

The Jib Sheet

The Official Newsletter of The Rochester Canoe Club

April 2020



Breeze on at Thistle Midwinters East 2020

Congrats to winning team Mike Ingham, Dan Fien and Marianne Schoke (right)

Photo -St. Petersburg Yacht Club

St. Petersburg Y

A Word from the Commodore

By John Powers

Former commodore Deirdre Santos-Kaukeinen warned me...assured me...that every commodore ends up with some major issue they have to face down during their term. I completely expected that mine would be a continuation of the flooding that Judy Gesner first had to deal with in 2017 and Tim Hammer dealt with last year. To be sure, it is going to be an issue again in 2020. The water is already high, but where it will crest depends on how much rain the Great Lakes drainage basin receives from this point forward. The 2020 forecast says that in the worst case it will be as high as last year. If there is an average amount of rain, it could be a foot lower, but of course that is still high. We have a committee, headed by Mark Weider, working with the authorities on a plan to secure the bit of land between the patio stairs and the south beach. If it continues to erode, we will not be able to get vehicles and boats onto the east lawn, which is critical for putting in the finger docks (now that we use a forklift to do it) and for parking boats when the boat yard is flooded. If left unchecked, it could eventually undermine the patio itself. The committee is working through the torturous process of getting agency approvals. But, as they say, time and tide wait for no man. So, to shore up the area while we wait for the wheels of government bureaucracy to turn, Chris Connelly and Jim Hauck have placed 400 sandbags against the vulnerable area (see picture). This great stopgap solution should have been obvious, but only Tom Lee thought of it.

We should be so lucky if flooding were the major issue of 2020-2021. Unfortunately, coronavirus, a word I'm sure you're tired of hearing, poses an existential threat to many people and institutions; RCC not excepted. It is clear that navigating the Club through social distancing while remaining sound in terms of membership and finances will be my number one challenge. The global pandemic is causing major havoc now, but it's after effects will forever alter society in ways that cannot be entirely predicted. Not all of them will be bad, but what is clear is that we will need to be flexible and adapt. That is true in the macro sense, but also in the micro sense of our lives and our beloved Club. We are members because on balance we enjoy the Club the way it is. We enjoy the way it



runs; we enjoy each other's company; we enjoy the facilities. On balance, we don't want change. The old adage applies, "Don't fix what ain't broken." Yet, to survive this disruptor's invasion, change will be required. We will need to be flexible and adapt. We have already had to indefinitely postpone boats out — an unprecedented act in any of our collective memories. Our 139 year-old Club has had to change and adapt to circumstances in the past. As you read this, you may be thinking I am overly apprehensive about the situation as it relates to RCC. I certainly hope you are correct. However, even if restrictions are lifted on May 1 and a semblance of normality returns on June 1, as the president hopes, history counsels that this is only round one.

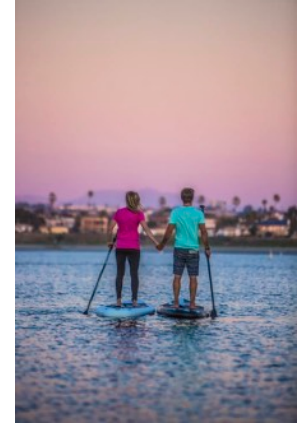
This is a rather glum first commodore's letter. Sorry about that. I'd much rather be writing about the weather turning warm and thoughts of racing and patio picnics. For the most part, I am hopeful that the board and I can manage the Club's problems behind the scenes and we can allow you to enjoy what we have to the best of *your* ability. As the board considers your suggestions and implements necessary changes, I just ask for your understanding and trust that we are acting in good faith and in the best interest of our Club under extraordinary circumstances.

