Green Bay, a long narrow body of water extending about 70 miles in length, is bounded on the east shore by rocky shores which are sandy in only a very few places. Peshtigo Reef Lightship is stationed on the end of a reef which extends out into Green Bay a distance of three miles from the end of Peshtigo Point. As these lightships are stationed in the early spring and not released until late fall, they are equipped with seaworthy launches which are used to return to shore to get provisions and allow the men a few days of shore liberty each month. Due to the fact that these launches are used in all types of weather, a boat without a cabin is of no value but when the old one was condemned it was replaced by an open boat which made it necessary to rent another until a cabin was constructed on it. The rented boat was formerly a 24-ft. sailboat which had now been converted into a motor launch driven by a new make of gasoline engine, a make the men aboard ship were not accustomed to using.

On November 11, the Captain and Oiler left Sturgeon Bay and delivered groceries

continued on page 12
View from the Wheelhouse
Onward and Upward!

Wow! What an amazing spring and summer loom on the horizon!! By the time this reaches you, the promise of warmer weather will be close aboard. The Museum staff and our wonderful cadre of dedicated volunteers have been busily preparing for the host of very special maritime events that will fill the spring and summer months.

The brochure for the 18th Annual Door County Lighthouse Festival has been sent. This year’s event will again feature a wide variety of land excursions and boat tours to the wonderful historic lighthouses that dot the shoreline of the Door Peninsula. We’ve added capacity to some of the most popular trolley tours, scheduled a second “Keeper’s Kin” cruise and once again arranged boat trips to Plum and Chambers Islands. Be sure to study the brochure carefully and take advantage of our members-only early booking opportunity. The seats will go fast!

Perhaps the most exciting news of the summer is a Sturgeon Bay port call by Wisconsin’s flag ship, the sailing vessel Denis Sullivan. The towering masts of this majestic vessel will dominate the Sturgeon Bay skyline for the entire 4th of July weekend...see additional details later in this newsletter.

To take full advantage of this wonderful opportunity, we are moving our annual Ports of Call Gala to Friday July 1st during the Sullivan’s visit. What could be more spectacular than a tall ship as the backdrop for this signature fundraising event! Mark your calendars—I guarantee that this will be one of the most memorable events of the summer!

We will also be hosting several small, limited-duration exhibits during the spring and summer. The first will be “Ghost Ships of Wisconsin’s Schooner Coast.” This intriguing exhibit provides a virtual dive experience through the spectacular photography of renowned diver Dennis Mullen. This exhibit will open on April 29th and only run for 9 weeks—make sure not to miss it!

In early August, we’ll be hosting a small exhibit on some of the most unusual life-saving equipment touted by inventors to the U.S. Life-Saving Service...this is the crazy stuff that never made it to “prime time.” We have other surprises planned along the way as well—we’ll keep you posted.

We are in the early stages of our planning for the Classic and Wooden Boat Show and working on some new and exciting additions. Watch for more details in the near future.

Please read over the newsletter carefully and circle the dates on your calendar for the member’s cruise to historic Fayette, the annual fish boil in Gills Rock and the numerous other great events that will celebrate the rich maritime history of this wonderful peninsula.

It’s going to be a great summer!

Bob Desh
Executive Director

P.S. Don’t forget, recruit a new member!

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Phone 920.743.5958/Fax 920.743.9483
E-mail info@dcmm.org
www.dcmm.org
Oh, the Stories I Heard!

There are times when some of the best things of life are right at our fingertips. Unfortunately, the human tendency is to be looking elsewhere, or to take what we have for granted. Such may be the case with our Door County Maritime Museum & Lighthouse Preservation Society. This vital organization has the responsibility of preserving and sharing the rich Great Lakes maritime history. More specifically, their mission is to tell the story of Door County from the past to the present.

What is the Museum’s impact on our community and county? Consider that over 65,000 people annually visit the Museum’s three venues. That is a lot of people experiencing the Museum’s exhibits and taking those experiences back home with them! The 102-step climb up Cana Island’s Lighthouse tower provides both a majestic view and an understanding how the Fresnel lens and lamp fulfills its purpose of keeping ships and mariners off the rocks. At the Gills Rock location, visitors view artifacts from numerous shipwrecks around Door County and gain an appreciation of fishing heritage when stepping into the fish tug Hope. In Sturgeon Bay, consider the thousands of visitors who learn about the ship building history of Door County and then walk the decks of the tug John Purves or cautiously enter the “Ghosts! Haunted Lighthouses of the Great Lakes” exhibit. These are ways the Museum impacts visitors.

The Museum has economic, educational and social impacts on our communities. Think about the economic impact to the county when those 65,000 visitors take lodging, eat at restaurants, and enter gift shops and stores. Then, consider the educational impact of local school groups and people of all ages who gather at the various educational offerings in and through the Museum throughout the year. Finally, we have enjoyed those social gatherings sponsored by the Museum where we have engaged with old friends and gained new friendships. The Maritime Museum in all these aspects is a treasure of which we can be very proud.

Our lives are enriched by participation in various programs and volunteer opportunities offered by the Museum. My experience of working with a great group of people in restoring the tug John Purves over that 5-plus year period was an experience I’ll forever cherish. I continue to be a docent or “tug guy” and am awed to find people so impressed with the Purves.

One individual in a tour group asked me, “Paul, if you had it to do over again, would you?” I gave an instant response, “In a heartbeat!” There is a sense of satisfaction in knowing that future generations will enjoy and appreciate the story of tug-boating on the Great Lakes. I gained a new admiration for those who sailed on the Purves, learning about their work and responsibilities on the tug and their stories; oh, the stories I heard!

If you and I place a high value on the Maritime Museum and its mission, we can know that the story is being told each day that the museum and its exhibits are open. While many of you volunteer in significant ways, you can go further by inviting others to become members and inviting members to volunteer as docents. Each of us can offer our time, our talents and yes, our resources in special gifts to the work and programs of the Museum. Jane and I sat down today and determined our special gift, and invite those who are able to do the same. Why? Simply said, the Door County Maritime Museum & Lighthouse Preservation Society is worth it!

Paul Graf and the Membership Committee

---

Please visit us!

**Sturgeon Bay**
Open 7 days a week, 10-5 Labor Day to Memorial Day; 9-6 Memorial Day to Labor Day.
Admission Fees: Adults, $12.50; Children 5-17, $9.00.
Includes Museum and Tug John Purves Tour.
Museum only: $8.00/4.00. Tug only: $6.00.

