Friends of Plum & Pilot Islands, Inc.

Where History and Nature Meet at the Door!

Founded in 2007

Forum: Winter 2023

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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,

Folks often ask me how I found FOPPI. Truly, I think FOPPI found me. My daughters were settled in their lives, and I was ready for a new outlet for my creativity. Some days I wonder if I should have chosen knitting, but then there are days when I open my email to find a donation from someone who believes in our mission or from someone who has been following our historic preservation progress and would like to get involved. Part of our mission is to preserve these buildings so their history can continue to be told. Perhaps this history will reach someone who is looking for a place to apply their skillsets for posterity. Perhaps the beauty of Plum Island will resonate with someone who wants to learn more about how to preserve the solitude of this remote island. Perhaps hearing someone speak of the passion for our mission is all that is needed for one to take that next step to get involved. Could that one be you?

If we were to describe 2022 with one word, it might be *transition*. Joel Vos joined us at the beginning of the year as our Refuge Manager; new agreements were adopted to clarify our U.S. Fish & Wildlife Service (USFWS) partnership, we purchased a boat, and we had some significant changes to our team leads. While change is inevitable, it's not always comfortable, but we persevered, and our organization is stronger than ever. Thank you for your continued support during this time of transition!

This year, 2023, will be one of *restoration*, as work with the USFWS to restore the 1939 dock is planned to begin soon after the ice melts. We'll work to complete the rear range light tower restoration that began two years ago, thanks to a grant from the David L. and Rita E. Nelson Family Fund within the Community Foundation for the Fox Valley Region. Last year we applied a temporary membrane to the Pilot Island lighthouse tower, while awaiting the needed funds to do a complete restoration. We will announce a capital campaign to fund this work to completion soon!

As the dock restoration will be an immense undertaking, Plum Island may not be accessible to the public or workday events. However, we have made special arrangements with USFWS to host select workshops and bring guests to the island via *The Shoreline*, so watch for emails on these events!

We look forward to spending some time with you in 2023!

— Mary Beth

Refuge Manager's Corner

Happy winter! We're hard at work planning for the field season at Green Bay and Gravel Island National Wildlife Refuge, and there's still more to come. For some of us, this is a great time to curl up with a book and ponder the late morning sunrises this time of year. For me, it's mostly the early mornings and lots of coffee!

The first cup of coffee in my cup is for planning out how we will meet our mission to conserve and protect fish, wildlife, plants, and their habitats for future generations. As the establishment of our refuges relates to safe homes and layovers for birds, staff are planning surveys and visits to each of the islands that compose Green Bay and Gravel Island National Wildlife Refuges. We hope to see bald eagles returning to their established nests, as well as Caspian terns making theirs in the gravely shores. Working with partners we will continue to survey and treat invasive plant species and monitor the fragile shoreline habitats of the beautiful endangered dwarf lake iris.

Pouring a second cup, I consider how we are managing a contract for a comprehensive inspection of buildings on Plum and Pilot islands for the presence of lead and asbestos. Over the years we've discovered some of the more substantial roadblocks to moving ahead on projects, especially as we uncover hazards we didn't know about back when we assumed management in 2007. Our aim is to determine precisely what hazards to health exist in the buildings before we move ahead in the coming years with some of our most significant historic preservation work on the refuge. With that survey in hand, we will have the best information to assist contractors and our volunteers in maintaining the safest work environments possible. Not only that, but the supplied report will also contain accurate cost estimates for removing any confirmed asbestos containing materials, lead impacted areas, and any other hazardous materials.

Bracing myself, a whole pot of coffee is brewing for a full rehabilitation of the east pier. The U.S. Fish and Wildlife Service (USFWS) had hired an engineering firm in 2021 to establish a comprehensive design specification to help withstand the wear and tear of harsh Lake Michigan conditions in Death's Door for decades to come, while also maintaining the vital historic character of the pier itself. Once this contract is awarded, we'll see equipment arrive and work begin to take apart the pier's decking and cribbing and replace it with a new structure. This will mean the bolts for new cleats, ladders, and signing can say "Farewell!" to the century-old, rotted timbers and "Hello!" to secure purchase in new wood. This rehabilitation project of what most folks call "the dock" is incredibly important to maintain safe access for the public, USFWS staff, hired contractors, and permitted commercial tour companies. However, a closure to the public is planned during the construction period. You'll want to plan to keep an eye on our website (www.fws.gov/refuge/green-bay) for announcements, and we'll work with FOPPI to help get the word out!

With that next pot of coffee percolating, I'm working hard with FOPPI and the volunteer historic preservation committee to help facilitate numerous other volunteer projects, including painting, trail maintenance, and setting up scopes of work for contracts. Together with FOPPI, we are preparing in 2023 for completion of the repainting of the rear range light on Plum Island and continuation of work to stabilize the Pilot Island lighthouse tower. I do love the cozy tradition of sharing a cup of coffee with friends!

As you're at home or work, tucking into a warm cup of coffee and dreaming of spring, I'll say again that we are grateful for your support, your willingness to volunteer your skills, and your dedication to sharing with others the importance of conserving and protecting the plants, wildlife, fish, and their habitats at Green Bay National Wildlife Refuge. It's through the protections of your National Wildlife Refuges that we're able to continue sharing together the stories of the people who called the islands home. Thank you!

