

June 2021

Rebel Rabble

Hip-Hip Hooray! It is official, the 2021 Rebel Nationals are happening despite COVID! That said, there are SIGNIFICANT CHANGES in the venue and the event dates. But rest assured that COVID protocols will be followed for the event. Please read the article beginning on page 2 and the information following the article for details of the 2021 Rebel Nationals. And more importantly, get ready to dust off your boats and start sailing again in 2021!

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2021 Nationals— Racing: July 8 - 10, 2021 (Thurs—Sat)

NEW LOCATION: Grand Rapids Yacht Club E. Grand Rapids, MI

Setting the stage for the Rebel Class Annual Spring Meeting (held Saturday 5/8/21), the previously scheduled venue of Greenwood Lake, New Jersey had already declined the 2021 National event due to continuing COVID issues. Meanwhile GRYC had generously offered to host an alternate event, and the decision was unanimous to support Grand Rapids to holding a regatta on July 8-10.

As discussions often go, thus ended the unanimous portion of the meeting. The discussion from that point raised several concerns about the date change and the understanding that some outside of Michigan may not be able to attend either due to previous schedule commitments or COVID. Several viewpoints were shared as to whether to consider the GRYC event as the “2021 Nationals” being at the center of the concerns. After much discussion the decision was not unanimous (but made by consensus) that the July GRYC event will in fact be called the “2021 Rebel Nationals”.

This new July event being the “2021 Rebel Nationals” is more than just a title. With hosting the Nationals comes additional responsibilities for boat and/or sail measuring, as well as hosting key events such as the annual membership meeting. Therefore these items were also discussed. Some differences in measuring will be utilized as the sail measuring “jigs” are in New Jersey, but these jigs are not “required”, these just make aspects of measuring easier. Therefore the protocols of the Rebel Nationals will be followed, *new sails (1st time a sail is used at a Nationals)* will be measured, the membership meeting will occur, etc.

All of this said, those in attendance can also expect COVID protocols to be followed, any refreshments and food will likely be pre-packaged and/or individually packaged, mask wearing as appropriate, etc. The NRCA strongly encourages those in attendance to receive the COVID vaccination prior to the event; however all must understand that the vaccination is not an “enforceable” requirement, it is simply a recommendation toward people’s continued safety.

We hope to see as many in attendance as possible. Please save the date, and get your boats ready to trailer to E. Grand Rapids, Michigan!!!



**Rebel 2021 National Championship Regatta
Schedule of Events**

July 8-10, 2021
Grand Rapids Yacht Club
Grand Rapids, MI

Wednesday, July 7th, 2021

1500-2000 Registration
1800-2000 Pizza and Beer/Soft Drinks
1900 National Race Committee Meeting (on the lawn of GRYC)

Thursday, July 8th, 2021

0800-0930 Continental Breakfast
0900 Skippers' Meeting (on the lawn of GRYC)
1000 Races 1 & 2- back to back¹
1200 Lunch Lunch: \$8 per person
1330 Races 3 & 4- back to back¹
1700 Social Hour
1800 Food Truck available at the GRYC
1900 National Rebel Association Annual Meeting (on the lawn of GRYC)

Friday, July 9th, 2021

0800-0930 Continental Breakfast
1000 Races 5 & 6 - back to back¹
1200 Lunch Lunch: \$8 per person
1330 Races 7 & 8 - back to back¹
1800 Social Hour
1900 Food Truck available at the GRYC

Saturday, July 10th, 2021

0800-0930 Continental Breakfast
1000 Race 9¹
1300 Lunch and Awards Lunch: \$8 per person

¹ All race time are approximately.

Rebel 2021 National Championship Regatta

July 8-10, 2021
Grand Rapids Yacht Club
Grand Rapids, MI

NOTICE OF RACE

1 RULES

The regatta will be governed by the rules as defined in The Racing Rules of Sailing and by the by-laws of the National Rebel Class Association except as they may be changed herein.

2 ADVERTISING

No advertising shall be allowed on any entry.

3 ELIGIBILITY AND ENTRY

3.1 Members of the National Rebel Class Association may enter an eligible boat by completing the attached form on or before July 8th, together with the required fee, to Keith Councill 1120 Giddings Ave SE, Grand Rapids, MI 49506. RSVP is required by July 1st. An additional \$15 will be charged for no RSVP by July 1st.

3.2 No entries will be accepted after 0930, July 8th, 2021. Measurements need to be completed on July 7th unless prearranged for July 8th by 0930.

4 CLASSIFICATION

The following classification requirements will apply: all boats must comply with the by-laws of the National Rebel Class Association.

