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**WMIYA**  
REGATTA



2024



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# A Message From the Commodore

## 95th Annual WMYA Regatta

Welcome to the 95th Annual WMYA Championship!

On behalf of the White Lake Yacht Club and the WMYA, thank you for attending and we look forward to a memorable week of competition, comradery and good cheer.

As far back as I can remember, the Westerns has marked the pinnacle of the summer. I've been to all but a couple in my 42 years and skippered my first Butterfly Westerns on Spring Lake in 1993. Growing up I was mesmerized by stories of Westerns battles recounted in great detail by my grandfather, dad and uncles. The thrill of victory and agony of defeat so palpable in each one you'd think Olympic medals were at stake. Over the past three decades I have accumulated a trove of my own stories – underscored by enduring campaigns of sibling and cousin teamwork, spirited rivalries, mishaps and triumphs.

What makes the Westerns special, though, is much more than the competition or results achieved. It is the unique spirit of the event grounded in family, friendship and volunteerism. It is the experienced sailors helping those in need of a few tips. The old salts mentoring the up-and-coming juniors. Teams sailing together through highs and lows and enjoying every part of the ride. Spectators cheering on one and all. It is the sailing experience at its best and has fostered lifelong friendships among us all. With the energy and excitement in our junior fleets – from the Opti, Butterfly and the new M15 – the future of the WMYA is bright.

I want to thank the WLYC flag line, management and volunteers who helped make this regatta a success. Hosting big regattas takes a village and I'm proud of the way WLYC steps up to the task. We are fortunate to have such a tremendous PRO Team led by Steve Schiller and Jack Rillema – thank you both. Finally, it's been my honor and privilege to serve on the WMYA board. It is a high caliber group and I want to thank Kris, Kyle, Randi, Brett and the rest of the standing board members for your support and dedication to the WMYA.

Enjoy the regatta and the WLYC facilities, catch a sunset over Lake Michigan and soak in the best days of the summer with friends and family. And remember – win, lose or draw – there's always another regatta.

Hike hard!

Cam McNeil

WMYA Commodore - 2024



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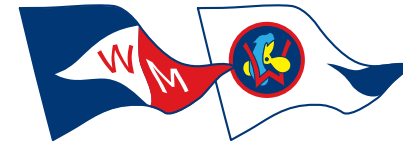
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## 95th Annual WMYA Regatta

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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

## Registration

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

## Annual Meeting

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

## Competitors Briefing

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

## Racing Schedule

### Thursday Aug 1

MC, Butterfly & Laser 10:00 a.m. – MC, Butterfly, Laser – Second race for all fleets immediately to follow. The warning signal for all fleets may not be after 12:15 p.m.  
E, C Scows & Optimist 2:00 p.m. – E, C, Opti – Second race for all fleets immediately to follow. The warning signal for all fleets may not be after 4:15 p.m.

### Friday Aug 2

E, C Scows & Optimist 10:00 a.m. – E, C, Opti – Second race for all fleets immediately to follow. The warning signal for all fleets may not be after 12:15 p.m.  
MC, Butterfly & Laser 2:00 p.m. – MC, Butterfly, Laser – Second race for all fleets immediately to follow. The warning signal for all fleets may not be after 4:15 p.m.

### Saturday Aug 3

MC, Butterfly & Laser 10:00 a.m. – MC, Butterfly, Laser – Second race for all fleets immediately to follow. The warning signal for all fleets may not be after 12:15 p.m.  
E, C Scows & Optimist 2:00 p.m. – E, C, Opti – Second race for all fleets immediately to follow. The warning signal for all fleets may not be after 4:15 p.m.

### Sunday Aug 4

All Fleet schedules for Sunday 8/4/24 will be determined by the Race Committee. The Race Committee will post the days schedule no later than 8:30 PM the prior day on the Official Notice Board.

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Wishing all sailors the best of  
luck in the 2024 WMYA Regatta!



Bad Dog TO-99

## 2024 WMYA Social Schedule

### Wednesday, July 31 – Lean- In Party

**4:30 p.m. – 7:30 p.m.**

Once your boat is rigged and tuned, come join Team Price and crew for a traditional SLYC style "Lean In." Cash bar will be open along with tasty morsels and stories aplenty. The only way to kick off a WMYA regatta.

### Thursday, August 1 – Welcome Party

**5:00 p.m. – 9:00 p.m.**

Enjoy a laid-back evening on the WLYC deck with live music by Tommy Foster, Pig Roast & barbeque chicken dinner with all the fixings and cash bar. Hosted by Ben and Becca Martin – you don't want to miss this one.

### Friday, August 2 – Family Pizza & Pool Party

**5:00 p.m. – 8:00 p.m.**

Bring the kids for a fun filled evening of swimming, games, pizza and ice cream.

### Saturday, August 3 – Commodore's Ball

**6:00 p.m. – 7:15 p.m. Cocktails**

Celebrate the 95<sup>th</sup> WMYA Commodore's Ball in style. Dust off your finest yacht club attire for a night of cocktails overlooking White Lake and plated dinner in the historic WLYC ballroom catered by Gilmore. Live band and dancing to follow dinner.

**7:15 p.m. – Dinner**

**8:15 p.m. – 11:00 p.m. Music**

### Sunday, August 4 – Awards

Reasonably soon after conclusion of the last race.

### LUNCHES DAILY - \$10 each

"Sailers Lunch" will be served in the upstairs ballroom from 11:30 - 1:30 p.m. Thursday - Saturday.

Sunday will be a grill out of various items.



Proud Sponsor of the Western Michigan Yachting Association

# SWM

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## 2024 WMYA Board of Directors

- Commodore:** ..... Cam McNeil – WLYC
- Vice Commodore:** ..... Kris Hallett – TLYC
- Rear Commodore:** ..... Kyle Verplank – SLYC
- Secretary:** ..... Randi Terry, CLYC
- Treasurer:** ..... TBD
- Past Commodore:** ..... Mark Burns – MYC
- Executive Secretary:** ..... Brett Hatton
- At Large:** ..... Pete Price
- At Large:** ..... Jack Rillema II
- At Large:** ..... Tom Munroe
- At Large:** ..... Mike Terry - CLYC
- Honorary Ex Officio:** ..... Midge Verplank – Deceased
- Principal Race Officers:** ..... Steve Schiller  
Jack Rillema II



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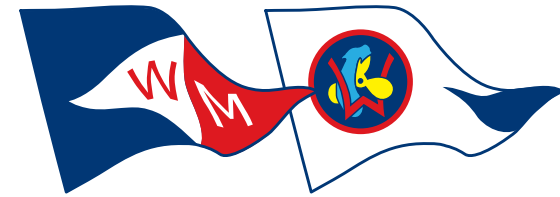