**Gills Rock**
Opening May 28. Admission Fees:
Adults, $5.00; Children 5-17, $2.00.

**Cana Island Lighthouse**
(north of Baileys Harbor)
Opening April 30.
Causeway access may be wet and has uneven surface.
Adults, $10.00; Children 5-17, $7.00. Includes Tower.
Without Tower: $6.00/3.00.

*Admission to members is FREE!*
Apply for membership by logging on to www.dcmms.org, or fill out the membership form on page 18.
Education, entertainment, and other experiences...

Entertainment and education are quite different intents, but they can be integrated to achieve both aims. Certainly the demand for younger people has shifted strongly to only paying attention if content is truly entertaining. Beyond that, museums are fundamentally about providing experiences. People will seek engaging and powerful experiences, and if museums can provide them, they can better fulfill their roles.

Museums collect, preserve, and interpret artifacts to make our past accessible. The curatorial process is one of showing people things that enrich their lives with a deeper understanding of the world around them. Most museums have a clear understanding of why they exist. In most cases, the objective is to benefit society by educating and creating culturally literate members. In a world of infinite information, people are looking for credible sources, and the integrity of a museum can make it a preferred source of information.

Exhibitions are a slow medium, often taking six months or more to assemble. This means that any exhibit will be historical rather than contemporary. As people grow used to a faster information cycle, ways of bringing together information quickly in a meaningful way is often required to engage people. A museum is almost always a physical space with physical exhibits; today, access can also be provided online. It is not a question of choosing between them, or even doing both. Rather the issue is how to integrate both physical and virtual so they complement each other.

As a specific form of integrating the physical and virtual, geolocation can be a very useful technology. This can enable visitors to geo-tag exhibits, making their comments visible to others moving through the exhibit or anywhere for that matter. Video glasses or mobile devices can allow people to notice and add to conversations about what they are seeing and interacting with.

Today, schoolchildren going on a museum visit often do their reports by typing notes and taking pictures on their mobile phone. However they are far from passive consumers and unless you allow them to be active in engaging with content, you will lose them. The existing interface between the knowledge of the museum staff and users is the exhibit. Social media and social networks are ways to enable this more direct connection, interaction, and knowledge sharing.

Not so long ago museums were essentially gatekeepers, choosing from all of the wonderful things they have access to, which will be on display. Now that access can be provided digitally, the issue becomes more one of making these valuable resources more accessible and visible, and building communities to share perspectives.

A great interactive exhibit is one that makes people visiting the museum interact with each other. There are many technologies that can take the old push-button style of interactive exhibit into an entirely new dimension, both stimulating and enabling the visitor’s conversation is where museum interactivity needs to go.

The issues facing museums are extremely interesting, and relevant across a far broader domain, as they fundamentally deal with the intersection of the virtual and physical in our experiences. Despite the rise of the virtual, there is still the extraordinary value in the real stuff of history – the artifact. To move into the future we absolutely need to understand and draw on our past. Museums are on an extraordinary journey that will see many thrive, and often look very different to how they do today.

John Moga
You don’t have to dig deep to find Museum’s support

It’s that time of the year, again, when I respectfully request – make that beg – for more volunteers here at the Museum. Now don’t get me wrong, we have lots of great volunteers and they fill so many holes in our operation that the Little Dutch Boy would be impressed.

But with more people expected on the tug John Purves this coming season than ever before and an anticipated increase in bus tours, the need for docents at Sturgeon Bay remains a significant one. Festival time is rapidly approaching and if you’d like to help out with the Lighthouse Festival, the Classic & Wooden Boat Festival and a number of other opportunities on the calendar, help is needed. Pitching in and welcoming visitors on Cana Island at Gills Rock is more than appreciated.

Just give me a call at the Museum (920-743-5958) or drop me an email at jgast@demm.org if you’d like more information on volunteer opportunities.

Whether you’re considering becoming a volunteer or have been helping us with events, mailings, baking, docenting, committee work or whatever it might be, I’m reminded of the response anthropologist Maragaret Mead once gave to a question relating to her work.

When asked what she first looked for in evaluating the level of civility in a civilization, Mead provided a surprising and insightful response.

Rather than a tool, a piece of pottery or artwork, Mead said she keeps an eye out for a “healed femur.” She explained that when someone breaks that particular bone in the leg, they can’t survive to hunt, fish or escape enemies unless they have help from someone else. Thus, a healed femur indicates that someone else helped that person, rather than abandoning them.

The Maritime Museum, like most nonprofits, has its share of ailments and it is the generosity of individuals who are willing to commit time to us that has allowed the Museum to overcome its challenges and to continue its growth.

I could use the old stage axiom “Break a leg,” in hopes that it will provide good fortune for the summer season ahead. But, even if we suffered such misfortune, I am relieved to know that we are blessed to have so many helpful and caring supporters.

Jon Gast
Volunteer Coordinator

Sturgeon Bay Hosts Annual Shipyard Tours

The Rotary Club of Sturgeon Bay presents the 19th annual Sturgeon Bay Shipyard Tours on Saturday, May 7, 9 am – 2 pm. Learn about one of the largest gantry cranes on the Great Lakes. Awe yourself with some of the biggest luxury yachts in the world. View a demonstration on sail making. Gaze into a Bay Shipbuilding’s humongous 1200’ dry dock.

On one very special day, you are invited to experience an insider’s view of the shipbuilding industry in Sturgeon Bay, Wisconsin. For over a century this industry has been critical to Door County’s economy. The shipbuilders of Sturgeon Bay have designed, built and repaired vessels – commercial, military and pleasure craft – that have traveled to ports around the globe.

Palmer Johnson Yachts, Bay Shipbuilding, and Great Lakes Yacht Services (all located on 1st Avenue in downtown Sturgeon Bay, WI) will open their doors to the public for this once a year event. Start the tour at any one of the facilities and see firsthand the efforts of the many professionals who work in Door County’s ship repair and new construction businesses. Guided walking tours are offered at Bay Shipbuilding and Great Lakes Yacht Services, while self guided walking tours are available at Palmer Johnson Yachts.

Tickets will be available at the Museum in advance and at all three shipyard entry gates on the day of the event. Ticket prices are $12 per adult and $5 for students age 11-17. Ten and under are free. The Rotary Club of Sturgeon Bay organizes this annual tour to benefit local youth programs, projects, and activities.