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



Plum Island, March 2019. Photo by Nancy Leisgang.

Historic Preservation and Restoration by Chuck Scheckel

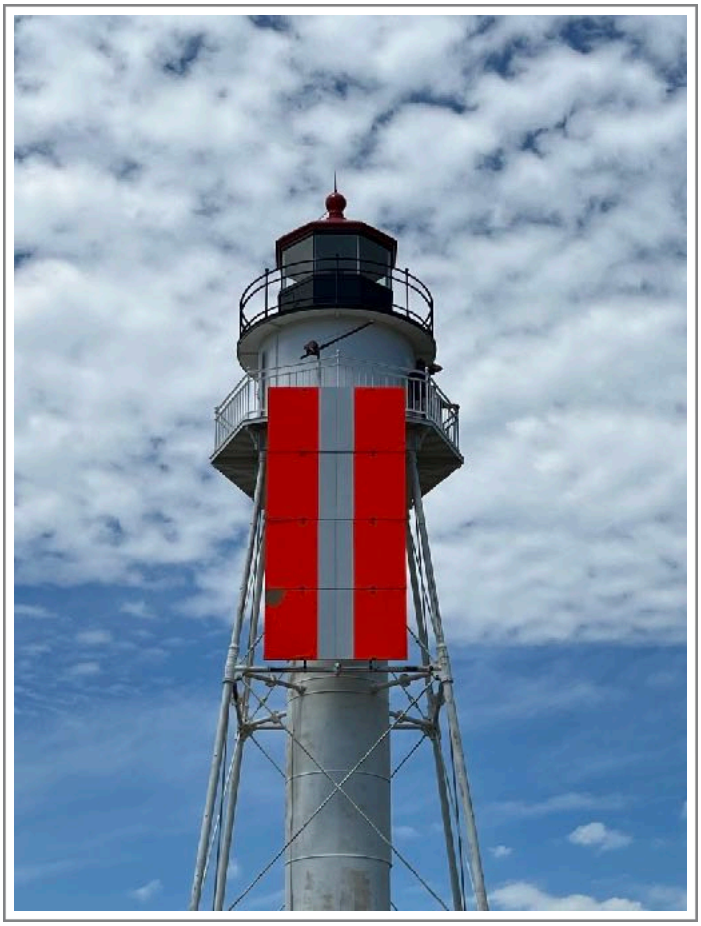
The pace of life up here in Door County slows considerably in late fall and stays slow until late spring. But slow isn't hibernation. A lot is happening with the FOPPI teams right now, including the historic preservation and restoration (HPR) team. For summer of 2023, we have plans to be completed and work to be done!

FOPPI is a committed partner of U.S. Fish and Wildlife Service (USFWS), and preserving the buildings and structures on Plum and Pilot Islands is our goal. As is true of any old buildings, they fight the elements year after year with time taking its toll. FOPPI and USFWS are working together to manage the large list of projects that need attention. As a team, we work together to prioritize "the list," compose the plan, seek the skilled contractors that can work on a remote island, determine the funding channel, figure out logistics, and manage the projects. And, we need to accommodate Mother Nature as well… with high winds and rough weather often complicating the best laid plans.



Boathouse doors to be replaced. Photo by Nancy Leisgang.

Our 2023 project priorities include significant undertakings that are the results of prior year planning and coordination. They are now ready to go, including the painting of the lower section of the rear range light, creating and deploying interpretive signage, repairing the boathouse garage door panels, and completion of several painting tasks. In addition, USFWS is hoping to embark on the boathouse east pier replacement to ensure safe access to Plum Island for years to come.



Rear range light. Photo from the FOPPI archives.

All of the projects we have done, and we want to do, are completely dependent upon the realities of the work, including the dedication of FOPPI members and volunteers, the availability of skilled contractors, and the proper funding stream. We at FOPPI will continue our outreach to friends, community, and granting organizations so that we may accomplish as much as possible in a time frame that will preserve the Island's structures.

We hope that the future allows us to improve the accessibility and interest for Plum Island, and make the Pilot Island structures a site for people to see for many years to come! Much to do, and it will take perseverance and commitment by all our partners and friends to get it done.

For all our friends, partners and contractors… we're looking forward to a busy and productive 2023.

The Shoreline's **Beginnings** by Eric Bonow

Vessel Type: Gas Screw
Tonnage, Gross: 12.91 Tonnage, Net: 8
Dimensions (Register): Length 31.6' Beam: 11.1' Depth: 5.9'
Description: Fiberglass hull, one deck, no masts, curved stem, round stern.
Built in Sturgeon Bay, Wisconsin in 1973.
Measured at Sturgeon Bay, Wisconsin in 1974.

The above information is taken from Permanent Consolidated Certificate of Enrollment and License, No. 63, issued at Milwaukee November 4, 1980. It replaces PE No. 63 issued 5/4/1976 due to a change in vessel ownership. The vessel data remains the same. Had there been a change, it would have been noted.

Significant Dates:
August 25, 1974: Letter from Peterson Builders to Jack Karow offering the boat for $16,925.

