During the war, Congress imposed a number of temporary embargoes aimed at cutting off trade with the enemy. The revenue cutters were required to board, inspect and seize offending merchant vessels.

**Cutter Surveyor**

On 12 June 1813, Captain Samuel Travis anchored the cutter *Surveyor* off Gloucester Point, near Yorktown, Virginia. The customs collector for the port of Baltimore built the *Surveyor* to serve the Baltimore station and commissioned it in 1807; however, during the British blockade, it served in the southern Chesapeake Bay. *Surveyor* measured sixty-eight feet on deck and nineteen feet wide, and drew about six feet of water; it carried a crew of about twenty-five officers and men and a main armament of six cannon. Not knowing the proximity of British naval forces to his cutter, Captain Travis set out a picket.
Ahoy! I hope this finds everyone enjoying the magnificence that is summer on the Door Peninsula. By the time this edition of the Mari-Times arrives in your mailbox, the sun will have set on “The Lighthouse Show”—a wonderful art exhibit highlighting the historic lighthouses of Door County. I hope you had the chance to stop by the Reddin Bridge Room this spring to see this extraordinary collection of original paintings by the “Door County Outdoor Painters”. We extend our most sincere thanks to Bill Doyle, Sally Everhardus, Glenn Gerber, Barbara Kenyon, Jim Leatham, Randy Rasmussen and Rob Williams for sharing their wonderful art with us. The exhibit was a big hit with our visitors!

We are busy planning the last minute details as we prepare to transition from “The Lighthouse Show” to our new exhibit highlighting the woodcarvings of Pudge and Mary DeGraff. Through the generosity of folks willing to loan us their precious one-of-a-kind DeGraff creations, we’ve assembled a collection of carvings that truly reflect the whimsical works of this talented couple. The exhibit opens to the public on July 6th and will run through November. Be sure to stop by to see this fun exhibit!

“The Lighthouse Show” art exhibit provided the perfect backdrop for an extraordinary musical performance by the famed American Folklore Theatre (AFT) that highlighted our “Keepers’ Kin” event at this year’s Lighthouse Festival in June. Holly Feldman, Doc Heide, and Craig Konowalski wowed the crowd with a wonderful collection of Great Lakes songs and AFT favorites. As the old adage goes, a good time was had by all! I’m already plotting some way to get them back to perform next year.

AFT’s performance on Friday evening kicked off a very successful Lighthouse Festival weekend. With exception of a few light sprinkles, the weather was excellent. Mild winds and calm seas ensured that every cruise enjoyed smooth sailing and the land-based tours went off without a hitch.

Speaking of the American Folklore Theatre, their summer season will feature the new musical “Windjammers” set in 1876 aboard a Great Lakes schooner. We will be collaborating with the folks at AFT throughout the summer as we cross-promote the area’s rich maritime heritage. AFT is also bringing back “Loose Lips Sink Ships”. This touching funny story chronicles how WWII affected the lives of people in Sturgeon Bay as men headed off to fight overseas and women stayed behind to continue the vital work in the shipyards. It pairs nicely with our fascinating exhibit highlighting Sturgeon Bay’s maritime history.
WWII shipbuilding boom. We hope you can find time to take in both of these entertaining musicals highlighting Door County’s nautical history.

We’ve moved our War of 1812 exhibit to the museum in Gills Rock for the summer. If you missed it here in Sturgeon Bay last year, please make the sojourn to our “northern gem” to learn more about the war that helped shape the history of the Great Lakes region.

As always, we have a busy summer planned. In addition to appearances at the numerous Door County festivals and parades we’ll once again be an active participant in several Maritime Week events here in Sturgeon Bay, culminating with the annual Classic and Wooden Boat Festival right here on the grounds of the Maritime Museum. And of course, we are all waiting with great excitement for the return of the tall ships! We are planning a very special joint member event with the Sturgeon Bay Yacht Club for the late afternoon and early evening of August 14th when these stately sailing vessels visit the port of Sturgeon Bay. The grounds of the SBYC will be the ideal place to watch the ships as they make their way down the Bay. Don’t miss it! We will also have a booth at the Baylake Bank Tall Ship Festival in Green Bay—please stop by to say hi, and perhaps buy a raffle ticket or two, when you visit the festival.

Again, I hope this finds you enjoying summer. Best wishes for fair winds and following seas.

Bob Desh
Executive Director

Please visit us!

**Sturgeon Bay**
Open 7 days a week, 10-5 Labor Day to June 30; 9-5 July 1 to Labor Day.
Museum Admission & Tug Boat John Parves Tour: Adult $12.50; Youth (ages 5-17) $9. Museum Admission Only: Adult $8; Youth $4 Tug open daily 10:00-3:30 May thru Oct. Tug only: $6 (ages 4 and up).

**Gills Rock**
Open 7 days a week, June 7 thru October 13
Admission: Adult $5; Youth (ages 5-17) $2

**Cana Island Lighthouse**
Open 7 days a week, May 1 thru October 31
Last tower climb at 4:30 pm.
Admission to Keepers’ House & Tower Climb:
Adult $10; Youth (ages 5-17) $7
Admission to Island and Keepers’ House Only:
Adult $6; Youth $3

*Admission to members is FREE!*
Apply for membership online at www.dcmm.org or fill out the form on page 19.

---

**Fall Bus Trip**
Embark on a great historical and art adventure! We’re off to Milwaukee for the fall trip with visits to the Pabst Mansion and the Milwaukee Art Museum. On Sunday, November 3, we’ll depart from the Museum aboard a luxury Babler coach and travel to the Pabst Mansion, one of Milwaukee’s great architectural landmarks and an award-winning historic museum. After our tour, we’ll lunch at the Café Calatrava at the Milwaukee Art Museum. Then a docent will lead us on a tour of the highlights of the Museum’s permanent collection. We will conclude our visit with an audio-guided tour of their special exhibit featuring American portrait artist, Thomas Sully.

