommendation is that we increase it from \$750 to \$2,000 to cover show costs and promotional materials and expenses. Presently, the only thing we cover is the Harken ad.

I also believe the budget for the following year should be approved in the current year as provided by the Constitution rather than the way we do it now which is to approve it in March for the current year when only four months is left in the current Commodore's term and with no approved budget between January and March—the height of the pre sailing promotion season.

We need to strengthen our Web presence. Bob Connors has offered to work with Chris Fromme to accomplish this task. We need to decide how and when we move from a printed Rabble to an electronic Rabble. The printing of the Rabble is the most expensive item in our budget.

We've had the suggestion that we meet as a Board twice a year in the fall and spring which we should consider. We may also want to decrease the number of fleet representatives required under the Constitution to reflect our diminished size.

The bottom line is that the future of the Association really depends on what we individually are willing to do to make it successful. An activity we need to all consider seriously is coming to Nationals this year at Fenton, Michigan. Nationals gives us all a chance to meet, talk and sail which builds the A(a)ssociation.

Another thing we can do is to volunteer our time and services when asked. Our nominations effort has been most difficult because of all those who said "no". If everybody helps a little bit, we can accomplish much.

I would also make a special plea that you support your officers and each other and encourage and guide new initiatives with civility and constructive critique. During my term, I found this aspect somewhat lacking at the board level when compared to other organizations with which I've been associated. Particularly in a volunteer organization dedicated to a recreational pursuit that we are trying to grow, negative, apathetic attitudes and/or personal attacks are counter productive and make it particularly difficult to engage in new initiatives. This kind of behavior also makes it hard to find people willing to take on leadership roles as we have learned. Who needs the hassle?

Finally, I would urge everyone who can to make an extra financial contribution to the Association. Some can afford to do this. When you look at the budget, contributions minimize our deficits, keep the membership dues down and enable us to expand our horizons.

Thank you for giving me the opportunity to be your Commodore. It has been a rewarding experience and one which I treasure.

See you at Nationals in Fenton!

John Vanden Brink

CAPSIZE !!

Bill Blaine, Des Plaines Yacht Club, Fleet 23
(Reprinted from the Rebel Rabble September 1991)

Navigating 4143 in the 6th race of the Nationals, a Mark IV and one of the last boats built by Spindrift, we were fighting strong winds, waves, and gusts. We had seen two races canceled the previous afternoon because of the high winds and the growing number of equipment failures.

The morning had dawned bright, hot, and windy, but not as windy as the previous day. We got down to _ Rush Creek

Yacht Club early and got our boat in the water. Everything in our boat is always tied down, just in case. Yet, although we always anticipate that a capsize will take place sometime, in the last fifteen years and two Rebels we never had the capsize experience. And, we have sailed in very tough winds such as the period following the final race in Toledo when several boats submarined, capsized and turtled. The Toledo experience told us that our boat needed more flotation because other similar hulls went over and had only their sternmost gunwale and a portion of the stern protruding above the water.

We were nearing the finish fine after fighting wind and waves for about an hour and a half. "Ready about", a pause than "Helms A Lee". The boat came smartly about, my crew and wife Tokiko got the jib sheet hauled in nicely and cleated down. I snuggled the mainsheet and cleated it down. Suddenly, I lost the tiller and immediately a strong gust hit us!

The boat started to round up, heeled sharply, Tokiko slid from Pot to starboard, water poured in over the gunwale and she was in the water. I scrambled over the gunwale and was standing on the centerboard trying to right the boat.

Thinking I had left the main cleated down which might have been the cause of the capsize I instructed Tokiko to try to free it. The boat kept going over farther, the wind was pushing, the hull forcing the sail farther into the water and the bow was now filling with water.

"Get out from under the hull . . . it is going all the way", I yelled. Tokiko paddled furiously away supported by her life jacket and 4143 turtled.



Wayne and Renee Rathbun taking a final nostalgic trip in 3772 prior to christening their brand new Rebel to debut at the 2002 Nationals, Fenton Michigan

I had made no progress in my attempt to right the boat by standing on the centerboard. I was now on top of the capsized hull still dry as a bone. Gradually the hull settled in the water, centerboard sticking part way up into the air. After getting out from under, Tokiko, who does not swim, knew that her life jacket would keep her afloat so she relaxed and sunned in a floating position!

