Pirates at Work and Play

By June Larson

Pirates were young, physically fit men (oh, there were a few women too). Climbing ropes and trimming sails took a lot of energy. Fighting with pistols and swords required good muscle and strength. Many fled the military discipline life of a European navy to have more freedom. Men aboard pirate ships often voted on who was to be the captain, when to raid ships, and how booty and treasures were to be divided after the capture of merchant ships. Many thought it was a "get rich quick occupation."

On most pirate ships there were 80-150 men. Each man had an assignment while on board. Many of the crew chose to be pirates, but others were captured during raids of ships or villages on shore and forced to join the crew.

The captain was often elected by the crew. Privateer captains were granted declarations or Letters of Marque from European royalty to raid other countries' ships. Some pirate captains were funded by merchants to obtain goods from captured ships to be sold on the black market. During the raid of a ship, the captain had complete control and power. If the crew did not agree with the conduct of the captain, he could be forced out. The quartermaster enforced the rules of the ship. He paid the crew and divided the treasure among the men. Obtaining food and water was also part of his job description.

Carpenters and blacksmiths made and repaired weapons needed for raids and were responsible for keeping the ship in shape. A cooper made barrels to store food, water, and gunpowder. The cook, often an injured pirate (peg leg Pete), prepared meals and drink for the crew. The stove was below the aft deck with a metal stovepipe venting above deck. Live goats for milk and chickens for eggs that were kept on board were under his charge. The navigator plotted the course of the ship with the use of charts, compass, and

continued on page 15
Sturgeon Bay Becomes a Coast Guard City

VIEW FROM THE WHEELHOUSE
The Executive Director's Report

A host of dignitaries, including Lieutenant Governor Rebecca Kleefisch and Congressman Reid Ribble, gathered on Saturday morning, May 10, in Sawyer Park to formally honor the City of Sturgeon Bay on its recent designation as a “Coast Guard City.” More than 500 people attended the ceremony to witness this important event in the city’s ever-growing maritime history.

Rear Admiral Fred Midgette, senior commander for all Coast Guard operations throughout the Great Lakes and Saint Lawrence Seaway, was the presiding official at the official proclamation ceremony. Other dignitaries include Sturgeon Bay Mayor Thad Birmingham; Captain Matt Sibley, Commander of Coast Guard Sector Lake Michigan; Mr. Nate Millsap, U.S. Navy League Council President; Captain John Little, former Commanding Officer of the Cutter Mobile Bay and next Chief of Staff (the #2 guy!) for the Ninth Coast Guard District; and retired Master Chief Petty Officer of the Coast Guard Al Thiele. Master Chief Thiele lives on Washington Island. The Master Chief Petty of the Coast Guard is the senior enlisted person for the entire service.

Scores of local Coast Guard personnel, members of local veterans groups, Sea Cadets, Boy Scouts, firefighters, police officers and the Peninsula Symphonic Band were all part of this unique celebration. The festivities kicked-off at 10:30 a.m. with patriotic music followed by the official proclamation ceremony at 11:00. A community family picnic hosted by the Sturgeon Bay Fire Department and volunteers from Bay View Lutheran Church followed immediately after the ceremony. The ceremony was highlighted by a cannon salute and flyover by a Coast Guard MH-65C helicopter.

The festivities continued the next morning with a Mother’s Day Community Breakfast hosted Sturgeon Bay Fire Department. The Maritime Museum was proud to be a part of this extraordinary celebration, hosting the “Admiral’s Reception” on Friday evening to open the weekend’s events. I was also privileged to turnout in 1790s Revenue Marine attire to fire a ceremonial cannon salute as part of Saturday’s festivities—any excuse to fire the cannon!

The Coast Guard City program recognizes those communities that have made special efforts to acknowledge and support the military service and professional work of the Coast Guard men and women assigned to their area. The designation celebrates Sturgeon Bay’s longstanding efforts to make Coast Guard men and women and their families feel at home during their tour of duty in the city. The Commandant of the United States Coast Guard, Admiral Robert J. Papp, Jr., signed the official proclamation designating Sturgeon Bay a Coast Guard City on January 23, 2014. The approval process requires endorsements from several different levels in the Coast Guard command structure and a 90-day review by the United States Coast Guard.
Congress, Sturgeon Bay is one of only sixteen communities nationwide to be named a Coast Guard City and is the first, and only, in Wisconsin!

A Historic Coast Guard City
For more than 140 years, the City of Sturgeon Bay has enjoyed a long and productive relationship with the United States Coast Guard and its predecessor services. In 1873, the Lighthouse Establishment began setting buoys to mark the treacherous Dunlap Reef in the heart of the city’s historic port. The Lighthouse Board decided to construct a set of lighthouses in 1880 to mark the reef and serve as range lights to guide mariners safely to the city’s rapidly expanding waterfront. The establishment of the Dunlap Reef Light Station in 1881 began the legacy of Coast Guardsmen calling Sturgeon Bay home. Over the decades that followed, the addition of three more lighthouses, a life-saving station, several cutters and scores of marine inspection and port security personnel would bring thousands of Coast Guardsmen to the shores of Sturgeon Bay. This wonderful legacy continues today as the men and women of Coast Guard cutter Mobile Bay, Coast Guard Station Sturgeon Bay and Coast Guard Marine Safety Detachment Sturgeon Bay call the city their home.

Mission Statement

Door County Maritime Museum & Lighthouse Preservation Society, Inc. preserves Great Lakes maritime history, primarily focusing on Door County, Wisconsin, and provides interpretive and educational opportunities for current and future generations.

Vision Statement

It is the vision of the Door County Maritime Museum to provide and perpetuate the best maritime museum experiences on the Great Lakes.

Museum Hours

Sturgeon Bay  Open year-round
January-March: 10-4 Daily
April-June: 10-5 Daily
July-Labor Day: 9-5 Daily
Day after Labor Day-Dec: 10-5 Daily

Admission to Museum & Tug John Purves Tour:
Adults $12.50, Youth (ages 5-17) $9
Admission to Museum Only: Adults $8, Youth $4
Admission for Tug Only: Adults $6, Youth $6
Tug open 10:00-3:30 daily, May thru October

Gills Rock
Open May 25-26, June 1-2, June 7 thru October 20: 10-5 Daily
Admission: Adults $5, Youth (ages 5-17) $2

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

Admission to Museum Members is FREE!
Apply for membership online at www.DCMM.org or fill out the form on page 19.
Volunteer Request Reflects our Changing Times

VOLUNTEER CORNER

There’s a new twist on the old Volunteer Corner this issue as the Maritime Museum and its volunteer needs change with the times.

