US Revenue Cutter Operations
In the War of 1812

Part One

By William H. Thiesen, PhD

The author is the Atlantic Area Historian for the US Coast Guard

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During the Napoleonic Wars, belligerents Great Britain and France both violated American neutrality on the high seas. For example, British ships frequently boarded US vessels and impressed American seamen into the Royal Navy, and French privateers preyed on American merchant vessels. Between 1806 and 1812, the Jefferson and Madison administrations and Congress tried to assert American neutrality through economic pressure by enacting the Non-Importation Act (1806), the Embargo Acts (1807-08), the Enforcement Act (1809), the Non-Intercourse Act (1809-10, revised 1811), Macon's Bill Number 2 (1810) a ninety-day embargo (April 1812), and a ninety-day non-exportation law (April 1812).

The men of the US Revenue Cutter Service had to enforce these very unpopular laws, which put thousands of Americans out of work domestically and on the high seas. The government eventually repealed these acts, but these failed trade measures contributed to mounting tensions between the United States and Great Britain, so the federal government began preparations for war by December 1811.

During the war, Congress imposed a number of temporary embargoes aimed at cutting...
View from the Wheelhouse
Keeping our
wooden boatbuilding traditions alive...

I was recently privileged to reach into a large bucket filled with raffle ticket stubs and select the lucky winner of the extraordinary cedar strip canoe constructed by this year’s boatbuilding class (see article later in this edition). As is the case with the labors of previous classes, this beautiful canoe is truly a testament to the woodworking talents and craftsmanship of both the students and their dedicated instructors. More importantly, its production once again allowed the Museum to keep the long-standing traditions of wooden boat building alive and well on the Door Peninsula.

This year’s cedar strip Abenaki canoe is the latest in a long line of high-quality small boats constructed in our humble little boat shop. Shortly after the museum in Sturgeon Bay opened, dedicated volunteers transformed the boat shop into a “living exhibit” with construction of the first boat. Jim Kowall quickly took the lead as the museum’s chief boat builder, constructing several boats and sharing his expertise as the museum’s first instructor. The shop is very appropriately named in his honor—“Jim’s Boat Building Shop.”

Others would follow in Jim’s footsteps. Clay Bonin led the boat building classes for many years and set the template for the successful class structure that exists today. David Morgan and Bob Schottmuller took the baton from Clay a couple of years ago and continue the museum’s tradition of offering dynamic boating instruction and producing high-quality small wooden craft.

One need only look just outside the doors of “Jim’s Boat Building Shop” to appreciate the area’s incredible legacy of wooden boatbuilding. Several historic small wooden boats are on display in the Asher Gallery adjacent to the boat shop, including a 16 ft. strip-built rowing skiff. This well extraordinary classic wooden rowboat was constructed by Sturgeon Bay Boat Works in 1918 and is a great example of the craftsmanship of our local boat builders. Joseph Harris Jr., the second keeper at the Dunlap Reef Lighthouse in Sturgeon Bay, was such a skilled builder of small wooden boats that the Lighthouse Service later purchased several of his craft for the other light stations around the county. He would eventually leave the Service to start his own boat building company. Numerous other skilled wooden boat builders including, Kieboldt & Wolter, Peterson Boat Works and Ernest Anclam in Baileys Harbor formed the nucleus of expertise that would lead to a burgeoning shipbuilding industry.

As I traveled about the peninsula to various festivals and events this summer to peddle a few raffle tickets for this year’s fabulous cedar strip canoe, I would proudly open my sales pitch with:

"Crafted by the boat building class at the Door County Maritime Museum

continued page 3
Traditions, from pg. 2

*Museum. We build a boat every year to keep the traditions of wooden boatbuilding alive on the Door Peninsula.”* No truer words were ever spoken.

The much needed revenue we garner from the boat raffle is essential. However, the more important accomplishment is keeping the area’s wooden boatbuilding traditions alive and well. I would encourage everyone to stop by some Saturday this winter and take in the “living exhibit” that is our annual wooden boatbuilding class. The instructors are known to invite visitors into the shop to help the class with whatever work is in process. Grab a little sandpaper and become part of a Door County maritime tradition. Better yet, sign up for the class and join the long and distinguished line of local wooden boat builders!

Bob Desh
Executive Director

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Instructor David Morgan cheers that the Abenaki passed its sea trial with flying colors, while class member Ed Eickenberg paddles furiously to keep the canoe stable.

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**And the Lucky Winner Is...**

James Thrall of Chapel Hill North Carolina will paddle his brand new Abenaki canoe with pride. Jim is flabbergasted at his good fortune. The Thrall’s first purchase following their wedding forty years ago was an Old Town Canoe. He purchased his ticket at the Museum's Classic & Wooden Boat Festival in August. Congratulations, Jim and Grace!

The Museum is thankful to the boatbuilding instructors, class members, and all the volunteers who sold raffle tickets or drove the canoe to festivals around the county for a successful raffle fundraiser. Proceeds netted approximately $16,000! Project sponsors include Lamperts of Sturgeon Bay, West Marine, and West Systems Epoxy.

Sixty-eight raffle ticket purchasers were awarded consolation prizes donated by the Door County business community. Prize winners hailed from eight states: Florida, Illinois, Iowa, Michigan, Minnesota, North Carolina, and Wisconsin. The second through fifth place prizes awards are:


Third – Lynn Rowe of Oostburg, Wisconsin won a One- half Day Sailing Charter on the Talisman donated by John Yount.

Fourth – Ryan Fuchs of Egg Harbor, Wisconsin won an overnight stay donated by Glidden Lodge Beach Resort.


Have you ever wondered why the Purple Heart Medal is called the Purple Heart? How about the origins of the Navy Cross or why the Coast Guard Commandant's Letter of Commendation Ribbon came to be? Ever read the citation for the first Coast Guard Medal? These and a host of other fascinating facts and answers can be found in the book *Sea Service Medals* published by U.S. Naval Institute Press.

The book's dust jacket makes the bold claim that it is "the first and only complete historical examination of all the personal awards, decorations and medals that may be awarded to Navy, Marine Corps, and Coast Guard personnel for heroism, achievement, and service." Mr. Borch and Mr. McDowell succeed in meeting this claim. Much can be learned about any individual's military career from a quick glance at his or her ribbon bar. This book adds depth of understanding and history to that knowledge.