August 26, 1974: Application for Admeasurement. Admeasurement is the term used when an entity (such as the U.S. Coast Guard) measures the vessel to determine the registered dimensions and the tonnage (gross and net). Gross and net tonnages in this case are a measurement of interior volume, not weight or displacement, as is commonly thought. For example, *The Shoreline* does not "weigh" 12.91 gross tons, but rather measures 12.91 gross tons.

October 8, 1974: Admeasurement has been completed.
May 13, 1975: Bill of Sale from Peterson Builders, Inc. to Shoreline Enterprises, Inc.

Given this information, it is safe to say that *The Shoreline* will celebrate its 50th anniversary in 2023! The hull may have been laid down prior, but all of the official paperwork lists 1973 as the date of build. Peterson Builders, Inc. (PBI) was asked for further information on the boat, and Ellsworth Peterson did not have anything further. As of December 2022, it is unknown if any of the PBI records still exist. It is also safe to say that 1975 was her first year navigating the waters of Door County, and in 2025 another celebration could be held honoring that anniversary. In *The Shoreline* archives, there is information regarding the changes necessary to the boat, prior to use in commercial service mandated by the U.S. Coast Guard. This would indicate that the boat was not used prior to its sale to Shoreline Enterprises, at least in commercial service.



The Shoreline near Pilot Island. Photo submitted to doorcountypulse.com.

In 1994, Jim Robinson founded Shoreline Scenic Cruises in Gills Rock and, with *The Shoreline*, filled a surprising void in the vacation industry of a peninsula that has more coastline than any county in the country: a strictly sightseeing tour, from the water's vantage point, of the Door's inspiring limestone cliffs, historical lighthouses and mysterious shipwrecks (https://doorcountypulse.com/topside-the-tales-of-captain-robbo/). In 2022, Captain Jim "Robbo" Robinson sold his 16-passenger vessel to Friends of Plum and Pilot Islands (https://www.plumandpilot.org), but he still stands at the helm on many charters! To learn more about *The Shoreline's* charters, read Captain Jim's article, "Let's Go Cruising," in this issue of the FOPPI *Forum*. Then, schedule your own charter on *The Shoreline* through FOPPI's new reservation system on the FareHarbor app.

Visit http://www.dcmm.org/exhibits/sturgeon-bay/peterson-gallery/ to learn more about the history of shipbuilding in Sturgeon Bay and to watch an interesting and informative video.

Let's Go Cruising by Jim Robinson

Friends of Plum and Pilot Islands (FOPPI) would like to thank all the passengers and families that toured with us in 2022. We appreciate your comments about how much you enjoyed seeing the lighthouses and life saving station on remote Pilot Island, Plum Island, and shipwrecks, and learning about the need to preserve these historic structures.



Captain Jim Robinson near Pilot Island.

Some of you chartered the boat for a day on the water to see some scenery, others for anniversaries, birthdays, or just a family get together. We appreciated your comments on how much fun your cruise was and the history you learned. Several passengers had a chance to climb the rear range light (Plum Island Lighthouse) to the top. What a view! We are planning more "Explore Plum Island Days" and special events to give you a chance for this once-in-a-lifetime adventure.

We look forward to seeing you back this coming season to enjoy the cruises FOPPI has planned for 2023! We will be offering some daily per person lighthouse cruises, as well as our popular private charters (whether it's just two people or a group of up to 16!). We even have some cruises planned up around Washington Island to Rock Island for the 2023 season! Want more lighthouses? Book our Out Island Cruise with your group to the Poverty and Saint Martin Lighthouses in Upper Michigan, which also includes views of the lighthouses on Rock and Plum Islands. Four lighthouses!

We have a table we can set up on the deck of the boat so feel free to bring your snacks, food, and beverages, and we will take you for an enjoyable educational historical tour aboard our historic Navy boat. Our boat *The Shoreline* is immaculately maintained and operated by U.S. Coast Guard licensed captains. And, "The Shoreline" will be celebrating her 50th birthday this year!

FOPPI is a not-for-profit organization, so the monies you are paying for your cruise are going directly to help with the preservation of both Plum and Pilot Islands and the historic lighthouses and life saving station that sit on them and not into some for-profit company's pocket.

FOPPI will be redoing our web page shortly which will include an easy online reservation system for booking your cruise with FOPPI. But don't wait! Check out the tours available on our website right now at www.plumandpilot.org and hit the reserve now button to book your cruise!

Let's go cruising!

Join *The Shoreline* Team

If you love being out on the water, this volunteer opportunity with FOPPI is for you!



Sally Dery and Capt. Stiles Meredith aboard *The Shoreline*.



Capt. Stiles Meredith and Sally Dery.

Assist our U.S. Coast Guard Master Captains, Jim, Doug, Stiles, and Jason as a crew member aboard *The Shoreline*. Duties include preparing the boat for tours, greeting guests, and ensuring vessel and passenger safety. Training is provided, and you can sign up for cruises that fit into your schedule. Ferry transportation to Washington Island is provided by FOPPI.
Contact FOPPI's Volunteer Coordinator Jim Schwartz at jrschwartz@new.rr.com for more information.
Sharing your enthusiasm for Plum and Pilot Islands, Death's Door, FOPPI, and the Green Bay National Wildlife Refuge with our guests is fun and rewarding!

