



# fore' n aft

Email: [theforenaft@gmail.com](mailto:theforenaft@gmail.com)

Vol. 11 No. 2 June 2022

## PUBLISHER & EDITOR

Christine Flett

## CONTRIBUTORS

Dona Neves

Jason Leuschen

Dale Holland

Barbara Watson

David Craig

Scott Brown

Simon Arcand

John Brewster

Dave Flett

## IN THIS ISSUE

Dockside Party is a hit.

Remembering Bill Phillips

From the Commodore,  
Jason Leuschen

FanaSea wins Belleville-Trenton race.

Blessing of the Fleet,  
Commodore Sailpast.

Barbara Watson, Admin Supervisor  
David Craig, Publicity Officer.

Story behind the orange  
Wind Cone

Polaris sets course for  
La Belle Province.

Goodbye to ZigZag.

Cooking on Board  
Lumpia, Filipino Spring Rolls



The Club's popular Dockside party made its return on June 9 after a two year hiatus due to Covid. Perfect weather and shutdown fatigue guaranteed a good turn out. About 13 boats took part. Looks like everyone had a great time.

Photos by Dona Neves.



Available on Facebook  
Ask to join CFB Trenton  
Yacht Club Group.

# ROLAND WILLIAM (BILL) PHILLIPS

March 22, 1935 - June 13, 2022.



The stentorian-voiced Bill Phillips reciting "Albert and the Lion," during a 2017 Christmas event. Needless to say, Bill had no need of a microphone to be heard.

**T**he Club was saddened to learn of the death of Bill Phillips. One of the Club's more colourful members, Bill passed away on Monday June 13 in Sudbury, Ontario. He was 87.

Bill joined the Club in 1993 with his wife, Irene, and was a member for 27 years. Following Irene's death in December 2022, Bill moved closer to family, settling in a retirement home in Lively near Sudbury, which he referred to as a "real nice warehouse for old folks."

Bill spent 25 years on the Executive committee as Membership Director, Fore'n Aft Editor and Handicap Chair. He was twice awarded the Silver Shackle, and was recently honoured with a lifetime membership in recognition of his long service to the Club.

An avid and highly competitive racer, Bill won every available trophy at some point in his long sailing career. Most racers are familiar with the sight of the stern of his boat.

A natural entertainer, Bill had an excellent memory and his powers of recall belied his age. Sit with Bill for five minutes and you would be treated to an endless series of jokes and shaggy dog tales. He could recite "The Rubaiyat of Omar Khayyam" in its entirety. But his party piece was the cautionary tale of "Albert and the Lion" delivered with suitable gravitas and authentic regional accent in Bill's inimitable big booming voice. Bill's voice could be heard for miles especially on the water, causing one mutual friend to say teasingly that "Bill learned to whisper in a saw mill."

Bill really enjoyed cruising. He sailed many a nautical mile with his close buddies John Seddon and Bent Rasmussen. Main Duck was a favourite destination for the trio, but they went much farther afield including to the Caribbean in the '90s. Bill was known for a certain cruising tradition. He would go on the VHF hailing channel at precisely 1100 hrs and call "Up Spirits! Up Spirits! Up Spirits!" – code for... Well, think about it. Any club member within hearing would understand, and respond in kind.

So, Up Spirits, Bill! You will be missed. But the 1100 hr tradition will live on in your memory at the CFB Trenton Yacht Club.



Bill and Irene at the Club.

## From the Commodore Jason Leuschen

Good day all,

I would like to welcome Barbara Watson and Gerard O'Brien on board as the new club supervisors. Barbara brings a boatload of administrative experience, and we're looking forward to her whipping our office and our paperwork back into shape.

Gerard needs no introduction as he spends more time at the club than most of our boats do! Gerard has stepped aside as a voting member of the Flag to ensure no conflict of interest. If you have a request for either manager that is not part of their daily duties, it needs to come through the Flag Committee.

The club has struggled to retain a good supervisor, issues being the pay we are allowed to offer through the union and the unique set of skills we require. To address this we are trying something new, the club supervisor has been divided into two part time positions—one being more of an office manager/administrator; the other being hands-on with operation of marina infrastructure.

