



fore'n aft



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No HEAT for
COMMODORE'S
BALL
but the
PARTY
WAS
HOT!!

A problem with the natural gas supply to Baker Island Community Centre made for a chilly start to this year's Past Commodore's Ball since no one on Base thought to inform the Club beforehand that the heat would be off. Portable heaters were the obvious solution but with outside temperatures of two degrees the building was slow to warm up, and the surge in demand kept tripping the power breakers. Two hours into the event, the room was noticeably more comfortable and most folks were able to shed their extra layers by the time the dancing started.

Held every November at BICC, the Past Commodore's Ball officially wraps up the Club's social season. Sixty-five members and guests attended this year's event. A buffet dinner by chef Nicholas Loshak of Batawa Catering featured a mouthwatering selection of entrées, side dishes and salads, as well as a sinful white-chocolate cheesecake dessert served with strawberries and dark chocolate sauce. A post-dinner awards presentation by the Past Commodore, René Forster, was followed by a lively evening of dancing to music by Ed's Garage.

Acknowledgements: Many thanks to Carol Bailey for all her hard work organizing and preparing for the Commodore's Ball; to those who helped to set up, namely Steve Graham, Rick Tinga, Karen Mathias, Gord Stout, Nancy Diedenhofen and Donna Forster; to everyone who helped clear the decorations after the party, and to Ann and Colin Baillie who gave up their Sunday morning to help wash and dry the dirty dishes. Thanks also to Rick Tinga of Dockside Marine Services for generously providing the door prizes.

Ed. Note: This is the final Fore'n Aft for 2019. Thanks to all who contributed during the season. Without your input this newsletter would not exist. Have a great holiday and a safe winter, and don't forget to send in your story ideas for 2020. See you next Spring!

RENÉ FORSTER
PAST COMMODORE

Some Parting Remarks

AS ANOTHER BOATING SEASON DRAWS TO A CLOSE, IT IS TIME FOR me to bid farewell as your Commodore. Reflecting back, I can't help but be pleased with my tenure. It was a learning experience for me on so many fronts.

While the Club administration can at times be challenging, the overall experience was very enriching, mainly due to the dedicated members of the Flag and the executive. Their drive to not just maintain the status quo but look towards the future to enhance our yacht club, allowed us to implement improvements that will benefit not just the current membership, but those looking to join the best club on the base.

Many organizations are struggling to remain relevant in the current environment. We on the other hand are thriving and attracting new members all the time. Our future is bright and with the installation of the aeration system, we are looking to reverse the damage done to our harbour by the ever growing weeds.

Our infrastructure improvements of the docks ensure that we will be able to enjoy the facilities indefinitely. The leadership, in that regard has its eye, on the future and we are undoubtedly the envy of the local boating community.

The friendships that are strengthened and the sense of belonging are rare things in our changing society where staying at home seems to be the norm.

I am confident that with the new Commodore, our vision will be continued and improved. Our social structure is the heart of the club and that is what attracts many new members.

Our newly air-conditioned club house is now more inviting than ever, allowing those who are seeking a break from the heat to also enjoy our satellite television. WiFi will be coming in the New Year as I know this is also a priority of the new Commodore.

I wish everyone a pleasant winter and I am certain you are all looking forward to the first lift-in come spring time.

Thank you to all who helped make my tenure so enjoyable, and I look forward to serving the Club in my new capacity as your Past Commodore.



René Forster (left) passes on the flag of office to the incoming Commodore Scott Creamer.

DENNIS DOVE
REAR COMMODORE

2019: Flood, breakwater, electrical challenges.

The 2019 season is now behind us but there were numerous challenges for the club. High water in the basin was cause for concern, however possible erosion of our roadway was prevented by placing approx. 350 sand bags along the lower section to reduce the high water effect. All docks were accessible as the gangway approach ends were raised in 2017.

The breakwater was repaired in early spring by using barrels to help maintain the section in a floating position.

The aeration system will remain operating throughout the winter. Warning signs have been ordered and will be posted.

Electrical pedestals have been up graded to CSA standards and have been certified with an ESA inspection. The only dock that requires electrical upgrading is A dock and that will be done when it under goes refit next spring. The use of A dock will be

reviewed and possibly designated as an over-flow and dingy dock area once the Quinte SailAbility assets are removed.

Docks and mooring will be undertaking a project to check all dock anchors and replace the chains, plus document where the anchors are placed. Numerous main sections and fingers will undergo refit next spring as part of the club's on going upgrades.

