

Rebel Rabble

March 2020

The 2020 sailing season is upon us! Winter is fading, spring should soon be springing. It's nearly time to start pulling the boats out of storage and take inventory of all the items that need attention... *Which we planned to fix last fall (LOL)*. But there is still time to fix things right! Let's save that new roll of duct tape we got for Christmas for later in the summer when time is short. And most important, let's get out those new calendars and list the 2020 sailing events in BOLD print, and/or start loading our phone calendars with the sailing dates!

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Coming up soon: 2020 Mt. Dora Annual Regatta—

The Mt. Dora Yacht Club's Annual Regatta will be the last week-end in March (Sat/Sun—March 28th and 29th, 2020). The Regatta will be on Lake Dora in Mount Dora.

We may (?) have 2 Rebels to lend or perhaps skipper with the owner. The regatta is an open regatta with a lot of different boats but if we get 5 Rebels, we will make a Rebel class. The regatta is a lot of fun and very social. If there are some rebel sailors who want to come down, especially if they are bringing a boat, I will try to find them a guest room with a club member.

We really welcome our Rebel sailing friends and had a great time last year. Feel free to call me for any questions:

Eric Christman

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Foresail (The Jib) – by Double-Nickels

The Rebel jib (or foresail) is the much smaller sail of the two on a Rebel and yet without it the skipper would be lost. That is if the jib is set correctly, and if the skipper is paying attention to it. While the lesser of the two sails for power, it should not be considered secondary or any less important. It should work in harmony with the mainsail, and it should be the direction-finder most often.

When sailing upwind the jib should be the direction-finder. It should be the jib that begins to break or backwind telling the skipper to fall away from the wind. But all too often this is not the case because the tendency is to “under-trim” the jib in most conditions, and especially when the going gets tough in heavy air. So... how tight is right, and how tight is too tight? For starters... is the jib trimming toward the centerline of the boat or outboard of the cockpit? It is noteworthy that all of the newer boats have the jib-track/cleats at the inner edge of the seats. This location trims the jib more toward the centerline of the boat, allowing the boat to point higher. If this is not the case for a particular boat, this is a modification that should be highly considered to ensure optimal trimming of the jib.

That said, with assumption that we are trimming to the inner edge of the seat, how tight should it be? In moderate to heavy conditions the sail should be as tight as is reasonable. We define reasonable as pulled to the point where the bottom of the sail just begins to “crease” but the bottom of the sail still lays upon the deck. Too tight is when the bottom of the sail “flips” and will not lie on the deck. This is a fine line between just right and too tight; the difference literally can be as little as a 1/8th inch of line depending on the conditions. The idea is that the tighter the jib is set toward centerline, the higher the boat points, yet leaving the sail touching the deck utilizes the maximum sail area and still leaves a little bit of curvature to the jib versus the sail being too flat. Maximum power and maximum pointing; the best of both worlds.

(The Jib—continued)

So given these optimal settings how high can I point? Again this depends a little on the velocity but often the tendency is not high enough. Typically watching the tell-tales on the jib, when pointing up to proper course the windward tell-tale should be trying flutter upward at a 45° angle versus necessarily hanging parallel with the deck. As the wind increases, often in a gust the jib can be “feathered” (slightly luffed) to maintain control dumping a little wind. As the wind subsides and we are in control, again the windward tell-tale should be trying to stay up near that 45° if we are on proper course. This takes practice as the wind changes rapidly, the idea is the boat is adjusted (via the rudder) to follow the wind in upwind conditions.... We don’t adjust the sail to follow the wind. So to some degree, the jib once set properly remains on that setting, and the boat follows the jib per se. The jib may need to be reset mainly if the wind velocity changes/declines enough that the sail bottom “flips” (too tight) when wind subsides. But if loosened due to lower velocity, conversely it may need to be tightened later if the heavier wind returns. So these are relatively small adjustments often ¼” or ½” of line.

Heavy air..... Don’t ease the jib unless completely necessary! The mainsail carries the bulk of the sail area and should be eased before the jib. In general the jib should remain at the optimal tight setting unless the boat is literally tipping over with the mainsail already let off..... Only then is releasing the jib warranted, but not before 99% of the time.

Lighter air conditions is actually when the jib might be eased off a little bit. More curvature to the sail means more power. But remember that the jib still sets the direction or pointing ability, so the jib may be eased a few inches of line, but not out past the edge of the deck just because it is light air. Consider the foredeck as two triangles centerline to the outer edge of the deck. In medium to heavy conditions the bottom of the jib should be about the middle of the triangle. In lighter air the jib should still set on the deck toward the outer edge of the triangle, but not outside the deck generally. It is a continual dance between power and pointing. As the wind increases the jib can be trimmed accordingly, when the wind subsides often the jib needs to ease a little bit but remaining in that triangle.