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Some new twists to Lighthouse Festival in June

Last year the ever-popular Door County Lighthouse Walk adopted a new name as the "Walk" became the Door County Lighthouse Festival. It was part of a significant face lift for the event as it entered its 17th year.

The festival returns to the second weekend in June this summer with activities planned from Friday–Sunday, June 10–12. As always, the lighthouses are the focal point of the weekend with special land-based tours and boat excursions planned to make the most of the experience.

Last year, event organizers did away with the comprehensive ticket offering admission to the five mainland lighthouses and with it the shuttle service from the Baileys Harbor Town Hall to the Cana Island Lighthouse. Rather, lighthouses will again maintain their regular hours and admission fees. Both the Sherwood Point Lighthouse and Canal Station light in Sturgeon Bay are operated by the U.S. Coast Guard and offer free admission. However, the Saturday and Sunday of Lighthouse Festival weekend are the only days the property and lighthouse are open to the public at Sherwood Point.

The festival will be offering an assortment of land-based and boat tours that will give the participant the best opportunity to experience Door County’s unmatched collection of lighthouses. There are five land-based tours, four making stops at the five mainland accessible lights. Most fun of all may be the Friday and Saturday evening Ghost/Mystery tours leaving from the Maritime Museum in Sturgeon Bay that will tie in with the Museum’s new “Ghosts! Haunted Lighthouses of the Great Lakes” exhibit. It will offer a new opportunity at Sherwood Point Lighthouse.

As for the boat trips, the day-long Island Clipper tour will take visitors past a couple of Michigan lights before stopping at Rock Island. Trips to Plum Island are again being offered as are the return of the popular trips to Chambers Island light. Both sold out last year. Tours will also be leaving Gills Rock, Baileys Harbor and Sturgeon Bay to highlight the lights and sights in those areas.

The annual Friday evening Keeper’s Kin event has expanded. A 6 p.m. dinner cruise has been added followed by the traditional dessert buffet cruise at 8 p.m. Again, relatives of Door County lighthouse keepers will be on board the beautiful cruise boat Harbor Lady to share stories and answer questions.

For more information on schedules and pricing or to request a brochure visit www.dcmmm.org. Tickets can be ordered on the Web site or by calling 920-743-5958.

D-Day Remembrance

The Museum recently received a dramatic print showing the first three Coast Guard-manned landing craft (LCI91, LCI92, and LCI94) on Omaha Beach on D-Day, June 6, 1944. Both LCI91 and LCI92 were severely damaged by mines and LCI94 braved withering firing for over an hour during the initial assault. Numerous Great Lakes Coast Guardsman were crew on these vessels. Washington Island residents serving on the LCI 94 included Chief Motor Machinist Mate Elmer Sorenson Sr. and the vessel’s Commanding Officer, Lieutenant Gene Gislason. The Museum will honor all local World War II veterans on June 6, 2011 with a brief ceremony and reception unveiling the print.

Our Wish List

- NEW MEMBERS (Priceless!)
- Anchor Appeal Donations (Priceless!)
- White Copy Paper in letter, legal, and ledger sizes, (50-10/ream)
- Pump Coffee Carafes
- Plastic Tables (40-60 each)
- Docents for Gills Rock and Sturgeon Bay Museums, as well as the tug John Purves and Cana Island Lighthouse (Priceless!)
- VOLUNTEERS (Priceless!)
Wisconsin’s Flag Ship coming to Sturgeon Bay!

Mark your calendars! Wisconsin’s flag ship, the sailing vessel Denis Sullivan, will be visiting the port of Sturgeon Bay over the Fourth of July weekend. As part of a joint marketing effort known as Wisconsin’s Schooner Coast, the Door County Maritime Museum and the Wisconsin Maritime Museum are hosting a two-week voyage of the Denis Sullivan, the world’s only re-creation of a 19th century three-masted Great Lakes schooner. Throughout the two weeks, the historic vessel will offer deck tours, hours-long Lake Michigan cruises and a three-day sail along the Schooner Coast.

The Denis Sullivan will set sail from Manitowoc on Tuesday, June 28 for a voyage along Wisconsin’s Schooner Coast. The majestic schooner will anchor in Kewaunee on Wednesday, June 29, and arrive in Sturgeon Bay at the Door County Maritime Museum in the late afternoon of June 30 for a four day port visit to Sturgeon Bay.

The Sturgeon Bay festivities kick-off Friday evening July 1 at the Door County Maritime Museum with the Schooner Coast Ports of Call Gala. In addition to tours of the Denis Sullivan, this waterfront event will offer a diverse sampling of delicacies from restaurants around Door County and other entertainment surprises. Tickets for the event are $65. This is going to be the “do not miss” event of the summer!!

From July 2 - 4, the Museum will host the Denis Sullivan for deck tours and lake cruises. Deck tours are available 10 a.m. - 3 p.m. each day. The cost for Museum members is $5.00 for adults and $3.00 for children. For non-members the Museum will offer a special Schooner Coast weekend package that combines admission to the Museum, a guided tour of the meticulously restored John Purves tug and a deck tour of the Denis Sullivan for $15 for adults and $12 for children. Non-members not taking advantage of the package admission may tour the Denis Sullivan for $10 for adults and $5 for children.

The Museum will also host a three-hour Lake Michigan cruise on the schooner July 2, 3 and 4 from 4 - 7 p.m.

Tickets are $65 for adults and $45 for children. Reservations are required.

The Saturday July 2 cruise will feature a members-only package co-hosted by the Sturgeon Bay Yacht Club that will include dinner at the Yacht Club after the cruise. Cost for this cruise & dinner package is $95 for adults and $75 for children. All cruises are limited to 45 passengers and expected to sell out quickly, especially the members only dinner cruise. Book early! Watch the Museum website and future e-newsletter for more details.

As a special attraction, the Museum will feature a virtual dive experience through the dramatic photography of Dennis Mullen exploring the silent remains of some of the most compelling shipwrecks along Wisconsin’s Lake Michigan coastline. This exhibit opens April 29 in the Reddin Bridge Room and runs through the Fourth of July weekend.

Denis Sullivan Three-day Adult Cruise: Following the Denis Sullivan’s 4th of July weekend visit to the Door County Maritime Museum in Sturgeon Bay, the schooner is offering a special three-day adult cruise along Wisconsin’s Schooner Coast July 5 - 7.