The fall checklist has actioned and most items have been completed. We still have a few boats that will require winterization in the next weeks.

I have compiled the hours for club work parties and will forward on for use in the membership review.

Parking along the lower road will be very restricted due to boats, gangways and dock sections. Please employ caution when using it, as snow removal will be limited over the winter months.

The 2019 Past Commodore's BALL!!



Scott and Virginia Creamer.



With the heat to the building off, Mary Anne Stewart was very glad of her fur coat, steadfastly refusing all offers to sell.



Lynda Dove and Dawn Arthur.



"The Management Team" aka Steve Graham and Dennis Dove.

Lynda Dove, photo.



No party would be complete without dance music and this was provided by Ed's Garage. The members are (l-r) Travis Whiteman, Brian Bonter, Ed Quinn and Greg Turcotte.



CLUB TROPHIES & AWARDS PRESENTATION

CHRISTINE FLETT
FORE'N AFT EDITOR.

THE CLUB'S OFFICIAL TROPHY NIGHT TOOK PLACE AT OKTOBERFEST on September 30 when (then) Vice Commodore Scott Creamer, presented the sail racing awards. Trophies were handed out in both the "Assigned" and "Calculated" categories in all but the Frostbite series which at that time was still underway.

First place winners in the regular weekly race series were:

Greenleaf (A) Gerard O'Brien, (C) Brian Bonter;
Diehard (A) Brian Bonter, (C) Bent Rasmussen;
Harvest (A) Bent Rasmussen (C) Gerard O'Brien;
Frostbite (A and C) Kevin Alstrup.

The results for all keelboat races will be posted on the Club's website at www.cfbtrentonyc.com.

Fleet Captain Sail Carol Bailey accepted the Race Committee award on behalf of all volunteers. Club Supervisor Steve Graham received the Broken Pintle Award, given to the member who endured 'the most harrowing experience of the season,' which in this case involved the accidental imprisonment of 200 plus chicken wings inside his locked vehicle. And in a light-hearted gesture, long time sailor Jim Buckle was recognized as the "Most Improved Gentleman Sailor" for crewing with Gerard O'Brien.

The remaining awards, including trophies for the Frostbite series, were presented by René Forster at the Past Commodore's Ball on November 9.



The winner of the Sailor's Bowl, given to the sailor with the most participation in Club races, was Dale Harron

A surprised Rick Tinga (left) was the worthy recipient of the Corinthian Trophy. This is given to a member who shows dedication and a willingness to help and support others in the Club, which description certainly applies to Rick. The trophy is not awarded annually, in fact it hasn't been presented for several years.



Some of the sailing awards given out at Oktoberfest, l-r Scott Creamer, Carol Bailey, Jim Buckle, Bent Rasmussen, Brian Bonter, Gerard O'Brien, Bill Phillips.

Members of the executive committee who were acknowledged for their efforts on behalf of the Club included Linda Koshman, Dennis Dove, Bruce Miliken, John Stewart, Brian Bonter and Christine Flett. Commodore Citations were given to Gerard O'Brien, Carol Bailey and Steve Graham.

This year's silver shackle – which recognizes a member who goes above and beyond what is normally expected – was awarded to Bruce Miliken for, as René said "taking the bull by the horns, and bringing the Club's dock electrical systems up to CSA standards." Bruce did not attend on November 9, so will be presented with his award at the next executive meeting.

Lastly, the John Gower Memorial Award was presented to Rear



Commodore Dennis Dove for his many years of service to the Club. René put it this way, "Dennis has served at the Club for a very long time, he is a member everyone knows and can count on for support. His dedication to the club knows no bounds. Without him we would not be where we are."

Dennis joined the Flag committee in 2010 and has served as Rear Commodore since 2013.

In conclusion, René praised the Club as a whole for its forward-looking attitude. "We are the most successful Club on the Base. Every other club has had difficulty staying afloat but we don't have that problem due to the dedication of our members, and the leadership of the Flag and Executive Committees. From the aeration project to electrical upgrades to the renewal of docks, we are constantly replacing ourselves. I see only a bright future ahead for the Yacht Club."

GERALD RICHARD HOMER

March 19, 1939 - October 04, 2019



Gerry Homer at the helm of his sailboat Mr. Bill.



Arriving with all flags flying, Mr. Bill was the first boat in the flotilla to enter St. John's harbour.

Thanks to Jim and Libby Buckle for the photographs and the memories. Editor.

