

BELL 8



SEAWORTHY NEWS

Summer 2025

ESSEX CORINTHIAN YACHT CLUB

VIEW FROM THE BRIDGE



Happy End of Summer Corinthians! As we approach the final days of summer, I keep finding myself asking "Where has the time gone??" It's a phrase us New Englanders know all too well, as every new month reminds us to take advantage of the fleeting days of each passing season. The ECYC calendar tends to slow down in July & August, with members taking vacations and spending time on the water, but there's still plenty to do here at the club. Looking back, it's fair to say our summer has been highlighted by the 4th of July boat parade & BBQ. With over 100 members in attendance, and 8+ ECYC boats in the parade, our reputation as the go-to destination for camaraderie, atmosphere, value, and FUN was only further solidified. Cheers to all who were able to join us on shore and on the water; its safe to say there will be no shortage of roster cover worthy photos to pick from this year!



I hope you all have a wonderful late summer season and I look forward to seeing you around the club soon. The fall season is fast approaching and with it brings a host of exciting events both on and off the water. Be sure to watch your emails and our website as new events are added frequently!



Bill Robinson
COMMODORE "24"



Welcome new club manager

MEREDITH LANDAU

As we waved Bon Voyage and Happy Retirement to Jean Little in June, we are thrilled to introduce Meredith Landau as our new club manager. No stranger to ECYC, Meredith is a familiar face to many, including our Galley staff, having served in the role of lead server and event liaison for the last several years. Meredith brings an extensive background in member services, management, and customer relations, with her most recent role serving as lead manager at Sally's Apizza in New Haven (lets hope she kept the recipes...). Her bright and cheery personality, combined with her sharp and earnest can-do attitude, is a most welcome presence for all members and we are very lucky to have her onboard full time. For those of you who haven't had the pleasure of meeting Meredith yet, make a point to stop by her office and say hello! One of her first initiatives, beyond the general day to day, is making a personal outreach to each member, offering a direct line of communication and an open door policy. Welcome Meredith!



BOAT NAME TAGS

40th Anniversary Fundraiser

Our first shipment of 40th anniversary chair tags have arrived and have been affixed to our dining room chair backs!! Many thanks to Dan Rennie, who sourced the tags and then went through a number of iterations before landing on the right combination of adhesive and screws. If you are interested in purchasing a tag for your boat (or a previously owned boat), please reach out to Meredith and place your order. Each tag is 60\$ and all money above cost goes into our Ideal 18 sailing fund.



LOCKERS

Please send your locker number to Meredith! We've been trying to identify the tenants to ~15 lockers for the better part of a year and will need to remove these locks if we cant associate them with members. Please help us ensure we can provide everyone a locker who would like one.



“Only at the Corinthian”

Earlier this summer, a group of ECYCCers pulled off a miraculous feat of quick thinking and decisive action that just may have saved our Galley service for the summer. Heading into the busy week of 4th of July festivities, Lori and the galley staff noticed a few troubling signs related to our aging oven and cooktop. Working together with Galley Liaison Chris Morano, our service and repair contractor was out the next day to triage and fix, hopefully in time for Wednesday night dinner and the rest of the week’s events. However, the service company found several safety related issues, with lengthy and costly repairs that would’ve put us out of commission for most of the summer. Undeterred, Past Commodore Morano immediately put a call in to the owner of a local business that was looking to part ways with a convection oven, which could serve as a lifeline while a permanent solution was sourced. With the near new oven now secured at half the going rate, Morano and Toby Doyle placed the behemoth on a hand truck and walked it down Main Street in stifling heat (we also heard it was uphill, both ways!). Once at the club, Pete Decker and Brian Fresher reconfigured the kitchen to make room, while Scott Beckwith called in a favor to have an electrician there the same afternoon. Within a few days, a full replacement stove was sourced and approved by the Board, with delivery and installation complete by the end of July. During the interim, our resourceful Galley team

found new and creative uses for the convection oven that now allows us to handle more capacity at peak hours. We are all so grateful for our team of volunteers who continually step up, and though its almost always behind the scenes, it brings me great joy to bring stories like these to light. Way to go team!