Ageless by Karen Ellery

There is beauty in extreme old age —
Do you fancy you are elderly enough?
Information I'm requesting
On a subject interesting:
Is a lighthouse all the better when it's tough?

A few months ago, I had the delight of attending the sesquicentennial celebration of a lovely lighthouse: Bodie Island in North Carolina. It was a hybrid event, in-person and virtual, with stories, music, and a Muster with the names of former keepers read out and descendants of those keepers standing to acknowledge them. Even 1300 miles away, I could feel the love and support for this grand old building.



Pottawatomie Light on Rock Island (with a pile of shoes by the door). Photo by Karen Ellery.

My history with the Friends of Plum and Pilot Islands began with another lighthouse's sesquicentennial celebration fifteen years ago. In 2008, the oldest lighthouse in Wisconsin, the Pottawatomie Light on Rock Island, celebrated its 150th birthday. Though the first lighthouse structure on the spot had been operating since 1838, the light was essentially rebuilt in 1858. The Friends of Rock Island (FORI) threw a party for it during the 15th Annual Door County Lighthouse Walk, and I was there. We took off our shoes at the front door to avoid tracking mud onto the newly painted floors. After a quick tour of the light, we flopped on the grass outside and enjoyed the ceremony and sunshine. What I didn't realize at the time was that another lighthouse, even closer to my heart, was also turning 150 that year.

Pilot Island Lighthouse was constructed and began operations in 1858. It's a beautiful building, very similar in shape to the Pottawatomie light, but built from Cream City Brick instead of stone. One of the founders of Friends of Rock Island, Tim Sweet, was eager that the historic maritime structures on Plum and Pilot islands (neither of which were open to the public at that time) should also be preserved and enjoyed. He became a founder of FOPPI, and sometime early in 2008 he received an email from a woman in Minneapolis planning a vacation in Door County. She—well, I—had been to the peninsula a few times and had fallen in love with the sleeping beauty of Plum Island. I wanted to get back there, but in 2008 it was only open for the occasional special tour. After a little research, I found an email for Mr. Sweet and got in touch. He in turn recruited me for his new non-profit organization, FOPPI, and let me know that there would be a ceremony transferring Plum and Pilot from the U.S. Coast Guard to the US Fish and Wildlife Service. I had to be there.



Cakes celebrating the transfer of Plum and Pilot Islands to the U.S. Fish and Wildlife Service. Photo by Karen Ellery.

It was just the beginning of a long love affair with these two islands, as I've also fallen under the spell of Pilot Island and its beautiful lighthouse, even without ever having set foot there. I've often thought lighthouses are as close to castles as we get in the US: large, elegant buildings created for our protection and built to last. Pilot Island Light has looked on tempests and shipwrecks, picnics and cow-pasturage, and still stands as an active aid to navigation through the dangerous waters of Death's Door. It is beginning to show its age; the cream bricks and iron watch deck are in need of work, and we are earnestly trying to find the funds to keep it safe and strong for at least another century. Pilot will be 165 years old in 2023, and I hope, next time you see it, you'll blow a kiss and wish it many happy returns of the day.



Pilot Island Light, circa 1900. Photo from the FOPPI archives.

Older than the Oldest Shipwreck by Karen Ellery

Wisconsin is the home of countless historic shipwrecks, from the legendary Le Griffon to the better known *Rouse Simmons* schooner (aka the Christmas Tree ship). There is even a Wisconsin Shipwreck Coast National Marine Sanctuary that contains 36 historic shipwreck sites that "represent vessels that played a central role in building the nation between the 1830s and 1930s." Further north, in the Death's Door area, there are at least 240 shipwrecks, five of them in waters around the Green Bay National Wildlife Refuge (GBNWR): The Grapeshot and The Resumption (Plum Island), and The A.P. Nichols, The Forest, and The J.E. Gilmore (Pilot Island). You can take a Death's Door Cruise on The Shoreline and, conditions permitting, you may see them where they lie in the clear Lake Michigan water.

However, these commercial shipwrecks are not the oldest or most interesting to be found in Wisconsin. That claim must belong to the Native American dugout canoes recently found in Lake Mendota by the Wisconsin Historical Society maritime archeologist Tamara Thomsen. The first canoe was discovered in June 2021, resting in about 30 feet of water. It was carbon dated to approximately A.D. 800, centuries before Europeans colonized the continent. The canoe was made from a single tree and with it were found net sinkers and hand-tooled rocks. The Dane County Sheriff's Dive Team worked with the Wisconsin Historical Society to excavate and recover the canoe.

What's more remarkable than finding a 1,200-year-old canoe? Finding a 3,000-year-old canoe! During a May 2022 recreational dive, Tamera Thomsen once again discovered an ancient craft in Lake Mendota. This one was dated to 1000 B.C., "the oldest ever discovered in the Great Lakes region by roughly 1,000 years."

The 14.5 foot-long canoe was carved out of a single piece of white oak. Its recovery from the lakebed was organized in collaboration with Wisconsin's Native Nations, and representatives from the Ho-Chunk Nation and Bad River Tribe were present at its excavation and removal from the lake.

