In the modern history of the United States Coast Guard, there has been a rapid shift from mistaken identity and anonymity to a recognizable brand identity. One anecdote provides a perfect example of this mistaken identity. On ocean station in October 1956, the cutter Pontchartrain held responsibility for coming to the aid of a downed transoceanic passenger aircraft. On the 19th, the Pan American clipper Sovereign of the Skies lost two of its engines en route from Hawaii to California. After the aircraft radioed the cutter and ditched nearby, the Pontchartrain sent out its small boats and gathered up all 31 passengers and crew. No sooner had one survivor gained the safety of the cutter's deck, than he gratefully exclaimed, "Thank goodness for the Navy!" This case was one of dozens in which the Coast Guard seemed unrecognizable to the public it served.

John F. Kennedy was acutely aware of the importance of imagery, having relied heavily on image-building in his successful 1960 presidential campaign. When they moved into the White House in 1961, the President and the First Lady began an effort to remake the image of the presidency, starting with Jacqueline Kennedy's redecoration of the White
View from the Wheelhouse
Another “Warrior Tugboat”
Visits Sturgeon Bay

In early February, the port of Sturgeon Bay was honored with a visit from a veteran of the longest continuous naval operation of World War II—the Greenland Patrol. This grizzled warrior sailed almost unnoticed into the harbor and fought her way through the ice to moor alongside a close cousin, Selvick Marine’s tug Jimmy L (former Coast Guard Cutter Naugatuck). The noble veteran was the unassuming tugboat, Manitou.

This sturdy little tug is presently operated by Malcolm Marine, Inc. from her homeport in St. Clair, Michigan. Much like our own beloved museum tug, John Purves, it is difficult to imagine harsh wartime service from Manitou’s present outward appearance.

In her former life, she was U.S. Coast Guard Cutter Manitou (WYTM-60). The tugboat’s name is an Algonquian Indian term that roughly translates to “spirit.” 110-Feet in length, Manitou was constructed at the Coast Guard Yard in Curtis Bay, Maryland. After commissioning on February 15, 1943, she immediately sailed for her new homeport in Boston to prepare for duty along the coastline of the world’s largest island. She was about to join the battle for the North Atlantic as a member of the Greenland Patrol.

“Forgotten now and little honored then, but still they’ll never have to wonder if they’re men.” These very profound words form the dedication to the “men of the Greenland Patrol” in the forward pages of Sloan Wilson’s coming-of-age novel, "Ice Brothers". This succinct but wholly appropriate tribute also adorns the top of the Greenland Patrol Memorial found on the grounds of the U.S. Coast Guard Academy in New London Connecticut.

During the summer of 1940 dedicated Coast Guardsmen were already in the early stages of combat operations off the shores of Greenland—a full year and a half before America’s official entry into World War II following the attack on Pearl Harbor in December of 1941. By June 1941, the Coast Guard operation had taken on formal structure and was now officially titled the “Greenland Patrol.” Among the four cutters that formed one of the early task groups was the icebreaking tug Raritan. Against a backdrop of great violence in the battle for the North Atlantic, “tuggers” were at war. Our visitor Manitou would soon join the fray.

Cutters Raritan, Naugatuck (now Jimmy L.) and Manitou were all members of the rugged class of 17 Coast Guard icebreaking tugs known officially as WYTs. Interestingly, the Naugatuck and Raritan made history on March 23, 1939 when they were launched simultaneously at Defoe Boat Works in Bay City, Michigan—the first dual launching ever at Defoe.

As the struggle progressed and the Greenland Patrol forces swelled, two more of the WYT tugs, Arundel and Manitou, would don their Arctic war paint and take up the fight.

I could spend pages chronicling the exploits of the Greenland Patrol but I will continued on page 3
save that for another day. My purpose in this writing is to pay homage to the wartime service of Manitou, her crew, and the other brave Soldiers, Sailors, and Coast Guardsmen who served in this little known theater of war. My hope is to help ensure that Sloan Wilson’s words do not become a truth—to use Manitou’s visit to Sturgeon Bay to pause, honor and remember the tugboat sailors who fought the good and victorious fight off the coast of frigid Greenland. A fight carried out in arguably the harshest environmental conditions found in any theater of the war. A fight fought by brave, unassuming men—in stout, unassuming ships.

I’m sure those who served in the great battlewagons, bristling with weaponry, were dismissive of the Coast Guardsmen who served in these tugs. I can imagine that many a tugger had to defend the honor of his ship with word or fist in the smoky confines of assorted enlisted men’s clubs and waterfront taverns—for as we all know, tugboat sailors are a proud lot.

One can gain a glimpse into the pride the wartime tugboat sailors felt for their ships in a passage from the book “Life and Death on the Greenland Patrol” by Thaddeus Novak and P. J. Capelotti. This wonderful little book, a diary of then Seaman Novak’s life on the cutter Nanok on Greenland Patrol in 1942, gives us rare insight into a young Coast Guardsman’s life at war. Nanok was one of 9 rugged North Atlantic fishing trawlers converted specifically for service with the Greenland Patrol. Armed with a 57mm cannon, two 20mm anti-aircraft guns and a couple of depth-charge racks, all 9 cutters appropriately carried names derived from the Inuit language spoken by the native peoples of Greenland. The cutters names chosen were: Aivik, Aklak, Alatok, Amarok, Arluk, Atak, Arvek, Nanok, Natsek, and Nogak. Tragically, Natsek was lost with all hands in a winter storm in December 1942.