KAYAK RACK

As a gentle reminder, please remember that parents are responsible for the proper decorum of children (House Rules, Bylaws Article XII, section 2) especially during the busy dining periods on Wednesdays & Fridays. As parents of young children ourselves, we know this can be easier said than done at times, but a good rule of thumb is to treat our dining room like you would any other formal seated restaurant. The remodeled River Room can be a fun sanctuary with comfy couches, TV, air hockey, books, and games when dining room challenges arise!

Our kayak rack has become quite popular since we installed it closer to the launch ramp several years ago. It is beyond full at this point, with kayaks, paddleboards, and even a canoe piling up in the area around the rack. In fairness to all members, we need to begin tracking and charging a nominal fee for its use beginning next year. All kayakers will need to obtain a burgee sticker from the office, and display it on the starboard bow. Please keep in mind that the area around the rack belongs to Safe Harbor and we do not have permission to store additional items there.

MEMBERSHIP Report



We welcomed the following eleven new member families to the club this spring/summer:

Hunter & Ashley Hardy

Ken & Laura Green

Mark Bavalack & Lisa Kleckner

Laurie Tomlinson

Philip Logan

Bill Wiggins & Ashley Maltempo

Thomas & Monique Fanciullo

John Plenter

Mari Steeno

Rick Weiner & Rhode Van Gessel

Jonathan Jennings & Kerri-Anne White

The New Member Reception on May 23rd was a grand success with many of our current and newest members in attendance. Vice Commodore Joe Pelletier, Past Commodore Terry Stewart, and Membership Committee Chair Rebecca Bliss introduced members who have joined the club in the past year during a special ceremony accompanied by delicious appetizers from Chef Lori and her kitchen staff. Many members stayed for dinner afterward to continue the celebration. New Corinthian member John Plenter took the honor of firing the sunset cannon after Terry Stewart explained the history of the "Evening Colors" tradition. Many of our new members have joined committees and have already given their volunteer time and effort to our wonderful club!

A special thank you to the following members for their help at our CT Spring Boat Show ECYC club booth and for giving tours of the club during the show weekend:

Ken and Debbie Soudan, Theresa Dryfoos, Pat Kolosowski, Jim Coan, Peter and Maria Decker, Tom Atkinson, Bill Sandberg, Dan Taylor Stypa and David Evangelisti, Brian Fresher, Laurie Tomlinson, Nancy Brigggett, Joe DiRenzo, Sharon Tracy, Kim and Randy Stafford, and Joe Pelletier.

Rebecca Bliss, ECYC Membership Chair





2025 Fall

Club Events

Monday September 1:

LABOR DAY PARTY

Tuesday September 9:

SEPTEMBER LADIES ON DECK

Saturday September 13:

YOGA ON THE DECK

Saturday September 20:

CROSS SOUND CHALLENGE

COMING this FALL:

TRIVIA NIGHT

BOURBON / GIN TASTING

KID'S MOVIE NIGHT

OKTOBERFEST W/ LITTLE HOUSE

BREWING

SAVE THE DATE:

COMMODORE'S BALL

NOVEMBER 8

Subject to change: other events may be added. Note: Details for each event including times and registration requirements will be sent to all members via email in advance and on our website

CARIBBEAN NIGHT 2025



Fourth of July BOAT PARADE & PARTY





Past Commodore Tim Brewer Wins the Bermuda 1-2 Solo!

