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CHAMPIONSHIP  
REGATTA

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# A Message From the Commodore

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## 90th Annual WMYA Regatta

### Welcome WMYA Sailors!

Thank you for joining us at the White Lake Yacht Club for another great Western Michigan Yachting Association Championship Regatta. My first WMYA regatta was 22 summers ago on Torch Lake racing my E scow with Jack Rillema and Jamie Duncan. I still remember how amazing it was to see all the different classes and age groups sailing together. We would race the E and then watch the other fleets and kids race. Some sailors would even race in multiple fleets! There was great competition and new friendships in the making. Then after all that we would hang out with family and friends. I'll never forget that first year camping with the wives and kids (thank you Carolyn and Kim) and how the SLYC camping contingent had so much fun and could stay up so late. I was hooked, what a great regatta! So let's make some new memories this year at White Lake.

Thanks to all the WMYA and WLYC volunteers that make this regatta happen. We apologize in advance for the lack of beach this year but Mother Nature wanted to test our creativity. If you need anything just ask, and we will be happy to help out.

So let's have some more fun, be safe, and enjoy this week sailing at the Westerns!

Sincerely,

*Dan Nelson*

2019 Commodore, Western Michigan Yachting Association

# *Have a Great Regatta!*



*Photo Credit: Sean Fidler*

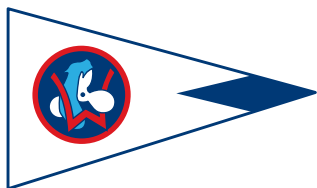


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# 90<sup>th</sup> Annual WMYA Regatta

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### Alcohol Policy

Only alcoholic beverages purchased at WLYC will be allowed on the premises or in the clubhouse at any time.

No alcoholic beverages will be sold to anyone under the age of 21. WLYC has adopted a zero tolerance policy prohibiting minors from possession, selling, purchasing, transporting or consuming alcohol on the club premises.

All persons are required to identify themselves or show proof of age upon request of the WLYC manager or the staff.

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# Regatta Schedule

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## Registration

Wednesday, July 31 .....2:00 pm to 7:00 pm  
On site registration, sailing info, and meal ticket pick-up  
Wednesday, Aug. 1 .....8:30 am to 12:00 pm

## Annual Meeting

Wednesday, July. 31 .....7:00 pm

## Competitors Briefing

Thursday, Aug. 1  
All Fleets .....8:30 am

## Racing Schedule

Posted times are for the warning signal.

### Thursday, Aug. 1

MC, and Butterfly .....10:00 am  
Laser.....10:05 am  
2nd race immediately to follow (back to back)  
E Scow / Optimist.....2:00 pm  
C Scow .....2:05 pm  
2nd race immediately to follow (back to back)

### Friday, Aug. 2

E Scow / Optimist.....10:00 am  
C Scow .....10:05 am  
2nd race immediately to follow (back to back)  
MC and Butterfly .....2:00 pm  
Laser.....2:05 pm  
2nd race immediately to follow (back to back)

### Saturday, Aug. 3

MC and Butterfly .....10:00 am  
Laser.....10:05 am  
2nd race immediately to follow (back to back)  
E Scow / Optimist.....2:00 pm  
C Scow .....2:05 pm  
2nd race immediately to follow (back to back)

### Sunday, Aug. 4

E Scow / Optimist.....10:00 am  
C Scow .....10:05 am  
MC and Butterfly .....12:30 pm  
Laser.....12:35 pm  
*No races to start after 1:30 pm Sunday*

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# 2019 WMYA Social Schedule

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## Wednesday, July 31<sup>st</sup> - Lean-In Party

**5:00 p.m. – 8:00 p.m.**

Casual pre-event venue hosted by Pete Price and crew. Grilled goodies provided by team Price will be served up with local keg beer to complement the fun. As the name implies, The Lean-In party traditionally is an impromptu gathering of sailors leaning-in on their boats after initial set up and rigging.

## Thursday, August 1<sup>st</sup> – Welcome Party

**5:00 p.m. – 9:30 p.m.**

White Lake Yacht Club and hosts Robin and Steve Novak will welcome all sailors with a delicious Tex-Mex BBQ from our local Bone Ends Restaurant. Pulled pork, Smothered Southwest Chicken and Bacon Mac n Cheese are sure to please! Local keg beer included.

## Friday, August 2<sup>nd</sup> – Kid's Party

**5:00 p.m. – 8:30 p.m.**

Join the Lindrups, Seymours and Oertels for a kid's night bash at the Lundquist's Barn! Music, games, burgers, bonfire & s'mores for skippers and crew of all ages. Party is from 5:00pm-8:30pm. Feel free to bring a beach chair for around the fire. Parents welcome to stay!

## Saturday, August 3<sup>rd</sup> – WMYA Commodore's Ball

**6:30 p.m. – 11:00 p.m.**

Please join Don and Kim Nelson for a wonderful evening in the WLYC Ballroom. Enjoy a cocktail (or two) before sitting down to a delicious dinner prepared by the famous Hearthstone Restaurant. Then put on your dancing shoes as we welcome Serita's Black Rose to the band stage! Cocktails begin at 6:30 pm, dinner at 7:30 pm with dancing to follow!

## Sunday, August 4<sup>th</sup> – Awards

After Conclusion of the last race, approximately 3:00 p.m.  
Music on the deck with open bar following awards.

## Lunches

Available on race days 11:00 a.m. - 1:00 p.m.



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# Committee Chairpersons

Commodore's Ball	Kim Nelson
Kid's Party	Leili & Jim Lindrop, Liz & Chris Ortel, & Sara & Bart Seymour
Lean-In	Pete Price
Welcome Party	Robin and Steve Novak
House and Grounds	Tim O'Connell WLYC Club Manager
Launching	Brent Brower
Lunches	Karolyn Rillema
Registration	Robin Novak
Trophies	Don Nelson
Regatta Book	Jack Rillema/Earle Press
Race PRO's	Steve Schiller Jack Rillema II
Protest	Dan Lorimer TLYC
Graphic Design	Megan Nelson
Photo's	Teasley Ruback
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## 2019 WMYA Board of Directors

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<b>Commodore:</b>	Don Nelson - WLYC
<b>Vice Commodore:</b>	Dan Lorimer - TLYC
<b>Rear Commodore:</b>	Eric Wynsma - GRYC
<b>Secretary:</b>	Beth Windemuller - SLYC
<b>Treasurer:</b>	Tony Pugh - CLYC
<b>Past Commodore:</b>	Josh Wallace – MYC
<b>Executive Secretary:</b>	Brett Hatton
<b>At Large:</b>	Pete Price
<b>At Large:</b>	Jack Rillema II
<b>At Large:</b>	Tom Munroe
<b>At Large:</b>	Mike Terry - CLYC
<b>Ex Officio:</b>	Midge Verplank
<b>Principal Race Officers:</b>	Steve Schiller Jack Rillema II

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# Sailing Instructions

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## 1. Rules

**1.1** - The regatta will be governed by the rules as defined in The Racing Rules of Sailing.

**1.2** - Boats shall be subject to their Class Rules, except as noted in the Notice of Race (NOR), the Sailing Instructions (SI), or any Additional Sailing Instructions (ASI).

**1.3 a** – US Sailing Prescription Appendix T, sections A, B, and D will apply.

**1.3 b** - US Sailing Prescriptions to RRS 60, 63.2 and 63.4 will not apply.

**1.4** - Rule 41 Outside Help is modified so that the Butterfly, Optimist, and MC classes, who capsized, may receive outside assistance, without penalty, and may continue to race.

**1.5** – Only one sail number may be used for each boat. Any changes must be approved by the race committee chairman.

## 2. Notice to Competitors

Notices to competitors will be posted on the official notice board at the White Lake Yacht Club.

## 3.1 Changes to the Sailing Instructions

Changes to the Sailing Instructions will be posted before 0900 on the day it will take effect.

## 3.2 On the Water Changes to the Sailing Instructions

On the water changes to the Sailing Instructions will be given after the L flag is displayed on the signal boat. Changes will be announced on the designated VHF channel and also by Loud Hailer. This changes RRS 90.2 and Race Signals.

## 4. Signals Made Ashore

**4.1** - Signals made ashore will be displayed on the flagpole in front of the Yacht Club.

**4.2** - When flag AP is displayed ashore, it means that the race has been postponed. The warning signal for the next race will not be made less than 30 minutes after the AP is lowered. This alters RRS racing signals.