The motor coach will depart from the Museum in Sturgeon Bay at 7:15 a.m., and return at approximately 6:30 p.m. Member cost is $89 and guest cost is $95. Cost includes admission and docents at the Pabst Mansion and the Milwaukee Art Museum, audio tour of the Thomas Sully exhibit, juice and muffins, lunch at the Café Calatrava, deluxe motor coach transportation, and driver tip. Call us for your reservations at (920) 743-5958 by Tuesday, October 15; seats are limited.
The Door County Maritime Museum and Sturgeon Bay Yacht Club are hosting a memorable member event at the Sturgeon Bay Yacht Club. The event begins at approximately 4:00 p.m. on Wednesday, August 14th to correlate with the tall ship passage through the Sturgeon Bay canal (exact start time unknown at this point—check website for details as the date grows closer).

The grounds of the Yacht Club will be an ideal place to watch the tall ships as they travel through Sturgeon Bay's historic canal and down the bay to their mooring piers for the evening. A minimum of eight of these magnificent sailing ships are planning to overnight in Sturgeon Bay.

Enjoy a delectable buffet dinner, a gun salute honoring each ship's passage and entertainment by Tom Mason & The Blue Buccaneers.

Call (920) 743-5958 today to book your reservation for this extraordinary nautical event!

(Reservations are pre-paid and non-refundable.) Adults: $38.50; Ages 6-10: $13.50; Ages 5 & under: $6.50.
Normally this column finds me typing while on my knees pleading for additional help manning the activities this museum undertakes – especially the docent work in the museum or on the tug. I’m changing course this time around. I must take time to recognize all the great work our volunteers do and in this particular case the work of one remarkable couple.

From the time Jim and Pat Kowall moved to Door County in 1991 they have been involved in the development of the new museum in Sturgeon Bay. Their faces are a couple in a significant group that epitomizes the volunteerism at its highest level here at the museum.

But now we must bid them best wishes as they move out of the county to the Milwaukee area. It doesn’t mean we won’t see them again, but it will prevent me from making that last minute phone call to Jim to fill in for docent duty. Rarely did he ever say he couldn’t. But that was as much a part of his love for the museum as it was feeling sorry for me.

“It goes all the way back to the basement of the hardware store,” said Jim, referring to the couple’s involvement in the Sturgeon Bay museum. The hardware store was one of a few spots that housed the museum’s offices before the museum opened in 1997.

Pat and Jim were key members of a contingent of volunteers that spearheaded the five months of work to get the museum ready for a June opening.

“I remember us getting the vans and station wagons together to move items from the old museum,” said Pat. “And it rained but we covered things with blankets.”

Jim advocated a space be created in the museum dedicated to boat building, a skill in which he excels.

“I hammered nails to get that boat shop built,” said Jim. “If you want something built, you have to help.”

His involvement in the creation of the shop led to it being named in his honor. Jim’s Boat Building Shop will remain a legacy to the Kowall’s contributions to the museum. His volunteer building efforts have continued through the years as Kowall has repeatedly contributed to the construction of new exhibits.

Pat is still amazed every time she looks at the museum.

“I never thought we’d see it,” she said, contemplating the significant fundraising effort that was needed. Now, like so many others involved in the project, it remains a point of pride.

While the list of contributions by the Kowalls is extensive, two particularly stand out.

A couple of the more popular events on the Classic & Wooden Boat Festival schedule are at least in part due to the couple. Jim partnered with Charlie Asher to plant the seed for what is now the Sikaflex Challenge boat building competition as well as the children’s boat building activity.

Pat said Charlie wanted to introduce elements from boat shows out East that involved boat racing and construction and Jim was just the guy to help. The Challenge has grown into the most popular activity in today’s festival.

The children’s boat building also remains popular through the efforts of Ken Schmidtke, who produces the kits. But for years, Jim and Pat were regulars under the tent making sure each child had the opportunity to produce their own vessel.

Jim has also remained the dean of the museum docent crew. It’s an opportunity he admits he’ll miss, having greeted hundreds of bus tours over the years.

“I enjoy telling women about our maritime heritage,” said Jim, recognizing that maritime history is often perceived as a male interest.

“The museum has given us so many wonderful memories,” said Pat.

And, by the way, I need another museum docent.

If you’d like to explore the volunteer opportunities here at the museum, please give me a call at (920) 743-7826 or email me at jgast@dccmm.org. We’d love to have you.

Jon Gast, Volunteer Coordinator
You're in the Army Now!
Tale of a warrior tugboat
by Bob Desh

Perhaps the last thing one thinks of when viewing the gleaming black hull and bright red superstructure of the historic tug John Purves is “grizzled war veteran”. With the onset of World War II, many in the United States found themselves answering their nation’s call to duty. So it was with the tug John Purves (then named Butterfield). Trading her civilian paint scheme for a fresh coat of haze grey, the tug soon found 20mm machine guns added to her deck gear and Army sailors reporting aboard to replace her civilian crew. Military orders issued, she headed for the West Coast in the service of the United States Army as USAT Butterfield (LT-145). USAT is the military speak for “United States Army Transport”.

149-Feet in length, this massive sea-going tug was built by the Bethlehem Shipbuilding Corporation in 1919 at Elizabeth, New Jersey. Her wartime exploits were not her first stint in the service of the U.S. Government, having served as a floating Navy radio station in the Caribbean from 1919 to 1922. The tug was acquired by the Newaygo Tug Line of Milwaukee in 1922 and departed the warm Caribbean waters for a lifetime of service on the Great Lakes. In 1937, she again traded hands and became the property of the Consolidated Water Power & Paper Company of Wisconsin Rapids. She was employed towing pulpwood barges in Lake Superior. The tug was still with Consolidated when the Army drafted her to support the war effort.

Designed for rugged ocean service and a proven Great Lakes storm warrior, the tug was assigned the challenging mission of supplying Army garrisons in the Aleutian Islands. LT-145 served valiantly from 1942-1945. Having sailed the waters around the Aleutians during my days with the U.S. Coast Guard, I can personally attest to the fact that just getting to and from these rugged little islands safely is an accomplishment in itself. The weather there truly tests the fortitude of both ship and crew. Add a determined enemy and the challenges of towing a barge in open-ocean and it is astounding that LT-145 (a.k.a. John Purves) is still with us!