Adults can secure a berth on the world’s only three-masted re-creation of a 19th century Great Lakes cargo schooner. During the three-day voyage, passengers can choose to help the Denis Sullivan crew set the sails or take a turn at the helm. Or, they can sit back, relax and enjoy the uninterrupted beauty of Lake Michigan and its coast.

The Denis Sullivan will depart on Tuesday, July 5 from the Door County Maritime Museum in Sturgeon Bay, stop in Kewaunee for a port visit and dinner on Wednesday, July 6 and then drop anchor at the Wisconsin Maritime Museum in Manitowoc on Thursday, July 7.

Adults can book a berth on the three-day Denis Sullivan cruise for $750 per person. All meals aboard the ship are included with the exception of dinner in Kewaunee. For more information, call us or watch the museum website and future e-newsletters.

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Maritime Book and Postcard Sale

Please consider donations of “gently used” nautical/maritime or Door County books or postcards, book donations accepted through Monday, July 18th.

- The sale is during the Maritime Festival August 1 - 7, at the Museum’s location in Sturgeon Bay
- Examples of nautical books include both fiction and non-fiction: history, boat building, boat travel, coffee table, fishing, children’s stories, etc.
- For more information, please call Trudy Herbst at 920-743-5958 or email taherbst@dcmm.org Thank you to Paul & Kamani King, Steve & Karen Brunstrom, and the family of Henry Wickman for their donations.
Cruise to the Historic Townsite of Fayette

On July 17, the Island Clipper will set sail to the historic townsite of Fayette. Once a bustling industrial community that manufactured charcoal pig iron between 1867 and 1891, Fayette offers visitors the unmatched serenity of a Lake Michigan harbor, white cliffs and verdant forests. This well-preserved museum village recalls another time when it was a noisy, dirty company town with an immigrant population that shared daily hardships, joys and sorrows.

Named after Fayette Brown, the Jackson Iron Company agent who chose the site, Fayette was once one of the Upper Peninsula's most productive iron-smelting operations. Located on the Garden Peninsula at Snail Shell Harbor, Fayette grew up after the Civil War around two blast furnaces, a large dock and several charcoal kilns.

Nearly 500 residents lived in and near the town. During 24 years of operation, Fayette’s blast furnaces produced a total of 229,288 tons of iron, using local hardwood forests for fuel and quarrying limestone from the bluffs to purify the iron ore. When the charcoal iron market began to decline, the Jackson Iron Company closed its smelting operation in 1891.

On this day-long adventure, you will see 20 historic buildings, museum exhibits, outdoor walking tour and scenic overlooks, and a modern visitor center. The Island Clipper will depart Gills Rock at 9:00 a.m. and return at 4:00 p.m. Member cost is $75 for adults and $35 for children; guest cost is $90 for adults and $45 for children. Box lunches and beverages are included in the ticket price. Lunch options are a fresh vegetable wrap with hummus, roast turkey and cheddar sandwich, Nueske’s smoked ham and Jarlsberg Swiss sandwich, or French country (bread, brie and pate).

This Member’s Cruise is sponsored through the generosity of the Island Clipper and Charlie’s Smokehouse. To order your tickets for this historic adventure, call us at (920) 743-5958.

Nautical Terms Quiz
Supply the proper nautical word or phrase for the following definitions:

1. Right side of a vessel when facing forward ____________________________
2. Wall or partition inside a ship ____________________________
3. Round window in a stateroom ____________________________
4. Left side of a vessel looking forward ____________________________
5. Ship’s kitchen ____________________________
6. Measure of six feet used in determining depth of water ____________________________
7. Front of the ship ____________________________
8. Rear or aft of the vessel ____________________________
9. Breadth of vessel at widest point ____________________________
10. Unit of speed for ships ____________________________
11. Captain of the ship ____________________________
12. Daily record of ship’s progress ____________________________

(Answers can be found on page 16)

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Mari-Times Spotlight

The Spotlight feature regularly recognizes members of our Board of Directors, Museum staff and volunteers. This issue introduces Amy Paul, whose volunteer efforts at DCMM the past few years have centered on the Museum’s marketing efforts through the reorganization of the Marketing Committee. She also worked with the curatorial staff in the creation of the new Marine Travelift display in Sturgeon Bay.

Take one look at Amy Paul’s biographical notes and it’s easy to see why she eagerly volunteered time to the Maritime Museum. A native of Racine, on the Lake Michigan shore, she spent summers on Washington Island and has lived in Door County for the past twelve years. Her husband Norm worked at Palmer Johnson for twenty-five years and now at ACE Marine in Green Bay. The family tree also had something to do with it. Her great grandfather was a lighthouse keeper on Plum and Pilot Islands in addition to a few other lights.

Her cousin Bob Jess is retired from the Coast Guard and the memories are still fresh of stories her grandmother told of growing up on Washington Island.

Amy is a graduate of University of Wisconsin-Stevens Point and with a degree in psychology and sociology. While most people head to the kitchen for a snack during television commercials, she stays glued to the set. “I enjoy commercials for the psychology and marketing behind them.”

More recently she’s added a Masters degree in Adult Education and Distance Learning as well as another in Marketing. All of her educational pursuits are currently being utilized in her position as Marketing Communications Specialist at Marine Travelift and its sibling companies Shuttlelift and ExacTech.

Amy said she enjoys bringing her marketing and human interactive skills to the Museum.

“I love the talent on the committee,” she explained. “They come from different walks of life, but are all willing to give of their time and efforts.”

She said it’s part of an overall desire to become more deeply involved in community activities.

She has a pair of Maltese dogs and thrives on outdoor activities from hiking and gardening to motorcycle rides as well as “just waving at neighbors passing by.”

She admits she doesn’t always agree with her parents, but they remain her role models as she continues to absorb their good attributes and convictions.

Amy feels her Museum work is part of the investment she’s made in a goal to participate in activities that she enjoys the most and something she can always look back on with pride.

Volunteerism is something she feels passionate about and thinks more people should invest time in.

“Act now and get involved,” she advises. “It will make you feel amazing being involved in a worthy organization that benefits the community and your neighbors.”

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Fish Boil & Gills Rock Open House
Sunday, September 18 – Net Shed at Weborg’s Dock
Museum Open House 10 am-5 pm
12:30 pm Social & 1:30 pm Boil Over & Dinner

What better place is there for a fish boil than the historic net shed at Weborg’s Dock?
International Museum Day – Movie Marathon

On May 18, 2011, bring your lunch and set a spell when you join us in a daylong celebration of International Museum Day. To celebrate this day the Museum will show the following maritime-themed movies.