*I'd appreciate any feedback on how this is, or isn't working for you. Overall I'm excited to have this team in place because excellent managers are the foundation to an excellent club!*

*We're still looking to fill our dock steward positions, normally held by students. If you know of someone who would be a good fit for this job, please have them contact me at [jason.leuschen@yahoo.com](mailto:jason.leuschen@yahoo.com).*

*In other news, we're looking at the foam-filling of remaining breakwater floats to prevent our annual sinkings. We're also moving ahead on electrical maintenance and upgrades to ensure the club's critical infrastructure is safe and reliable; Bruce Milliken is going above and beyond in helping the club with his expertise.*

*I would also like to thank Scott Brown for the tremendous work he did to prepare and execute the sale of our tug, Polaris. He'll soon be shifting gears to the purchase of the club committee boat. Hopefully, we will have a gleaming, previously-enjoyed boat in the club slip before long.*

*Cheers! Jason.*

## FanaSea defies storm to win Belleville–Trenton Race

**A**fter a two year hiatus due to Covid, this year's Belleville to Trenton race was eagerly anticipated by both Clubs. But a severe storm sent most boats running for cover. FanaSea, skippered by Gerard O'Brian, was the only boat to finish.

Nine boats were registered for the May 21 event, but only seven actually started the race due to already gusty conditions on the water. At 1430 hrs, Environment Canada issued an alert warning that a line of severe storms was heading into the Quinte region.

With the storm front visible to the west, the Belleville boats quit the race and headed home but the Trenton boats had no choice but to ride it out.

John Brewster and Scott Brown were using Polaris as the race committee boat, a vessel renowned for rocking and rolling in the slightest chop. Due to be sold, this was to be her last outing as a club boat, but to John at the time, it felt like her last outing. Period.

"At one point I was actually feeling the water near my face when she went over," he said. "How glad I was that I'd left my wallet in the car...The last time I experienced being so close to the water when the ship rolled was in the Pacific during a typhoon. It brought back memories for sure."

When the storm hit, FanaSea was located just west of Anderson shoal. Faced with turning on the engine or taking down the mainsail, the crew chose the latter. With the sail down, they rode out the storm by tacking back and fore on a beam reach. They crossed the finish line south of Baker Island at 1540 hrs. FanaSea's elapsed time was 143.75 mins.

According to Environment Canada, the storm that hit the Quinte area on May 21 was a "derecho," described by the national weather service as "fast moving, long-lived, straight-line wind storms associated with thunderstorms that span over large regions."

The CFB Trenton Weather Station recorded wind speeds of 83 km/hr during the storm.



This early picture shows seven boats in the race.



Pictured, from left, Spanking Mad (BOYC), Marty Mathias in Time 1, and Gerard O-Brian in FanaSea.



Strong wind gusts challenged both boats and sailors.

Photos: Dale Holland BOYC



PIPE MAJOR ALAN BUCHANAN  
PLAYS THE SKYE BOAT SONG.



Not every Yacht Club can boast a piper to open its season. But new member Alan Buchanan just happens to be the Pipe Major at 8 Wing Pipes and Drums.

Alan opened Sunday's Blessing of the Fleet with the familiar haunting strains of the Skye and Mingulay Boat Songs. In the absence of a Chaplain, Virginia Creamer read a traditional sailor's prayer, after which Alan played "The 8 Wing Pipes and Drums," an original work by Josh MacFarlane, formerly Pipe Major at 8 Wing. The ceremony was followed by a Sailpast in which 10 sail and 3 power boats saluted past Commodore Scott Creamer. Jason Leuschen could not attend.

A steak BBQ complete with a variety of salads and desserts wrapped up the June 19 event. Many thanks to Carol Bailey, Wayne Jordison, Gerard O'Brien, Mary Beth Stott, and everyone who helped make the afternoon a success.



Toasting the 2022 boating season are Past Commodore Scott Creamer and Pipe Major Alan Buchanan. Gerard O'Brien was in charge of libations.

Photos by Dona Neves.

## MEET BARBARA WATSON

### CLUB ADMIN. SUPERVISOR



What best summarizes me? I discussed this with my children as they know me best! I am about adventures, walking in nature, listening to the birds, the wind rustling, and remembering to be grateful. My credo is "If an opportunity presents itself, take it, you never know where it might lead".

My life has changed directions many times. I was born in Oshawa. I was blessed to spend my early summers at the lake where my love of the water began. Two things were quick to develop in those early years: the love of a challenge (I was bored in school, so was put in the "gifted" class) as well as my love for walking. I walked almost everywhere I went in Oshawa.

Formal education was at the University of Western Ontario in London where I obtained my BA, BEd. I loved the forest city, the entertainment, the beauty, but the sense of being "land-locked" was foreign to me. I would walk everywhere; from the north end to downtown, and in winter I would cross country ski to school.