Commodore's Update



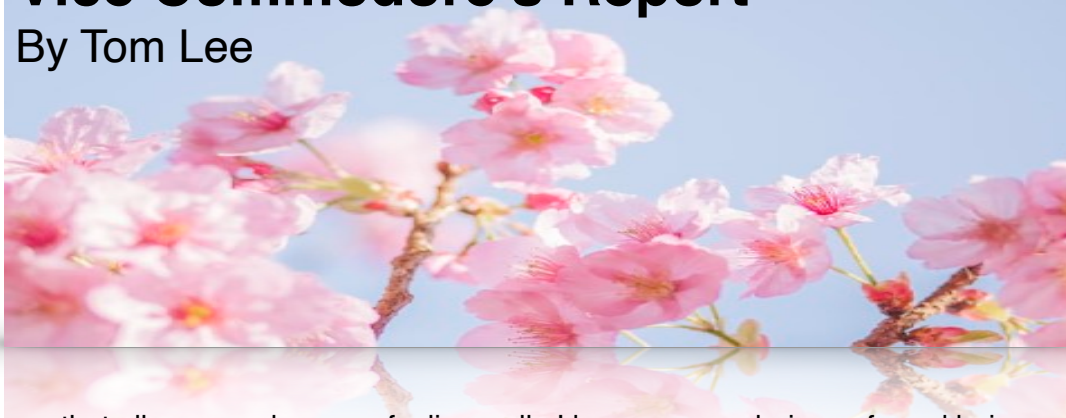
The board of governors has decided that that in light of unusual circumstances, we will allow kayaks, canoes, and paddle boards to be kept on RCC property with no fee for the entirety of the 2020 season. Members are welcome to bring these types of boats down at any time, but we will have a designated place for them by the time we

open the club. In the mean time, please do not leave them blocking access to the south beach. This is a trial, meaning there is no guarantee about what will be allowed future seasons.



Vice Commodore's Report

By Tom Lee



I hope that all our members are feeling well. I know you are being safe and being good citizens, because that is how I perceive you all. I'm hoping for an early nice surprise in our expectations, that would allow us have a reasonable season this year. Plans are currently on hold, awaiting a good turn of events.

The Winter Social hosted at the lovely home of Dan and Jean Blasdel was a great success, thank you Jean and Dan. The food, conversation and beverages were terrific and enjoyed by 38 or more of the members. Of course, the fabulous appetizers were provided by the membership, thank you all! I got to pick out the beverages provided by the club. I hope that it approached doing justice to the scrumptious snacks.

The Spring Banquet will not occur, as previously scheduled. But, we can have a Belated BBQ, once past our season of misfortune. The Ice Breaker may end up a little tepid.

Try to think of ways to safely enjoy the club with social distancing, for now. Please share your best ideas with everyone. There's always fishing, sail your Sunfish...

One of the best ideas that I became aware from Bill Dexter is to form a Radio Control Laser fleet. I got so excited I went to Intensity Sails web site and bought one. Apparently that Rhode Island company is still doing business. I'll have that little 41" beauty on the water sometime this week! Don't stand too close, bring a bottle of hand sanitizer and I'll let you try it out...

Have some fun – safely.

Team Ingham Wins 2020 Thistle Midwinters East

By Dan Fien

Hello fellow members,

First, I hope you are all navigating this global health issue as gracefully as possible and with minimal discomfort.

This article is an attempt to provide a glimpse into the 2020 Thistle Midwinters East.



Mike Ingham, Dan Fien and Marianne Schoke

This year 42 boats registered, an increase of about 25% from the past 5 years.

There are lots of reasons, but these are the things that will keep me coming back:

- St.Petersburg YC Race Committee with eyes on excellent racing and enabling plenty of time for vacation activities.
- Entertaining venue with so much to enjoy on and off the water.
- Before racing each day there are daily coaching sessions and other impromptu sessions when time is available. These sessions support a full range of skill and all aspects of sailing.
- Great communication and support from Thistle Class Association.
- A wonderful break from the cold for us Northerners.
- A deep fleet with boats into 20th place having multiple single digit finishes.
- B fleet scores providing recognition to racers coming up the racing curve.

Preparation for Midwinters

As some know, I'm Mike Ingham's tactician/trimmer (middle crew) on the Thistle. We had sailed together for a decade, but took the last two years off while Mike was coaching the US Nacra 17 Olympic program.

In January, Mike and I fully disassembled 3969, refinished the wood, made some rigging changes, and re-assembled the boat before heading south. In February we had several days of sailing prior to midwinters with time afterwards devoted to fixing any issues and fine tune rigging changes.

