www.plumandpilot.org

Friends of Plum & Pilot Islands, Inc.

Where History and Nature Meet at the Door!

Founded in 2007

Forum

Winter 2022

In this Edition:

Feature Articles

- *Trash Turns into Cash*
- *WI Shipwreck Coast National Marine Sanctuary*
- *Grand Traverse Lighthouse*
- *Welcome USFWS Ranger Joel Vos*
- *Sheboygan Roofers Help Save Sentinel at Death's Door*
- *Spying On The Past*
- *Grassy Island Range Lights*

Light Lessons

- *Indian Remains in Door County*
- *Lake Superior Type LSS*

Book Review

Our Supporters

- *Island Clipper*
- *Shoreline Charters*
- *Sister Bay Scenic Boat Tours*
- *Washington Island Ferry*

Donors

New Members

Hello Friends and Supporters,

As we enter our second year of COVID, we hope you're staying safe and healthy! As of this writing, we plan to open Plum Island to visitors and volunteers Memorial Day weekend. Please check our website (www.plumandpilot.org) for the status before you make your summer plans.

The Historic Preservation and Restoration Team has been busy writing statements of work and sending them to contractors for estimates. The Fundraising Team is next in the workflow, to resource funding through grants and donations. If all goes as planned, we will have the rear range light structure painted, repairs made to the boathouse siding, the Plum Island fog signal building painted, and brick repair done on the Lighthouse Keepers' Quarters. Pilot Island's light tower is also on the plan for restoration to prevent water from seeping into the building. The U.S. Fish and Wildlife Service has secured a bid to complete the Life-Saving Station's window restoration and another to install a vault toilet (no more porta potties!). It will certainly be a busy season!

Once again, we thank you for your donations, volunteer labor, and inspiration to keep moving forward with our overall restoration plans! We could not do this without fine folks like you sharing our vision with your friends and family. If you'd like to get more involved in the decision-making process, let us know. We have many opportunities to choose from - such as volunteering for one of our workday or outreach events, serving as a Volunteer Leader on a team to support the organization, or serving on our Board of Directors. Volunteer Leaders and Board of Director roles come with some added benefits including the opportunity to visit islands within the Green Bay National Wildlife Refuge that are not open to the public like Pilot and St. Martin Islands. Thanks to the wonders of technology, you don't need to live in Door County or even Wisconsin for that matter; we regularly meet using Zoom. We are hosting a 'Volunteer Info Session' on Sunday February 27, from 10a to noon. This will answer any questions you may have about volunteering for the Friends of Plum and Pilot Islands. We hope you'll be able to join us. A formal invitation will be sent closer to the workshop.

In the meantime, please follow us on Facebook and Twitter. Check our website from time-to-time for updates on opportunities as they become available. We hope to see you on Plum this season!

- Mary Beth

The FOPPI Forum is the membership journal published four times a year by the Friends of Plum & Pilot Islands, Inc., for people who care deeply about the restoration and preservation of the historic maritime structures of the Green Bay National Wildlife Refuge.

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.



October 2021 Board meeting attendees in front of one of the Grassy Island Range Lights, Green Bay.

Trash Turns into Cash for FOPPI

The Packers organization encourages local nonprofit groups to help at Lambeau Field before, during and after home games.

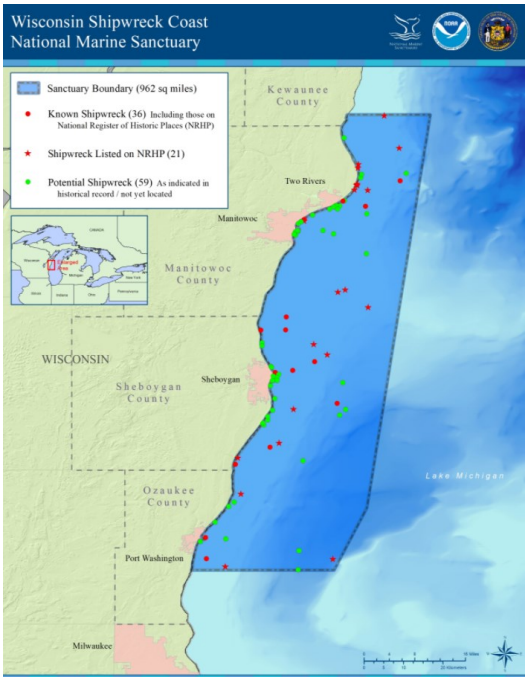


Scott Nelson (L) and Jim Schwartz (R), on the field at Lambeau, even if it was for trash duty. - Photo by Sally Dery

In return, each group earns money for their organization. Duties could include ticket scanning, stadium seat rentals or cleaning up the day after a game. On a mild Monday evening in December, FOPPI volunteers Scott Nelson, Jim Schwartz, Patti Zarling and I joined 12 other area nonprofits to clean up Lambeau Field after the Bears lost to the Packers.

We followed Waste Management trucks around the concourse tossing in mountains of garbage bags and recyclables. It is amazing to see the amount of trash generated during a game and the organized method of its collection.

We had fun connecting with the other nonprofits and sharing FOPPI's story. While we all prefer to collect trash that washes up along the shores of Plum Island, this event was a win for FOPPI. Contact FOPPI Volunteer Coordinator, Jim Schwartz, to join in the fun next season. *—Sally Dery*



The 962-square-mile Wisconsin Shipwreck Coast National Marine Sanctuary now protects 36 shipwrecks that possess exceptional historic, archaeological, and recreational value. Historical research suggests that nearly 60 shipwrecks are yet to be discovered in the sanctuary.

Co-managed with the State of Wisconsin, the sanctuary will expand on the state's 30-year stewardship of these historic sites, bringing new opportunities for research, resource protection, educational programming, and community engagement. In partnership with local communities, the sanctuary will provide a national stage for promoting heritage tourism and recreation.

If you did a double-take looking at this beautiful lighthouse, it's no surprise. It could be a sister to the keepers' quarters on Pilot Island. Could Pilot ever look this spectacular?



Lovingly restored, it is the Grand Traverse Lighthouse Museum located at the tip of Leelanau Peninsula, nine miles north of Northport, MI. It's inside Leelanau State Park (35 miles north of Traverse City).

The museum is seasonally open from Memorial Day to November and hosts a variety of events over the year. Minimal admission allows you to walk back in time through this historic building.
Visit virtually: https://www.grandtraverselighthouse.com/explore/3d-virtual-lighthouse-tour/

Kudos to this 501(c)3 group for 36 years of research, restoration and volunteer energy! grandtraverselighthouse.com

Feature Articles—Welcome Ranger Joel Vos!

Joel Vos, now in place as the Refuge Manager for Green Bay and Gravel Island National Wildlife Refuge, has been around the country working for the U.S. Fish and Wildlife Service since April 2012. He started his career while completing his masters degree as a "Pathways" Refuge Ranger at Alaska Maritime NWR in Homer. Upon graduation in 2013 from the University of Minnesota, Duluth, with a Masters degree in Education and a graduate certificate in Environmental Education, Joel's Ranger career was put on pause, as he received his first permanent position as Refuge Clerk. There, he spent time on administrative duties including station-wide travel, payroll, supply orders, and more. Joel also enjoyed conducting seabird research at the Pribilof Island of St. George, and aboard the Service's R/V *Tiglax* (pronounced "TEK-lah", Aleut for "eagle") far out in the Aleutian Islands. If you want to hear about rough seas and long days, he has stories to tell!