Protruding in a long, sweeping curve for more than a thousand miles westward from the tip of the Alaskan Peninsula, the Aleutian Islands were a strategic target for both sides during WWII. Dividing the Pacific Ocean from the Bering Sea, these rugged volcanic islands were vital to control of the “Great Circle” shipping route and offered a gateway to further incursions into Canada and the west coast of the United States. The Aleutians are constantly swept by cold winds and often engulfed in dense fog. The weather becomes progressively worse in the western part of the chain, but all the islands are marked by craggy mountains and scant vegetation. Despite such inhospitable conditions, neither the United States nor Japan could afford to assume that the other would reject the Aleutians as an impractical invasion route. It was in this often forgotten theater of war, plagued by howling gales, towering waves and frigid temperature that LT-145 and her brave crew did their part to win the war.

At war’s end, LT-145 joined countless other WWII veterans and returned to her civilian life. She again joined the Consolidated Water Power & Paper Company fleet on the Great Lakes and went back to doing what tugboats do. She was acquired by the Roen Steamship Company in 1956 and spent many years home-ported in Sturgeon Bay. Roen sold the tug in the early 1970s. She wore the colors of several different companies over the next three decades, completing a long and distinguished career on the waters of Great Lakes before being donated to the Door County Maritime Museum in 2003 to begin a new life as a museum ship. Immaculately restored back to the way she looked when she entered service in 1919, she now lives a quiet life, introducing countless Maritime Museum visitors to life aboard a tugboat. But beneath her shiny red paint still beats the heart of a warrior. When you cross the historic Michigan Street Bridge and catch a glimpse of the humble red tugboat, pause for a moment to reflect and honor her valiant service to the nation.

The Purves’ war-time service makes the Door County Maritime Museum eligible for “Fleet Membership” in the Historic Naval Ships Association (HNSA). Established in 1966, the HNSA provides a forum that enables and encourages organizations managing naval museum ships to exchange ideas, discuss problems, and provide mutual support for each other. It has grown into a global institution and has come to be regarded informally as “the world’s third largest navy.” At the beginning of 2008, fleet members represented twelve nations, 115 organizations, and 175
I thought our members might enjoy a selection of books written by well known Great Lakes authors, but of a lighter subject matter than their typical fare. 

**Great Lakes Heroes and Villains** by Wayne Louis Kadar. This book tells the tales of heroes who risked all to save the lives of others and those whose lust for money justified their lack of morals. There were pirates who took ships and cargo by force or lured ships to run up on rocky shoals to be destroyed by the pounding surf, and gangsters who controlled prostitution, illegal liquor trade, murder for hire, sale of drugs and anything else illegal and who would kill to protect their profit.

**Haunted Door County** by Gayle Soucek. With its name derived from “Death’s Door” it’s no surprise Door County has plenty of ghostly history. Meet lighthouse keepers whose send-off duty extends beyond the grave; catch a glimpse of the phantom ship, *Le Griffon*, never seen for more than a moment since it sailed through a crack in the ice in 1679. 

County Road T has its share of spooks. Bizarre beasts have caused disturbances in the woods and there are whispered rumors that infamous gangster, Al Capone, added to the county’s stock of ghosts through a handful of brutal murders, including an ex-girlfriend.

---

**Summer Reads**

Great Lakes Ghost Stories: Haunted Tales Past & Present by Wes Oleszewski. In a departure from his regular “just the facts” Great Lakes adventures, this best-selling author of true maritime tales now takes you to the darker and colder side of Great Lakes mystery and lets you decide what is true and what is just a ghost story.

**Great Lakes Crime: Murder, Mayhem, Booze & Broads** by Frederick Stonehouse. It may not have been the “Spanish Main” but pirates did sail the Great Lakes as did all manner of thieves and murderers. Captains sunk their ships to collect the insurance and honest lightkeepers were “done in” for their meager savings. Relive stories of murder, rum running and more in this latest book from respected Great Lakes historian Frederick Stonehouse.

**Great Lakes Cold Case Files** by Wayne Louis Kadar. A priest murdered in Wisconsin…The pregnant wife of a prominent Cleveland physician is brutally beaten to death…A family of six is shot to death in their northern Michigan cottage…

All of these crimes have gone unsolved. The crimes presented in detail include homicides that barely made the back pages of their local newspapers and some that were covered nationally and even drew international coverage. A movie and television program were unofficially based on the murder of Marilyn Sheppard, and what happened to Jimmy Hoffa is questioned almost as often as “Who Killed JFK?”

Each chapter contains details of a murder that occurred in the Great Lakes Region. Each remains unsolved.
Museum Logo Wear

Looking for that unique gift for the person who has everything? What could be better than a shirt, bag or jacket emblazoned with the wonderful logo of the Door County Maritime Museum?

We’ve partnered with The Elite Group in offering various logo items. Full-color images of all items are available on the “Museum Store” link on the right side of the Sturgeon Bay Museum website page (http://www.dcmm.org/sturgeon-bay-museum/museum-store/).

All garments and accessories are prepared and delivered directly from The Elite Group. Please submit your order directly to them. Wear your DCMM logo with pride!

War of 1812 Quiz

1. The War of 1812 sheltered and protected which sector of the U.S. economy?
   a. Agriculture  b. Manufacturing  c. Services  d. Shipping

2. What was the name of the British fort on the Detroit River?
   a. Fort Amherstburg  b. Fort Malden  c. Fort Sandwich  d. Fort Windsor

3. What city's harbor did Fort McHenry guard the entrance to?

4. Who said, “We have met the enemy and they are ours”? 

5. By 1814, the U.S. government was afraid that part of the country was going to secede from the Union. What part?
   a. The Middle States  b. New England  c. The Southern States  d. The Western States

6. By the end of the war, what lakes were controlled by the U.S. Navy?

7. At the end of the war, what parts of the United States were occupied by the British?
   a. Buffalo, Washington, part of Ohio, Vermont  b. Detroit, Fort Niagara, Fort Oswego
   c. Fort Niagara, most of Maine, Lake Michigan area including Wisconsin, part of Georgia  d. none

8. Who wrote The Star-Spangled Banner?

9. What place did the United States and Great Britain sign the Peace Treaty ending the War of 1812?

10. On what date was the Peace Treaty signed?

(Answers on page 12.)
Woodcarvings by Pudge & Mary DeGraff Exhibit

"Woodcarvings by Pudge & Mary DeGraff" is a new exhibit that opened July 6 in the Reddin Bridge Room. Featuring approximately 100 carvings by these talented artists, the "works of art" will be on display through November 3.

