

September 2020

Rebel Rabble

2020.... A year dominated by COVID-19 and social distancing. Yet the spirit of sailing continues. If we can't sail, we can repair and prepare to sail when the opportunity comes. We hope this issue of the Rabble finds all of you well, and we pray for safety, and good health through this trying time. Normally this fall edition would have pictures from the recent Nationals, racing results and a champion to name. In lieu of this we bring you some upcoming fall information, as well as some repair and restoration as we look toward the future when we will be racing and day-sailing once again.

In this edition:

- **The Score —1 & 1 :GRYC yes, CLYC no (pages 2 & 3)**
- **Separation Anxiety —by *Double-Nickels* (page 4-10)**
- **For Sale Information (page 14)**
- **Note to Rabble Readers—K. Nickels (page 14)**
- **Association information (page 15)**

The Score —1 & 1 :GRYC yes, CLYC no

2020.... COVID-19..... *social distancing*. These three items seem destined to go into the history books as synonyms. I see T-shirts that say “I was social distancing before it was cool”. And when have we ever been able to buy *floor stickers* by the box and reel off Amazon to tell people where to stand? All of it funny or not funny depending upon our perspective and/or our health status.

Michigan (and various other states) have been under social distancing restrictions almost since the start of things. Lake Fenton Sailing Club here in Michigan never received the 2020 racing permits from the DNR, so there has been no “organized” sailing all of 2020. Due to social distancing, Lake Fenton only put in a few docks so people could day-sail as desired. Other sailing clubs have been in similar status around the state and around the nation.

As for Michigan's fall sailing... the score came out 1 and 1. Grand Rapids Yacht Club will host their fall sailing event as scheduled annually. And yet, there are some expected differences this year surrounding GRYC and their hosting of the regatta. (*see page 3 for GRYC event details*). Score one for the good guys (yeah....)!

Unfortunately, due to all the above reasons, the Clark Lake annual fall regatta is cancelled. Score one for COVID..... (Boo....)! But it is very understandable given the various concerns and health conditions, and with no guaranteed solution on the immediate horizon.

And so rolls 2020. Some good news.... And some bad news. We'll continue to pray that one day the good news will overcome the bad concerning COVID-19.

Kevin Nickels,
Rabble Editor

Grand Rapids Yacht Club 2020 Rebel Invitational Regatta



Photo: Katie Hudson

Date : September 12 & 13, 2020 : Racing on Reeds Lake

Schedule of Events : Saturday: 10am Skippers' Meeting; 10:30am Races 1 & 2 ; Break for Lunch; 1pm Races 3 & 4

Sunday: 10:00am Races 5 & 6 (no starts after 12:00n)

Registration Fee: FREE !!! (basically because we can't offer you any amenities or food in the club house - bathrooms are available, but we'll be outside, maintaining social distance, and you'll be on your own for Lunches & Dinner. There are lots of options right in East Grand Rapids near the club.) There'll be plenty of beer and we'll definitely have coffee on Sunday morning.

The Reed's Lake Triathlon is cancelled this year, so come down when it's convenient for you. The club will be open Friday afternoon/evening for early arrivals. Need more info...? Contact Mary Reif - 616.745.6808 - or email: maryelainereif@gmail.com