The book is broken up into four distinct sections: "Decorations for Valor in Combat"; "Decorations and Medals for Noncombat Valor"; "Dual-Purpose Decorations for Performance or Valor"; and "Awards and Decorations for Outstanding achievement of Meritorious Service." The reader should note that medals such as the Liberation of Kuwait; Southwest Asia Service; Global War on Terror, etc. are not included in this book, as these decorations are awarded for the contributions of military units - not for the actions of an individual.

The chapters follow the various medals' order of precedence. Each section then explains the establishing authority for the medal; the date it was established; the designer of the medal; the heraldic symbolism of the medal; the medal's first recipient; and the historical background on the medal. Each section also includes an illustrative citation or two for recipients of the medal.

For those interested in military history, this is a great reference book on how these medals came to be—the historic analysis is fascinating. Folks interested in naval history will be enthralled with every page. Even those with a lesser fascination will still find the theory of how the Purple Heart got its name and other passages intriguing.

The book includes 50 color photographs including several wonderful images of unique and historic medals including the reverse of a hand-engraved Medals of Honor.

*Sea Service Medals* lives up to the claim of being the authoritative book for this topic. It was a great read and would be a welcome addition to any personal naval or military history library. The book is available directly from U.S. Naval Institute Press on their website at http://www.usni.org/store/books/history/sea-service-medals.

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**Gifts In-Kind**

*We thank the following businesses and individuals for their gifts.*

**Inge Alverson Bacon, CPA**
Reviewing 2010-11 balances and transactions

**Bay Electric Systems Service, Inc.**
Repair damaged lighting for celestial sailor fountain

**Kathy & John Campbell**
Three bottles of white wine

**Jan & Erv Coenen**
Eight W.S. George collector nautical plates, artwork by Charles Vickery

**Barb & Bob Desh**
One pirate wench costume

**Digital Design Services**
Upgrade of interactive Chris Craft exhibit

**Suzy & Jim Hlavacek**
Artwork

**JF Construction**
Gills Rock landscaping

**LfpDesign!**
Logo artwork, 2 banners, flyer, poster and Pulse ad

**Little Hoppers**
Donation of dumpster fees for Boat Festival

**Manitowoc Grey Iron Foundry**
Patterns & castings for 5 polystyrene cannons

**Patterns & castings for 2 astrolabes**
Patterns & castings for 20 clevis

**Mastercare Enterprises, Inc.**
Carpet cleaning in Museum

**Susan & David Morgan**
Book: *The Marisol Skiff* by Gifford Jackson

**Roen Salvage Co.**
Prepping and painting exterior of tug *John Purves*

**Shadow boxes for display in City Hall:**
**Timothy Graul Marine Services**
U.S. Coast Guard Marine Safety Detachment
**Ben Schenkelberg & Associates**
The numbers reflect the impact our volunteers make on the Museum

The numbers tell the story when it comes to our volunteer effort here at the Maritime Museum. The number is in the hundreds and comes in all forms. In this case, the number is those of you who give of your time to the museum.

One of the most significant is the Boat Festival where we needed roughly 75 volunteers to man the entrance gates, sell raffle tickets, serve in the concession stand, climb aboard the tug John Purves for the deck tours as well as a number of other odd jobs. Clearly, an event like that couldn’t be staged without volunteer help.

In early October, we worked in conjunction with the Egg Harbor Business Association to man the beer and food tents at Pumpkin Patch Festival and in return received a donation for the volunteer hours donated. It was late in the year and I realize that more than a few of you with caller ID might have thought twice when the Maritime Museum number came up on the phone. But you answered it anyway and many were willing to put in a few more hours to benefit the Museum.

As I repeatedly tell volunteers, my intention upon calling you is to never put you on the spot. “No” is an acceptable answer and while an apology is never necessary I always seem to get one. The apologies should really come from those of us here at the museum who at times don’t fully express our gratitude for all the contributions so many of you make to the museum’s success.

This year we had nearly 40 volunteers give time on behalf of the museum at Pumpkin Patch and that produced a nice check to assist operations as we begin to enter the quiet time of year.

I can’t write this column without paying special appreciation to a docent crew aboard the Purves. As evidenced by our Spotlight column in this issue of the newsletter, we have some new hands on deck and it’s amazing how they step right in and join in the love affair the crew has for this classic vessel.

We can always use more and I can’t emphasize enough how easy it is to start, get trained and offer an experience that people from throughout the world have enjoyed. Docenting also extends into the museum and we’ve also added a couple new volunteers who seem to equally enjoy sharing our maritime history with the 75 groups that visited the museum this season. As with any volunteer opportunity, when you volunteer and how much time is completely up to you.

As we head into the winter season, docenting slows down but we still lean on volunteers. Some assist with office work, reducing the burden on staff, and my mailing crew comes in on occasion to prepare the pieces that will promote next year’s events. We try to put on a pot of coffee.

Our former Friends Group still contributes to the museum, joining with others to provide baked goods for the Speaker Series or other special events.

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@dccomm.org. We’d love to have you.

Jon Gast, Volunteer Coordinator

Mariner and Coast Guard Person of the Year Awards

The 2012 Mariner Award winners are: C. Ray Christianson (posthumous) and Charlie Voight (left). USCG Person of the Year is Petty Officer Second Class David Mann (right). Mariner Award and USCG Person of the Year Dinner was held July 28th at the Sturgeon Bay Yacht Club.
Pirates - Ship to Store

With winter upon us I thought you might like some reading suggestions of pirate history books, geared for adults. Empire of Blue Water by Stephan Talty: This book is well-researched non-fiction that reads like a novel. The passion and violence of the age of exploration and empire come to vivid life in this story of the legendary pirate, Captain Henry Morgan, who took on the greatest military power on earth with a ragtag bunch of renegades.