Ho-Chunk President Marlon WhiteEagle said "The recovery of this canoe built by our ancestors gives further physical proof that Native people have occupied Teejop (Four Lakes) for millennia, that our ancestral lands are here and we had a developed society of transportation, trade and commerce. Every person that harvested and constructed this caašgegu (white oak) into a canoe put a piece of themselves into it. By preserving this canoe, we are honoring those that came before us. We appreciate our partnership with the Wisconsin Historical Society, working together to preserve part of not only our ancestors' history but our state's history."

Both canoes are undergoing a years-long preservation process in a special vat of purified water with UV sterilization before being treated with polyethylene glycol, which will pull the water out of the wood and preserve the canoes for display.

"It's really hard to imagine," said Thomsen. "We're closer to that 1,200-year-old canoe NOW, in present time, than that canoe is to the 3,000-year-old canoe…"

To read more about these discoveries, click on the following links:

https://www.wisconsinhistory.org/Records/Article/CS16680

https://www.wisconsinhistory.org/Records/Article/CS16862

https://www.wisconsinhistory.org/Records/Article/CS16863

To watch videos about these discoveries, click on the links below:

https://madison.com/watch-now-how-tamara-thomsen-found-a-3-000-year-old-canoe/video_9f284838-4630-5af0-8272-0d8e0d482597.html

https://www.youtube.com/watch?v=9dyBxTvANu4



3,000-year-old canoe discovered in Lake Mendota. Photo courtesy of Wisconsin Historical Society.

Sky Pilot of the Great Lakes by Mary Beth Volmer

In the early part of October 1900, the traveling minister William H. Law met the fury of Lake Huron on a return trip from Bois Blanc Island to his home 20 miles south in Hessel, Michigan. Along with his son Charley and a friend, the trio battled gale force wind and waves until their boat was pushed up on the rocks. Luckily they were in sight of the Walker's Point Life-Saving Station. Captain Cleary and his crew worked tirelessly to release the boat from the rocks and eventually were able to tow it back to the shore for repairs. As the storm raged on, Rev. Law seized the opportunity to get the know the crew and their families that lived in this remote location. He learned of other such stations located in even more remote locations than Bois Blanc and heard tales that ranged from periods of boredom and loneliness to selfless heroic efforts to save the lives of mariners in distress. Being a learned man, he noticed that the men had little or no reading materials to keep their minds active and vowed to change that. Soon it became evident to him that his call to spread "The Gospel of Humanity" would be to better the lives of the keepers and surfmen of the U.S. Life-Saving Service in the Great Lakes and eventually the vast expanse of the United States.

Reverend Law began collecting books and magazines to fulfill his mission to personally visit remote stations in the summer months, publishing tales and stories he gathered on these trips in pamphlets called "The Message," and lobbying the U.S. government to increase the pay and benefits of the surfmen and keepers. He partnered with the Detroit Public Library to acquire reading materials the library no longer had use of and started writing personal letters to the surfmen and lightkeepers stationed in all parts of the United States, relaying news, good cheer and informing them of tales of other stations and his own work in lobbying the government for their benefit.

One of the stories is of his visit to Plum Island: In conclusion I wish to call the attention of the reader to the work done by the Plum Island Life-Saving Station, Lake Michigan. I doubt very much if there is a crew of life-savers in all the world that has such a record, and there is not a station in the Great Lakes but what could make as good a record if ever they had an opportunity. In visiting the station this last summer I was simply amazed at the noble record they have made, and for which they are justly proud. This station was established in 1896, and during the first four seasons had sixty-five wrecks to care for, and only lost two out of the sixty-five. Those vessels, big and little, would average without doubt ten people; that would be 650 people relieved from wrecks during four seasons, and strange to say, not a life lost. Were it not for the records to refer to, it would indeed be hard to believe such statements. The property involved in this record would count up into the millions, but this property is of no account compared with the deliverance of so many people whose lives were imperiled, many of whom certainly would have found a watery grave. On one boat alone they worked seventy-six hours unloading iron and ore, relieving her in such a way that it became possible for a tug to pull her off the rocks.



Rev. Law in his younger years.

On Fisherman's shoals, about thirteen miles from Plum Island station, the steamer Bealman went on the rocks. The seas were so great that they swept over her lengthways from her stern forward, carrying a ton of hard coal that was in a large box, setting about midships, and shifting it fully 100 feet with such violence that it smashed in the galley or kitchen and knocked the stove over. Sixteen men and one woman were clinging to the rigging and were all safely removed by the life savers. Plum Island station is situated in a dangerous body of water known by sailors as "Death's Door," and indeed it is well named. It is the principal entrance to Green Bay as you round the long point running out from the mainland in the form of a peninsula, and which now is an island by reason of the ship canal that has been cut through from Sturgeon Bay. Out from the end of this point there are several islands, and the main channel through them is "Death's Door." Pilot Island, at the very entrance of this channel, has a ghastly record. It is a small rocky island of only four acres, and around this little island piled up among the great black boulders can be found the distinct remains of eight vessels. Two large anchors, one weighing fully 1,000 pounds, can be found nearly two rods up from the water, where



Rev. Law in his later years.

some vessel, having been driven upon the rocks, let go her anchor only when smashed to pieces. During recent years, owing to the number of lighthouses that were built on several of the islands, Pilot Island in particular, there have been fewer wrecks. It was in and about "Death's Door" that Plum Island life savers have made such a marvelous record and covered themselves with a glory that can never fade, and when I visit them I feel greatly honored in the warm grasp of hands, back of which there are hearts of oak.