THE RECENT PASSING OF FORMER YACHT CLUB MEMBER GERRY HOMER had the Fore'n Aft elves digging through the archives with a view to highlighting one memorable event.

A Flight Engineer with The Canadian Air Force, Gerry was part of ground crew working on the F86 Sabre jets of the Golden Hawks Aerobatic Team. He was also an avid sailor. He and his first wife Shirley were planning to sail their 48 ft. boat *Mr. Bill* from Trenton to his native Newfoundland, circumnavigate the island, then head south to winter in warmer climes. Sadly, the dream did not come true for Shirley who died in 1994, but Gerry continued his plans.

On May 10, 1997, *Mr. Bill* left CFB Trenton to join a flotilla headed for Bonavista, NL for celebrations to mark 500 years since John Cabot set foot in Bonavista Bay. Gerry was accompanied by fellow club members George Game and Jim Buckle. Arriving in Catalina NL on June 21, they opted to keep the boat there due to crowds and heavy security in Bonavista. They attended ceremonies in Bonavista for the arrival on June 24 of *The Matthew*, a replica of Cabot's boat, with the Queen in attendance. After exploring the south coast of Newfoundland as far as Burgeo, they headed to Nova Scotia, where they toured the Bras d'Or Lakes.

Recalling the trip for this article, Jim says the only incident of concern was losing the steering in the middle of the night on the passage from Les Îles de la Madeleine to Isle aux Morts, NL.

"We had to revert to 'emergency steering gear' resulting in us being the last boat to arrive in Isle aux Morts with no dock space available and had to anchor in the harbour. A storm came up in the middle of the night and we dragged anchor as we were tangled in old fishing nets. We came close to going on the rocks before we got things under control."

Gerry, George and Jim, the crew of *Mr. Bill's* 1997 voyage, reunited at Jim's house for an evening of stories and recollections, just a couple of weeks before Gerry died.



The Queen arrives at Bonavista NL for the 500 celebrations.



George Game, Gerry Homer & Jim Buckle at the Newfoundland 500.

CFB Trenton pre Causeway.

By Bob Forgues

CFB Trenton started as a small sea plane base. They flew British Swordfish Float Planes plus other early sea planes, and moored them in our harbour. Apparently, the harbour is littered with old sea plane mooring anchors. The old hangar had rails leading from the inside to the bay. The planes were towed onto cradles with train-type wheels and winched into the hangar. Later, the farmland across hwy. 2 was purchased for air fields.



This aerial photograph, looking north across the Base from Baker Island, is stamped "No. 7953 RCAF Station Trenton, June 1936."

FLETCH FLETCHER
TROPHY OFFICER

Rearranging the Trophy Display Cases

As your new Trophy Officer, my aim is to display the trophies and awards so the winners can be seen and properly acknowledged. The following steps have been taken:

- The retired and old one-off trophies from the downstairs cabinet have been put into storage. I will do the upstairs cabinet next week. For example, I found a small trophy awarded for 3rd place in the 1989 Chilli Eating Contest. Anyone know the winner?
- Small tent cards will be placed with each trophy/award acknowledging the current winners.
- Plaques will be displayed on the wall in the upper lounge rather than in the cabinet.
- The Race Committee plaque will be modified to only acknowledge the current volunteers. At present, this award has grown to 4 separate plaques with only one visible in the cabinet. I plan to do this with two other plaques once agreement from the donors is received. Names of past recipients will be available in the archives.
- I have produced a summary of Trophies/Awards and the protocol for awarding same to be published on our web site.
- As of 2019, all records of awards will be kept electronically and the old hard copies will be in the filing cabinet.

Thanks to past Trophy Officer Joerg Glaus and Steve Graham for assistance in taking on these duties. My congratulations to all 2019 Award winners.



Incoming Commodore Scott Creamer presents the Past Commodore burgee to Rene Forster during a brief Change of Command ceremony which took place at the SAGM on October 30.



Rear Commodore Dennis Dove (centre) whose original burgee mysteriously disappeared some years ago, was presented with a replacement by Rene Forster at the SAGM on October 30. Dennis served as Commodore in 2011.

Message from Bill Phillips on realizing that Tempus really does Fugit

It is not an overnight change. I did not wake up one morning and say "Today, I will put the boat up for sale." It is an incremental process – the fact that I could not get down to secure a dock line, or that having got down I could not get up – pointed to the arrow of time proceeding in the one direction. I have had a wonderful crew to race with, but they were starting to carry me rather than help me. Family health problems meant that my cruising days were over.