In 2015 Joel moved to the Savannah NWR Complex in Hardeeville, SC, to become their Education Coordinator. There he developed an extensive conservation education curriculum for area schools, managed Savannah NWR's volunteer programs, led education and interpretation programs across the complex, and helped to manage Wassaw Island NWR's trails and hunt seasons (which had Joel back on the water operating a Service boat in open ocean. Sea turtle and dolphin sightings were frequent!) With massive distance between refuge sites at both Alaska Maritime NWR and Savannah NWR Complex, Joel is familiar with the logistic complexity of a place like Green Bay NWR. In 2018, he moved to Minnesota Valley NWR where he became a Ranger in charge of interpretive programs, scheduling with partners for office and visitor center space, and much more at that extremely busy urban refuge.

In the summer of 2021, Joel was able to work a short stint with the Green Bay National Wildlife Refuge, where some members were able to meet him during a work weekend. By September 2021, Joel left Minnesota Valley NWR to conduct a 90-day detail as the Legacy Region 2 Friends, Volunteer, and Youth Employment Coordinator. There he worked on Friends' group agreement renewals for over a dozen refuges, and helped create a service-wide tool for reviewing and planning for visitor services across the nation. Joel is looking forward to applying what he learned in that detail to the coordination of FOPPI's support of Green Bay NWR!

Originally from Mounds View, Minnesota (a northern suburb of Minneapolis), Joel has also lived in Portland, OR (2005-2009) and did a short summer stint as a backpacking guide in the Fort Collins, CO, area. "It's great to continue my career in the Midwest where I feel very connected to the habitats and people who call the area home. I have an extensive background in retail business management, habitat restoration and green landscaping project coordination, education in schools and non-formal educational settings. I believe those skills will come in handy as I keep working toward our vision and mission at the Complex," Joel said.



Ranger Joel Vos

He is an avid fly fisherman, and loves to get outside skiing, camping, and hiking. "I'm all ears to learn where to wet a line, whether on ice or from the shore. In exchange, I'll give all my tips on fishing in Alaska and at Yellowstone National Park!" Joel's wife (Carmen) and he live with their two kids (Adeline 13, and Miles 8) in De Pere, WI. They are looking forward to learning more of what the Grand Traverse area has to offer in beautiful settings and diverse habitats to explore.

"As I enter my 10th year of service, I'm really looking forward to meeting and working with each of you. There's clearly a lot going on at Green Bay and Gravel Island NWR, and much to coordinate with you all!" Joel continued.

Joel's office will be located at the Wisconsin Fish and Wildlife Conservation Office in New Franken. He will also work occasionally from home in De Pere. Once the field season is close at hand, Joel and Ranger Frank Gercz will be back to work in Door County and beyond. Work for this year includes renewing the required agreements between FOPPI and USFWS, strategic planning for the restoration work on Plum and Pilot Islands, working with commercial vendors seeking to lead tours, assisting with biological priorities related to the Dwarf Lake Iris, bat colonies, and invasive species controls.

Joel will work with partners to promote the Refuge alongside FOPPI during special annual events such as Refuge Week, Washington Island Bird Festival, and the Door County Lighthouse Festivals. He can be reached via email at Joel_Vos@fws.gov, and looks forward to opportunities to chat with folks at the Red Cup over a coffee.

Sheboygan Roofers Help Save Sentinel at Death's Door by Paul Schumacher

Paul's story printed in The Beacon*, Sheboygan's free local newspaper, 12/28/21.*



Chad Moore's Quality Exteriors' crew installed Pilot Island lighthouse's metal roofing and gutters. With Chad (foreground) were (L to R) Mitchell Moore, Justin Arndt, Brandon Barts and Dylan Arndt.

Plum and Pilot Islands are one of those special Door County places that are easy to love. Both islands have been home to maritime safety structures; lighthouses, range lights, fog signal buildings, crew's quarters and boathouses for more than 100 years.

About 10 years ago, many of these structures were listed by the National Trust for Historic Places as some of the most historically endangered properties in Wisconsin.

The lighthouse on Pilot Island was built by 1858, and helped guide sailing, and later steam ships past the dangerous east entrance to Death's Door and the shoals that are at the northeast tip of the Door County peninsula.

In 1896, additional maritime safety structures were added at Plum Island, which aided the passage through Death's Door and provided rescue services for ships that floundered in the area.

The brave life-saving crews fought high winds and unforgiving seas to rescue crew and passengers of ships.

While we are a relatively young state, and nation, these structures represent our past. They aided in early settling of eastern Wisconsin, prior to rail, and aided in the movement of timber, and later iron ore that helped build this area.

Time has not been kind to these buildings. They stood empty after the U.S. Coast Guard moved their operations to newer, and in some cases, more distant locations. The islands, along with the buildings, were transferred to the U.S. Fish and Wildlife Service (USFWS) in 2007. About that same time, a not-for-profit organization, The Friends of Plum and Pilot Island (FOPPI) were formed to work with the USFWS as a partner in preserving and protecting the maritime structures.

With the help of contractors, such as Moore Quality Exteriors, the partnership has been able to replace leaking roofs, add gutters to critical buildings, replace broken and leaking windows, and preserve and protect these buildings.

Much work remains – the waterside structures (piers, breakwalls, etc.) on both islands are in critical need for repair and more roofs are aging and require replacement.

The past several years have seen significant work with Moore Quality Exteriors, and other contractors, with period style gutters added to Plum's LSS crew's quarters, a new metal roof added to Pilot's summer kitchen, along with gutters on the Pilot Island lighthouse.

FOPPI and USFWS have been impressed with the workmanship on these projects. Other contractors have helped to restore the range lights on Plum Island, rebuilt windows and doors for the crew's quarters, and constructed new door sections for the boathouse.

In the overall plan – the partnership has a good start at protecting these buildings, and restoring them to their prior condition. These projects require the talent, time, and especially the treasury of volunteers and granting organizations.

Without this attention, these structures will decay and be lost for future generations to reflect on the bravery and dedication it took to maintain safe passage for settlers, and cargo moving through this area.

If you agree places like Plum and Pilot Islands really do matter, please consider getting involved with FOPPI. The organization is always looking for active volunteers willing to help with projects. New board members are needed to roll their sleeves up and get involved. And a talented grant writer, willing to volunteer his/her expertise, is especially needed for FOPPI to carry out its preservation mission. Visit http://www.plumandpilot.org for additional information.

We spent several weeks in the last couple years preparing and planning for the little time we actually got to be on Pilot Island due to protection for nesting birds and weather conditions.

We transported our roll-forming machines from Sheboygan to the Washington Island ferry which carried our crew, machines and materials from the Door County mainland to Washington Island.

We then stayed at several places on Washington Island based on availability. They included Steffen's Cedar Lodge, Townliner Inn and The Jackson Harbor Inn.

From Washington Island we were then transported from Detroit Harbor back and forth from Pilot island to Washington Island where we loaded and unloaded supplies for the roofing project.

It has been an honor to be part of such a wonderful effort. The people involved in the preservation of these buildings are first class and fun to work with. Even with all its challenges, the rewards from projects like this are great. — *Chad Moore*

Spying On The Past by Paul Kuenn



Poster by Gordon Grant, 1917.
It was used during World War I, 1917-1918.