Normally, this issue emphasizes the need for the Maritime Museum and its volunteer needs to handle the dozens of bus tours that come to the Museum in Sturgeon Bay.

Occasionally, when making requests for helpers we’ve mentioned our mailing list – the critically important crew of volunteers who assist with getting out the variety of pieces that range from post cards and letters to the newsletter you are reading right now.

The mailing group has evolved into a mix of task-oriented responsibilities like stuffing and addressing envelopes to even a social group as volunteers keep up on each other’s activities and discuss the news of the day.

The demand for this group hasn’t significantly diminished over the years, but most of us are aware that the means of marketing the museum and communicating with its members have changed from the written word on paper to more dependence on social media.

It’s those attempts in the past couple years to expand the Museum’s social marketing presence that has led me to include a new request for volunteer help.

The Museum is looking for techy volunteers to assist with social media projects; projects such as Pinterest, LinkedIn, blogging, etc. Anyone interested in helping grow this exciting new piece of the Museum’s marketing initiative should email our social media coordinator Amy Paul at apaul@dcmm.org.

Many of you have already experienced our new initiatives from Bob Desh’s e-mail letters to the Museum’s much-visited Facebook site. But there’s so much more out there – new platforms that I’ve never heard of before that can be used to spread news about the museum and maritime-related information.

Contact Amy if you think you can be of help and for those of you, like me, who are technologically-challenged I’ve got some spaces open on one of our docent crews. I’m excited to announce that we’ve added a couple new docents who are training for the coming season, so why not join with them to experience the excitement of sharing Door County’s remarkable maritime heritage?

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@dcmm.org. We’d love to have you.

Jon Gast
Volunteer Coordinator

Community banking
from trusted advisors serving Northeast Wisconsin since 1876.

Baylake Bank
Member FDIC

Sturgeon Bay Financial Center • 217 N. 4th Ave. • (920) 743-5551
Sturgeon Bay West Side Financial Center • 34 W. Maple Street • (920) 746-3980
Thank you for your commitment to Illuminate Our Heritage and restore Cana Island Light Station. When I say “We” in the following report, I mean to include you. Without your financial support, we would not be able to begin the Phase 2 plan. Take a look at your progress and what we may accomplish together during the next year!

We are pleased to report that the Door County Parks Department and the Door County Maritime Museum & Lighthouse Preservation Society are proceeding with implementation of the Cana Island Lighthouse restoration plans outlined in its 2009 Historic Structures Report, while fundraising continues. Over the last five years together we have successfully raised over 2.5 million dollars through grants and generous donations. Approximately $500,000 is still needed to complete all of the Phase 2 projects.

We have tackled and completed two major tasks scheduled for Phase 2. In 2012, we removed porta-potties from the island and constructed a vault toilet and maintenance building. Last summer, we completed construction of a parking lot on a 1.3-acre site adjacent to the causeway, providing much-improved safe public access to the island. Land acquisition and parking lot construction accounts for one-half of the total project!

While these two items may be checked off the list of the Phase Two goals, two exciting and very necessary items remain: the implementation of the restoration of the five buildings and completion of the cultural landscape report. Recognizing that juggling project coordination, securing necessary permissions and keeping the lighthouse open for most of the season requires additional time for planning, the team decided to continue fundraising while proceeding with implementation.

The Museum/County Committees have been meeting regularly since September to begin the transition to implementation and selected River Architects/Berners Schober as architects and Immel Construction as construction manager. We also met with the Wisconsin State Historic Preservation Office to review the preliminary design plans. The restoration project consists of renovating the five historic buildings and includes the abatement of hazardous materials including asbestos and lead paint. Construction request for bids were released in May and are due back in early June. The committee will evaluate the bids and prioritize what and when work needs to be completed. The construction will begin this summer.

Although we have accomplished some of the Phase 2 goals and restoration is “in the works”, many details still require fine-tuning and execution. We look forward to your future visit and the ability to show you our progress. This is an exciting time for you, the County, the Museum, the State of Wisconsin and most of all for Cana Island Light Station!

If you have any questions about the Cana Island restoration effort, want to participate in volunteer work days or make a donation for the preservation effort, please do not hesitate to contact me at (920) 743-5958 or taherbst@dcmm.org.

Let’s Illuminate Our Heritage!

Trudy Herbst
Development Director

ARE YOU WILLING?

Is it time for you to update or make an estate plan? If you like preserving Door County maritime history, bequeathing a gift in your estate plan to the Door County Maritime Museum is one way to ensure our future.

A gift designated to the Museum’s Endowment Fund will create a permanent legacy in your honor. If the Museum’s Endowment Fund had the capacity to support operations, annual gifts may be used to expand programming, exhibits or special projects.

For specific language suggestions, call the Museum’s Director of Development Trudy Herbst at (920) 743-5968.

THINK ENDOWMENT? THINK DCMM!
NEW CREW MEMBERS

Gills Rock Site Manager

We want to welcome our new Gills Rock Site Manager, Adam Gronke! Adam Gronke is a recent graduate of the University of Wisconsin-Stevens Point with a major in History and a minor in Religious Studies. He was a museum intern for a summer in Philadelphia administering tours and organizing fundraising. He also volunteered his time organizing archival documents at Portage County Historical Society and conducting research for the cemetery walk at the Brown County Historical Society. He has passion and experience in preserving America’s rich past. In his application letter Adam says, “History gives us the knowledge of what we as Americans have inherited, and becoming aware of our history is not only exciting but necessary for us to be fruitful in creating a better society.” Welcome aboard, Adam!

Tug Docent Coordinator

We want to welcome our new Tug Docent Coordinator, Mitch Custer! Mitch has been on or near the water most of his life. "I sailed as a child and went on to sail for UW-Oshkosh in the 70’s. My wife and I moved to Sturgeon Bay over a year ago. I grew up in Madison, Wisconsin and still have family there. I look forward to working with the docents and staff at the Maritime Museum. I love to take pictures of the boats as they come and go. My wife and I also love to tour Door County and take pictures of the wildlife and landscape we discover." Welcome aboard, Mitch!

