

# Rebel Rabble

June 2020

**The Score:      *Coronavirus: 1      NRCA: 0***

The word today in 2020 seems to be “unprecedented”. It seems that any time of day or night the news media uses the word *unprecedented* to describe the condition of our nation, the world, and the effects of the Coronavirus on our lives. To this end it is with a heavy heart that the NRCA has made the unprecedented final decision to cancel the 2020 Rebel Nationals in the wake of this Coronavirus pandemic. (*cont. page 2*)

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## The Score—*continued*

There are a myriad of reasons for this decision. Number one being the location of the event being in New Jersey, and being located near New York, the epicenter for Coronavirus cases. There are as well concerns of any legal issues for the Awosting Squadron facility in hosting the event due to the continuing social distancing orders. Additionally there are the practical concerns. For some, being out of work for some time, the travel may be a financial burden, and of course there is the ongoing uncertainty of the spread of the virus due to asymptomatic carriers. Not to mention the general age of our sailors is older and potentially very susceptible to the virus. There are times in life that discretion is the better part of valor, and this clearly seems to be one of those times.

With all of this said, there is no clear indication at this point that we will defeat the virus anytime soon. It is entirely possible we will eventually create a vaccine for Coronavirus just as with the Spanish Flu epidemic of 1918.... *O wait, there never was a vaccine developed for the Spanish Flu.* But like the Spanish Flu, the Coronavirus may run its course and in a year we would expect things should return to a state of business as usual (which includes sailing). Or, we may not ever be able to prevent the Coronavirus infection, but in a year we’ll know every possible treatment known to man given the emphasis on the research for a cure. So the decision has also been made that this year's Rebel Nationals will be postponed a year and will be sailed in New Jersey at Greenwood Lake in July 2021 (*actual dates TBD*).

Many of our sailors have been affected locally as well simply by the stay at home orders; as such several clubs have not even been able to put in the docks in the spring of 2020. And so, we hope the disappointment of this year will soon come to an end, and we pray that we all will be able to get back to some semblance of sailing/racing soon in the summer of 2020. Our hearts go out to those directly affected by loss of life to the Coronavirus, and 2020 will be memorialized in a sense by the NRCA as we honor and support the efforts to fight against the virus spread by not gathering nationally this summer.

Sincerely,

The National Rebel Class Association - Board of Directors

## Go With the Flow - by Double-Nickels

Go with the flow..... Everyone knows the saying. Stop resisting, take the easy way. There are times in life that this is not the right choice. But there are other times like sailing downwind that it is just plain good advice. How do we go with the flow? As stated, to stop resisting is a good start, but it takes some intentional actions as well.

So we struggled to get to the windward mark, following (or fighting) the wind shifts. Oddly enough, the wind shifts don't stop when we turn the stern to the wind. So which way does the wind want us to go? Where is the destination? Is it dead downwind, or a little left or right? Are there obstacles like points of land sticking out into our path, or like the rest of the fleet still coming to the windward mark? Recognizing these things can help us to make good decisions regarding the course we take. If we think we want to get to the left side of the downwind leg we may need ease out to start heading low (assuming a port rounding) immediately or even jibe if needed. Often it is difficult or even impossible to actually see the destination at the start of the downwind leg, but it is usually easier to "recover" from being a little low to the mark and hardening up, than it is to find out you are too high and the wind won't support jibing.

Then there are the practical items like letting the sail out all the way, and easing the Cunningham and outhaul. Pulling up the centerboard, but how far up? Is the whisker pole flying and positioned far enough back, or far enough forward? Everything works together to maximize our downwind performance, or if not working together can hinder our downwind performance. So let's discuss what harmony and speed looks like, vs. things that hinder our performance.

As mentioned, after rounding the windward mark we begin easing out the sails. The mainsail does the majority of the work, but depending on wind velocity the mainsail may not readily ease out, so the crew may need to push the boom out to leeward as the mark is rounded.

But if it is light air don't just PUSH the sail out.... If done too rapidly we may actually backwind the mainsail, potentially stopping any forward momentum. Whatever the conditions, we get the mainsail out first to maintain some momentum. Next, in order to set the whisker pole the jib sheets have to be released, and as the pole is set the skipper may initially trim the jib (windward side) but then the crew may need to help as well to set the jib sheet in the cleat, again depending on conditions. In heavier air, don't try to push the pole sideways to set, after attaching the jib push the pole "forward" (toward the bow) to get it on the mast. Once on the mast the pole is rotated sideways a little by hand to start but mostly is set by using the jib sheet. As soon as the sails are reasonably set the centerboard is raised and the outhaul and Cunningham are eased to power up the mainsail further. Now that the sails and centerboard are set... what could go wrong?