While cleaning an old pair of Le Maire binoculars given to us by a friend whose father had found them in a Door County dump in the early 1960s, I was surprised to find an engraving under the sun shield. This engraving was done carefully by hand and certainly not with a standard engraving pantograph. On the internet, I found more than a few of the Le Maire binoculars for sale; many with the same type of engraving. These binoculars were quite standard for the day and many other companies did their best to duplicate the look. Le Maire was more famous as an opera glass company.

Armond LeClaire began making *jumelles* (French for 'twin girls') or as civil war spotters termed "field glasses" in 1847 until his death in 1885. As the design never really changed, these could have been manufactured any time between 1860 to 1890 when his son took over the family business.

Next, I searched the Navy historical websites and found the 'Eyes for the Navy' posters, then-produced for the Assistant Secretary of the Navy, Franklin D. Roosevelt.

If you wanted to help in the war effort, all you had to do was send your set to: "Hon. Franklin D. Roosevelt, Ass't. Sec'y. of Navy c/o Naval Observatory - Washington D.C".

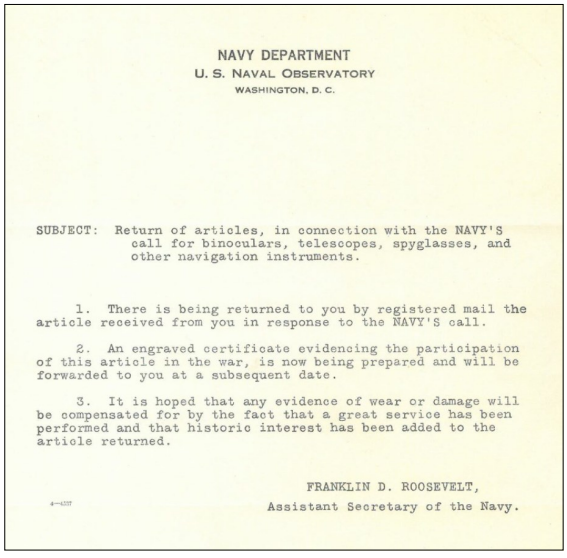
After the war, you were paid $1.00 for the rental of your binoculars. If they survived. The Navy used the "R" in a square to designate optical rental numbers. They were also asking for sextants and other useful items. Our pair is number 11371. The Navy reported in 1918 that it had received over 55,000 binoculars in which 33,000 were used. Many that were mailed in just weren't good enough. Consequently, by WWII when the call went out again for needed optics, they requested only better lenses from Zeiss or Bausch and Lomb 6x30 or 7x50.



Why was the U.S. Navy asking for spyglasses? For one thing, most optical instruments were made in France. Due to the war, it would be very difficult to order the numbers needed. Secondly, because of the use of German submarines in such large numbers, instead of one or two lookouts on-board a ship, the Navy now needed 30-60 looking out over the sea for any sign of a thin periscope rising above the water. Worse yet, by mid-1918, long range submarines were sinking vessels off the U.S. East Coast. Anyone living along the Atlantic shoreline was asked to keep an eye on the water.

Before 1939 when the U.S. Coast Guard replaced the U.S. Lighthouse Service, Life-Saving Stations would have used binoculars as part of their watch-tower duty.

Will I use these binoculars for viewing? Probably not. Their magnification is poor (by today's standards), and I don't want to disturb what's left of the leather cover. However, I may just need them to look into the past.



NAVY DEPARTMENT
U. S. NAVAL OBSERVATORY
WASHINGTON, D. C.

SUBJECT: Return of articles, in connection with the NAVY'S call for binoculars, telescopes, spyglasses, and other navigation instruments.

1. There is being returned to you by registered mail the article received from you in response to the NAVY'S call.

2. An engraved certificate evidencing the participation of this article in the war, is now being prepared and will be forwarded to you at a subsequent date.

3. It is hoped that any evidence of wear or damage will be compensated for by the fact that a great service has been performed and that historic interest has been added to the article returned.

FRANKLIN D. ROOSEVELT,
Assistant Secretary of the Navy.

Return of Binoculars, WWI, circa 1918.
Letter is part of the Headquarters Artifact Collection, Naval History and Heritage Command, Washington Navy Yard, D.C.

Grassy Island Range Lights *Selected from Lighthousefriends.com*

Writing in 1867, James B. Quinn, a lieutenant with the United States Engineers, noted the following about the improvements being made to the channel leading to the mouth of the Fox River.

"In the present condition of the entrance [at Green Bay] a vessel can get out of Chicago harbor loaded with one hundred tons more freight than it can from this; and by reason of its tortuousness, it is entirely inaccessible by night, and dangerous at all times...

"In contemplation of the easier access to Green bay (sic) that the present improvement will allow, when completed, vessel owners are calculating upon receiving the freight of Minnesota and northwestern Wisconsin entirely at this port, instead of receiving a large portion of it at Milwaukee and Chicago, as at present. In consequence of the crooked channel, and the difficulty and expense of navigating it, it costs from three cents to four cents per bushel more to ship wheat from this port to the same ports eastward."

Work on dredging the channel commenced in the fall of 1866, but due to problems with the dredge, little was accomplished that year. During 1867, new machinery was used to cut a nine-and-half-foot-deep channel through Grassy Island, and over the next few years the channel was dredged to a greater depth and extended north and south of the island. In 1870, the sides of the cut through Grassy Island were revetted with sheet piling to stabilize the banks.

As the original appropriation of $11,000 had reverted to the treasury, the Lighthouse Board had to request new funds for Grassy Island Range Lights in 1870. With money in hand, work on the structures commenced in 1872, and they were completed that October. The Lighthouse Board published the following notice: "On and after the night of Friday, the 15th day of November, 1872, a fixed white light will be exhibited from each of the two lighthouses recently erected on Grassy Island, Green Bay, to serve as a guide for vessels through the new cut into the mouth of Fox River. The structures are wooden towers, painted white, and the distance between them is 676 feet 4 inches. The apparatus in each case is a Fresnel lens of the sixth order, illuminating the entire horizon. The elevation of the focal plane of the lower tower is 30 feet, which corresponds to a range of visibility of 11 statute miles, and that of the upper tower 37 feet, being visible at a distance of 12 miles."

The Grassy Island Range Lights were positioned on the eastern side of the cut, and a two-story keeper's dwelling was built between the lights – 500 feet from the front light and 140 feet from the rear light. The front tower measured



Grassy Island Range Lights in 1914.
Photograph courtesy U.S. Coast Guard

27 feet from its base to its ventilator ball, while the rear tower was 7 feet taller. Both towers were 13 feet square at their bases and tapered to 8 feet square at their lantern rooms, which were octagonal and had a diameter of 6 feet. The towers' Fresnel lenses were manufactured in Paris, France by Henry-Lepaute. Joseph B. Wing was appointed the first keeper of the range lights.