## 5. Schedule of Races - *Posted times are for the warning signal.*

### **Thursday 8/1/19**

- MC, Butterfly & Laser 10:00 AM MC / Butterflies and 10:05 Lasers. Second race for all immediately to follow. The warning signal for MC's and Butterflies may not be after 12:00 and Lasers may not be after 12:05 PM
- E, C Scows and Optimist 2:00 PM E's / Opti's and 2:05 C's. Second race for all immediately to follow. The warning signal for E's / Opti's may not be after 4:00 and C's may not be after 4:05 PM

### **Friday 8/2/19**

- E, C Scows and Optimist 10:00 AM E's / Opti's and 10:05 C's. Second race for all immediately to follow. The warning signal for E's and Opti's may not be after 12:00 and C's may not be after 12:05 PM
- MC, Butterfly & Laser 2:00 PM MC / Butterflies and 2:05 Lasers. Second race for all immediately to follow. The warning signal for MC's and Butterflies may not be after 4:00 and Lasers may not be after 4:05 PM

### **Saturday 8/3/19**

- MC, Butterfly & Laser 10:00 AM MC / Butterflies and 10:05 Lasers. Second race for all immediately to follow. The warning signal for MC's and Butterflies may not be after 12:00 and Lasers may not be after 12:05 PM
- E Scow and Optimist 2:00 PM E's / Opti's and 2:05 C's. Second race for all immediately to follow. The warning signal for E's / Opti's may not be after 4:00 and C's may not be after 4:05 PM

### **Sunday 8/4/19**

- E, C Scows and Optimist 10:00 AM E's / Opti's and 10:05 C's
- MC, Butterfly & Laser 12:30 PM MC / Butterflies and 12:35 Lasers

No warning signal will be made after 1:30 PM Sunday 8/4/19

Race Course A (orange marks) = E, C, MC, Laser

Race Course B (yellow marks) = Butterfly, Opti

## 6. Class Flags

E Scow	Class Logo
C Scow	Class Logo
MC Scow	Class Logo
Butterfly	Class Logo
Laser	Class Logo
Optimist	Class Logo

## Sailing Instructions (Continued)

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### 7. Courses

**7.1** – Race Course Illustrations will be posted on the Official Notice Board

**7.2** - No later than the warning signal, the race committee signal boat will display the courses and the approximate compass bearing of the first leg.

**7.3** - An "Offset" mark may be set 90 degrees at a distance of approximately 50 yards from the windward mark. If the Windward mark or the offset mark is missing, and no Code Flag "M" is displayed in its place, only the remaining mark shall be left to port.

**7.4** – E, C, Laser, and MC Scows will use a gate mark for all races. Boats shall sail between the gate marks from the direction of the previous mark and round either gate mark. If either gate mark is missing, and no Code Flag "M" is displayed in its place, only the remaining mark shall be left to port.

### 8. Marks

**8.1** – Optimist and Butterfly marks will be yellow inflatables. Change marks will also be yellow inflatables.

**8.2** - E scow, Laser, and MC scow marks 1 and 2, gates and offsets will be orange inflatables. Change marks for the windward mark and offset will be yellow inflatables and for the leeward mark will be an orange inflatable.

**8.3** - C scow mark 1 will be a green inflatable and mark 2 along with gate will be orange inflatables (same as E scow gate marks). Change marks for the windward mark will be a green inflatable and the leeward marks will be orange inflatables.

**8.4** – The Race Committee Signal Boat may deploy a "keep away" buoy, which shall rank as a starting mark. Any boat touching this buoy will have broken rule 31 and shall act in accordance with RRS 44.1. Boats shall not pass between this buoy and the Signal Boat when approaching the line to start. The area between the limit mark and the Signal Boat does not rank as an obstruction for the purposes of RRS 18, 19 and 20.

### 9. The Start

**9.1** - Races will be started by using rule 26, with the warning signal given 5 minutes before the starting signal.

**9.2** - The starting line will be between a staff displaying an orange flag, on the race committee boat at the starboard end of the line, and the course side of the port end starting mark.

**9.3** - Boats whose warning signal has not been given shall avoid the starting area.

**9.4** - A boat starting later than 10 minutes after her starting signal will be scored Did Not Start. This changes Rule A 4.

## 10. Individual Recalls

Individual recalls will be signaled in accordance with RRS 29.1. The race committee will endeavor to hail any boat recalled on VHF channel 73 and also by loud hailer. Failure, to receive a hail, of a hail to be made, or the order of hails made, shall not be cause for redress. Radio calls will not be made for the Laser, Optimist, and Butterfly classes.

### 11. Change of the next leg of the course

**11.1** - To change the next leg of the course, the race committee will lay a new mark and remove the old one [or finish line] as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

**11.2** – Course changes of less than 5 degrees may be made with no signal and no change of mark color. This changes RRS 33.

## 12. The Finish

**12.1** - The finish line for all fleets, except the Laser and Butterfly fleets, will be between a staff displaying an orange flag on the race committee boat and the nearby finishing mark.

**12.2** - The finish line for the Laser fleet will be between a staff displaying an orange flag on the race committee boat and the nearby pink finishing mark.

**12.3** - The finish line for the Butterfly fleet will be between a staff displaying an orange flag on the race committee boat and the nearby green finishing mark.

## 13. Penalty System

**13.1** - After a race, a boat that may have broken a rule of Part 2 or Rule 31 while racing may take a post-race penalty for that incident.

**13.2** - Post Race Penalties shall be:

- 1.) 20% if taken before protest time limit. [Minimum 2 places]
- 2.) 30% if taken after protest time limit but before the beginning of a hearing involving the incident. [Min. 3 places]

**13.3** – Secured Positions - If the Race Committee deems it necessary in order to maintain the regatta schedule, and at the sole discretion of the Race Committee, the Race Committee may “secure” the position of any boat in the race and will score that boat in that position as if they have actually finished the race in that position. This modifies Rule 35, A4, A5 and changes the definition of Finish.

## 14. Time Limit

**14.1** - Time limit for all classes is 2 hours.

**14.2** - Boats who have not finished their race in 2 hours and 15 minutes will be scored points equal to the number of finishers plus 2 points.

**14.3** - If no boat has passed Mark 1 within the 30 minute Mark 1 time limit, the race will be canceled.

### 15. Protests and Request for Redress

**15.1** - A boat intending to protest about an incident that occurs in the racing area shall notify the finish boat after all yachts in her class have finished. Any attempt to notify the finish boat, before all yachts in her class have finished, will be ignored. This changes RRS 61.1a.

**15.2** - Protest forms are available at the race office. Protests shall be delivered there within the protest time limit.

**15.3** - For each class, the protest time limit is 60 minutes after the last boat in the class has finished the last race of the day for that class. The same time limit applies to protests by the race committee and protest committee about incidents they observe in the racing area and to requests for redress. This changes rule 61.3 and 62.2.

**15.4** - Notices will be posted within 30 minutes of the protest time limit, to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the jury room located at the White Lake Yacht Club beginning at the time posted on the notice board.

**15.5** - A protesting skipper and the protested skipper must remain within call of the arbitrator, protest committee or, at the discretion of the arbitrator, protest committee; the protest can be allowed or disallowed.

### 16. Protest Arbitration

**16.1** Rule 44 is modified to allow a boat either to take the penalty described in RRS 44.1, 44.2, and as modified by these Sailing Instructions while on the water or to take a 40% Scoring Penalty for a breach of a rule of Part 2 after the incident but prior to the protest hearing by acknowledging the infringement before arbitration or by accepting the opinion of the arbitrator.

After a protest has been lodged, one designated representative from each boat, who shall have been on the boat when the incident occurred, may appear together before an arbitrator appointed by the protest committee. No witnesses shall be allowed. The arbitrator will have each party describe the incident, limiting each party to approximately two minutes.

After hearing the testimony, the arbitrator will express one of the following conclusions:

- 1) No rule was broken. The protester has the option of withdrawing the protest. If he decides to do so, he signs to this effect on the protest form. The protest is then withdrawn and shall not be reopened or appealed. If the protester does not withdraw the protest, it will be submitted to the protest committee in the normal manner.
- 2) A rule was broken by one of the boats involved. The representative of the offending boat has the option of either accepting a 40% penalty or submitting the matter to the protest committee for a protest hearing. If the penalty is accepted, the matter is closed and cannot be submitted to a hearing, be reopened, appealed or submitted for redress.

When protests are submitted to the protest committee, the arbitrator shall not be a member of the protest committee hearing the protest, but may be present in the protest committee room, and may be called as a witness.

**16.2** - Application of the 40% penalty shall be calculated in accordance with rule 44.3, except that the penalty is modified to read 40%.[ Minimum 4 places]

## 17. Scoring

**17.1** - The low point scoring system in Appendix A of the RRS will apply.

**17.2** - There will be one throw out race allowed per fleet after that fleet has completed at least six races.

**17.3** - 2 races must be completed for a class to constitute a regatta.

## 18. Safety

**18.1** - Each competitor, including skipper and crew, Parent or legal guardian, is ultimately responsible for such competitor's safety.

**18.2** - A boat that retires from a race shall notify a RC boat before leaving the racing area, or if that is not possible, notify a regatta official at Regatta headquarters immediately upon arrival on shore.

**18.3** - Boats that are not leaving the harbor to race shall inform Regatta headquarters or a regatta official prior to the start of the first race of the day.

**18.4** - A boat that breaks SI 18.1, SI 18.2, or SI 18.3 may receive without a hearing, a warning, a penalty or a disqualification. This changes RRS 63.

## 19. Radio Communication

**19.1** - A boat shall neither make radio transmissions while racing, nor receive special radio communications not available to all boats.

**19.2** - This restriction also applies to cell phones.

## 20. Courtesy Broadcasts

A designated observer may report all visual signals displayed by the race committee on VHF channel 73. Information provided is provided as a courtesy to the competitors and does not in any way alter the competitor's responsibility to observe the Race Committees visual signals, which govern the conduct of the racing. Errors or omissions on the part of the designated observer will not be considered as grounds for redress under RRS 62. Radio calls will not be made for the Laser, Optimist, and Butterfly classes.