W.H. LAW.
Hessel P.O.
Les Cheneaux Islands, Lake Huron, Michigan

Reverend Law wrote to every senator and representative pleading for the development of a pension system. He also worked closely with Senator Charles E. Townsend of Michigan on a bill that would eventually be passed in 1915, providing pensions and pay increases for surfmen. Later, Law lobbied to bring the keepers of the Lighthouse Service the same well-deserved benefits.

From *Sky Pilot of the Great Lakes: A Biography of the Reverend William H. Law* by John Kotzian.

Old photographs of Plum Island donated by the J.M. Slavens Family.



Crew quarters, dock, and old boathouse.



Crew quarters and crew.

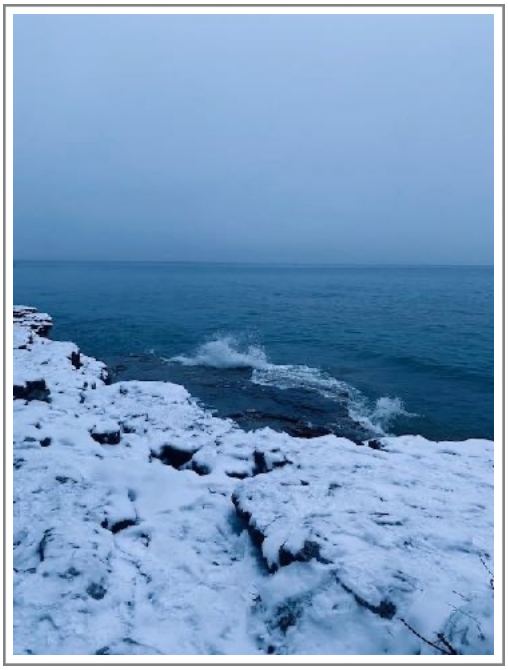
Everyone knew that islands were worlds unto themselves, that to come to an island was to come to another world.
—Guy Gavriel Kay



Rear range light and keeper's quarters.

Scenes from the County

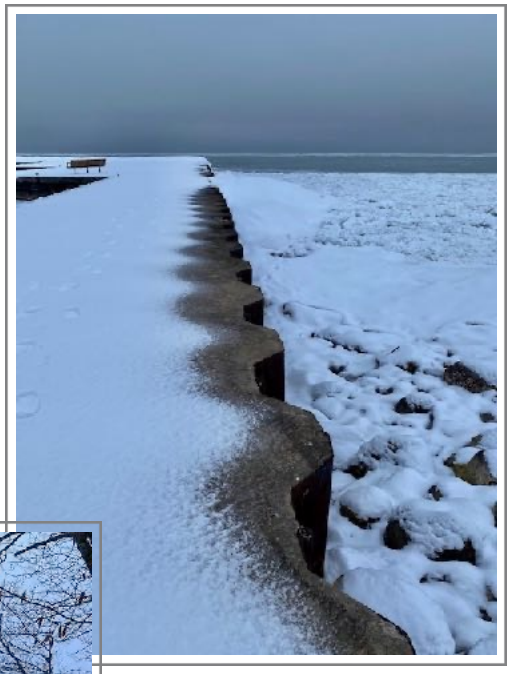
On Saturday, January 21, several members of the FOPPI board as well as volunteer team leaders met at Door County Library in Sturgeon Bay to discuss the plans and possibilities that 2023 holds. Afterward, a couple of the volunteers explored the Door Peninsula. Although the scenery was filled with somber shades of blue and gray, Door County's intrinsic beauty was evident.



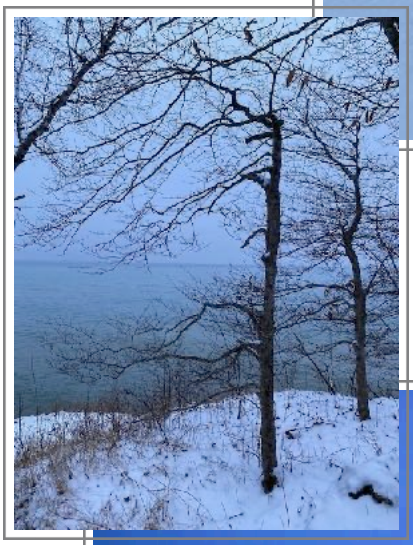
Whitefish Dunes State Park

…and I wish great welcome to the snow, whatever its severe and comfortless / and beautiful meaning.