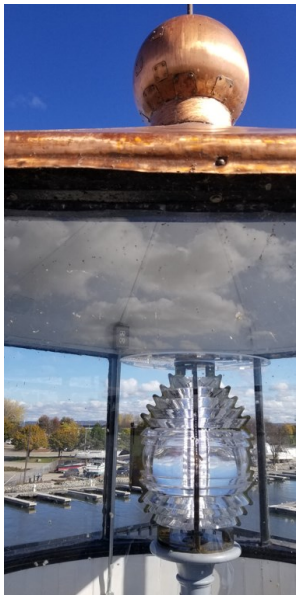
During a gale in November 1873, water swept over Grassy Island and carried away the walkways that lead to the outhouse, well, and woodshed. The station's well was also filled in by the gale, but it wasn't a big loss as the keeper had been using the bay as a primary water source. A new well, 139 feet deep and equipped with a pump, was drilled near the dwelling in 1884 and lined with 4-inch iron pipe.

An area on the first floor of the dwelling, fitted with an oil-butt stand, was used as an oil house until a detached brick oil house was built in 1901. A landing for the station's boathouse was located adjacent to the rear tower.

After being in charge of the range lights for just over 23 years, Joseph Wing died in 1895 and was replaced by Ole Hansen, who had previously been keeper of Algoma Lighthouse. In 1901, during the service of Ole Hansen, the position of assistant keeper was added to the station. At the close of 1901, Hansen swapped assignments with Louis Hutzler, who was in charge of Long Tail Point Lighthouse.

A Wisconsin newspaper noted on December 8, 1911 that Joseph Herdina, assistant keeper of the range lights, was missing and believed to have drowned in Green Bay. Keeper Hutzler reported the disappearance of his assistant to the district attorney and said that he believed the 39-old man had committed suicide.

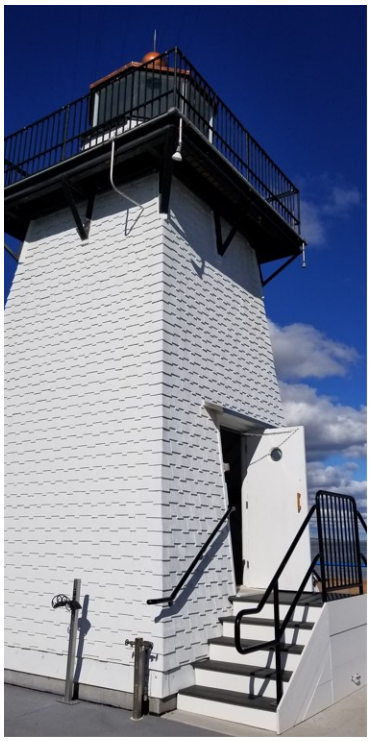
Grassy Island Range Lights (cont'd)



The range lights kept their fixed white signature until 1934, when the fuel for the lights was changed to acetylene gas and the characteristic of the rear light became fixed green and that of the front light a green flash every 5 seconds. As sun valves had been installed to light and extinguish the lights, a resident keeper was no longer needed, and Keeper Louis Hutzler retired from the Grassy Island station after having served there for over 30 years.

Dredging on the entrance channel had to be performed almost annually to maintain the desired depth and also to accommodate larger ships. In 1966, the Corps of Engineers was planning on widening the channel through Grassy Island and removing the land on which the range lights stood. The U.S. Coast Guard had decided to demolish the structures on site, but Elmer Dost of the Green Bay Yacht Club contacted the Corps about the possibility of acquiring the lighthouses. Carl Petersen of the Corps helped the Club obtain the lights, and they were relocated to the Club's property on the east side of the entrance to the Fox River in November 1966.

The lighthouses stood on a paved area on the north side of the Club's harbor until 1998, when they were relocated to the break wall on the west side of the harbor. At this time, a restoration effort was launched that took roughly $400,000 and several years to complete. The restored Grassy Island Range Lights were dedicated at a public ceremony held on November 5, 2005.



Merlin Baenen and David Nelson formed Grassy Island Range Lights, Inc., the group responsible for the restoration of the towers. Two replica sixth-order Fresnel lenses were purchased at a cost of $14,000 each, to top the two restored towers. The lights were placed on the State of Wisconsin Registry of Historic Places in 2004 and on the National Register of Historic Places the following year.

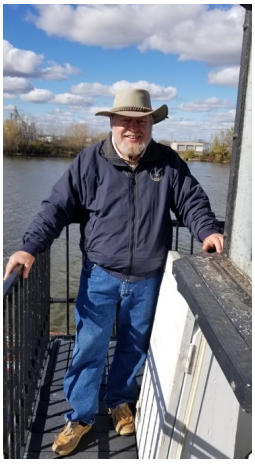
David Nelson passed away in 2017, but he and his wife left behind an endowment that will annually fund $4.5 million in grants for community projects. The first grant awarded was $2.6 million for the lighthouses. That seems like a lot of money for the wooden towers, but their breakwater home was eroding and had to be replaced. Work on a new larger breakwater, now part of a memorial park named after Dave and Rita Nelson, was carried out in 2018.





A small remnant of Grassy Island still remains to this day, and it is home to a navigational light and a pelican rookery.

Located on the Green Bay Yacht Club grounds and open to the public seasonally, find more history watching this video: Saving Grassy Island Range Lights, Green Bay, WI



Wayne Dunbar

The Friends of Plum and Pilot Islands' quarterly Board Meeting was held at the Grassy Island Range Lights October 2021. After our business meeting, Wayne Dunbar, one of Grassy Island Range Lights' active members, provided the Range Lights' history and elaborated on the restoration efforts needed to preserve both historically important wooden structures.

Thanks Wayne and friends for the warm welcome and wonderful hospitality. FOPPI is grateful to group for the time, energy and support given to rescue these beautiful maritime lights! *- Jude Kuenn*

Please note: the following historical article reproduces original language used by the author. It does not necessarily reflect the editorial style of the Forum*. Editor*

Excerpted from **History of Door County, Wisconsin: The County Beautiful, Volume I**
by Hjalmar R. Holand
Original copyright 1917; reprinted 1993, Wm Caxton Ltd.

Indian Remains in Door County

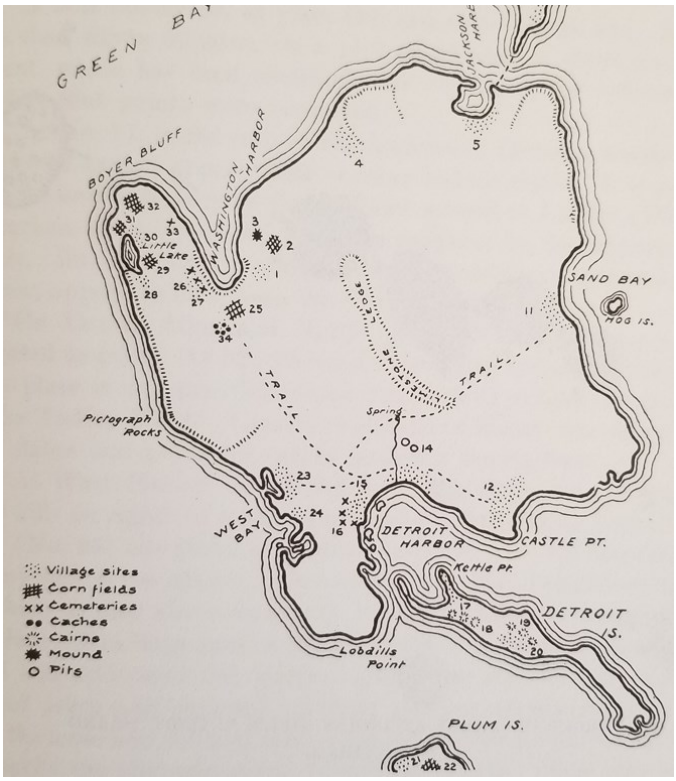
While it is natural to think of Door County's history as beginning with the advent of white men, Door County was for centuries a favorite abode for the Indian. The thousands who now live within its borders are as nothing to those hundreds of thousands who in the ages past here lived and moved and had their being. Upon this peninsula and its adjacent islands the red men seemed to have found most congenial conditions for life, for nowhere in the state are there to be found such abundant evidences of their occupation. They left no written record of their stay, but the remains of their village sites, their cemeteries and even their corn fields, in many cases, are still to be seen. A history of the peninsula would be incomplete without some account of these early inhabitants. Happily the archaeological remains of the Indians in this county have been made the object of careful research by several experts who with pious hands have uncovered many of the homes of our pre-historic neighbors and brought our Indian forerunners much nearer to us.