Race Days

Day 1 - Monday

Sunday night PRO Todd Fedyszyn postponed Mondays start until noon when the breeze would finish its rotation from SE to SW and was stable enough for excellent races. We completed races 1 and 2 in steady 12 - 14 mph breeze, light incoming tide, medium chop, and sunshine! Racing in St. Pete from this direction is very tricky. Every time you have a theory for what the conditions are doing, boats will come from the "unfavored side" to beat you. Waves, pressure, small shifts, tide, traffic, and long 1+ mile legs force you to keep your wits about you and work hard to hang in there with the tough competition. Matt Fisher, Wayne Pignolet, and Sara Paisley won the day with finishes of 1 and 3. Wayne was our Race Chairman for the 2019 Nationals in Sandpoint, Idaho, which has been touted as one of the best ever Nationals, and Wayne pulled it off without a Thistle club at the location. Monday evening the competitors and their families were treated to a fun night of shuffleboard at the St. Pete Shuffleboard Club. This is serious competition by the way, not playground shuffleboard, and lots of fun.

Day 2 - Tuesday

The same breeze as Monday and racing was again postponed until noon. Once again, Todd (super PRO) predicted and posted Monday night so we could all enjoy the morning in beautiful Florida. Again, tricky SW breeze in a bit wider range 10 - 16 mph. Because the forecast for the middle of the week suggested we might not race Thursday, Todd started race 3, 4, 5 while the conditions were perfect. These were 1 mile, 4 leg races, in full hike mode. so we were all ready for big meals at the end of the day. Mike Ingham, Marianne Schoke and I had the advantage Tuesday with 2,3,2, results. St. Pete offers dozens of places to eat and drink within walking distance of the Sailing Center and if you want to take a 15 minute drive to the Gulf side of the peninsula, you can find anything your heart desires, including 100 yard wide beaches to walk at sunset.

Day 3 - Wednesday

We were again postponed to noon, posted on Tuesday and another medium to big air day out of the SW. Race 6 was the Ingham teams turn to struggle, we had a mainsheet problem coming off the start line and while Mike and Marianne fixed that problem, I managed to stop paying attention tactically (my job) and totally botched the race resulting in a 12, we recovered nicely for race 7 posting another 2. The "Pub Party" Wednesday night was at a local drinking game establishment, I think the "Super Sized" beer pong (red trash cans and soccer balls) was the big hit. What a blast.

Day 4 - Thursday

Thursday we arrived at 8:00 am for a 10 am start but the race committee (RC) postponed on shore by 11. Todd told us the wind was 18 with gust much higher and he released us for a day of sight seeing or just relaxing at your favorite spot. Aimee (wife) and I met some friends from Rochester that retired nearby and ate lunch at a great place over looking the gulf.

Day 5 - Friday

Friday we got on the water at 9 am for regularly scheduled 10:00 am start which went off on schedule and we sailed race 8 in a building breeze that probably reached a bit over 20 at times. Given the building conditions, the RC hoisted "AP" over "A" at the finish signaling "done for the day" and the regatta. Mikes come from behind to place 2nd in race 8 secured our regatta win. We packed up the boats got a shower and a beverage and joined the fleet in the St. Petersburg YC Ball Room for a spectacular dinner and awards. All the competitors could not say enough about the professionalism of the Race Committee and Regatta /YC staff.

Long time Thistle sailor and good friend Kevin Tschantz from Akron, sailed his boat to a second in the B fleet with his crew Ethan Anderson and Dustin Davis both co-workers. It was Ethan's 3rd time in a Thistle and Dustin had never sailed before. Holy smoke, that's amazing but most impressive is what a blast they had living out of Kevin's van and eating hotplate meals in the Florida weather.

An annual event that happens Saturday at sunrise the day after Thistle Midwinter's East is the start of [WaterTribe Everglades Challenge](#) from Fort De Soto Park, just 20 minutes South of St. Pete. We got up at 6:00 am and drove out to see the crazy boats that start this 120 mile trip to Key Largo by water annually.

One technical comment about winning sailboat regattas:

Yes, Mike and I work hard at boat preparation, we work hard at boat speed, and boat handling, but we work hardest on communication, and through practiced communication we continuously improve our decision making on the water. Believe it! Thistle sailing is a team sport, and communication is king!

Regatta Results :

https://yachtscoring.com/event_results_cumulative.cfm?eID=9691



Photo courtesy of St. Petersburg Yacht Club

2020 Thistle Midwinters East - Tips for Going Fast in a Breeze

By Mike Ingham

Breeze on! We sailed in overpowered conditions for the entire MWE. It was a lot of fun!