Edward "Pudge" DeGraff started carving when he was a Boy Scout growing up in Tinley Park, Illinois. He joined the Navy in 1942, and to pass the long hours, he whittled wooden animals. He created and sold enough items to finance a honeymoon at Starved Rock State Park in Illinois. About that time, his wife Mary asked him to carve people and from then on—that's what he did.

After the war, Pudge got a job in a lumberyard, and over the years, he and Mary raised their five children. He continued to occasionally whittle figures for friends or as gifts. As his skill at carving grew, so did his discontent with his occupation at the lumberyard. Finally, in 1960, he quit and went into business producing hand carvings.

Nine years later, the DeGraff family, with the addition of a sixth child, moved to Sturgeon Bay and bought a home on Oregon Street where he opened a retail outlet on his back porch.

His figurines are whimsical. They could be doctors, lawyers, lumberjacks, Shriners, hunters, golfers, cowboys, or St. Francis, but mostly they are nautical.

Nautical types were often mounted on driftwood plaques with a seagull, and pier posts with rope on them.

The most popular seller was the Cape Codder in his yellow sou'wester and Pudge admitted he "cheated" a little on him because the rain hat hides the ears and the hands are in the pockets.

Determining the comical look on each face was the way the wood worked up, the time of day it was carved, the cock of the head, and the set of the eyes. "In the morning the hands are stiff, but by 4 p.m. I'm humming along" DeGraff said in explaining the differences.

Basswood was his wood of choice. It is light and tough. It was dried in blocks for two years to be ready for whittling. He worked it over with a Stanley knife of the kind commonly sold in hardware stores. He also used a V-groove, gouge, and veiner. Little or no sanding was used in this process. It took Pudge three to four hours to carve a figurine and Mary spent an hour bringing it to life with paint. Mary recalled days when she'd rock a cradle with a foot while busily painting figurines.

DeGraff signed carvings can be found around the world. Pudge did a big mail order business in winter and he could barely keep up with the tourist demand in summer. The shop operated until his death in 1997. He was 75. Mary was 84 when she died in January 2010.
We thank the following businesses and individuals for their gifts

Alley Katz Boutique
Purse

AMO Gallery
Watercolor Print – “Sailboat” by Audrey Off

Animal Clinic of Sturgeon Bay
Gift Certificate Towards Wellness Exam

Jean Austad
“Lighthouse Wreath” by Jean Austad

Barn Door Quilt Shop
Barn Door Quilt Shop mini quilt

Robert Bero
Nutshell Pram Sailboat

Bluefront Café
Gift Certificate

Jesse & Mark Brunsvold
16 foot Swift Solo sailboat hull and materials to complete construction

Nancy Cogan
Gold Ball with Feathers

Cornucopia
2 Tervis Glasses, Lids & Straws

DC Floral
Exterior Decorations

Barbara Desh
Holiday Floral Arrangement in Silver Container

Bill Eickelberg
Photo of Tug John Purves

G&J Glassworks
Clear Glass Trumpet with Pink Depressions

Hanseatic Art Gallery
“Eagle Bluff Lighthouse (Tower) in Fall” Original Watercolor

Trudy Herbst
5 Assorted Holiday Greeting Cards

Bethany Kirwen
Nautical Map Ornament

Liz Maltman
Handpainted Ornament on Canvas

Bob Merline
One 7 foot tall artificial Christmas tree

Off the Wheel Pottery
Pottery Bird House by Renee Schwallier

On Deck
Rose Motif Scarf and Fingerless Gloves

Pack and Ship Plus
Four Sandwich Board Banners

Pet Expressions/Door County General Store
Gift Certificate

Popelka Trenchard Glass
Glass Blown Necklace

Beverly Purves
Red & Green Candle Centerpiece

Gary, Valerie & Ryan Richter
Holiday Music Motel Ornament with Stand

Jerry & Lucy Richter
Lighthouse Ornament with Stand

Roen Salvage Company
Construction of 20 2’ x 4’ maritime shadow boxes for the DCMM which are on loan to Sturgeon Bay’s City Hall

Charlene Schinktgen
Hummingbird Red Ball Ornament

Mary Schwartz
Painted Santa on Stick

Mike Shinners
Watercolor painting of the freighter “Sidney E. Smith” by Bob Stewart

Spin
Yarn, Bamboo Needles, Needle Gage & Pattern

Laurie Stache
Editing Mari-Times Newsletter

Lynn & Al Steiner
Food for the Ghost Trolley Tour and Chili Supper

Paul Stoltman
Gift card for Ace Hardware

Sturgeon Bay Florist
Gift Certificate

T Simon Jewelers
Onyx & Crystal on Sterling Silver Earrings

Top Shelf Café & Gourmet
Mediterranean Skewers

Paul Voight
Boat Book Shelf

Fred Wenzel
Three Maps

Woodwalk Gallery
Four Woodwalk Glasses

Wulf Bros.
Wine Basket

Young Automotive
Water Bottle & Sweatshirt

Susan Zeyher
Beaded Bracelet
Mari-Times Spotlight

The Spotlight feature recognizes members of our Board of Directors, Museum staff and volunteers. This issue introduces Mike Brodd, a member of the museum’s Board of Directors in addition to providing other voluntary contributions.

Mike and his wife Judy live in Sister Bay. They have three children and three grandchildren. Mike’s roots go deep in the northern Door County area. His great-great grandfather settled in North Bay. All subsequent generations were born in North Bay, Ephraim or Sister Bay. His great grandfather C.R. Seaquist and grandfather Ralph Seaquist were, among other things, commercial fishermen. The family has owned what is now known as Seaquist Bay Shore Marina since the 1880s.

Mike and Judy were both born in Milwaukee and basically raised their family there. They graduated from the University of Wisconsin-Milwaukee Graduate School after experiencing a year of international education. Judy worked in International Studies at both UWM and the UW-Madison. Mike worked for the City of Milwaukee in the Department of City Development.