(The Jib—concluded)

The skipper and crew need to work together regarding the adjustment of the jib. The skipper may feel the wind increasing and request the jib to be trimmed, likewise the skipper may feel the boat losing power and request the jib be eased. In either case these are adjustments of an inch or two or less of line when adjusting the jib. The crew likewise needs to be cognizant of the jib location sometimes indicating to the skipper it is already “max-tight” or “at the edge of the deck”. The tendency can sometimes be to “over-run” the jib..... Too many adjustments (not letting the boat/skipper catch up to the setting).... And/or too large of adjustments (easing too far out, or trimming too much and too fast). The goal is minor adjustments and timely adjustments with the conditions.

We hope this information has been helpful. The jib is not as big as the mainsail, but is still extremely important to the upwind performance of a Rebel. Proper adjustment of the jib is more tricky than many think, but is fewer (and smaller) adjustments than some think as well.

Happy sailing!

Humo 

**You're too far
forward! Move
back in the boat!**



2020 Rebel National Championship Regatta

July 15-18, 2020

Awosting Boathouse

Hewitt, New Jersey

Greenwood Lake

With Spring just around the corner and our 2020 calendars beginning to fill up with various events, be sure to remember to include in your plans the upcoming 2020 Nationals to be held July 15th-18th. Greenwood Lake's Awosting Yacht Squadron is both pleased and excited to be hosting the 2020 Nationals and has already held its first planning meeting. Committees have been formed and discussions are underway with the intent being to have the 2020 Nationals provide a meaningful, rewarding, enjoyable experience that will stay with everyone long after the final race has been sailed.

2020 Rebel Nationals - continued

We will be following Lake Fenton's three-day schedule with just one minor revision. Last summer, while finishing up boat registration on Thursday morning, we missed out on some very good wind conditions. This year, it is our plan to finish all registration, measuring, and NRC/Class Meetings by Wednesday evening, July 15th. Doing so will enable us to schedule a full day of racing on both Thursday and Friday with the final races on Saturday morning. We have observed over the years that Greenwood Lake is relatively quiet and calm on Saturday mornings with minimal if any motorboat traffic at that time. It is our thinking that such a schedule will address the sentiments heard over recent years by which people want the best possible racing conditions while at the same time minimizing the number of vacation days they must take in order to attend.

For those of you who have not sailed our lake before, we sincerely believe you are in for a real treat. Greenwood Lake is the second largest lake in New Jersey and actually crosses the border into New York. It stretches over nine miles in length and allows for quality sailing over a multitude of race courses. If you enjoy the attractions of New York City, we are located just forty miles from the city enabling you to catch a show or take in the highlights on Saturday evening before leaving. For those who prefer to avoid city traffic, we are far enough away that you will not have to contend with a single traffic jam. Dave Nickels has been quoted as saying (I'm paraphrasing ;>) "Greenwood Lake is my favorite Rebel destination...as long as they don't serve tacos...I hate tacos". In an effort to slow Dave down, we will be serving him tacos at every meal!

As a reminder, we do have very limited ramp facilities. All boats will be launched on Wednesday, the 15th, and we will provide each of you dock space that we will borrow from our neighbors on the lake. Please remember to bring extra dock lines, fenders, anchors, and whatever other gear you believe you might need. Everyone will be wet sailing for the full three days of the competition.

2020 Rebel Nationals - continued

We do have a few older boats available for use during the regatta should you be interested but there is one stipulation. If you sail the boat, you must have intentions of purchasing the boat and trailering it home with you. Please contact me for details if you are interested.

Finally, some of our club members have made rooms available in their homes for those traveling from out-of-town. If you are interested in "shacking up" with one of us, again please contact me and I will make every effort to arrange accommodations for you.

Having shared all available information to date, please know that we invite everyone to attend the 2020 Nationals at the Awosting Yacht Squadron. Please be sure to mark the dates on your calendars and to keep an eye out for the official notice of race and schedule that will be posted in the spring of next year. In the meantime, allow me take this opportunity to wish everyone a wonderful holiday season and a very mild winter!

If you have any questions or concerns, please contact me and I do my best to address them.

Sincerely,

Bill Selick

bill.selick@gmail.com

Captain Rebel Fleet 21

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

- **For Sale-Rebel Mark IV** Sail Number 3938 with Trailer. In good shape but needs some cosmetic work (new rub rail, decorative taping). Race rigged with Harken Blocks. Two sets of sails (one stock, one set of North Racing Sails). \$2500, price negotiable. T. W. Houk, 6 Bull Run Drive, Oxford, OH. Email houktw@miamioh.edu. Posted Nov 6, 2016

Rebel parts for sale

I acquired a 1967 Rebel 16 (#1697) with some extra parts. I have a boom (extrusion only) rudder and tiller. I will gladly sell them at a very reasonable cost.