In what may go down as one of the most impressive off-shore accomplishments of any ECYC member in recent memory, Tim Brewer recently embarked on the journey of a lifetime, skipping his Little Harbor 42 Fathom singlehandedly 635 miles from Newport, RI to Bermuda. The race gets its name from the stipulation that the leg down to Bermuda is sailed singlehandedly and the return trip is to be sailed doublehanded (1-2). Not only did Tim sail BOTH legs singlehandedly, but he won his division on both as well! A simply remarkable achievement of grit, perseverance, adventure, bravery, and skill, Tim has set a new standard and his accomplishment is something all Corinthians should celebrate and be proud of. Both legs were not without extreme challenges ranging from lightning strikes, squalls, breakages, and long periods of becalmed winds, but I will defer to Tim to spin those tales over a Dark n Stormy. It's our hope that Tim can share more of his adventure in a discussion later this fall at the club. For now, we'll let him catch up on his sleep!





Ideal 18 Update from our Fleet Captain

Ahoy, Essex Corinthian Yacht Club members!

What a phenomenal summer we've had on the water. Tuesday and Thursday nights were buzzing with energy, and participation hit an all-time high with our Ideal 18s racing in the summer series in conjunction with Essex Yacht Club. Kudos to our fantastic skippers and all the volunteers who've embodied the true Corinthian spirit. Thanks to your dedication, we've kept the racing tradition alive and thriving.

Thank you also goes out to everyone who joined us for the first Sailing Social on Wednesday August 20th. It was wonderful to see so many faces - both new and familiar- interested in getting involved with the Ideal 18 fleet, whether it be for racing or recreational sailing. I'd love to keep the momentum going into the fall with a few informal week night sailing sessions where we hope to pair up experienced and inexperienced sailors to get some time out on the water. We've set up a Whats App group for folks to connect - contact me for more information and instructions on how to join.

Matthew Melius, Fleet Captain
fleetcaptain@essexcorinthian.org



Junior Invitational Regatta

The annual Junior Invitational Regatta was held Monday, July 28th. Co-hosted by the Essex and Essex Corinthian Yacht Clubs since 2017, it's sailed in Ideal 18s by the best junior sailors from the Pettipaug and North Cove Yacht Club summer sailing programs. Remarkably, the regatta has never had to be cancelled due to wind or weather conditions. Six crews were from Pettipaug and five from North Cove. Four races were held in light wind with some current. Pettipaug swept the top three spots, with the winner (Daniel Charbonnier with crew Jonah Morrissey) winning the last race and winning the regatta on a tie breaker. Essex Yacht Club runs the races, and Essex and Corinthian take turns providing trophies and lunch. A big thank you to Tom Atkinson for volunteering on behalf of ECYC and hosting these talented kids on our deck for the awards luncheon..



ESSEX CORINTHIAN YACHT CLUB
**CROSS SOUND
CHALLENGE**
SEPTEMBER 20
2025



There are a lot of regattas that beckon to sailboat racers during the summer season. Sometimes it is hard to select the right one from a list of multiple events on the same weekend, especially if you are looking to add to your catalog of ECSA points. We will make it easy for you - among all the ECSA daytime regattas what is better than a regatta that leads all the way across the Long Island Sound and back? Not just a basic course using a few local government marks, the ECYC Cross Sound Regatta is exactly what it sounds like, a medium-distance race across our local playground, the Long Island Sound. The race sets off from a starting pin near the Outer Light at the mouth of the Connecticut River and continues - yes, I am repeating myself on purpose - across the Sound to a turning mark close to the North Shore of Long Island. In the past, we have seen fierce competition between closely matched boats in all classes. Long Island Sound has many faces with its tidal and current changes, as well as varying wind and water conditions, which make this regatta so exciting for ambitious racers.

Prizes are waiting for the winners of each class, to be handed out at the Post-Race Awards Party. The River vs. Sound Trophy will be awarded to the top three River- or Sound-based boats with the best combined class scores of any three yachts using the ECSA Offshore Circuit Scoring System Matrix. The party is open to regatta participants, their families and friends, and anyone else interested in celebrating our rich heritage of sailboat racing. Enjoy food and drinks with in likeminded company, and cheer for your favorite crews. The party will be held at the Essex Corinthian Yacht Club on Novelty Lane in Essex, CT. Tickets are sold either during boat registration at Yachtscoring.com, at the door * or directly from the yacht club on our website essexcorinthian.org* Join us on September 20th!

