Friends of Plum & Pilot Islands, Inc.

Where history and nature meet at the Door!

Founded in 2007

Forum: Summer 2022

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FOPPI *Forum* back issues can be found at the Washington Island Archives, WI Marine Historical Society, WI Maritime Museum, Egg Harbor Public Library, Sturgeon Bay Public Library, and the Wisconsin Historical Society Archives.

Hello, Friends,

I'm writing this from my deck, enjoying the birdsong and watching a little hummingbird circling my feeder. I live in town, so it's not often that nature drowns out the traffic noise. Tonight is one of those rare nights which make me long for my Door County escape. It's been a long time coming.

There is a lot happening on Plum Island right now. The 43 window panes that were painted last year by a group of volunteers are being installed in the crews' quarters. They are painted a historically accurate shade of green that reminds me of the forest. Some of the windows are original to the building, and the glass in them is wavy. Others are smooth reproductions, but just as gorgeous as the originals. You need to look closely to see the difference, and I hope you do!

While the contractors are hammering and sawing, our board members and volunteer leaders are busy planning the season's workdays and special events such as our Sunset Cruises, Annual Meeting, Explore Plum Island, and Monarch Tagging with the Washington Island school children. These are the fruits of our efforts: to meet our members, introduce FOPPI to our community, and ripen a sense of the wonder within our future leaders.

Our two-hour private educational and historical charter tours from Washington Island's Detroit Harbor around Plum, Pilot, and Detroit Islands have introduced us to some wonderful people who are so happy to get out on the water and listen to the islands' history and Captain Jim's stories of diving on the wrecks. When we tell them that their time on *The Shoreline* is actually helping to restore and preserve the historic maritime structures on these islands they smile, recognizing that they are now a part of this amazing story. They offer to tell their friends about this opportunity, and we welcome them to share in our mission.

So, sit back and read about all the wonderful work that would not be done without your support. You are truly treasured.

I hope to see you soon!

—Mary Beth

Refuge Manager's Corner

Happy summer, everyone! It's been a very busy year for the U.S. Fish and Wildlife Service as we work with FOPPI on planning and projects. We're grateful for the support of all the members and volunteers who have been chipping in to help showcase all that the Green Bay and Gravel Island National Wildlife Refuge has to offer.

Over the course of the spring we took on planning and staging for a number of important historic preservation and wildlife and habitat conservation projects that wouldn't be possible without your support. As many of you know, we've had work happening at the crew quarters building on Plum Island, with installation of the final door related to last year's "phase 1" of the window and door restoration. With that addition we finally have secure doors to the exterior of the building! A big "Thank you!" to the donors, volunteers, and contractors who helped make that happen. We also are nearing completion of "phase 2" of that project, with Delaware Paint working hard to replace all of the windows, sills, and trim of the crew quarters. Work began June 8, and we're hoping to see a final inspection of the work in August. We're overjoyed that FOPPI supported this project by donating funds to produce all of the window trim (500 linear feet!), which made this whole project possible. Thank you to everyone who donated to FOPPI in support of this historic preservation effort!

The other big project this summer is the (drumroll, please!) installation of a vault toilet facility! By the time we were together celebrating at the annual meeting on July 23, we had the new vault toilet installed. This project was due to the hard work of Project Leader Bill Peterson and his unwavering support of visitor use at Plum Island. With the arrival of the new vault, we bid farewell to the old, battered porta-potties at the back of the boathouse.



Vault toilet on Plum Island

This project is another example of FOPPI coming together in support of the refuge: without your donations, the porta-potties would not have been clean and ready for visitors this summer. After the refuge's pump broke in 2021, the refuge had to pay Shipyard Marina at a cost of $2,000 to come get the porta-potties emptied and ready for visitors this summer—an amount of money which could have paid for wages and travel for USFWS staff to support the refuge.

As you may know, the USFWS has purchasing restrictions in place which limited our ability to pay for another cleaning this summer—and this is where you all came in. We are grateful to FOPPI for stepping up to serve visitors to the island by paying for the second pump-out of the season. With recognition of the importance of providing safe, sanitary, and long-term solutions to bathroom use on Plum Island, Bill's hard work to secure the funds, and our collaboration to limp through this summer by sharing costs to pump out the porta-potties, we "cut the ribbon" on the $48,000 vault toilet in late July!

Your support as members, volunteers, and ambassadors truly is a value unmatched in the area. I'm thankful for all of you as you continue to help us achieve our mission to work with others to conserve and protect the fish, wildlife, plants, and their habitats for the benefit of future generations. Without your help, the iconic sites found along the Grand Traverse islands within the refuge are known and loved throughout the region. Thank you, and I look forward to seeing many of you this summer in the field.

—Joel Vos, Refuge Manager, Green Bay and Gravel Island National Wildlife Refuge

Events & Outings



August 5-7: Door County Classic & Wooden Boat Show
This popular event is held at the Door County Maritime Museum (dcmm.org) in Sturgeon Bay. FOPPI will have merch for sale, info, and friendly volunteers!