After I graduated, while waiting for my husband to graduate, I got my first management position managing the boutique "TOY STORE" downtown – my first challenge with responsibilities beyond my experience at the time – ordering and maintaining inventory, managing a float, reconciling banking, managing and training staff, as well as my first (and only) break-in. During this time I started determining weaknesses and inefficiencies in procedures and learned to "reverse the curve," to borrow a recent catch phrase. This skill has been used throughout my career.

While in London I bought my first car before I had a licence. It was a red 69 VW. Felt a bit like the Flintstones as there were holes in the floor due to rust! It would stall out in damp weather especially when gearing down around a corner. An adventure waiting to happen each time I took her out. Always.

The next adventure began with a new direction. We were blessed with two pregnancies and three wonderful children. Three babies 17 months apart was to be an ongoing challenge.

My first adventure on a sailboat was at age 16 when I was taken out on Lake Ontario on the May long weekend. To use the term sailboat here is a sacrilege. It was a fibreglass-coated styrofoam "sea snark" as it was affectionately called – May long weekend, Lake Ontario, waves, cold water, soaked clothes - brrrr. I don't know how he ever got me out in a boat again. But he did and we had many adventures sailing out of Whitby in Lake Ontario on various sized Alohas. We spent weeks, or more often weekends during the summer months in the 1000 islands.

In 2008, the wind guiding my life changed direction yet again. I moved to Belleville, and while dragon boating on the Bay I saw the Wednesday night races from Bay of Quinte Yacht Club, and knew I had to get back onto a sailboat. Anything by, near, or along the water is an adventure to me.

So I took Adult Learn-to-Sail to refresh, then raced Wednesday evenings - my skipper being a very competitive person, it was joked that he spelled "fun" "W-I-N" so competing in CORK was the goal for the summer. That we did, as well as local races like the Katie Grey. That was the last CORK held out of Portsmouth, and I am grateful to have been there. My retirement dream was envisioned then, summers on a sailboat; winters on adventures in a warmer climate, perhaps also on a sailboat.

I didn't set sail until 2017, but in the meantime had adventures with kayaks which led me to purchase "Ki" my inflatable kayak. I am so looking forward to introducing "Ki" to "Dawn Treader IV," as starting the morning on serene, calm water in a kayak is something akin to a big sigh.

The wind has changed direction yet again, and now I need to refresh my senior brain as it has forgotten most everything I knew about sailing, although I will never forget the "feel" of the tiller in my hand when I knew I had found that "sweet spot".

But where are the new adventures on the horizon?

CFB Trenton Yacht Club where I am to face my next challenge of being Office Supervisor, as well as my next adventure working together with David aboard the recently purchased C&C 30. The Club is an amazingly warm, welcoming place and I thank all of you for that during my time here, as well as your patience while I help make the office efficient. I know many of you have already noticed my walking habits around the club.

And then????

Well, my dream of 2019 and 2020 was Italy and Greece, and that will unfold shortly. It will be an adventure, don't you worry!

## MEMBER AT LARGE

As the Club's Member at Large, Jack MacDonald provides a conduit for members to express concerns, recommendations, questions etc. to the Flag or Executive Committees.

Primarily intended to represent Associate members, Jack would like it known that he is willing to assist any member with whatever concerns them. Jack can be reached at 613-530-2265 or on his boat "Wild Duck" located at slip E1.

## Meet David Craig, new member and Publicity Officer



**B**orn at Belleville General Hospital, David grew up on a farm in Switzerville, near Napanee. He attended a one room school just a two minute bicycle ride from home.

His first experience of riding a bus was to Ernestown High

School in Odessa. Little did he realize at the time that education and learning would be a lifelong adventure.

He spent thirty years as a member of the Ontario Provincial Police – seven years in Newcastle, seven at general headquarters in Toronto, and the remainder in Belleville. It was a career filled with a wide variety of adventures, some not so good, but many rewarding.

In Toronto, he was an original member of the News Bureau, working as liaison officer between the OPP and the media. His time in Belleville saw him in many roles including joint forces investigations, detective work, and security for VIP visits, such as Princess Diana's last visit, and many others.

Towards the end of his career he became instrumental in community service activities, and ended up as full time media relations officer. This often found him at the scene of a major accident, homicide, or other incident in which the media had an interest, to organize and act as spokesperson.