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## Volunteer List

- .....
- Regatta Commodore:** ..... Cam McNeil
  - Lean In Party:** ..... Price & Fox Families
  - Welcome Party:**..... Ben & Becca Martin
  - Family Party:** .....Stef Gates and Jess Kimball
  - Commodore's Cocktail Party:**..... Barb & Don Lundquist
  - Commodore's Ball:** .....McNeil & Gill Families
  - Lunch/Breakfast:** .....Cindy Barnes & WLYC Staff
  - Registration:**..... Mike & Randi Terry
  - Launching:** ..... Don Nelson
  - Trailer Parking:**..... Rillema Family
  - Beach Use:**..... Holly, Smies & Dake Families
  - Permits:** ..... Dan McCormick
  - Water Taxis:**..... WLSS
  - Grounds:** .....WLYC Staff
  - Safety Boats:**..... Mike & Kerry Smith
  - Trophies:** ..... Cam McNeil & Teasley Ruback
  - Scoring:**..... Mike Terry
  - Principal Race Officers:** ..... Steve Schiller & Jack Rillema
  - Regatta Book:** ..... Earle Press
  - Graphic Design:** ..... Mitch McNeil
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# Sailing Instructions

## 1. RULES

- 1.1** - The event is governed by the rules as defined in The 2021-2024 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** - US Sailing Prescription Appendix T, sections T1, T2, and T4 will apply.
- 1.4** - US Sailing Prescriptions to RRS 60, 63.2 and 63.4 will not apply.
- 1.5** - Rule 41 Outside Help is modified so that the Butterfly, Optimist, and MC classes, who capsize, may receive outside assistance, without penalty, and may continue to race.
- 1.6** - Only one sail number may be used for each boat. Any changes must be approved in writing by the PRO.

## 2. CHANGES TO SAILING INSTRUCTIONS

- 2.1** - Changes to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2** - On the water changes to the Sailing Instructions are allowed and 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.

## 3. COMMUNICATIONS WITH COMPETITORS

- 3.1** - Notices to competitors will be posted on the official notice board is located at [https:// theclubspot.com/](https://theclubspot.com/)
- 3.2** - An unofficial physical notice board may be located at the White Lake Yacht Club.
- 3.3** - A designated observer may report all visual signals displayed by the race committee on VHF channel 73 (E and MC Fleets) or 78 (C Fleet). 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 Committee's 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.
- 3.4** - [DP] [While racing][From the first warning signal until the end of the last race of the day], except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.



## 4. SIGNALS MADE ASHORE

**4.1** - Signals made ashore will be displayed by the Fleet Signal Boat located at Regatta Headquarters

**4.2** - When the Answering Pennant ("AP") is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes in the Race Signals AP'.

## 5. SCHEDULE OF RACES

**5.1** - Daily Schedules:

### **Thursday 8/1/24**

MC, Butterfly & Laser 10:00 a.m. – MC, Butterfly, Laser – Second race for all fleets immediately to follow. The warning signal for all fleets may not be after 12:15 p.m.

E, C Scows & Optimist 2:00 p.m. – E, C, Opti – Second race for all immediately to follow. The warning signal for all fleets may not be after 4:15 p.m.

### **Friday 8/2/24**

E, C Scows & Optimist 10:00 a.m. – E, C, Opti – Second race for all immediately to follow. The warning signal for all fleets may not be after 12:15 p.m.

MC, Butterfly & Laser 2:00 p.m. – MC, Butterfly, Laser – Second race for all fleets immediately to follow. The warning signal for all fleets may not be after 4:15 p.m.

### **Saturday 8/3/24**

MC, Butterfly & Laser 10:00 a.m. – MC, Butterfly, Laser – Second race for all fleets immediately to follow. The warning signal for all fleets may not be after 12:15 p.m.

E, C Scows & Optimist 2:00 p.m. – E, C, Opti – Second race for all immediately to follow. The warning signal for all fleets may not be after 4:15 p.m.

### **Sunday 8/4/24**

All Fleet schedules for Sunday 8/4/24 will be determined by the Race Committee. The Race Committee will post the days schedule no later than 8:30 PM the prior day on the Official Notice Board.

**5.2** - On the last scheduled day of racing no warning signal will be made after 3:00pm.

**5.3** - E and MC's will sail on Race Course A (orange marks)

**5.4** - C and Lasers will sail on Race Course B (yellow marks)

**5.5** - Butterfly and Optis will sail on Race Course C (pink marks)

## 6 CLASS FLAGS

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

## 7. COURSES

**7.1** - Race Course Illustrations are shown at the end of this document.

**7.2** - No later than the warning signal, the race committee signal boat will display the number of legs 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** - E scow and MC scow marks 1 and 2, gates and offsets will be orange inflatables. Change marks will be orange inflatables.

**8.2** - C scow and Laser marks 1 and 2, gates and offsets will be yellow inflatables. Change marks will be yellow inflatables.

**8.3** - Butterfly and Optimist Pram marks 1 and 2 will be pink inflatables. Change marks will be pink 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 using RRS 26 with the warning signal made 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** - If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).

**9.4** - A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

## 10. CHANGE OF THE NEXT LEG OF THE COURSE

**10.1** - To change the next leg of the course, the race committee will move the existing mark(s) as soon as practicable.

**10.2** - Course changes of less than 10 degrees may be made with no signal and no change of mark color. This changes RRS 33.

## 11. THE FINISH

**11.1** - The finish line for all fleets will be between a staff displaying a blue flag on the race committee boat and the nearby finishing mark.

## 12. PENALTY SYSTEM

**12.1** - 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.

**12.2** - Post Race Penalties shall be: a. 20% if taken before protest time limit. [Minimum 2 places] b. 30% if taken after protest time limit but before the beginning of a hearing involving the incident. [Min. 3 places]

**12.3** - 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.

## 13. TIME LIMITS [AND TARGET TIMES]

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

**13.2** - 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.

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

## 14. HEARING REQUESTS

**14.1** - 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.

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

**14.3** - 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.

**14.4** - 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.

**14.5** - 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.

**14.6** - RRS 62.2(a) and 66.2(a) do not apply.

## 15. PROTEST ARBITRATION

**15.1** - 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.

**15.2** - 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]

## 16. SCORING

- 16.1** - The low point scoring system in Appendix A of the RRS will apply.
- 16.2** - 2 races must be completed for a class to constitute a regatta.
- 16.3** - There will be one throw out race allowed per fleet after that fleet has completed at least six races.

## 17. SAFETY REGULATIONS

- 17.1** - Each competitor, including skipper and crew, Parent or legal guardian, is ultimately responsible for such competitor's safety.
- 17.2** - 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.
- 17.3** - 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.
- 17.4** - 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.
- 17.5** - All E Scows are required to sail with NCEA mainsail flotation panels installed.
- 17.6** - All sailors in the Butterfly, Laser, and Optimist classes must wear a USCG approved Life Jacket completely zipped or buckled. Failure to comply will result in disqualification.

## 18. CODE OF CONDUCT

- 18.1** - Competitors shall comply with any reasonable request from any official, and shall not behave so as to bring the event or the sport into disrepute.
- 18.2** - Competitors are expected to comply fully with rule 2 at all times. Abuse or intimidation of other competitors, race officials, or officials of the host club will not be tolerated. All such incidents shall be reported to the Principal Race Officer. Repeated incidents by individuals or teams shall be reported to the protest committee and may be considered gross misconduct (a gross breach of sportsmanship).
- 18.3** - When a competitor and/or crew is found to have committed an act of Gross Misconduct, the penalty shall be a scoring penalty equal to 40% of the entries in the race for each incident. Additionally, the competitor and/or boat that was responsible for the crew may not discard this race in the series.