August 13: Explore Plum Island
FOPPI and USFWS will offer guided interpretive tours of Plum's natural habitat and history structures.
Go to https://www.signupgenius.com/go/8050f4faeac2aaaff2-explore to sign up!



August 19: FOPPI Sunset Cruise
Sit back and relax aboard the Island Clipper while taking in views of Plum Island.
Click for tix: https://www.plumandpilot.org/store/p34/FOPPI_2022_Sunset_Cruises.html

August 20: Plant Sale
FOPPI is excited to partner with Stone Silo Prairie Gardens in De Pere—an event timed for planting native perennials in the fall. Visit stonesiloprairie.com for more info.

August 27: Death's Door BBQ
Don't miss this one-of-a-kind BBQ extravaganza on Washington Island! Learn more at deathsdoorbbq.com.



Sept 30-Oct 2: Fall Lighthouse Festival
FOPPI hosts guided tours of Plum Island's nature trails and range lights. Visit dcmm.org for tickets and more information.

The Shoreline

In the spring of 2022, FOPPI was given an incredible donation of $100,000 to purchase *The Shoreline* from Jim Robinson of Shoreline Charters. Jim decided to retire, and, having been a longtime FOPPI supporter, he approached us with an offer that would provide us not only with a way to attract volunteers and contractors to the islands, but donors and visitors as well!

To read a bit more, check out this article by Tim Sweet in *Door County Pulse*: https://doorcountypulse.com/they-bought-the-boat/



Photo of the *The Shoreline* by Tim Sweet

Educational & Historic Death's Door Cruise
Cruise Death's Door aboard the Friends of Plum & Pilot Islands' boat, *The Shoreline*!

Interested? Just click on *The Shoreline* link on our website (www.plumandpilot.org)! From there, you can fill out a cruise request form as well as make a "Float the Boat" donation to help support FOPPI's new venture.

You have to leave the city of your comfort and go into the wilderness of your intuition. What you'll discover will be wonderful. What you'll discover is yourself.
—Alan Alda

The Return of Washington Island's Birding Festival by Tim Sweet

I had just exited my car when a uniquely decorated blue Prius pulled up in the parking lot with a sign on its back bumper that read, "BIRD RESEARCH FREQUENT STOPS." Out stepped Paul Noeldner, a master naturalist, bird guide, and tuba player from Maple Bluff, WI. Noeldner greeted a small group of folks gathered nearby and played a quick 34-note rendition of "Call to the Post."

No, it wasn't the start of the Kentucky Derby. Rather, it was the return of Washington Island's Birding Festival, a three-day event scheduled during the height of spring migration in May.

A strong south wind was blowing seemingly endless numbers of broad-winged hawks over the Potato Dock. Randy Holm estimated the the total to be in the thousands. Mixed in with the hawks were occasional American bald eagles and ospreys. Yellow warblers, American redstarts, and a Bonaparte's gull were added to the list of sightings from this region of the island.

All of the K-8 students from Washington Island School were given a bird-banding demonstration by Cindy Samples, a volunteer with the U.S. Fish and Wildlife Service (USFWS). Samples, from Winona, MN, enjoys sharing her love of birds with children. Unfortunately, the avian flu outbreak caused the cancellation of capturing live birds this year.

Scarlet tanagers, Baltimore orioles, and rose-breasted grosbeaks adorned the tops of birch trees along Green Bay Road.

Rob Hults, founder and executive director of Open Door Bird Sanctuary in Jacksonport, directed an evening program at the Trueblood Performing Arts Center (TPAC) called "Hunters of the Sky." Hults and two of the sanctuary's assistants brought along five live raptors, much to the delight of the large audience. The Art and Nature Center and the USFWS sponsored the educational event, which was free to the public. One of the many highlights of Hults' presentation was an appearance by Aisling, an impressive Eurasian eagle owl.



Sandhill cranes

Saturday morning started with a flurry of activity. Birds began twittering at first light. I pulled the curtains aside and peeked out the window of Driftwood Cottage at the Jackson Harbor Inn. The beautiful scene was too inviting to ignore. I rolled out of bed and went for a walk along the shore of the harbor. Two sandhill cranes took off from the shadows and flew by over the placid water. Up ahead, a silver fox turned its attention away from a pair of Canada geese when it heard me approaching and headed for cover. What a blessing it must be to live in a place like this. I was thankful to be able to spend some time here.

Randy Holm and Melody Walsh's backyard is located in the middle of Washington Island. Birds of all kinds like to drop by their feeders and hide out among the numerous trees and shrubs. Ruby-throated hummingbirds, indigo buntings, Baltimore and orchard orioles, and gray catbirds were some of the species I recognized from their deck. Melody was excited when Frank Gercz, from U.S. Fish and Wildlife Service, pointed out a northern mockingbird. That seemed to get many of the birders pretty pumped up. The camaraderie of being with like-minded people was infectious.

Birdwatching continued for guide Deb Ford while she ate a smoked pork Cuban sandwich on the grounds of Hotel Washington near Detroit Harbor. The food and the weather couldn't have been better as flocks of blue jays drifted overhead.

That's where I connected with Steve Waldron and his wife, Laura. They agreed to take me and others on a hike with them to the infamous Coffey Swamp State Natural Area.