A partial survey of Indian remains in Door County has been made by Mr. G.A. West, Mr. J.P. Schumacher and Mr. Geo. R. Fox. The following is a brief summary of their discoveries.

Chapter paragraphs includes sites at Sturgeon Bay, Little Harbor, Egg Harbor, Fish Creek, Peninsula State Park, Ellison Bay and Mink River sites, Newport State Park, Mud Bay, Hein's Creek, Jacksonport, and White Fish Bay. Washington Island is shared here.

On Washington Island perhaps the greatest abundance of Indian remains have been found. Mr. Geo. R. Fox who in 1914 visited the island and made extensive researches on it writes as follows:

"If the Indian left no historical record of his comings and goings, archaeologically he left little to be desired. All about the shores of the island are found the sites of his camps, villages, workshops, corn fields, cemeteries and even traces of his pictorial art in the rude drawings which, up to a very few years ago, were, and possibly still are, to be found on the western cliffs.



Washington, Rock, Detroit and Plum Islands

"The Record of Wisconsin Antiquities contains a very complete list of the locations on Detroit Island and about Detroit Harbor. This data was obtained in 1904 by Mr. Geo R. West. Since his visit a number of discoveries have been made by the inhabitants, mainly on the north and west sides, and it is largely with these this survey deals.

"Dunes and sand hills are of little value to modern men, but the archaeologist hails their presence with pleasure. Here, almost invariably, will he find evidence of the residence of the red man. On clay or mucky soil, as a usual thing, only after cultivation can the flint flakes and pottery be observed; but in the sand, vegetation being scanty or wanting, every gust of wind turns up vestiges of the former occupancy of the aboriginee (*sic*).

"For the sandy spots were usually open even in the days before the arrival of the white man. They furnished clean, dry, well-drained places for human habitation, ideal locations for sewage and refuse disposal. There is little wonder that they were favorite haunts of the Indian.

"Such spots are found almost all around Washington Island, but especially on the south shore. The north side, being a great cliff, is sandy only at certain places. About Washington Harbor the shore is abrupt with but little beach, yet here is evidence to show that this was one of the principal camping points.

"At No. 1 (see map), just in the rear of Koyen's store, is probably one camping site, many arrows and other stone implements having been found here. On the Andrew Svenson farm, two miles northeast, is a possible village site or campground. Many stone implements, flakes, pottery fragments, broken bones, and a few hearth stones have been found here.

"A workshop site exists near this camp. At the foot of the limestone ledge a little to the east, flakes are found in great quantities. This site is indicated at No. 4 on the map.

"At Jackson Harbor (No. 5) is one of the largest sites on the island. On a sandy knoll at the southern end, where the land had been plowed and seeded to hay, flint chips are scattered over the surface of the soil. Small fragments of pottery, much weathered, are also found. This site probably extended along the eastern side of this harbor up to the dunes on the point opposite Rock Island, for this is high shoreland. On Rock Island, according to information obtained from the son of the keeper, is another village site. This site (No. 7) is located just across the channel. Another is found at No. 8.

"From the northeast point down the east side, the limestone lies at the surface and the beach is stony or pebbly for the entire distance, save at one point, Sand Bay, opposite Hog Island. Here is a spot half a mile in length which is almost exactly like the beach at the Two Rivers, Manitowoc County, sites. Indications pointing to the location of an aboriginal village site (No. 11) were found but the forest in this vicinity is primeval and until it has been cleared away its exact extent cannot be known.

"At Castle Point (No. 12), is a village location a mile in length (see plate 2). Here lodges seem to have been built near the shore at the point but instead of following it closely to the eastward, they were placed along the sand ridges which extend to the northeast. Bones, burned and broken stones, flint flakes, potsherds and charcoal are scattered over the sands in great profusion.

Detroit Harbor Hotel

BO L. ANDERSEN, Prop.

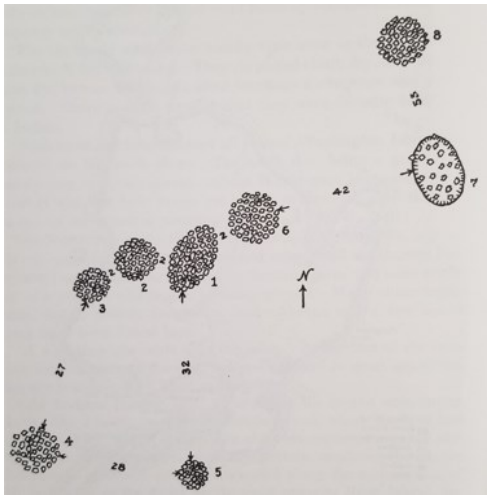
Cottages and Tents

$8.00 to $10.00 per Week
$1.50 per Day

Thirty acres of grounds near hotel.
Six hundred acres of primitive forest adjacent.
Store, amusement hall, fishing, livery.
800 foot dock with steamboat landing.
Bathing beach second to none.
Local and long distance 'phone with telegraph connections, private booth: Notary Public.
Row boats, sail boats, launches and large party sailing vessel. experienced lake sailors to take out parties.
Repeaters for the ninth season coming—Why. Here you get a glorious time and an excellent table.

"A mile northwest, at (No. 13), is a second large site. Here, in less than thirty minutes, on a plot of ground of about an acre in extent, which has been searched over repeatedly by collectors, ten perfect flint points were recovered.

"At No. 15, in the rear of Bo Anderson's Hotel, is another place where the Indian at some time or other had his abode. It is probable that the entire shore from Castle Point around Lobdill's Point has at various times been used for camp purposes by the original inhabitants. But the three locations given, from evidence gathered by the author, appear to have been the favorite spots.



Group of cairns at 'Indian Field', Detroit Island (plate 2)

"On Detroit Island, at Kettle Point (No. 17), a camp site is reported to exist. At No. 19 was the principal village on this island. This place is an open field about ten acres in extent. It is known as the 'Indian Field'. Grass and clumps of bushes now cover it, but flint flakes and potsherds can be gathered among them.