## 18. TRASH DISPOSAL

- 18.1** - Trash may be placed aboard official or support person vessels.

## 19. PRIZES

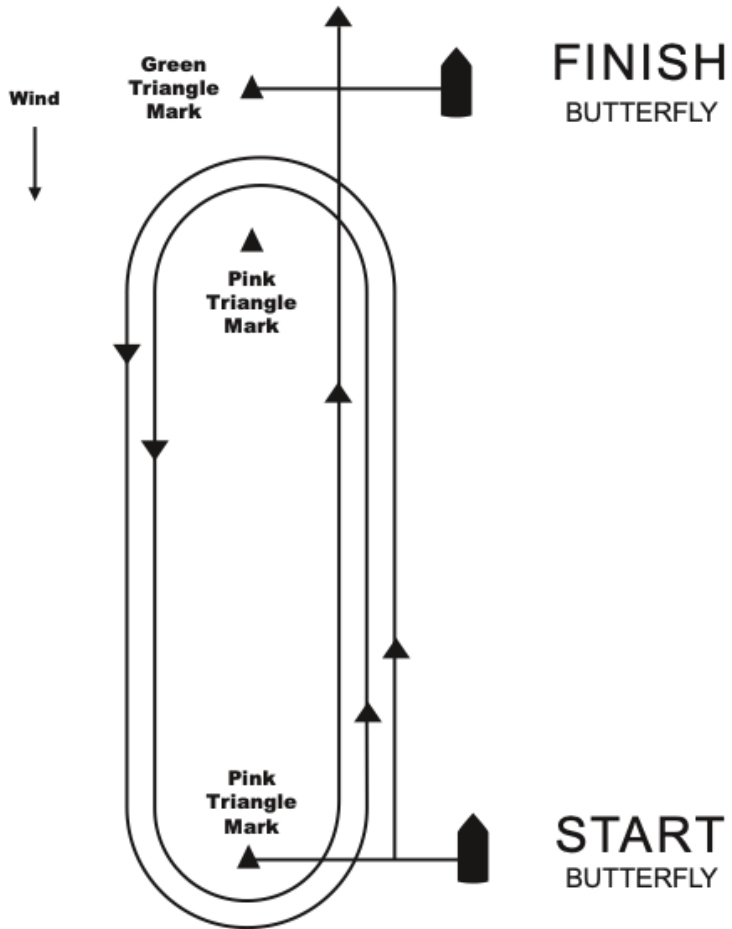
- 19.1** - Prizes will be awarded as described in the notice of race.

## 20. RISK STATEMENT

- 20.1** - RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes. The White Yacht Club, Race Committee, Protest Committee, sponsors, volunteers, or any other affiliated organization or official accepts no responsibility for any loss, damage, injury, death or inconvenience incurred, in conjunction with the regatta, however caused. By participating in this event, each competitor, or in the case of minors, each competitor's parent or guardian, agrees to release the Regatta Organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.
- 20.2** - 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 – 3/23/2024 Steve Schiller – US Sailing CRO ID#218413Q*

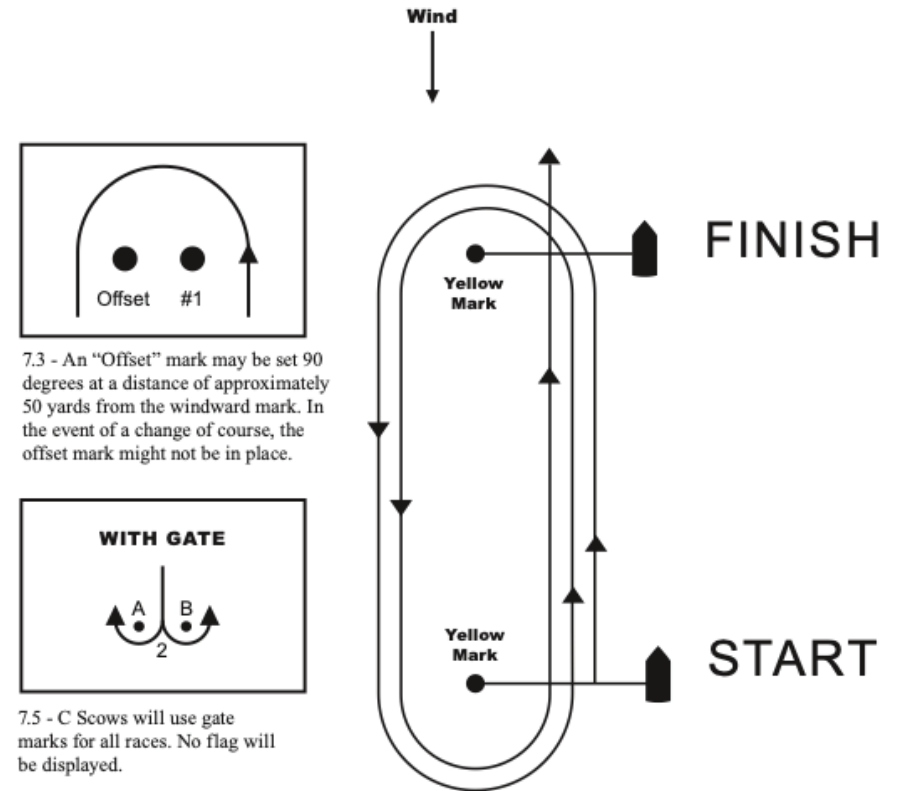
### **Butterfly Course Diagram**



**Possible Windward / Leeward Courses: (non inclusive)**

- 3 Legs (3)**
- 5 Legs (5) – Shown Above**
- 7 Legs (7)**

### **C Scow Course Diagram**



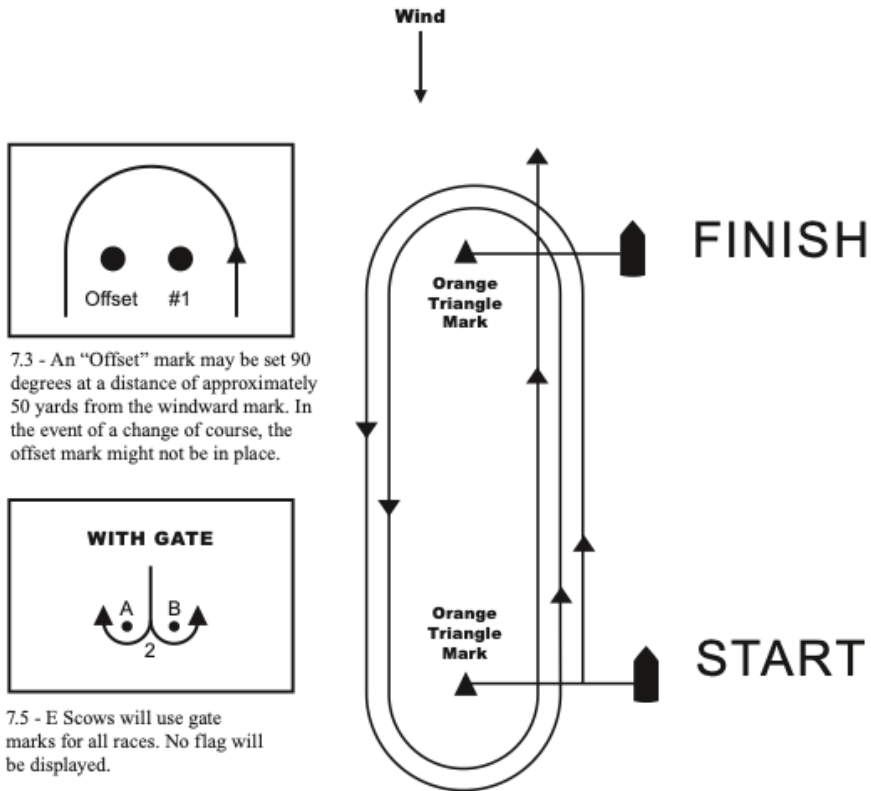
7.3 - An "Offset" mark may be set 90 degrees at a distance of approximately 50 yards from the windward mark. In the event of a change of course, the offset mark might not be in place.