Soon a rescue boat appeared. I signaled them to take Toki out of the water. "Bob" of Rush Creek and Lud Fromme of Toledo were in the boat. I was now in the water buoyed UP by my life preserver. I fished around with my feet under the boat. To my surprise the main was not cleated, but I could not get at

the main halyard to release it. Neither could I get at the jib halyard. Another crash boat arrived. Lud jumped into the water to give me a hand. I think about 30 minutes had passed by this time.

Dave Metzger showed up with Elise and circled a few times. We put a line on the starboard side stay, passed it over the turtled hull and then to the rescue boat in an attempt to pull the boat upright.

The line slid off the hull. I was getting a bit tired and Dave Metzger offered to switch places with me. I really appreciated this offer and what it meant from the sportsmanship standpoint, because such a switch would have ruled him out the next race. Dave circled the 4143 again in preparation for picking me up. Just then we made another attempt to right the hull but this time we passed the line aft of the centerboard. This managed to keep the line in place and slowly the boat righted. Dave saw that the problem was solved and sailed off. Thanks

again Dave!

As the boat righted I was able to loosen the main halyard and drop the main as the mast rose into the sky. I mounted the now submerged bow to loosen the jib halyard, but the hull went down too fast to accomplish my task. We freed the jib sheets and started a tow into the clubhouse.

Initially the long towrope allowed the bow to submarine. Finally we shortened it up and started the 10 minute or more tow to the dock. Lud and I remained far aft with the water washing over the gunwales all the while. An attempt to move forward to drop the jib brought an immediate submerging of the bow so the effort had to be aborted.

Finally, arriving back at the dock we were able to disengage the towline, put the boat on its trailer well into the water and take it out in stages allowing the water to drain out.

Nothing of value was lost, a couple of apples, a package of sunshade, two T-shirts, and small handle on my outhaul winch broken.

A LOT WAS LEARNED. Following the races in Toledo in 1990, it was obvious that additional flotation was needed in the Mark IV. (Although I had put more flotation in my old 1313 I never had a chance to test it although the new owners did and it made a big difference.) I knew my boat needed more flotation. I did nothing. When the bow started to take water it was all over. MORAL:- Put additional flotation in the bow area of the boat. NOW.

4143 has a small drain plug in the transom. It is inadequate. Moral: increase the size of the drains. This should help get the water out of the boat and with the added flotation, will hopefully make the job of rescuing the boat and crew an easier task.

The towrope was heavy enough, 5/8 or 3/4 of an inch I guess. It had a big thimble around which was an eye splice. The ring which was attached to this thimble was difficult to slip on with its spring clip and when this then was attached to the eye on the bow of 4143 for towing purposes it required a special knack.

This proved to be a handicap in trying to set the towrope at the beginning of the tow, and to remove it at the end of the tow. We probably lost another 10 minutes. MORAL: have the right, matched, equipment.

Finally, we must have a good way to right capsized Rebels. It seemed as it I was in the water for 45 minutes or more. If it had been cold water this could have presented a problem. In discussing methods of righting capsized boats, Clarence Metzger advised that the Toledo approach works very well:

- 1) Have two persons on a sturdy rescue boat. Bring the boat close to the bow of the boat.
- 2) Raise the bow by having the rescue boat personnel pull up on the painter until the bow is on top of the water,
- 3) right the capsized boat.

If your club has a better system, please drop the Rebel Rabble a letter and have it printed.

Lake Opeka sailors are required to wear life jackets, always. This was a time that they were very helpful. However, when I was in the water I realized that I had -allowed the jacket to become a bit loose. As a result it tended to creep up to my neck and hampered some of my activities. If I had kept it snug it would have been easier to manage in the water.

CENTERBOARD REFINISHING

BY John Baron,
Des Plaines Fleet 23
(Reprinted from
Rebel Rabble Spring 1983)

If you are one of those unfortunate people with a rusty centerboard, you have some work to do. The underwater foils on your boat are the biggest drag producing factors you have to contend with. We all know that drag is synonymous with SLOW. The object is to get that board clean and smooth and to keep it that way. The best paint I have found for this job is automotive *lacquer*, (not enamel) the kind that comes in aerosol cans for touch-up work that you can get at your local department store. This stuff dries fast and hard. With a good primer coat underneath, it is very resistant to scratching, unlike anti-fouling bottom paints.