"At West Harbor, about 200 feet from the water, on two large sand hills an eighth of a mile apart, are two interesting sites. On of the first (No. 24) the pieces of pottery observed were the largest found on any site on the islands. Fireplace stones were found here in great numbers, as they also were on site No. 23. At this latter spot a lodge fireplace with a large part of the stones yet in place, lay exposed. The wind had uncovered this portion of the site and the bed is closely packed ashes and charcoal, offering greater resistance to the wind than the loose and shifting sand, a miniature plateau had been formed. Unluckily the picture secured turned out poorly. Near this fire bed was a small knoll scattered over which were hundreds of very small pieces of pottery having the appearance of having been poured out of a receptacle and cascaded down the tiny slopes.

"Without doubt the most charming spot on the entire island is the glade at the southern end of Little Lake. At this point (No. 29) the first white settlers, the fishermen,

(continued on page 10)

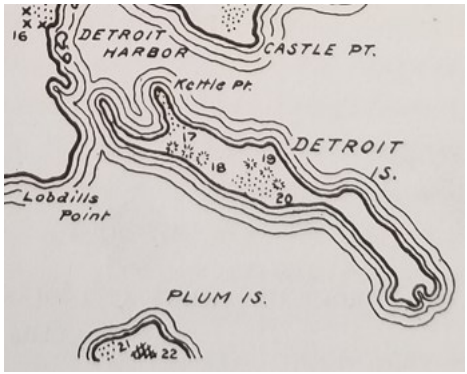
erected their shacks, which have long ago disappeared. But here, before them, the Indian had his wigwam. On this site the grass grows as short and as velvety as on a closely clipped lawn, and this turf has a depth of six inches; yet so plentiful is evidence of Indian occupation that pottery and flakes peep up through the roots and tiny blades.

"Little Lake is slightly over half a mile in length. At about the middle of its eastern side is a ledge. North of this, at the northeastern point of the lake, is a sandy, sloping bluff and here, in a corn field which now covers it, were found the cracked and discolored hardheads of fireplaces, broken clay utensils, animal bones and flint flakes. This site is shown at No. 30 on the map. Half a mile southeast, at Washington Harbor, on a little gravelly plateau, is an Indian camping ground. This (No. 26) was probably only the summer residence of the villagers about Little Lake.

"On Plum Island, about the harbor at the northern end, is another village site, according to inhabitants of Washington Island. This is the one reported to the society by Mr. G.A. West.

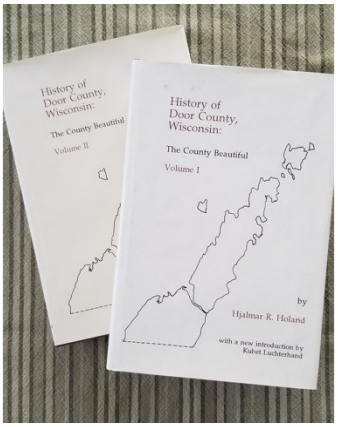
"There appear to have been five principal village sites. Those at Little Lake appear to have been the most important and probably, with the exception of the 'Indian Field' site, the last to be used.

"Site No. 12 at Castle Point, however, is second in importance and if sites 13 and 15 are included, as it seems they rightly should be, it is by far the largest. The West Harbor locations are third with the Jackson Harbor site fourth in extent.



"This omits the Detroit Island site, but from the information recovered from the graves here, and from a careful examination of the 'Indian Field' it seems not to be very old nor of great size."

The map only shows the northwestern corner of Plum Island as having been used for a village site close to the shoreline, with a corn field slightly southeast of living area.



Looking for an enlightening bookstore, or one that includes a lot of Door Country history? You'll find both at Wm. Caxton Ltd. in Ellison Bay. From Jane Austen to Farley Mowat to contemporary political books, this place has something for every reader.

Owned and operated by Kubet "Kubie" Luchterhand, he not only sells books but also publishes them, one title a year. In 1993, Kubie undertook Hjalmar Holand's *History of Door County*, an important benchmark in the study of northeastern Wisconsin. Holand's *History* has been out of print since shortly after its 1917 publication. Holand's work froze and recorded those times past, thus becoming a starting point for all subsequent historical study of the area. Volume I contains county narrative from prehistoric times to just before The Great War (WWI). Volume II presents brief biographies of locally prominent individuals, families, and includes some photos. The volumes are a wealth of facts, including accounts of events and details, providing the reader a glimpse into everyday life of the times.

Kubie estimates he has ~65,000 volumes in stock. A curious bibliophile could lose themselves and get locked in for the night. The bookstore has succeeded because there's a mixed bag of new and used books, including some good mysteries. Its owner is a true bookman. Kubie named his shop "Wm. Caxton" after the first English printer, who was a contemporary of Gutenberg. He assumed everyone would recognize the name. Instead, people ask him, "Are you William Caxton?"



Open seasonally, from June 1 through October 31, call Kubie at 920.854.2955 for an appointment November through May. When you visit the bookstore, allow enough time to browse and be ready to be surprised and delighted by its treasures!

- Jude Kuenn

Lake Superior Type Life-Saving Station—Vermilion Point

"The United States Life-Saving Service was the 19th century precursor to today's U.S. Coast Guard. The service existed on all of America's coasts – Atlantic, Gulf, Pacific and Great Lakes – from 1871 to 1915. Over the course of those 44 years, the surfmen braved tumultuous seas to save more than 177,000 lives out of the over 178,000 to which they responded – an incredible success rate.

"Nationally, there were 42 different styles of station design built from 1871 to 1915. In 1915, the service merged with the U.S. Revenue Cutter Service to create a new organization: the United States Coast Guard. The Life-Saving Service's history is all but gone and forgotten; their medals stored away in private enclaves, their uniforms moth-eaten and many of their wooden stations long decayed. Almost nothing remains today except the legacy of their stations' architecture." *- by James D. Charlet, 11/6/20*
Charlet, located in NC, is an authority on the U.S. Life-Saving Service and has written nationally about nautical history.

S.O.S. (Save Our Station) Vermilion
Shipwrecks on the south shore of Lake Superior caused numerous fatalities in the mid 1800s. Many of these wrecks occurred near shore, but this stretch of coast was mostly uninhabited and little assistance was available.

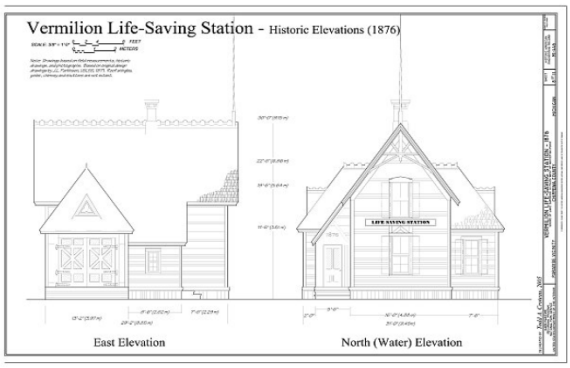
As a result of these tragedies, Congress funded construction of four U.S. Life-Saving Service stations in that area. The stations were built in 1876 at Vermilion Point, Crisps Point, Two Heart River, and Muskallonge Lake, later known as Deer Park. These four were the only stations built in the Lake Superior Type architectural style. Their keepers and crews of surfmen saved many lives.