Mike’s love for the Door County Maritime Museum stems from his own passion for boating. “I have always loved boats,” he said. “At present, both Judy and I work as crew/narrators on cruises on the Shoreline Charters out of Gills Rock and Sister Bay. When I retired in 2004 I immediately took a part-time job as a docent at the museum in Gills Rock. It was at that time we joined the museum.”

The couple enjoys meeting people involved with the museum and have a particular interest in the Speakers Series, the Lighthouse Festival, Boat Festival as well as Cana Island and the tug John Purves.

When asked what he likes most about the museum, Mike said, “the fact that it tells the story to those not familiar with it of the relationship between the water and the land.”

Mike is on the DCMM board of directors, is a board member of the Door County Land Trust and is on the Door County Green Fund Advisory Board. The couple enjoys being on the water, gardening, taking on Door County’s beauty and, of course, their grandchildren. You’ll also find them in a few classes offered by The Clearing.

Looking ahead, Mike has some specific goals he’d like the museum and the board to pursue.

“I would like to see the museum live up to its potential as an educational and preservationist organization,” he pointed out. “I would like to see more lighthouses under our auspices; a partnership with FOPPI (Friends of Plum & Pilot Islands) to preserve, open and manage the islands. I’d like to see the Chambers Island light in our stable. In addition, I would like to see a partnership with the Power Squadron to promote interest in safety on the water. We need to work on Great Lakes water quality and water level issues.”
boat with a small crew and installed boarding netting around the cutter's deck.

At about midnight, four Royal Navy boats carrying a party of nearly fifty British officers and men from the frigate HMS Narcissus approached through the evening haze with muffled oars. They managed to close within 150 yards of the cutter before the picket boat detected them and fired a warning shot. The British navigated their boats away from the Surveyor's main guns, rendering them ineffective. Travis armed each man with two muskets and ordered them to wait until the British rowed within about fifty yards, when he gave the word to fire. The Surveyor's crew of eighteen men fought stubbornly, with seven men sustaining wounds, and managed to kill three attackers and wound seven more. The British boarding party, nevertheless, gained the cutter's deck, overwhelmed the crew, and captured the cutter.

The lieutenant in charge of the attacking flotilla later returned Travis's sword, commending him for the valiant defense of his ship in the face of overwhelming enemy forces: "Your gallant and desperate attempt to defend your vessel against more than double your number excited such admiration on the part of your opponents as I have seldom witnessed, and induced me to return you the sword you had so ably used...I am at a loss which to admire most, the previous arrangement on board the Surveyor or the determined manner in which her deck was disputed inch-by-inch."

After the battle, Travis found himself held prisoner on board the British 44-gun Frigate HMS Junon, anchored at the time near the mouth of the James River, while two of his junior officers and sixteen of Surveyor's enlisted men who were later sent to a British military prison at Halifax.

Despite their service to their country, these men would get no help from their government: On 21 June 1813, nearly ten days after Surveyor's capture, Acting Treasury Secretary William Jones wrote the Baltimore customs collector that "as a Revenue Cutter can be of no use in the waters of the Chesapeake, during the continuance of the present state of things (British blockade), it will be proper for you to inform the officers and crew of the Surveyor that they are to consider themselves as being no longer in the service of the United States." Captain Travis would fare better than the rest of his crew—the British paroled him at Washington, North Carolina, on 7 August 1813, and he returned to Virginia and lived in Williamsburg for much of the remainder of his life.

**Cutter Mercury**

During the British blockade of the North Carolina coast, the revenue cutter Mercury proved the value of small maneuverable vessels on the East Coast's inland waterways. Homeported in the city of New Bern, North Carolina, Mercury was perfect for operating in North Carolina's

Continued on page 13.
shallow coastal waters. The cutter's master, David Wallace, came from a prominent family from the state's Outer Banks and had an intimate knowledge of the coast. By late May 1813, the British blockade began to encircle the Southern port cities, including Ocracoke, North Carolina. Located next to a channel through the Outer Banks that served as the main entrance to North Carolina's inland sounds and exposed to enemy attack, Ocracoke proved easy prey for British attackers.

In mid-summer, an ominous threat loomed on the horizon, as a Royal Navy squadron appeared off shore. On 12 July 1813, the British launched a surprise attack. Fifteen armed barges, supporting approximately 1,000 British officers and enlisted men, captured two American privateer brigs, but *Mercury* managed to escape with the local customs house papers and bonds by "crowding upon her every inch of canvas she had, and by cutting away her longboat." The British had hoped to take the cutter, so their barge flotilla could enter Pamlico Sound and capture the city of New Bern. *Mercury* thwarted those plans by outrunning the barges, sailing directly to New Bern and warning city officials of probable attack by British troops. *Mercury's* early warning allowed locals the time to muster the necessary army and militia forces to defend the city and the

**Honorariums and Memorials**

**Memorials**

Donations have been made in memory of:

- Evelyn A Bonin ~ Sandy & John Asher
  Trudy & Jay Herbst
  Virginia & Leroy Nelson
  Geraldine M. Doerr ~ Karl & Erika May
  Russell Harder ~ Bill Harder
  Capt. M. Everett Knutson ~ Terry & Cynthia Kinney
  Roman R. Ritchie ~ Steven Patton
  Marion Iola Schuster ~ Sandy & John Asher
  Carolyn J. Wolf ~ Cynthia Wolf-Franden

**Welcome New Business Partners**

Bay Shipbuilding Co.
Bay Shore Inn
Blahnik Investment Group
Lake Michigan Carferry
LfpDesign! LLC
The Neighborhood Pub & Grill
Remote Operations Company
Shoreline Scenic Cruises
Washington Island Ferry Line, Inc.

DCMM participated in Rotary Club's annual tours through Sturgeon Bay's shipyards: Bay Shipbuilding, Palmer Johnson Yachts and Great Lakes Yacht Services. We had a booth at the Bay Shipbuilding entrance, selling gift shop items to visitors. Next year's event is scheduled for May 3, 2014, but check the website of the Rotary Club of Sturgeon Bay (http://sturgeonbayrotary.org/) to make sure.
British reversed their invasion plans. New Bern's newspaper, the Carolina Federal Republican, wrote, "Captain David Wallace of the Revenue Cutter, merits the highest praise for his vigilance, address and good conduct in getting the Cutter away from the enemy, and bringing us the most speedy intelligence of our danger." Afterward, Mercury remained active in North Carolina waters. On 12 November 1814, the cutter captured the ship Fox, used as a tender by ship-of-the-line HMS Ramilles, and delivered to New Bern the vessel and its crew of a Royal Navy midshipman and seven enlisted men.