## 21. Prizes

Prizes will be awarded as described in the notice of race.

## 22. Disclaimer of Liability

Competitors participate in the regatta entirely at their own risk, see RRS 4 decision to race. The organizing authority will not accept any liability for material damage, or personal injury, or death, sustained in conjunction with, or prior to, during, or after the regatta.

*Revised 6/9/19*



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# Member Clubs

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**Crystal Lake Yacht Club**



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**Eagle Lake Yacht Club**



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**Grand Rapids Yacht Club**



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**Lake Geneva Yacht Club**



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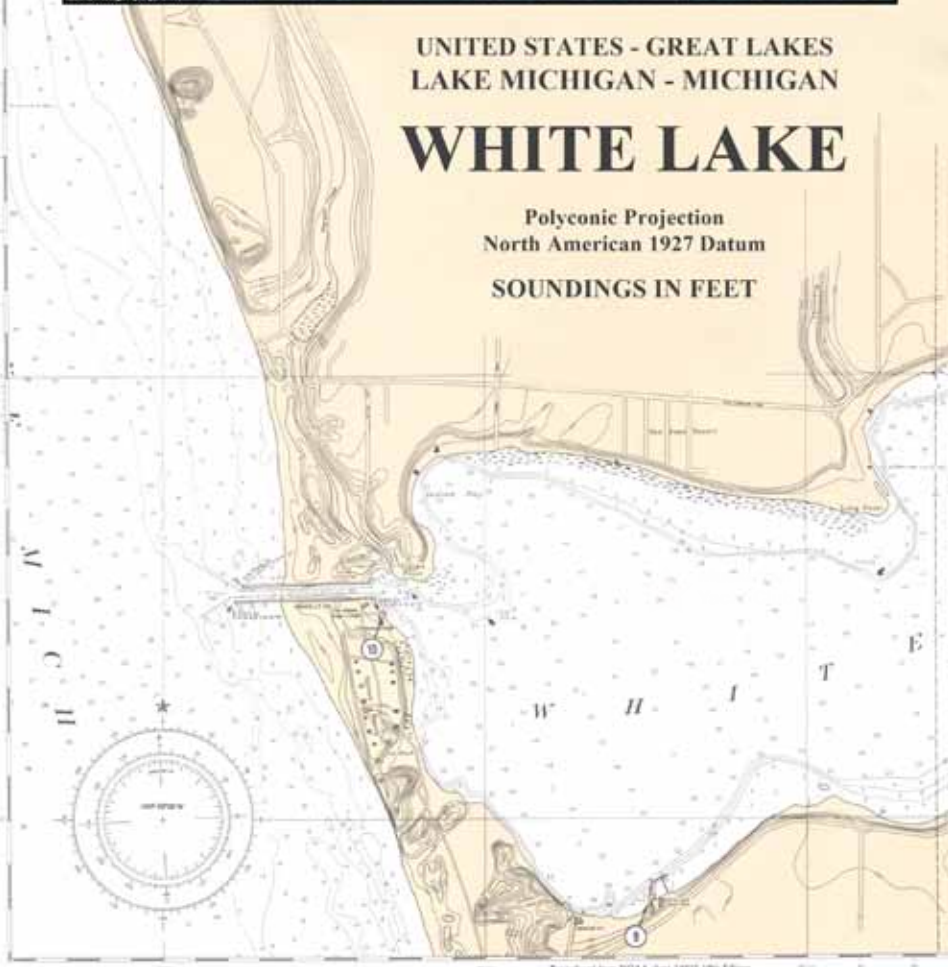


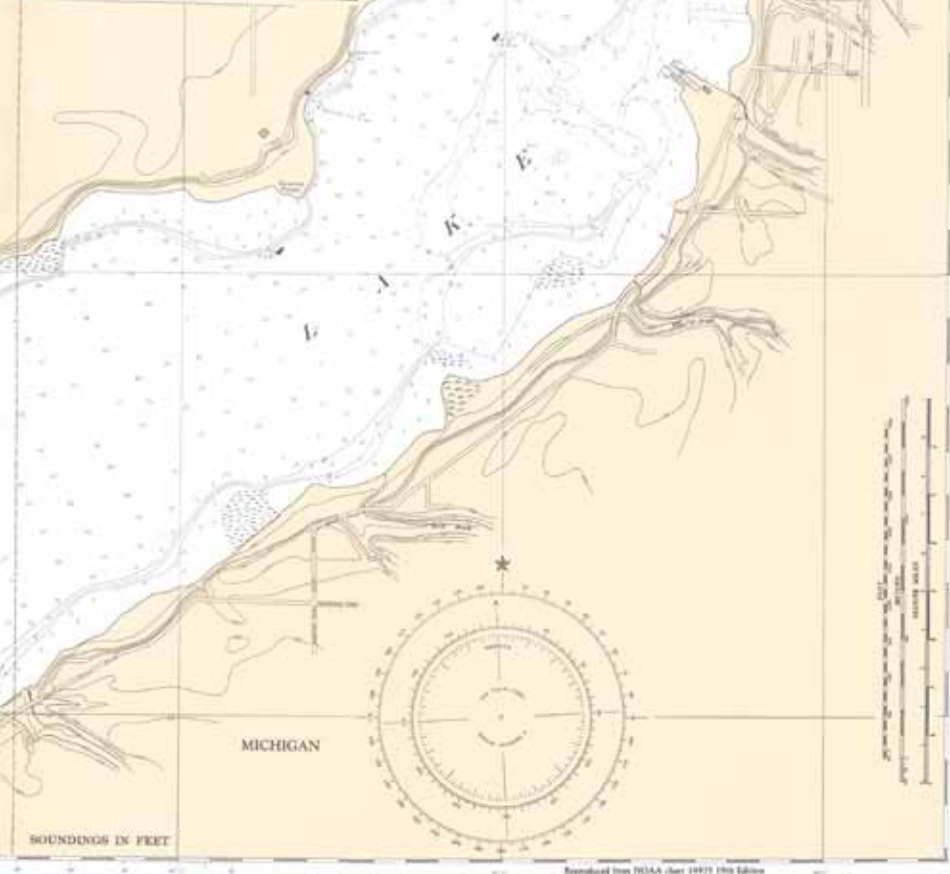
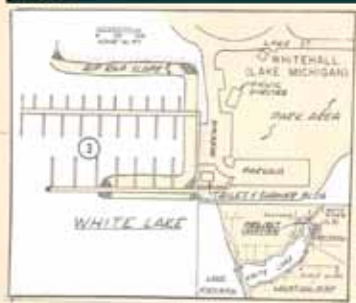
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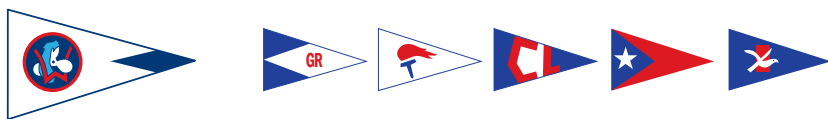
# WHITE LAKE

Polyconic Projection  
North American 1927 Datum

SOUNDINGS IN FEET







# WMYA History

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## Forming the Western Michigan Yachting Association

The Western Michigan Yachting Association was formed in December 1929 as a result of an informal agreement between representatives of the three original member clubs; the Spring Lake Yacht Club, the Muskegon Yacht Club and the White Lake Yacht Club. The driving force behind the organization was C.D.R. Mulder, who was a member of both WLYC and SLYC.

The fledgling association held their first regatta at Muskegon Lake in 1930 as a two day event. The regatta included only three classes of boats: A Scows, C Scows and E Scows, and involved only a single race in each class. The Muskegon Lake Regatta was so successful that the three clubs decided to formalize their relationship and promote intense inter-club competition. All interested parties were invited to attend a luncheon at the Century Club in Muskegon on September 22, 1930. Delegates from White Lake, Muskegon Lake, Spring Lake and Black Lake (Macatawa Bay) were on hand. Within a short time the Grand Rapids Yacht Club and the Torch Lake Yacht Club also joined. The organizers chose C.D.R. Mulder (SLYC) Commodore, William R. Munroe (MYC) Vice-Commodore, John G. Guerin (WLYC) Rear Commodore, Clarence E. Pitkin (WLYC) Secretary, and C.A. Crowe (MBYC) Treasurer. By 1938 Pentwater and Crystal Lake had also joined.

The White Lake Yacht Club invited the other members of the association to hold it's first official regatta at White Lake in August of 1931. Hoping to improve upon the earlier efforts at Muskegon Lake, the organizers of the White Lake Regatta decided to extend the event to three days (Saturday, Sunday, and Monday) and to have the three classes of boats sail in heats, one for each day of the event, which would supposedly improve the competition. They also added a social side with Sailors Lunch every day and a grand ball to end the regatta.