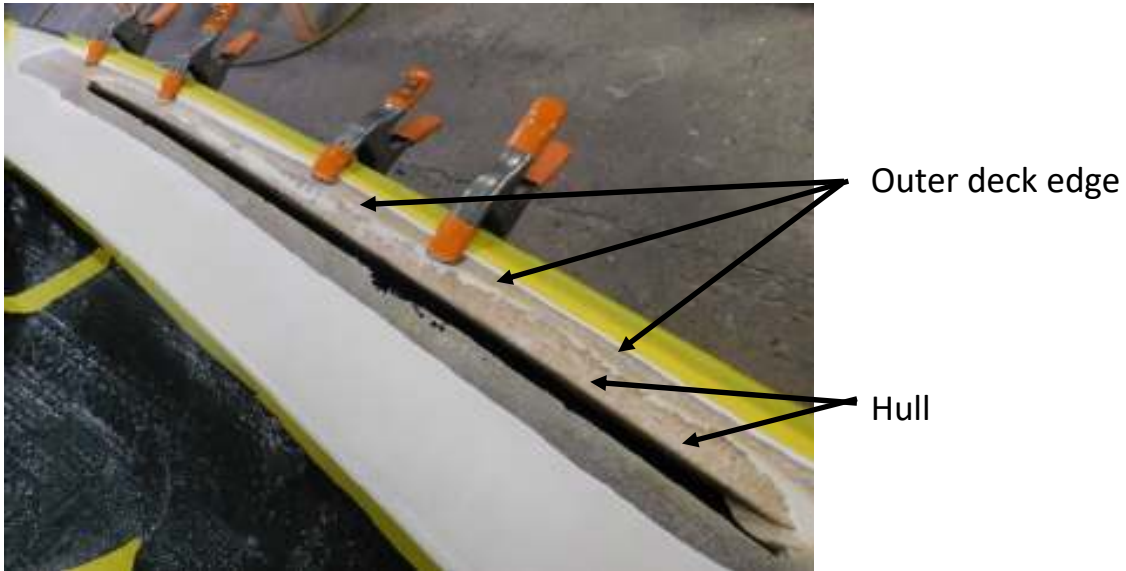
Separation Anxiety? *By Double-Nickels*

The Rebel has a rich history of being the first truly fiberglass sailboat built for production. This does not mean there have never been issues with the Rebel. The redesigns from Mark I through Mark V represent the desire for class improvement. And yet every design has had a few issues that require attention as the boats age. The mark IV, boat number 4161 is no exception. For your enjoyment, we have documented a restoration to its former glory. Rebel 4161 suffered a separation of the deck and hull, and while not overly common, this issue is not necessarily *uncommon* for the mark 4 designed boats.

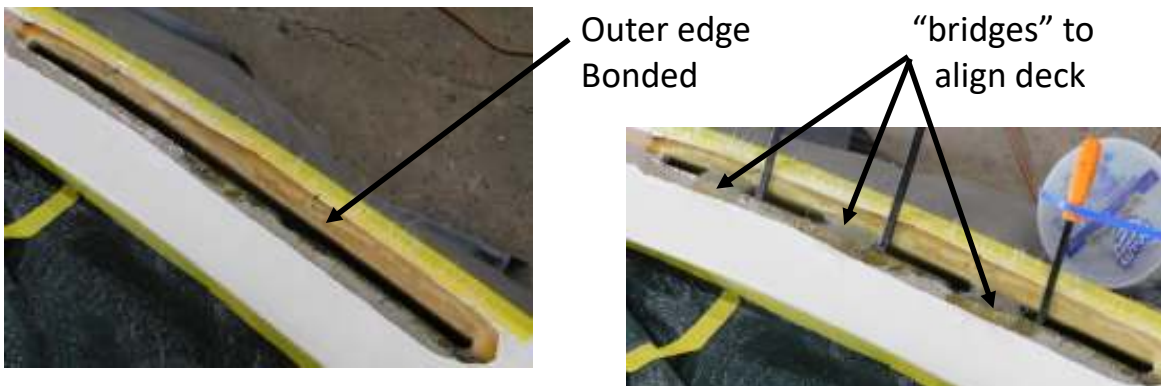
The minor cracking of the gelcoat on the deck was tolerable. But the hull taking on water through the separation pushed the need for repair. And like all fiberglass repairs, to do it right often the hole is made bigger to expose and repair *all* of the problem area. A patch and some caulk might fix the deck to hull motion initially and prevent leakage for a time, but it will not prevent recurrence of the problem.

Gelcoat cracking toward the end of the problem area.



