

March 2021

It's 2021! But as we left 2020 with sort of a “yawn”, to date 2021 hasn't opened up with much more enthusiasm. Hope is on the horizon with the new COVID vaccines being available, but the rollout of these vaccines has been less than invigorating. Yet we look to warmer weather and the potential to sail in 2021. And so we'll look forward toward new potential and not focus on the past problems. In this Rabble we'll give you the expected plans for 2021, more of the story of restoration of Rebel 2135, and some sailing tips to help us envision this upcoming sailing year.

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2021 Spring Meeting: May 1st @ 10 AM—*virtually*

Given the current status of COVID, the NRCA Board has made the decision to delay the normal spring meeting held typically in March to a later date in May. The purpose of the delay is to allow more time for the impact of COVID-19 in 2021 to be better estimated and in turn, allow the Board to make a decision on the 2021 Nationals. While we would hate to cancel once again, it remains a real possibility at this time. Therefore the meeting and decision will be delayed a few months. Also, with this we encourage any/all interested in that decision to attend this meeting (virtually) to hear the discussion, add input, and understand any decisions made first hand.

If you desire to attend the meeting, please email Mary Reif to receive the meeting notice: maryelainereif@gmail.com

2021 Nationals— (*tentative per above*)

Registration: July 14th, 2021

Racing: July 15-17, 2021

.....With the provision that the world is a semi-normal place by then.

We will begin racing first thing on Thursday morning, July 15 (no latecomers!), so everyone should arrive, check in, have their sails measured, NRC meetings, Class meetings, etc, and put their boats in the water on Wednesday, July 14. We will run a 3 day regatta with 2 full days of sailing Thursday and Friday, and sailing on Saturday morning.

Bill Selick

Mt. Dora 2021 Invitational Regatta -

351 W. Fourth Ave.
Mount Dora, Florida 32757
(352) 383-3188



The 68th annual sailing Regatta will be held March 27-28, 2021

We are of course, making adjustments to adapt to Covid concerns. But, the MDYC will still put on a Fun weekend of Sailing, camaraderie, and good food and drink. The Clubhouse will be closed but we will still have entertainment , beer and soda and a catered box dinner from Pisces Rising, all on our beautiful Lake Dora waterfront.

To register go to <http://moundoraregatta.com/>

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

The Restoration of Rebel 2135— *The rest of the story* by Tom Wilbur

As previously reported in Rebel Rabble, I found No. 2135 doubling as a suburban lawn ornament and rescue project in December 2015. I had no idea what I was in for, but after reaching out to your dad (David Nickels), he patiently provided much guidance (in addition to the bow tank and materials) as I dug out the waterlogged foam, reinforced the sole, added frames, created a bilge, refurbished the center board, added flotation under the seats, and went through gallons of epoxy, silica, and fairing compound. This would have been impossible without Dave’s help and inspiration along the way. While I’ll never touch his level of craftsmanship, I learned a lot, we put some new life into the old girl, and for that I’m truly grateful.

Tom Wilbur

**Bow tank /
sealed :**

**complete with
positive flotation
(swim noodles)**



Aft view



The front view



The finished view:

Wife Julie wondering...
Are we ready to go yet?



Humo  : Why meteorologists don't always make the best tacticians....

Skipper to the crew: "Do you think we should use the light air sails or the heavy air sails today?"

Crew (meteorologist) response: "Looks like the wind will be 5-15 mph today with occasional shifts starting from the West at sunrise moving to the South by sunset, partly cloudy changing to mostly sunny, with only a 50% chance of rain."

MAD SAILS

*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

Round and Round..... By Double-Nickels

Mark rounding is just a basic part of sailboat racing isn't it? The race committee spent the time to set out the marks so sailboats can go around them, and that's that. When we begin to race sailboats this is the thought process: "If I can only find the marks and then go around them the correct direction, I'm good, right?" But over time have we matured in our thinking about mark roundings? Is there more to it than just going around the right direction?