CROSSING THE BAR

We remember our Members who have crossed the bar and offer our condolences to the families and friends of:

Janice Johnson

Janice Johnson, our museum Store Manager, passed away unexpectedly on March 16, 2014. Jan was with the museum for seventeen years and greatly impacted the development and growth of store sales, employee management, merchandising, and purchasing for Sturgeon Bay, Cana Island and Gills Rock. Jan, you will be greatly missed!
For the first time in 20 years, the Door County Maritime Museum has a new president of its Board of Directors. Bill Harder was elected to head the board after Dan Austad stepped down from his post on the board. Austad was elected president in the summer of 1994.

“I think we accomplished a lot,” said Austad, who helped guide the museum through its most significant fund-rais ing effort that not only generated the funds for the construction of the new museum in Sturgeon Bay but also expansion of the Gills Rock facility and establishment of an endowment. “The one thing I think I brought to the board was getting new people involved which ultimately allowed us to accomplish what we were able to do.”

Austad said his current responsibilities as chairman of the Door County Board of Supervisors leaves him with more than enough to do. “It’s time to get new blood involved.”

Harder has been on the board since December of 2012 and brings impressive credentials from a maritime-related career, primarily focused on shipbuilding. He has over 40 years of management experience in maritime engineering, operations, ship and megayacht construction as well as fiscal management for maritime programs.

His 25 years of engineering management in commercial and naval shipbuilding includes a portfolio of 40 vessels, including a string of vessels at Bay Shipbuilding in the 1980’s. “I’ve got some big shoes to fill,” Harder contends, referring to Austad. He hopes to help guide the museum to an even more significant role within the community.

“This is not just a museum,” he insists. “It’s an active participant in the development of the region we serve.”

Boatbuilding class members Richard Johnson, David Minarcik, John Rybski and Kirk Schneeberg are working hard to complete the Whitehall. Led by instructors Jerry McNamara, David Morgan and Bob Schottmuller and additional volunteer help from Ed Eickenberg and George Hoppa, this pulling boat will be complete in time for area festivals beginning June. Please stop by the festivals or the Museum to purchase your raffle tickets. The grand prize is the Whitehall and a Trailex Aluminum Trailer. We will award over 50 consolation prizes.

"Missions of the U.S. Coast Guard" features fifteen paintings by 14 artists of the U.S. Coast Guard Art Program. This temporary exhibit is located in the Reddin Bridge Room from May 10 through October 26. This marks the first exhibit of art from the national collection at the Door County Maritime Museum. The exhibition is one of many events celebrating Sturgeon Bay’s designation as an official Coast Guard City.
Norm Paul

Norm is living proof that involvement with an organization can be spurred through the efforts of a friend or family member.

Norm is married to Amy Paul, a member of the museum’s staff. But it was through Amy’s earlier involvement as a museum volunteer that Norm was introduced to the museum.

A Door County native who still lives in the house on land in Sevastopol that his grandparent’s farmed, Norm is like so many other “locals” who had little association with the museum until Amy drew him into the fold of volunteers. Since then his activities have been frequent and varied. Everything from regularly bartending at Museum events to selling raffle tickets for the latest boat class vessel to grunt work when it comes time to set up for events or move artifacts.

Norm admits to being a lover of history, but his volunteerism seems more driven by something else.

“I’m a history buff,” he admits. “But I just love volunteering and meeting people. I think everyone should volunteer. It’s a means of giving back.”

Norm has continued his family’s ties to boat construction. Both his great grandfather as well as his father and brothers worked in the Sturgeon Bay shipyards. He worked 25 years at Palmer Johnson and the past five years at Ace Marine in Green Bay.

It’s one of the reasons why he enjoys selling tickets for the boat raffle. “Even though I build aluminum boats at Ace, I’m so impressed with the workmanship put in by the wooden boat class,” Norm explains. “I love to talk to others and share boat building stories.”

Growing up in Door County, Norm has a deep affection for the outdoors, having hunted and fished from a young age. Besides the shipyards, he worked 15 years at Evergreen Nursery which translates into another of his hobbies – landscaping and gardening.

Norm says he’s learned that his appreciation for the Maritime Museum stems directly to his having grown up in Door County. “There’s just so much history in Door County and I appreciate the museum for trying to preserve that history because so much of it could be lost,” he contends. “There’s lots I’ve seen here growing up that is no longer here.”

Norm remembers the time he used to the go to the old train bridge to fish, to more daring exploits like jumping on the train to cross the bridge “so we didn’t have to walk across it.”

Even the museum in Sturgeon Bay conjures up memories. “That’s another place we used to fish.”

Norm Paul leaving Washington Island with family
Volunteer Center of Door County Awards

2014 Golden Hearts Nomination

Door County’s world-renowned shipbuilding heritage traces its roots to skilled craftsmen building small wooden rowing and sailing vessels of extraordinary quality. The Door County Maritime Museum is proud to keep these traditions alive with our annual adult wooden boatbuilding classes. Over the years, the lynchpin to the Museum’s success in this endeavor has been an amazing cadre of extremely skilled instructors: (pictured left to right) Bob Schottmuller, Jerry McNamara, David Morgan and Clay Bonin - (not pictured) Jim Kowall and Dan Lash. We are blessed with gifted instructors that are not only phenomenal woodworkers in their own right but are able to impart their knowledge to the students as they guide them through each boat’s construction.

These dedicated volunteer instructors ensure that the rich tradition of producing high-quality small wooden boats continues to flourish along the shores of Sturgeon Bay. They guide scores of eager students through the nuances of turning a pile of lumber into a sturdy and beautiful craft ready to be put to sea. The vessels they and their students produced harken to simpler times and can best be described as works of art.

One way the instructors impart the Museum’s mission is that the wooden boatbuilding class serves as a “living” exhibit to the general public. Instructors invite Museum visitors into the boatbuilding workshop and explain the various techniques employed in the boat’s construction. These teachers embody the essence of volunteerism. They do it all by first determining a challenging class project and the construction methods it will require. Then they create a supply list, order and deliver the materials. Not only do the instructors teach, they even clean and organize the workshop!

Each year the finished class project becomes the grand prize in the Museum’s summer boat raffle. Because of the instructor’s dedication to producing a beautiful boat, community individuals eagerly look forward to seeing the completed project and purchase their raffle tickets at area festivals. Can you guess who is at the top of the volunteer list hawking raffle tickets around the county? Yes, it’s those same volunteer instructors, leading by example, inviting the class participants to help out too. You’ll see these same instructors trailering the boat from festival to festival, storing the boat in their garage, and imparting their knowledge of the boat’s construction at every festival. Over the last 14 years of boatbuilding instruction, boat raffle sales generated over $150,000 in Museum support!