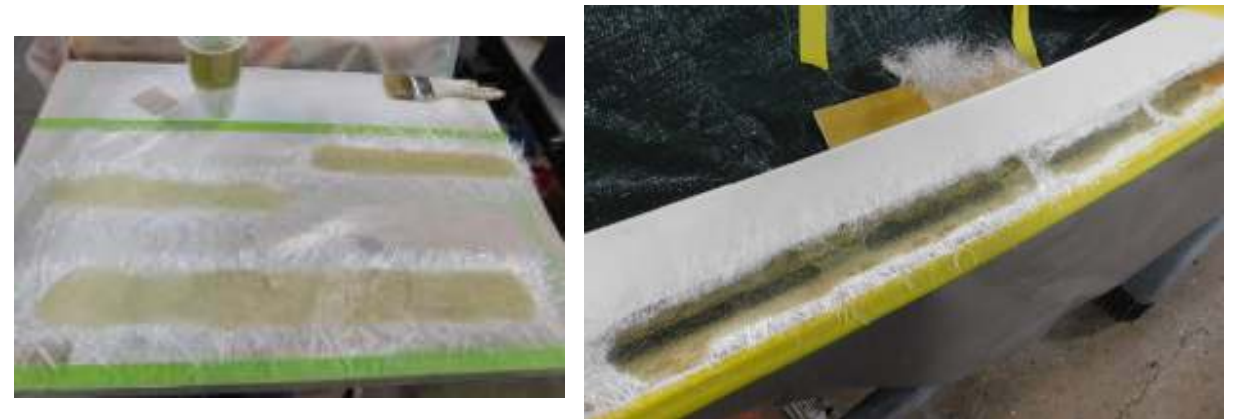


Initially a grinder was taken to the deck to expose all of the area of separation. The hull was then clamped to the side to close the separation. At this point the outer deck edge and hull were fiberglassed back together. After this, several fiberglass “bridges” were made to hold the inner deck and outer deck edge inline. From this point the top of the deck could be refilled/rebuilt using multiple narrow layers of fiberglass “torn” to fit in the gap so that the hole is filled without building too much thickness over the rest of the area. The tearing of the edges helps the fiberglass edges to blend better and reduce grinding.



The “bridges” are smoothed and shaped to apply the starter layers of the repair.

Strips of fiberglass mat are pre-wetted on a flat table (over wax-paper) to ensure the layer is *wetted through* prior to application. This allows the fibers to be saturated without having to apply pressure which would push the fibers through the hole. These strips were then applied to the deck surface to close the holes and begin the process of rebuilding the deck.



Now that the hole is closed (and hardened), fiberglass strips are prepared to build up the thickness of the deck for strength and return to the original shape and thickness.



Layers are applied using resin and paint brush for application. A metal roller is used periodically to gently work out any air trapped within the layers.



By starting with the top of the deck, the outer edge continued to provide the desired shape and target thickness as opposed to grinding everything away at one time. Now with the deck top 85-90% repaired, the deck edge can be attended to using similar methods of grinding out the problem areas. After the outer deck edge areas are fiberglassed back together, filler is used to complete the shaping. If filling in structure like the outer edge/corner and creating form, then using a filler having "fiber" is best for the additional strength.



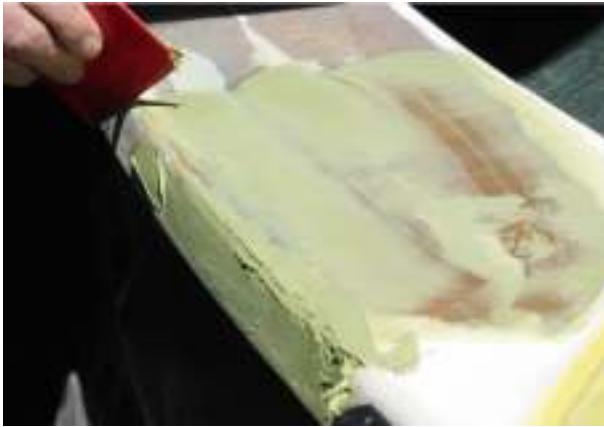
Filler builds up *low* area fast.



Fiberglass strips over top the filler provides strength.



Once all the structure and shaping are completed, a more basic body filler is used to level the surfaces for gelcoat. This is similar to the concept of using joint-compound initially when doing drywall, but finishing with spackle which is much lighter and much easier to sand.



It is not uncommon for more than one coat of filler and sanding to be necessary.



The last steps are applying the gelcoat. From there a light wet-sanding of the gelcoat followed by a good buffing using buffing compound. Then the hardware (as applicable) is reapplied. With all of this, our separation anxiety is no more!