The Return of Washington Island's Birding Festival by Tim Sweet

"You'll need high boots because the water and the mud can get pretty deep in there," Steve explained.

I had visions of quicksand swallowing my shoes and maybe more. We ended up hiking to the edge of the swamp and then skirting it for a ways before circling back to where we began. Not too many birds were identified during the afternoon heat, but we did find a beautiful babbling brook that flowed out to an amazing view of Lake Michigan.

Later in the evening, Noeldner guided an owl prowl that began at Gibson's West Harbor Resort. After he officially called us to order with his tuba, we sat on the beach and stared at dreamy clouds and dazzling colors as the sun sank low in the western sky. A moment later, Noeldner received a phone call from Pamela Young, who reported hearing a great horned owl hooting in her neck of the woods at Jackson Harbor.

Everyone caravanned over to the northeast corner of the island in hopes of seeing or hearing it. The owls had quieted down and remained hidden by the time we arrived; however, some tree frogs serenaded us under the light of a full moon rising in the east.



Laura Waldron enjoying the view

At 7am Sunday, I joined the USFWS for a bird outing to Plum Island. It was great to have Dustan Hoffman, the former ranger for the Green Bay National Wildlife Refuge, along with us. A red-eyed vireo was spied along the perimeter trail on the east side of the island. Bald eagles were observed nesting near the ruins of the original lighthouse. Steve Winter set up his scope by the rear range light so we could observe a gorgeous redhead duck. We even had the opportunity to look for birds from the top of the range light!



Birders atop the range light

Back on the boat, Frank Gercz pointed out a pair of ruddy turnstones. These unusual shorebirds, with distinctive calico-colored backs and orange legs, were walking along the end of the break wall. It was the first time I had ever seen one of these beautiful little shorebirds.

What a fitting end to a great festival! I'm already looking forward to coming back again next spring.

Are you interested in learning more about birds? The Cornell Lab All About Birds website is an excellent—and free—resource for learning to recognize birds by sight and sound: https://www.allaboutbirds.org

Door County Lighthouse Festival by Tim Sweet



Captain Jim Robinson nearing Pilot Island

Tours of Plum and Pilot Islands were given during the Door County Lighthouse Festival (dcmm.org) held the weekend of June 10-12. Captain Jim Robinson piloted *The Shoreline*, the boat he recently sold to Friends of Plum and Pilot Islands (FOPPI).



Visitor enjoying the view from the range light

Visitors were able to climb the range lights on Plum Island and learn about the history of lighthouse keepers. The tour also provided a close-up view of Pilot Island's lighthouse, fog signal ruins, and the birds that live there. Stories of shipwrecks were shared, and participants were taken over the wreck of the *Grape Shot*, an 1855 schooner that sank off the shore of Plum Island and currently rests in about 6' of water.

A crew from Delaware Paint Company was making preparations for the installation of the windows in the Plum Island Lifesaving Station. This work is expected to be finished in about a month. It is being funded by the U.S. Fish and Wildlife Service.



Birds on Pilot Island



Delaware Paint Company crew member working on window

If you missed the spring festival, there's another one coming up in the fall! Visit http://www.dcmm.org/event/fall-lighthouse-festival/ for more information and tickets.

And, if road-tripping is more your speed, go to https://www.onlyinyourstate.com/wisconsin/wi-lighthouse-road-trip/ to check out a lighthouse route in Wisconsin.

Sunset Cruise & Annual Meeting and Picnic

Sunset Cruise by Tim Sweet



Friends of Plum and Pilot Islands (FOPPI) hosted its first sunset cruise of the summer on Friday, July 15, onboard the *Island Clipper* based out of Gills Rock. Cruisers from both Washington Island and the mainland were blessed with perfect weather, a jazz saxophone player, delicious food and drinks, and a light southerly breeze. Captain Charlie Voight skillfully piloted his boat through the waters of Hedgehog Harbor, Garrett Bay along Door Bluff, and then out into Death's Door with close-up views of the Plum Island range lights and life-saving station as well as Pilot Island's lighthouse, before turning west to watch the sun disappear over the horizon of Green Bay.



Many thanks go to the event's cash sponsors: Destination Door County and Island Orchard Cider; donations were received from the *Island Clipper,* Charlie's Smokehouse, Island Orchard Cider, Twelve Eleven Wine Co., Yacht Works, Inc., Bayshore Outfitters, Hat Head, and Pat Keenan Design; service providers on the vessel included the *Island Clipper*, Charlie's Smokehouse, Jackson Harbor Soup, Twelve Eleven Wine Co., Peach Barn Brewery, and Eric Schroeder on saxophone.



A special thank you to Mike Repp for organizing the event. All proceeds go toward the restoration of the historic maritime structures on Plum and Pilot Islands. Another sunset cruise is planned for August 19. Visit www.plumandpilot.org for details on the upcoming event.



Annual Meeting and Picnic
by Nancy Leisgang



Saturday, July 23, was a beautiful day for FOPPI's annual meeting and picnic on Plum Island. Members and their guests were transported by Charlie and Chris Voight aboard their *Yankee Clipper*, while the picnic team rode aboard *The Shoreline*, FOPPI's recently acquired vessel, which was captained by Jim Robinson.