Shipwrecks and Lost Treasures of the Great Lakes by Michael J. Varhola: Step into the past and aboard the decks of twenty one proud vessels, each one launched with high hopes but doomed finally to disaster. From the SS Edmund Fitzgerald, the last major freighter lost on the lakes, to the Leriffin, the ill-fated liner that mysteriously disappeared during a ruthless storm, the author spins these tales with heart-pounding drama. These ships live on in the most compelling Great Lakes stories you've ever read.

The Pirate Queen - In Search of Grace O'Malley and Other Legendary Women of the Sea by Barbara Sjoholm: This book begins in Ireland with the notorious Grace O'Malley, scourge to the most powerful fleets of 16th century Europe. This Irish clan chieftain and pirate queen was a contemporary of Elizabeth I, and a figure whose life is the stuff of myth. Other tales are included about women who rowed and sailed, commanded and fished, built boats and owned fleets.

Blackbeard: America's Most Notorious Pirate by Angus Konstam: The definitive biography of history's most fearsome and famous pirate. Of all the colorful cutthroats who scoured the sea in search of plunder during the Golden Age of Piracy in the early 18th century, none was more ferocious or notorius than Blackbeard. As unforgettable as his savage career was, much of Blackbeard's life has been shrouded...until now.

Drawing on vivid descriptions of Blackbeard's attacks from his rare surviving victims, the author traces Blackbeard's career from its beginnings to his final defeat in a tremendous sea battle near his base at Ocracoke Island.

The Pirate Coast: Thomas Jefferson, the First Marines and the Secret Mission of 1805 by Richard Zacks: In 1803 the American warship USS Philadelphia ran aground in Tripoli harbor and the Barbary pirates captured three hundred U.S. Sailors and marines. Faced with a hostage crisis and a war, President Thomas Jefferson made the bold decision to authorize a secret mission to overthrow the government of Tripoli. This book relates America's first overseas covert operation, and one of the most compelling adventures ever undertaken for love of glory and country.

Children's Lighthouse Festival Coloring Contest

Winners of the Children's Lighthouse Festival Coloring Contest are:

1st Place (4 & under) - Victoria Fescus
2nd Place (4 & under) - Merrill Kelsey

1st Place (5-7) - Sierra Arneman
2nd Place (5-7) - Garrett Ulberg

1st Place (8-10) - Jacob Guilette
2nd Place (8-10) - Sophia Buehler
New Exhibit Opening: "Pirates – Ship to Shore"

Pirates - Ship to shore: This dynamic new exhibit explores the life and times of the buccaneers and scalawags that roamed the east coast of North America and the Caribbean Sea during the golden age of piracy. Visit the costume room to don your pirate attire and explore the old port village of Nassau and walk the decks of the pirate ship Fortune. The bold can ready Fortune’s guns to fire upon an unsuspecting ship on the distant horizon. Visitors will also enjoy the many wonderful pirate paintings by renowned artist Don Maitz housed in the village’s small fort and thrill to genuine sunken treasure found in the assayer’s office. Don't miss the fun and fascination of this one-of-a-kind educational experience!

Member Event - Milwaukee Brewers Game

Join us for a bus trip to see the Milwaukee Brewers play the Chicago Cubs on Sunday, April 21! Bus leaves from the Museum at 9 a.m., returning after 6 p.m. The bus may make one other stop south of Sturgeon Bay to pick up participants. Game time is 1:10 p.m. Capacity is 56. The trip will go rain or shine; no refunds. Museum members $50, guests $55; cost includes bus and a terrace box seat ticket. Call the Museum today to reserve your seat! 920-743-5958
Museum Logo Wear

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

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

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

War of 1812 Quiz

1. What U.S. president declared war on Great Britain in 1812?
   a. John Adams
   b. Andrew Jackson
   c. Thomas Jefferson
   d. James Madison

2. How many states made up the U.S. in 1812?
   a. 13
   b. 15
   c. 17
   d. 19

3. When the declaration of war was voted on in the U.S. House of Representatives, how many states had the majority of their representatives vote "NO"?
   a. None
   b. 1
   c. 3
   d. 6

4. What motivated the U.S. to go to war with Great Britain?
   a. Support of the Indians by the British
   b. Maritime rights
   c. Growth of U.S. borders by conquering Canada
   d. All of the above

5. What was the major naval station on Lake Ontario for the British?
   a. Kingston
   b. York
   c. Burlington
   d. Niagara

6. What U.S. ship was nick-named "Old Ironsides"?
   a. Eagle
   b. Constitution
   c. Louisiana
   d. Scorpion

7. Where was the first battle of the war fought?
   a. New Jersey
   b. New Mexico
   c. New Orleans
   d. New York

8. The first major naval battle was fought on which lake?
   a. Lake Erie
   b. Lake Huron
   c. Lake Michigan
   d. Lake Superior

9. What smaller British vessel was the U.S.S. Constitution famous for defeating?
   a. HMS Iphigenia
   b. HMS Guerriere
   c. HMS Pinafore
   d. HMS Royal Oak

10. Which famous U.S. officer serving in the War of 1812 did NOT become a U.S. president or vice-president?
    a. William H. Harrison
    b. Oliver H. Perry
    c. Andrew Jackson
    d. Richard M. Johnson

   (Answers on page 12.)

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SikaFlex Challenge 2012

Rob & Erik Elliot (left) won first place with their "Canoe" carrying a United States Olympic Team theme. David Wood and Zach Wood Doughty of Madison claimed the runner-up spot. George and Neil Zachariasen (below) won the Palmer Johnson People's Choice Award with its "side wheeler" creation.

Paint The Bay Winners
Randy Rasmusen was the People's Choice winner, which means his work "Snug Harbor" will grace next year's festival poster. Jerry Richter earned honorable mention for his work "Pelicans Over Dunlap Reef."