First, remove all old paint and loose rust with paint remover and sanding. Next, apply naval jelly or similar rust remover to get the remaining rust off. Wash and degrease the board with a solvent. Do all of this in a well-ventilated area as you should whenever working with solvents and paint. And remember, NO SMOKING, this is flammable stuff!

After the board is properly cleaned, fill any pitted areas with auto body filler; trowel and sand smooth. Laying a straightedge along the board will help identify any high or low spots that need attention. Getting the board faired is the most important step. If you have not rounded the leading edge of the board yet, do it! The leading edge is more important than the trailing edge. When working

on the edges, remember that class rules prohibit tapering to less than 1/16" and further in from the edge than 1".

Using the appropriate primer, build up several coats, taking extra care on the leading and trailing edges. Lightly sand with 400 or 600 grit wet or dry sandpaper. Then remove all dust. Apply your finish coat of lacquer, building up several coats, again, paying close attention to the edges. You again apply several coats in quick succession due to the fast drying nature of the paint, but allow a day of drying before your final wet sanding with 600 grit paper. Before reinstalling your centerboard, check your centerboard trunk for protrusions such as screws, glass fibers, et cetera.

I cannot guarantee that your refinished centerboard will suddenly make a winner out of you, but it certainly will help.

Trivia:

thanks to John Butzer!

1) What was the title of the first leader of the National Rebel Class Association?

2) When was the first Musselman Award for outstanding contributions to the Association given? Who was the first winner?

3) When and Where was the Nickels Rebel introduced?

4) When did Spindrift Industries close?

1) *President, changed to Commodore in 1958.*

2) *Yvonne Flannigan, Fleet 24 1984 spring meeting*

3) *Clark Lake Invitational 9/23/88*

4) *May 1988*

**2002 REBEL JUNIOR NATIONALS
ENTRY FORM
LAKE FENTON SAILING CLUB
FENTON, MICHIGAN
Sponsored by
LAKE FENTON SAILING CLUB
FENTON, MICHIGAN**

Skipper _____ Date of Birth _____
Address _____
Crew _____ Date of Birth _____
Address _____
Crew _____ Date of Birth _____
Address _____
Sail Number _____ Hull Color _____ Deck Color _____

WAIVER OF LIABILITY: By participating in this regatta, I understand that I voluntarily assume and am knowledgeable of the risks of sailing and I agree to hold harmless and free of any liability the National Rebel Class Association, Lake Fenton Sailing Club, or members of these organizations and employees or individuals appointed of volunteering for this regatta, for any damage or injury, material or personal, suffered by me during racing or other activities related to this regatta.

Date: _____

SIGNATURE
(Parent/Guardian of Junior Skipper)

Date: _____

SIGNATURE
(Parent/Guardian of Junior Skipper)

Date: _____

SIGNATURE
(Parent/Guardian of Junior Skipper)

ELIGIBILITY: Juniors- must not reach their 18th birthday by July 1st, 2002. Skipper must not have skippered a Rebel in a previous National Championship Regatta (Senior Nationals).

Skipper must be a member of a family that holds a regular membership in the National Rebel Class Association, or a regular crew during the current sailing season for a regular member of the National Rebel Class Association, or a member of an organization that uses the Rebel sailboat in its program. Any youth sponsored by a regular member of the association will also be eligible to skipper in the Junior Nationals within the specified age parameters.