Going fast was about hiking hard, steering for waves, playing the main to keep the boat flat, and good on board communication.

Here are my top points on sailing in a breeze:

1. Sail flat
 - a. Flat defined: I define this as a few degrees of heel (not necessarily totally zero degrees flat).
 - b. Helm check: You should have no noticeable helm, and to check this you should let go of the tiller and see how fast you head up. You will likely find that at 0 degrees you go straight, and with a few degrees you head up slowly. If you head up at all quickly, you are too heeled!
2. Hike hard.
 - a. Hard hike defined: 100% hike is unsustainable. 80% or something like that is a sustainable hike for long races on multiple race days.
 - b. Pain: 80% still hurts! There is no way around it, hiking hard is work.
 - c. Your 80%: Everyone's 80% is different, all you can do is what you can do. Find your 80% and stick with it.
 - d. Hike steady: Don't hike harder in a puff and softer in a lull (assuming the lull is still overpowered as most were at MWE). Sustain that 80%.
 - e. DO hike harder in critical situations. Occasionally I would say something like "100% hike until we cross this pack".
 - f. DO hike less when not critical. "50% hike, there is a gap ahead and behind, lets save our energy to the finish".
3. Vang is a big de-power tool
 - a. Vang flattens the sail: It bends the mast down low by 'ramming' the boom forward into the mast. You will notice more overbend wrinkles when vang is on, less when it is off. More wrinkles means your sail is flatter, less means it is fuller.
 - b. Ease in lulls: If you do need power in a lull, ease the vang and sheet in. Still at 80% hike until you are clearly underpowered.
 - c. Pull on vang in breeze: If you need to de-power more, tighten your vang. There is a limit; our boom bends a lot with vang on full. Our limit is just before we feel we will break the boom.
4. Main and steering
 - a. Keep the boat flat: To state the obvious, easing the main and steering up keeps the boat flat in a puff, and vise-versa in a lull.
 - b. It takes both: It is always a combo of the main and steering, I know of no condition where I do one without the other, its the % of each changes depending on the wave condition.
5. Main and steering in waves and wind:
 - a. Foot: In waves, pinching up can be super slow because the boat is slowed by waves.
 - b. Aggressive steering: I steer all over the place looking for the best path through waves. I find low spots and avoid steep waves, or in smoother waves to steer up the face and down the back.
 - c. Steer to waves, trim to heel: To do this, I have to prioritize steering where I need to for the wave while trimming the main to keep the boat flat.
6. Main and steering in flat water:
 - a. OK to pinch: In flat water, I can steer wherever I want with no worry that I will slam into a wave.
 - b. Pinch to de-power: In flat water when I am overpowered, I prioritize trying to steer to the wind (up in a puff, down in a lull)
 - c. Mainsheet to fine tune: I will still need small main changes to keep the boat flat where I can't keep up with it steering.

7. It's rarely all waves or all flat.
 - a. Most of the time, there is some combo of steering for wind and steering for waves.
 - b. In the flattest water, 100% of my steering is to the wind because there are no waves.
 - c. In the roughest water, I probably steer to the waves 80%, and steer to the wind 20%.
 - d. I would say a typical thistle heavy wind race at MWE was 50% / 50%. The bigger waves I would have to steer through, but flat spots would allow me to steer up in a puff.
 8. I ALWAYS play the main
 - a. Waves: In waves, I am steering a lot through waves, so I need to play the main constantly and aggressively. I go through a large (at times an arm length) range.
 - b. Flat: In flat water, even though I want to steer mostly to keep the boat flat, I find I need to constantly adjust the mainsheet to keep the heel just right. These are small (a few clicks here and there) but frequent adjustments.
 9. Jib
 - a. When we are overpowered, we set the jib to the main backwind bubble, that means when the main is eased a lot, we have to let the jib out too.
 - b. For sure if our main flogs the jib is to blame (until it blows about 30, then there is nothing left to do but flog both sails)!
 - c. A gentle bubble of about 1 foot behind the mast is about right. More, and you need to ease. Less, and you need to trim.
 10. Stay ahead of the curve by calling wind and waves
 - a. "Puff in 3, 2, 1 puff on" allows me to start easing at "2" and that prevents an initial heel in the puff. Very effective.
 - b. "Big wave", or even better something descriptive like "Square wave" or "A lot of waves" is super useful.
- "Flat spot" is great info on a bumpy day. If there are lots of waves, it seems silly to call them all, I need to just assume there are waves until told otherwise.