Well, the largest mistake it seems most people make is not heading down (leeward) enough. Heading down, running "low" (below course even) seems counter-intuitive. Why? Well when running down, often the worry is about others going over us to windward. When running down the boat "feels" slow. But the trick is "when" to run down, and maintaining max speed while running down. For starters, remember the resistance thing? Part of running fast and low is not having too much centerboard down. When going upwind the centerboard provides resistance from slipping to leeward. So guess what, when going downwind the centerboard prevents the boat from slipping to leeward.... But going downwind we *want* the boat to slip to leeward. A good rule of thumb for the centerboard is about ¼ down. So pull the board up to about ¼ in the water leaving enough for steerage but this allows the boat go with the flow and "slide" to leeward a bit.

The next largest mistake which also prevents us from going low is not letting the sail out far enough. Let the mainsail out to the side-stay, even let the boom push on the side-stay. It won't hurt the sail, or the side-stay and the farther out the sail is the farther down (leeward) we can point.

And this relates to another mistake often seen. If we want to go low.... Then why in the gusts do we trim the sail and head up when sail luffs? Don't trim the sail.... Head down further and go low with the wind shift and the extra power. The absolute best time to work the boat low is in the puffs. It is in the lulls we might head up slightly to maintain a little boat speed. How often have we seen boats continually head up in the puffs only to be forced to go dead-downwind or jibe the last 50-100 yards to a mark when the wind is lighter, thereby losing all the distance thought to have been gained. Rule of thumb on the downwind: DOWN IN THE PUFFS, up in the lulls. It sounds simple enough but is counter-intuitive and takes practice and intentional steering as the boat naturally will want to round-up to windward in the puffs. We want to coax (not force per se) the boat to go low in the gusts, we don't want to let it react naturally (turn windward) in the gusts. Some of this is the set of the sails and centerboard, but the rudder has the final say. The looser the sails are set, the less centerboard is down, the less rudder it takes to point the boat leeward and therefore the less drag the rudder is putting on the boat. This sounds easy, but it takes discipline and practice to break the natural tendencies.

As with the mainsail being far enough out, the whisker pole and jib have to be far enough back. Generally the pole is back significantly but not so far that the jib is completely flat. The jib needs to have a little bit of curve to it to have some power. But in general, to sail the lower course the pole has to be back farther than some are used to. Again... if the wind shift is trying to flip the jib, don't just let the pole forward... turn the boat leeward and follow the wind shift or jibe as the case may warrant. There is this thought by many that sailing downwind is a "straight-line", set the course and adjust the sails. But downwind sailing is more about boat speed than many think. Often a slight adjustment of the tiller keeps the boat speed up more so than trying to catch up with the sail adjustments. Like upwind, the wind still is often shifting quickly so follow the wind with the boat (use the tiller).

*(Continued pg 11)*



March 29, 2020

Minutes of Spring meeting done via teleconference.

Commodore Mary Reif called the meeting to order at 10:10 AM

Members present. Kevin Nickels, Dave Nickels, Mary Reif, Scott Wright, Neil Robb, George McCargar, Rick Vorel, Tim Nickels, Jay Topping, Bill Selick and Keith Councill.

Minutes of the last meeting (Membership meeting at 2019 Nationals) as published in the October 2019 Rabble were approved.

The 2019 Treasurers report and the 2020 budget were approved.  
If any member would like copies of the budget or report, please contact [Neil Robb](#).

The treasurer reported that the 2019 taxes were filed and provided a membership report. It was requested to add a column for NEW members. Updated report is attached.

National Race Committee. Various changes were discussed and will be incorporated into the race instructions. Bill Selick has completed the updates and they are attached.

The current slate of officers and directors agreed to stay in their current positions for one more year.

Technical committee. Greenwood Lake has all necessary equipment for weighing and measuring.

Rebel Rabble. Our new printer has improved the quality. Keven wants to get the next issue out in late May – early June with covid-19 updates.

Old business. Donations to youth sailing were approved. \$200 to Southport Sailing Assoc. and \$200 to Rock Hall Sailing School.