Sponsors Wanted!

As has been tradition, we reach out to local businesses who wish to sponsor our regatta. If you would like to or know of a business wishing to become a sponsor, please contact us to request a sponsorship form with details.

Volunteers Wanted!

If you would like to help the Race Committee or Entertainment Committee run our event, please let us know so we can set up a time to meet!

ENTRY FEE
PARTY TICKETS **\$40/BOAT**
\$25/PERSON

when purchased ahead

\$25/PERSON
at the door

Please pre-order your tickets to help our party planners!

CLUB OFFICE

Meredith Landau

mcyc@essexcorinthian.org
860 767 3239

RACE COMMITTEE CHAIR

Ruth Emblin

racechair@essexcorinthian.org
(914) 316-5811

ENTERTAINMENT COMMITTEE CO-CHAIRS

Stephanie Robinson

Laurel Stewart

stephanieowenrobinson@gmail.com lcstewart14@comcast.net

A Sobering Reminder: The Hidden Dangers of Boat Overloading



BY JOE DIRENZO

Two weeks ago, while my wife and I were getting ready to kayak from River Museum's boat launch. As the first kayak went in the water, I witnessed a scene that triggered my professional instincts as a mariner. A 20-foot powerboat roared upriver at excessive speed through a congested area. The boat was packed with passengers including several children, not one wearing a life jacket. Despite being a relatively modest-sized vessel, the boat was clearly overcrowded and had two very large outboards creating a potentially deadly combination of factors.

As I watched this reckless display, troubling scenarios flashed through my mind: What if the operator suddenly lost situational awareness? What if the vessel made a violent, uncontrolled turn? What if they ran aground at high speed or collided with another boat in the crowded waterway? These weren't abstract concerns, they were very real possibilities that could transform a pleasant day on the water into a tragedy.

The harsh reality is that even the most experienced mariners can find themselves in life-threatening situations when operating an overloaded vessel. Overloading doesn't just mean too many people aboard; it encompasses any condition that compromises a boat's stability, maneuverability, and safety margins. The danger often remains invisible until a critical moment demands quick maneuvering, only to discover the vessel cannot respond appropriately—and by then, it's too late.

One common but often overlooked form of overloading involves installing an oversized motor that exceeds the manufacturer's recommended engine specifications. This frequently occurs when boat owners purchase a new vessel but decide to transfer the engine from their previous boat to save money. While the Coast Guard doesn't specifically prohibit installing engines larger than those specified on the capacity label, this practice can create serious safety hazards.

State regulations may prohibit oversized engines, and insurance companies often impose restrictions or void coverage for non-compliant installations. The prudent mariner researches these implications thoroughly before making such modifications. An oversized engine can make a boat bow-heavy, affect its center of gravity, and create handling characteristics the hull was never designed to manage safely.

The second—and often more deadly—form of overloading involves exceeding safe limits for passengers and equipment, precisely like the scenario I witnessed on the Connecticut River. Recent Coast Guard data provides sobering evidence of where this negligence leads.

In April 2025, the Coast Guard issued Marine Safety Alert 06-25-CH1, specifically addressing "Bow Seating Safety Considerations." The alert's opening case study describes a fatal incident that should serve as a wake-up call for every recreational boater:

"A 23-foot bow rider style recreational vessel was underway and improperly loaded on the Atlantic Intracoastal Waterway when it encountered a large wake created by another vessel ahead. The wake caused the bow rider to roll severely and pitch forward, swamping the bow. Nine of the occupants were washed out of the vessel. The passenger seated at the forwardmost bow seat was subsequently struck by the vessel's propeller and killed."

Tragically, this wasn't an isolated incident. The alert references a similar fatal accident in July 2022, when an overloaded 24-foot boat capsized while traveling at high speeds in the Hudson River off Manhattan, again with passengers seated in the vulnerable bow area.