After remarks and updates by Board members and USFWS staff, a picnic lunch prepared by Jackson Harbor Soup was served. Members then had time to view displays inside the boathouse and to explore Plum Island, walk its trails, climb up in the rear range light, and take in the unique and lovely scenery. What a wonderful day!



The Diaphone Fog Horn by Jake Heffernan

Hundreds of years ago, before GPS or radar, sailing ships plied the waters almost blindly, hoping to keep their wooden hulls off the sharp rocks hidden just under the surface of the waves. Lighthouses were built to help guide these ships in their journeys, but when blankets of thick fog cover the waters and shorelines, the light from the lighthouse becomes useless.

Early fog signals such as at Boston Lighthouse, the first lighthouse built in the modern United States, used cannons to signal ships in poor visibility. This solution required massive quantities of gunpowder and was extremely labor intensive. The keepers at times fired the cannon as fast as it could be loaded for hours or even days at a time. Some lighthouses soon began using large bells with automated hammers that would strike the bell at a defined interval but the bells lacked the carrying power that the report of a cannon provided. Often the sound of the surf would easily overpower the bell's gong.

As wooden hulls and sails gave way to steel and steam, the Lighthouse Board began using steam whistles as fog signals. The sound carried a fair distance, and the boilers were not different from what was widely used at the time, meaning there were plenty of knowledgeable people to tend the machinery. Many whistles used for this purpose were 10" in diameter and about 35" tall and provided a deep, rich tone compared to smaller whistles used on ships and shore. When diesel power began to replace steam, compressed air signals were explored to replace the now outdated whistles, though some whistles were simply powered by air at first. Steam sirens had been occasionally used, but compressed air sirens became more popular. The siren produced an incredibly powerful sound; however, the 6" diameter First Class siren required a very high volume of air at about 80 psi to operate, creating an incredible, pulsating sound wave. A reporter once said that the intense vibrations of the siren would scramble eggs in their shells and curdle milk. The siren on Pilot Island in Death's Door was said to be the loudest fog signal on the Great Lakes, with the siren claimed to have been heard a seemingly impossible 40 miles away.



A Gamewell Type B diaphone next to a Diaphone Signal. Co. Type F diaphone set up along Lake Erie. Both are in working condition.

In 1894, Robert Hope Jones, a prominent organ inventor, patented a new organ stop called the diaphone. The diaphone was his way of creating a deep and powerful bass tone for the organ. In 1903, Professor John Pell Northey from the University of Toronto modified Jones' diaphone and patented the altered version of the diaphone for fog signal purposes. To begin manufacturing the new fog horns, the Diaphone Signal Company was founded in Toronto. The United States bought the patent not long after and began producing its own diaphones to be used in U.S. lighthouses.

The crucial parts of the diaphone consist of the casing, the cylinder and the piston. The piston fits snugly within the cylinder and oscillates forwards and backwards many times per second. Small slits direct air into and out of the rear side of the cylinder to both drive the piston, as well as to cushion it on each end of the stroke. This section of the cylinder is known as the "motor." On the forward end of the cylinder, both the cylinder and piston each have slits for air to pass through. As the piston cycles forward and backwards, powerful puffs of compressed air are allowed through the slits, which creates the sound of the horn. This is known as the "speaking" section. The cone shaped resonator is bolted to this end and directs the sound in

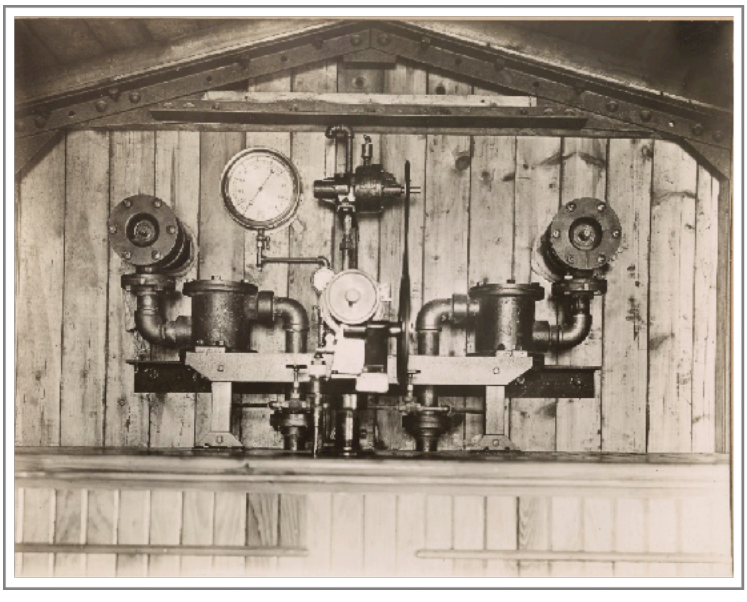
the desired direction. Often this is the only part of the foghorn actually visible.