Mary called the next meeting for Saturday, May 16 - 10am Phone 712-451-0011 access code 275918#

Agenda:

Nationals 2020

Nationals 2021

National Racing Rules 2020

Regattas - check with Chicago and notices of others

Rebel Rabble]

Mary Elaine Reif

US Sailing Certified Instructor

(616) 745-6808 cell phone - You are welcome to call and text at any time. Thank you!

The meeting was adjourned at 11:30.

Submitted by Neil Robb - Secretary/Treasurer

**NRCA Spring Meeting:**

Year	Active	Active that are new	Associate	Honorary	Builder	Total
1992	140		36	1	1	178
1993	144		31	2	1	178
1994	140		32	2	1	175
1995	128		42	2	1	173
1996	130		41	2	1	174
1997	129		42	2	1	174
1998	133		40	2	1	176
1999	137		54	2	1	194
2000	139		41	2	1	183
2001	139		38	2	1	180
2002	132		45	2	1	180
2003	114		61	2	1	178
2004	104		58	3	1	166
2005	97		47	3	1	148
2006	84		50	3	1	138
2007	92		52	3	1	148
2008	87		47	7	1	142
2009	81		47	7	1	136
2010	116		53	7	1	177
2011	108		48	7	1	164
2012	62		32		1	95
2013	74		48	7	0	129
2014	64		33	7	0	104
2015	57		32	7	0	96
2016	58		25	6	1	90
2017	58		21	2	1	82
2018	61	7	23	4	1	89
2019	75	5	29	5	1	110

**NRCA Membership Report**



**Vermont Sailing Partners**

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**Advertising Rates**

*Includes Internet Listing*

Issues	1	2	3	4
<u>Cost</u>				
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.




Brian Hayes Brian@ed.northsails.com  
Ched Proctor Ched@ed.northsails.com

Onedesign.com

**2457 E. Judd St.**  
**Burton, MI 48529**

**Phone: (810) 730-7138**  
**www.windrider.com**

May 16, 2020

Minutes of Special meeting done via teleconference.

Commodore Mary Reif called the meeting to order at 10:00 AM

Members present. Kevin Nickels, Dave Nickels, Mary Reif, Scott Wright, Neil Robb, Rick Vorel, Jay Topping, Bill Selick and Keith Councill.

The purpose of the meeting was to discuss the 2020 Nationals with current information about the corona virus.

Bill Selick reported that their fleet had a meeting and will not be able to host the regatta this year. A variety of issues exist. Awosting cannot open the restrooms to the public. Food vendors are unable to commit to prepare and deliver food. The fleet was not sure if there would be any legal problems.

The Greenwood fleet asked to host the Nationals in 2021. This was approved unanimously.

Mary reported that Grand Rapids was planning to host their regatta on Sept 12 & 13 at this time.

Likewise, Neil said that Clark Lake was going to run their fall regatta Sept 19 & 20.

Neil was asked to check the Constitution about the summer meeting. Here is what it says:

ARTICLE XI - Meetings

1. The Annual Meeting shall be held during and in the vicinity of the National Championship Series.

The interpretation is that the meeting will be held in 2021 in New Jersey.

The meeting was adjourned at 10:30.

Submitted by Neil Robb - Secretary/Treasurer

A new partner to the NRCA:



*M*ad 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](mailto:Ryan@madsails.com) and/or [Stacey@madsails.com](mailto: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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**Humo  - Boaters response to COVID-19!**



## ***Go With the Flow—Continued***

If the wind shifts radically or too far then we might make some sail adjustments, or frequently, these major shifts indicate it is appropriate to jibe. Going upwind we attempt to tack with the shifts, likewise going downwind and jibing with the significant shifts often pays dividends.

Crew position (both skipper and crew) can be significant depending on conditions. In lighter air keeping the weight forward helps raise the stern of the boat out of the water creating less drag. Also in lighter air the crew may need to hold the boom against the side-stay so the mainsail is not apt to *wander* as the boat speeds up and slows down. But in heavier air the crew and skipper may need to move aft in the boat a little so the boat is not plowing too badly. A Rebel always plows a little, but when the boat doesn't feel like it wants to accelerate in the puff it may be due to crew weight being too far forward.