That should cover it. Sailing flat by being proactive on de-powering (vang...), then sailing the right combo of steering and main sheet is the way to go fast in big breeze. Oh yes, almost forgot -hike hard.



Photo courtesy of St. Petersburg Yacht Club

Days of Yore

By Lawrence Jones

From its earliest days, the Rochester Canoe Club made a distinguished name for itself in sailing circles. The reason is an interesting story. Founding member and Commodore Frank Andrews was the RCC's first club champion, with the decked sailing canoe Sofronia, designed by his friend George Ruggles of Charlotte. Sofronia, the first Ruggles canoe, became known when Andrews sailed with 180 canoes in the 1884 American Canoe Association meet at Grindstone Island in the Thousand Islands. There in 1886, Andrews won 1st place in the ACA Class B Sailing event and the word spread about these fast Ruggles racing canoes.

Ruggles would not build for those not reasonably sure to do his boat and her builder credit! A Ruggles canoe used narrow planking a small cockpit. The considerable trussing and bracing inside made them strongly built. His famed increased in 1888 with the Ruggles canoe Eclipse, built for Reginal Blake of the Brooklyn Canoe Club. Sailing in England, Eclipse won the first three pennants and the International Canoe Club Cup.

Ruggles learned to sail on Lake Ontario as a boy in Orleans County and later sailed professionally. He lived and sailed out of Charlotte, owning an interest in the schooner H.M. Ballou. Charlotte had an iron foundry, and Captain Ruggles later sailed a barge for the Rochester and Charlotte Iron Company. In 1872, he became part owner of in the Jason Parker, the first tugboat in Charlotte.

In other circles, Captain Ruggles was better known as the



Captain George Ruggles sailing Hero
(1891)



The HUFF Trophy donated to RCC in 1891 by George Ruggles to mark the club's 10th anniversary. Photo by Warren God.

inventor of Ruggles rotary snow plow, which was used widely in the US and Canada to clear railway lines. Former RCC historian Leo Balandis noted that George Ruggles donated the HUFF Trophy to the RCC in 1891 to mark the club's 10th anniversary. It is still in use as a punch bowl at some of our parties!



ROC CITY SAILING

By Ralph Simpson

Same acronym, same logo, the same usual suspects on the Board but Rochester Community Sailing is now **Roc City Sailing**. Just a name change ... no big deal but cooler name right?!

Our vision and mission remain the same.

RCS VISION: Sailing for all who wish to learn.

RCS MISSION: To educate and facilitate the sport of sailing for the Greater Rochester Community in a safe, fun, and affordable environment.

Board of Governors: Tara Shedlosky, Dan Fien, Jim Malecki, Dan Blasdel, Ralph Simpson

Program Director: Mark Weider

Check out our website (beautifully handcrafted by RCC Member Danica Eskin)

<https://roccitysailing.org/>



RCS Junior Sailing Instructor and RCC member Adam Gesner demonstrating how it is done!

OUR PLANS FOR 2020

Assuming the current pandemic does not ruin the summer for us all, RCS has a fantastic learn to sail program planned. This will be year two of RCS operations and we are expanding to 4 weeks of youth and adult learn to sail classes in June/July (coronavirus permitting). We are also gearing up to add Private and Semi-Private lessons during the season. A new capability for this year based on several requests that came in last year for this mode of learning.

Another new program ... RCC past membership chair and Thursday night BBQ master organizer Andy Heyer is working with RCS to implement some internet based Meet-Ups to take small groups for a sail around the Bay. A super way to introduce new people to sailing, RCC and RCS!



Capri 22 Keelboat



Flying Scot

In addition to the RCC club boats used for lessons, RCS has acquired a 'new to us' Capri 22 keelboat to use for the Meet-Ups and the Learn to Sail classes. RCS also has on loan a Flying Scot to try out for the season. We expect to have some fun figuring out how best to use the capabilities of these boats in our sailing programs.

Roc City Sailing is also exploring options with the City of Rochester to get city youth out sailing. Stay tuned for more on that endeavor.