During the 30's and 40's the WMYA experimented with another type of regatta known as the Skippers Regatta. The idea was that each club would send a skipper and crew for each of the three classes (E, C, and Cresent). Each crew would rotate from one boat to another until each had sailed each boat, negating advantages of speed or quality on other boats. The winner was based





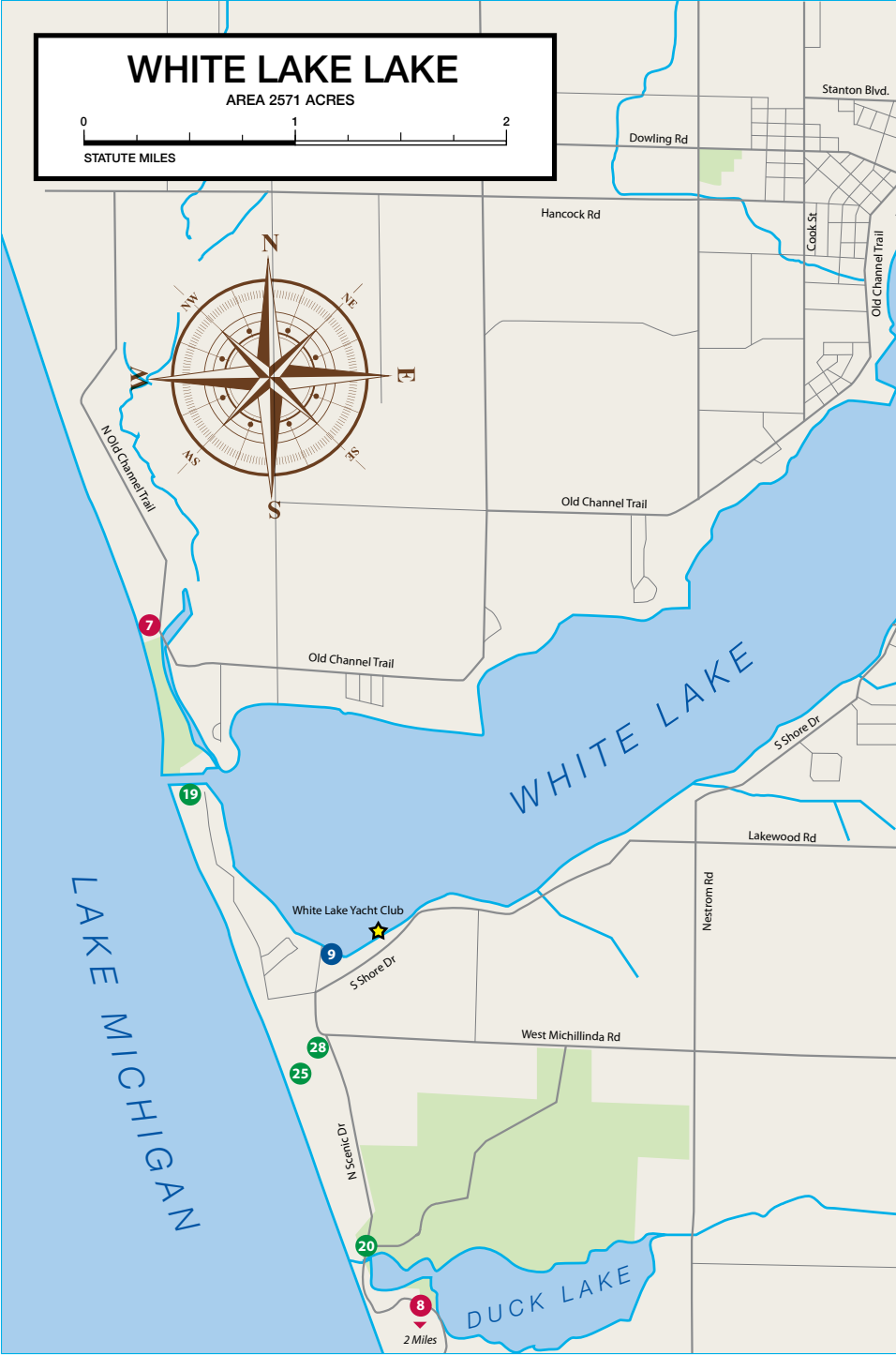
on a point system with the winner having the most points overall. In 1936 the Association decided to let the host club provide all the competing boats. This posed a problem when not all clubs had all the fleets racing on their lake. In 1939 a cruising boat race from Macatawa to White Lake opened the event and it was made an annual event for several years. During the war years of 1942 and 1943, the regattas were canceled due to war time travel restrictions and lack of competition. The format for the races remained fairly uniform over the years. Each regatta lasted for three days, changing to a Friday to Sunday format, and now to a four day format.

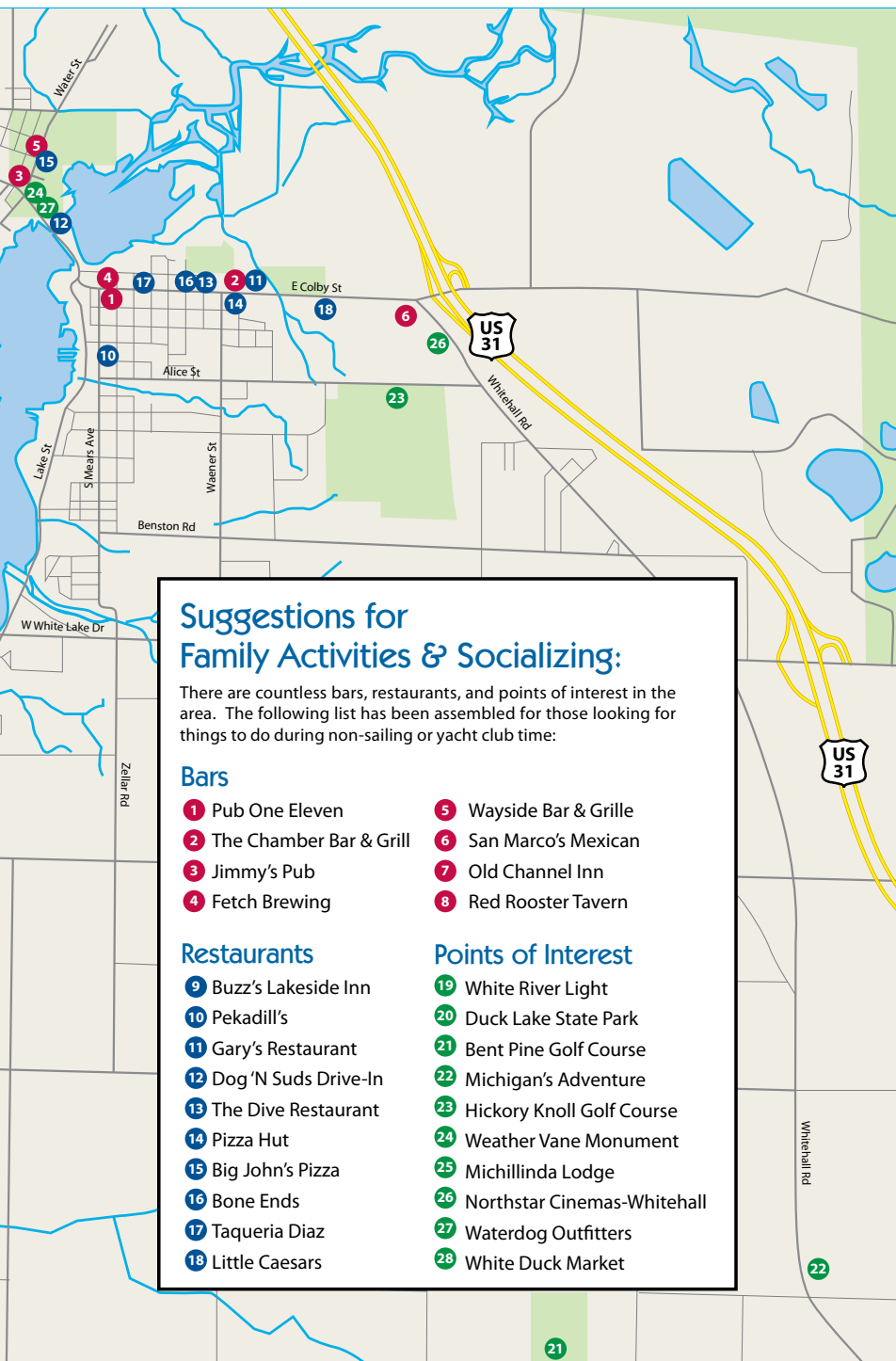
The classes of boats raced over the years have included the; A Scow, E Scow, C Scow, Cresnet, Y Flyer, Snipe, Lightning, Lawley, Scooter, Wood Pussy, Nipper, MC Scow, Butterfly, Laser, M20, and Melges 17. This Regatta Year Book started in 1959 as the first official program printed for the regatta and it was dedicated to Howard Tremble as a past WMYA Commodore. The position of Resident Agent (now Executive Secretary) began in 1962 with Tom Bloodgood. In 1966 Midge Verplank took over and held the association together with consistency and vitality until retiring in 2003, with Joan Manny replacing him.

To this day the foundation of the WMYA is based on encouraging, promoting, conducting and supervising amateur yachting and yacht racing on the inland lakes. Its' long history has perpetuated through generations of sailing families and will continue to do so in to the future.