**2002 Rebel Nationals
Lake Fenton
Registration**

Name _____ **Boat No** _____
Address _____
City _____ **State** _____ **Zip** _____
Crew _____

Early Registration \$ 95.00
After June 15th \$ 110.00

Lunches				Qty	
Sun	@	\$	4.50	_____	_____
Mon	@	\$	4.50	_____	_____
Tues	@	\$	4.50	_____	_____
Wed	@	\$	4.50	_____	_____
Thur	@	\$	4.50	_____	_____

Steak Fry	\$	12.00	_____	_____
Under 12	\$	6.00	_____	_____

Whirly Ball including dinner

Family Night				
Seniors	\$	12.00	_____	_____
Juniors		Free		

Banquet	\$	25.00	_____	_____
Under 12		?	_____	_____

\$ _____

Make Checks Payable to:
 Lake Fenton Sailing Club

Send To: Marianne Nickels
 6455 Lahring Rd
 Holly, MI 48442

(This REBEL TUNING GUIDE was announced in the 3/15/02 Rebel Rabble and can be reviewed on the North Sails Website (<http://www.northsailsod.com/class/rebel/rebel-tuning.html>). Our sincere thanks to NORTHSAILS for its contribution to the National Rebel Class Association Rebel Rabble. – ed.)

REBEL TUNING GUIDE

Sail Information | Tuning Guide

The following measurements are those we have found to be the fastest for your new North sails. After experimenting you may find slightly different settings may mean even better boat speed for you and your style of sailing. If you have any questions or problems, please don't hesitate to call. We are anxious to help you go faster and win races!

ONSHORE ADJUSTMENTS

Mast Butt Placement

Place the butt of your mast between 54" and 55" when measured from the stern(excluding the molding) to the center of the mast step.

Mast Rake

To measure the mast rake, hoist a 50' tape on the main halyard and measure the distance to the intersection of the transom and the back deck. Without the jib up and the rig leaning back on the forestay the measurement should be 26'. Now grab the forestay and pull the rig forward until the shrouds are just taut. The rake measurement should become 26' 3". Sailing with the jib up and the rig set properly, your boom should be just about parallel to the deck in an 8 to 10 mph breeze. (Please see "Rig Tension" for the rake measurement after the jib is up.)

Rig Tension

We have found that the Rebel performs best in moderate to heavy winds with the rig set up fairly tight. After hoisting the jib, tension the jib halyard so that the rake is pulled up to 26' 1" - 2". In very heavy winds (15 to 18 mph), it is advantageous to pull the rig up as far as 26' 3" - 4" to help minimize luff sag that can develop and make the jib too full. In lighter winds, set your jib halyard so that the rake measurement 26' 1"- 2".

As you tune your Rebel you will note that with the jib up, the forestay is always quite slack. This will put all the load on the luff wire of your jib. Your North jib is built with 3/32" 1X9 stainless steel wire, and is designed to withstand the loads of the entire Rebel rig. We feel your boat will perform better if you allow the rig to take this load. If you feel your jib halyard tensioning devices are not able to tension your jib halyard as suggested in the tuning guide, set your aft rake (the rake measurement taken when the mast is leaning back on the forestay) at 26' 1"-2". This way your rig will be set properly for all conditions.

Diamond Tension

There has been a tendency over the past few years to set the diamond tension on the Rebel mast extremely tight. While this is perhaps beneficial in helping to control sidebend in the

mast, it also greatly reduces fore and aft bend. In fact, in some masts it has been shown that excessive diamond tension can induce negative prebend. Obviously, negative prebend (where the mast bend is reversed with the middle of the mast going aft and the tip of the mast going forward) can be very slow as it will make the main much fuller than it is designed.

We suggest loosening the diamonds on your mast slightly so that when sailing upwind in an 8-10 mph breeze and sighting up the back of the mast, the slot appears very straight. When the diamonds are too loose the mast will sag to leeward in the middle. The diamonds should be just loose enough that the windward diamond wire should almost (but not quite) go slack when sailing upwind in an 8-10 mph breeze. Again, if the diamonds are too loose the windward diamond wire will actually go slack and the mast will sag to leeward in the middle. If, when sailing upwind in these conditions on both diamond wires seems nearly equal we suggest experimenting with loosening the diamond wire slightly.

Jib Leads

Your new North jib has a "trim line" in pencil which runs from the clew grommet of the jib out into the body of the sail approximately 18". This line is inscribed on your jib to aid you in setting your jib leads correctly in the fore and aft position. In moderate winds, you should set your leads so that the jib sheet is an extension of that line to the deck of your boat. In lighter winds, or in medium winds with heavy chop, set your lead position so that the jib sheet is angled slightly forward of the trim line. This should place your jib leads forward of the moderate wind spot about 1". In medium to heavy winds in flat water, or very heavy winds, place your jib lead so that jib sheet angles aft the trim line. This will place your jib lead 1" to 2" aft of the moderate wind/perfect extension setting.