On August 13, 1942, the Nanok was moored at “Bluie West 8”, the code name for a crude combat port in Greenland. The cutter Arundel was tied up nearby. Here are Novak’s impressions of his visit to the tug as recorded in his diary:

“Went on board the U.S.C.G. sea-going tug Arundel to see its much talked-about super sanitary engine room. Even though I saw it with my own eyes, I found it difficult to believe. The engine room officer must be some sort of fanatic. I thought. It is said one can sleep in the bilges in a dress-white uniform without picking up a smudge of dirt. I believe it now.”

“Steel deck plates glistened as if chrome-plated. Handrail rods and stanchions glow as polished silver with a watchmaker’s finish. All brass has been made to gleam like gold. Paintwork appeared to have been washed down hourly. There was no dust whatsoever.

View from the Wheelhouse, from page 2

The tugboat Manitou arrives in Sturgeon Bay

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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. Tug open daily 10:00-3:30 May thru Oct. Tug Only: $6 (ages 4 and up).

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.

continued on page 12
History is a Wonderful Thing to Share

There are a lot of things I enjoy about the time I spend at the Maritime Museum. I’m an unabashed history nut and few locations on the Peninsula offer such a connection with our past as do our museums and, certainly, the Maritime Museum is no exception. Stepping on board the Hope at the Gills Rock Museum, walking up in the tower on Cana Island or experiencing the tug John Purves in Sturgeon Bay satisfy a basic desire to follow in the footsteps of significant maritime individuals from our past.

History lovers get it. They can envision a rugged commercial fisherman climbing into the Hope, tending the nets and harvesting the haul when they climb aboard. One can truly appreciate the job of the dedicated lighthouse keeper and the rigorous ascents to light and maintain the lamp on Cana Island. And if you want to know what life was like on a mighty tugboat during the heyday of Great Lakes shipping a visit to the John Purves will give you a pretty good idea. All those opportunities are offered by the Maritime Museum and the best part is the chance to enhance that experience for the many individuals and groups that visit each year.

This is my annual docent recruitment edition of the Volunteer Corner in which I seek individuals who, like me, have that passion for history and will be surprised just how fun and rewarding it is to be a volunteer tour guide. It comes as no surprise that those who have an interest are a bit hesitant at first about addressing small groups. But suddenly, nearly all find their sea legs and become dedicated to the cause.

At no place is the demand greater than at the Sturgeon Bay museum where the daily in-season tours of the John Purves have created a continual demand for guides. Both full-day and half-day shifts are available and, like any of our volunteer opportunities, the amount of time is purely up to you. It’s been great to watch the John Purves group develop a bond that has led to numerous friendships and occasional social events for the crew. All are eager to welcome new members to the fold and assist in the training sessions that help launch individuals into a new realm of volunteerism.

The Sturgeon Bay museum also welcomes approximately 70 group tours a year and they also require guides who share some of their favorite stories from within the galleries of the museum. Due to the sheer number of tours and their size, there remains a continual need for anyone who, not only enjoys sharing history, but also enjoys continually learning about the Peninsula’s rich maritime lore. While many fear having to somehow encapsulate the entire history on display in the museum (it’s impossible to accomplish that in the time allotted), Docents are encouraged to glean what they feel are the most important and interesting aspects the museum has to offer.

Meanwhile, group tours also take place at Gills Rock and docents volunteer time on Cana Island to answer questions, assist with photos and bask in the excitement that many people experience at one of Door County’s iconic attractions.

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

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, Inc. to provide and perpetuate the best maritime museum experiences on the Great Lakes.
Join us for a bus trip to see the Milwaukee Brewers play the Chicago Cubs on a special fan date Sunday, April 27! Outfielder Carlos Gomez will be featured on the fan-giveaway bobblehead commemorating his 2013 Golden Glove Award.

The bus will leave from the Museum at 9 am, returning approximately 6 pm. The bus may make one other stop south of Sturgeon Bay to pick up participants. Game time is 1:10 pm. Capacity is 54. The trip will go to the awesome Miller Park rain or shine; no refunds. Museum members $50, guests $55; cost includes bus and a terrace box seat ticket, muffins, juice and water. Think spring and call the Museum today to reserve your seat! (920) 743-5958.

Join us Saturday, May 3 as the Rotary Club of Sturgeon Bay hosts the annual Shipyard Tours. This is the only day of the year that the shipyards are open to the public. Tour Sturgeon Bay shipyards. Guided and semi-guided walking tours are available. Plan for at least three hours to see all the shipyards and their current projects. Adults: $12, Students: $5. Advanced tickets available (but not necessary) at Door County Maritime Museum, Sturgeon Bay Visitor Center, and the Door County YMCA starting April 1. Tickets available at the gates on the day of the event. Tours begin at 9 am and the shipyards close at 2 pm. Entry gates are marked with red, white, and blue balloons.

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NOW SHOWING...
...at the Door County Maritime Museum, Sturgeon Bay
January-March: 10-4 Daily
April-June: 10-5 Daily
July-Labor Day: 9-5 Daily
Day after Labor Day-Dec: 10-5 Daily

Horton Gallery
“Pirates–Ship to Shore”
thru December 31, 2014

Reddin Bridge Room
“Edward L. Ryerson”
Photographs by Chris Winters

Put Me In, Coach!
Member Only Event:
Milwaukee Brewers Game
April 27, 2014

Sturgeon Bay Rotary Shipyard Tours
Ships of the Great Lakes

Since the annual Shipyard Tours will be Saturday, May 3rd I thought I would suggest a few books you might like to add to your collection.