Brass diaphone pistons, L to R:
Type F, aluminum Type B, Type F2T, Type G

Diaphones are classed by “Type” to describe their size. Type A is the smallest diaphone built, followed by Type B, C, CC, F, F2T, G, and K. Type F and the two-tone Type F2T were the most commonly used fog diaphone sizes, both being equipped with a 5” diameter piston and fed by a 4” diameter air line with 35psi of air. The motor drive is connected to a 1.5” supply line and automatic valve. Diaphone Types CC, F, G, and K feature a “grunt” at the end of the sounding cycle that made the Diaphone instantly recognizable as a fog horn—recognition that could not be made with whistles or sirens. The grunt is made possible by the use of a second valve and air inlet to turn off the air supply to the “motor” driving the piston by closing the valve that allows air to the motor section of the cylinder before the valve for the speaking chamber. This results in the piston’s speed quickly decreasing, while still providing full power to the “speaking” section, lowering the frequency of “puffs” passing through the cylinder and piston, thus lowering the frequency of the tone.

The United States was able to modify the Type F in order to sustain the grunt at the end, turning it into a full-length, lower pitch tone. This is the source of the tone most people commonly associate with fog horns. “BEEE OHHH” To add to the horn’s flexibility, the characteristic of a Type F2T horn could be changed with a simple adjustment. By adjusting a small valve, the same horn could be sounded as a Type F (single tone with a grunt) or as a two toned “BEE OHHH.” A timer or code wheel was used to automatically open a pilot valve to allow air into the motor drive and start the cycle. The ease of maintenance and the lower sounding pressure appealed to the U.S. Lighthouse Service and the lightkeepers themselves. Rather than a siren needing 80 psi or more to sound, diaphones sounded at just 35-40 psi.

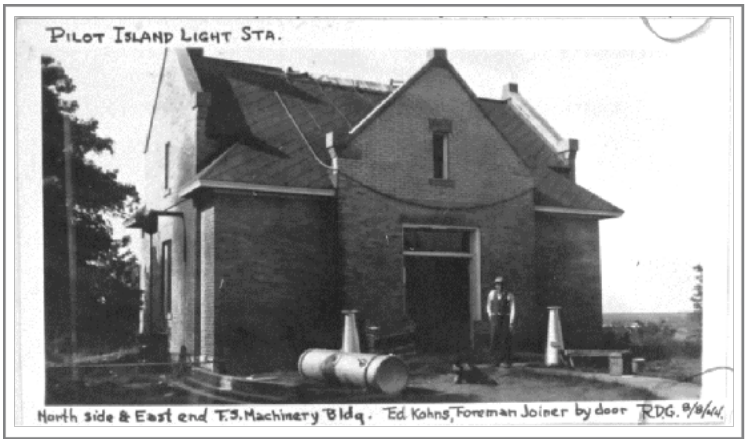


Smaller horns, such as the Type B or Type C are fed by 1” diameter air lines at 35 psi and were used in areas where the incredible power of the Type F was not needed. Fourteen Foot Shoal Lighthouse on Lake Huron was equipped with a Type B, and Spectacle Reef Lighthouse nearby was equipped with a Type C. These smaller horns do not feature a grunt or second tone, as you can see by the lack of a second air pipe entering through the top of the cylinder.

The Type C was replaced by the Type CC by the Lighthouse Service, which is essentially the same, with the addition of a second inlet on the top of the casing for the motor drive to create a grunt characteristic. Grand Traverse Lighthouse in Michigan currently has a working Type CC diaphone.

Once common technology, the diaphone began to be phased out as lighthouses were automated. Navigation technology was advancing and the incredible carrying power of the diaphone simply wasn't needed anymore. Massive compressed air plants and piping were replaced with smaller horns or airless electronic horns that are now the standard in fog signal equipment. Most modern fog signals either sound their pattern constantly, or are activated by marine radio as needed.

During the decommissioning of this "outdated tech," many of these horns and their components were lost to scrap or simply "deep-sixed" mid-lake. Pilot Island Lighthouse was equipped with either a Type F or F2T diaphone from 1943 until its automation in 1962.



A workman stands outside the Pilot Island fog signal building in 1944. Type F diaphone resonators can be seen on the ground on either side of the door. Photo courtesy of National Archives (https://www.archives.gov).

The present location of this horn, like many others, is not known. Thanks to some forward thinkers, however, not all was lost. Several diaphone installations have been saved and even function. On the Great Lakes, one of the two Type F diaphones from the Cleveland West Pierhead Lighthouse is privately owned and is fully operational, supplied by a 1000 gallon air tank on the owner's lakefront property. The two F2T diaphones from the Detour Reef lighthouse on Lake Huron were placed in storage at the Great Lakes Historical Society and forgotten about. In 1998, diaphone expert Jeff Laser found them and restored them to operating condition. In 2008, a new air delivery system for the offshore lighthouse was designed and in 2010, the two functioning F2T diaphones were returned to the light station and continue to be used to salute passing freighters. The light ship *Huron* in Port Huron also features a functioning F2T diaphone, though it is rarely sounded.