During the Ice storm of 1998, Belleville was twinned with Hawksbury. Working out of the mayor's office, David acted as a media contact for Policing, Community Safety, advising where

services such as food, water etc. were available. He often assisted Hydro One and Bell Canada disseminate updates and progress reports.

"The mayor dropped by a few times to get something out of his desk that I occupied during my stay there," he says.

Following his formal career, David was involved in a number of opportunities including financial services, construction projects and several years of cross border trucking.

For many years he was an avid motorcyclist, touring and interacting with groups and organizations, besides maintaining a large package of recreational land.

"2019 saw the culmination of some dramatic changes in my life, including major surgery just before Covid hit."

Forced to simplify "his fast-paced life," and "feeling the allure of being on the water," he and Barbara purchased a 30 foot C&C Sailboat, *Dawn Treader IV* (known as *Theansa* in a former life) which was parked on the hard during the off-season at the CFB Trenton Yacht Club.

New to sailing, David realized he was about to embark on a major learning curve. Attracted by reports of mentoring by more experienced sailors, he and Barbara applied for membership and were accepted. He immediately took on the role of Publicity officer on the Club Executive. As to the mentoring, so far the Club has not disappointed. David says many members have offered assistance in getting to know a sail boat and other related activities.

"I am enjoying getting to know these members and benefiting from their experience," he says, adding that he is looking forward to many adventures to come.

## The story behind the orange wind sock

You may be wondering about the significance of the bright orange wind sock gracing the harbour entrance. This was donated to the Club by Lynne McCullough in memory of her late husband, Murray McCullough.

Murray, who died in November 2017, was an avid sailor and represented Canada in the famed Newport to Bermuda Contest in 1980. He was also a proprietor of Murray Rug & Tile and Northern Yachts.

The couple lived on the Bay at Carrying Place where Murray enjoyed watching the Club's races, Sailpast and other sailing events. Although never a member himself, he was friends with many who were. It was through a friend of a friend that his widow, Lynne, was able to contact Club officials and arrange the donation. The Wind Sock itself was picked up in January and was erected on the land spit in the spring.

A commemorative plaque is being engraved and will shortly be installed at the site.



Photo: Dave Flett



## Polaris sets course for la belle Province.

STORY AND PHOTOS BY SCOTT BROWN  
RACE & REGATTA CHAIR.

**W**hen one joins any organization, particularly one with years of history and many long-standing

members, one of the great pleasures is how, over time, you are introduced to the club's colourful stories and folklore.

Often, these involve past exploits of members, feats of daring or close calls. On occasion, they include bits of kit and equipment with a history of unusual behaviour – the motor that never fails, except in moments of crisis for example, or the dock finger that snags every boat and line within 10 metres.

So it should have come as no surprise to me that within minutes of attending my first work party, one such nugget of CFB Trenton YC mythology would rise, or should I say *burst* to the surface. To be fair, it did not come out of the blue but was in response to an off-hand comment I made as a conversation starter.

"That's a cute little tug over there. Does it belong to the club?"

What followed was a heated conversation bouncing among several members peppered with colourful language and – well I suspect most of you know the rest. I will add that in my four short years around the club, I have found the black spot known as *Polaris* is a subject which seems to bind members together in a most magical way. I believe young people call it team-building.

Sailors are a superstitious lot, and I'll admit that her ability to roll the cream out of your coffee while at anchor in a chop was legendary, and suggested there might be some sort of curse or hex not to be messed with. Perhaps that is why we never undertook to find a replacement sooner.

It may have been two years of COVID isolation, an alignment of the universe, or maybe just a shorter than average to-do list that brought our leaders to the decision to finally put *Polaris* up for sale (and pray the curse does not transfer to her replacement).

As the new Race and Regatta Chair I thought it only fitting that I volunteer for the task, especially as I am boat-less this season. I am aware that a big part of resistance to *Polaris* was her original sticker price. The good news is that even used these Rangers are still at a premium. They are not for everybody and certainly have their compromises (#creamouttacoffee) but generally speaking, those who like them, LOVE them.

After 17 years of very light use, *Polaris* had just over 700 original hours on her Yanmar which ran great, but lots of little things (mostly electrical) were not working. I felt strongly that the buyer who was looking for a Ranger would likely want a "chug away" turn-key vessel.

To this end we fixed everything aboard. The major spend being a house battery. We invested about \$450 to get her up to snuff.

As it turned out, this was the easy part of the exercise. We advertised on all the usual online sites and some Trawler Forum, and Ranger Forum posts too. We had several enquiries from the USA, but lacking a road trailer proved to be a bit of a challenge.