Just like the skills of wooden boatbuilding construction has been handed down from generation to generation, the volunteer instructor tradition has been handed down. Repeatedly, class members become instructors because instructors train class members to develop the skills to produce their own wooden boat and to step into these leadership roles. Thus, they keep this age-old tradition alive for future generations.

While the Maritime Museum is rich in volunteer opportunities and wonderful individuals who fill the need, few touch the soul of the Museum’s mission to provide educational and outreach opportunities for current and future generations like this class of volunteers. The many hours that these volunteers eagerly give to boatbuilding projects help meet the critical need for general funding, thus making a significant and positive impact on the Museum’s ability to be a viable part of the Door County community. The Door County Maritime Museum knows that the six members of the Museum Family who have held the title of Wooden Boatbuilding Instructor during the program’s tenure surely have golden hearts.
U.S. Coast Guard City Celebration

On January 23, 2014, after a 90 day review by the United States Congress, Admiral R. J. Papp, Jr. the Commandant of the United States Coast Guard signed a proclamation designating the City of Sturgeon Bay a “Coast Guard City.” The entire community was invited to celebrate this prestigious honor at an official proclamation ceremony scheduled for 11:00 a.m. on Saturday, May 10th, at Sawyer Park on the City’s waterfront. Sturgeon Bay is one of only 16 communities nationwide to be named a Coast Guard City and is the first, and only, in Wisconsin. Mayor Thad Birmingham said “this is an extremely high honor for our community.”

The May 10th celebration kicked-off with patriotic music by the Peninsula Symphonic Band followed by the official proclamation ceremony. Rear Admiral Fred Midgette, Commander of the Ninth Coast Guard District, was the presiding official at the proclamation ceremony. Congressman Reid Ribble, Sturgeon Bay Mayor Thad Birmingham and senior officials from the United States Navy League also participated. This was a wonderful opportunity to celebrate our Coast Guard and experience an impressive military ceremony.

The Saturday festivities concluded with a community family picnic immediately following the ceremony. Children’s games, demonstrations, a jump house and other fun activities took place. Our Coast Guard personnel and their families were treated to a complimentary picnic. The local Coast Guard units displayed boats and equipment from their own units as well as a few surprises.

The festivities continued the next morning with a Mother’s Day Community Breakfast at the Fire Station on Sunday, May 11th. The Community Breakfast on Sunday was hosted by the Sturgeon Bay Fire Department and honored all mothers attending in addition to the local Coast Guard personnel and their families. They enjoyed a breakfast of pancakes, scrambled eggs, fresh Door County cherries, fresh fruit, sausage and beverages.

Honoring Veterans with Unique Memorial Day Exhibit

The Door County Maritime Museum’s unique Crossed Oars and Empty Lifejacket tribute will once again honor those who, in the words of President Abraham Lincoln, “gave the last full measure of devotion.” The dramatic display continues a tradition started by the museum last Memorial Day. The Crossed Oars are prominent at the museum’s front entrance. The community is invited to
EVENT REVIEW

Event Review, from page 10

add flowers or other tributes at the base of the display on Memorial Day to honor the Nation’s fallen veterans.

In the days of the U.S. Life-Saving Service (forerunner of the U.S. Coast Guard) surfmen would sometimes erect a makeshift memorial on the beach to honor a comrade lost in the line of duty. Two of the massive lifeboat pulling oars would be crossed and planted on the beach near the lifesaving station. The crew would hang an empty lifejacket at the center where the oars crossed to honor the ultimate sacrifice of their missing station mate.

The museum’s Crossed Oars and Empty Lifejacket memorial honors all veterans, especially those lost at sea. The memorial pays special tribute to four Door County Coast Guardsmen who perished with the U.S. Coast Guard Cutter Escanaba when the ship was sunk by enemy fire during WWII.

The U.S. Coast Guard Cutter Escanaba was built at the Defoe Shipbuilding Company in Bay City, Michigan in 1932. She was commissioned on November 23, 1932 in Grand Haven, Michigan, and quickly became well known throughout the Great Lakes and a beloved part of her home port’s community.

At the outbreak of the Second World War in 1941, Escanaba’s home port was shifted to Boston, and she was assigned to the Greenland Patrol performing combat escort duty and search and rescue operations in the North Atlantic. In June of 1942 Escanaba was credited with the sinking of two enemy submarines in a single day.

On February 3, 1943, Escanaba gained national notoriety for her participation in the rescue of the survivors of the U.S. Army Transport Dorchester, which had been torpedoed by a German submarine. The rescue was marked by the Escanaba’s historic first use of rescue swimmers clad in survival suits to aid survivors who were too weakened by shock or hypothermia in the icy water to pull themselves up cargo nets or sea ladders to safety. In all, Escanaba plucked 133 living souls from the water that day.

In the early morning hours of June 13, 1943 Escanaba was escorting a convoy from Narsarsuuk, Greenland to St. John’s, Newfoundland when she exploded in a sheet of flame and dense smoke. The cutter sank so quickly that she did not have time to send any distress signals. Rescue vessels arrived within ten minutes but found only two survivors and one body. The remaining crew of 13 officers and 92 men was lost to the explosion or to rapid hypothermia in the frigid waters. The exact cause of the explosion could not be determined at the time, but was commonly attributed to a torpedo fired by one of several U-Boats which were in the area at the time. 105 Brave Coast Guardsmen perished with the Escanaba including the four crewmen from Door County.
Station Sturgeon Bay stands steadfastly at the head of the Sturgeon Bay Ship Canal on the very location personally hand-picked by legendary U.S. Life-Saving Service General Superintendent Sumner Kimball in 1883. U.S. Life-Saving Service Station Sturgeon Bay would become U.S. Coast Guard Station Sturgeon Bay when the Revenue Cutter Service and Life-Saving Service merged in 1915 to form the Coast Guard.

From the days when townspeople would picnic near the station to observe the weekly lifeboat drills to the secure feeling residents still enjoy when seeing the modern-day guardians patrolling the city’s waterfront, Sturgeon Bay holds great affection for its Coast Guard Station. Since 1886, the men and women of Station Sturgeon Bay have patrolled the waters of the Door Peninsula, rendering aid to mariners in distress, enforcing the Nation’s maritime laws and ensuring the safety and security of all who venture on or near the water.