One set of horns that had been saved, but whose whereabouts are now unknown, are the Kewaunee Pierhead Lighthouse F2T diaphones. They were removed from the lighthouse during automation in 1981 and were subsequently sold to TOOT, a non-profit from Duluth, MN, who wanted to return the diaphones to full time service in the Duluth South Breakwall Outer Lighthouse. Their hard work fundraising and restoring the system paid off in 1995 when the horns were sounded for the first time in their new location, sparking backlash from residents who saw the horn as an unnecessary nuisance. Through the next 10 years, the horn went from a full-time fog signal to only being sounded once a day at noon. The backlash only fully ended when the horns were completely discontinued in 2005 when the three-phase power to the lighthouse failed. In 2006, the horns were removed from the lighthouse, the pieces inventoried and placed into storage and have not been seen since. I've been trying to confirm their existence for the last couple years, but so far have been unable to.

In January of 2022, I found a Type B diaphone, made by Gamewell for sale on Craigslist in Colorado. My brother-in-law happened to live 20 minutes away from the seller, and he was all too happy to pick it up for me. Gamewell diaphones were (and still are in some places) commonly used for fire department signaling. The horns are usually mounted above the fire station and sound a pattern of blasts which gives the firefighters the location and nature of the call.

The Diaphone Fog Horn by Jake Heffernan

The cylinders are made of brass and the pistons are most often aluminum but some brass pistons do exist. When left unused for a long period of time, the aluminum piston corrodes and essentially welds itself to the brass, ruining the cylinder and piston. When I began taking the horn apart, I couldn't get the piston out, leading me to believe this had happened. I soaked the pieces in penetrating oil for a week before lightly tapping the piston with a mallet handle. To my amazement, the piston came out!

I spent some time cleaning the piston, cylinder and casing before putting everything back together. I took the horn to Kahlenberg Industries in Two Rivers, where I was welcomed to set it up in their sound-proofed room. Known for their marine diesel engines in the 20th century, Kahlenberg is now a prominent horn manufacturer. To my excitement, the horn worked! I'm nearing completion of a portable air delivery system, with the intention of taking the horn to museums and events. In June of 2022, I even took the horn to the shore of Lake Erie to set it side by side with the working Type F diaphone from Cleveland. (Photo above) I'm excited to have the chance to be able to show the power of such a small horn and provide a rare hands-on display of old lighthouse technology that was once almost lost forever.

FOPPI thanks its distinguished community and business partners!

FOPPI's 2021 Annual Report is available online at https://wwwplumandpilot.org/annual-report.html

Thank you, Donors!

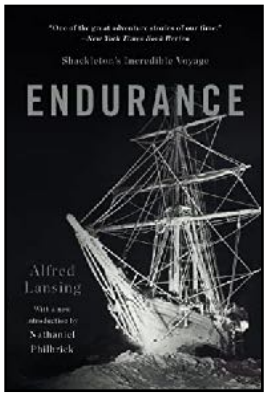
The work done on the Green Bay National Wildlife Refuge is funded in part by the U.S Fish and Wildlife Service and Friends of Plum & Pilot Islands. The projects and programs we have worked on would not be possible without your financial support. Your donations and inspiration help us to preserve and restore this important part of our heritage within the Green Bay National Wildlife Refuge. Our gratitude is great.

Sally Dery
Bob & Sue Griem
Steven Hintz
Roxanne Jungwirth
Becky Kimball
Merlin & Carol Lang
Bruce McClaren
Colleen Pilat
Jim & Ronnie Robinson
Paul Schumacher
David Stack
George Smith
Tim Sweet
Betsy Wallman
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FOPPI is an affiliate of the Wisconsin State Historical Society (wisconsinhistory.org), members of Washington Island Chamber of Commerce (washingtonisland.com), Door County Historical Society (doorcountyhistoricalsociety.org), U.S. Life-Saving Service Heritage Association (uslife-savingservice.org), Door County Visitor Bureau (doorcounty.com), and a partner with Wisconsin Marine Historical Society (wmfs.org).

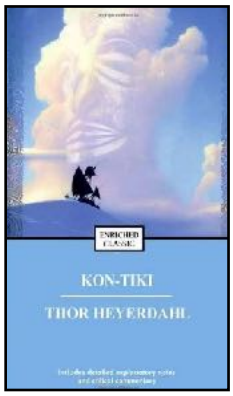


Endurance, Shackleton's Incredible Voyage
by Alfred Lansing

After hearing about the discovery of the ENDURANCE, I pulled this book off my shelf, began reading, and had a hard time putting it down. The author begins with giving the reader an idea of who the members of the expedition team were to place you right next to them, shivering in the cold in their tents, eating seal steaks, awaiting Shackleton's plans to find rescue.

Shackleton felt an immense responsibility for his team of 28 men and assigned them to specific tents based on their personalities. To keep sharp, the men practiced emergency drills, so when the time came to quickly jump into the boats, they would know their spots. Shackleton often reminded them of what they signed up for, listened to their concerns, and embodied great optimism, which set the men's souls on fire. I don't think that even Shackleton had a clear vision of the danger the journey they were embarking on would entail, but his men believed in him. Once the ENDURANCE sank and the ice floe they camped on began to separate, the men responded as they had practiced and were all able to get into their boats with the utmost speed. When they were at the spot of no return, Shackleton never faltered and demonstrated leadership qualities and loyalty that at times brought me to tears. He led the team through the most dangerous of passageways, dodging icebergs, navigating over rough seas, fighting off frostbite, and hoping that a whale wouldn't surface under their boats before he found a safe place for the team to camp while he went in search of rescue.