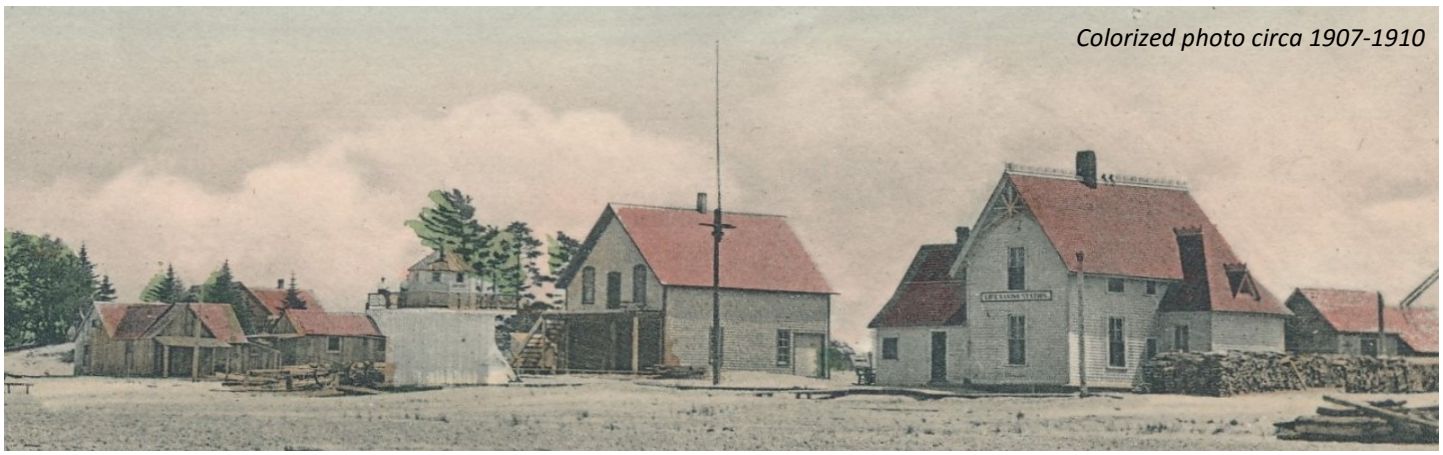
Years after the Life-Saving Service became part of the U.S. Coast Guard, construction of new Coast Guard stations at Whitefish Point and Grand Marais, MI, along with improved technology, led to the closing of the first four stations. The Vermilion Coast Guard station buildings and grounds were sold to a private party in 1947, and are currently owned by the Little Traverse (land) Conservancy. Over the years, nature reclaimed most of the Vermilion Point buildings. The three structures built by the Coast Guard in 1938-1939 still stand, but the original 1876 station building is the only survivor from the Life-Saving Service era. It is the only remaining example of Lake Superior Type architecture.

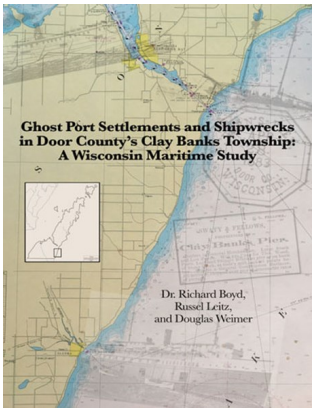

Since 2017, volunteers have stabilized Vermilion Point's LSS roof. There is still plenty of work to be done.

While the Little Traverse Conservancy realizes the historical importance of the 1876 building, their mission is focused on preserving the area's natural resources. S.O.S. Vermilion, a 501(c)3 nonprofit organization, was formed in 2017 to partner with the Little Traverse Conservancy. This relatively new group's mission is to preserve and restore the 1876 Vermilion Point U.S. Life-Saving Service station building.

S.O.S. Vermilion has a challenge grant underway for the entire 2022 year. All donations are matched dollar for dollar. To learn more, visit: https://www.sosvermilion.org/




Colorized photo circa 1907-1910



Ghost Port Settlements and Shipwrecks in Door County's Clay Banks Township: A Wisconsin Maritime Study

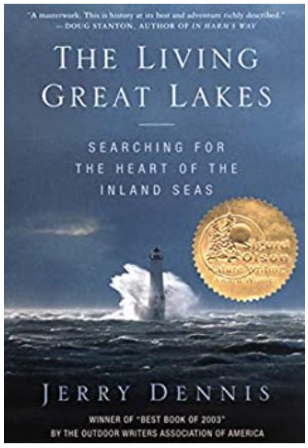
By Dr. Richard Boyd, Russel Leitz, and Douglas Weimer

Covering an area of Door County that is often overlooked, the authors research the settlements and shipwrecks of Clay Banks Township. In the mid- to late-1800's, the township supported four settlements on the shores of Lake Michigan: Foscoro, Clay Banks, Brant's Pier and Horn's Pier.

Surmising from those names, the settlements developed because of substantial piers built into Lake Michigan... some as long as 1,500 feet. The lengths of these piers were essential because of the shallow, stony shoals extending into the lake. The authors start with a thorough overview of the economic reasons for these piers as well as the decline and disappearance of the piers and their associated settlements. During this time, the economy almost exclusively relied on logging. Once the timberlands became depleted, the settlements began their short inevitable decline. This area was also home to many shipwrecks ranging from the Goodrich Lines' *Carolina* to the schooner *Ottawa.* The *Ottawa* claimed the most lives (five) of any shipwreck on the lake side of Door County. The authors give a complete overview of those shipwrecks. They conclude with the underwater archaeology of these lost vessels. - *Jim Schwartz*

The Living Great Lakes: Searching for the Heart of the Inland Seas

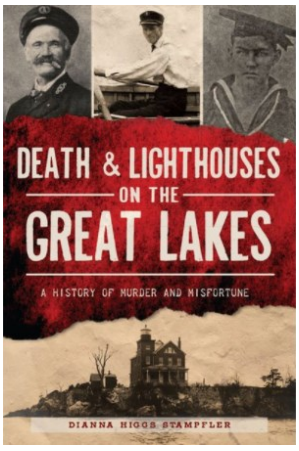
By Jerry Dennis



Journey on a memorable trip aboard the *Malabar* from Grand Traverse Bay MI through the Great Lakes out to Maine to meet the ship's new owner. The objective was to gather inspiration for a book the author was writing, but the experience more than topped his expectations. Dennis oversold his experience with sailing the Great Lakes.

Dennis tells of the sites and then veers off to the backstory that fills the space between the waves such as why the Great Lakes are more challenging than the open ocean (especially in November), tales of Hemmingway and Jesse Strange, the Niagara Escarpment, the wrecks of the *Carl D. Bradley*, *Edmond Fitzgerald* and *Daniel J. Morell,* stories of the great Peshtigo Fire and the mystery of the *Griffon*. We are transported through the Erie Canal along a channel with barely enough depth to clear. We learn of the invasive fish and plants that have populated the Great Lakes, the tragedy of pollution that has endangered native fisheries, and the thwarted plans to drill for oil and natural gas.

- *Mary Beth Volmer*



Death & Lighthouses on the Great Lakes: A History of Murder and Misfortune

By Dianna Stampfler

Losing one's life while tending to a Great Lakes lighthouse — or any navigational beacon anywhere in the world for that matter — sadly wasn't such an unusual occurrence. The likelihood of drowning while at sea or becoming injured while on the job ultimately leading to death were somewhat common back in the late nineteenth and early twentieth century.