*(Taken from excerpts of the WLYC History by Dan Yakes and Roger Scharmer, and excerpts form the WMYA history with reminisces of Mrs. Bruce Wathan and letters from Mrs. Freda Tremble.)*

*J Manny, 2006*





## Suggestions for Family Activities & Socializing:

There are countless bars, restaurants, and points of interest in the area. The following list has been assembled for those looking for things to do during non-sailing or yacht club time:

### Bars

- |                           |                        |
|---------------------------|------------------------|
| 1 Pub One Eleven          | 5 Wayside Bar & Grille |
| 2 The Chamber Bar & Grill | 6 San Marco's Mexican  |
| 3 Jimmy's Pub             | 7 Old Channel Inn      |
| 4 Fetch Brewing           | 8 Red Rooster Tavern   |

### Restaurants

- 9 Buzz's Lakeside Inn
- 10 Pekadill's
- 11 Gary's Restaurant
- 12 Dog 'N Suds Drive-In
- 13 The Dive Restaurant
- 14 Pizza Hut
- 15 Big John's Pizza
- 16 Bone Ends
- 17 Taqueria Diaz
- 18 Little Caesars

### Points of Interest

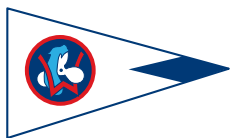
- 19 White River Light
- 20 Duck Lake State Park
- 21 Bent Pine Golf Course
- 22 Michigan's Adventure
- 23 Hickory Knoll Golf Course
- 24 Weather Vane Monument
- 25 Michillinda Lodge
- 26 Northstar Cinemas-Whitehall
- 27 Waterdog Outfitters
- 28 White Duck Market

# WMYA Commodores 1930-2019

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1930	No Commodore	1976	Walker E. Wynkoop, CLYC
1931	C.D.R. Mulder, WLYC	1977	Gary Verplank, SLYC
1932	C.D.R. Mulder, WLYC	1978	Paul Wickland, Sr., MYC
1933	Ken Welch, SLYC	1979	Spencer Weersing, WLYC
1934	H.E. Baxter, GRYC	1980	Bill Waring, GRYC
1935	Charles F. Hibbard, TLYC	1981	Larry Hall, CLYC
1936	A.E. Jacobson, SLYC	1982	Carl Reuterdaahl, SLYC
1937	R. Wallace Hook, GRYC	1983	Paul Wickland, Jr., MYC
1938	Alvin E. Youngquist, WLYC	1984	Duane Pierson, WLYC
1939	Smith B. Taylor, SLYC	1985	Dana Baldwin, GRYC
1940	Clarence E. Pitkin, WLYC	1986	Rick Morris, CLYC
1941	Robert Bennet, GRYC	1987	Dan Bowen, SLYC
1944	Irving Quimby, SLYC	1988	David Freye, MYC
1945	Hugh Schaddalee, MBYC	1989	Karl Jacob, WLYC
1946	Gregg Maxfield, MYC	1990	Curt Bradley, GRYC
1947	Paul S. Christie, WLYC	1991	Jeff Hoch, TLYC
1948	Fritz Van Brunt, GRYC	1992	Terry Lang, CLYC
1949	Charles Jacobson, SLYC	1993	Tad Welch, SLYC
1950	Howard Priddy	1994	Peter Price, MYC
1951	Howard Tremble, GRYC	1995	Dave Bedau, WLYC
1952	Howard Tremble, GRYC	1996	Bob Ward, GRYC
1953	Alvin Youngquist, WLYC	1997	Art Brereton, TLYC
1954	John Seabury, WLYC	1998	Rob Terry, CLYC
1955	Frank Veit, SLYC	1999	Bruce Cassady, SLYC
1956	Bob Turk, TLYC	2000	Steve Schiller, MYC
1957	Charles Young, SLYC	2001	Joan Manny, WLYC
1958	Bob Ward, GRYC	2002	Fred Stevens, GRYC
1959	Bruce Wathan, MYC	2003	Peter Comfort, TLYC
1960	James Spencer Jr., MBYC	2004	Walker M. Wynkoop, CLYC
1961	Don Bolling, SLYC	2005	Ross Reuterdaahl, SLYC
1962	Ted Hibbard, TLYC	2006	Larry Larsen, MYC
1963	Klemm Harvey, WLYC	2007	Jack Rillema II, WLYC
1964	Tom C. Bloodgood, GRYC	2008	Brian Wrase, GRYC
1965	Harold M. McClure, Jr., CLYC	2009	Ted Keller, TLYC
1966	William R. Munroe, MYC	2010	Kevin Haviland, SLYC
1967	Midge Verplank, SLYC	2011	Mark Wipper, CLYC
1968	Co. Com. Bob Metric, LFYC	2012	Ken Griswold, MYC
1968	Co. Com. Dick Anderson, TLYC	2013	Tom Munroe, WLYC
1969	Tom McMurray, WLYC	2014	Carl Reid, GRYC
1970	Chuck Harrett, GRYC	2015	Casey Christensen, TLYC
1971	Mike Huck, CLYC	2016	Andy Hubbard, SLYC
1972	Ken Kornoelje, SLYC	2017	Mike Terry, CLYC
1973	Gordon Tousey, MYC	2018	Josh Wallace, MYC
1974	Jacques A. Chatain, WLYC	2019	Don Nelson, WLYC
1975	William B. Metcalf, GRYC		

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## History of the White Lake Yacht Club

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Nestled among the sand dunes and lush green tree line of western Michigan is the resort community of White Lake. Since the late nineteenth century, the resorts of White Lake have attracted visitors from throughout the nation, but especially from the overcrowded metropolitan areas of Illinois, Ohio and Indiana. The cool summer temperatures, fern filled forests, countless streams, rivers and lakes and white sand beaches of western Michigan have attracted thousands of vacationers once the sawmill era quieted down annually resulting in resorts and summer cottages dotting the shores of "Beautiful White Lake" and the nearby Lake Michigan shoreline which has helped to create and maintain the White Lake Resort Industry. Summer visitors look forward to spending their idle time enjoying White Lake's wholesome summertime activities such as swimming, fishing, boating, sailing, biking and hiking, which slowly became the mainstay of economic development for the area. From the very beginning, local businessmen sought to attract upper and middle class visitors to the White Lake area to spend their monies and recreation time.

In the late nineteenth and early twentieth centuries, transportation was a problem because automobiles were not in use and roads were inadequate for long distance travel. Therefore it fell to the railroad and steamship companies to transport the early generations of resorters to the area. Because the local roads were like two tracks through the sand, ferryboats transported passengers and freight from place to place on the lake. Not until the late 1920's did the railroads, steamship lines and ferry boats give way to travel by automobile. From 1906 through 1930 most resorters bound for White Lake traveled aboard the S.S. Carolina, a 240 foot long steel hulled passenger and freight vessel. In addition to its regular route in the summer months of June to September between Chicago and White Lake, the Carolina was used for cruises from Chicago to Mackinac Island. The natural beauty and rustic charm of the White Lake area quickly drew the attention of many groups interested in establishing camps for children. These camps helped bolster the local economy, provide paying customers for the railroads and would help enhance the recreational



*circa 1920 – postcard courtesy of Margo Pulver*

## White Lake Yacht Club History (Continued)

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reputation of the White Lake area. Several examples are the Boy Scout Camp of Owasippe, Camp Pandalouan and Camp Wabaningo on Duck Lake now known as the Duck Lake State Park. Traveling aboard the Carolina could be an expensive undertaking but special rates were given to boy scouts, certain resort patrons and regular commuters at a cost of \$1.75 for a one-way and \$3.00 round-trip ticket. The weekend schedule allowed business and professional men from the cities to enjoy two full days of recreation at the lake with their families. Resort families over the years, hired local babysitters to care for their children, purchase clothing and souvenir items from local shopping merchants and groceries from local food markets. It has now evolved to yard and home maintenance and house sitting.

One hundred and sixteen years ago, in 1903, a dedicated group of summer visitors decided to form the White Lake Yacht Club. The incipient organization chose as their headquarters an old farmhouse on Long Point on the north side of White Lake and called it the Dus Kew Rera Club. The farmhouse was used for land-based parties and sleeping quarters for visitors. There were 24 members to start but having outgrown that building by 1906, the Club looked for a new location for the clubhouse on the south side of White Lake at a place called Michillinda Cove. The club signed a lease with the George Mason family for 69 years at \$1.00 per year with an option to purchase for \$1000.00 during the first five years. The club house had to be erected by July 1, 1906 and completed within one year and cost not less than \$2500.00 according to the lease. Membership rose to over 100 members and for the next ten years the Club flourished and was the meeting place for all White Lakers for sailing and social activities. Since the roads were in such poor condition, most guests arrived by boat.

Starting in 1912, the yacht club began to suffer do to golf becoming an attractive sport and not as many people coming to White Lake area. Club member Henry D. Sturdevant with money from his own pocket made it possible for the club to stay afloat for a few years.

From 1915 to 1925 the club house fell in to a state of decay and lacked membership use. The club had been built on pilings out in the lake so members could drive their boats inside to enter the club and because of lack of use and heavy winter ice – those pilings took a toll of abuse. Reviving the clubhouse looked to be an insurmountable task.