One of my friends said that this book is a great example of leadership at its finest, and I wholeheartedly agree. This is the type of person I want to follow.

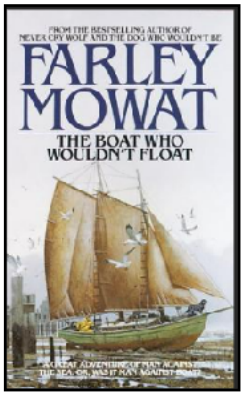


Kon-Tiki
by Thor Heyerdahl

Thor Heyerdahl is a researcher who strongly feels that the people who populated the Polynesian islands came from the east, not the west as the scientific community believed. One of the reasons why his research didn't hold up to his peers is that they believed there was no way for them to get there from South America. Heyerdahl was bent on showing them wrong, so, based on his research, he constructed a raft and sailed to the islands along with other researchers. The raft was a simple structure of bamboo poles stitched together with rope as was done hundreds of years ago. There was a hut for sleeping and a sail–nothing more. Together the team plied the Pacific Ocean for 101 days until they safely landed on the Tuamotu Islands.

The book is narrated by Heyerdahl from diaries he and his crew mates wrote. He intersperses research facts that drew him to this fateful voyage to help the reader understand why he had to do this (the research continues to be debated, though). He tells of how smoothly the raft slid over the waves and kept them safe, the wonders of star-filled skies, the creatures of the deep, and the companionship of those who traveled with him. He made it seem so easy, but not convincing enough for me to try it. Seeing sharks eye-to-eye is not on my bucket list.

It is a great book, not only for the scenery but for the belief that Heyerdahl had in his work and the faith that his crew mates had in him as a leader.



The Boat Who Wouldn't Float
by Farley Mowat

Why haven't I read anything by this author before? He is amazing and reminds me a lot of Bill Bryson. Reading Mowat is like joining him for a cup of coffee, laughing so hard that you're brought to tears, and feeling comfortable in his presence. After reading this awesome book, I hit up Google and found out that he's quite the prolific writer and environmentalist! Readers get the sense that Mowat is the kind of friend they'd like to have to bring a bit of humility to situations so bad that all they can do is laugh and move on.

In this book, Mowat and his buddy decide to purchase a boat to escape everyday life and travel the seven seas. They scraped together $1000 and found a boat within their budget. There was a reason why the HAPPY ADVENTURES cost only $1000—she leaked (a lot) and had a certain mind of her own. Nevertheless, Mowat had faith in her and went to sea. Along the way he met folks who helped him with her constant repairs, making many memories.

As Mowat was not a seasoned sailor, his preparation for a voyage like this was rather slim—no charts and a misleading compass, but plenty of rum. The crew had to continuously pump water out of her hold, try to figure out where the leak was, patch her until another leak sprang up, and repeat. It's a hilarious story of men too determined to let small annoyances dampen their dreams and too stubborn to give the HAPPY ADVENTURES up.

Upcoming Book Discussions

FOPPI is partnered with the Wisconsin Marine Historical Society (https://wmhs.org/). The Society is dedicated to promoting, discovering, collecting, recording, preserving, and disseminating materials related to Great Lakes maritime history. Book reviews in this edition and in previous editions are from discussions of their monthly book club, which is offered to members. The group will be discussing the following books in the coming months:

- 8/17: *Death Rides the Ferry* by Patricia Skalka
- 9/21: *Death & Lighthouses on the Great Lakes: A History of Murder & Misfortune* by Dianna Higgs Stampfler
- 10/19: *Dockporter: A Mackinac Island Novel* by Dave McVeigh

The Society maintains the extensive Great Lakes Marine Collection at the Milwaukee Public Library, one of the most important repositories of Great Lakes marine materials in existence. The collection contains more than 11,000 vessel files, 32,000 vessel index cards, and 50,000 photographs and graphic images, along with books, nautical charts, manuscripts, journals, nineteenth-century newspaper stories, and ship artifacts.



Native Plant Sale: Saturday, August 20, 10am - 2pm
Stone Silo Prairie Gardens
2325 Oak Ridge Circle
De Pere, WI 54115

FOPPI is excited to partner with Stone Silo Prairie Gardens in De Pere to offer native perennials and grasses at our first-ever plant sale!Late summer/early fall is the perfect time for planting natives to beautify your backyard, provide food for our precious pollinators, and raise funds for FOPPI! Our volunteers and Stone Silo experts will be on hand to help you select the best plants for your garden. Visit www.stonesiloprairie.com for more information.