The Coast Guard Cutters of Sturgeon Bay

Several Coast Guard cutters that have called Sturgeon Bay home and scores of others have visited the port over the years as they went about their official duties. The archives of local newspapers chronicle with great pride the numerous Revenue Cutter Service vessels and Lighthouse Service tenders that called on the port in the days of sail and steam.

The famous U.S. Revenue Cutter Service (forerunner of the U.S. Coast Guard) cutter Tuscarora made numerous port calls to the city during her Lake Michigan patrols in the early 1900s. The Door Peninsula’s many lighthouses also made Sturgeon Bay a frequent port-of-call for U.S. Lighthouse Service tenders (the Lighthouse Service merged with the Coast Guard in 1939).

Starting with the cutter Sundew in 1953, Sturgeon Bay has been the proud homeport for five different U.S. Coast Guard cutters. Sundew (WLB 404) was followed by cutters Hollyhock (WLM 220), Mesquite (WLB 305), Acacia (WLB 406), and Mobile Bay (WTGB 103). With its many shipyards, nearly every cutter to ever serve on the Great Lakes has called Sturgeon Bay their temporary home from time to time during visits for repair and maintenance. The Coast Guard cutter Active (WMEC 618) was built at the former Christy Corporation yard right here in Sturgeon Bay.

Cutter Hollyhock began life in 1937 as a U.S. Lighthouse Service (USLHS) tender based out of Milwaukee. Hollyhock made frequent visits to Sturgeon Bay before calling the port home. She donned her Coast Guard colors when the USLHS merged with the Coast Guard in 1939.

Cutters Sundew, Mesquite and Acacia are all members of the legendary 180-foot seagoing buoy tender family. 39 Of these tough, capable vessels were constructed in Duluth, Minnesota, between 1942 and 1944. In addition to their powerful cargo booms these sturdy, versatile seagoing workhorses were constructed with reinforced icebreaking hulls. All were named after trees or shrubs. During WWII, cutter Mesquite was assigned to the Western Pacific, seeing heavy action during the battle for Corregidor. She met a tragic end in December of 1989, striking a reef off the coast of the Keeweenaw Peninsula in Lake Superior during buoy tending operations. Deemed unsalvageable, Mesquite was deliberately sunk nearby and serves today as a dive attraction. Cutter Acacia was the last of the class to serve as a buoy tender. She was decommissioned on June 7, 2006, in Charlevoix, Michigan, after 62 years of faithful active service.

The cutter Mobile Bay is the latest cutter to call Sturgeon Bay home. One of nine powerful “Bay Class” 140-foot icebreaking tugs. Build specifically for Great Lakes and coastal ice operations; she can tackle ice up to 3 feet thick. Mobile Bay is only one of two of these unique vessels equipped to operate in tandem with a 120-foot barge.
specifically designed for buoy tending and other heavy lift operations.

**A Great Homeport!**

Hundreds of Coast Guardsmen have served aboard the cutters of Sturgeon Bay. I am among that number. I reported aboard the cutter *Mesquite* as a young Petty Officer Third Class in the fall of 1972 after previous assignments in Buffalo and New York City. Within just a few days of my arrival in Sturgeon Bay, I knew I was “home.” The local residents were friendly and welcoming and despite the relatively small size of the place, there was much fun to be found when liberty was piped. Numerous cutters from other ports around the Great Lakes would make the sojourn to Sturgeon Bay for shipyard repairs at Bay Shipbuilding or Peterson Builders Inc. Our Commanding Officer would routinely call on the visiting ship to extend a welcome and set up some sort of social event—typically a picnic with a softball or touch football game between the crews. I remember these gatherings fondly and recall the many envious comments from visiting cuttermen on how lucky we were to have Sturgeon Bay as our homeport.

**Coast Guard Maritime Safety and Security**

The areas many shipyards have spawned a long and fruitful relationship with shipboard inspectors dating back to the day of the Steamboat Inspections Service. The Coast Guard personnel from Marine Safety Detachment Sturgeon Bay are the latest in this “long blue line” of maritime safety and security experts to call Sturgeon Bay home. The shipyards were also the impetus for an influx of Coast Guard port security personnel to the city during WWII. Hundreds of Coast Guardsmen, both active and reserve, provide security for the shipyards during the WWII shipbuilding boom in Sturgeon Bay. Heightened post 9-11 security concerns have again fostered increased cooperation between the local Coast Guard units and city police and fire/rescue forces.

**Truly a Coast Guard City**

As one can tell from this very brief synopsis, Sturgeon Bay is truly a Coast Guard city, sharing a long, rich heritage with the local Coast Guard units and the many Coast Guardsmen and their families who have called Sturgeon Bay their home.

**A Unique Military Service**

The U.S. Coast Guard traces its roots to 1790 when the first Congress authorized the building of ten vessels known as “cutters” to enforce the new nation’s trade and tariff laws. President George Washington and Secretary of Treasury Alexander Hamilton insisted the new service be organized along military lines and until Congress established the Navy Department in 1798 it served as the nation’s only armed force afloat. The Revenue Cutter Service would merge with the U.S. Life-Saving Service in 1915 to become known as the U.S. Coast Guard. The U.S. Lighthouse Service and U.S. Bureau of Marine Inspection and Navigation would later be added to form the military, maritime, multi-mission service we know today. One of the Nation’s five armed forces, the U.S. Coast Guard is simultaneously and at all times a military force and federal law enforcement agency dedicated to safety, security, and stewardship.

Bob Desh  
Executive Director
Pirate Quiz:

How much do ye know about pirates at work and play. Test yer knowledge to see if ye be fit to be a pirate.

1. If you were paid by European royalty to raid ships of other nations, you were a:
   a. buccaneer  c. corsair
   b. privateer  d. pirate

2. If you paid the crew and divided the treasure among the men, you were the:
   a. captain    c. quartermaster
   b. gunner’s mate d. ship’s owner

3. One of the positions aboard ship was assigned to small boys who had to clean and load the guns during battle. They were known as:
   a. powder monkeys   c. powder parrots
   b. powder kegs      d. powder dogs

4. Aboard ship most pirates:
   a. wore boots       c. wore leather shoes
   b. wore sandals     d. went barefoot

5. A pirate’s favorite stew made with various kinds of meat in spiced wine was called
   a. goulash         c. chili
   b. salamagundi    d. hash

6. A common alcoholic beverage drunk by the pirates was a mixture of rum, water, lemon juice, and sugar called:
   a. nog            c. wassail
   b. punch          d. grog