In 1916, the White Lake Golf Club obtained the transfer of ownership of the lake frontage and the White Lake Yacht Clubhouse property from the Mason family. At the beginning of 1917, there were still two separate organizations, the golf club and the yacht club. Membership overlapped but officers were totally distinct. The golf club was seeking to acquire the property controlled by the yacht club and at a joint meeting in June 1917; the clubs were officially merged under the name: the White Lake Yacht and Golf Club.

In 1920, the WLY&GC purchased the 49 acres for \$3000.00 from the Mason family. The golf club hired natives to clear and contour the land by pulling stumps and grading the course with their team of horses. The merger between the yacht club and golf club had both positive and negative effects. It helped to bring additional summer residents to the area and drew new members from among the year round residents of the White Lake area but on the other hand, the new emphasis on golf undermined the influence of the traditional sailors with the yacht club and may have estranged them from participation in club activities to the point that the members lost interest in maintaining the clubhouse and promoting competitive sailing on White Lake.

Around 1925 local druggist Clarence E. Pitkin of Pitkin's Drug Store started to think about reviving the club so children would have something to do. They held a speedboat regatta which sparked interest and gained many hours of volunteer labor to fix up the deteriorated clubhouse and make some money. At the end of the summer, a big costume party was planned and it was a tremendous success. They called it the Pirates Ball. To date, the Pirates Ball continues to be held on the Saturday night of Labor Day Weekend – with members and guests dressing in costume to end the season of the yacht club. In 1926, the WLY&GC granted a ten year lease of the facility for a \$1.00 year to the yacht club. Major donations were accepted to update the clubhouse and replace the wooden pilings holding up the clubhouse with concrete piers. A junior yacht club was organized in 1928 for the youth. The names were un-joined once again resulting in the White Lake Yacht Club and the White Lake Golf Club.

During the 1930's, sailboat racing was revived on White Lake and the Western Michigan Yachting Association was formed in Muskegon with WLYC being a charter member. Until 1933, the clubhouse was only used on Saturday nights, but with the addition of the Anchor Room (snack bar) more use would be seen. It took the effort of many members to build the anchor room during those depression years. During 1936-37 through the efforts of the yacht club members writing their Congressman, etc., the Corps of Engineers rebuilt the piers through the channel into Lake Michigan.

A new dock and steel breakwater in front of the club were built in the spring of 1941 by raising



*Sailing dock circa 1930, this dock was removed each season.*



*Circa 1936, yacht is the Atlantic owned by Schlitz Brewery in Milwaukee. Owner was a club member.  
Photo courtesy of G.E. Dake*



## White Lake Yacht Club History (Continued)

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\$10,000.00 to pay for the construction. To keep membership and the community informed about the club's activities and to maintain interest in the clubhouse, local printers were used to print a publication known as the Mainsheet. Advertising of local merchants were sought after to help pay for the expense of printing and mailing. Some of those merchants still exist today – Hunts Hardware, Lakeside Inn (now known as Buzz's Lakeside Inn), Pitkin's and the White Duck. The mainsheet was sold in the community and given to yacht club members throughout the year. The mainsheet is still printed once a season and today emails and summer monthly mailers are produced for its members on a regular basis during the summer months.



*Postcard courtesy of Margo Pulver*



*Dock circa 1958 – postcard courtesy of Margo Pulver*

During the late 1950's and 1960's, racing fleets were participated and attended heavily. Member Fred Fischl suggested a pool be built for our membership as White Lake was becoming polluted. In 1965 fund raising within the membership with bonds occurred to build a weed free basin known as the "pool". The swimming school program hired Jim "Red" Heeres as the swim instructor. Mr. Heeres continued as head instructor for over 30 years and was a real asset to our program.

In the 1970's, Saturday night activities – dances were dwindling so the addition of dinner dances began. They were popular to the social side of the club which included Ladies Bridge, the Commodore's Ball and the continuation of the Pirates Ball. With the docks being almost 40 years old, construction of the present main dock was engineered and supervised by member Ned Dake whose father had done so in 1941.

A great deal of money had been spent to replace the docks and maintain the clubhouse over the last 60 years. The membership expressed interest in purchasing the clubhouse and property from the Golf Club which had been leasing it to them. Negotiations took place for several seasons and the clubhouse and property were finally purchased from the Golf Club in 1981 for \$60,000.00.

Rebuilding of the outside dock known as the "T" dock occurred by volunteers putting in countless hours saving the club many dollars. High water occurred so a



new concrete sea wall was built. Through a major fund drive under Commodore Gerald Gill and the gifts of many members, in 1988 the club was able to retire all debts related to property purchased, docks built and the seawall project.

In the 1990's renovations to the restrooms, kitchen and septic system were completed.

The club is managed by an Executive Board consisting of a Commodore, Vice Commodore, Rear Commodore, Secretary and Treasurer along with a first removed Past Commodore and second removed Past Commodore. A board of directors consisting of past Commodores and elected members who serve terms also make financial decisions for the club. It took 99 years but finally in 2002, the first female Commodore was elected. The 100th anniversary of the founding of the club was celebrated in 2003 during a weeklong series of activities for our membership. The Muskegon County Museum also had a display of historical artifacts for the summer.

The club membership has more local representation but it still has out of the area membership from generations of the founding families. The yacht club employs local and summer youth for employment from May – September. It is a member based club so it is considered private. The Yacht club is a member of the White Lake Chamber of Commerce, the White Lake Association and is located in Fruitland Township. The yacht club is recognized by the State of Michigan as a registered historic site.

There was a time when the resort business was the only major employer in the White Lake area, with the sole exception of the Tannery in Whitehall. Now the tannery is gone and the tourist industry is simply one component of a diverse economic system here in the White Lake area. The yacht club is part of that tourism industry and today in addition to the racing schedule, the club activities continue to include swim school, junior yacht club, sailor's lunch and Friday/ Saturday night dinner dances & parties which draw summer folks to the area. We are a diverse club with over 300 memberships consisting of youth, single, senior and family memberships who all help to make the club what it is – a grand place to enjoy summers at White Lake. Although a few remnants of the old days persist, the WLYC clubhouse stands where it always has, largely unchanged from the outside but modernized and stabilized to meet modern expectations. White Lake Yacht Club is and always will be a popular destination for visiting yachtsmen and members for years to come.

Karolyn Rillema, 2019

*Excerpts from the book Looking Aft:  
A history of the White Lake Yacht Club  
- Daniel J. Yakes.*



*Aerial photo circa 1980.*

# WMYA Champions

## Class A Scows

1930	Sadony Bros.	WL	1974	Hartley Comfort	TL
1931	A.M. Youngquist	WL	1975	Hartley Comfort	TL
1932	A.M. Youngquist	WL	1976	Hartley Comfort	TL
1934	Arthur Sadony	WL	1977	Paul Wickland, Jr.	SL
			1978	Skip Johnson	WBL
			1979	Stu Wells	WBL

## Class E Scows

1930	Geo. W. Cannon	SL	1980	Stu Wells	WBL
1931	J.M. Spencer		1981	Stu Wells	WBL
1932	Hunter S. Robbins	SL	1982	Paul Eggert	SL
1933	Bob Durrett	TL	1983	Larry Price	SL
1934	H.S. Robbins	SL	1984	Larry Price	SL
1935	Harry Nye, Delavan	WI	1985	Art Brereton	TL
1936	H.S. Robbins	SL	1986	Bill Walter	CL
1937	Tie - Bill Dewitt / H.S. Robbins	SL	1987	Paul Eggert	SL
1938	Chas. Jacobson	SL	1988	Paul Eggert	SL
1939	Bill Dewitt	SL	1989	Peter Price	MYC
1940	Chas. Jacobson	SL	1990	Jim Gluek	PEW
1941	Robbie Robbins	SL	1991	Brian Porter	LG
1942	Doris Johnson	SL	1992	Andy Burdick	LG
1943	No Regatta		1993	Peter Price	MYC
1944	No Regatta		1994	Art Brereton	TL
1945	No Regatta		1995	Peter Price	MYC
1946	Lee Holly	WL	1996	Brian McMurray	WL
1947	Chas. Jacobson	SL	1997	Art Brereton	TL
1948	Bob Turk	TL	1998	Art Brereton	TL
1949	Albert Gibson	SL	1999	Doug McNeil	WL
1950	Jacobson Bros.	SL	2000	Rob Terry	CL
1951	Paul Eggert	SL	2001	Tom Munroe	WL
1952	Paul Eggert	SL	2002	Douglas McNeil	WL
1953	Paul Eggert	SL	2003	Art Brereton	TL
1954	Haven, Viet, Welch	SL	2004	Rob Terry	CL
1955	Bob Haven	SL	2005	Rob Terry	CL
1956	Welch & Haven	SL	2006	Don Nelson	WL
1957	Paul Eggert	SL	2007	Don Nelson	WL
1958	Paul Eggert	SL	2008	Rob Terry	CL
1959	Klemm Harvey	WL	2009	Art Brereton	TL
1960	Paul Eggert	SL	2010	Rob Terry	CL
1961	Bruce Wathan	MYC	2011	Kimball / Keller / Comfort	TY
1962	Tie - Paul Eggert	SL	2012	Mike Dow	CL
	Klemm Harvey	WL	2013	Brett Hatton	SL
1963	Paul Eggert	SL	2014	James Kimball	GR
1964	Paul Eggert	SL	2015	Steve Johanson	TL
1965	Jim Coffin	MYC	2016	Rob Terry	CL
1966	Bruce Wathan	MYC	2017	Eddie Cox	LG
1967	Paul Eggert	SL	2018	Eddie Cox	LG
1968	Tie - Kay Larkin	TL			
	Paul Eggert	SL			
1969	Bruce Wathan	MYC			
1970	Dave D'Alcorn	MYC			
1971	Harold McClure	CL			
1972	Kornoelje, Verplank				
	Reuterdaahl	SL			
1973	Paul Wickland, Jr.	SL			