"Freighters of Manitowoc" by Tom Wenstadt is the story of Great Lakes freight carrying vessels built in Manitowoc, Wisconsin. This book is a comprehensive guide, including early freighters and other major shipbuilding from 1847 to the 1950’s. The Edward L. Ryerson is one of the freighters highlighted in this book.

"Commercial Ships on the Great Lakes" by Franz A. VonReidel is the story of that grand era of shipping on the Great Lakes. Over 300 sharp black and white historic and contemporary photographs bring one aboard those hard working ships that opened the interiors of America and Canada to the world.

"Great Ships on the Great Lakes" by Catherine M. Green, et.al., is a maritime history through the waterways of the upper Midwest. This book is geared to older children and explores the history of rivers, lakes and inland seas in Wisconsin and Michigan and the people and ships who navigated them.

"Know Your Ships 2014" by Roger LeLievre is the field guide to boats and boat watching through the Great Lakes and St. Lawrence Seaway. It will be available in our Sturgeon Bay location the first week of April.

We also have some great new t-shirts and sweatshirts with freighter motifs (sample seen to the right). I hope you’ll stop in our Sturgeon Bay location to see our new merchandise.

Jan Johnson
Store Manager

Whitehall
2014-15 Boatbuilding Class Project

Volunteer instructors Jerry McNamara, David Morgan and Bob Schottmuller selected the Whitehall for its speed, capacity, seaworthiness and beauty. The keystone of a Whitehall is its elegant wineglass transom. Whitehalls were the workhorse of commercial ports during the 19th century. Fitted with double oarlocks and when rowed in tandem, the 16.5’ Whitehall is a quick, straight-tracking bullet. Her classic smooth lines, coupled with the fluid rowing motion of the oarsman are guaranteed to turn heads.

The new class participants Richard Johnson, David Minarcik, John Rybski and Kirk Schneeberg are joined by experienced Museum boat builders Ed Eickenberg and George Hoppa. Classes begin each fall and continue until early June, with a winter break from Thanksgiving through the New Year holidays. Member class fees are $325. If you are interested in joining the 2014-2015 class, please call the Museum (920) 743-5958.

When complete, this cedar-strip beauty will be the grand prize in this year’s boatbuilding raffle. The raffle tickets will be available in early spring and will sell for $10 each or three tickets for $25. Lucky participants may win the boat or over 50 other great prizes!
Did you know that Popeye was in the Coast Guard? Popeye the Sailor is a fictional hero famous for appearing in comic strips and animated films as well as numerous TV shows. He was created by Elzie Chrisler Segar and first appeared in the daily King Features comic strip "Thimble Theatre" on January 17, 1929.

Elzie Crisler Segar created a civilian seaman. By definition, a sailor is a “mariner” and/or a “seafarer”. The sailor whom Segar conceived was not a member of any military service. The original Popeye suited up in denim pants and sported a yachting cap on his head. Since Segar passed away in 1938, there is really no way to know how he might have guided Popeye through World War II.

It was the cartoon makers who replaced Popeye’s “civvies” with a military uniform. In 1936, a military short was produced, but a seaman’s career wasn’t the subject. The cartoon was entitled “I’m in the Army Now” and featured Popeye and Bluto attempting to join the infantry.

In 1941, Fleischer Studios released the first in a series of wartime cartoons. Their first attempt was entitled “The Mighty Navy”. This cartoon portrayed Popeye in a Navy uniform. Toward the end of the film, Popeye was presented with a portrait of himself. This image was used as the official insignia of one of the Navy’s bomber squadrons (P2V). Ironically, the design displayed Popeye in his original outfit—complete with yachting cap.

If you rent the 1937 movie “Popeye the Sailor Meets Ali Baba and the Forty Thieves,” you will see Popeye lounging under a sign that says “U.S. Coast Guard” at a small boat station on the coast of an unspecified Arabian country. Popeye (although not wearing a recognizable Coast Guard uniform), Olive and Wimpy run a Coast Guard station when they get word to be on watch for Ali Baba and his thieves. After traveling for days across the desert, they finally make it to one of the cities that Ali Baba has set his eyes on. It’s up to Popeye to fight and take down this aggressive thief. Popeye tells Ali Baba to “Stop, in the name of the Coast Guard!” So now you know why you can say that Popeye was in the Coast Guard. Later, other cartoonists placed Popeye in the Navy and the Merchant Marine. From time to time, the Coast Guard has obtained permission to use Popeye in boating safety campaigns.

Did you know there is still a “Popeye” in the Coast Guard? But he’s not a cartoon character, “Popeye” is the nickname for one of the Coast Guard’s newer environmental protection tools: the POPEIE buoy (pronounced “Popeye”). It is the acronym for the Probe for Oil Pollution Evidence In the Environment.

The POPEIE buoy is an air-deployable, oil spill sampling device that can easily and reliably be used to collect a forensically defensible spill sample. Physical samples are difficult to obtain from a boat because of challenges in locating a spill, and are nearly impossible to obtain from attendant aircraft using available techniques. Patrolling aircraft will carry POPEIE buoys on board for immediate deployment into the spill when an oil slick is sighted. Once deployed into the oil slick, POPEIE passively and automatically collects an uncontaminated sample of oil. POPEIE then broadcasts its location through a Global Positioning System (GPS) receiver via the ARGOS satellite network. Using this GPS position, a surface craft or helicopter then collects the POPEIE containing the sample.