7. A certain activity many pirates enjoyed was not allowed aboard most pirate ships. Whenever the ship was in port, they would get involved in it. This activity was:
   a. card games      c. drinking
   b. gambling for money d. smoking

8. Pirates had strict rules aboard their vessels. If these rules were broken, then the person who violated the rule was punished. This punishment is not believed to have been a real punishment used by pirates:
   a. walking the plank c. marooning
   b. sweating         d. cat o’ nine tails

ANSWERS

1. b. privateer; 2. c. quartermaster; 3. a. powder monkeys; 4. d. went barefoot; 5. b. salamagundi; 6. d. grog; 7. b. gambling for money; 8. a. walking the plank.
navigational instruments. The helsman steered the ship. The gunner maintained the cannons and weapons and made sure the gunpowder stayed dry. Boatswains' chores included trimming (adjusting) the sails for the wind conditions and keeping the deck clear. Deckhands made up the majority of the crew. Their chores included repairing the sails from cannonball fire or violent storms, pumping the bilge, acting as lookouts high in the rat lines, and swabbing the decks daily. The deckhand's fire arms were to be kept in order and during battle all were called on to fight. Boys on board were assigned as either powder monkeys whose job it was to retrieve gunpowder from below decks in the magazine, and load and clean the pistols, or as cabin boys required to clean the captain's cabin, assist the cook, and generally lend a hand where assigned.

What kind of garb did the pirates wear? No traditional uniform as in a navy was required. Captains often wore fashionable clothing of the day made from expensive cloth. The crew had one set of clothes—pants were loose and baggy, shirts were cotton. Often a scarf was worn around the neck or head to help keep the sweat of the Caribbean heat off their faces. Rope belts were worn to hold guns and cutlasses during a raid. Much of the clothing was stolen off captured sailors. The decks were wet and slippery, so bare feet were the best. Leather shoes were worn only on shore.

What did pirates eat? Provisions of food were often part of the stolen goods taken in a raid. Food, drink, and water were kept in barrels but the barrels often were infested with weevils and rats. The fresh water barrels were in the hold of the ship to act as ballast. Pirates ate dried and salted meat, hardtack or biscuits, milk, eggs, and cheese. While at sea—fish, turtles, and dolphins were caught for a hardy meal. When on shore—farms were often raided for cattle and vegetables. Fresh water was obtained from springs and rivers. A favorite stew called salamagundi was prepared by cooking various kinds of meat in spiced wine. Cabbage, olives, vegetables, eggs, onions, and mangos were added to the stew. Dried peas were boiled into a mash called mushy peas. Drink included beer, wine, and grog. One ration of grog is prepared as follows: to one measure of rum, add three measures of hot water in which the juice of half a lemon and three spoons of sugar have been previously dissolved. All drink was consumed in large quantities.

Pirate ships carried a crew three to four times larger than that of a merchant ship. With such a large number on board, the tedious work got done allowing the crew to enjoy the spare time. Playing cards or dice, drinking, singing, telling tales, and dancing were common activities after a hard day. The Articles of Bartholomew Roberts state that none shall gamble for money while playing cards or dice; musicians were to rest on the Sabbath; lights and candles were to be out by 8 p.m., and those wanting to say on deck after hours were to sit without candles.

Gambling was a common vice among pirates, whether to relieve the incessant boredom or to have a way to use their ill-gotten gains. Such gambling sometimes led to violent quarrels and duels to the death. Along with the gambling went heavy drinking, often to forget their tedious lifestyle, or a way to prove their manhood. The heavy drinking helped them forget that they would never be going home and would probably end their lives at sea or marooned on a deserted island.

Shouting or singing in rhythm for various chores on a sailing vessel kept the deckhands coordinated in furling continued on page 16
or unfurling a sail, raising the anchor, hauling ropes, and other chores requiring synchronized teamwork. Chanty or shanty comes from the French word to chant or sing. The lead singer would sing the verses which told sailing stories and the men would join in on the chorus. After a long day of work, shanty stories were changed to stories of battles, romance, or their desire to be home with family.

Did pirates keep pets on board? We really don't know. There are few first-hand accounts of animals carried shipboard other than cats and dogs to keep the rats at bay. We know livestock and particularly horses were carried if a ground campaign was planned and that parrots, monkeys, and other exotics were taken as booty when found on captured vessels.

An early London paper advertised, "Paroquets which talk English, Dutch, French, and Spanish." The more exotic the animal, the more they were in demand. A talking bird would fetch a few doubloons in the Royal Courts of Europe as would New World monkeys. Pirates would capture these animals in the jungles of the Caribbean Islands or Central America. Because parrots made good company and were easy to care for, they were a favorite among the aristocracy, and what's good enough for the royal courts was good enough for the pirate.

THE STORY OF THE FOUR CHAPLAINS

A convoy of three ships and three escorting Coast Guard cutters passed through "torpedo alley" some 100 miles off the coast of Greenland at about 1 am on February 3, 1943. The submarine U-223 fired three torpedoes, one of which hit the midsection of the Dorchester, a U.S. Army troopship with more than 900 men on board. Ammonia and oil were everywhere in the fast-sinking vessel and upon the freezing sea.

The four Chaplains on board, two Protestant pastors, a Catholic priest and a Jewish rabbi, were among the first on deck, calming the men and handing out life jackets. When they ran out, they took off their own and placed them on waiting soldiers without regard to faith or race.

Approximately 18 minutes after the explosion, the ship went down. They were the last to be seen by witnesses; they were standing arm-in-arm on the hull of the ship, each praying in his own way for the care of the men. Almost 700 died, making it the third largest loss at sea of its kind for the United States during World War II. The Coast Guard Cutter Tampa was able to escort the other freighters to Greenland. Meanwhile the cutters Comanche and Escanaba, disobeying orders to continue the search for the German U-Boat, stopped to rescue 230 men from the frigid waters that night.

The four Chaplains were Father John Washington (Catholic), Reverend Clark Poling (Dutch Reformed), Rabbi Alexander Goode (Jewish) and Rev. George Fox (Methodist). These four Chaplains were later honored by the Congress and Presidents. They were recognized for their selfless acts of courage, compassion and faith. According to the First Sergeant on the ship, "They were always together, they carried their faith together." They demonstrated throughout the voyage, and in their last moments, interfaith compassion in their relationship with the men and with each other. In 1960 Congress created a special Congressional Medal of Valor, never to be repeated again, and gave it to the next of kin of the "Immortal Chaplains."