Years ago there was a group in the club known as the "Four Old Farts." We raced against each other and cruised together. When we cruised we never raced, just carefully noted who arrived first. Late comers would be welcomed with a G and T and the phrase "Welcome to my island." The group was Bob Love, John Seddon, Bent Rasmussen and me. Well, the four went to three, and then two. Now Bent is the only "Old Fart" still sailing his boat. We had some grand times and a few adventures. I'm glad I can look back on those epics.

So, to my fellow club members: thank you for the help and friendship you have given me over the past 26 years. Sincerely, Bill.

Bill joined the Yacht Club in 1993. He held several executive positions including Membership, Fore'n Aft Publisher and Handicap chair, and was twice awarded the silver shackle. He was a keen racer and regular trophy winner. We hope to see both Bill and Irene around the Club – and to hear his big booming voice – for many years to come. Editor.

FLETCH'S NAUTICAL FACTS

RUN THE GAUNTLET: To be attacked or threatened with attack, physically or metaphorically, from all sides.

DERIVATION: In the age of sail 'running the gauntlet' was a punishment for thievery which obliged the accused sailor to make his way between two rows of his shipmates, each of whom was armed with a knotted rope to beat him with. The master-at-arms went in front of the unfortunate man, walking backwards with a cutlass drawn to prevent him from getting through too quickly.

Winterizing the Yacht Club.

Christine Flett
Fore 'n Aft Editor.

At 17 degrees, Second Lift felt more like spring than late October. The fine weather made for good progress allowing the Club to check several other jobs off the end-of-season list. These included removal of the gangways which isn't always straight forward. Shown below, a crew struggles to lift the F Dock gangway after one corner got caught on the concrete pad.



Lift out may signal the end of the boating season, but you don't have to wait until spring to hang out with your boating friends. Games Night will continue to run every third Friday throughout the winter. This means we can get together at least once a month for an evening of conversation and light hearted competition. Just bring some snacks for sharing and your choice of refreshment. See you at the Club!



Be SAFE when Refuelling.

JOHN BREWSTER

COMMANDER & EDUCATION. OFFICER,
RCAF TRENTON SQDN, CPS.

The above accident at Trent Port Marina refuelling station on August 31, 2019, resulted in a number of people, including a child, being sent to hospital for serious burn injuries.

They were onboard the 34 foot boat when the engine was started. It is thought the skipper failed to operate the boat's blower/vent system for at least four to five minutes before allowing anyone on the boat.

Other potential causes for such an explosion could be:

- the use of cheaper automotive parts rather than marine parts for the engine;
- failure of the backfire flame arrestor system installed on all carburetors on motorboats (other than outboard or diesel engines);
- rotting or broken vent lines;
- leaked fuel into the hull.



An explosion on August 31, 2019 at Trent Port Marina refuelling station sent several people including a child to hospital.

Safe Refuelling Procedure stickers that can be put in your boat for easy reference, are available from your Canadian Power and Sail Squadron (CPS). These should be followed by all boaters. There are also propulsion system maintenance procedures which should be followed for all boats.

Be a SAFE boater. Take a safe boating course beginning with Boating 1 (The PCOC) then advancing through Boating 2 (Beyond The PCOC) and Boating 3 (Introduction to Navigation). This year, Boating 2, 3 and 4 (Near Shore Navigation, formerly Seamanship) will be offered on-line only, but RCAF Trenton Squadron will provide mentoring support to local students who take the course. All courses are listed at boatingcourses.ca. They are also posted at the club.

CHRISTINE FLETT
SAFETY & ENVIRO. OFFICER

Bubbling year round reduces silt, prevents ice damage.

This was a strange year for weed control – masses of pondweed, but chara caused few problems and only in shallow water.

The main event was, of course, the completion of the Club's aeration system which took place with little fanfare on July 24. We now have bubblers around all docks except A dock. Compressors are on concrete pads with rubber mats to help deaden sound and prevent movement.

Bruce has upgraded electrical systems with breaker boxes for each compressor. This allows dock power to be disconnected for winter while still providing power to the compressors.

Running bubblers through the winter will not only prevent ice damage to docks, the additional oxygen will help reduce sediment levels in the basin by encouraging bacteria to digest the decomposing weeds. This in turn will lead to fewer weeds since they will have less silt in which to grow.



For winter safety "Open Water" warning signs will be placed at all docks, breakwater and launch ramp.

At \$7,900 each installed, the cost for all five systems was \$39,500 plus tax.