—from "Snowy Night" by Mary Oliver

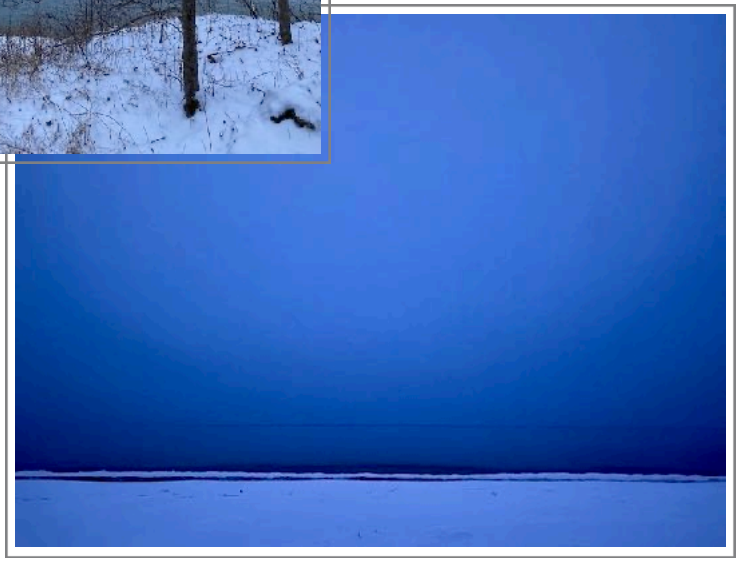


Horseshoe Bay

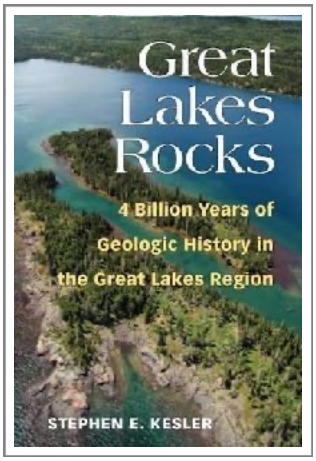




Horseshoe Bay



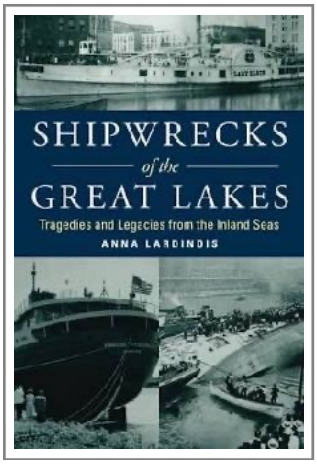
Egg Harbor



Great Lakes Rocks: 4 Billion Years of Geologic History in the Great Lakes Region
by Stephen E. Kesler

The geologic story of the Great Lakes region is one of the most remarkable of any place on Earth. *Great Lakes Rocks* takes readers on this fascinating journey through geologic history, beginning with an investigation of the surface features—the hills and valleys, waterfalls and caves, and the Great Lakes themselves—that we encounter on a daily basis. From there the book digs deeper into the past, and readers learn about the amazing techniques geologists have used to reconstruct the events that shaped this region millions and even billions of years before humans set foot on Earth. Throughout, the book gives special attention to the link between the region's geology and its modern history, including the impacts of geology on settlement patterns as well as the development of industries and the present-day economy. Other discussed topics include natural hazards that are geologic in nature, including earthquakes, floods, landslides, and coastal erosion, as well as information on rocks, minerals, and ancient life seen in fossils. Written for nonspecialist readers, this book provides a detailed but easy-to-follow introduction to the geology of the Great Lakes region, and it is an ideal fit for introductory geology courses, including those aimed at nonscience majors. (Review courtesy of amazon.com.)

Geologists have a saying—rocks remember.
—Neil Armstrong



Shipwrecks of the Great Lakes: Tragedies and Legacies from the Inland Seas
by Anna Lardinois

The newest addition to Globe Pequot's Shipwrecks series covers the sensational wrecks and maritime disasters from each of the five Great Lakes. It is estimated that over 30,000 sailors have lost their lives in Great Lakes wrecks. For many, these icy, inland seas have become their final resting place, but their last moments live on as a part of maritime history.

The tales, all true and well-documented, feature some of the most notable tragedies on each of the lakes. Included in many of these tales are legends of ghost ship sighting, ghostly shipwreck victims still struggling to get to shore, and other chilling lore. Sailors are a superstitious group, and the stories are sprinkled with omens and maritime protocols that guide decisions made on the water. (Review courtesy of amazon.com.)

What you leave behind is not what is engraved in stone monuments, but what is woven into the lives of others.
—Pericles

You can't get too much winter in the winter.
—Robert Frost

February 11-19, 2023: Celebrating Winter and Fish Derby, Washington Island
A week long celebration of ice and snow with food, fun, adventure, and entertainment! Watch for more details at https://www.doorcounty.com/business-directory/service/washington-island-chamber-of-commerce.

February 17-18, 2023: Fire & Ice Festival, Sturgeon Bay
The weekend begins with a candlelight ski/hike at Crossroads at Big Creek Nature Preserve from 6-8pm on Friday, February 17. Watch snow and ice sculptors create beautiful works of art throughout Sturgeon Bay on Saturday, February 18. Go to https://www.sturgeonbay.net/events/special-events/fire-ice-festival for more details.

February 18, 2023: Winter Open Day, Open Door Bird Sanctuary, Jacksonport
Come enjoy the winter wonderland of our Door County Sanctuary and visit our resident birds! We will have a bonfire going and warm beverages for everyone to enjoy. Bring your own equipment and snowshoe, cross country ski or hike our trails with your family. Check out https://opendoorbirdsanctuary.org/event/winter-open-day-4/ for more information.