- Written by David Fox, Nephew of Reverand George Fox Founder, The Four Chaplains Foundation
- Source: "The Bridge" - The Newsletter of the Naval War College Foundation
HONORARIUMS and MEMORIALS

Memorials
Donations have been made in memory of:

~ Edward "Bud" Evenson ~
Karl & Erika May

~ James Parins ~
Marylyn J. Parins

~ Janice Johnson ~
Steve & Lynn Karges
Trudy & Jay Herbst

WALK OF FAME BRICKS

Robert & Lynn Doneff

In Memory of
Janice Johnson

We thank the following businesses and individuals for their gifts

Boat House Sale Items
Dan & Jean Austad
Carol Ballje
Theresa Barta
Karen Cowan
Ron & Jo Haas
Arne & Peggy Odegaard
Todd Parrish

Artifact – 5,000# Danforth (fluke-style) Anchor
Roen Salvage Company

Fish Boil & Annual Meeting Hosts & Sponsors
J & M Fisheries
Jeff & Betty Weborg
Mark & Melanie Weborg

Boatbuilding Projects
Northern Red Cedar Strips – John & Janice Berterman
Specialty Woods - Greg Miller
Epoxy Resin & Clearcoat - West System, Inc.

WASHINGTON ISLAND FERRY LINE
A proud member of the Door County Maritime Community since 1940

Washington Island    Rock Island
People • Vehicles • Bicycles • Tours • Freight

P.O. Box 39
Detroit Harbor
Washington Island, WI 54246
800-223-2094
wisferry.com
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 OF AMAZEMENT

February 6 is sponsored by Jim & Marilynn Slappy: For Our Daughter Lisa Slappy, Happy Birthday – Come Visit Soon
February 6 is sponsored by The Cordon Family Foundation: In Memory of Ray Cordon
February 18 is sponsored by Roen Salvage Company: Happy Birthday Sandy Asher
February 20 is sponsored by Tim & Barb Graul: Remembering Tim’s & Eric’s Birthdays
February 26 is sponsored by Bob & Donna Hayes: In Celebration of Our Second Wedding Anniversary

March 1 is sponsored by Roen Salvage Company: Happy Birthday Mariah Asher
March 4 is sponsored by Dwight & Linda Davis
March 11 is sponsored by Mary Campbell: In Honor of the Volunteers & Staff of the Door County Maritime Museum
March 17 is sponsored by The Cordon Family Foundation: In Memory of Ray Cordon, Northern Door’s Favorite Irishman

April 1 is sponsored by Mr. & Mrs. Dennis J. Kuester: In Loving Memory of Gertrude Kuester (Wolske) who passed away at the age of 99 in Dec. 2013 and grew up in Forestville, WI
April 1 is sponsored by WE Builders Inc.: In Honor of John & Cathy Wiese’s Anniversary
April 24 is sponsored by Blahnik Investment Group: Charting a Course to Financial Security
April 25 is sponsored by Karen Andrus: In Memory of Paul on Our Wedding Anniversary
April 29 is sponsored by Mr. & Mrs. Dennis J. Kuester: In Loving Memory of Gertrude Kuester (Wolske) who passed away at the age of 99 in Dec. 2013 and grew up in Forestville, WI

May 3 is sponsored by Greg & Carolyn Mox: In honor of the women and men who work on the Great Lakes

June 15 is sponsored by The Cordon Family Foundation: In Memory of my Pop, Ray Cordon

July 5 is sponsored by Donald Baumgartner: Remembering the Skipper
July 24 is sponsored by Roen Salvage Company: Happy Birthday Steve McNeil
July 27 is sponsored by Lois Seiler: In Memory of Ted Seiler’s 90th Birthday

August 2 is sponsored by Greg & Carolyn Mox: In Honor of the women and men who work on the Great Lakes
August 2 is sponsored by Fish Creek Scenic Boat Tours: Experience Door County from the Water
August 3 is sponsored by WE Builders Inc.: We are so blessed to be part of such a great community
August 27 is sponsored by Dave & Vonnie Callen: Happy 27th Birthday, Main Street Market

Sponsor A Day Commitments
(February through August 2014 Commitments)

March 21 is sponsored by Roen Salvage Company: Happy Birthday Dr. Charles Asher
March 25 is sponsored by Irene D. Kress
March 30 is sponsored by Roen Salvage Company: Happy Birthday Susan Asher

April 1 is sponsored by Mr. & Mrs. Dennis J. Kuester: In Loving Memory of Gertrude Kuester (Wolske) who passed away at the age of 99 in Dec. 2013 and grew up in Forestville, WI
April 1 is sponsored by WE Builders Inc.: In Honor of John & Cathy Wiese’s Anniversary
April 24 is sponsored by Blahnik Investment Group: Charting a Course to Financial Security
April 25 is sponsored by Karen Andrus: In Memory of Paul on Our Wedding Anniversary
April 29 is sponsored by Mr. & Mrs. Dennis J. Kuester: In Loving Memory of Gertrude Kuester (Wolske) who passed away at the age of 99 in Dec. 2013 and grew up in Forestville, WI

May 4 is sponsored by Roen Salvage Company: Happy Birthday Steve Asher
May 14 is sponsored by Pete & Jelaine Horton: Remembering Jan Johnson on Her Birthday
May 16 is sponsored by Lake Michigan Carferry: We’ll be “Steaming Into the Future” for many years to come. We invite you to experience a bit of history that almost slipped away…
May 16 is sponsored by The Cordon Family Foundation: In Loving Memory of Ray Cordon
May 22: Happy Anniversary to Roy & Betsy Gill
May 22 is sponsored by Tom & Sue Kuffel: In memory of my fellow submariners lost aboard the USS Scorpion SSN 589 on or about May 22, 1968
May 24 is sponsored by Cellcom: Cellcom – “Built for You”
May 25 is sponsored by Roen Salvage Company: In Honor of the Roen Salvage Company Crew
May 26 is sponsored by Terry Kinney: In Memory of Captain M. Everett Knutsen

June 21, the First Day of Summer, is sponsored by Karl & Erika May: In Memory of David K. May & Patrick R. May – from Mom & Dad

July 5 is sponsored by Donald Baumgartner: Remembering the Skipper
July 24 is sponsored by Roen Salvage Company: Happy Birthday Steve McNeil
July 27 is sponsored by Lois Seiler: In Memory of Ted Seiler’s 90th Birthday

August 2 is sponsored by Greg & Carolyn Mox: In Honor of the women and men who work on the Great Lakes
August 2 is sponsored by Fish Creek Scenic Boat Tours: Experience Door County from the Water
August 3 is sponsored by WE Builders Inc.: We are so blessed to be part of such a great community
August 27 is sponsored by Dave & Vonnie Callen: Happy 27th Birthday, Main Street Market

At your door when you need us!