**Cutter Vigilant**

To keep regional waters secure for American commerce also meant fighting British privateers that patrolled off East Coast ports and preyed on American merchantmen. The engagement between Vigilant and the British privateer Dart proved one of the most impressive captures of an enemy ship by a revenue cutter. The sloop Dart, formerly an American ship, was captured by the British and converted into a privateer. The heavily armed raider carried one twelve-, two nine- and two six-pound cannons, as well as four swivel guns. By October 1813, Dart had amassed an impressive capture record of over twenty American merchantmen. Similar to other cutters, the Vigilant measured sixty feet on deck and nineteen feet wide and carried an armament of six cannon. The cutter had a crew of seventeen and its master, John Cahoone, came from a prominent shipping family of Newport, Rhode Island.

News of the privateer arrived in Newport on 4 October 1813, so Captain Cahoone prepared the cutter for a fight. He raised an armed contingent of local militia to supplement the cutter's crew for boarding and sailing home any captured vessels. Vigilant sailed out of Newport and located Dart that same evening off the east end of Block Island. In the dark of night, Cahoone pursued the armed privateer and ordered Vigilant's guns fired at the raider. After firing a broadside, Cahoone steered the cutter alongside the enemy vessel, while Vigilant's men boarded the privateer and chased the enemy crew below decks. Cahoone's crew took the Dart and sailed the enemy privateer back to Newport.

This would not be the last vessel taken by Vigilant, but it proved to be the last combat use of boarding by a revenue cutter in the Age of Sail. The newspaper Columbian Patriot boasted, "Captain David Wallace of the Revenue Cutter, merits the highest praise for his vigilance, address and good conduct in getting the Cutter away from the enemy, and bringing us the most speedy intelligence of our danger." Afterward, Mercury remained active in North Carolina waters. On 12 November 1814, the cutter captured the ship Fox, used as a tender by ship-of-the-line HMS Ramilles, and delivered to New Bern the vessel and its crew of a Royal Navy midshipman and seven enlisted men.

**Cutter Eagle**

On 10 October 1814, news arrived in New Haven that a British privateer in Long Island Sound had captured an American merchantmen. Cutter captain Frederick Lee showed no hesitation in pursuing the enemy. He assembled local militia to join his cutter and sailed into the night, intending to recapture the American vessel and take the British vessel as well. The next morning, Lee found his cutter dangerously close to the 18-gun brig HMS Dispatch.
and an armed tender and managed to escape capture from armed enemy barges by running the cutter onto the north shore of Long Island, near Baiting Hollow. The cutter's crew and militia stripped the cutter of its sails, dragged Eagle's cannon up Long Island's shoreline bluffs, and dueled with the British warship. After they exhausted their large shot, Eagle's men tore up the ship's logbook to use as wadding and fired back the enemy shot that lodged in the hill. During the engagement, the British fire tore away the cutter's flag three times, but crewmembers volunteered to replace it each time. This gun duel ended without a decisive outcome; however, an American captive on board the captured merchantman recounted that the battle-damaged Eagle appeared to be a complete wreck.

After fighting for two days, HMS Dispatch departed in search of reinforcements. Meanwhile, Lee patched up and refloated his damaged cutter. On 13 October, the British gun brig and its tender returned with the 32-gun frigate HMS Narcissis. Later that day, the Royal Navy flotilla delivered an overwhelming force of seven armed barges, whose numerous officers and men fought off Lee's crew and volunteer militia to capture the damaged cutter. Lee later commented: "The officers and crew, together with the volunteers, on board the cutter, have done their duty as became American sailors."

War's End and New Missions
On Christmas Eve, 1814, representatives of the United States and Great Britain signed the peace treaty, the Treaty of Ghent, at a ceremony in Ghent, Belgium; however, in North America the war continued in full effect until February 1815. On 11 February, the sloop HMS Favorite flew the white flag and delivered the peace treaty to New York City. The war officially ended when President Madison signed the treaty on 16 February 1815.

Before the war, the revenue cutter fleet served primarily as a maritime police force, enforcing US trade laws and tariffs, and interdicting maritime smuggling. The War of 1812 solidified the cutters' naval role and new wartime missions, including high seas combat, port and coastal security, reconnaissance, commerce protection and shallow-water combat operations.
Walk of Fame Bricks

Ferdinand L. Hotz
William & Verna Herbst
“Bill”
MASTER MODEL BUILDER
(boat image)
Remembering
Nick & Carolyn
Propsom
In Memory of
Trygve
“Tryg”
Sakariassen
WE ARE ALWAYS
“HAPPY” HERE!
WALT/CATHERINE PIPER
Walt & Catherine
Piper
Clarence &
Evelyn
Bonin
DCMM Preserving
The Past Present
And Future
Lynn & Mack
In Memory Of
Bob Fischer
“Bompa”
1938 – 2013
In Memory of Robert E. Cooper
The Saville Family
Charles “Lee”, Jenifer
Ian & Olivia
Judie Saville & Tom Brockmann
George Pinney
Director
Door Co. Parks
Friend of
Cana Island
Light Station
In Memory of
Bill Munro
Museum Friend

Crossed Oars and
Empty Lifejacket

We hope you had a chance to take in our special Memorial Day tribute consisting of two large lifeboat oars crossed with an empty lifejacket hung at the center. The display was erected in front of the flag poles near the front entrance at the Sturgeon Bay museum. This unique memorial was our special way of honoring all the soldiers, sailors, marines, airmen, coast guardsmen and merchant seamen who gave “the last full measure of devotion” in defense of the United States, especially those veterans lost at sea. The exhibit was in place throughout Memorial Day weekend.

The tradition dates back to the days of the U.S. Life-Saving Service, forerunner of the U.S. Coast Guard, when crossed oars with an empty lifejacket hung at their center where planted on the beach to honor a station crewman lost in the line of duty.

Through press releases, e-mails and social media visitors to the museum were encouraged to add flowers or other special tributes to the display to remember the service of all veterans and honor friends or family members lost at sea.