Fortunately for us, a lovely couple from Quebec City contacted me and I knew pretty quickly that they had done their homework and *knew* that they wanted one of these boats. (By way of example, Sylvain explained that they had toured the Gaspé for weeks at a time in a 1979 VW Westphalia with no interior, living out of camp gear boxes).

After a flurry of emails and photos, Sylvain and Suzanne decided to commission a marine survey, and proceed. Although their offer was also conditional on inspection and sea trial, they were confident enough that they decided to commit to buying a road trailer with the hopes that we could modify it onsite and they would only have to make one trip.

Both Sylvain and I spent a couple of weeks scouring the internet to find a suitable trailer. It proved much harder than we anticipated. The Yanmar is midship on the Ranger so the axles must be quite far forward. Also, the rear of the hull rises sharply requiring close to 18" of bunk board rise at the rear, something not available off the shelf.

We had lots of offers to customize by trailer shops, provided we could get her to their shop! Flat haulers wanted a proper steel cradle, and hydraulic haulers were \$4000 plus! Eventually, he found something suitable about an hour outside Quebec City.

The next hurdle was that they had ordered a new tow vehicle this past spring but due to the supply shortage, it was not expected to be delivered until the fall. Their Plan B was to rent a pickup truck but that too, proved impossible.

It was beginning to look like the curse of *Polaris* was to continue when, just 48 hours before their departure, someone's car deal fell through. And so they arrived in Trenton towing their trailer behind a brand new Toyota Highlander.



Last sight of *Polaris* as she leaves the Club and heads east

## Polaris, the Rescue Tug (Contd.)

I'd known May 21 would be a busy day. We were to provide Race Committee for the Belleville-Trenton race that day, and Sylvain and Suzanne were expected at 1300 hours for sea-trial and inspection.

We had arranged for Lee Abrams to do both in my absence, then I'd arrive back from the race to an expected "We'll take her!" (or not).

The severe weather warning did not make the plan to use the club pontoon boat as the Race Committee vessel a great option, but we were going to give her a try.

25 minutes from the dock, surfing the waves, I decided we'd likely make it to Belleville, but we definitely weren't making it back.

Turning around, we had two choices: cancel the race, or use Polaris. Fortunately, the curse had thrown me a bone earlier when Sylvain left a voicemail changing their ETA to 1800 pm.

I was very reluctant to take the now pristine, everything tip-top Polaris out in a gale, followed by an upwind bash back to her first inspection, but she was still *our* vessel.



Sylvain and Suzanne with Polaris.

I'll leave the details of that trip to a race report. Suffice to say that FanaSea was the only finisher and I had a lot of cleaning up to do before the prospective new owners arrived.

Sunday morning, after a quick sea-trial and inspection, Sylvain and Suzanne happily sealed the deal and we set about getting Polaris attached to her trailer.

We worked into the dark with lots of help from fellow members. By 1100 Monday she was headed home.

Sylvain and Suzanne have asked me to pass on their deepest thanks for the hospitality they received from many members and the hands-on help from many more. They have promised to keep us up to date on their adventures aboard Polaris.

Yes, they're keeping the name.

I like to think that, like a Border Collie once confined to an apartment, they have rescued Polaris, introducing her to a new more appropriate lifestyle.

And by the way, they drink their coffee black. Fair winds!



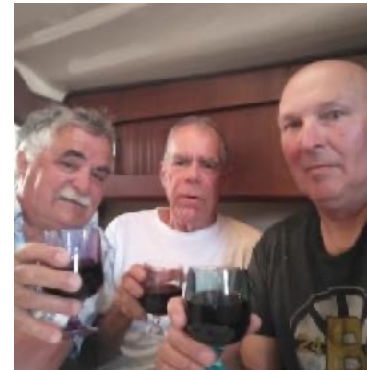
## Saying farewell to Zigzag

The Club's former email co-ordinator Simon Arcand is moving to Montreal where he is about to become a Grand-père!

But excitement at this imminent rite of passage has been tempered with sorrow as it meant parting with his beloved sailboat. Zigzag will be charting her own course towards Bowmanville and a new owner.

Since no life-changing event ever goes uncelebrated at the CFB Trenton Yacht Club, a few members got together to, as Mike Simic puts it, "toast Zigzag, and the best damn owner she ever had!"

Bon Voyage, Simon! May the winds be fair, and forever at your back!



Bob Forgues, Eric Lawlor and Mike Simic raise a glass to Zigzag and Simon Arcand.