**Wulf Brothers**

- Heating & Cooling
- Fireplaces & Stone
- Security Systems
- HotSpring® Spas

Sturgeon Bay 920-743-5587
Luxemburg 920-845-2525
Sister Bay 920-854-5587

www.wulfbrothers.com Visit our Sturgeon Bay Showroom
MEMBERSHIP

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 New Members
(1/31/14 – 4/23/14)

<table>
<thead>
<tr>
<th>Name</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Henry N. Barkhausen</td>
<td>Lake Forest, IL</td>
</tr>
<tr>
<td>Jaime Blossom</td>
<td>Baileys Harbor, WI</td>
</tr>
<tr>
<td>Nicole Champeny</td>
<td>Sturgeon Bay, WI</td>
</tr>
<tr>
<td>Mitchell &amp; Sandie Custer</td>
<td>Sturgeon Bay, WI</td>
</tr>
<tr>
<td>Terese A. Dwyer</td>
<td>De Pere, WI</td>
</tr>
<tr>
<td>James Ellis &amp; Phyllis Kirchner</td>
<td>Brookfield, WI</td>
</tr>
<tr>
<td>Jay &amp; Sara Hubner</td>
<td>Sturgeon Bay, WI</td>
</tr>
<tr>
<td>Leslie Hudoc</td>
<td>Geneva, IL</td>
</tr>
<tr>
<td>Lorie Kosterman</td>
<td>Racine, WI</td>
</tr>
<tr>
<td>Robert &amp; Kathy Kuritz</td>
<td>Sherwood, WI</td>
</tr>
<tr>
<td>James K. Maxwell</td>
<td>Green Bay, WI</td>
</tr>
<tr>
<td>Steve &amp; Veronica McNicoll</td>
<td>De Pere, WI</td>
</tr>
<tr>
<td>Mark Othmer</td>
<td>Lowell, WI</td>
</tr>
<tr>
<td>Zoie Pritchard</td>
<td>Rochester, MN</td>
</tr>
<tr>
<td>Douglas Rampersad</td>
<td>Marinette, WI</td>
</tr>
<tr>
<td>Carl &amp; Lea Rasmussen</td>
<td>Scandia, MN</td>
</tr>
<tr>
<td>Vyto &amp; Mary Razminas</td>
<td>Sturgeon Bay, WI</td>
</tr>
<tr>
<td>Steve Reinke &amp; Kathleen Losekamp</td>
<td>Sturgeon Bay, WI</td>
</tr>
<tr>
<td>Tim Skroch</td>
<td>Independence, WI</td>
</tr>
<tr>
<td>Marcia Smith</td>
<td>Sturgeon Bay, WI</td>
</tr>
<tr>
<td>George Soberski</td>
<td>Sturgeon Bay, WI</td>
</tr>
<tr>
<td>Dave &amp; Laura Sordo</td>
<td>Arlington Heights, IL</td>
</tr>
<tr>
<td>C. Edward Way</td>
<td>Quincy, IL</td>
</tr>
<tr>
<td>Greg &amp; Jean Wilde</td>
<td>Shorewood, WI</td>
</tr>
<tr>
<td>Linda Wokosin</td>
<td>Oshkosh, WI</td>
</tr>
<tr>
<td>Leon &amp; Sharon Zellner</td>
<td>New Franken, WI</td>
</tr>
</tbody>
</table>

Welcome Lifetime Members
(1/31/14 - 4/23/14)

<table>
<thead>
<tr>
<th>Name</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mathew R. Baken</td>
<td>Chicago, IL</td>
</tr>
<tr>
<td>David &amp; Amy LaBott</td>
<td>Sturgeon Bay, WI</td>
</tr>
<tr>
<td>Paul Stoltman &amp; Joan Johnson-Stoltman</td>
<td>Sturgeon Bay, WI</td>
</tr>
</tbody>
</table>

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 ($175): 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 ($140): One Adult
[ ] Mate ($60): Two Adults
[ ] Crew ($70): Two Adults & children aged 5-18 in same household
[ ] Sustaining ($250): Two Adults, includes $195 donation

Member Name(s) ____________________________
Address _____________________________ City ___________________________ State & Zip ____________
Phone _____________________________ E-mail _____________________________
Name of person giving membership, if Gift _____________________________ Phone _____________________________
Message ____________________________________________________________________________________

Guest Passes: Pack of 5 for $40
• Pass includes Cana Island Tower or Tug Tour
• Exclusive Discount Offered to Members Only!

Membership Dues: $ ___________
Guest Pass: Pack @ $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#: _____________

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

June 13, 14, 15, Friday - Sunday
21st Annual Door County Lighthouse Festival

June 18, Wednesday
“Harmony by the Bay”: Concert at Martin Park (DCMM beverage booth), 7 pm, Michael Raye & The Works

June 24, Tuesday
Circumnavigating the Great Lakes Poetry Presentation, Poet Moheb Soliman will present and discuss his project based on circling the entire coast of the Great Lakes exploring issues of nature, modernity and self. Presented in collaboration with Write On, Door County, 7 pm.

June 25, Wednesday
“Harmony by the Bay”: Concert at Martin Park (DCMM beverage booth), 7 pm, Big Mouth & the Power Tool Horns

July 31 - August 10
Sturgeon Bay Maritime Week: “A Salute to the US Coast Guard”
An assortment of maritime events happening in various places around Sturgeon Bay

August 2-3, Saturday & Sunday
24th Annual Classic & Wooden Boat Festival
Featuring Sikaflex build-a-boat competition

August 6, Wednesday
“Harmony by the Bay”: Concert at Martin Park (DCMM beverage booth), 7 pm, Peninsula Symphonic Band

August 10, Sunday
Mariner Award & USCG Person of the Year
Awards Dinner at Sturgeon Bay Yacht Club, 5:30 pm social, 6:30 pm award dinner

September 9, Tuesday
Volunteer Picnic

October 5
DCMM Annual Meeting & Fish Boil
Weborg’s Dock in Gills Rock

October 12
Whitehall Drawing
at Pumpkin Patch Festival in Egg Harbor

November 15 - December 9
Merry-Time Festival of Trees
The Museum is decked out for the holidays; win your favorite tree

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