Death by murder, suicide or other unnatural and tragic causes, while rare, are not unheard of. In fact, more than dozen lighthouse keepers around the Great Lakes met their maker at the hands of others – by fire, poisoning, bludgeoning and other unknown means. A handful of these keepers, either because of depression or sheer loneliness, took their own lives. A few we may never know the true story, as the deaths now 100 or more years ago, weren't subjected to the forensic scrutiny that such crimes are given today.

In the pages of *Death & Lighthouses on the Great Lakes: A History of Murder and Misfortune* – available in March 2022 from the History Press – you'll find an amalgamation of true crime details, media coverage and historical research which brings the stories to life… despite the deaths of those featured.

Our Distinguished Business and Community Partners

Ways to Support FOPPI

Membership: categories range from Individual to Lifetime.

Donate Online: plumandpilot.org/donate

AmazonSmile: AmazonSmile is a simple way to support FOPPI every time you shop, at no cost. AmazonSmile is available at smile.amazon.com on your web browser and smartphone. Search for 'Friends of Plum and Pilot Islands Inc.' and 0.5% of your eligible purchases will be donated.

Matching Gift Program: Please see plumandpilot.org/donate for details on this option.

PayPal Giving Fund: Add 'Plum and Pilot' to favorites in your eBay account. You'll be prompted to donate when buying or selling on eBay.

Stocks and Appreciated Assets: Support FOPPI through a gift of appreciated stock held for more than one year. See plumandpilot.org/foppi-donate for additional information.

Thrivent Choice Program: Friends of Plum and Pilot Islands are enrolled in the Thrivent Choice program and we appear in the catalog https://www.thrivent.com/what-we-offer/generosity/thrivent-choice.html. Anyone can make an online personal donation through the Thrivent Choice catalog page. Thrivent will cover all processing fees so FOPPI receives 100% of the donation. Eligible Thrivent clients can also direct Thrivent Choice Dollars to FOPPI, thereby recommending that Thrivent provide additional funding for our organization.

Friends of Plum and Pilot Islands is proud to be a GuideStar Platinum Participant.

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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 (wmhs.org).

In Memoriam



Willard "Kap" George Krueger Jr.
Washington Island, aged 80
Passed away 1/10/22

Will joined the United States Navy in 1959, during the Cuban Missile Crisis. On his 21st Birthday, December 18, 1963, Will was honorably discharged with the rank of seaman.

After living several years in IL, Will and his wife Lois moved to Washington Island in 1978. They purchased Kap's Marina. He was an amazing mechanic and passed on his knowledge to many Washington Island youth. In addition, he was a John Deere dealer, a Boy Scout leader, and a Sunday school teacher. He had an extreme love of hockey, having built a rink in his backyard, which provided a place for all Island children and parents to play organized hockey.



Will lived his life for his family. He had a rugged demeanor, but warmly gave himself to his family and Washington Island. Will served his country with pride, raised his family, and a shaped an island business legacy through hard work, dedication, and love. He had a wonderful life and will be missed by many.

Door County Maritime Speaker Series for 2022

Free, advance registration requested: DCMM Speaker Series. Watch the website for any schedule changes.

February 3rd: Tamara Thomsen, Wisconsin History Society

March 3rd (virtual presenter): Dr. Victoria Brehm: Women Shippers and Traders on the Great Lakes

April 7th: Northern Sky Theater: Sea Shanties

May 5th: Daniel LaMere: America's Cup Sailing

Talks are recorded and available on Door County Maritime Museum's website: http://www.dcmm.org/

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 (USFWS) and the Friends of Plum and Pilot Islands (FOPPI).

The USFWS relies on funds allocated through their annual budget. They are unable to apply for grants or solicit donations. That's why government agencies often partner with non-profit entities like us.

Through you, FOPPI has been able to work on projects benefiting the island buildings and grounds. We have developed programs like Women in Preservation, Environmental Education, which introduces children and young adults to the natural resources on the island, and a Speaker's Bureau. This program brings speakers to organizations so they can learn about FOPPI. Please email friendsofplumandpilot@gmail.com if you would like us to talk to your group of interest.

These projects and programs could not be possible without your financial support, that of our local friends and followers. Your donations and inspiration help us to preserve and restore this important part of our heritage within the Green Bay National Wildlife Refuge. Thank you!

John and Amy Becker
Bill and Karen Bell
Thomas Biermann
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In Remembrance:
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Friends of Plum and Pilot Islands Membership Form

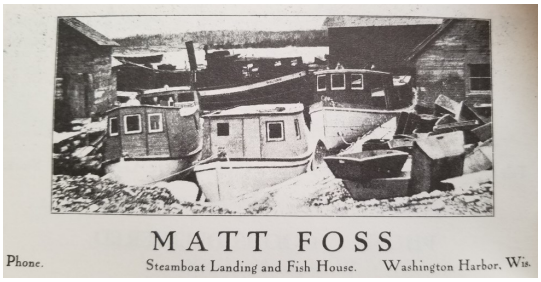
Your membership entitles you to receive:

- FOPPI *Forum* newsletter
- Invitation to FOPPI Annual Meeting
- Opportunity to volunteer on the islands

FOPPI is a 501c(3) Charitable Organization.
Your gift is tax deductible, as provided by law.

Please make your check payable to:

Friends of Plum and Pilot Islands
P.O. Box 61
Washington Island, WI 54246



Page from 1910 Washington Island Souvenir Business Directory.

Date _____ Email Newsletter? _____ Yes

Name _____

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Membership Categories:

$30 Individual
$50 Family—2 or more people
$75 Patron Donor
$100 Keeper Donor
$1,000 Benefactor (Lifetime) (Includes signed and numbered print by Door County artist Cathy Meader.)
* Additional Contribution _____

Are you interested in volunteering on the islands?

_____

In what area?

_____

The **Friends of Plum and Pilot Islands, Inc**. (FOPPI) was established in 2007 to preserve the unique island ecosystems and foster partnerships to preserve its 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, the FOPPI *Forum*, are invited to attend the annual meeting, join us in seasonal clean-up, trail maintenance, invasive species removal, and light repair work.

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

The Friends of Plum and Pilot Islands is a 501(c)3 non-profit corporation. Contributions are tax deductible to the extent allowed by law.

Please visit our website or follow us on:

Download our audio tours!
https://www.plumandpilot.org/audio-tour.html#/

The Friends of Plum and Pilot Islands welcomes these new members:

- Henri Carter, Ellison Bay, WI
- Mathew Foss, Weston, WI
- Todd and Kathryn Harris, Ellison Bay, WI
- Sharon Stults, Washington Island, WI
- Gerry and Micky Swanson, Ellison Bay, WI
- Karen Wells, Norton Shores, MI
- Kimberly Wells, Sturgeon Bay, WI



Volunteer Kim Krueger waved to Fall Lighthouse Festival Plum Island visitors the first weekend of October. - Photo by Joe Mitchell

Is it time to renew your membership?

Mailing label includes 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 receiving the *Forum* electronically, you'll receive a separate email advising it's time to renew.

Thanks for helping save on the cost of mailing renewal reminders!

Help Us Be Green With Newsletters:

The FOPPI Forum newsletter is sent four times a year. To help save paper, printing, and postage expenses, please consider receiving your newsletter via email. Previous newsletters are available on our website to download or read.

Contact Jean Fox at jeanfox215@gmail.com

Friends of Plum and Pilot Islands, Inc.
P.O. Box 61
Washington Island, WI 54246

The mission of the Friends of Plum and 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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