5 FEES

5.1 Required fees are as follows: \$110.

5.2 Other fees:

A \$15 charge will be added to any RSVP/Entry after July 1st, 2021.

Thursday, Friday, and Saturday Lunch will be priced separately at \$8 a person. (Lunches will be a mix of Box lunches or individual wrapped sandwiches. Will not be communal food/buffet.)

Dinners are not paid for by the regatta or additional fee, but the participant directly to the Food Truck.

Wednesday night dinner is covered by the GRYC Fleet.

6 SCHEDULE

6.1 Registration: July 7, 2021 from 1500-2000 & July 8, 2021, from 0800-0930.

6.2 Measurements: July 7th, 2021 from 1500-2000

6.3 Dates of racing:

July 8, 2021	Approx 1000 (2 races), Approx 1330 (2 races)
July 9, 2021	Approx 1000 (2 races), Approx 1330 (2 races)
July 10, 2021	Approx 1000 (1 races)

7 MEASUREMENTS

7.1 Each competitor is responsible for ensuring that their equipment complies with the by-laws of the Rebel National Class Association. Failure to do so may result in disqualification from the regatta.

7.2 Boats may choose to carry ground tackle. This changes NRCA By-Laws Article V Section 7.

8 SAILING INSTRUCTIONS

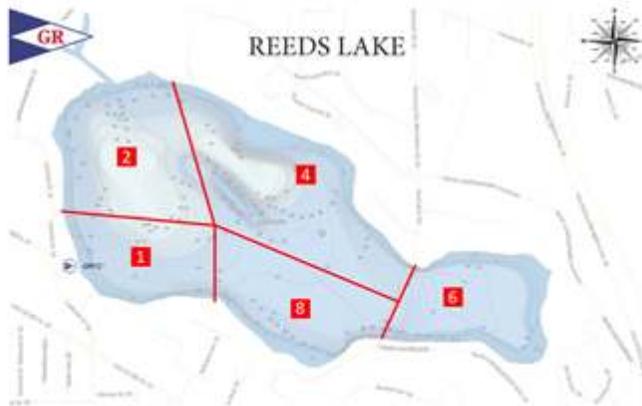
The sailing instructions will be available at registration. COVID Policy will be included in the sailing instruction.

9 VENUE

The regatta headquarters will be the Grand Rapids Yacht Club on Reeds Lake in East Grand Rapids, MI.

10 THE COURSES

The courses will be displayed on the starboard side of the committee boat using a number system, each number designating marks to be taken consecutively. The background color of the number represents the side of the boat to leave the mark when rounding, red for port and green for starboard. The finishing mark will be displayed with a yellow background, the number designating the approximate location of the finishing mark.



11 PENALTY SYSTEM

Penalties as provided in rule 44.1. No scoring penalty will be used.

12 SCORING

The low point scoring system of Appendix A will apply with no throwouts, except that a boat scored DNF will score the number of boats starting that race plus one. This changes rule A5.2.

13 BERTHING

Boats shall be kept in their assigned places in the Grand Rapids Yacht Club parking lot.

14 RADIO COMMUNICATION

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to cell phones.

15 PRIZES

Prizes will be given as follows: Perpetual trophies will be awarded as appropriate.

16 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 3, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

17 FURTHER INFORMATION

For further information, please contact Keith Councill 1120 Giddings Ave SE, Grand Rapids, MI 49506, 901-647-6726, keithcouncill@yahoo.com.



Rebel National Championship Regatta

July 8-10, 2021

Grand Rapids Yacht Club

Grand Rapids, MI

Skipper:		Age:		Rebel Class member?	
Skipper Email Address:					
Skipper Phone Number:					
Skipper Address:		Miles Driven:			
Club:					
Crew name:		Age:		Rebel Class member?	
Crew name:		Age:		Rebel Class member?	

(Note any known crew changes that will occur during the regatta, if needed.)

Intentionally blank

Waive 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, Grand Rapids Yacht Club, or members of these organizations and employee or individuals volunteering for this regatta, for any damage or injury, material or personal, suffered by me during racing or other activities related to this regatta.

Skipper Signature _____ Date: _____

Crew Signature _____ Date: _____

Crew Signature _____ Date: _____

Thursday Lunches: (# of people) @\$8 per person = _____

Friday Lunches: (# of people) @\$8 per person = _____

Saturday Lunches: (# of people) @\$8 per person = _____

Registration fee (per Boat) = \$110

Registration late fee for RSVP after July 1 (\$15) = _____

Total: = _____

(Checks made out to GRYC)

2021 (and 2020) Dues Notices:

As a reminder, a notice will be received for 2021 dues. Some that joined recently may receive their 1st notice since becoming a new Rebel owner as the NRCA gives each and every new boat owner a 1 year membership free which includes the Rebel Rabble. The dues remain the same for 2021; \$30 for the Active Membership, \$15 for the Associate Membership. As an additional reminder, 2021 dues are “due” at the Nationals if participating in the Nationals.