This oil detection/sampling buoy was designed by the Coast Guard Research and Development Center and the Eleventh Coast Guard District. The POPEIE buoy was initially designed for air deployment from rotary wing aircraft as well as from C-130s. Budgetary limitations restricted testing to C-130s.

Doug Kroll is a regent of the Foundation for Coast Guard History. This article is reprinted with the permission of the author, Doug Kroll, from The Cutter: The Newsletter of the Foundation for Coast Guard History, Newsletter 38, Spring 2013.
Our Wish List

- A volunteer blogger
- Small stuffed animals for kid’s game prizes at Wooden Boat Raffle events
- Docents (volunteer tour guides) for Sturgeon Bay, Cana Island Lighthouse and Tugboat Tours
- High quality color scanner
- Gently used artwork for Festival of Trees Silent Auction
- Gently used artificial Christmas trees
- Gently used nautical items for the Boathouse Sale

Mari-Times Spotlight

The Spotlight feature regularly recognizes members of our Board of Directors, volunteers and museum staff. This issue recognizes Jim Paterson, a group tour docent at the museum in Sturgeon Bay.

Jim Paterson

It’s pretty safe to say that Jim Paterson may know more about what’s inside the walls of the Door County Maritime Museum in Sturgeon Bay than anyone. Jim is dean of the docent crew that guides group tours through the museum and, as such, has a wealth of information to share with our visitors. A member of the museum since 1990, he has been a docent since tours began right after the Sturgeon Bay facility opened in 1997.

Jim and his wife Diane are well known in the Sturgeon Bay area for their many years of teaching. Diane spent 33 years teaching physical education and coaching in the Sturgeon Bay schools and Jim also spent 33 years teaching industrial arts (now Technology Education) at Sevastopol.

Jim has a strong nautical vein running through his body that attracted him to the Maritime Museum.

“I was born in Superior in 1947 and both my father and grandfather were shipbuilders,” Jim explained. “My grandfather came from Paisley, Scotland as a teen. He started working in Cleveland and then the Lorain, Ohio, shipyard. My father worked for the Navy Office in shipbuilding. His job required moving so as a child we lived in Bay City, Michigan and Lorain before going back to Superior when his job ended.”

An Eagle Scout, Jim graduated in the last class at Superior Central High School in 1965 before attending UW-Superior and later graduating from UW-Stout.

Since settling in Door County, Jim became active in Scouting (Troup 1022) and he counts a couple of trips he and Diane took to Scotland (the most recent in 2007) as particular life highlights.

Other volunteer interests include the Sturgeon Bay Lions, for which he has served three terms as president, and Habitat for Humanity, where he helps out at the Restore on Saturdays.

Jim cites three individuals who have played significant roles in the development of the Maritime Museum as role models – the late Charlie Hunter as well as Jim Kowall and Jerry Richter.

Jim said he was impressed with Hunter’s shipbuilding knowledge and he shares a special bond with Kowall and Richter, all three being among the most active docents to have served the museum.

“I marvel at Jim’s wooden boatbuilding craftsmanship and Jerry for his stories,” said Paterson.

“As a docent I have met many wonderful people,” he goes on sharing some examples while eagerly encouraging others to give it a try. “About six years ago a tour group from Waukesha visited. My wife was born and raised in Waukesha. One woman on the bus was my brother-in-law’s second grade teacher and remembered him. He is now 71. Another group of Japanese college students from St. Norbert College spoke almost no English. I used a lot of sign language but we had a lot of fun. I also had a group from the Shawano area and one couple’s son was a groomsman in our wedding,” further explains Paterson, who also volunteers his time at some of the Museum’s special events. “We have a great facility and many activities during the year to showcase our maritime heritage. We should be proud of our Museum.”

“We should be proud of our Museum.”
- Jim Paterson
Estate Gifts Support the Museum

Leaving the Door County Maritime Museum a bequest in your will or estate plan represents an investment in its long term well-being. A bequest is a simple way to support the Museum in the future while retaining control of your assets during your lifetime.

Gifts designated to the Museum’s Endowment Fund make a lasting impact each and every day in future years.

Five percent of the value of the Endowment Fund, computed on the prior year’s monthly average (September – August), is available to sustain the Museum’s general operations.

Undesignated estate gifts may be used for operations, short term debt, special maintenance projects, or may be designated by the Board of Directors to support specific long range goals. An example of a previous long-range goal was the desire to have an in-water exhibit. This goal was fulfilled with the addition of the tug John Purves.

If you like the Museum’s mission to preserve Great Lakes maritime history and to provide educational and outreach activities for current and future generations, please add this Museum to your estate plan. The gift you make today will be appreciated tomorrow. Simply contact your attorney to add the Door County Maritime Museum as a beneficiary at a specified percent of your estate value, designated dollar amount, residue or specific property. Your personal financial counselor may help guide you as to the best source (investment retirement accounts, insurance, real estate, or cash assets) of your gift.

Language suggestions:

- Residue means whatever is left after other bequests have been granted. “The residue of my estate, including real and personal property, I give, devise, and bequeath to Door County Maritime Museum.”
- Specific Property meaning real estate. “I give, devise, and bequeath to Door County Maritime Museum (description of property) located at (exact street address and legal description).”
- Percentage means to leave a percentage of your estate to the Museum. “I give, devise, and bequeath to Door County Maritime Museum _____% of my estate.”
- Dollar amount means you would like to leave a specific dollar amount. I give, devise, and bequeath to Door County Maritime Museum $____________

Estate planning is the best way to ensure this Maritime Museum’s future and dreams. The real beneficiary is the Museum you love. Please make the Door County Maritime Museum your legacy for generations to come; all you have to do is Will It!