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Haunted Door County

The Maritime Museum’s Executive Director, Bob Desh, was afforded the opportunity to craft the Forward for the newly published book, Haunted Door County. Authored by Gayle Soucek, this intriguing book explores many of the fascinating legends and ghost stories that are part of Door County lore. From haunted lighthouses to ghostly animal sightings and UFOs this interesting little book covers it all. Available in the museum store in Sturgeon Bay, it would make a great gift for anyone interested in the stranger side of Door County history - stop by and pickup a copy! Here’s what Bob wrote in the Forward:

A whimsical gift from retreating glaciers of a long-ago ice age, the Door Peninsula juts defiantly into the big blue waters of Lake Michigan. Long before Europeans discovered its riches, the Peninsula’s dense forests and living waters were irresistible to the native peoples. Its numerous nearby islands offered comfortable sanctuaries with unencumbered access to great expanses of open water facilitating freedom of movement along its shores. In the 1600s, French explorers found their way to the Peninsula and its islands by boat. Their arrival opened the way for a steady stream of sailors and pioneers that would navigate its waters and trails to harvest lumber, stone, fish, and the other resources available along the Peninsula’s diverse and sometime dangerous coastline.

These were rugged, resourceful men and women—bold sea captains, brave seamen, hearty lumberjacks, rugged fishermen and powerful quarrymen. The Peninsula’s history is punctuated by a long list of incredible characters and dramatic events. Its rocky shoals, treacherous channels, lonely coastline and the countless shipwrecks they wrought are the thing of legend. This tapestry of intriguing humans, lonely places, and all manner of disasters is fertile ground for wonderful tales and amazing stories.

The County’s name itself is shrouded in mystery. Porte des Morts (“Death’s Door”) is the chief navigational passage between the Bay of Green Bay and Lake Michigan. It lies between the end of the Peninsula and the rocky shores of Pilot, Plum, Detroit and Washington islands. The legends surrounding Death’s Door portray many a grim scene worthy of the passage’s moniker. They tell of a huge Indian war party pummeled to death against its rocky shores as they attempted to cross from island to the mainland to make war on a neighboring adversary. They recount the last voyages of innumerable wooden sailing ships pulverized by swirling currents and howling gales.

But like a fierce squall that blurs the line between sea and sky, the potent legacy of Death’s Door obscures the line between fact and fancy. The precise origins of the passage’s name remain shrouded in legend. One story recounts the destruction of a large Native American war party in a sudden storm. Early French and American travelers’ accounts contain similar stories. However, these earliest written accounts mention nothing of a war party per se. They say only that "there were a hundred Indians dashed against these rocks and killed in a single storm" or that a band of Indians, travelling in canoes to a French trading post, were resting on a rock shelf in the Door when a sudden storm trapped and drowned them between raging sea and ragged shore.

What we do know for certain is that the conflicting currents and unexpected winds of this treacherous, storm swept channel have claimed many an unfortunate sailor, be they Native American brave in canoe or merchant seaman on the decks of a sturdy schooner. Do the souls of those who’ve met an untimely demise traversing this infamous passage still wander the shores?

For the mariner navigating the busy harbors and coastline of the Peninsula, Death’s Door passage was but one of many opportunities for a small mistake to lead to certain destruction of both ship and crew. The Peninsula’s many bustling ports supplied the raw product needed to meet the insatiable appetite for lumber, stone, fish, and other commodities in Cleveland, Detroit, Chicago, Milwaukee and other Great Lakes cities. Safe navigation was paramount to economic success. Sailor and shipper alike demanded the construction of lighthouses to help steer clear of danger on a dark and stormy night. The Peninsula is dotted with these remote and lonely outposts where stalwart lighthouse keepers and their families stood watch at these shore-side sentinels. Many of the keepers seem unable to abandon their assigned post even in death. Their presence is still felt at several of the Peninsula’s dozen lighthouses. Are the lost keepers still tending their guiding lights?

The tales of unfortunate warriors, lost sailors and steadfast lighthouse keepers are but a few of the ghost stories woven into the fiber of Door County. Our mission at the Door County Maritime Museum is to preserve and celebrate the rich maritime heritage that shaped this remarkable peninsula. The many intriguing legends passed down from person to person are as much a part of the personality of the County as its factual history. Haunted Door County is a wonderful collection of some of these fascinating and entertaining stories. Once you read this book, come visit us at the Maritime Museum to learn even more about the amazing cast of characters that forged the history that makes Door County what it is today. Once you understand its maritime history, everything else you do in Door County will be even more special. Enjoy the book and come see us!
Mari-Times Spotlight

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

Steve Brunstrom has been married 41 years to Karen, “who gave me two stipulations: to stop smoking and quit the sea and get a ‘real’ job ashore.” They live in Sturgeon Bay and have two children and four grandchildren.

Steve’s father Roy was a U.S. Navy fireman in World War II and the Korean War before becoming a shipyard rigger at Bethlehem Steel’s Fore River Shipyard in Quincy, Mass.

“I spent my early childhood building and rowing boats and exploring the beaches of North Weymouth, Massachusetts,” Steve recounts. “I lifeguards for the Town of Weymouth during high school; attended the Massachusetts Maritime Academy from high school; earned a BS degree in Marine Engineering; and a United States Coast Guard Merchant Mariner’s license as a Third Assistant Engineer for both steam and motor.”

Steve raised his license during “shipping out” years from 1964 to 1971. He’s sailed the deep sea on tankers, break bulk freighters and oceanographic research vessels in nearly all the oceans of the world.

His decision to “come ashore” led to the American Bureau of Shipping (ABS) where Steve served in Yokohama, Japan; Boston, Chicago and Milwaukee as a surveyor, senior surveyor and retired principal surveyor in Sturgeon Bay in 2011.

“My early memories of the Maritime Museum take me back to the four years I spent in Sturgeon Bay during the boom years of thousand footer construction and the salt water specialty vessels built at PBI,” explained Steve. “It was then I knew Dan and Tom Austad through Door County Hardware. Dan was just beginning to realize and pursue his dream of developing a world class maritime museum in Door County. It fascinated me. I left Sturgeon Bay in 1979, returning in 1991, to see Dan’s dream take shape.”

In addition to serving on the Board, Steve is also one of the newest volunteer docents aboard the tug John Purves. It’s a position he has thoroughly enjoyed this past summer and heartily recommends.

“The museum offers me the opportunity to share my passion for all things nautical in a positive way,” he said. “I am struck by the time, money and dedication invested in the museum’s offerings, especially the amazing resurrection of the tug John Purves. The individuals who made that happen leave me in awe.”