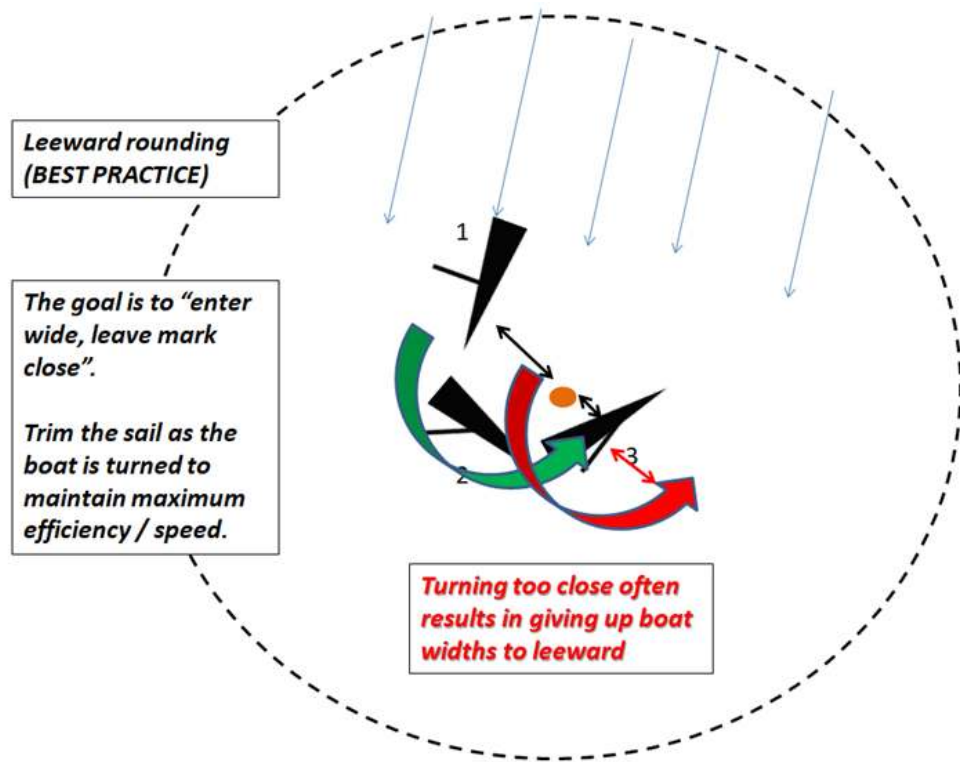
What do we mean by matured our thinking? For starters are mark roundings being planned ahead? Do we expect our roundings to be an efficient maneuver and a potential passing zone? Or is the zone (3 boat length circle) the Twilight Zone where we fear bad things may happen from which we may not emerge? And certainly there are differences in upwind and downwind roundings, but there are also some similarities to consider. Will we be rounding the mark in a crowd of boats, with only one other competitor, or just by myself? Do I have buoy room and "rights" or do I need to give way to the other boat(s) that have the right of way? Races have been won (or sometimes lost) with good or bad mark roundings at various points in the race. So what are the characteristics of a good mark rounding, and how can we improve our efficiency when rounding marks?

First we need to identify which direction we are rounding and plan to the best of our ability to be in the proper location for the mark rounding. A proper location will allow us to "hook" (not literally) the mark as opposed to sail past the mark and then turn. Think about Star Wars and Return of the Jedi for a moment. Toward the end of the movie "Wedge" was flying his X-wing fighter into the middle of the Death Star to blow it up. Wedge was told to "go for the power regulator on the north tower".... and Wedge's response was "Roger, I'm already on the way out" even though he hadn't actually reached the target yet. But his mind set was that he had to get out of the Death Star before it blew up, so he would hit the target in his turn heading outward immediately. This is the same thought process we should have in rounding a mark of the race course. The farther we sail past a mark the more distance we give away to the competition. So in theory we don't want to sail "to" the mark, we want to catch or hook the mark as we're already sailing away toward our next destination. In order to do this we don't turn at the mark.... We begin turning technically before we get to the mark so that we're exiting the zone fast as possible also. We want to be in and out as quickly and efficiently as possible.

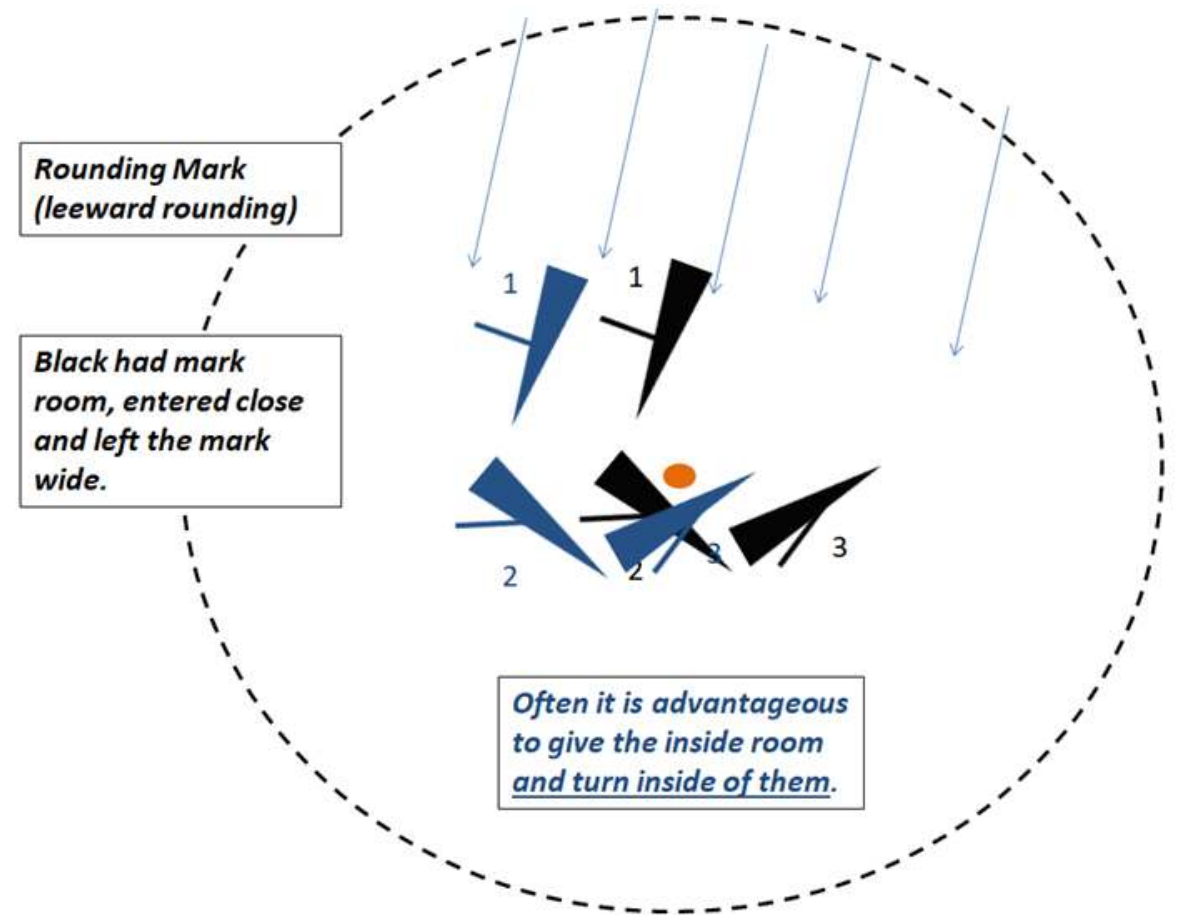
In concert with the boat position is boat speed. Sailboats may turn on a dime, but turning tightly grinds off boat speed (especially in light air), so we want to turn more gradually keeping our boat speed up. Consequently we want to actually start the turn a boat length or two away from the mark as opposed to tightly spinning the mark. Tightly spinning the marks speeds up everything (referring to gybing, tacking, hardening up or falling off the wind), we have to change the sails more rapidly,