WE ARE RECRUITING

RCS is currently recruiting Instructors to fill several positions including Senior Sailing Instructor and Junior Sailing Instructors for the 4 week learn to sail program. RCS also needs some part time Instructors to cover the Private Lesson and Meet-Up programs. You could work as a volunteer or as a paid part time employee of RCS. RCS has competitive hourly wages. Employees are covered by workers compensation, disability and liability insurance. Liability insurance also covers volunteers. Any required training fees (first aid, US Sailing) are paid by RCS. Hours are flexible and the work rewarding. Sign up to teach a private lesson or skipper a Meet-Up cruise when you want to.

Talk to RCS Program Director Mark Weider or go to our website for job descriptions and further details ... <https://roccitysailing.org/jobs-at-rcs/>



An RCS class in session ... Look! You're sailing!



HOW YOU CAN HELP

Roc City Sailing is an IRS registered 501c3 charitable non-profit corporation incorporated in NYS in February 2019. We rely on grants and donations to keep the cost of our learn to sail programs low in order to make them accessible to the Greater Rochester Community.

You can help in one or more of the following ways ...

1. Make a tax deductible donation ... <https://roccitysailing.org/support-community-sailing/>
2. Donate a used pram/opti, sunfish, or JY15 to RCC for use as a club boat and RCS classes (or to RCS directly).
3. Volunteer to help with one or more of the learn to sail classes (drive a coach/safety boat, etc.).
4. Volunteer as a part time instructor for some private lessons or as a skipper for a Meet-Up on the Flying Scot or Capri 22. Work your own hours when you want to.
5. Sign on as an RCS full time or part time sailing instructor ... <https://roccitysailing.org/jobs-at-rcs/>
6. Let us know if you are interested in becoming a member of the Roc City Sailing Board.
7. Help maintain the RCC club boats used during the RCS learn to sail classes.
8. Donate some Pram/Opti, Sunfish or JY15 parts to help keep the boats running smooth.
9. Donate some new (or good condition used) lifejackets.
10. Volunteer your time and expertise to RCS ... we can find other ways for you to help forward the cause.



Any Day on the Water is a Good One

By Mary Ellen Brown

If you had asked me a few years ago if I would have actually enjoyed sailing the Interclub and if I really truly wanted to sail in the winter, I would have been surprised at how much I now look forward to my Sunday afternoons on the water. I have made my peace with the boat and every day I get out there, I get better and more confident. I started going out because Mike, my brother, said I would get significantly better if I sailed year-round. Then he dumped a boat on me and I had no excuses. The boat is aptly named "Stop Making Sense" from the Talking Heads song from ages ago.

When I was a teen living in Northport, NY, which was on a bay system on the north shore of LI, my family sailed all the time – all year round.

It's what we did and it wasn't until I was an adult, that I realized I didn't have to! I had a great time crewing on Sundays for Larry Cole and going to all the regattas. In a Penguin, the crew's primary contribution is turning the mast. My very favorite trophy is from a Penguin regatta and is a square shaped bag with a penguin sewn on the side. I still have it. I also remember being cold often. Since then equipment and clothing have changed significantly, and before I started sailing in the winter here in Rochester I splurged on a dry suit. I'm rarely cold and often am sweating because I'm working hard. The right equipment definitely makes a big difference in my willingness to get out.

We often get 12 races off in an afternoon. Our race committee runs short races to force us to have to interact, practice our rules and get some boat handling in. We get at least 24 tight mark roundings per afternoon. Afterwards, we talk about different situations we were in or saw and figure out how we should have handled them based on the rules and tactics. I've learned to be instinctive about the effects of current and planning for it. I count as major achievements that I'm no longer afraid to jibe in a breeze and to date I haven't capsized.

My favorite days are when I can work on one new thing per race or when I swap off with someone and can walk through what is going on and what I am going to try in the

next race. I had taken 20 years off from sailing and I'm still playing catch up.

It's fun to share the afternoon with Mom (Jackie Ingham) and my niece (Elizabeth Ingham) who have consistently been running the races for us. They are an awesome team who work hard to provide us quality racing. Mom has also been a great partner in fixing up my IC and I hope she will help with the to do list for next year!