## Class C Scow - Gaff Rig

1930	Harry Pilinger	WL
1931	Van C. Taggart	WL
1932	C. Wallace Hook	GR
1933	Tie - K. Welch, Jr.	SL
	Harry Torsen	GR
1934	R. McKay Lynch	PL
1935	Roger Keeney	GR

## WMYA Champions (Continued)

1936	Crowe Bros.	GR	1984	Tom Keenan	LF
1938	John Schemerhorn	GR	1985	Doug McNeil	WL
1939	P. DeWitt	DL	1986	Jim Gluek	LG
1940	Leo Backer	GR	1987	Jim Gluek	LG
<b>Class C Scows</b>			1988	Bob Currier	SL
1935	Harry Pilinger	WL	1989	Bob Currier	SL
1936	Mrs. Harold Dornbos	SL	1990	Doug McNeil	WL
1937	J. Spencer	SL	1991	David Koch	PEW
1938	James Hook	GR	1992	Andy Burdick	LG
1939	J. Spencer	SL	1993	Todd Bosgraaf	SL
1940	James Hook	GR	1994	Todd Bosgraaf	SL
1941	Neil Manny	WL	1995	Joe Schaub	MAX
1942	Jim Butterfield	WL	1996	Tom Keenan	LF
1943	Tom Getz	WL	1997	Jim Flood	GR
1944	No Regatta		1998	Brett Hatton	SL
1945	Hammond Berry	GR	1999	Tom Keenan	LF
1946	Warren Bolling	SL	2000	Brett Hatton	SL
1947	Duane Pierson	WL	2001	Brett Hatton	SL
1948	Howard & Dick Tuthill	SL	2002	Cameron McNeil	WL
1949	Bill Hodgson	WL	2003	Cameron McNeil	WL
1950	Howard & Dick Tuthill	SL	2004	Cameron McNeil	WL
1951	Ken Kornoelje	SL	2005	Jamie Kimball	SL
1952	Craig Welch	SL	2006	Joe Schaub	MX
1953	Wm. Lowry	SL	2007	Cameron McNeil	WL
1954	Emerson Pugh	CL	2008	Cameron McNeil	WL
1955	Vern Bolling	SL	2009	Cameron McNeil	WL
1956	Grant Brown, Jr.	CL	2010	Ted Keller	TL
1957	Ken Kornoelje	SL	2011	Cameron McNeil	WL
1958	Kornoelje, Verplank	SL	2012	Cameron McNeil	WL
1959	Kornoelje, Verplank	SL	2013	Cameron McNeil	WL
1960	Bill Lowry	SL	2014	Andy Burdick	LG
1961	Bill Lowry	SL	2015	Glenn McMurray	
1962	Skip Wynkoop	CL	2016	Glenn Walborn	SL
1963	Tom Getz	WL	2017	Scott Harestad	SL
1964	Kornoelje, Verplank	SL	2018	Zoe Czadzeck	SL
1965	Craig Welch	SL	<b>MC Class Scows</b>		
1966	Mike Huck	CL	1973	F. Walker	LF
1967	Bill Metcalf	GR	1974	D. Starkey	SL
1968	Tom Getz	WL	1975	D. Starkey	SL
1969	Tom Getz	WL	1976	Larry Price	SL
1970	Lee Holly	WL	1977	D. Starkey	SL
1971	Tom Keenan	LF	1978	Brett Hatton	SL
1972	Tom Keenan	LF	1979	Larry Price	SL
1973	Bill Metcalf	GR	1980	Happy Fox	SL
1974	Bill Metcalf	GR	1981	Larry Price	SL
1975	Doug McNeil	WL	1982	Larry Price	SL
1976	Bill Metcalf	GR	1983	Gary Verplank	SL
1977	Charlie Harrett, Jr.	SL	1984	Glen Walborn	SL
1978	Tom Keenan	LF	1985	Brett Hatton	SL
1979	Hugh Walborn	SL	1986	Brett Hatton	SL
1980	Paul Richards	GR	1987	Glen Walborn	SL
1981	Tom Keenan	LF	1988	Brett Hatton	SL
1982	Tom Keenan	LF	1989	Doug McNeil	SL
1983	Doug McNeil	WL	1990	Andy Burdick	LG

## WMYA Champions (Continued)

1991	Jim Gluek	PEW	2011	Isaac Kremers	GR
1992	Andy Burdick	LG	2012	Isaac Kremers	GR
1993	Doug McNeil	SL	2013	Isaac Kremers	GR
1994	Brett Hatton	SL	2014	Bruce Hansen	SL
1995	Doug McNeil	WL	2015	Steve Johanson	TL
1996	David Fox	SL	2016	Charlie Knapp	SL
1997	David Fox	SL	2017	Charlie Knapp	GR
1998	Dan Guidinger	WB	2018	John McNeil	LT
1999	Peter Fox	SL	<b>Laser / Radial</b>		
2000	Brian McMurray	WL	2012	Dirk Phelps	CL
2001	Brian McMurray	WL	2013	David Griswold	MYC
2002	Chris Eggert	SL	2014	Justin Lovell	GR
2003	Jamie Kimball	SL	2015	Ben Finkelstein	GR
2004	Chris Eggert	SL	2016	Ben Finkelstein	GR
2005	Jamie Kimball	SL	2017	Ben Finkelstein	GR
2006	Jamie Kimball	SL	2018	Noah Wolters	SL
2007	Jamie Kimball	SL	<b>Open Butterflies</b>		
2008	Jamie Kimball	SL	1965	Tom Keenan	LF
2009	Ted Keller	TL	1966	Brud Harvey	WL
2010	Ted Keller	TL	1967	D. Freye	MYC
2011	Rob Terry	CL	1968	Don Hood	WL
2012	Jamie Kimball	SL	1969	Steve Novak	WL
2013	Pete Comfort	TL	1970	Ande Holly	WL
2014	Cam McNeil	WL	1971	Ande Holly	WL
2015	Tony Pugh	CL	1972	Steve Novak	WL
2016	Eddie Cox	LG	1973	Ande Holly	WL
2017	Eddie Cox	LG	1974	Eric Hood	WL
2018	Cam McNeil	SL	1975	Jerry Bakke	MYC
<b>Lasers / Standard</b>			1976	Brian McMurray	WL
1979	Robert Currier	SL	1977	Brad David	WL
1980	Paul Wickland	MYC	1978	Jerry Bakke	MYC
1981	Paul Wickland	MYC	1979	Jeff Butterfield	WL
1982	Paul Wickland	MYC	1980	Jerry Bakke	MYC
1983	Glenn McMurray	WL	1981	Duane Pierson	WL
1984	Chad Gould	WL	1982	Chad Gould	WL
1985	Mark Eldred	MB	1983	Duane Pierson	WL
1986	Susie Pegel	MB	1984	Karl Jacob	WL
1987	Steve Sisson	MB	1985	Ryan Nordberg	TL
1988	Karl Jacob	WL	1986	Duane Pierson	WL
1989	M. Isabell		1987	Warde Pierson	WL
1997	Steve Johanson	TL	1988	Duane Pierson	WL
1998	Ross Reuter Dahl	SL	1989	N. Weersing	WL
1999	Paul Wickland	MYC	1990	Steven Fox	SL
2000	Rob Davis	MYC	1991	Jerry Bakke	MYC
2001	Peter Comfort	TL	1992	Duane Pierson	WL
2002	Peter Comfort	TL	1993	Warde Pierson	WL
2003	Pat Flood	IL	1994	Duane Pierson	WL
2004	Rich Grant	GR	1995	Duane Pierson	WL
2005	Rich Grant	GR	1996	Duane Pierson	WL
2006	Charlie Knape	GR	1997	Josh Rotunda	SL
2007	Charlie Knape	GR	1998	Duane Pierson	WL
2008	J.P. Mull	WL	1999	Ben Fredricks	SL
2009	Charlie Knape	GR	2000	Duane Pierson	WL
2010	Charlie Knape	GR			

## WMYA Champions (Continued)

2001	Joe Rotunda	SL	2003	Charlie Knappe	GR
2002	Jack Rillema II	WL	2004	Charlie Knappe	GR
2003	Kevin Anderson	GR	2005	Mike Knappe	GR
2004	Scott Anderson	GR	2006	Scott Anderson	GR
2005	Charlie Knappe	GR	2007	Sam Gill	WL
2006	Jim Knappe	GR	2008	Lauren Hatt	SL
2007	Eric Rivard	GL	2009	Sandi Fredricks	SL
2008	Ed Hatt	SL	2010	Mason Wolters	SL
2009	Tony Pugh	CL	2011	Frank Reeg	SL
2010	Tony Pugh	CL	2012	David Griswold	MYC
2011	Michael Madden	GR	2013	Sam Ralston	GR
2012	Adam Hohmeyer	SL	2014	Sam Ralston	GR
2013	Frank M Reeg	SL	2015	Noah Wolters	SL
2014	Eric Rantanen	SL	2016	Noah Wolters	SL
2015	Simone Garratt		2017	Charlie Parker	SL
2016	Braden Johnson	WL	2018	Zoe Czadzeck	SL
2017	Elissa Walter	CL			
2018	Kasra Lindrup	WL			