Estate Gifts Support the Museum

Help Wanted: 2014 Merry-Time Festival of Trees

Recycling gently-used artwork and trees

Do you have a gently-used Christmas tree or artwork you no longer need? The Museum will recycle gently used trees by making them available to other tree sponsors for their special tree theme.

Festival highlights include the like-new artwork and hand-made arts and crafts that are offered through a silent auction. Last year’s silent auction purchases were well over $4,000! This is an easy way to “clean house” and help the Museum at the same time.

Tree Sponsors

Have you always wanted to see a tree decorated with a special theme, such as Matchbox© cars, Hello Kitty or a LEGO© theme? Now is the time to sponsor a tree and create that specific theme. Prior year popular themes were wine, hardware, Packers and Badgers. Don’t wait too long – both the snowman and bird themes are already claimed!

Call us at (920) 743-5958 if you can help in these special ways.
Event Review

Beach Peapod Raffle Winner

Steve Apfel of Green Bay is the grand prize winner in the Door County Maritime Museum’s Annual Boat Raffle. Apfel brought home a beautiful hand-crafted Beach Peapod complete with trailer. The ultimate yacht tender, this historic design is stable, seaworthy and easily rowed. The Doug-Hylan-designed 13-foot double-ender was lovingly constructed by the boat building class using modern glued lapstrake plywood construction and was fitted out for both sailing and rowing.

Each year the raffle’s grand prize is produced by the Museum’s Boatbuilding Class. After months of diligent construction and ticket sales, the drawing for the annual raffle was Sunday, Oct. 13 during the Pumpkin Patch Festival in Egg Harbor. “I’m sincerely grateful for winning this beautiful hand-crafted Beach Peapod,” said Apfel upon hearing he was the winner. “I would like to thank everyone at the Museum along with members of the boatbuilding class for their hard work and impeccable craftsmanship in building this one-of-a-kind boat.”

Sturgeon Bay Christmas Parade

Even though the day was bitterly windy and cold, the Maritime Museum’s intrepid volunteers and staff were ready for the Sturgeon Bay Holiday Parade. Braving the coldest weather in parade history were Steve Graf, Mary Green, Mary and Molly Hall, Pete & Jelaine Horton, Amy & Norm Paul, Lucy & Jerry Richter, Amy Wagner and Susan Zeyher. We’ll never forget watching the trees on the float bending all the way over as the float crossed the windswept bridge. Kudos to the float design team of Mike Chisholm, Pete & Jelaine Horton and Jerry & Lucy Richter. The Sturgeon Bay Visitor Center awarded the Museum’s float “Merry-time Festival of Trees” First Place, Nonprofit Entry for their efforts.

Santa on the Tugboat John Purves

Our 2013 Santa on the Tugboat John Purves, saw 198 children and adults in attendance this year. Adults were also able to enjoy a free ticket with admission to enter to win one of the beautifully decorated Merry-Time Festival of Trees displays. Fun was had by all!

Our thanks to the wonderful cadre of tug volunteers who help make this a special day for our young visitors.

*Photos of the Spritka and Feldman children*
Pirate Day

Over 340 pirates captured this Museum ship on Saturday, Nov. 30 during Ministry Door County Medical Center’s Pirate Day. Invading pirates of all ages stormed the Pirates - Ship to Shore exhibit. Each pirate participated in activities and captured lots of booty - pirate necklaces, hats and tattoos. Guests had photo opportunities with a live parrot, Bob the Bird. Kids walked the plank, signed pirate articles, turned into pirates with mustache painting and donned pirate hats. Thank you Ministry Door County Medical Center for creating a children's fun day during the Merry-Time Festival of Trees.

Jingle, Jingle, Mix & Mingle

The Door County Maritime Museum wrapped up the second annual Merry-Time Festival of Trees with its “Jingle, Jingle, Mix & Mingle” reception on Tuesday, Dec. 10. This holiday mixer was the final opportunity to view the beautifully decorated Christmas trees and buy raffle tickets in hopes of winning a tree or bid on a silent auction items.

The public was invited to join in the festivities which included a heavy hors d’oeuvre buffet, refreshments, the raffle drawings as well as the conclusion of the silent auction. In all, 32 trees and wreathes were taken home after a final flurry of raffle ticket sales.


PLEASE NOTE: Hannamann-Gosser Insurance & Financial Service was an additional sponsor for the Merry-Time Festival of Trees.
mind’s eye. Images of a sparkling engine room; of a tug and her crew braving harsh conditions along the coast of Greenland; of brave young men at war, far from home, in a cold and hostile land.

It is through these images that we will ensure that all who served on the Greenland Patrol during WWII are never forgotten. Take time to do a quick internet search for information on the Greenland Patrol. Locate a copy of "Life and Death on the Greenland Patrol" or "Ice Brothers". Stop by the Door County Veterans Memorial in front of City Hall in Sturgeon Bay and find the names Christenson, Delsart, Larson, or Londo. Read about these men. Learn about their exploits. Form those images. For it is through the images formed in our mind’s eye that we will prove Sloan Wilson wrong -- they are not forgotten.

Bob Desh
Executive Director
History of Racing Stripes, from page 1

House interior and redesign of Lafayette Square, a park located next to the White House.