7.5 - C Scows will use gate marks for all races. No flag will be displayed.

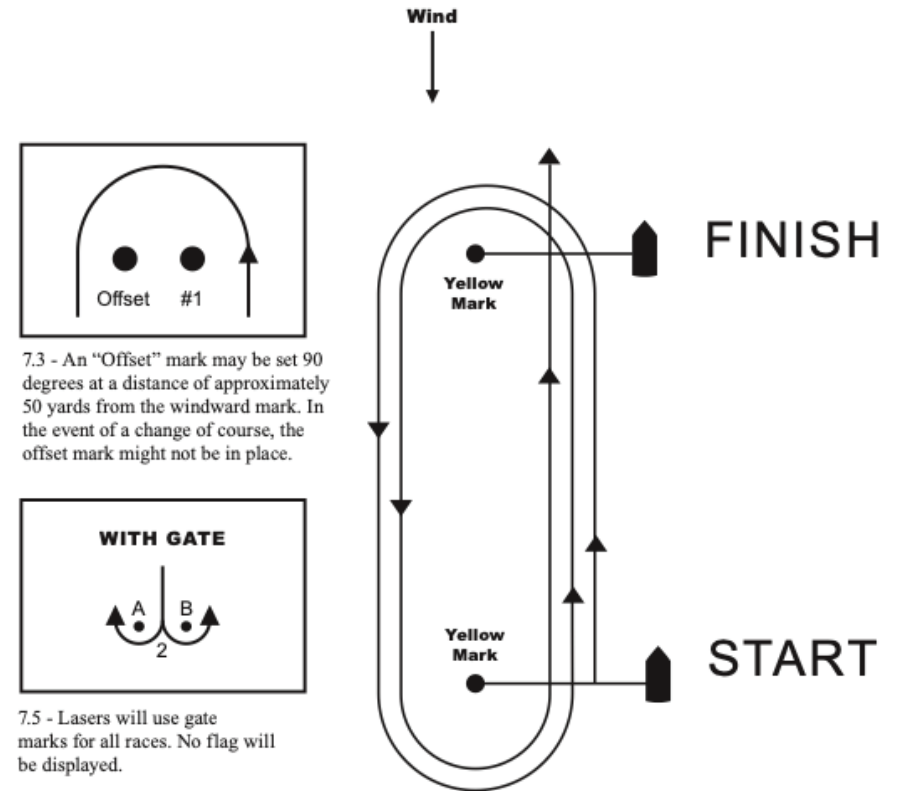
**Possible Windward / Leeward Courses: (non inclusive)**

- 3 Legs (3)**
- 5 Legs (5) – Shown Above**
- 7 Legs (7)**

## E Scow Course Diagram



## Laser Course Diagram



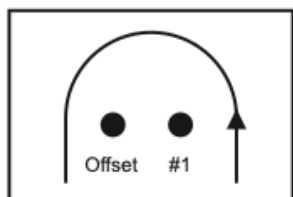
### **Possible Windward / Leeward Courses: (non inclusive)**

- 3 Legs (3)**
- 5 Legs (5) – Shown Above**
- 7 Legs (7)**

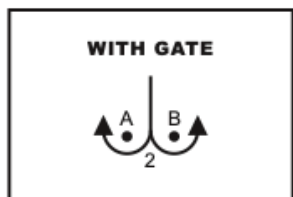
### **Possible Windward / Leeward Courses: (non inclusive)**

- 3 Legs (3)**
- 5 Legs (5) – Shown Above**
- 7 Legs (7)**

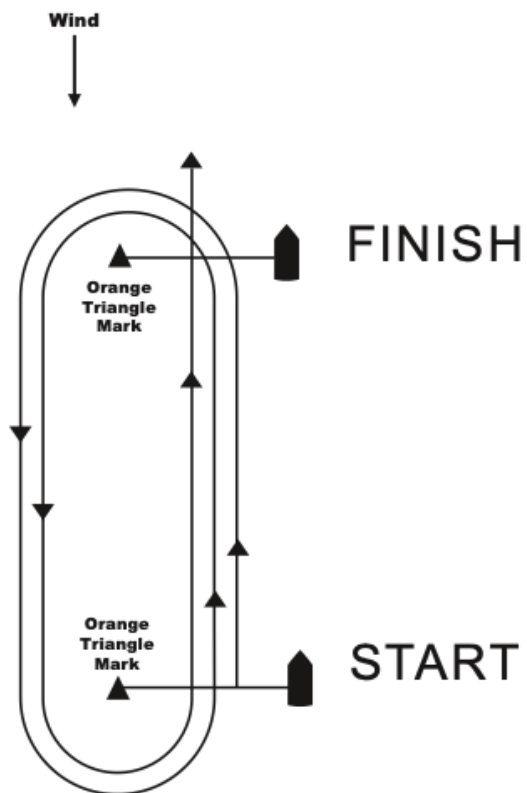
## MC Scow Course Diagram



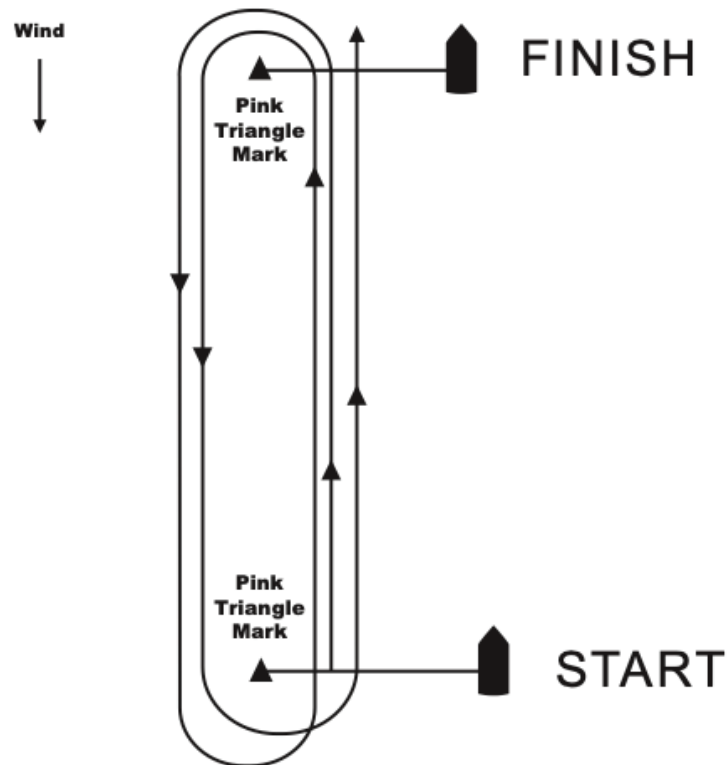
7.3 - An "Offset" mark may be set 90 degrees at a distance of approximately 50 yards from the windward mark. In the event of a change of course, the offset mark might not be in place.