Regarding 2020, the dues notice received *may* include a notice for 2020 dues unpaid. This said, it is widely understood that significant hardships have been incurred by many with respect to being out of work, or being able to work only part time due to the COVID pandemic. Therefore, if members receive a past due notice for 2020... The NRCA is leaving it to the individual to determine whether they are able and/or willing to submit the 2020 dues. The Rebel Class knows each case is different and therefore will defer to each member’s generosity regarding 2020 dues.

Sincerely,

The NRCA Board of Directors

“Wired” – *By Double-Nickels*

The jib wire, or in days past it may have been referenced as the downhaul. These days some call it the up-haul. Regardless of the direction of pull (up or down) the jib wire has the primary function of setting and/or stabilizing the entry of air to the jib. Everyone agrees if the jib wire is too slack, that is a problem. But there are some differing opinions of how tight the jib wire should be, so let’s discuss the pros and cons of jib wire tension and what these look like. From there we’ll talk about general application.

We’ll begin with the point of agreement. If the jib wire is set too soft, the front of the jib will be “scalloped” and not a smooth straight line. This makes the jib difficult to read with respect to following wind shifts and it is not an efficient use of the sail area. Sails in effect are like an airplane wing, so a straight line entry presents the most sail area and therefore the best efficiency. So then the question becomes how tight is too tight for the jib wire? This is where opinions vary slightly and there is a bit of personal preference involved as well. But let us all be on the same page that the jib wire tension we refer to is set upwind, and that we are setting/adjusting the wire under load, close-hulled. Also let us agree that the jib cloth (attached to the bottom of the jib) should start mildly slack but not too slack such that it is not confusing or influencing the setting of the wire tension. We’ll discuss the jib cloth more a little bit later.

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

Our general rule of thumb for the jib wire is the jib wire tension should be set such that the jib wire follows the same line as the forestay, or in essence is parallel to the forestay. Steer on the wind close-hulled and pull the jib wire tension until it is parallel with the forestay, not sagging from the forestay. For most, this is the setting desired. This tension is greatly influenced by the wind velocity; in light air it is easy to pull the wire overly tight, in heavy air often it is a significant effort depending on the jib wire ratio (block and tackle, etc.) to pull the jib wire tight enough. At this point, assuming the jib wire is parallel with the forestay, we have a smooth entry of the wind into the sail, maximum sail area, and we have not disturbed the mast position at all as the mast rake (angle the mast leans back) is still achieved with the setting of the forestay. This is the normal/traditional setup, but some have a preference for the jib wire to be a little tighter yet.

Some tend to pull the jib wire until the forestay is just a little bit slack, the forestay will appear to “scallop” slightly. The theory being the jib entry is always straight/flat because it is the point of tension. In choppy conditions some feel that carrying the load on the jib wire helps stabilize the jib entry. The down side of this method is that now we have actually changed the rake of the mast slightly, which may be a little too much (not enough rake) if not careful. But the primary issue is that now the entire load is no longer on the forestay, the entire load is now on the jib wire system. You may note that the forestay is a heavier type of cable, and it is larger and much stronger (and stiffer) than the jib wire. So if your desire is to carry the load on the jib wire, you need to ensure that your wire system is capable of carrying that load.

Many people over the years have unintentionally broken their jib wire setups in heavy air, everything from block and tackle failure (rope or wire breaking, or a point of attachment failure) to the jib wire actually pulling through the *Nico* press fitting on the jib itself. Again, this is a bit of a preference, so if this is your preference you should ensure that your jib wire system is built to take the load.... Heavier jib luff wire w/ extra *Nico* press fittings on the jib wire itself, and extra rivets and/or bolts in the jib wire tackle mounting points may be appropriate measures to consider in avoiding breakdowns.

In general operation, the jib wire tension is set first (before the jib cloth is tensioned) with the boat moving upwind, trimmed close-hulled... And ideally is “set” before the race begins. Once the jib wire tension is where the skipper desires, then the jib cloth is pulled/tensioned just to the point that any wrinkles in the sail entry disappear. Any additional cloth tension past removing the wrinkles on the jib can begin to flatten the jib entry, which is not desirable typically. The sail entry should be smooth, the wire should be setting the lead edge and the cloth should not be carrying any load, it should only remove the wrinkles. Like the wire tension, the cloth tension is also greatly affected by the wind velocity. In light air there should be almost no tension on it, but in heavier air it will take a little bit more pull (not a lot) to remove the wrinkles.