The Coast Guard's safety alert emphasizes a crucial point often overlooked by recreational boaters: "Swamping of the bow can happen quickly and without warning, even when a boat is loaded in compliance with the manufacturer's capacity plate." This sobering statement reveals that legal compliance doesn't guarantee safety—sound judgment does.

A Sobering Reminder: The Hidden Dangers of Boat Overloading



The alert continues: "The captain's judgment is crucial in determining access to the bow area when the vessel is underway. The likelihood of the vessel experiencing unstable or erratic motion may increase with greater sea state, speed, and vessel loading conditions with passengers and gear at the bow."

In other words, conditions that seem manageable at low speeds can become lethal when combined with higher speeds, crowded seating arrangements, and challenging water conditions. The science of Physics is unforgiving: increased speed amplifies every other risk factor exponentially.

Beyond the obvious safety concerns, boat operators should understand that Coast Guard Boarding Officers possess the legal authority to terminate a vessel's operation if they determine it's overloaded. Under federal regulations, these officers can order an overloaded boat back to shore immediately. While there's no federal fine for overloading itself, refusing to comply with a Boarding Officer's directive carries serious legal consequences.

This enforcement authority exists because overloading—whether through oversized engines or excessive passenger/gear loads—fundamentally compromises a vessel's responsiveness and handling capabilities, dramatically increasing the risk of capsizing or swamping.

It's important to note that Coast Guard Capacity Information labels are required only on monohull boats less than 20 feet in length. These standards, detailed in 33 CFR Part 183 Subpart B, These labels are not required on multi-hull boats, pontoon boats, sailboats, canoes, kayaks, or inflatable boats, regardless of length. However, the absence of a required label doesn't eliminate the operator's responsibility for safe loading practices.

The Bottom Line: Your Life and Those of Your Passengers Depends on It

That powerboat I observed on the Connecticut River represents thousands of similar scenarios playing out on waterways across America every weekend. Each represents a potential tragedy that could be prevented through better judgment, proper preparation, and respect for the fundamental physics of boat operation.

The Coast Guard's data isn't just statistics—it represents real families devastated by preventable accidents. Before your next outing, take the time to honestly assess your boat's loading, verify your engine specifications, and make the safety-conscious decisions that could save lives. Remember: The goal isn't just to get on the water, it's to get everyone home safely. Boat smart, load responsibly, and don't let overconfidence override common sense. Your passengers are counting on your judgment, and the water offers no second chances for poor decisions.

IMPORTANT NOTICE ABOUT COMMUNICATIONS



The Essex Corinthian Yacht Club's Bell 8 Newsletter

is a quarterly publication issued by the Essex Corinthian Yacht Club of Essex, CT

For general questions on ECYC please refer to our website at

WWW.ESSEXCORINTHIAN.ORG

Email Us **ecyc@essexcorinthian.org**

ESSEX CORINTHIAN YACHT CLUB

PO BOX 759 - ESSEX, CT 06426 *Telephone: (860) 767-3239*

Members are encouraged to submit articles & pictures of their club stories, sailing adventures/ mishaps to the Bell 8 editor

EMAIL: **communication@essexcorinthian.org**

OUR COMMUNICATIONS TEAM ACTIVELY MANAGES 2 SOCIAL MEDIA ACCOUNTS WITH OVER 800 FOLLOWERS! WE POST FREQUENTLY ABOUT UPCOMING EVENTS, GALLEY MENUS AND OTHER NOTEWORTHY CLUB NEWS.

Follow along at the links below:



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www.instagram.com/essexcorinthianyachtclub

Are you receiving club emails?

The dynamic duo of Jane Reilly & Stephanie Robinson have worked incredibly hard this year to freshen up our club communications, so that you never miss an important notice, upcoming event, or Galley update. The email subjects typically start with "From ECYC" so you can search your inbox to see if you are receiving them.

Want to be added or removed from the list?

EMAIL communication@essexcorinthian.org and we'll get you squared away

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