7.5 - MC Scows will use gate marks for all races. No flag will be displayed.



## Optimist Course Diagram



### **Possible Windward / Leeward Courses: (non inclusive)**

- 3 Legs (3)**
- 5 Legs (5) – Shown Above**
- 7 Legs (7)**

### **Possible Windward / Leeward Courses: (non inclusive)**

- 3 Legs (3)**
- 5 Legs (5) – Shown Above**
- 7 Legs (7)**
- 9 Legs (9)**

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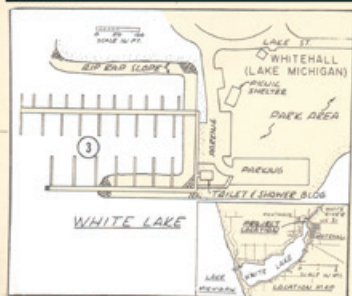


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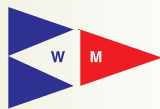
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**Gerald S Gill**  
**Joyce Hatton**  
**Scott Harestad**  
**Kevin Haviland**  
**Dan Lorimer**  
**Joan Manny**

**Cam McNeil**  
**Doug McNeil**  
**Tom Munroe**  
**Jack Rillema II**  
**Jonas Saunders – deceased**  
**Steve Schiller**  
**Brad Sprouse**  
**Rob Terry**  
**Jeff Towner**  
**Gary Verplank – deceased**  
**Kyle Verplank**  
**Midge Verplank – deceased**  
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*\*Please consult your tax advisor.*

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-  Cedar Lake Yacht Club
-  Crystal Lake Yacht Club
-  Diamond Lake Yacht Club
-  Eagle Lake Yacht Club
-  Glen Lake Yacht Club
-  Grand Rapids Yacht Club
-  Gull Lake Yacht Club
-  Indian Lake Yacht Club
-  Lake Beulah Yacht Club
-  Lake Fenton Sailing Club
-  Lake Geneva Yacht Club
-  Maxinkuckee Yacht Club
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-  Spring Lake Yacht Club
-  Torch Lake Yacht Club
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-  White Lake Yacht Club

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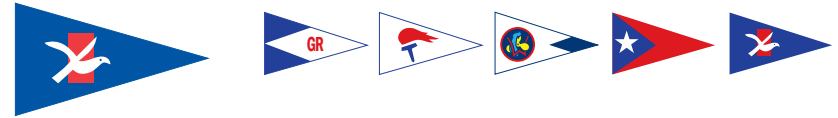
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## WMYA History

### 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 Crescent). 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

## WMYA History (Continued)

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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, Crescent, 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

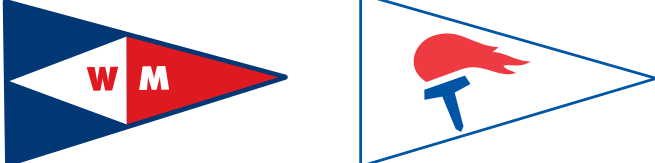
and will continue to do so in to the future.

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

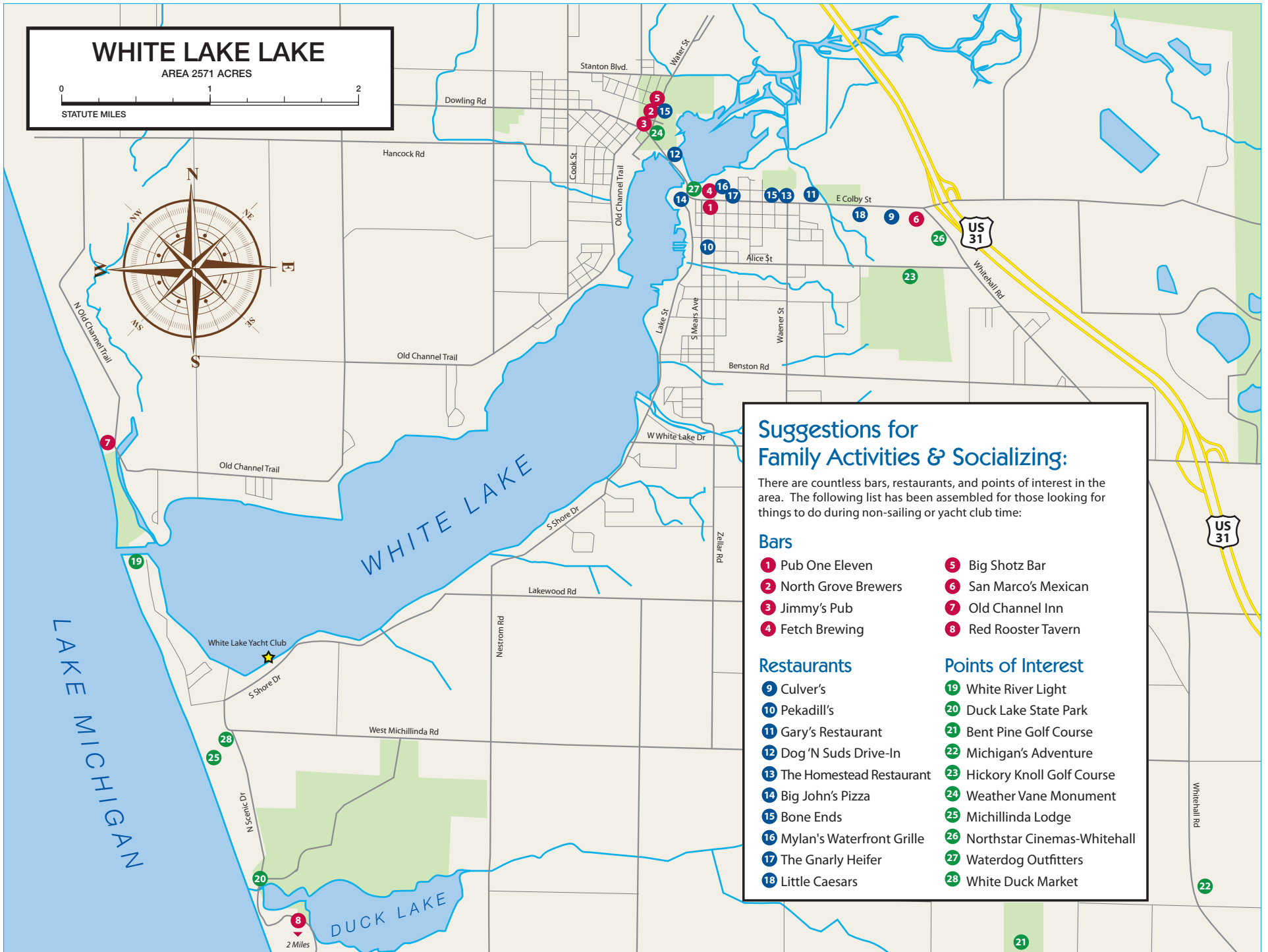
*J Manny, 2006*



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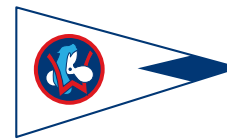
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## History of the White Lake Yacht Club