Robert Graybill
178 Butler Court
Daleville, Virginia 24083
(540)591-9908
(540)355-0465
email address: rgraybill3@lumos.net Posted Jun 25, 2018 Updated Oct 12, 2019

Rebel Sailboat #1428 - \$1500 obo

Rebel sailboat #1428, great condition, newer sails, newer 2hp Nissan motor with integral gas tank, adjustable motor mount reduces motor drag while sailing, Karavan trailer, snap-on canvas cover with 3 tent poles. Contact Paul Krause, krausefive@gmail.com. Posted July 3, 2018

Hello there! I've got some quality used Rebel Parts for sale here in West Michigan. The Inventory is 2 Masts, 1 Boom, 2 Rudders, and 1 Centerboard. Please Contact Ben for detailed pictures and pricing. You can call or text (616) 312 4147 or e-mail ben@correctconnection.tech.

Ben Posted Aug 14, 2019

We 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

Used Rebel main sail(s): from hull #2577

beatrice dhallewin: mialuxeforever@gmail.com phone: 512 289 4001

Posted Nov. 26, 2019

To Travel or Not? - By Double-Nickels

The traveler.... Or *adjustable bridle* as the newer boats have. Is it necessary? When should I use it? Why do I need it? There are multiple answers to this, but let's start by saying that most all of the newer boats have this option, and most of the top sailors utilize this option sooner than later. If your boat doesn't have a traveler (or bridle), it is a relatively simple upgrade to consider; and if you already have a bridle we hope this article encourages you to use it, and use it effectively. Therefore let's begin the discussion with a different question. What does the traveler (or bridle) do that my main sheet can't do?

The most obvious time of use for the traveler is in heavier air. When we can't hold the boat flat and are on our ear is when we ease the traveler and/or the main sheet. So what's the difference? Think about the main sail shape for a moment and optimum mainsail trim in optimum conditions (around 8-10 mph winds). In optimum conditions the traveler is centered, the boom is pulled relatively low, and overall the mainsail is relatively flat. When the air picks up, if I only release the main sheet, the boom not only moves away from center (to leeward) but it also moves upward (away from the deck). So now the sail is no longer "flat", the rear of the sail is sloppy and uncontrolled (no longer is the mainsail at optimum shape). But..... If I ease the traveler about 6-12" and still trim the main sail tight (keeping the same relative distance of the boom to the deck).... Now I'm just dumping some wind evenly at the front of the sail, yet I still have "optimum mainsail shape". So using the traveler is important to maintain the most optimum sail shape (keeping the sail flatter). With the mainsail flatter it is more easily "feathered" through lighter puffs, and less overall main sheet adjustment is needed in the heavy puffs. Also keeping the rear of the sail tighter/flatter means that smaller adjustments like the cunningham and outhaul used to further flatten the sail are even more effective.

But conditions are changing continuously, so how do I decide when and how much to ease the traveler? A simple answer is generally people wait too long. The Rebel mainsail can over-power the boat rapidly, and depending on total crew weight boats can be on their ear in as little as 12-15 mph. If both crew are on the rail (high-side) ...

(To Travel or Not —concluded)

and the boat is on its ear 25-50% of the time it's past time to think about letting off the bridle. But the bridle is not "all or none" as previously described. Try letting it off 6" (from centerline), if not enough then 12". The idea is to keep the main sail in the optimum flatter shape at all times (or as much as possible) with minimal adjustments of the mainsheet. In conditions 15MPH+ often the bridle is fully released past the corner of the cockpit. Keeping the main sail flatter makes it much easier to control, and also much easier to follow the wind shifts. When the mainsail is sloppy and the boat is on its ear continually, it is difficult to detect what the wind shifts are actually doing, not to mention the boat is going slow. In gusty conditions the traveler/bridle adjustment is not the only fix. We may still need to ease the mainsheet in heavier puffs. But having the bridle off-center then means that these become minor adjustments of the mainsheet (a few feet of line) versus letting it out many feet then trying to bring that large amount of line back in when the puff subsides. An arm's length is a good rule of thumb for the mainsheet travel/adjustment during the puffs. The bridle is positioned about right when I can trim the mainsheet in tight most of the time and maintain even keel, but then let the mainsheet out about 6" to 24" in the heavier gusts to maintain control (and subsequently we only have to pull it back in 6" to 24" after the gust subsides).

When do I pull the bridle back to center? If the boat is too flat and/or tipping backward (windward) too often then we need more power and can potentially pull the bridle back in partially (or fully to the center) as conditions warrant. But don't pull it to center too soon; better boat speed often can overcome a couple degrees of pointing for moments at a time if the gusts are more frequent than the lulls.

The trick is finding that happy-medium between the boat maintaining a relatively even keel and not having to let off the main sheet for every single puff to prevent being on our ear. Ideally, with the proper bridle setting, we'll only have to ease the mainsheet a foot or two to get through the heavier puffs. Like any adjustment or maneuver, it takes practice. The key is to remember to utilize the tool, and to utilize it sooner (when the struggles begin) rather than later as an after-thought. The proper adjustment of the bridle can almost feel like taking the parking-brake off in heavier/gusty conditions due to having the mainsail shape stay more optimal and more controllable. And... it saves the skipper's arms from running miles of mainsheet just to stay right-side up!



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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.




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REBEL RABBLE

Official publication of the
National Rebel Class Association 2019/20

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