Kennedy next undertook a redesign of the jet designated as Air Force One. He felt an initial design and paint scheme provided by the Air Force was too regal looking, so on the advice of the First Lady he turned to French-born industrial designer Raymond Loewy, whose work had been recognized the world over during the post-war period. Loewy's Air Force One design won immediate praise from Kennedy and the press, and the aircraft became an important symbol of the President and the United States in official visits across the country and overseas.

Delighted by the look of Air Force One, Kennedy granted Loewy's request for a meeting on 13 May 1963. During that meeting and another the subsequent day, the men discussed improving the visual image of the federal government, and Kennedy suggested the Coast Guard as an appropriate agency to start with. Shortly after the meetings, the design firm of Raymond Loewy/William Snaith, Inc. received a contract for a 90-day feasibility study and, in January 1964,

continued on page 14

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NAUTICAL TRIVIA
Did you know?

- The only Great Lake that is entirely within the U.S. is Lake Michigan.
- The Scandinavian boat-building method in which a lower edge of each side plane overlaps the upper edge of the one below it is called lapstrake or clinker built.
- The holes that are cut to let water run off the deck are called scuppers.
- A small boat used to transport crew and equipment to and from a larger boat is a tender.
- The depth of water a boat draws is her draft.
- A two-masted boat with the mizzen mast located forward of the steering post is a ketch.
- A red-painted hull on a USCG Cutter means her primary mission is icebreaking.
- The flat surface at the stern of a vessel is the transom.
- A fancy knot, often enclosing a weight, used on heaving lines is a monkey fist.
- The palm-shaped part of an anchor at the end of the anchor arm is a fluke.

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Wulf Brothers
Home Comfort Systems

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

At your door when you need us!

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<th>Phone</th>
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<tbody>
<tr>
<td>Sturgeon Bay</td>
<td>920-743-5587</td>
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<td>Luxemburg</td>
<td>920-845-2525</td>
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<td>Sister Bay</td>
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History of Racing Stripes, from page 13

the firm presented its findings to Coast Guard leadership. With its experience in designing industry trademarks, Loewy/Snaith recommended that the Coast Guard adopt an identification device similar to a commercial trademark. The firm believed the symbol should be easily identifiable from a distance, easily differentiated from other government or commercial emblems or logos, and easily adapted to a wide variety of air and sea assets.

The Coast Guard established an ad hoc committee to work with Loewy/Snaith on the project, and on 19 June 1964 the Coast Guard signed a contract with the firm to "accomplish studies, prepare design efforts and make a presentation of a comprehensive and integrated identification plan for the U.S. Coast Guard.

On 21 March 1965, during an all-day session at Coast Guard headquarters, representatives from Loewy/Snaith presented their findings to the service, and on the same day the Coast Guard chief of staff, RADM Paul Trimble, agreed to proceed with the Integrated Visual Identification Program. During the prototyping process, Loewy/Snaith selected a wide red bar to the upper right of a narrow blue bar canted at 64-four degrees and running from lower left to upper right. The Loewy/Snaith team used its own stylized version of the traditional Coast Guard emblem for placement on the center of the red bar. The overall design came to be known as the "Racing Stripe" or "Slash" emblem.

The Racing Stripe design was tested on cutters and facilities in the Coast Guard's Seventh District in the Florida area due to the greater variety of sea assets stationed there. The prototype slash was affixed to the cutters Diligence and Androscoggin as well as a buoy tender, vehicles, and buildings at Base Miami. At North Carolina's Air Station Elizabeth City, the slash was affixed to an HH-52 helicopter, a Grumman HU-16 "Albatross" amphibian, and an HC-130 "Hercules" fixed-wing aircraft.

On 4 May 1966, the service's ad hoc committee for testing the Visual Identification System sent to the commandant a favorable report regarding servicewide use of the Racing Stripe. During the prototyping process, the Coast Guard's selection committee decided against continued on page 15
the Loewy stylized shield and opted for the service’s traditional shield emblem instead. While the plan received the stamp of approval, details remained to be ironed out over the next several months. By early spring of 1967, most outstanding issues had been resolved, including the type font for lettering and exact paint color specifications. On 6 April 1967, Commandant Edwin Roland issued Instruction 5030.5, which ordered servicewide implementation of the Integrated Visual Identification System and ended four years of study and experimentation.

The adoption of the Racing Stripe initially met with resistance from the Coast Guard's service culture. Nonetheless, over the course of the late 1960s and early 1970s, the symbol spread to every maritime and aviation asset in the service. By 1975, the Coast Guard's sail training ship, Eagle, remained the last service asset not sporting the emblem. Traditionalists had long held that the Racing Stripe would destroy her classic lines and traditional look, and strongly opposed application of the emblem to the barque. As 1976 was approaching and the nation was making preparations for bicentennial celebrations, Eagle was to serve as the host ship of OpSail '76. Here, the Coast Guard leadership saw an opportunity to present the service's brand identity to the world by distinguishing Eagle from the other tall ships in attendance, which included some of her sister ships. In 1976, the Eagle became the service's last cutter to adopt the Racing Stripe, and the ship's new look received a very public stamp of approval when CBS news anchor, experienced sailor, and OpSail TV commentator Walter Cronkite singled out Eagle and her Racing Stripe logo with approving remarks.

Since the 1970s, the Coast Guard Racing Stripe and color scheme has been applied even to assets not commonly associated with the service. With alterations in coloration and angle, the Racing Stripe has become a symbol for sea service vessels at the federal, state, county, and municipal levels throughout the U.S. and for scores of foreign sea services.