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 reputation of the White Lake area. Several examples are the Boy Scout Camp of Owasippe, Camp Pentalouan and Camp Wabaningo on Duck Lake now known as the Duck Lake State Park. Traveling aboard the Carolina could be an expensive



circa 1920 – postcard courtesy of Margo Pulver

## White Lake Yacht Club History (Continued)

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 \$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



*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)

a season and today emails and summer monthly mailers are produced for its members on a regular basis during the summer months.

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 Duke 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



Postcard courtesy of Margo Pulver



Dock circa 1958 – postcard courtesy of Margo Pulver

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.*



Photo Courtesy of Steven Reynolds



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1930	No Commodore	1978	Paul Wickland, Sr., MYC
1931	C.D.R. Mulder, WLYC	1979	Spencer Weersing, WLYC
1932	C.D.R. Mulder, WLYC	1980	Bill Waring, GRYC
1933	Ken Welch, SLYC	1981	Larry Hall, CLYC
1934	H.E. Baxter, GRYC	1982	Carl Reuter Dahl, SLYC
1935	Charles F. Hibbard, TLYC	1983	Paul Wickland, Jr., MYC
1936	A.E. Jacobson, SLYC	1984	Duane Pierson, WLYC
1937	R. Wallace Hook, GRYC	1985	Dana Baldwin, GRYC
1938	Alvin E. Youngquist, WLYC	1986	Rick Morris, CLYC
1939	Smith B. Taylor, SLYC	1987	Dan Bowen, SLYC
1940	Clarence E. Pitkin, WLYC	1988	David Freye, MYC
1941	Robert Bennet, GRYC	1989	Karl Jacob, WLYC
1944	Irving Quimby, SLYC	1990	Curt Bradley, GRYC
1945	Hugh Schaddalee, MBYC	1991	Jeff Hoch, TLYC
1946	Gregg Maxfield, MYC	1992	Terry Lang, CLYC
1947	Paul S. Christie, WLYC	1993	Tad Welch, SLYC
1948	Fritz Van Brunt, GRYC	1994	Peter Price, MYC
1949	Charles Jacobson, SLYC	1995	Dave Bedau, WLYC
1950	Howard Priddy	1996	Bob Ward, GRYC
1951	Howard Tremble, GRYC	1997	Art Brereton, TLYC
1952	Howard Tremble, GRYC	1998	Rob Terry, CLYC
1953	Alvin Youngquist, WLYC	1999	Bruce Cassady, SLYC
1954	John Seabury, WLYC	2000	Steve Schiller, MYC
1955	Frank Veit, SLYC	2001	Joan Manny, WLYC
1956	Bob Turk, TLYC	2002	Fred Stevens, GRYC
1957	Charles Young, SLYC	2003	Peter Comfort, TLYC
1958	Bob Ward, GRYC	2004	Walker M. Wynkoop, CLYC
1959	Bruce Wathan, MYC	2005	Ross Reuter Dahl, SLYC
1960	James Spencer Jr., MBYC	2006	Larry Larsen, MYC
1961	Don Bolling, SLYC	2007	Jack Rillema II, WLYC
1962	Ted Hibbard, TLYC	2008	Brian Wrase, GRYC
1963	Klemm Harvey, WLYC	2009	Ted Keller, TLYC
1964	Tom C. Bloodgood, GRYC	2010	Kevin Haviland, SLYC
1965	Harold M. McClure, Jr., CLYC	2011	Mark Wipper, CLYC
1966	William R. Munroe, MYC	2012	Ken Griswold, MYC
1967	Midge Verplank, SLYC	2013	Tom Munroe, WLYC
1968	Co. Com. Bob Metric, LFYC	2014	Carl Reid, GRYC
1968	Co. Com. Dick Anderson, TLYC	2015	Casey Christensen, TLYC
1969	Tom McMurray, WLYC	2016	Andy Hubbard, SLYC
1970	Chuck Harrett, GRYC	2017	Mike Terry, CLYC
1971	Mike Huck, CLYC	2018	Josh Wallace, MYC
1972	Ken Kornoelje, SLYC	2019	Don Nelson, WLYC
1973	Gordon Tousey, MYC	2020	Dan Lorimer, TLYC
1974	Jacques A. Chatain, WLYC	2021	Beth Windemuller, SLYC
1975	William B. Metcalf, GRYC	2022	Tony Pugh, CLYC
1976	Walker E. Wynkoop, CLYC	2023	Mark Burns, MYC
1977	Gary Verplank, SLYC	2024	Cam McNeil, WLYC



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Photo by Eric Peterson



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## WMYA Champions

### Class A Scows

1930	Sadony Bros.	WL
1931	A.M. Youngquist	WL
1932	A.M. Youngquist	WL
1934	Arthur Sadony	WL

### Class E Scows

1930	Geo. W. Cannon	SL
1931	J.M. Spencer	
1932	Hunter S. Robbins	SL
1933	Bob Durrett	TL
1934	H.S. Robbins	SL
1935	Harry Nye, Delavan	WI
1936	H.S. Robbins	SL
1937	Tie - Bill Dewitt / H.S. Robbins	SL
1938	Chas. Jacobson	SL
1939	Bill Dewitt	SL
1940	Chas. Jacobson	SL
1941	Robbie Robbins	SL
1942	Doris Johnson	SL
1943	No Regatta	
1944	No Regatta	
1945	No Regatta	
1946	Lee Holly	WL
1947	Chas. Jacobson	SL
1948	Bob Turk	TL
1949	Albert Gibson	SL
1950	Jacobson Bros.	SL
1951	Paul Eggert	SL
1952	Paul Eggert	SL
1953	Paul Eggert	SL
1954	Haven, Viet, Welch	SL
1955	Bob Haven	SL
1956	Welch & Haven	SL
1957	Paul Eggert	SL
1958	Paul Eggert	SL
1959	Klemm Harvey	WL
1960	Paul Eggert	SL
1961	Bruce Wathan	MYC
1962	Tie - Paul Eggert	SL
	Klemm Harvey	WL
1963	Paul Eggert	SL
1964	Paul Eggert	SL
1965	Jim Coffin	MYC
1966	Bruce Wathan	MYC
1967	Paul Eggert	SL
1968	Tie - Kay Larkin	TL
	Paul Eggert	SL
1969	Bruce Wathan	MYC
1970	Dave D'Alcorn	MYC
1971	Harold McClure	CL
1972	Kornoelje, Verplank	
	Reuterdahl	SL
1973	Paul Wickland, Jr.	SL
1974	Hartley Comfort	TL
1975	Hartley Comfort	TL
1976	Hartley Comfort	TL
1977	Paul Wickland, Jr.	SL