The Guardian: Kevin Costner and Ashton Kutcher star in this powerful, action-packed drama that takes you inside the never-before-seen world of the elite Coast Guard Rescue Swimmers. Reeling with grief in the wake of a mission gone tragically wrong, legendary Rescue Swimmer Ben Randall is given a mission he doesn’t want — training raw recruits. Once there, he knocks heads with cocky Jake Fischer, a swimming champ driven by a painful secret, who’s more interested in breaking Ben’s records than saving lives. But Ben also sees Jake has what it takes to be the best of the best. Filled with spectacular rescues in the lethal waters of the Bering Sea, The Guardian is a riveting and compelling story that dives straight into the heart and soul of real heroes, the unsung guardians of the sea.

The Perfect Storm: It’s Halloween, 1991. Near Gloucester, Massachusetts, the six members of the Andrea Gail, a swordfishing boat, head out to sea for their last trip of the season. Unbeknownst to them, a shockingly brutal storm is slowly gaining steam. Before the National Weather Bureau has a chance to inform the crew of the impending danger, it’s too late. The resulting battle with three merging weather fronts—an unheralded natural disaster—is grueling and tragic. Based on the true-life best selling novel by Sebastian Junger, starring George Clooney, Mark Wahlberg, and Diane Lane.

Master and Commander, The Far Side of the World: A rousing story of HMS Surprise, an English warship sailing around South America during the Napoleonic era. The ship’s captain (Russell Crowe) engages in a battle of wits, wills, and firepower with a rival captain during the perilous sea trek. This vivid, exciting tale of naval warfare is also a satisfying and moving portrayal of a unique community: the company of a warship. The film is full of stirring action scenes, but it is equally rich in the details of the men’s everyday life: their food, shipboard entertainment, naval tradition, etc.

Storm Warriors – Heroes of the Shipwreck Coast: Alone on a lonely shore, the men and women of the Shipwreck Coast were on constant watch from the late 1800s to the 1940s. Their deeds have been largely unheralded and many of their stories lost. This is the saga of people of dedication, sacrifice, and valor at a time of national expansion and the settling of what is still a remote and lonely land. Vital to the commerce of two nations, Lake Superior and its shores continue to be a challenge for all those who sail her waters and brave her fickle weather, the members of the U.S. Light House Service and U.S. Life Saving Service.
Wisconsin’s Schooner Coast

Over the past year, The Door County Maritime Museum (DCMM) and the Wisconsin Maritime Museum (WMM) have been working on a variety of initiatives to expand cooperation and synergy between the two institutions. The signature accomplishment of this collaboration is a joint marketing effort known as “Wisconsin’s Schooner Coast.”

The Schooner Coast initiative highlights the scenic 60-mile stretch along Lake Michigan that’s filled with rich maritime history, maritime destinations and natural water wonders. Beginning in Manitowoc, continuing to Two Rivers, Kewaunee, Algoma and ending in Sturgeon Bay, the Schooner Coast delivers an experiential travel offering that includes a variety of compelling attractions and events that justify planning a day trip or spending a long weekend touring the coast. Along the way, visitors will discover white sand beaches, towering lighthouses, schooner shipwrecks, quaint harbor towns and many opportunities to experience Lake Michigan and the coast’s unique maritime history. Most importantly, the Schooner Coast is anchored at either end by the state’s two largest maritime museums – the Wisconsin Maritime Museum in Manitowoc and the Door County Maritime Museum’s main facility in Sturgeon Bay.

As part of this effort, the two museums applied for, and received, a Joint Effort Marketing (JEM) grant through the State Department of Tourism to promote the Schooner Coast as a unique visitor destination. The JEM grant funding will be used on a variety of marketing efforts including a focused website and the “Schooner Coast Passport”, a free coupon booklet that delivers a variety of strong sales incentives with approximately 40 coupons/discounts for attractions, hotels, restaurants and retailers along with local maritime history and other information. Additionally, the DCMM and WMM are planning several special events including a port visit by Wisconsin’s tall ship, the sailing vessel Denis Sullivan (see the additional article in this issue). Watch for more about this exciting new collaboration in the coming months!

Sole survivor Dennis Hale signs a copy of his recently released autobiography “Shipwrecked” following his presentation at Bay View Lutheran Church in the final program of the Maritime Museum’s Winter Speaker’s Series on April 2. Hale was the only survivor of the sinking of the Daniel J. Morrell in November of 1966 and recounted his life-changing experience for nearly 200 people. Also pictured is the lifejacket he wore during those 38 hours on Lake Huron.

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and mail to the ship. The weather during the morning was very unusual for late fall. The sky was a light blue and large, fluffy white clouds were drifting slowly along ahead of a moderate south wind. The water was rippled and very cold looking, except where the rays of the sun were reflected upward, making it look like a huge sea of molten metal. The thermometer registered 70 degrees and the only indication of stormy weather was a low barometer.

After dinner, the launch was refilled with gasoline and the men prepared to return to shore—a distance of 13 miles from the ship. As it was only eight miles to the sheltered waters of Sturgeon Bay, they did not think it too dangerous to return to shore even if the barometer indicated the nearness of a bad storm.

At one o’clock that afternoon, the Captain and Seaman boarded the launch and started for shore. The Captain, a middle aged person, had been sailing for several years and was well acquainted with the tricks of the water. The Seaman, a brother of the Captain, had been sailing for about a year and was still inexperienced around boats. The lines were cast off, and the trip homeward was underway. As the boat gained speed, the water was cut and rolled back much in the same manner as a plow cuts its way through the soil, and the slow rolling waves which spread out in a cone shape behind the boat, broke the calmness of the Bay.

The Captain sat down on a stool behind the steering wheel and turned the bow of the ship to the southeast. His eyes were fixed on the shore ahead, but occasionally he turned them to the south where heavy black clouds were covering the sky, and then to the compass needle to check the course of the launch. His weather beaten hands turned the wheel to the right and left. Patches of black, wavy hair were visible around the edges of the Seaman’s cap which was setting on the back of his head and tilted at a slight angle to the right. As the time passed, his eyes continued to survey the water ahead, the sky to the south, and the reading of the compass.

The Seaman was perched on the rear of the cabin with his feet hanging over the side. A small pipe hung between his teeth and sent clouds of bluish smoke curling up around his head. The only movement he made was to turn his head once in awhile to the south and look at the rapidly blackening sky.