All of this is primarily for the upwind sailing, so what happens on the downwind and/or mark roundings? In general, very little. The jib wire will not need any adjustment typically, because in the downwind the mast will lean forward and both the jib wire and forestay will appear slack... so pulling on the jib wire is irrelevant. (Note: if the forestay/jib are entirely too slack all the time on downwind legs, the fix is often to tension the side-stays just a little more so the mast does not lean too far forward). So... If we don't mess with the jib wire on the downwind,

it should be “good” for the next upwind and not need significant adjustment, if any, when we make the leeward mark rounding. Conversely the jib cloth will likely need to be loosened slightly at the beginning of the downwind after the whisker pole is set, particularly in medium to light air. We want the jib to have maximum efficiency so the cloth might be pulling the front of the jib a little when we let the jib out to the side (wing and wing). Don’t just release the cloth totally, but ease it off until the jib front shape is flat and then cleat it. When preparing for the upwind, the jib cloth tension will need to be restored (tightened), but don’t just pull it tight, watch the front of the jib on the upwind and just remove the wrinkles. Again, too much jib cloth flattens the entry of the jib rather than allowing the cut/shape of the jib to dictate the entry.

Jib wire tension for about 90% of the time is set prior to the race start and really not adjusted significantly thereafter unless the wind velocity changes significantly. Most people recognize as the wind velocity increases that the wire tension (and cloth) may need to be tighter, because we see the sail sagging away from the forestay, it seems obvious. Where more of us struggle is with the declining wind conditions. We don’t recognize as quickly that the forestay is slack or scalloping a bit and that we should ease off the jib tensions. And then people often ease the wire but forget about easing the jib cloth. As winds become lighter the over-tensioning of these items, particularly the jib cloth, may reduce sail efficiency even more noticeably. So we need to ease/adjust both of these controls for the new conditions to power up the boat as much as possible when the winds lighten up.

Wired—concluded

We trust this information and discussion has been helpful. Again, jib wire tension is a little bit of a preference, but there are the practical issues as well regarding the loading of the system. While not a system that we can totally “set and forget” it should not occupy too much of our attentions while racing. Much of the wire adjustment should be applied before the race starts, and only the jib cloth tension is typically adjusted in the race when transitioning from upwind to downwind or vice versa, unless wind velocity changes significantly. For the most part, these settings should be re-evaluated between races simply by easing both the wire and cloth and re-tension the wire, then the re-tension cloth appropriately for the next race.

Happy Sailing!



*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 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

May 8, 2021

Minutes of Spring meeting done via Google Meet.

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

Members present. Kevin Nickels, Dave Nickels, Mary Reif, Scott Wright, Neil Robb, George McCargar, Rick Vorel, Tim Nickels, Jay Topping, Bill Selick, Keith Councill, Ed Cox, Jamie Dykes, Rowan O'Dougherty and Schuchardt's.

Without the Nationals last summer there was no membership meeting or minutes.

The 2020 Treasurers report and the 2021 budget were approved. If any member would like copies of the budget or report, please contact [Neil Robb](#).

The treasurer reported that the 2020 taxes were filed. Although the NRCA does not pay taxes, we must file a return to maintain our 501c3 status.

An updated membership report is attached. Our membership has been increasing for the last four years with eight new members last year. When a Rebel is bought or sold, please get the information to Neil Robb to keep our membership roster current.

National Race Committee. Grand Rapids bid to host the 2021 Nationals was accepted. It will be a three-day regatta on July 8, 9, and 10th. Grand Rapids is putting together the detail, including covid protocol, for FB and the next Rabble. Their regatta last Sept was very successful with no covid issues.

At this time, Grand Rapids is also planning to host their regatta the first weekend after Labor Day, Sept 11 & 12, and Clark Lake's fall regatta will be Sept 18 and 19. Mary will contact Des Plaines to see if they are going to do a regatta.

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

Rebel Rabble. Keven wants to get the next issue out in late May with detail info about the Nationals.

Old business. Donations to youth sailing were approved. \$200 to the Grand Rapids Junior Sailing Association and \$200 to Rock Hall Sailing School.

The next meeting will be at the Nationals as usual.

The meeting was adjourned at 11:19.

Submitted by Neil Robb - Secretary/Treasurer

Membership Report Through Dec 1, 2020

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
2020	82	8	27	4	1	114



2457 E. Judd St.
Burton, MI 48529

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www.windrider.com



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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.



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

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

Humo

OSD -

It's a thing!



REBEL RABBLE

Official publication of the
National Rebel Class Association 2020/2021

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Rick Vorel, Grand Rapids

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Tim Nickels, Lake Fenton

Jay Topping, Lake Fenton

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