We plan to make this unique tribute a tradition for future Memorial Day weekends. If you missed it this year, please stop by next year between May 24th and 26th, 2014 to pause and remember our veterans and add your personal tribute to this very special maritime memorial.
Change of Watch at the Gills Rock Museum

After many years of dedicated service as our site coordinators at Gills Rock, Frank and Carol Weber are handing over the reins of our little gem of a museum up north to Jill Voight. We can’t thank Frank and Carol enough for all they have done for the museum. Under their guidance, the day-to-day operation of our northern facility has been both smooth and efficient. We wish them fair winds and following seas as they enjoy a much-deserved rest from the busy summers of running our wonderful museum at the tip of the peninsula. Frank and Carol will be staying with the museum family as loyal members and will be volunteering their time to assist Jill with the transition.

We welcome Jill to the staff and are confident she will continue the good work that Frank and Carol have fostered at the Gills Rock museum.

Former Site Coordinator Frank Weber dusting an exhibit at Gills Rock museum.


Shown at left: Our small exhibit highlighting the War of 1812 will be on display throughout the summer of 2013 at the Gills Rock museum.

Shown above: New miniature lighthouse atop the Gills Rock museum. Our thanks to Board Vice-President Jeff Weborg for spearheading the project!

Shown at left: Our small exhibit highlighting the War of 1812 will be on display at the Gills Rock museum throughout the summer of 2013.
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**

Feb. 5, 2013 is sponsored by The Neighborhood Pub & Grill: “Stop in sometime and check us out”

Feb. 18, 2013 is sponsored by Roen Salvage Company: Happy Birthday Sandy Asher

Feb. 24, 2013 is sponsored by Pete & Jelaine Horton: In Loving Memory of my Mom Bernice Wikoren

Feb. 28, 2013 is sponsored by Pete & Jelaine Horton: In Loving Memory of my Mom Ethel Horton

March 1, 2013 is sponsored by Roen Salvage Company: Happy Birthday Mariah Asher

March 2, 2013 is sponsored by Stone Harbor Resort: “Thank you for 13 fantastic years! Your friends at Stone Harbor Resort”

March 5, 2013 is sponsored by Door County Eye Associates, Inc.: “For a Healthy Outlook on Life”

March 12, 2013 is sponsored by the National Christian Foundation - Wisconsin

March 20, 2013 is sponsored by Katie Malvetz: In Memory of My Parents, Mary & Clarence Malvetz

March 21, 2013 is sponsored by Roen Salvage Company: Happy Birthday Dr. Charles Asher

March 30, 2013 is sponsored by Roen Salvage Company: Happy Birthday Susan Asher

April 1, 2013 is sponsored by WE Builders, Inc.: In Honor of John & Cathy Wiese’s Anniversary

April 3, 2013 is sponsored by the National Christian Foundation - Wisconsin

April 10, 2013 is sponsored by Bridgeport Waterfront Resort: The Owners “Salute” the Maritime Museum Staff

April 16, 2013 is sponsored by Pinkert Law Firm LLP: Supporting the community we love for over 75 years!

April 23, 2013 is sponsored by Dwight & Linda Davis

May 1, 2013 is sponsored by Terry Nolan: Wishing You Calm Seas & Gentle Breezes

May 2, 2013 is sponsored by Charlie’s Smokehouse: Happy Birthday Bonnie

May 4, 2013 is sponsored by Roen Salvage Company: Happy Birthday Steve Asher

May 4, 2013 is sponsored by Associated Bank: In Honor of the Volunteers & Staff of the Door County Maritime Museum

May 14, 2013 is sponsored by Pinkert Law Firm LLP: Supporting the community we love for over 75 years!

May 25, 2013 is sponsored by Roen Salvage Company: In Honor of the Roen Salvage Company Crew

May 26 & 27, 2013 is sponsored by Cellcom: Cellcom – “Built for You”

June 8, 2013 is sponsored by Shoreline Charters: In Memory of Captain Bob Lapp, Captain Jim Cornell and Dale (T.D.) Vinette

June 9, 2013 is sponsored by Island Clipper: In Honor of Dr. Steve Kargas – Lighthouse Historian

June 24, 2013 is sponsored by John D. Thenell: In Honor of Darlene J. Thenell’s Birthday

July 4, 2013 is sponsored by Terry Kinney: In Memory of Captain M. Everett Knutsen

July 5, 2013 is sponsored by Washington Island Ferry Line: In Honor of Roen Salvage and Death’s Door Marine Construction

July 6, 2013 is sponsored by Bonnie Connolly: With Admiration of this Exceptional Maritime Museum & its Staff

July 19, 2013 is sponsored by Jim & Ginny Schultz: In Honor of All Who Served in the Lighthouse Service

July 22, 2013 is sponsored by Charlie’s Smokehouse: Happy Birthday Annie Johnson

July 24, 2013 is sponsored by Roen Salvage Company: Happy Birthday Steve McNiel

Aug. 3, 2013 is sponsored by WE Builders, Inc.: “We are so blessed to be part of such a great community.”

Aug. 3, 2013 is sponsored by Fish Creek Scenic Boat Tours: Enjoy a Beautiful Day on the Water!

Aug. 22, 2013 is sponsored by Blahnik Investment Group: Charting a Course for Financial Success

Aug. 30, 2013 is sponsored by Island Clipper: Happy Birthday Mike Street

Sept. 7, 2013 is sponsored by Joseph Harper & Evelyn Atkinson: In Honor of Our Wedding on Cana Island

Oct. 27, 2013 is sponsored by Sally Schopf: In Memory of Orv Schopf – Longtime Board Member

Oct. 31, 2013 is sponsored by Carol Yaster & Bill Levant: Happy Halloween To All!
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, three great issues of the *Mari-Times* newsletter, and 15% discount in the Museum Store!