## SETTING THE RACE MARKS

Saturday April 30th was lift in day for the race marks and mooring buoys. Many thanks to Marty Mathias, Bob Forgues, Dale Harron, Eric Lawlor, Wayne Sippola, Brian Coughlan and John Brewster.

John Brewster, Photo.



## LUMPIA – FILIPINO SPRING ROLLS

Spring Rolls are a popular appetizer in many Asian cultures. Look for spring roll wrappers or lumpia wrappers in the frozen food section of an Asian market. Alternatively, you can use the 8 cm square wonton wrappers which are sold at most supermarkets. These are thicker than the lumpia/spring roll wrappers but work just as well.

Lumpia can be prepared ahead of times. Refrigerate in a single layer in an airtight container for up to 24 hours. Alternatively, freeze in single layer, then stack in an airtight container and freeze for up to one month. Do not thaw before frying. Serve with a dipping sauce.

### LUMPIA

½ cup chopped onion  
 ⅓ cup chopped carrot  
 ⅓ cup chopped celery  
 4 garlic cloves, peeled  
 1 (½-inch) piece ginger, peeled  
 1 large egg  
 1 pound ground pork (or ground turkey)  
 1 tablespoon soy sauce  
 1 teaspoon pepper  
 ¼ teaspoon table salt  
 18-20 (8-inch) square lumpia wrappers or spring roll wrappers.



OR use smaller (8 cm square) wonton wrappers and make them into triangles by folding them in half diagonally.

For frying:

1½ quarts vegetable oil

Air fryer version:

PAM or olive oil to brush the lumpia

Process onion, carrot, celery, garlic, and ginger in food processor until finely chopped, scraping down sides of bowl as needed, about 20 seconds. Beat egg in small bowl until homogeneous. Add 2 tablespoons beaten egg to food processor, reserving remainder.

Add pork (or turkey), soy sauce, pepper, and salt and process until combined, scraping down sides of bowl as needed, 10 to 15 seconds.

Transfer mixture to large heavy-duty zip-lock bag and snip 1 corner to create 1-inch opening.

Peel wrappers apart to separate; stack neatly and cover with very lightly dampened dish towel. Place one wrapper on counter so one corner points to edge of counter.

Pipe 5 X ¾-inch strip of filling parallel to counter just below centre of wrapper. Using pastry brush apply light layer of egg wash onto upper 1½ inches of top corner of wrapper, making sure to brush to edges. Fold bottom corner of wrapper over filling and press gently along length of filling to remove air pockets.

Fold side corners over to enclose filling snugly and gently roll to form tight cylinder.

Transfer, egg-washed corner down, to rimmed baking sheet or large platter. (Do not stack.) Wipe any excess egg from counter and repeat with remaining wrappers and filling, filling two at a time if you feel comfortable with it.

If you are using the 8 cm wonton wrappers, pipe about 1 tablespoon of mixture in the middle of the square and fold diagonally (see picture). Brush the edges with egg wash and pinch the edges together with your fingers.

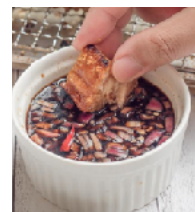
Heat oil in Dutch oven over medium heat to 350 degrees. Set wire rack in rimmed baking sheet. Line rack with paper towels. Using tongs, transfer six lumpia to oil and fry, adjusting burner, if necessary, to maintain oil temperature of 340 to 360 degrees, until lumpia are golden brown, 5 to 7 minutes. (Frozen lumpia will take 1 to 2 minutes longer). Transfer to prepared rack. Repeat with remaining lumpia in two batches. Let cool for at least 5 minutes before serving with dipping sauce.

Air fryer version: brush the lumpia on both sides with oil. Set them in an air fry basket (make sure they do not touch each other). Cook about 4 minutes each side at 350-375 degrees. Cook time and temperature will depend on your air fryer.

For an oven air fryer, set the temperature at 400 degrees. The timing for cooking will be a bit longer than a smaller air fryer, 8-10 minutes each side.

### DIPPING SAUCE:

⅔ cup Sukang Maasim (cane vinegar, brand: Datu Puti) OR use distilled white vinegar  
 1 tablespoon soy sauce  
 1½ teaspoons pepper  
 1 teaspoon sugar  
 1 garlic clove, minced  
 Pinch table salt



Stir all ingredients together in bowl. Allow to stand at room temperature for at least 30 minutes to let flavours meld, or refrigerate for up to four days.