### Junior Butterflies

1969	Ande Holly	WL	1996	Scott Luce	GR
1970	Eric Hood	WL	1997	Chuck Gorgen	Minnetonka
1971	Eric Hood	WL	1998	Chuck Gorgen	Minnetonka
1972	Eric Hood	WL	1999	Ron Schlommer	LG
1973	Doug McNeil	WL	2000	Rob Davis	LG
1974	Hugh Walborn	SL	2001	Chuck Gorgen	MN
1975	Jim Gretzke	MYC	2002	Andrew Tapper	MN
1976	Brad Davis	WL	2003	Pete Comfort	TL
1977	Paul Christianson	SL	2005	Chuck Gorgen	Minnetonka
1978	Holly O'Brien	SL			
1979	Brian Wrase	SL			
1980	Holly O'Brien	SL			
1981	Chad Gould	WL			
1982	J.P. Mull	WL			
1983	Karl Jacob	WL			
1984	Chris Eggert	SL			
1985	Chris Eggert	SL			
1986	Dave Fox	SL			
1987	Dave Fox	SL			
1988	Brien Fox	SL			
1989	Jay Lambiotte	CL			
1990	Ross Reuterdaahl	SL			
1991	Kyle Verplank	SL			
1992	Jon McMillan	CL			
1993	Matt Cassidy	SL			
1994	Cameron McNeil	WL			
1995	John McNeil	WL			
1996	Cameron McNeil	WL			
1997	Cameron McNeil	WL			
1998	Andy Powell	TL			
1999	Joe Rotonda	SL			
2000	Joe Rotonda	SL/WL			
2001	Kevin Anderson	GR			
2002	Charlie Knappe	GR			

### M-20

1996	Scott Luce	GR
1997	Chuck Gorgen	Minnetonka
1998	Chuck Gorgen	Minnetonka
1999	Ron Schlommer	LG
2000	Rob Davis	LG
2001	Chuck Gorgen	MN
2002	Andrew Tapper	MN
2003	Pete Comfort	TL
2005	Chuck Gorgen	Minnetonka

### Melges 17

2006	Brian McMurray	WL
2007	Brian McMurray	WL
2008	Rob Terry	CL
2009	Coye Harrett	LG
2010	Sean Fidler	CL
2011	Tom Munroe	WL
2012	Tom Munroe	WL
2013	Tom Munroe	WL
2014	Tom Munroe	WL
2015	Rob Terry	CL

### Opti

2008	Ang Riolo	SL
2009	Justin Lovell	GR
2010	Justin Lovell	GR
2011	Spenser Todd	GR
2012	Spenser Todd	GR
2013	Ben Finkelstein	GR
2014	Spencer Todd	GR
2015	Hazel McGovern	
2016	Quentin Beyer	
2017	Egan McInerney	SL
2018	Ella Towner	GR

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# WMYA Perpetual Trophies

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## **Charles C. Harrett Memorial Trophy**

### ***Class Winner With The Most Dominant Performance***

Donated in 2007 by Midge VerPlank in memory of Chuck who was WMYA Commodore in 1970 and Race Committee Chairman from 1986 through 2006. This trophy will be presented to the skipper, in any fleet of 10 or more boats, with the lowest total points, using the margin of victory as the tie breaker, and a coin toss if a tie still exists.

## **Howard Baxter Trophy**

### ***Winner First E Boat Race***

Howard was a member of both the Grand Rapids and Spring Lake Yacht Clubs. He was still sailing an E boat in his seventies and took fourth at the WMYA Regatta in 1957. Commodore of the WMYA in 1934.

## **Iver Johnson Memorial Trophy**

### ***Winner Second E Boat Race.***

Donated by the family in 1976 to the memory of the son of the founder of Johnson Boat Works and early developer of a fiberglass E boat.

## **William R. Munroe Trophy**

### ***Winner Third E Boat Race***

Muskegon Yacht Club E boat skipper. Early promoter of E boats at MYC. Donated by his widow, Carol and sons, Bill, Tom and Dave. Commodore of the WMYA in 1966.

## **Davock Memorial Trophy**

### ***Winner Fourth E Boat Race***

Given in memory of the Davock family who supported sailors and sailing at the TLYC from its inception in the 1920s.

## **Albert M. Gibson Memorial Trophy**

### ***Winner Last E Boat Race***

SLYC E boat skipper and Commodore 1955-1956. Won the WMYA in 1949.

## **Barry Bricker Trophy**

### ***Winning E Boat Crew***

E boat crew member for Muskegon Yacht Club skippers, Paul Wickland Jr. & Sr.

## **Muskegon Chronicle Trophy**

### ***Winning E Boat***

Donated in 1938 and won by Charles Jacobson, SLYC.

## **Vern Bolling Trophy**

### ***Winner First C Boat Race***

Vern was a member and former Commodore of the SLYC in 1965. C and E boat skipper. Won WMYA Regatta in C scow class in 1955.

## **Midge Verplank Trophy**

### ***Winner Last C Boat Race***

Former Resident Agent of the WMYA, Commodore of SLYC in 1962-1963. Midge has won the WMYA several times in both Es and Cs. Commodore of the WMYA 1967.

## **Jacques Chatain Memorial Trophy**

### ***Winning C Boat***

Donated by WMYA and Jacques' widow, Peggy in 1987. Member WLYC and Commodore of the WMYA 1974.

## **Ken Kornoele Memorial Trophy**

### ***Winner Second C Boat Race***

Donated by Midge Verplank in 2003 to honor Ken, Commodore of SLYC and WMYA, C-boat champion in '51, '57, '58, '59 and '64, E-boat champion in '72.

## WMYA Perpetual Trophies (Continued)

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<b>Gordon Tousey Trophy</b>	<b>Winner First MC Race</b> Donated by the WMYA in 1989 to honor Gordon, the WMYA Commodore 1973, MYC Commodore, E boat skipper, and WMYA Race Committee chairman from 1970-1985.
<b>Al Dunning Memorial Trophy</b>	<b>Winner Last MC Race</b> Donated in 1992 to honor Al's many years of assistance to the race committee.
<b>Tower Travel Trophy</b>	<b>Winning MC Boat</b> Donated by Doug Smith, C-boat sailor and President of Tower Travel Management in 1973 to mark the entry of the MCs into the WMYA regatta.
<b>Dale Frank Trophy</b>	<b>Winning Junior Butterfly</b> Founder of the Sail Place in Cedar Springs and early promoter of the Butterfly class.
<b>Howard Tremble Trophy</b>	<b>Winning Senior Butterfly</b> GRYC member, Commodore WMYA 1951 and 1952. Trophy engraved "In loving memory of H.I. Tremble, who, with Freda, greatly served the WMYA." A founder of the WMYA.
<b>Charles Young Memorial Trophy</b>	<b>Winning MC Master</b> SLYC E boat skipper. Commodore of the WMYA in 1957. Donated by family in 1986.
<b>Charles Jacobson Memorial Trophy</b>	<b>Winning MC Grand Master</b> Donated by the Jacobson family in honor of Chuck, 1949 Commodore of the WMYA, winner of the E class in 1938, 1942, 1947 & 1950.
<b>Teddy Knappe Memorial Trophy</b>	<b>Winning MC Junior</b> In loving memory of an avid E, MC and Butterfly sailor whose passion for life inspired everyone around him. A true Son of a Son of a Sailor. Donated by the Bylenga and Knappe families.
<b>Jack C. Rillema II Perpetual Trophy</b>	<b>Winning Melges 17 boat</b> Donated by the Jack C. Rillema II family.
<b>Duane Pierson Memorial Trophy</b>	<b>Oldest Skipper to Finish All Official Races in Any Fleet</b> Past Commodore of the WMYA, he loved sailing in whatever boat he could and still raced competitively in two fleets into his seventies. Donated by his children Joan, Emily & Rob.
<b>Dave Cioe Memorial Trophy</b>	<b>Youngest Junior Butterfly Skipper to Finish All Official Races</b> Donated by Tad and Lucy Welch in 2003 in memory of their brother-In-law, Dave Cioe, early promoter of the butterfly fleet, avid M-20 skipper and member of Muskegon and Grand Rapids Yacht Clubs.
<b>GRYC Trophies</b>	<b>Winner Laser Standard Rig</b> Donated by GRYC in 1996 for winning M-20, converted in 2006 for winning Laser (standard rig).  <b>Winner Laser Radial</b> Donated by GRYC in 2017 for winning Laser Radial class.  <b>Optimist Pram Champion</b> This perpetual trophy was Donated by GRYC in 2010 to recognize the Champion Skipper of the Optimist Pram Class.

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