**WELCOME TO NEW MEMBERS**

(1-17-13 to 6-5-13)

Mike Anderson & Debra Randall Anderson .................................................La Crosse, WI
Cristy & Frank Christensen .... Sturgeon Bay, WI
Heidi Dale...............................Eden Prairie, MN
Amy DeMeter & John Larson .................................................Sturgeon Bay, WI
Lori & Gary Drexler ............. Sturgeon Bay, WI
Dolly Emerson........................Egg Harbor, WI
Matthew Flaig & Trini Torres Milwaukee, WI
Lawrence Frazez.......................... Freeport, IL
Mitch Frink ......................... Green Bay, WI
Maureen & William Glass ...... Westmont, IL
Veronica Hearty ..................... Appleton, WI
James Hill................................Winter Park, FL
Diana & Paul Johnson ............ Lombard, IL

Mary & David Juleen ...............Franklin, WI
James Klotz ................................Mequon, WI
Robert Kohn & Ling Pao ......... Middleton, WI
Candace & Jim Kriner ............. Appleton, WI
Paulette Magnuson ............... De Kalb, IL
Rachel McCabe ..................... Appleton, WI
Kelly McKay ......................... Madison, WI
Anthony Melosci ................. Inverness, FL
Peg & Jim Meyer .................. Sturgeon Bay, WI
Megan & Jon Orrick ............... Sister Bay, WI
Amy Phillips ......................... Sturgeon Bay, WI
Jennifer Reuter ..................... Shorewood
Lisa Rohr ............................ Wauwatosa, WI
Donald Rose & Christine Loy .......Marion, IL

Amanda & Dan Sallinen .... Sturgeon Bay, WI
Cindi & Jeremy Schwab ........ Appleton, WI
Jane & Cletus Schwoerer .... Mount Horeb, WI
Pat & Richard Sereg .............. Merrimac, WI
Heather & Jim Smith ......... Sturgeon Bay, WI
George Soberski ................. Sturgeon Bay, WI
Carol & Roy Toepke ............ Fremont, WI
Dave Tolleson & Holly Brideshagen .................................................Sturgeon Bay, WI
Ryan Voskuil ....................... Green Bay, WI
Barb & Ken Wardius .......... Glendale, WI
Trudi Wojtyla ................. Sturgeon Bay, WI

**NEW LIFETIME MEMBERS – SINGLE & FAMILY**

Michelle & Josiah Nelson ... Eau Claire, WI

---

**MEMBERSHIP FORM**

- **Membership:** [ ] New  [ ] Renewal  [ ] Gift
- **Gift?:** [ ] Send to Me  [ ] Send to recipient

**LIFETIME** Includes 5 Guest Passes/year; portion of payment supports the Endowment
- [ ] Individual (£750): One Adult
- [ ] Family (£1,000): Two Adults & children

**TWO YEARS** Good for 24 months
- [ ] Captain (£75): One Adult
- [ ] Mate (£115): Two Adults
- [ ] Crew (£135): Two Adults & children aged 5-18 in same household
- [ ] Sustaining (£495): Two Adults, includes $380 donation

**ONE YEAR** Good for 12 months
- [ ] Captain (£40): One Adult
- [ ] Mate (£60): Two Adults
- [ ] Crew (£70): Two Adults & children aged 5-18 in same household
- [ ] Sustaining (£250): Two Adults, includes $195 donation

**Membership Dues:** £
**Guest Passes: Pkgs @ £40/ea.:** £
**Annual Fund Contribution:** £

Any amount beyond dues and pass purchase is tax-deductible, you will receive a receipt—Thank you!

**Total Payment:** £
- [ ] Check enclosed (payable to ‘DCMM’)
- [ ] MC/Visa#
  Exp: ____________  CVC#: ____________

**Message**

---

**Mail Form and Payment to DCMM, 120 N. Madison Ave., Sturgeon Bay, WI 54235 • Questions? Contact (920) 743-5958 or szeyher@dcmm.org**
Calendar of Events

Jul 25-Aug 4 – Sturgeon Bay Maritime Week “Salute to the Coast Guard” – A variety of events happening all around Sturgeon Bay

Thu. Jul 25 – “Sail Through the Avenues” Sturgeon Bay Sidewalk Sale

Sat. Jul 27 – Coast Guard Picnic at Canal Station for all active, reserve, Auxiliary, retired & former Coast Guard personnel & their families (private event)

Sun. Jul 28 - Mariner Award and USCG Person of the Year Awards Dinner at Sturgeon Bay Yacht Club: 5:30 pm social, 6:30 pm award dinner. Call Museum for reservations.

Wed. Jul 31 – Children’s Parade 6 pm sponsored by Family Centers of Door County

Wed. Jul 31 – “Harmony by the Bay” Concert: Peninsula Symphonic Band salutes the US Coast Guard – 7-9 pm at Martin Park

Thu. Aug 1 – “Salute to the Coast Guard” Golf Outing at IdleWild Golf Club, 9:30 am shotgun start

Thu. Aug 1 – Sail Training Racing at Sturgeon Bay Yacht Club

August 3-4 – 23rd Annual Classic & Wooden Boat Festival. Don’t miss this action-packed weekend that’s fun for the entire family! Admission includes both days of the festival. Call us for more details 920-743-5958 or visit our website www.dcmm.org.

Sat Aug 3 – “Evening on the Bay” boat parade, fireworks, dinghy races at the Sturgeon Bay Yacht Club

Wed. Aug 14 – Tall Ship Review - DCMM & SB Yacht Club Members' Event 4 pm @ Sturgeon Bay Yacht Club: Enjoy a delectable buffet dinner, a gun salute honoring each ship’s passage and entertainment by Tom Mason & The Blue Buccaneers. Call 920-743-5958 for reservations (pre-paid and non-refundable). Adults $38.50; Children 6-10 yrs $13.50; Children 5 & under $6.50.


Sun. Sep 29 – DCMM Annual Meeting and Gills Rock Fish Boil. 12:30 social hour and 1:30 boil over and dinner at the net shed on Weborg dock. Tickets for Door County Maritime Museum members are $20 for adults and $10 for youth (ages 5-18). Tickets for non-members are $25 for adults and $15 for youth (ages 5-17). Call us for reservations 920-743-5958.

Sun. Oct 13 – Last day Gills Rock Maritime Museum is open

Sun. Oct 31 – Last day Cana Island Light Station is open

Sun. Nov 3 - Fall Trip to Pabst Museum & Milwaukee Art Museum.

For additional information on Museum Events & Activities, call us at (920)743-5958 or visit www.DCMM.org