On the side, Steve enjoys playing a little guitar and banjo with his grandsons, likes to grow things like vegetables and flowers, travel, shovel snow, watch Packers football and fix stuff.

“I would like to get my 100 ton operator’s license, visit Elephant Island, see the mountains of Patagonia and attend my youngest grandson Frankie’s wedding,” said Steve, listing some goals. “As for the museum, it has always been my wish to restore some of the in-water classic boats for the August show.”

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off trade with the enemy. In addition, the Non-Intercourse Act, which Congress allowed to expire in May 1810, was re-imposed in February 1812. During the war, the revenue cutters were required to board, inspect and seize offending merchant vessels to enforce these acts.

On 18 June 1812 President James Madison signed a declaration of war against the United Kingdom of Great Britain and Ireland, officially starting the War of 1812. At that time, the United States government faced the Royal Navy’s 600 ships with just seventeen navy vessels, a fleet of small gunboats, fourteen cutters and several smaller vessels of the US Revenue Cutter Service.

While heavily armed American privateers and navy warships carried out the war against British ships on the high seas, the domestic maritime force of revenue cutters, navy gunboats and a few trapped American warships waged war against British ships stationed off the East Coast. Throughout the war, revenue cutters served as frontline units, protecting American coastal shipping and combating British privateers, Royal Navy warships and enemy barges deployed for shallow-water operations.

Early Cutter Engagements

As they would in future conflicts, the revenue cutters put themselves in harm’s way, participating in the first naval encounters of the war. On 25 June 1812 the Norfolk-based cutter Thomas Jefferson captured the British schooner Patriot, bound from Guadeloupe to Halifax with a cargo of sugar. This was the first maritime capture of the war.

In early summer, revenue cutter master George Brooks armed and manned the cutter James Madison in a manner similar to a heavily armed privateer. Built in 1807 in Baltimore, the James Madison originally served in that port before taking up station in Savannah in 1809. At eighty-six feet in length on deck and twenty-two feet wide, Madison was one of the largest vessels serving in the US Revenue Cutter Service. On 17 July 1812, Brooks and his men put to sea from Charleston to go after six unescorted British merchantmen reported to be sailing up the coast from Jamaica. On 23 July 1812, Madison captured the 300-ton British brig Shamrock after an eight-hour chase. Bound from London to Amelia Island on the coast of Florida with a cargo of arms and ammunition, Shamrock carried six cannon and a crew of sixteen men. A week later, on 1 August, Madison captured the Spanish brig Santa Rosa near Amelia Island, and brought it to Savannah for adjudication.

On the same day that the Madison was overpowering the Santa Rosa, the cutter Gallatin, under the command of former US Navy captain Master Daniel McNeill, captured the British brig General Blake along the same route and brought it to Charleston for adjudication. The British ship flew Spanish colors and carried an illegal cargo, including African slaves.

During the course of the war, the revenue cutters played an important part in the war effort. In this article we’ll take a look at some of the stories of individual cutters and the heroic crews who served in them during the War of 1812.

Cutter Commodore Barry

Early in the war, the cutters continued to pursue their law enforcement mission in American waters, despite more numerous patrols by units of the Royal Navy. For example, during the summer of 1812, a British squadron comprising the 38-gun frigate HMS Spartan, the 36-gun frigate HMS Maidstone, the 18-gun brig HMS Indian, and the 12-gun brig HMS Plumper patrolled off the Maine coast near the

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Mari-Time Quiz Answers


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Marcie & Bill Harder

~ Charles Kinsey ~
Mary & Robert B. Trainer, Jr.

~ James Kolberg ~
Pritchett Friends, c/o Laura Bosnert
Marshall M. Calef
Judith A. Fuller
Mr. & Mrs. Steven Haynes
Mr. & Mrs. Bruce Johnson
William Johnson
Penny Olson & Glen Hasenjager
Judy & Sam Hutchinson
Razzia & Robert Lyons
Gary R. Larsen
Mr. & Mrs. Charles Mollenkamp
Mr. & Mrs. Robert Wierichs

~ George Pinney ~
Trudy & Jay Herbst

~ Sheila Saunders ~
Daniel & Holly Hurst

US Revenue Cutter Operations, from pg. 12

Canadian border. The first battle pitting a revenue cutter against Royal Navy forces took place between the cutter Commodore Barry and elements from this squadron.

By the beginning of August 1812, the Commodore Barry had rounded up five smuggling vessels in this area and was escorting them back to the customs house for adjudication. On 2 August, cutter master Daniel Elliott learned of a Royal Navy patrol and heard distant gunfire as the British captured American vessels not far from his anchorage. For self-defense, Elliott anchored next to the American privateer Madison in the harbor of Little River, Maine, east of Machias. Anticipating a British attack, the Americans beached their vessels and set up shore batteries behind defenses improvised from cordwood.

On 3 August, the British sent five armed barques with approximately 250 officers and men to attack the small American force. The British paid dearly for the attack on the Commodore Barry, suffering several dead and wounded, but the attackers carried the day. A local Maine fisherman witnessed the battle, recounting that at "about 1 p.m., five launches of men (about 250) started from (the Royal Navy warships) for the harbor. In a few minutes the firing commenced and continued for nearly two hours, then it

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US Revenue Cutter Operations, from pg. 13

ceased." All but three of the cutter's crew escaped into the woods, and these three cuttermen became the first POWs in Coast Guard history. The British sent the three men to Halifax, where they were incarcerated at the British military prison on Melville Island.

Cutter James Madison

During the seventeenth and eighteenth centuries, the French developed a naval strategy, termed guerre de course that relied on warships or armed vessels to attack enemy merchant shipping. As this was not a mandated mission of the Treasury Department's cutters, which had their hands full with lawn enforcement and protecting American commerce, only the James Madison pursued this strategy during the war. To increase the offensive capability of the Madison, Master George Brooks added four extra cannon, including short-range carronades, to the standard cutter armament of six guns. Brooks also more than tripled the cutter's usual complement of fifteen men to support boarding operations and accommodate prize crews for captured vessels. Brooks had turned the Madison into a tool for carrying out guerre de course tactics against the British.