As for the jib leads side to side, on new boats we suggest setting your lead positions so they are 3' 6" apart when measured from bearing surface to bearing surface. This will place your leads on the inside edge of the seat. On older boats, place your leads as far inboard on the deck as possible. Even better, place them on a wood block so they are even closer together.

Centerboard Leading and Trailing Edge Tapers

We suggest that your board be tapered the full class maximum on both the leading and trailing edges. The trailing edge should come to a 1/16" squared-off edge. The leading edge should be a parabolic shape, coming to a near point, but carrying its roundness much farther forward than on trailing edge. A well-shaped centerboard can mean a great deal to the upwind speed of your Rebel in all conditions.

Rudder Shaping and angle

Like the centerboard, the rudder should be shaped to a 1 1/6" squared-off edge at the trailing edge, and to a parabolic, perhaps somewhat blunter than the centerboard, leading edge. There is no maximum on tapers, so a good faired-out rudder would help a great deal. The new rules allow the Rebel rudder to be angled straight up and down parallel to the transom. We

suggest positioning your rudder so it is very close to this measurement, or at the most cocked up 15 degrees.

Traveller/Bridle Mainsheet Height

The traveller on the Rebel, like on most boats, is an important adjustment. Perhaps one of the most important adjustments to the traveller is that the height of the traveler be as high as possible. It should be set so that the V (the very top of the bridle running from the mainsheet sheeting to the back of the boom) should be nearly "two-blocked" in medium heavy winds. The closer you have the bridle to the mainsheet block, the better the boat will perform in light to moderate winds. It is as though we are pulling the traveller completely to windward for those conditions and pulling all from the windward side, it will then be much easier to trim the mainsail correctly and keep the boom closer to centerline.

On new boats the measurement from the seat to the top of the block if we have a double purchase at the end of the boom, should be 2' 1". This should bring the mainsheet bridle within 2" of being two-blocked in medium to heavy winds. We suggest using the single purchase at the back as it allows you to make the traveller/bridle even higher, and the double purchase in the center of the boat near the mainsheet cleat.

Introduced in 1993 a mainsheet bridle where the legs of the traveller are actually sewn into the mainsheet. Several sailors have experimented with this and this actually makes the bridle height much less critical. It allows you to carry the traveler/bridle height a little bit higher because the two legs of the bridle will actually be sucked up into the mainsheet block when the main is trimmed hard in a breeze. This is an excellent traveler/mainsheet system for the Rebel and we strongly suggest giving it some consideration. If you have questions about it please don't hesitate to give us a call or contact the builder, Dave Nickels (313) 750-1855, to order one.

SAILING ADJUSTMENTS

Main and Jib Cunningham

For both the main and the jib, never pull tighter than just to barely remove the wrinkles. It is best to leave just a hint of horizontal wrinkles from the luff of your main and jib to be sure you don't have them pulled too tight.

Outhaul

Pull the outhaul to within 1/2" to 1" of the band except in very light or choppy conditions, or downwind when extra power is desirable. In these conditions it's advantageous to ease the outhaul 2" to 3". When the outhaul is pulled out tight, you will notice a crease just above the boom, which is normal. This crease represents the extra fullness designed into the sail for power when the outhaul is eased.

Jib Sheet Trim

Unfortunately there is no easy guide for jib trim. We are looking for a parallel slot between the exit of the jib and the entry of the main. The guide that has been used with some success is that of imagining a batten on the jib at mid-leech.

This batten should be set parallel to the centerline of the boat, which makes the upper leech of the jib twist outboard slightly and the lower leech twist inboard. It seems that 90% of boatspeed problems are due to faulty jib sheet trim.

Mainsheet and Traveller

The mainsheet should be pulled tight enough so that the upper batten is parallel to the boom when looking up the sail from underneath the boom.. In light winds, it is impossible to keep the upper batten from hooking slightly to weather because of the boom weight hanging down the leech of the sail. In these conditions, we suggest easing the sheet out so that the boom is approximately over the corner of the transom, and the upper batten will then become more or less aligned with the centerline of the boom.