Key to making it all come together is that we have excellent sailors here in Rochester and the group who have been sailing on the river have been extremely supportive and encouraging. We have mini clinics or

quick discussions about sailing conditions and boat set up. We have even gone through a few of Dave Perry's rules quizzes. It's all about everyone getting better and better.

This COVID-19 virus threw a wrench into finishing up our season. I'll get my sunfish out as soon as possible to get my water fix. In the meantime, Mike and I are riding our bikes a few times a week on

the nearly empty roads as we practice social distancing. He announced we have to "do hills" to build our strength so I guess I'm part of his next project! I'm keeping my hopes up that we will have Thistle Nationals this year and that we can get out on the bay Sundays soon.

Thanks to everyone who contributed to improving my sailing this winter and special thanks to Ralph who does a great job of organizing RFA. Thanks to all the RFA members who do what it takes to keep us going out every Sunday. I hope some more of my fellow RCC members will consider joining RFA and getting out next winter on the river. You will get better and you sure cannot beat an afternoon on the water – even in the winter.



Photo by Doug Kaukeinen



Bon appetit with Savory Starters

Here are a few hors d'oeuvres recipes from some of our Happy Hour regulars for when we can all be together again!



Herb Marinated Mushrooms

Pat Tompkins

1 lb. white mushrooms, halved or quartered
 1/4 C. fresh lemon juice
 1/4 C extra virgin olive oil
 1 Tbl. water
 1/2 - 1 Tbl. sugar
 1 - 2 tsp. grated lemon rind
 1 clove garlic, finely chopped
 2 Tbl. fresh snipped chives
 2 Tbl. lemon thyme leaves, finely chopped
 dash salt & pepper

Place all ingredients in sealed container and marinate several hours (or overnight) before serving.

Crab Dip

Deirdre Santos-Kaukeinen

11 oz. cream cheese
 1 small onion, minced
 5 T. Mayonnaise
 2 (6 oz.) cans crab meat drained
 Garlic powder to taste
 Salt & pepper to taste
 1 large round loaf Italian bread (I use Wegman's Garlic Tuscan loaf)

In medium bowl combine the cream cheese, onion, mayonnaise, crab meat , garlic powder, salt and pepper. Spread mixture in 1 quart baking dish and bake at 350 degrees for 20 minutes.

Cut a circle out of the top of bread and scoop out the inside. Tear the inside into pieces for dipping. Remove baked crab dip from oven and stir well. Spoon mixture into the hollowed out bread. Place bread bowl and chunks of bread on baking sheet and bake for an additional 10 minutes. Serve hot.

Texas Caviar (Bean Dip)

Phyllis Kaukeinen

1 can black eyed peas
 2 can shoepeg corn
 1 can black beans
 1 sm. jar pimentos
 1 jalapeno (seeds removed and cut up)
 1 medium red onion (chopped)
 1 cup celery (chopped)
 1 orange pepper (chopped)
 1 red pepper (chopped)

Place first 4 cans in colander and rinse.

In a small pan combine: 1 cup olive oil, 3/4 cup apple cider vinegar, 1/2 cup sugar.

Heat to dissolve. Add to all the above.

Marinate overnight in refrigerator.

Drain well for 1 hour before serving.

Restaurant-Style Chipotle Salsa

Judy Gesner

This gets better the next day, and travels well to regattas!

Ingredients:

- 1 can (28 ounces) whole tomatoes (drained) -- I try to use a fire-roasted, diced tomato -- but still try to drain as much liquid as possible
- 1 small onion (roughly chopped)
- 1 clove garlic (roughly chopped)
- 1/2 cup cilantro (mostly leaves, discard thick stems, but thin stems are ok)
- 1–2 chipotle peppers (from can) -- I puree my chilis in adobo sauce, and then use about a Tbsp of the puree.
- 2 tablespoons lime juice
- 1/2 teaspoon salt
- 1/4 teaspoon pepper

Instructions: Place all ingredients into food processor or blender and blend until desired consistency. Taste salsa and, if necessary, adjust seasonings or ingredients. Serve as a condiment or as a dip with tortilla chips

New York Nobby Apple Cake from Applehood & Mother Pie

Tricia Reinhardt

3 Tablespoon butter
¾ to 1 cup sugar
1 egg, beaten
1 teaspoon vanilla

1 cup flour
1 teaspoon baking soda
½ teaspoon cinnamon
½ teaspoon nutmeg
½ teaspoon salt

3 cups diced apples
¼ cup chopped walnuts

- Heat oven to 350.
- Grease an 8-inch pan.
- Cream butter and sugar.
- Add egg and vanilla and mix well.
- Sift together flour, baking soda, cinnamon, nutmeg and salt.
- Add to wet ingredients and mix well.
- Stir in apples and nuts.
- Pour into prepared pan.
- Bake for 35-45 minutes.