On 13 August 1812, James Madison set sail on a cruise out of Savannah, in company with privateers Paul Jones and Spencer, to prey on British merchantmen. On 22 August, the James Madison located a British convoy and attacked that night. According to reports, Captain Brooks mistook the 32-gun frigate HMS Barbados for a large merchantman, ordered the cutter to fire several guns, and attempted to board the British warship before realizing his error. For seven hours afterward, the Barbados chased the Madison, which jettisoned two guns in its attempt to escape. The wind died, however, and the frigate eventually captured the cutter after deploying barrages to tow the enemy warship to the cutter's position. Barbados's captain, Thomas Huskinson, noted he had already chased Madison once before and complimented the cutter on its fast sailing qualities.

After the capture of the James Madison, the ship-of-the-line HMS Polyphemus sent a prize crew on board the cutter to sail it to England. On 7 October 1812, Madison's captors formally designated the cuttermen prisoners of war and processed the men for parole or internment. The British paroled Captain Brooks and his officers and, on 24 November 1812, they arrived by ship at New York. The British sent nine of Madison's enlisted men to Halifax and four of them to Boston. They placed the rest of the crew in prison at Chatham, England. Four men considered slaves were captured with Madison, as well as three men described as "mulatto," who were free "men of color" employed as members of the crew. One of the latter group, fifteen-year-old Beloner Pault, ranks as the youngest POW in the history of the US Coast Guard. On 28 May 1813, Madison seaman John Barber (or Bearbere) died on board the British hospital ship Le Pegase at Chatham. Historians consider him the first

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Family Maritime Parade

On July 31st, the Family Centers of Door County in partnership with the Maritime Museum and Thrivent Financial sponsored a Family Maritime Parade as part of the Sturgeon Bay Maritime Week. The parade route began at Sawyer Park, travelled down one block on Neenah Street, turned right on Oak Street, then right on Madison Ave and finished at the Maritime Museum, where there was food served, crafts for kids and other festivities.
US Coast Guardsman to die in captivity.

**Cutter Thomas Jefferson**

The enforcement of the British blockade of the Chesapeake Bay early in 1813 saw Royal Navy warships and their armed barges patrolling parts of the Hampton Roads area in search of unlucky American merchantmen. These armed barge patrols would meet their match on 11 April 1813 in the James River. On that day, the Norfolk-based cutter *Thomas Jefferson*, together with a pilot boat and a contingent of local militiamen, overhauled three Royal Navy barges. The armed barges attempted to escape up the river, but the *Thomas Jefferson* ran them down so fast that the flotilla heaved to. Just as the *Jefferson*'s captain, William Ham, was about to order a broadside, the British raised the white flag and surrendered. Ham ordered the nearly sixty British officers and men ashore under an armed guard of about forty riflemen. The cutter and militiamen also repatriated the crew of the American merchantman *Flight*, captured earlier by the British barges. The Alexandria Gazette reported, "The loss of so many men and barges at this time will embarrass the enemy not a little, as it will weaken very considerably his means of annoyance."

To be continued in the next issue of *Mari-Times*
Merry-Time Festival of Trees

Merry-Time Festival of Trees is a new initiative to joyously celebrate the holidays, promote our Sturgeon Bay and greater Door County community, and help raise much-needed Museum operating support. This event replaces the Museum’s long-standing Ports of Call gala and an expansion of the Holiday Ornament & Decoration Showcase. The festival dates (November 17-December 11) coincided with Sturgeon Bay’s Christmas by the Bay activities and kicks off after the Christmas tree lighting on Friday evening November 16. When the Museum’s doors opened on November 17, 21-decorated trees transformed the Museum’s galleries.

Many visitors celebrated the holidays by viewing beautifully decorated Christmas trees sponsored by area artists, businesses, and organizations. Each tree was decorated with ornaments or goodies appropriate to the sponsor’s designated theme. “Jingle, Jingle, Mix and Mingle” guests also participated in a silent auction of Art, Holiday Ornaments, and Decorations donated by artists, crafters and area businesses.

Special programming highlighted the festival. Rochelle Pennington presented the World War I Christmas Miracle on Thursday November 29 and, Santa once again visited the tug John Purves on December 1.

On the evening of December 11, we held a closing celebration for the Merry-Time Festival of Trees called Jingle, Jingle, Mix and Mingle. Members and guests made their final silent auction bids, purchased raffle tickets and enjoyed a sumptuous buffet.

We appreciate that many of you stopped in to see this extravaganza of trees and entered the raffles in the hopes of winning your favorite tree. Not only was the event a success from the standpoint of tree raffle tickets sales and the silent auction, but during the festival the number of visitors and store sales increased greatly.

A big thank you to all our event sponsors for the Merry-Time Festival of Trees: Bay Electric Systems, Baylake Bank, Bliss, Cellcom, Child’s Play, Cut Hut, DeJardin Cleaners, Door County Floral, Door County Hardware, Door County Libraries, Flanigan distributing of Door County, Glas – The Green Coffeehouse, Gwendolyn’s Jewelry, Herbst & Desh Families, Kitty O’Reilly’s Irish Pub, The Lodge FM 106.9, Madison Avenue Wine Shop, Marine Travelift/ExacTech, Meissner Landscape Inc., Ministry Door County Medical Center, Northern Territory, Pack and Ship Plus, Pirates in the Harbour Parrot Head Club of Door County, Roen Salvage Company, Staudenmaier Chiropractic Wellness Center, Stone Harbor Resort, Sturgeon Bay Visitor Center, Thrivent Financial – Glen & Grace Rossman, “Untitled” Used & Rare Books, Walmart, Warner-Wexel / Greisen’s Appliances Plus, and Westwood Shores.

Looking ahead to this year’s event, one way to help is to consider making an item for the silent auction. Are you a crafter or woodworker? Any hand-made project would be great; projects could be a wreath, bookshelf, quilted item, or ornament. If you have an idea and you are not sure if it would be appropriate, call Trudy at the Museum or volunteer Lucy at (920) 746-0516.