Please do not get this guide confused with the guide for most other conditions where the upper batten is set parallel to the boom. In choppy conditions, ease your mainsheet approximately 6" to open the upper batten slightly out past parallel to the boom.

It has been found that the traveler is not as effective in depowering the boat in heavy air as is easing the mainsheet out. However, before easing the mainsheet it is important that the boomvang be applied quite heavily to keep the boom down. This allows the mainsheet to act more like a traveler, allowing the boom to travel in and out sideways rather than up and down. The boomvang is helpful because it helps bend the mast and flatten the sail out in heavy air due to increased pressure forward on the boom into the mast.

Boomvang

When sailing downwind the vang should be set so that the upper batten is parallel to the boom.

Upwind in a breeze, we set the vang to keep the upper batten parallel to the boom when we ease the sheet in puffs. This will mean a heavy amount of vang tension and will allow the mainsheet to act like a traveler, the boom will just move sideways rather than up and down.

Jib Halyard Tension Downwind with the Whisker Pole Up
If your boat is setup with an adjustable jib halyard, it is best to ease e halyard of when sailing downwind with the pole up so that the luff of the jib will sag and allow the jib to perform even better. Imagine the leech of the jib becoming the luff and vice versa as we put the pole up. We suggest pulling the pole back as far as you can when the halyard is eased off slightly, so that the jib will almost break like a spinnaker, that is, the leech (new luff) will almost become unstable. Always be sure to ease off your jib cloth tension (jib Cunningham) downwind, to allow the draft to move back in the sail, and not to hook the luff when the pole is up.

For the world's fastest REBEL sails, contact:

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Ched Proctor / Brian Hayes
voice 203 877 7627
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ONE DESIGN -CENTRAL
Greg Fisher
voice 614 418 9410
fax: 614 418 9411

MORE LETTERS TO THE EDITOR

Thanks for your reply Bill. I appreciate you looking for sails for my old Rebel. Would the dimensions of more recently made sails still fit my old mast and boom? I will indeed join the Rebel Association. I was impressed reading the articles and in the on line Rebel Rabble. Lots of useful information and good quality writing. I look forward to reading a printed copy.

Bryon Ennis

Rebel Sailors, do you have a used set of sails that will fill Bryon's needs? Please contact him at:

**Bryon Ennis
6765 Ewers St.
Spring Arbor, MI 49283**

(517) 750-1476

Bill:

Thanks for putting the note in the recent Rebel Rabble on the Tuning Guide that is available through the North Sails website. It is good stuff!

Although my Rebel is circa 1970 (#2996), I found the information very informative and helpful. One point that has been written elsewhere surfaced once again. The guide recommends that jib leads on older boats be placed inboard of the deck on wood blocks to bring them closer together. This year I think I will at last follow-up on this advice.

The Rebel Rabble is good reading. Thanks again for all the news and the incentive to begin thinking about summer sailing.

Brian

Brian A. Giles

NEWS ABOUT REBEL SAILORS

Forwarded by Joan Leeney

Hey Jim & Joan (Leeney),

Ashley skated great during the "short" program in the 12th slot, which meant that the judges had to "leave room" for the other nine teams. So they ended up 8th that night.

After the long program the next day, the team's standing did not change - but 8 out of 21 in the world is still pretty darn good.

A day's rest has done wonders, hope the meeting went well
Thanks for your support

Bruce & Sharon

(Congratulations Ashley - .Ed)

Letter to the Editor Bill: There seems to me that there is too much emphasis on racing in the Rabble. I suggest U do a survey 2 C how many folks R interested in racing vs. just plain sailing fun! Or perhaps how 2 add more flotation 2 the older Rebels 2 make em safer, etc. Mine is older but in mint condition, and I am not, at the present time, interested in only getting \$1,000 trade in and paying upwards of \$10,000 for a new boat! I would be interested in knowing of other Rebel sailors within a 100 mile radius of Schoharie, NY, or of Ocean View, DE, which is the other place I sail on the Indian River Bay.

Sincerely, John C. Baumgarten,
Schoharie, NY

Notes from the Editor

This copy of the Rabble has certain reprinted articles that you will find helpful. From time to time we reprint appropriate articles and hope you find them helpful. Thanks to Mark Quiniff for reviewing past editions to identify articles which provide technical information.