Now to weed control. This year's cold wet spring delayed fish spawning which meant the herbicide permit was late being issued so Curly Pondweed was a problem. It was eventually treated late June and again in July. A third Reward application in August was to treat late season milfoil and coontail.

Although slow to get going this year, by mid September Chara was approaching the surface in shallow areas. The Club felt some near shore harvesting would be necessary to ensure a trouble free lift-out. Equipment availability and bad weather delayed this by a couple of weeks from mid September to October 4.

The Odyssey of "Gypsea Kids" (Pt. 2)

A cautionary tale of occasional optimism punctuated with endless frustration.

By Mike Hope

May 5 2018:

That evening, I phoned our insurance company to initiate the claim. Two days earlier, on May 3, a terrible wind storm had ravaged southern Ontario. As a result, the insurance company was only accepting recorded phone calls or on-line submissions to start a claim.

It was May 9 before we heard from the adjuster. As he worked out of Kitchener, a second adjuster closer to Trenton was subcontracted. He told us he was an auto adjuster and knew nothing about boats, then said, "Just take the boat to a repair facility and have them send us an estimate." To say I was taken aback would be an understatement!

By now it was well known around the club what had happened. Several members thought I should get a surveyor to check for other damage such as the chain plates and the mast step area. That made sense, so with the go ahead from the adjuster, I hired a surveyor for May 30th. Then I started looking around for boat repair companies. I eventually found one just north of Toronto but, as the boat was trailerable, I would have to bring it to them.

The May 9 storm had damaged several masts at Presqu'île Yacht Club when a tree fell on the mast-storage area. We decided to have a look. It was a sad sight. One person said the damage to some masts was so great their insurance companies were likely to write the boats off. He gave us the number of the local guy who was working on his mast.

We called him that night. His inspection seemed thorough, he took lots of notes, many photographs, and was very clear when answering our questions. Knowing a surveyor was coming to inspect the hull and hardware, he promised to have a quote ready in a couple of days. His estimate for mast, rigging, spreaders, hardware and accessories came in at just under \$10,500 which I forwarded to the adjuster.

Meanwhile, I was having online discussions with Hunter 260/26 owners, as well as an expert and retired dealer of these models who was most helpful in determining the mast manufacturer.

On May 27 we heard the mast claim had been approved. We waited until the surveyor completed his inspection to move the boat to the repair facility. By that time the cheque had arrived and, as agreed, we put 50 percent down on deposit.



In Part I, (see September Issue) Mike Hope described the launch mishap May 5, 2018 that dismantled his boat Gypsea Kids and seriously damaged the hull.

In Part II, he details his fifteen month voyage through the corridors of insurance bureaucracy to have the damage repaired and the boat returned to the water.

Two weeks later the adjuster emailed the surveyor's report. We noted no damage other than gel coat cracking along both sides of the hull by the keel, and along the ballast tank flange in the cabin, which the surveyor had shown us during inspection.

This cracking was two-fold: a result of the twisting movement of the mast transferring stress down the compression post to the keel; and the downward compression of the hull against the trailer bunks. The repair estimate was about \$14,000. That, plus the mast repair, was dangerously close to the amount we had the boat insured for.

By late September 2018, the mast was done and the repair facility wanted to get started on the hull. Then we learned the second part of the claim had been denied because the contract adjuster had determined that the hull damage was a result of storing the boat on the wrong type of trailer.

I contacted Hunter and the trailer manufacturer, supplying them with the boat HIN and trailer VIN. Although unable to match the two, they assured me Hunter bought that type of trailer, and the VIN matched the year. I then approached my insurance broker who took the information and ran with it. Within a week he informed me my insurer was hiring a Toronto surveyor for a second inspection.

After a two-week wait, I received the second report which essentially agreed with the first, but estimated repair cost at only

\$11,000. My broker informed me the insurance company had approved the claim and the adjuster would contact me once the cheque was mailed. I called the repair facility to discuss adjusting the estimate. Thankfully, he agreed.

That's not to say all went smoothly from there. There were parts delays, and the fellow doing the repairs underwent a health scare and a serious car accident resulting in further delays. Then there were problems with the mast raising system, the forestay and side-stay turnbuckles.

It wasn't until mid August 2019 – a full fifteen months after the accident – that Gypsea Kids was finally put back in the water. Even so, there is still no sweeter sound than when the sails are up, the engine turned off, and all you hear is the burble of the water passing by the transom.



Gypsea Kids back on B-dock where she belongs 15 months after being dismantled during a launch accident in May 2018.

Feeling Chilly? Cook Chilli !!