With your help, the Merry-Time Festival of Trees will become the holiday must-do activity of the season. Please call us (920-743-5958) or view the Museum’s web site (www.dcmnm.org) for updates on 2013 Festival of Trees activities: Santa on the Tug, Tug Tales, etc.
Five Programs Planned for Maritime Museum's Speaker Series

On Saturday, Nov. 10, Dr. Lawson Brigham was at the museum. Brigham is one of the country's leading experts on Arctic studies. He is currently the Professor of Geography & Arctic Policy at the University of Alaska-Fairbanks. A career U.S. Coast Guard officer, he commanded four Coast Guard cutters, including the polar icebreaker Polar Sea. His presentation will be a homecoming of sorts since Brigham was the first commanding officer of the Mobile Bay, which is home ported in Sturgeon Bay.

On Thursday, Nov. 29 popular author Rochelle Pennington returned to the museum for a program titled "World War I Christmas Miracle." It delved into the story of the famous World War I Christmas truce featured in her book "Christmas Gifts: Ten of the Greatest Ever Given." The program detailed circumstances surrounding the 100,000 combatants who ceased hostilities, left their trenches and "met in the middle" on Christmas. She drew directly from soldiers' accounts in diaries, letters home and newspaper articles. Her presentation included photos as well as authentic World War I artifacts. Her appearance was part of the museum's Merry-Time Festival of Trees celebration.

On Thursday, Jan. 3 the series continued with a program by Charlie Klein, owner of Dorsal Sails & Canvas in Sturgeon Bay, about the sail and its evolution. Dorsal is a small business whose sail making and repair facility is ideally situated in the loft space in the Great Lakes Yacht Services boatyard adjacent to the Michigan Street Bridge. It is now a canvas and upholstery shop. Klein has a passion for sailing as he and his wife Susan Gigot-Klein and son Tristan have lived aboard sailboats and cruised some 13,000 miles on several boats they have designed and built. Klein delivered a diverse program with particular emphasis on how technology has made its way into sail making and design.

On Thursday, Feb. 7 George Houde will be at the Museum. Houde is one of the producers of the History Channel series “Great Lake Warriors” which spotlighted John Selvick’s tug fleet. He will talk about the development and making of the television series.

On Thursday, March 7 the series concludes with the U.S. Coast Guard's presentation on the new “Rescue 21” emergency communication system. Rescue 21 is the Coast Guard's advanced command, control and direction-finding communications system, which was created to better locate mariners in distress and save lives and property at sea. Rescue 21 enables the Coast Guard to execute its search and rescue missions with greater agility and efficiency.

All of the programs begin at 7 p.m. at the Sturgeon Bay museum. They are free of charge and open to the public with donations appreciated. For more information contact the Museum at 920-743-5958 or visit www.dcmm.org.

Some of the Speaker Series programs are recorded and you can watch them on the web at our website http://www.dcmm.org/ on the Museum News page, or at Sturgeon Bay Public Access TV Online http://sbtv.pegcentral.com/.

Merry-Time Festival of Trees

The Hardware Tree, shown at left, was sponsored by Door County Ace Hardware and won the most raffle tickets!
The Winter Dazzle Tree, near right, was sponsored by Sturgeon Bay Visitor Center.
The Pink/Breast Cancer Awareness Tree, shown at far right with Elf Bob (a.k.a. Museum Executive Director Bob Desh), was sponsored by Westwood Shores.
Sponsor A Day of Amazement At the Museum

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

Sponsor A Day is a wonderful way to honor a loved one, recognize a birthday, an anniversary or a memory! You will be recognized at all three Museum locations, on our website and in the Museum newsletter. You will also receive a support decal for your car window or business entry.

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

Sponsor A Day Commitments

May 25, 2012 is sponsored by Pete & Jelaine Horton: In Memory of Arthur Horton on His Birthday

June 24, 2012 is sponsored by Remote Operations Company: Radically Changing the Way Information Technology is Delivered

July 20, 2012 is sponsored by Washington Island Ferry Line, Inc.

July 28, 2012 is sponsored by Remote Operations Company: Radically Changing the Way Information Technology is Delivered

Aug. 6, 2012 is sponsored by Pete & Jelaine Horton: In Memory of Our Son Charlie Satkoski

Oct. 15, 2012 is sponsored by Jeff & Allison Oakwood: In Honor of Our Wedding Anniversary

Oct. 23, 2012 is sponsored by Bay Shore Inn: Celebrating 90 Years as a Year Round Waterfront Resort in Door County

Nov. 21, 2012 is sponsored by The Nightingale Supper Club: In Memory of Fritz Ripp, U.S. Navy 1944

Dec. 11, 2012 is sponsored by Baylake Bank: Helping Build The Good Life

Dec. 27, 2012 is sponsored by Paul’s wife, Karen: In Honor of Paul Andrus’ Birthday

Feb. 20, 2013 is sponsored by Timothy Graul Marine Services

June 13, 2013 is sponsored by Don DeLuca: In Honor of the Purves Volunteers

June 15, 2013 is sponsored by Lloyd & Merlaine Angwall: In Memory of Our Dad, Robert Angwall

July 27, 2013 is sponsored by Lois Seiler: In Memory of Ted Seiler’s Birthday

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 ($75): One Adult  [ ] Family ($1,000): Two Adults & children

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

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

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

Membership Does

Guest Passes: Pkgs @ $10/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# __________

Member Name(s) ____________________________________________
Address ____________________________________________
City __________________________ State & Zip __________
Phone __________________________ E-mail __________________________
Name of person giving membership, if Gift __________________________ Phone __________________________
Message __________________________________________

Mail Form and Payment to DCMM, 120 N. Madison Ave., Sturgeon Bay, WI 54235  Questions? Please contact Susan Zeyher, Administrative Coordinator: (920) 743-5958 or szeyher@dcmm.org
WELCOME TO NEW MEMBERS
(5-15-12 to 12-31-12)