Today, the service and its missions have been associated with the Racing Stripe symbol and its unique color scheme for more than 40-years. During this time, the Coast Guard has served throughout the world and collaborated on a variety of levels with foreign coast guards and sea services. These activities include training, international patrols, and advising foreign sea services. In recent deployments, such as Operation Iraqi Freedom and the recent deployment of USCGC Dallas during the war between Russia and Georgia, the presence of USCG cutters with the instantly recognizable Racing Stripe has proved a de-escalating influence in high-tension maritime missions. This international engagement has spread the service's reputation and brand identity throughout the world.

The Integrated Visual Identification Program stands as the most successful branding program of any federal military agency and possibly of any agency in the U.S. government. Future service assets will continue to feature the coloring and emblem developed over 40-years ago to identify the Coast Guard and distinguish it from other federal sea services.

Where many could not identify the Coast Guard's assets before it adopted a brand identity, most individuals connected with the water do now. Some of this trend must be credited to the missions carried out by the Coast Guard around the clock and the sort of operations in which it serves; however, much of that recognition should also be credited to the Coast Guard's adoption of the Racing Stripe symbol. Thanks to a visionary president, talented industrial designers, and a strong Coast Guard leader who saw the importance of a brand identity for the service, the assets of the Coast Guard are now easily identified by most Americans and foreigners connected to the sea.

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New Sawyer Park Walkway to Host LARGE Maritime Artifacts!

You may have noticed construction work taking place in Sawyer Park on Sturgeon Bay’s waterfront this past summer. The City recently added a new concrete sidewalk that winds through the park parallel to the pier that is home to the Coast Guard Cutter Mobile Bay. The sidewalk is the newest addition to a planned walkway that will eventually allow visitors to stroll the entire west side downtown waterfront.

You may have also noted the appearance of several very large nautical artifacts. The Maritime Museum has partnered with the City of Sturgeon Bay to utilize the new Sawyer Park walkway to help tell the story of the area’s maritime heritage. A large navigational buoy, iron sinker, anchor and ship’s propeller blade will adorn the walkway. This spring, six informational panels exploring various aspects of the area’s maritime history will be added along the walkway.

The large artifacts were all donated to the Museum and will be on permanent loan to Sturgeon Bay for display in the park. The informational panels are being created by the City and will tell various aspects of the City’s maritime history including the digging of the Sturgeon Bay Ship Canal and the building of the various bridges that have spanned the Bay. Two of the panels will be dedicated to the history of the local Coast Guard units. The Museum assisted with the content and historic photos used in creating the informational panels. Here is a recap of the information that will accompany the large nautical artifacts.

Buoy and Sinker

Sailors have long used floating objects secured to the sea bottom to mark reefs, shoals and other obstructions. Early markers were simply a log or barrel tied to a large rock strategically placed to warn mariners of danger. Over time these markers became more sophisticated in design. Mariners eventually developed rules for these floating markers so that a particular shape or color would have special meaning. Today these floating aids to navigation are known as buoys. Typically, a large metal or concrete weight rests on the sea bottom to hold the buoy in place. These weights are commonly called sinkers.

The buoy on display in Sawyer Park is a large “nun buoy”, so named because the conical shape of its top loosely resembles a nun’s habit (hat). The buoy’s size, shape and color are all important to its use as a navigational aid and indicate which side of the navigational channel it was designed to mark.

This buoy has a large cast iron sinker secured to its bottom by mooring chain. The letters “US LHE” indicate that this particular sinker was manufactured for the United States Lighthouse Establishment. The Lighthouse Establishment was created by the first Congress in 1789 to oversee the nation’s lighthouses and other navigational aids. The organization eventually became known as the Lighthouse Service and merged with the U.S. Coast Guard in 1939. The US LHE identifier dates the sinker to the mid-1850s. Note the plates added to the bottom to increase the sinker’s weight.

Buoy and Sinker were donated to the Museum by the U.S. Coast Guard.

The Fluke Anchor

From the earliest days of humans putting to sea in ships, there has been a need to “anchor” a vessel to the bottom. The first anchors were simply large stones. However, the need for a lighter, more efficient securing device quickly became essential. Mechanical devices with “teeth” that could dig into the bottom of the sea and be easily retrieved by the ship’s crew for reuse were soon standard equipment aboard all vessels.

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The anchor on exhibit in Sawyer Park is a fluke-style or “Danforth” anchor. American Richard Danforth invented the Danforth pattern in the 1940s for use aboard landing craft. It uses a stock at the crown to which two large flat triangular flukes are attached. The stock is hinged so the flukes can orient toward the bottom. Tripping palms at the crown act

continued on page 17
to tip the flukes into the seabed. The design is a burying variety, and once well set can develop high resistance. Its lightweight and compact flat design make it easy to retrieve and relatively easy to store. You’ll note that the flukes (the large flat teeth) of this particular anchor have been widened to increase its holding power once set into the seabed.

As indicated by the casting marks on the shank, this anchor originally weighed 5,000 lbs. The additional steel added to the flukes has made it even heavier. The casting marks also indicate that it was manufactured in Chester, Pennsylvania by the Baldt Corporation in 1955 for the U.S. Navy. Baldt is a famous name in the realm of anchor design and manufacturing. From 1901 until 1975, they were one of the world’s largest producers of marine anchors. Thousands of Baldt anchors are still in service.

This particular anchor was donated to the museum for display in the park by the Roen Salvage Company.

Ship Propellers

Much of the history of the City of Sturgeon Bay has been shaped by the comings and goings of all manner of ships and boats. The marine propeller played an important role as these vessels transitioned from sail to steam as their primary means of propulsion. Propellers continue to be an essential component in the propulsion system of most ships and boats plying the Great Lakes today.