About four miles from the Lightship, the engine sputtered and stopped. The Seaman jumped into the cabin, and began working on the engine to get it going again. The Captain, noticing that he was not successful in his efforts, went back to the engine and the two worked on the engine without any success. Meanwhile, the boat was drifting slowly back to the north, and the wind carried them to the eastward of the ship.

By this time, the heavy black clouds had covered the sky and it was not long until long streaks of lightning dashed zig-zaggedly through the clouds, and cast flashes of blinding light throughout the darkened skies. These flashes were followed by low rumbles of thunder. Soon after, it started to rain.

When the boat came about two miles from the ship, the Seaman began waving a large white flag. At first he waved it slowly, but as the boat continued to drift further from the ship without anyone seeing them, he began to wave it as vigorously as he could but without success. The boat was painted black, and due to the heavy black clouds and the dark water, it passed by the ship unseen.

A short time before darkness covered the Bay, the wind shifted to the southwest and started to blow harder. The

continued page 13

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Three Corners Neighborhood Assn.

Memorial gifts donated to the Museum in excess of $100 will be recognized on our main lobby Memorial Plaque.

Adrift, from pg. 12

shift in wind carried the boat back past the ship and toward Green Island. The waves grew rapidly and were soon showing long rows of white foam. A mile from the reef, which runs out from the southeast of the Island, the roar of the foaming breakers on the jagged rocks of the reef sent a shiver through the men as it meant certain death if they were washed up on the reef. The Captain seized a canoe paddle from the rack on the cabin wall and opened the side door and tried to paddle the boat around the reef. The Seaman was meanwhile engaged in torching with gasoline soaked rags. After the boat had cleared the reef, it appeared certain that they were left to the mercy of the storm and they knew that only good luck could bring them success.

The temperature began to drop at four o’clock and at ten o’clock, when the wind shifted to the west, it dropped to near zero. The wind continued to whip up the waves and it wasn’t long until the entire Bay had been transformed into a sea of angry, tossing water. The wind now carried the boat toward Monument Point where long rows of white broke the black of the water and told of the danger ahead. By using the canoe paddle, the boat was kept off the reef.

The Captain now became concerned as to where they would hit the beach and turned to talk to the Seaman, but found him laying in the bottom of the boat and he was too sick to stand up.

“Put on a life preserver!” the Captain commanded, “hurry before we hit the rocks.”

Having aroused the Seaman and fixing a life preserver on himself and the Seaman, the Captain fastened the anchor rope to the forward post and dropped the anchor, but the first breaker broke over the top of the launch and parted the line. The angry, swirling waters tossed the boat around until it rivaled riding a wild horse. A big breaker caught the boat and cast it upon a big rock where the bottom of the launch was ripped out as though it were cardboard. The launch rolled over on its side and filled with water. The Captain pulled himself out the side door. Then with one hand on the upper rail he reached into the cabin, grabbed the Seaman by the coat collar, and pulled him out of the boat. The two held to the upper rail, but slowly weakened.

“I’m going to let go,” the Seaman shouted from the rear of the boat.

Looking around, the Captain noticed the Seaman had

continued page 14
Adrift, from pg. 13

slipped down and was now holding on to the propeller and had his feet on the bottom.
“Hold on, or the undertow will carry you down,” the Captain shouted back at him.
After pulling the Seaman back up onto the launch, the Captain said, “Don’t let go until the next three big breakers pass, and then run for the beach.” Anyone who is acquainted with water knows that the waves come in groups of three bigger than the rest at intervals to the passing of each group.
The three seas washed the boat up on the rocks, and the Captain shouted, “Let go, and get to shore!” The water was now only knee deep, but the undertow carried the men off their feet several times before they reached shore.
The shore was covered with snow which had fallen during the early part of the evening. The men proceeded up the beach until they found a logging road. They turned up the road to get shelter from the wintry winds, and soon came upon an open field which was cut by a dark path that wound around the field and grew smaller as it approached the woods until it looked like a mere thread where it disappeared into the woods. Following the trail, which was made by the cattle when they returned to the barn that night, the men came upon a farm house where they received shelter. They had to be thawed out before their clothing could be removed as it froze solid in the zero weather.
The next day, the men went to the beach and discovered that they had washed up on a narrow stretch of sandy beach, which was bounded on both sides by rock cliffs.

Lightships didn’t have a number system. When a boat was placed in service it was known by the location it marked. As older ships were replaced by newer ones, the older ones were a problem to keep track of. Some ships were transferred to other districts causing more problems, while others were used as relief boats. Instead of repainting a hull, some districts just painted the word “RELIEF”

Lightsips in America span just 165 years: 1820-1985. They marked dangerous moving sandbars, shoals, low water, harbor entrance, river’s mouth or a spot where a lighthouse could not be built. They could be moved around as a channel moved due to shifting sands. A total of 120 stations were established on America’s coast lines and the Great Lakes. The number was always changing—some of these were for a short time while others were permanent. During 1909, a total of 56 lightships were in use, the highest number ever placed in service. As times changed with technology, so did the number of lightship stations—until 1985 and the last lightship was replaced. From 1820 to 1952 (when the last lightship was built), 179 vessels were constructed with wooden hulls and sail-powered ships, to iron hulls with diesel engines.
The boats didn’t have a numbering system. When a boat was placed in service it was known by the location it marked—which was fine in the beginning. As older ships were replaced by newer ones, the older ones were a problem to keep track of. Some ships were transferred to other districts causing more problems, while others were used as relief boats. With the tightly fisted purse strings of the early Lighthouse Boards, repainting a hull of a lightship with the new name was a tough sell. Some districts just painted the word “RELIEF” in front of the older name.
Starting in 1867, the older lightships were given a letter to identify them. The letters went from “A” to “XX” for the older ships and as new ones were built, they received the numbers continued page 15

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Lightships, from pg. 13

1 to 91. The Coast Guard renumbered all active lightships in April 1950 with a WAL and number identifier LV-83/WAL-508. They renumbered the vessels again in 1965 to LV-83/WLV-508.

The Red Target
By Jim Gill

The primary and singularly most important goal of the lightship seemed rather simple. Attain the most accurate position consistent with that shown on the chart and through careful daily observation, remain there. Once that situation is in hand, the other basic services provided by the lightship can begin. The light flashes, the fog signal sounds, and the radio beacon sends its signal. These services were all predicated with the ship being where it was supposed to be, on station. If for some reason the ship is no longer in that exact location, the services are terminated.