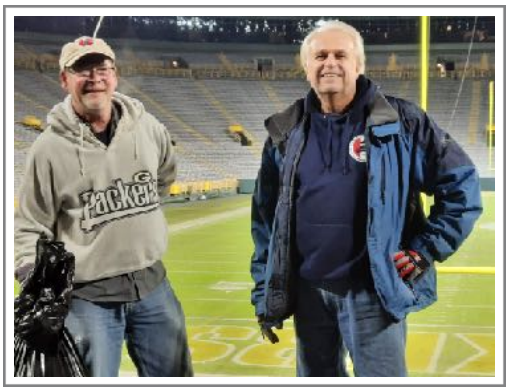
Trash at Lambeau = Cash for FOPPI!

Are you interested in a unique and fun opportunity? Join FOPPI volunteers this season at Lambeau Field!

FOPPI and other nonprofit organizations work with PMI Entertainment Group to provide post-event services at Lambeau Field. The more volunteers who participate, the more money FOPPI earns!

Post-event cleanup is held the day after an event, with easy parking just outside the Fleet Farm Gate. FOPPI is assigned to concourse cleaning. We are protected from wind, rain, and snow while we sweep and dispose of bagged trash and recyclables. Shifts last for 3-4 hours and are a lot of fun!

Visit the Events/Work Days page at https://www.plumandpilot.org/eventswork-days.html to reserve your spot via SignUpGenius.



FOPPI volunteers Scott & Jim at Lambeau Field



FOPPI volunteers with USFWS partners

A Note of Thanks

Thank you for sharing your time, talents, and passion for history and nature with FOPPI on Plum Island on Saturday, June 4. As an all-volunteer organization, we depend on dedicated people like you to support our vision and mission.

From its start in 1903, the National Wildlife Refuge System has owed its very existence to concerned citizens eager to protect America's natural resources, and, in Plum Island's case, we add historic structures to this goal.

As a volunteer at Green Bay National Wildlife Refuge, you are extremely important to conservation and preservation efforts. The FOPPI Volunteerism Team welcomes your questions, concerns, and feedback on your experience as a volunteer. You may contact us at saderyrdh@gmail.com or jrschwartz@new.rr.com and we will ensure that your comments are brought to the FOPPI Board of Directors and U.S. Fish and Wildlife Service (USFWS) staff.

Support FOPPI

Membership entitles you to receive:
- FOPPI *Forum* newsletter
- Invitation to annual meeting
- Opportunities to volunteer

Date _____ Email newsletter? Yes No
Name
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Please make your check payable to:
Friends of Plum & Pilot Islands, Inc.
P.O. Box 61
Washington Island, WI 54246

Friends of Plum & Pilot Islands, Inc. *is a 501(c)3 nonprofit corporation. Contributions are tax deductible to the extent allowed by law.*

Membership Levels:
$30 Individual
$50 Family (2 or more people)
$75 Patron
$100 Keeper
$1,000 Lifetime Benefactor
(includes signed and numbered print by Door County artist Cathy Meader)
Additional contribution _____

Are you interested in volunteering?

If yes, in what area?

Please follow FOPPI on social media!

To download our audio tours, go to https://www.plumandpilot.org/audio-tour.html#/

Friends of Plum & Pilot Islands, Inc. (FOPPI) was established in 2007 to preserve the unique island ecosystems and foster partnerships to preserve their heritage for future generations.

Your membership dues and charitable gifts help to restore and preserve the historical maritime structures on these islands and support education in the areas of conservation, natural history, and environmental protection.

Members who receive our quarterly newsletter, FOPPI *Forum*, are invited to attend the annual meeting and to join us in seasonal cleanup, trail maintenance, invasive species removal, and light repair work.

Whatever your interest, our events and projects that will benefit from your talent and support!



Plum Island beach on our first work day of 2022

Friends of Plum & Pilot Islands welcomes these new members:

- Dawn Chier, Sturgeon Bay, WI
- Joanne Duffy, Sun Prairie, WI
- Kirsten Foss, Sturgeon Bay, WI
- H. Bruce McClaren, Hinsdale, IL
- W-Stiles Meredith, Ellison Bay, WI
- Joseph Rakoczy, Park Ridge, IL
- Joan Theys, Green Bay, WI
- Karen Yancy, Barrington, IL

Thank you for your support!

Is it time to renew your membership?
Mailing label include membership expiration date above your name. If membership has expired, please renew using the form on page 15. Mail it along with your payment to: FOPPI, P.O. Box 61, Washington Island, WI 54246. If you receive the *Forum* electronically, watch for an email that tells you it's time to renew.

Friends of Plum & Pilot Islands, Inc.
P.O. Box 61
Washington Island, WI 54245

Help Us Be Green!
To help save paper, printing, and postage expenses, please consider receiving your newsletter via email. Just contact Jean Fox at jeanfox215@gmail.com

Previous issues of the *Forum* are available on our website to download or read.

The mission of Friends of Plum & Pilot Islands is to partner with U.S. Fish and Wildlife Service to support the preservation, restoration, maintenance, and contemporary use of the historic resources on Plum and Pilot Islands, and to conserve and protect wildlife resources while providing opportunities for quality wildlife-dependent recreation.

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Vice President: Mike Repp, 2024
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Volunteer Coordinator: Sally Dery, Bob and Sue Griem, Jim Schwartz*

**Denotes team leader*