Jibing.... Sometimes it is necessary due to the lay of the land, avoiding another boat, or due to the shifting winds. Process.... First is the mainsail. Have the crew jibe the mainsail. In heavy air, if possible try to jibe in a "lull" for control. Regardless of a lull, in heavy air this generally happens fast and therefore the skipper and crew really need to work together. The skipper should gently turn the boat just enough that the crew can start the boom over and then everyone duck as the crew continues to push the sail past center to the new tack. Once the mainsail (and boat) is reasonably stable then jibe the pole. When jibing the pole, don't disconnect the jib. Ease the jib sheet enough to push the pole off the mast, and then pull it toward the rear of the boat (jib still attached) and then push it out the "new" windward side (toward the bow to get it on the mast). While the crew works the pole, the skipper should be handling the new windward jib sheet to set the sail. Again, it all sounds easy, but takes some practice. Just remember, mainsail first, jib second is the best way to maintain speed and control. When trying to do both sails at the same time is often when things go awry (and sometimes swimming occurs).

And this concept of working together on the sails lends itself to the leeward mark rounding, whether jibing or not. When preparing to round the leeward mark, often in the last few boat lengths the jib can be trimmed snug or *pre-set* for the upwind without losing any speed. Doing this pre-set of the jib allows the crew to use both hands to trim the mainsail (sometimes rapidly in heavier air) with the boat turning the mark to the upwind leg. The crew using both hands trimming maximizes boat speed and it frees the skipper to steer the best course (entering the mark a little wide, but turning tighter to leave the mark close). If our competition is entering the mark close and not turning upwind rapidly often this provides opportunity to steer to the inside of the competition (between them and the mark) beginning the upwind leg. Once on the windward leg the skipper and crew should re-check the set of the jib.

The last item is another counter-intuitive thought. There seems to be this notion that the only way to pass a sailboat is to pass it to windward. Hence starts the parade of boats going to weather.... And going away from the downwind destination. While it is true that it is difficult to pass a boat to leeward if you are too close, the fact is if you can create enough distance between the boat that you are overtaking, passing to leeward is often easier. How can distance be created? Think about it, when you are behind on a downwind, in theory you get the lift first.... So jibe away on the lift, and then jibe back when the lift comes from the opposite tack. This helps keep up the speed as you go low, then when jibing back and clearing you can trim in a little to increase speed and complete the pass. But these leeward maneuvers don't start when you are 2 boat lengths apart following the other boat. Think low, and steer low while they are going high and before they realize you are overlapped to leeward and hardening up a little to sail up in front of them. Downwind sailing doesn't have to be a parade, and those that do it well tend to *get out of line* so to speak (and mostly get out of line to the leeward side). This is not suggesting that like upwind sailing we can jibe on every lift... But when the larger shifts do come, take advantage of it before the competition can. And sometimes the pass may not be completed on the downwind,

but if we are able to close the gap to the competition it is often advantageous to enter the leeward mark “wide” (low) and leave it close. So while the other boats are close to the mark and scrambling to round the mark, if the opportunity arises sail to the inside of them close to the mark putting you in great position for the upwind leg.

We hope this has given some food for thought. Running low doesn't have to mean running slow. In general most people can pull the mainsail in when it luffs due to a wind shift, but it takes discipline and foresight to instead turn the boat to leeward without trimming, and go with the flow.

Happy Sailing!

### Another 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  
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sewn in loops allows for easy tie-down.



**Contact:**  
**Rooke Sails, Inc.**  
1744 Prescott South  
Memphis, TN 38111  
901-744-8500  
[rooke@rookesails.com](mailto:rooke@rookesails.com)

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

**"Hello there!"** I've got some quality used Rebel Parts for sale here in Holland, Michigan. The Inventory is down to 1 Rudder. Please Contact Ben for detailed pictures and pricing. You can call or text (616) 312 4147 or e-mail [ben@correctconnection.tech](mailto:ben@correctconnection.tech)

Ben

Posted Aug 14, 2019

*Added on April 27, 2020*

70's(?) Rebel for sail here. The hull, trailer, and sails are all in good shape, ready to sail. All standing and running rigging replaced in the last 2 years. Asking 1200. Contact Ben at (616) 312 4147 or [ben@correctconnection.tech](mailto:ben@correctconnection.tech) for more pictures and with any questions.

**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](mailto:k5centz@comcast.net))

## REBEL RABBLE

Official publication of the  
National Rebel Class Association 2019/20

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