For
those
craving sweets,
this cake is
a winner!

Gesner Black Bean Dip

- Drain a can of Goya black beans, and place in a small pan over med-low heat.
- Smush the beans with the back of a spoon or spatula.
- Add some bottled salsa of your choice and stir until the proper "chunky dip" consistency.
- Add spices: cumin, garlic powder, smoked paprika, chili powder, etc.
- Place in a serving dish. Add cheese, or not.
- RE-heat in microwave before serving with tortilla chips.



RC LASERS

By Tom Lee

AHOY!

I hope, those of you that have read my emails on sailing my RC Laser, have found them amusing. I have certainly amused myself. I concede, it is really no replacement for being out on the water. But, it is a challenge in and of itself. Many of the elements of sailing and racing remain the same. The skill and tactics remain the same, even though you have lost the feedback of the tiller in your hand and the response of the boat to subtle changes in the wind. You still need to read the air, trim the sail, pick your points to tack and attempt to outsmart the competition (my most challenging aspect).

We have approximately eight members owning a RC Laser, at this time. I believe that equals the number of members actively racing the JYs.

Now, here is a list of venerable sailors, excluding me, of course.

Name	Sail Number
Bill Bradburn	
Bill Dexter	
John Powers	86
Ken Wanek	29
Mike Fortner	89
Steve Powers	18
Sue Lander	48
Tom Lee	97

We really do not have a plan for moving forward with formal club racing, as yet. That may change, but in the short term, it is likely we'll proceed with rabbit starts and very good natured competition. We'll have the ability to hone the trash talk, probably faster than our skill!

Thursday evenings will probably be the most active for the RC boats and add another dimension of enjoyment to the evening. Make sure you come to the Thursday Night get togethers this year and watch the fun!



Photo by John Powers

The Vice - A Few Closing Thoughts

By Tom Lee

It isn't easy putting all our lives on hold while coping with this pandemic. As I write this, we should have had our boats out of the club house yesterday and ready for rigging. Maybe even some shake downs today, but the weather forecast was iffy, ah well...

It appears that in the middle of May, recommended restrictions will be loosened and we'll be able to get the club in operation shortly after. It will not be the same and will be a bit awkward. Personally, this is when the stress will hit me. I will want to throw myself into all the activity, as usual. But, there will still be restrictions in place. I expect that masks in public will still be the norm. Distancing and hygiene will still be a priority. It's going to be different!

I have tried a number of masks. I even dug out an old N95, that I had tucked in with my paint supplies. It's not exactly comfortable for extended periods of time. The neck gaiter is the most comfortable, similar to the one handed out for swag at the regatta awards event. It's a nice thick fabric, easy to breath through, has an adjustable string and stays in position. It's great! How comfortable would any of our members be to my wearing neck gaiters as my PPE? I would like to hear your opinion!

I am fully empathetic about all concerns members may have about possible exposure to this dangerous virus. Most of our members are in very good health and will likely not suffer dire consequences from this virus. When this began, I was feeling fairly invulnerable, as I've always seen myself. I'm not so sure of that anymore after observing this play out across our country. They keep telling me I'm in a higher risk category. I guess at 70 years of age, I have to acknowledge I don't heal up as fast as previously.

How do you all perceive our needs to help reduce possible exposure (no warranty offered) and keep each other safe when we open the club and reinitiate activity?

Please consider the following:

Masks?

Varieties of masks?

Gloves?

Variety of gloves?

Communal snacks?

All ideas and expectations are appreciated. Let us hear from you. Contact myself or any of the board members.

To All ~ Stay safe and healthy



From the Editor ~

As always, thank you to all writers who contributed to this edition.

The next publication will be in **August**. Please consider submitting an article about your summer experiences or other interests.

Lynda Bryant