In addition please note that this edition of the Rabble is now available on our website at:

<http://www.rebelsailor.com/rabblejune02.pdf>

You can enhance the quality of the Rabble with timely submission of information, pictures, and stories. Mary Vorel, Captain of the Michigan State Sailing Team deserves a compliment for submitting information that we could use. Thanks Mary.

Our files especially need **pictures**. If you have color pictures, or digitized photos of interesting scenes, spectacular sailing shots, or human interest shots please send with a story. Although we cannot guarantee publication we try and publish everything we receive.

The Rebel History is going to be published again in PDF format on the website. Because the website provides us the opportunity to include more pictures and color photos please go through your files. If you have any pictures of past Commodores, or especially interesting shots that have historical significance please send them.

We hope to include a short history of the Rebel. The editor is seeking pictures of each of the models of the Rebel from the earliest to the most current. If you have pictures that show the internal configuration it would be most helpful. If you have an older Rebel, please take a few shots and send them to Bill Blaine. Please be sure to identify each picture to the best of your ability.

The next edition of the Rabble will be September 1. Please send stories of your summer activities. Some will be published in the September edition, others in the December edition depending on space availability.

A quality Rabble depends on the contributions that you and your fleet submit. **Please** be sure to send us some information.



Please accept my personal invitation to the 2002 Rebel Nationals at Lake Fenton, MI.

Marianne Nickels

Schedule Of Events

- 7/13 Saturday 12:00 -5:00PM Register & Measure
- 7/14 Sunday 9:00- 4:00PM Register & Measure
- 10:00AM Practice Race for all**
- 1:00PM Junior Races Begin
- 6:00 PM Welcoming Party
- 7/15 Monday **8:00-9:30AM Last Measurement**
- 9:30AM Junior Racing
- 11:15-12:30PM Lunch
- 12:30PM Skippers Meeting followed by senior races 1&2
- Free Night**
- 7/16 Tuesday 10:00AM Race 3
- 1:00PM Races 4 & 5
- 6:30 PM Steak Fry & Entertainment
- 7/17 Wednesday 10:00AM Race 6
- 1:00PM Races 7 & 8
- 7:00-10:00PM Whirly Ball
- 7/18 Thursday 10:00AM Race 9
- 5:00PM Banquet
- (Banquet at Holiday Inn Gateway Center)

There will be a **continental breakfast** each morning and lunches Sunday through Thursday.

Hotels & Motels

(all within easy reach of Lake Fenton.)

- Best Western Fenton,MI 810-750-1711
US 23 - Exit 78 Owen Rd
- Comfort Inn 810-232-4222 800-228-5150
I 75 - Exit 117 Miller Rd
- Courtyard by Marriott 810-232-3500
US 23 - Exit 90 Hill Rd
- Holiday Inn Express 810-714-7171
US 23 - Exit 78 Owen Rd
- Holiday Inn - Gateway Centre 810-232-5300
US 23 - Exit 90 Hill Rd
(Location of Banquet)
- Howard Johnson Lodge 810-733-5910
I 75 - Exit 117 Miller Rd
- Motel 6 810-767-7100
I 75 - Exit 117 Miller Rd
- Red Roof Inns 800-733-7663 810-733 1660
I 75 - Exit 117 Miller Rd

ADVERTISING RATES and internet listing

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1/4 Page	25.00	47.50	67.50	85.00
1/8/page	15.00	28.50	40.50	51.00

Business Card ads for NRCA members will run for four issues and cost only \$25.00. Members only may advertise to sell their boats and sails at no cost. Other items for sale by NRCA members is just \$0.15 per word. Non-NRCA members may also advertise to sell their boats, sails, and boating items at \$0.15 per word.

Advertisements are solicited for placement in the Rebel Rabble printed version according to the rates published from time to time in the Rebel Rabble. Advertisements will be placed on the website for the duration of the Rebel Rabble advertising commitment. Advertisements will be placed on the website when payment and copy is received.

There is no extra charge at this time for the placement on the Rebel Website.

No ads will be placed on the Rebel website without a corresponding advertisement in the Rebel Rabble.