So what could be easier? Just take the ship out to the station, take a few sextant angles, drop the anchor, and flip a few switches. Although this might have on rare occasion been true, there was one governing factor that many times turned the whole situation into a nightmare—the weather. The force of the wind, the state of the sea, the visibility, and the ambient air temperature all at once or in various combinations were frequently in command.

Consider the fact that lightship stations were not established with any consideration for the safety and welfare of the lightship. Far from it. Most stations were located in exposed and dangerous locations with the purpose of warning shipping to stand clear. Rock strewn ship-killing reefs, isolated dangers, perilous shoals were all part of the equation and always in desolate and remote areas. These were places where the wind howled incessantly and the sea was rarely less than tumultuous.

The normal ship, engaged in the pursuit of its designated purpose or trade, will do so with a watchful eye on the weather. They will endure the hardships of harsh weather conditions and continue on their mission—up to a point. Beyond that, the wise shipmaster will seek shelter, turn seaward, remain in port or maneuver the ship in whatever manner necessary to avoid damage or loss.

The lightship too will keep a watchful eye on the weather, but there is one very large difference. The lightship was unable to enjoy any of the above choices. When sea conditions became horrendous, even life threatening, it became more important than ever to hold the station and keep the services intact. The active vessels caught unawares in the tempest needed those services for their own safety and guidance. So the lightship, no matter how grim the outlook, stuck it out.

It is of no surprise to find the history of lightships laden with accounts of parted moorings, dragging anchor for miles, and frequent reports of damage. Vents stove in, boats carried away, portlights smashed, injury to crew. It gets worse. The ship cannot hold up against the force of the wind and sea and is driven aground. Severe damage has resulted and several lightships foundered due to loss of hull integrity.
Lightships, from pg. 15

One was literally torn apart and another crushed in an ice jam.

There was one other peril, however, that overshadowed even the weather. It was not a natural hazard, but one that was man-made. Although “Coast Pilots,” “Light Lists,” and other maritime publications clearly warned against it, homing in on a lightship was a common practice. It began when the very first lightship took station in the early 1800s and continued until the last lightship was withdrawn from station in 1985. In the early years, collisions with lightships were so common it seemed the rule rather than the exception.

These collisions ranged from minor bumps and scrapes to the horrifying shriek of mangled steel as the lightship was ripped apart or cut in two by a large fast-moving ship.

The attendant injury and loss of life was appalling. After 1985, there were no more lightships out there to run over and the ships were left without a target of choice.

The Red Cutter

By Jim Gill

The one thing all of us big white cutter guys (black hull guys, too) feared was getting sent to a lightship. A set of orders to a “Red One” could inspire a number of clever countermeasures. Immediate request for retirement that long postponed knee operation, a plea of insanity, a family hardship, or whatever. A lightship? Forget it!

I managed to survive 18 years in the USCG without the beckon of the red plague and had concluded that I was in the safe zone. So it was with much surprise, great trepidation, and terrifying dismay I learned that a set of orders had arrived and I was to proceed and report. Yes, to a lightship. What could I do? I had two years to go for retirement, my knees were both OK, and insanity was a way of life. So, I went peacefully but not without reservations.

I spent the next three years as CO WLV-612 otherwise known as San Francisco Lightship. At the end of that period I retired from the USCG, but it wasn’t because of the lightship. I had learned a few things. Except for being kept awake by the fog horn and having to weather an occasional storm, lightship sailors lived better than white cutter sailors. With the compensatory leave setup, you got more time off. The living quarters were more comfortable and with the increased ration allowance, the food was better.

Lightship crews were also more tightly knit, most of them having learned early in the game the many benefits over other type of Coast Guard service. This is not to say that it was all fun and games. When a killer storm was on the way, you didn’t run for cover. You stayed there and toughed it out. The greatest hazard was being run down (as many lightships were) by an errant steamship. The worst thing that could happen was a missed shore rotation, the weather being too severe for the tender to make it out to station with the relief crew. Nevertheless, the good outweighed the bad and if I had to do it all over again, a lightship assignment would be most welcome.

Quiz Answers, from page 8:

1. starboard; 2. bulkhead; 3. porthole; 4. port; 5. galley;
6. fathom; 7. bow; 8. stern; 9. beam; 10. knot; 11. master; 12. log
Ports of Call of the Schooner Coast

After a one-year hiatus, the Door County Maritime Museum is proud to re-introduce Ports of Call, as a sampling & dining event. This year Ports of Call will be held at the Museum on Sturgeon Bay’s waterfront.

This Door County casual event will feature Wisconsin’s flagship, the tallship Denis Sullivan, Door County restaurants chef’s specialties of the house (appetizers, entrées and desserts), high-energy entertainment by Little Vito & the Torpedoes, and dancing almost under the stars (tents). The band’s song list features the best of the ’50s, ’60s, ’70s and ’80s.

Your volunteer help is needed to coordinate and put finishing touches on this financially successful Museum fundraiser. Please call us to help volunteer or mark your calendar to reserve the date, Friday July 1. Tickets are $65.

To volunteer or reserve your tickets, please call (920) 743-5958 or taherbst@dcmm.org. Further information will be available on our website as it becomes available www.dcmm.org.

Sponsor A Day of Amazement At the Museum

On an average day, the cost of operating the Museum is greater than income from fees, membership, and store sales. For a $250 donation, you may personally sponsor a Day at the Museum.

Sponsor A Day is a wonderful way to honor a loved one, recognize a birthday, an anniversary or a memory!

You will be recognized at all three Museum locations, on our website and in the Museum newsletter. You will also receive a support decal for your car window or business entry.

To select your date, contact us at (920) 743-5958.

Sponsor A Day Commitments

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January 25, 2011 – Sponsored by Greg & Carolyn Max – For All the Men & Women Who Work the Great Lakes

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February 18, 2011 – Sponsored by John Asher – In Honor of Sandy Asher, Happy Birthday!

February 24, 2011 – Sponsored by Pete & Jelaine Horton – In Memory of Our Mother, Bernice Wikoren, on Her Birthday

February 25, 2011 – Sponsored by Door County Eye Associates – For a Healthy Outlook on Life

February 28, 2011 – Sponsored by Pete & Jelaine Horton – In Memory of Our Mother, Ethel Horton, on Her Birthday

March 1, 2011 – Sponsored by John Asher – In Honor of Mariah Asher, Happy Birthday!