March 8, 2023: Diving Shipwrecks on Lake Michigan, North Point Lighthouse Museum, Milwaukee
Great Lakes cold freshwater is like a refrigerator for shipwrecks. Many of them are preserved and intact. Learn what it's like to explore these relics with Captain Jitka Hanakova, diver and owner of Shipwreck Explorers Charter Business. Visit https://northpointlighthouse.org/lecture-series/ and https://www.shipwreckexplorers.com for more information.

April 12, 2023: The Story of Georgia Stebbins, North Point Lighthouse Keeper, Northpoint Lighthouse Museum, Milwaukee
Georgia Stebbins became an exemplary lady lighthouse keeper in an era when that was an uncommon profession for women. She was the longest tenured keeper at North Point with a fascinating story. Join Ken and Barb Wardius, authors and photographers of lighthouse history, as they discuss this remarkable woman. Visit https://northpointlighthouse.org/lecture-series/ for more information and to learn about more upcoming events.

Ongoing: Winter Guided Hike, The Ridges Sanctuary, Bailey's Harbor
Join our naturalist for an exploration of the Sanctuary in the winter. We will head out on the trails to learn all about the Sanctuary, explore some winter adaptations, search for animal tracks, and more! Preegistration required. Go to https://www.ridgessanctuary.org/events/list/?tribe_paged=2&tribe_event_display=list&tribe-bar-date=2023-01-20 for more details.

These are just a handful of fun, interesting, and educational things to do in the coming months! To learn about more events in Door County, go to https://www.doorcounty.com. For events around the state, visit https://www.wisconsinhistory.org/Records/EventSearch?&start=0.

Friends of Plum & Pilot Islands welcomes these new members:

- Barb Cornell Construction, Washington Island, WI
- David Heilman, Egg Harbor, WI
- Doug & Renea Heinrich, Hartland, WI
- Pauline Meyer, Appleton, WI
- Tony & Grace Woodruff, Washington Island, WI

Thank you for your support!



Walking on the Bay, March 2019. Photo by Nancy Leisgang.

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 due and charitable gifts help to restore and preserve the historical maritime structures on these island 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 seasonal cleanup, trail maintenance, invasive species removal, and light repair work.

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

Please follow us on social media! To download our audio tours, go to https://www.plumandpilot.org/audio-tour.html#/

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

If winter comes, can spring be far behind?
—Percy Bysshe Shelley

A Note from Our Treasurer

Towards the end of December, I became aware that some pieces of mail that were sent to FOPPI at P.O. Box 61, Washington Island, were not properly forwarded to my off-season address. If you sent in a membership or donation check after 10/31/22 and it has not been cashed, it likely is one of the items that was mishandled by USPS. Please contact me at (262) 498-8423 or resend your payment (indicating it's a replacement) to:

FOPPI
c/o Amy Lesnjak, Treasurer
3250 Fenceline Road
Franksville, WI 53126

Supporting FOPPI

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).

FOPPI thanks its distinguished community and business partners!

Friends, We Want to Hear from YOU!
What made you want to become a member of Friends of Plum and Pilot Islands? Do you remember the moment you felt compelled to support FOPPI's mission or to learn more about these unique islands? Do you have a special memory of a visit to or a view of the islands? Please share your story (of 250 words or less) for possible publication in the FOPPI *Forum*! Send to Nancy Leisgang at nancy.leisgang@gmail.com. **Thank you!**

Detroit Harbor Ladies Aid Donation Update
In the *Forum*: Fall 2022 issue, it was reported that the Detroit Harbor Ladies Aid donated $300 to Friends of Plum and Pilot Islands. That amount had been increased to $500! Thank you, Detroit Harbor Ladies Aid!

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.

Amazon Smile
Gil & Joyce Carlson Charitable Fund
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Blackbaud Giving Fund
Detroit Harbor Ladies Aid
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Bob & Janet Lordahl
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Tim Sweet
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Thrivent Funds
Twin Cities United Way
Mary Beth Volmer
Washington Island Ferry Line

Membership Form

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.

Mail to:

Friends of Plum and Pilot Islands Inc.

PO Box 61

Washington Island WI 54246-0061

YES, the work of the Friends of Plum and Pilot Islands DOES matter and here is my contribution to support their mission:
(Please indicate how you would like your donation used.)

- ☐ Environmental Education $_____
- ☐ Historic Preservation $_____
- ☐ "Float the Boat" Shoreline Donation $_____
- ☐ Special Events $_____
- ☐ Other Expenses as Needed $_____
- ☐ Gift Membership $30 $_____
- ☐ TOTAL AMOUNT: $_____

The Friends of Plum and Pilot Islands is a 501c(3) Charitable Organization. Your gift is tax deductible as provided by law.

Please complete this section for a $30.00 Gift Membership

Name _____

Address _____

City _____

State/Zip _____

Your Name _____

Occasion _____

"Where History and Nature Meet at the Door!"

www.plumandpilot.org

Name _____

Address _____

City/State/Zip _____

Email _____

Phone _____

Name as I wish it to appear in your appreciation materials _____

☐ Please do not list my name in your materials.

Do you have a connection to the islands?_____

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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**Denotes team leader*