A propeller is essentially a type of fan that transmits power by converting rotational motion into thrust. A pressure difference between the forward and rear surfaces of the blade create thrust as water is accelerated behind the propeller. A marine propeller is commonly referred to as a screw propeller or screw.

Components of two very different size marine screw propellers are exhibited in Sawyer Park. A single blade from the enormous propeller that once moved the massive lake freighter Hon. James L. Oberstar towers near the Maple-Oregon Bridge. Launched on November 22, 1958, the Oberstar is 806 feet long and can carry over 32,000 tons of cargo. The blade was one of five that bolted to a central hub to create a propeller over 19 feet in diameter. It was donated by The Interlake Steamship Company, owner and operator of the Oberstar.

A smaller propeller completes the exhibit. This propeller is from the “bow-thruster” of U.S. Coast Guard barge CGB-12002. A “thruster” is a small propulsion propeller specially designed to push a vessel from side to side. Rather than being at the stern of the vessel, these smaller propellers are typically located in a tube-like structure built into the hull facing the side of the vessel. The small propeller was donated by the U. S. Coast Guard.

Once all work is completed this spring and the informational panels are installed, we encourage you to stop by Sawyer Park and walk this unique outdoor gallery chronicling the Door Peninsula’s maritime history. We hope this small taste will bring many visitors to the Museum’s three locations to learn more!
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.

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We thank the following businesses and individuals for their gifts:

- Door County Confectionary – Stuffed animals as prizes for kids’ games
- FiveStar Lawn & Landscape – Lawn care
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- Pete & Jelaine Horton – Tree skirts and Christmas tree bags
- The Interlake Steamship Company – Propeller blade for display at Sawyer Park
- Jamestown Distributors – Boatbuilding class material discount
- Lampert Lumber – Boatbuilding class material discount
- Greg & Nancy Miller – Pirate Day, Walk the Plank game
- Nice View Janitorial – Washed outside windows
- Jamie & Jason Palmer – Life jackets for boathouse sale
- Kim & Jim Valley – Stuffed animals as prizes for kids’ games
- Kate Wulle-Dugan – Ship’s wheel music box (plays “On Broadway”)
- Julie & Dave Dalebroux – Christmas tree

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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.

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Karen & Milt Dabbert.........Wauwatosa, WI
Robert C. Davis III..........Evaston, IL
Malin Ekman ..................Baileys Harbor, WI
Gary Farber ..................Ellison Bay, WI
Mark Foshion ................Westhampton Beach, NY
Georgi & Al Hanson ........Sturgeon Bay, WI
Richard Johnson ..............Fish Creek, WI
Holly & Paul Meleen ..........Sturgeon Bay, WI
Julia & Bill Meyers ..........Sturgeon Bay, WI
Michaela & Keith Neuens ......Oshkosh, WI
Joseph & Ellen O’Gallagher ....Flossmoor, IL
Tom Parsons .................Minneapolis, MN
John Rybski ...................Algoma, WI
Renate & Lorin Schab ........Orlando Hills, WI
Janine & Colby Schmit .......Aurora, IL
Mark Schroeder ..............Sturgeon Bay, WI

NEW SUSTAINING MEMBERS
(9/18/13 – 1/30/14)

Barb & Jim Bunning..........Sturgeon Bay, WI
Andi & Terry Connelly ....Marietta, GA
Nancy & John Munch ..........Sturgeon Bay, WI
Allison & Jeff Ockwood ......Frisco, TX
Eleanor & Bill Austad .......Las Cruces, NM

NEW LIFETIME MEMBERS
(9/18/13 – 1/30/14)

Christy & Eric Schwab .......Kirkwood, MO
Michele & Tom Van Den Bogart ....Sturgeon Bay, WI
Carol & Frank Weber .......Ellison Bay, WI
Linda & Tom Weisensel ......Fish Creek, WI
Nancy Williams & Darlene Kallaus ....Baileys Harbor, WI
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March 6, Thursday – *Maritime Speaker Series*
John Kaser: Commanding officer of the United States Coast Guard Marine Inspection Detachment in Sturgeon Bay, reviews the many responsibilities assigned to his office.

March 17, Monday – *Lighthouse Festival tickets go on sale for Maritime Museum members only.* Visit our website for more details www.dcmm.org. Call us for tickets (920) 743-5958.


April 1, Tuesday – *Sturgeon Bay location hours change - Now open 10 am to 5 pm, April through June.*

April 20, Sunday – *Museum CLOSED for Easter*

April 27, Sunday – *Trip to Milwaukee Brewers Game vs Chicago Cubs* Game starts at 1:10 pm. Buy your tickets today!

May 1, Thursday – *Cana Island Light Station opens daily 10-5*

May 3, Saturday – *Sturgeon Bay Rotary Shipyards Tours – 9 am to 2 pm*

May 6, Tuesday – *Gills Rock Clean-up Day, 9 am-3 pm*

May 24, 25, 26, Sat - Mon – *Gills Rock Maritime Museum is open 10 am–5 pm this holiday weekend*

May 23, Friday – *Tentative date: Fireboat Cruises resume* http://ridethefireboat.com/tourdetails.html

May 31 - June 1, Sat & Sun – *Gills Rock Maritime Museum is open 10 am–5 pm*

June 6, Friday – *Gills Rock Maritime Museum opens 10 am - 5 pm daily*

June 13, 14, 15, Fri - Sun – *21st Annual Door County Lighthouse Festival*

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