March 15, 2011 – Sponsored by Dwight & Linda Davis

March 22, 2011 – Sponsored by Door County Eye Associates – For a Healthy Outlook on Life

June 2, 2011 – Sponsored by Roen Salvage Co. – In Memory of Charles W. Asher

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Questions? Call Jon Gast at (920) 743-5958. Send to: DCMM, 120 N. Madison Avenue, Sturgeon Bay, WI 54235-3416

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“Each One Bring One” Campaign

“Each One Bring One” is ON again! The membership committee hereby opens the 2nd annual membership drive! We think the best way to spread excitement is person to person. We feel the lack of personal contact whenever we have to deal with voice-mail, e-mail or the Internet to accomplish everyday tasks. At the Maritime Museum real people answer the telephone and lead tours. Real people are excited about this place. Let’s spread the excitement around a little and bring in new members! Tell your friends about the “Cool stuff!” you see and do at the Museum. See the big ships through the Museum windows as they move in and out of the bay. Watch them through the periscope! Tell a friend how a Fresnel lens casts its light way out into the lakes! Tell them about the new friends they can meet if they become a member and join us at member events. It is easy to mention the museum as you talk to people every day. Invite them to join us by becoming a member!

In late summer there will be a gathering for members and the new members they bring. The date and activities will be announced later.

A form you can use to sign them up is on page 17. To get more forms, feel free to make copies or stop in at the Museum office.

Support the Museum by bringing in a new member!

Susan Zeyher, Membership Coordinator

Your support is greatly appreciated!

Treat a relative, friend, or employee to a Museum membership. Great benefits, including free admittance to the Museum’s three locations, four great issues of the Mari-Times newsletter, and 15% discount in the Museum Store!

WELCOME TO NEW MEMBERS
(from 10-16-10 to 3-4-11)

John & Connie Acker.............Sturgeon Bay, WI
Robert & Ann Anderson........Sturgeon Bay, WI
Susan Asher & Diane Cavanaugh.......
..........................Sturgeon Bay, WI
Rachel & Steve Asher.............Sturgeon Bay, WI
Bonnie & Al Auxter..............Necnaah, WI
Jeff Bauriedel..................Lake Mills, WI
Alyssa & Andy Bibby.............Two Rivers, WI
Glenn & Ann Brunner............Kewaunee, WI
Salina & Ryan Burnette.........Sturgeon Bay, WI
Steve Christoferson.............Sturgeon Bay, WI
Don & Sharon De Luca...........Guilford, CT
Terresa & Jonathan Diller.......Sturgeon Bay, WI
Tom & Nancy Drager.............Sturgeon Bay, WI
John Dwyer, III....................Sturgeon Bay, WI
Sharon & Thomas Fernandez......
....................................Sturgeon Bay, WI
Kimberly Foote...............Collinsville, IL
Ashley & Nick Freudenrich...Manitowoc, WI
Shawn Groeleau.................Sturgeon Bay, WI
Mary & Andy Hall..............Sturgeon Bay, WI
Jesse & Yvonne Harness.......Luxembourg, WI
Kathy Hollister...............Ephraim, WI
Stacie & Scott Jeanquart......Algoma, WI
Richard Johnsonbaugh.........Mequon, WI
Polly Joubert...............Hartland, WI
Jeanette Junk................Manitowoc, WI
Raymond Kaplan.................Reston, VA
Ashley & Barry Kuzay.........Sturgeon Bay, WI
Tom & Paula Levy.............Algoma, WI
Meghann Lofthson & Tammi Lofthson
...........................................Rolling Meadows, IL
Eugene Makowka & Carol Liederbach
...........................................West Allis, WI
Willard Mathias.................Lakemoor, IL
Jim Merchant.................Sturgeon Bay, WI
Greg & Terry Morris..........Palatine, IL
Julie Murray....................Sturgeon Bay, WI
Keith & Sherry Mutchler........Sturgeon Bay, WI
Travis Ouardnik..............Manitowoc, WI
Cathy & Rick Paulson........Manitowoc, WI
David & Marlene Poulton.....Sturgeon Bay, WI
Tim Renzelmann..............Sheboygan, WI
Pat Saladin.....................Sturgeon Bay, WI
Julie & Don Sarver...........Sturgeon Bay, WI
Jeanette Schinken.............Sturgeon Bay, WI
Paul & Deb Skup..............Sturgeon Bay, WI
Paul & Sheila Stoneman.......Sturgeon Bay, WI
Matt Stram......................Sturgeon Bay, WI
Sally & Rick Stram.............Manistique, MI
Norman Traifon..............Menomonee Falls, WI
Dan Treichel.................Manitowoc, WI
Louise & Harald Wenzel.......Sturgeon Bay, WI
Ryan & Deb Wubben..........Middleton, WI
Kelly & Eric Zeise............DePere, WI

New LIFETIME Members
Helen Cordon...................West Allis, WI
Calendar of Events

- **April 29** – Ghost Ships of Wisconsin’s Schooner Coast - Virtual Dive Experience through the Photography of Dennis Mullen - Member Opening 7-9 pm. RSVP please!
- **May 7** – Shipyard Tours - Museum Store at Bay Shipbuilding
- **May 18** – International Museum Day - Maritime Movie Marathon
- **June 6** – D-Day Remembrance
- **June 10-12** – 18th Annual Door County Lighthouse Festival
- **June 15** – Maritime Concert at Martin Park: Peninsula Symphonic Band
- **June 29** – Maritime Concert at Martin Park: Original Big Mouth Quartet
- **July 1** – Ports of Call of the Schooner Coast: Museum Gala
- **July 2-4** – Deck tours of the *Denis Sullivan*
- **July 2** – Maritime Museum & Yacht Club Sail & Dinner
- **July 3-4** – *Denis Sullivan* Sails
- **July 14** – Annual Meeting
- **July 17** – Island Clipper Cruise to Historic Fayette
- **July 31** – Mariner Award Dinner
- **August 5-7** – 21st Annual Door County Maritime Museum Classic & Wooden Boat Festival
- **August 17** – Maritime Concert at Martin Park: Michael Raye & The Works
- **August 20** – West Fest
- **September 18** – Gills Rock Open House and Fish Boil

So many fun events to get involved with! Bring your family & friends - we’ll see you there!