1978	Skip Johnson	WBL
1979	Stu Wells	WBL
1980	Stu Wells	WBL
1981	Stu Wells	WBL
1982	Paul Eggert	SL
1983	Larry Price	SL
1984	Larry Price	SL
1985	Art Brereton	TL
1986	Bill Walter	CL
1987	Paul Eggert	SL
1988	Paul Eggert	SL
1989	Peter Price	MYC
1990	Jim Gluek	PEW
1991	Brian Porter	LG
1992	Andy Burdick	LG
1993	Peter Price	MYC
1994	Art Brereton	TL
1995	Peter Price	MYC
1996	Brian McMurray	WL
1997	Art Brereton	TL
1998	Art Brereton	TL
1999	Doug McNeil	WL
2000	Rob Terry	CL
2001	Tom Munroe	WL
2002	Douglas McNeil	WL
2003	Art Brereton	TL
2004	Rob Terry	CL
2005	Rob Terry	CL
2006	Don Nelson	WL
2007	Don Nelson	WL
2008	Rob Terry	CL
2009	Art Brereton	TL
2010	Rob Terry	CL
2011	Kimball / Keller / Comfort	TY
2012	Mike Dow	CL
2013	Brett Hatton	SL
2014	James Kimball	GR
2015	Steve Johanson	TL
2016	Rob Terry	CL
2017	Eddie Cox	LG
2018	Eddie Cox	LG
2019	Robby Wilkins	CYC
2020	Cancelled Covid 19	
2021	Rob Terry	CL
2022	Rob Terry	CL
2023	Robby Wilkins	CYC SC

### 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 Lych	PL
1935	Roger Keeney	GR
1936	Crowe Bros.	GR
1938	John Schemerhorn	GR
1939	P. DeWitt	DL

## WMYA Champions (Continued)

1940	Leo Backer	GR	1990	Doug McNeil	WL
<b>Class C Scows</b>					
1935	Harry Pilinger	WL	1991	David Koch	PEW
1936	Mrs. Harold Dornbos	SL	1992	Andy Burdick	LG
1937	J. Spencer	SL	1993	Todd Bosgraaf	SL
1938	James Hook	GR	1994	Todd Bosgraaf	SL
1939	J. Spencer	SL	1995	Joe Schaub	MAX
1940	James Hook	GR	1996	Tom Keenan	LF
1941	Neil Manny	WL	1997	Jim Flood	GR
1942	Jim Butterfield	WL	1998	Brett Hatton	SL
1943	Tom Getz	WL	1999	Tom Keenan	LF
1944	No Regatta		2000	Brett Hatton	SL
1945	Hammond Berry	GR	2001	Brett Hatton	SL
1946	Warren Bolling	SL	2002	Cameron McNeil	WL
1947	Duane Pierson	WL	2003	Cameron McNeil	WL
1948	Howard & Dick Tuthill	SL	2004	Cameron McNeil	WL
1949	Bill Hodgson	WL	2005	Jamie Kimball	SL
1950	Howard & Dick Tuthill	SL	2006	Joe Schaub	MX
1951	Ken Kornoelje	SL	2007	Cameron McNeil	WL
1952	Craig Welch	SL	2008	Cameron McNeil	WL
1953	Wm. Lowry	SL	2009	Cameron McNeil	WL
1954	Emerson Pugh	CL	2010	Ted Keller	TL
1955	Vern Bolling	SL	2011	Cameron McNeil	WL
1956	Grant Brown, Jr.	CL	2012	Cameron McNeil	WL
1957	Ken Kornoelje	SL	2013	Cameron McNeil	WL
1958	Kornoelje, Verplank	SL	2014	Andy Burdick	LG
1959	Kornoelje, Verplank	SL	2015	Glenn McMurray	SL
1960	Bill Lowry	SL	2016	Glenn Walborn	SL
1961	Bill Lowry	SL	2017	Scott Harestad	SL
1962	Skip Wynkoop	CL	2018	Zoe Czadzeck	SL
1963	Tom Getz	WL	2019	Cam McNeil	SL
1964	Kornoelje, Verplank	SL	2020	Cancelled Covid 19	
1965	Craig Welch	SL	2021	Cam McNeil	SL
1966	Mike Huck	CL	2022	Cam McNeil	SL
1967	Bill Metcalf	GR	2023	Cam McNeil	SL
<b>MC Class Scows</b>					
1968	Tom Getz	WL	1973	F. Walker	LF
1969	Tom Getz	WL	1974	D. Starkey	SL
1970	Lee Holly	WL	1975	D. Starkey	SL
1971	Tom Keenan	LF	1976	Larry Price	SL
1972	Tom Keenan	LF	1977	D. Starkey	SL
1973	Bill Metcalf	GR	1978	Brett Hatton	SL
1974	Bill Metcalf	GR	1979	Larry Price	SL
1975	Doug McNeil	WL	1980	Happy Fox	SL
1976	Bill Metcalf	GR	1981	Larry Price	SL
1977	Charlie Harrett, Jr.	SL	1982	Larry Price	SL
1978	Tom Keenan	LF	1983	Gary Verplank	SL
1979	Hugh Walborn	SL	1984	Glen Walborn	SL
1980	Paul Richards	GR	1985	Brett Hatton	SL
1981	Tom Keenan	LF	1986	Brett Hatton	SL
1982	Tom Keenan	LF	1987	Glen Walborn	SL
1983	Doug McNeil	WL	1988	Brett Hatton	SL
1984	Tom Keenan	LF	1989	Doug McNeil	SL
1985	Doug McNeil	WL	1990	Andy Burdick	LG
1986	Jim Gluek	LG	1991	Jim Gluek	PEW
1987	Jim Gluek	LG	1992	Andy Burdick	LG
1988	Bob Currier	SL	1993	Doug McNeil	SL
1989	Bob Currier	SL	1994	Brett Hatton	SL