Toni & Don Aquino.............West Allis, WI
Matt Askins....................Sturgeon Bay, WI
Robert A. Barr..............Sheboygan, WI
Lynn & Richard Bennett.....Brookfield, WI
Barbara & Roger Bodart......Milwaukee, WI
Barbara & Richard Board Stevens Point, WI
Richard Brisch..............Egg Harbor, WI
Brenda Bryant & Denise McGinnis..............Green Bay, WI
Linda & James Carter........Milwaukee, WI
Carol Cesar....................Sturgeon Bay, WI
John S. Clove..................Sister Bay, WI
R. Warren Comstock............Baileys Harbor, WI
Sara & Rodney Dick...........North Branch, MN
Kathleen & Michael Dietz......Batavia, IL
Pamela & Adrian Duszynski...Madison, WI
John Erickson.................Spring Valley, WI
Holly Feletti & Terry Warren..Tonica, IL
Marge & Mike Finnnessy......Plover, WI
Rosa & Jeff Fleck...............Racine, WI
Deanna Francis & Tony Manzelia........Sandwich, IL
Kathleen Gessert..............Sturgeon Bay, WI
Brenda Hale....................Sturgeon Bay, WI
Susan & Jack Hale..............Sturgeon Bay, WI
Julie & Paul Hamlin..........Sturgeon Bay, WI
Mary & John Hawkins.........Waynesville, NC
Donna & Robert Hays..........Sturgeon Bay, WI
Lonne Hewuse...............Kewaunee, WI
John Hipsensteel.............Sturgeon Bay, WI
Maggie Hirthe & John Murphy......Milwaukee, WI
Monica & Jeffery Horton & Sid
Streckenbach..................Green Bay, WI

Christy & Jefferson Hoyt..Menomonie, WI
Ruth Ilg....................Grant Park, IL
Elizabeth L. Kimbrough & Shaun P.
McDonald....................Oshkosh, WI
Kayse S. Knutson.............Sturgeon Bay, WI
Amy & David Labott.........Sturgeon Bay, WI
Shawn & Bobbie Lalandes Sturgeon Bay, WI
William Lane.................Green Bay, WI
Amanda & Donny Lang........Green Bay, WI
Rick Magill...................Naperville, IL
Jen & Josh Malcore..........De Pere, WI
Marcia Marten & Brian J. Schimp.....Mason, OH
Dawn & Dave Marx.............DeKalb, IL
Nancy & Bob McMillan.......Green Bay, WI
Moira & Peter Moede.........River Hills, WI
Faith & Bob Murray..........Ellison Bay, WI
Molly Laffin Newman.......Du Quoin, IL
Sheila & Dallas Nichols.....Chesterfield, MO
Allison & Jeff Ockwood.....Frisco, TX
Lisa & Mike Olson...........Howards Grove, WI
Jennifer & Alan O'Neill......River Falls, WI
Betty & Bill Parsons........Sturgeon Bay, WI
Kathy & Mike Peito..........Brookfield, WI
Linda & Larry Perkins.......Ellison Bay, WI
Larry L. Peterson..........Larsen, WI
Cindy & Allen Powell........Sturgeon Bay, WI
Patricia & Dave Prentice, Jr..Lombard, IL
Kirsten & Hoyt Purinton....
..........................Washington Island, WI
Anna M. Quale.................Sturgeon Bay, WI
Jane & John Richards.......Madison, WI
Patricia & Mike Rooney......Waukesha, WI
Michael A. Salisbury........Portland, OR
Jeanne & Roger Schilf......Brunswick, GA
Brian J. Schimp...............Mason, OH
MaryLou & Michael Serchen...
........................................New Berlin, WI
Teddy & Carl Spiegelberg.....Green Bay, WI
Karla & David Spika.........Green Bay, WI
Brad Stetz.....................Rock Springs, WI
Sheila & Tom Stoddard......Sturgeon Bay, WI
Stephanie & Bill Strachan...Baraboo, WI
Sid Streckenbach..............Green Bay, WI
Charles Streich..............Mequon, WI
Janet & Ron Stromen........Ellison Bay, WI
Rita & Robert Sullivan.....Baileys Harbor, WI
Lois Sunstrom-Lovering.....Sturgeon Bay, WI
Kathy & Kraig Tabor.........East Troy, WI
John J. Teskey..............Blue Earth, MN
Sally Treichel...............Sturgeon Bay, WI
Mary Anne & Kenneth Urlakis Colgate,
Darren Voigt................Sturgeon Bay, WI
William Voss.................Mesa, AZ
Lissa & Mike Wagner.........Sturgeon Bay, WI
Terry Warren..................Tonica, IL
Joan & Todd Wilson..........Wattertown, WI
Dawn & Fred Wittig..........Sturgeon Bay, WI
Sharon & James Wolf.........Delafeld, WI
Page Zettle...................Algoma, WI
Linda & Michael Zolnosky...
.....................................Sturgeon Bay, WI

NEW LIFETIME MEMBERS——
SINGLE & FAMILY
Kristen & collin Jeanquart........
.........................................Sturgeon Bay, WI

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STurgeon Bay: 920-743-6505
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www.пnkerbawavпр.com
Calendar of Events

Thu. Feb 7 – Maritime Speaker Series: George Houde, 7 pm  Free & open to the public with donations appreciated.

Thu. Mar 7 – Maritime Speaker Series: U.S. Coast Guard “Rescue 21”, 7 pm Free & open to the public with donations appreciated.

Mon. Mar 18 – Lighthouse Festival tickets go on sale for Maritime Museum members only. See our website for more details www.dcm.org. Call us for tickets 920-743-5958

Sun. Mar 31 – Museum CLOSED for Easter

Mon. Apr 1 – Lighthouse Festival tickets go on sale to the public. See our website for more details www.dcm.org. Call us for tickets 920-743-5958.

Sun. Apr 21 – Bus Trip to Milwaukee Brewers Game, versus the Chicago Cubs. Bus departs at 9 am from the Museum.

Sat. May 4 - Shipyard Tours

June 7-9, 2013 – 20th Annual Door County Lighthouse Festival.

July 26-Aug 4 – Maritime Week. A diverse variety of maritime events happening in various places around Sturgeon Bay.

August 3-4, 2013 – 23rd Annual Classic & Wooden Boat Festival Don’t miss this action-packed weekend that’s fun for the entire family!

Nov. 16 - Dec. 10 – Merry-Time Festival of Trees. See all the trees donated & decorated by different organizations.

Tues. Dec. 10 – Jingle, Jingle, Mix & Mingle. Culminating event for Merry-Time Festival of Trees

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