By Dorothy Fletcher

The days are shorter, the weather cooler, making us once again think of warm, comforting food. Chilli fits the bill. Here are two different takes on this popular dish.



Slow Cooker Chili

No slow cooker? This recipe works on the stove top but requires more liquids (think beef broth or beer).

- 1 lb. lean or extra lean ground beef
- 1 onion, chopped
- 1 clove garlic, crushed
- 796 ml can diced tomatoes
- 1/2 red or green pepper, chopped
- 2 or 3 carrots, peeled and chopped
- 1 small zucchini, chopped
- 225 g fresh mushrooms, sliced
- 1 tablespoon chilli powder
- 1 teaspoon ground cumin
- 1/4 teaspoon dried red pepper flakes (optional)
- 540 ml can beans, drained and rinsed

Brown ground beef in a frying pan draining off the fat. Place in the slow cooker, add all other ingredients except the beans. Cook at Low for about 7 - 8 hours. A few minutes before serving, add beans (red kidney beans are traditional but try others) and serve. Serves about 4 - 5 people depending how many extras you add.

Corn Bread

- 1 cup flour
- 1 cup corn meal
- 1/2 cup sugar
- 1 tablespoon baking powder
- 1 teaspoon salt
- 1 cup buttermilk*
- 1 egg, lightly beaten
- 2 tablespoons vegetable oil

Mix dry ingredients in a bowl. Add buttermilk, egg and vegetable oil, stir until blended. Bake in an oiled 9" square cake pan at 350F for about 45 minutes or until a tester comes out clean. Cut into squares and serve.

*A good substitute for buttermilk is plain yogurt with enough water added to match the consistency of buttermilk.

Chilli Bits and Bobs

Everyone has a favourite recipe which involves adding various ingredients. Add more or less of the vegetables in this recipe, or use others such as corn kernels, broccoli stems (peeled and chopped), celery or sweet potato. Other ideas include adding a handful of chopped greens (ie: kale or spinach) at the last minute. or serving with a topping of shredded cheese, guacamole, sour cream or other garnishes. A nice alternative to ground beef is beef stew meat roughly chopped. Then again, there are those who shudder at any additions, including beans, to their "bowl of red."

Mexican Black Bean Chili – Submitted by Maureen Wood.

This recipe was a hit at last summer's Dockside Party.

- 1 lb pork tenderloin, trimmed & cut into 1/2 inch pieces
- 1 tablespoon chilli powder
- 1/4 teaspoon salt
- 4 teaspoons olive oil
- 1 onion, diced
- 1 yellow pepper, diced
- 2 cloves garlic, minced
- 1 tablespoon tomato paste
- 1 can (796 ml) whole tomatoes, crushed by hand
- 1 cup chicken broth
- 1/4 teaspoon pepper
- 1 cup canned black beans, drained & rinsed
- 1 tablespoon chipotle peppers in adobo sauce (or to taste)
- 1 1/2 cup chopped or shredded iceberg lettuce
- 1/4 cup light sour cream
- 4 radishes, thinly sliced
- 1 avocado, peeled, pitted & diced
- 2 - 3 green onions, sliced
- 2 tablespoons chopped fresh cilantro

Sprinkle pork with 1/2 teaspoon of chilli powder and the salt. In a Dutch oven or large heavy-bottomed saucepan, heat half the oil over medium high heat; sauté pork until no longer pink, about 3 minutes. Using a slotted spoon, transfer to plate and set aside.

In the same pan, heat remaining oil over medium heat, cook onion, yellow pepper and garlic stirring occasionally until onion is slightly softened, about 3 minutes. Stir in tomato paste, chipotles and remaining chilli powder, cook for 1 minute. Stir in tomatoes, broth, pepper and 1/3 cup water; bring to a boil. Reduce heat and simmer, stirring occasionally until yellow pepper is tender-crisp, about 5 minutes. Stir in pork and beans; stir until heated through, about 1 minute. Ladle into bowls, top with lettuce, sour cream, radishes, avocado and cilantro.

Note: the chipotle peppers in adobo sauce will give this dish a nice hot kick. If you like it even hotter, you can add a fresh jalapeño pepper, deseeded and finely chopped. Add it at the same time as the yellow pepper.

What is Chipotles in Adobo?

A chipotle is a smoked and dried ripe jalapeño pepper. Adobo is a tomato-based sauce. It is sold in small cans in most large supermarkets under different brand names but all are basically the same. It adds a spicy, smoky touch to your cooking.