and in some cases too rapidly and we can't trim or release the sails fast enough, so once again we are scrubbing off boat speed. All of this does not mean we turn exceptionally slow over 3, 4 or 5 boat lengths as obviously there is a trade off in speed vs. distance. It does mean that we don't just throw the tiller over to the other side unless we absolutely have to. When we plan ahead we can execute our turn correctly and efficiently. The rule of thumb: "Enter wide, leave close". Let's look at some diagrams:

This diagram shows what we mean by entering wide and leaving close. Our goal is to sail around the mark quickly as possible not giving up any distance to leeward, vs. "to" the mark then try to cut the corner per se. The green vs. red arrow shows the same turn radius having different results.



So, what about "tactics"? Maybe being "outside" entering the zone on the downwind isn't bad.... if I can be "inside" starting the upwind leg? This might require us to slow the boat (ease jib) to make sure we can clear the stern of the other boat in the turn, then accelerate (trim sails) with the turn.





Enter wide, leave close, this is what it looks like on the water:

4140 preparing to leave the mark close, others are entering close will likely leave wide.

Diagrams and pictures show us the basic rounding position and result, but is there more? Simple answer, there is always more. There are the boat trim items; moving the centerboard up or down for the next leg, setting or easing the sail controls (Cunningham, outhaul, jib wire if adjusted). In turning from downwind to upwind these items should be “done” (completed) before we start the turn. Turning from upwind to downwind these adjustments are secondary after the turn is completed and the sails are positioned. In either case, our boat speed and rate of closure are key items in how much time we have to execute, and/or how fast everything transpires. In light air it may seem like we have all day to make these adjustments, but as the velocity picks up, the time available shrinks exponentially. So drop the board, tighten the outhaul, and put away the whisker pole before trying to start the upwind turn then fine tune any adjustments after the maneuver is completed. In the turn we want to worry about rate of turn, sail trimming (maximum efficiency) as the boat turns, and our final direction out of the turn.... Nothing more.

Round and Round—*concluded*

Too often we scramble at the marks in medium to heavier air because we underestimate our rate of closure and wait too long to start the process. Taking the whisker pole down a boat length earlier might cost us a $\frac{1}{4}$ or $\frac{1}{2}$ a boat length... But this is a small loss compared to sailing a full boat length or more past the mark unable to trim the jib because the jib sheet is wrapped around the wrong cleat or the pole is stuck on the jib ring in the frenzy to round the mark. Been there, done that... Got the T-shirt. The more wind, the farther away from the mark or “zone” we have to start the process in order to be prepared to execute the turn. Especially when rounding a mark with a crowd of boats, we want to be prepared to maneuver, and not be worried about the pole going over the side of the boat or the outhaul tension.

We hope these tips have been helpful. More so we hope to be able to get out on the water in 2021 and apply some of this knowledge.

Happy Sailing!



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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

We are moving and can't take the boats!

16-foot Rebel sailboat in good condition, trailer, and manual boat lift, all for only \$2,150. Perfect size for inland lakes. Includes a trolling motor and 12v battery, in case the wind dies, and a beginning sailing instruction book, Learn Sailing Right: Beginning Sailing, by the United States Sailing Association. The boat is in the water. Come see it and take it for a sail! Ted and Mary Lou Miller

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REBEL RABBLE

Official publication of the
National Rebel Class Association 2019/20

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