No doubt the years of experience applied in this repair have made this project appear very simple. But the concepts and strategy of not removing all of the structure at one time can be applied to many repairs. If there is one key point: think about the strategy from start to finish before picking up the grinder. Strategy can help prevent making a big job even bigger. We hope this article has been both entertaining and informative for everyone. *(see page 13 for some helpful details)*



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Issues	1	2	3	4
Full Page	\$100.00	190.	270.	340.
Half Page	50.00	90.	135.	170.
1/4 Page	25.00	47.	67.5	85.
1/8 Page	15.00	28.	40.5	51.

Business Cards Ads for NRCA members will be placed in four issues at a cost of \$25.00. All Rebel boat owners may advertise to sell their boats, boat parts, and sails at no cost. Other items for sale by NRCA members is \$0.15 per word.

Advertisements are solicited for placement according to the rates published in the Rabble. Ads for boats, parts, and sails will be text only in the Rabble but photos are welcome on the internet.



New partner to the NRCA:



Mad Sails is a well-established sail loft located just outside Madison, Wisconsin, that is owned and run by Ryan Malmgren and his wife, Stacey Rieu. Using only high quality sailcloth, Ryan designs and builds the sails himself with a careful attention to detail that cannot be matched by overseas mass production. Despite the superior quality, Mad sails are typically less expensive than other brands. And you can't beat the personal attention provided by Ryan and Stacey!

E-Mail: Ryan@madsails.com and/or Stacey@madsails.com

Call Mad Sails: Stacey Rieu or Ryan Malmgren 608-225-4287

Mail Mad Sails: 2279 Dahlk Circle
Verona, WI 53593

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***Social distancing
effects on sailors:***



Rebel 4161 repair: materials and helpful hints

Grinder discs: 36 grit & 50 grit. Used both 4" and 4 1/2" grinders.

Final prep for gelcoat: 60 grit and 80 grit - to fill in pin holes, brushed coat of white gelcoat and sanded before applying final spray.

Final spray gelcoat prep: 150 grit and 220 grit

Finish gelcoat: 320 grit, 400 grit, 600 grit, 1000 grit and 1500 grit.

Buffing: Used Meguiar's 85 buffing compound with a 3M Super Buff double sided buffing pad.

New partner to the NRCA:

Rooke Sails, Inc. is the largest, most complete sailing dealership in the Mid-South, having been in continuous operation under one ownership since 1969. Rooke Sails has also been a One Design cover manufacturer since 1969 offering covers for more than 20 classes; their most recent addition being the Rebel Class.

Rebel Custom Fit Full-Deck Cover
has Velcro side-stay closures reinforced w/snaps.
Cover is vented bow and stern and has covered zipper
w/tie closure around mast. A draw-string skirt w/ multiple
sewn in loops allows for easy tie-down.



Contact:
Rooke Sails, Inc.
1744 Prescott South
Memphis, TN 38111
901-744-8500
rooke@rookesails.com

For Sale — (See website for additional details and pictures:
<http://www.rebelsailor.com/BoatPart.html>)

"1970's (?) rebel for sale here in Holland Michigan. The sails are in great shape. All standing and running rigging replaced in the last 2 years. I'm asking 1200 for the boat and trailer. I do also have a 3.5 hp engine that I would part with for 450. You can call or text (616) 312 4147 or email ben@correctconnection.tech."

Ben

Rev July 2, 2020

My brother and I need to sell Minnie. Her number is #1562 a Ray Greene, mid 1950's, and not as rough as many others I've seen purchased over the years. Her sails are perfect. The trailer is a LONG. The mast had been kept indoors over the years, but she does need sanding and paint. Floor boards are gone. Boat and trailer \$750.

Lori and Tom Ridington (Morgan's kids)

757-709-3426

Boat is still in Melfa VA. Chesapeake Bay area

Posted Oct 4, 2019

Note to our Rabble Readers:

The 2020 sailing season will be void of pictures from the nationals, and many sailing seasons for our various clubs will be disrupted at best, making few sailing picture available as well. Therefore, over the summer, if anyone takes any pictures (*fit for printing*) over this summer of local sailing and/or COVID-19 related pictures from our local clubs.... then PLEASE, forward those pictures do me for the remaining 2020 Rabble issues. Depending on receipts of pictures I will choose the *Best of 2020* for the fall edition.

Kevin Nickels -Rabble Editor (email your 2020 pics to k5centz@comcast.net)

REBEL RABBLE

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