1995	Doug McNeil	WL	2016	Charlie Knapp	SL
1996	David Fox	SL	2017	Charlie Knapp	GR
1997	David Fox	SL	2018	John McNeil	LT
1998	Dan Guidinger	WB	2019	Jack Rillema II	WL
1999	Peter Fox	SL	2020	Cancelled Covid 19	
2000	Brian McMurray	WL	2021	Braden Johnson	WL
2001	Brian McMurray	WL	2022	Frank Frisinger	MYC
2002	Chris Eggert	SL	2023	Dillon McCormick	LSC
2003	Jamie Kimball	SL	<b>Laser / Radial</b>		
2004	Chris Eggert	SL	2012	Dirk Phelps	CL
2005	Jamie Kimball	SL	2013	David Griswold	MYC
2006	Jamie Kimball	SL	2014	Justin Lovell	GR
2007	Jamie Kimball	SL	2015	Ben Finkelstein	GR
2008	Jamie Kimball	SL	2016	Ben Finkelstein	GR
2009	Ted Keller	TL	2017	Ben Finkelstein	GR
2010	Ted Keller	TL	2018	Noah Wolters	SL
2011	Rob Terry	CL	2019	Noah Wolters	SL
2012	Jamie Kimball	SL	2020	Cancelled Covid 19	
2013	Pete Comfort	TL	2021	No Winner	
2014	Cam McNeil	WL	2022	Claire Considine	CC
2015	Tony Pugh	CL	<b>Open Butterflies</b>		
2016	Eddie Cox	LG	1965	Tom Keenan	LF
2017	Eddie Cox	LG	1966	Brud Harvey	WL
2018	Cam McNeil	SL	1967	D. Freye	MYC
2019	Cam McNeil	SL	1968	Don Hood	WL
2020	Cancelled Covid 19		1969	Steve Novak	WL
2021	Cam McNeil	SL	1970	Ande Holly	WL
2022	Brett Hatton	CL	1971	Ande Holly	WL
2023	Cam McNeil	SL	1972	Steve Novak	WL
<b>Lasers / Standard</b>					
1979	Robert Currier	SL	1973	Ande Holly	WL
1980	Paul Wickland	MYC	1974	Eric Hood	WL
1981	Paul Wickland	MYC	1975	Jerry Bakke	MYC
1982	Paul Wickland	MYC	1976	Brian McMurray	WL
1983	Glenn McMurray	WL	1977	Brad David	WL
1984	Chad Gould	WL	1978	Jerry Bakke	MYC
1985	Mark Eldred	MB	1979	Jeff Butterfield	WL
1986	Susie Pegel	MB	1980	Jerry Bakke	MYC
1987	Steve Sisson	MB	1981	Duane Pierson	WL
1988	Karl Jacob	WL	1982	Chad Gould	WL
1989	M. Isabell		1983	Duane Pierson	WL
1997	Steve Johanson	TL	1984	Karl Jacob	WL
1998	Ross Reuterdaahl	SL	1985	Ryan Nordberg	TL
1999	Paul Wickland	MYC	1986	Duane Pierson	WL
2000	Rob Davis	MYC	1987	Warde Pierson	WL
2001	Peter Comfort	TL	1988	Duane Pierson	WL
2002	Peter Comfort	TL	1989	N. Weersing	WL
2003	Pat Flood	IL	1990	Steven Fox	SL
2004	Rich Grant	GR	1991	Jerry Bakke	MYC
2005	Rich Grant	GR	1992	Duane Pierson	WL
2006	Charlie Knape	GR	1993	Warde Pierson	WL
2007	Charlie Knape	GR	1994	Duane Pierson	WL
2008	J.P. Mull	WL	1995	Duane Pierson	WL
2009	Charlie Knape	GR	1996	Duane Pierson	WL
2010	Charlie Knape	GR	1997	Josh Rotunda	SL
2011	Isaac Kremers	GR	1998	Duane Pierson	WL
2012	Isaac Kremers	GR	1999	Ben Fredricks	SL
2013	Isaac Kremers	GR	2000	Duane Pierson	WL
2014	Bruce Hansen	SL	2001	Joe Rotunda	SL
2015	Steve Johanson	TL	2002	Jack Rillema II	WL

## WMYA Champions (Continued)

2003	Kevin Anderson	GR	2006	Scott Anderson	GR
2004	Scott Anderson	GR	2007	Sam Gill	WL
2005	Charlie Knape	GR	2008	Lauren Hatt	SL
2006	Jim Knape	GR	2009	Sandi Fredricks	SL
2007	Eric Rivard	GL	2010	Mason Wolters	SL
2008	Ed Hatt	SL	2011	Frank Reeg	SL
2009	Tony Pugh	CL	2012	David Griswold	MYC
2010	Tony Pugh	CL	2013	Sam Ralston	GR
2011	Michael Madden	GR	2014	Sam Ralston	GR
2012	Adam Hohmeyer	SL	2015	Noah Wolters	SL
2013	Frank M Reeg	SL	2016	Noah Wolters	SL
2014	Eric Rantanen	SL	2017	Charlie Parker	SL
2015	Simone Garratt		2018	Zoe Czadzeck	SL
2016	Braden Johnson	WL	2019	Bryson Hough	SL
2017	Elissa Walter	CL	2020	Cancelled Covid 19	
2018	Kasra Lindrup	WL	2021	Nyle Eggert	SL
2019	Zoe Czadzeck		2022	Jack Hubbard	SL
2020	Cancelled Covid 19		2023	Max Eggert	SLYC
2021	No Winner				
2022	Helaina Howe	TL			
			<b>M-20</b>		
			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
			<b>Melges 17</b>		
			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
			<b>Opti</b>		
			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
			2019	Nyle Eggert	SL
			2020	Cancelled Covid 19	
			2021	Charlie Molesta	SL
			2022	Charlie Molesta	SL
			2023	Walter Kimball	GRYC

## Junior Butterflies

1969	Ande Holly	WL
1970	Eric Hood	WL
1971	Eric Hood	WL
1972	Eric Hood	WL
1973	Doug McNeil	WL
1974	Hugh Walborn	SL
1975	Jim Gretzke	MYC
1976	Brad Davis	WL
1977	Paul Christianson	SL
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 Knape	GR
2003	Charlie Knape	GR
2004	Charlie Knape	GR
2005	Mike Knape	GR

## WMYA Perpetual Trophies

### 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 Kornoelje 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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### **Gordon Tousey Trophy**

*Winner First MC Race*

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.

### **Al Dunning Memorial Trophy**

*Winner Last MC Race*

Donated in 1992 to honor Al's many years of assistance to the race committee.

### **Tower Travel Trophy**

*Winning MC Boat*

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.

### **Dale Frank Trophy**

*Winning Junior Butterfly*

Founder of the Sail Place in Cedar Springs and early promoter of the Butterfly class.

### **Howard Tremble Trophy**

*Winning Senior Butterfly*

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.

### **Charles Young Memorial Trophy**

*Winning MC Master*

SLYC E boat skipper. Commodore of the WMYA in 1957. Donated by family in 1986.

### **Charles Jacobson Memorial Trophy**

*Winning MC Grand Master*

Donated by the Jacobson family in honor of Chuck, 1949 Commodore of the WMYA, winner of the E class in 1938, 1942, 1947 & 1950.

### **Teddy Knappe Memorial Trophy**

*Winning MC Junior*

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.

### **Jack C. Rillema II Perpetual Trophy**

*Winning Melges 17 boat*

Donated by the Jack C. Rillema II family.

### **Duane Pierson Memorial Trophy**

*Oldest Skipper to Finish All Official Races in Any Fleet*

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.

### **Dave Cioe Memorial Trophy**

*Youngest Junior Butterfly Skipper to Finish All Official Races*

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.

### **GRYC Trophies**

*Winner Laser Standard Rig*

Donated by GRYC in 1996 for winning M-20, converted in 2006 for winning Laser (standard rig).

*Winner Laser Radial*

Donated by GRYC in 2017 for winning Laser Radial class.

*Optimist Pram Champion*

This perpetual trophy was Donated by GRYC in 2010 to recognize the Champion Skipper of the Optimist Pram Class.

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