Intercollegiate Sailing

Commentary Mary Vorel

MCSA Women's Dinghy Championship
for the Doyle Trophy
Northwestern University/University of Michigan
April 20-21, 2002

Whoa, what a weekend!! It was ultimate sailing and bonding!

At noon on Friday, I got a call from our B-crew saying she sprained her ankle badly and couldn't sail. So we frantically called like crazy for 2 hours to our own team looking for girls to crew, others teams looking for substitutions, MCSA board members, etc. It was nuts. We were supposed to be at Hope College to practice with them by 3pm. We finally took my friend Liz with us who had barely any experience sailing for a wild weekend and crash course in sailing to make it to Hope by 4. After a beautiful 3 hour practice with Hope, it was off to Northwestern.

We got cut off on the highway around the Sears Tower and were left with a nice dent in Michelle's Intrigue. We finally arrived at Northwestern around 11pm Central time. Ahhh...

Saturday morning... the war was about to begin. Being the first one's out, we had to keep our boards up for the sandbars close to shore. After being rocked by 20 knots at least and then 5-7 foot walls of water, we couldn't get the rudder assembly to stay together or get it down. We were headed out to the middle of the lake. The main ripped at the center batten completely. We had to get back to shore, after about 6 tries, we finally made it through a full tack with just the jib and part of the rudder down. Waves were ice cold and breaking over top of us, filling the boat with endless amounts of water. Just before shore, in the breaking waves, a wave came over top of us, and I was washed away. All of the teams that hadn't left to go out yet ran over to catch Jaime with the boat, and me as I surfed the waves in. I made the call of my life and never went back out. The other teams continued to give it a shot and came back quickly as pieces started coming apart or breaking. We were desperate to get 3 sets in as we knew the weather was just getting worse from there.

After the decision was made to move sites, we went home. Ohio U. stayed the night with us, and we headed for U of M at 6:30am.

I'm exhausted, so it's bed time. I can discuss it more later. It was just an incredible weekend and a wonderful bonding experience for all the tough women of the Midwest!

The website for our team is under major reconstruction, so please watch as more and more information and pictures are put up. <http://www.msusail/~msusail>

News from Grand Rapids

Vice Commodore Karel Vorel

Held our spring meeting March 3, 2002. Discussion of GR Rebel Invitational set for June 8,9 2002. To be held at GRYC, Will send out mailer. Also discussed difficulties getting crew regulary and possible sources of crew-friends, family, sailing school kids or just hauling people off the street if really desperate. Discussed participation being down-down in all our fleets not just the Rebel Fleet.

Have also held one meeting of the competition group-fleet captains and race committees. Scheduled another meeting later in the year. Went over sportsmanship and

activity on the lake. Scheduled meeting for discussion of rules and racing starts for May 14.

At our rules meeting last night we met two new sailors who will be joining us this summer as skipper and crew. Skipper's name is Bruce Vanderlaan, he's 38 years old, married (Nicole)with no children and has purchased boat # 1776. He's a lawyer but we won't hold that against him. His crew is

Robert(Bob) Biesbrock an electrician and neighbor of Bruce. Bruce is 37, married(Ginger) and they are

expecting their first baby Sept 16 of this year. Bruce has sailed primarily bigger boats and Bob has only very basic experience, but as crew we all know he will learn fast or learn to swim.

Hope everyone had a good Memorial Day Regatta.



Rounding the Mark!

Lake Opeka Sailing
Jim Leeney

REBEL RABBLE

ON-LINE

Check one out:

<http://www.rebelsailor.com/rabbledec01.pdf>

<http://www.rebelsailor.com/rabblemar02.pdf>

June 1 2002 edition

<http://www.rebelsailor.com/rabblejun02.pdf>

FLEET INFORMATION:

Please send Rabble Editor information about your fleet's schedule of activities for the balance of the year.

Be sure to upload pertinent dates to the Sailing Calendar on line hosted by U.S. Sailing : <http://www.ussailing.org/calendar>
e-mail Bill Blaine at: billmac23@attbi.com

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Sept 1, 2002

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REBEL RABBLE
COPY DEADLINE

Aug 15, 2002

Stories, photos etc. please
to Bill Blaine
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