Friends of Plum and Pilot Islands, Inc.

Where History and Nature Meet at the Door!

Founded in 2007

Forum: Winter 2024

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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,

Here in southern Wisconsin the snow is just about gone and hoarfrost has decorated the trees in my neighborhood. Friends of ours are already tapping their maple trees, which is the earliest they can remember! Our refuge manager, Joel, has reported that the ice is out, and we may begin our field season sooner than in previous years. Change is inevitable, and it offers us opportunities to grow and experience the newness of each season.

We had our first board meeting of the year and shared the great news with our team that, thanks to a grant from the *David L. and Rita E Nelson Family Fund* within the Community Foundation for the Fox Valley Region, another from the Great Lakes Foundation, and personal donations from you, we now have the funds to complete the rear range light project ($178,600). Thank you! This phase is planned to begin early in the season and will take from six to eight weeks. We have contracted with Mihm Enterprises of Hamilton, MI, the same company that restored the upper section of the rear range light three years ago. They will once again cover the light structure, remove the lead paint. and repaint it shiny white.

For our next project, we will focus on the 1939 boathouse. The cedar shake roof is original and has stood the test of time but certainly needs restoration. Thanks to a gracious gift from an anonymous donor, we have a start to our fundraising campaign. We'll also be cleaning up the inside and building our "FOPPI Boatique" nature store that is sure to be the best nature store in a boathouse! Our merchandise team lead, Sally, has been sourcing new items for the store, including etched wine and pint glasses, a specially scented candle from the Door County Candle Company, cards from Door County artist Kari Anderson, and more! Check out our online store, or stop by later this season to view the Boatique!

Some additional news to share with you is the return of the Sunset Cruise aboard the *Yankee Clipper*. We are working with our various partners to confirm the date and will send out an official announcement soon. Also, *The Shoreline* is moving from Detroit Harbor to Gills Rock for your convenience. This year we have set up gift certificates for you to share with your friends and family, also available on our website. The cruise, merchandise, and charters support the work we do—and provide you with the added bonus of being a part of the historic restoration of the maritime structures on the islands.

Thank you for a wonderful 2023 and a strong start to an awesome 2024!

—Mary Beth

Refuge Manager's Corner

Happy winter, and welcome to 2024! We've been hard at work planning for the field season at Green Bay and Gravel Island National Wildlife Refuge, even though it was hard to remember what a sunny and warm Lake Michigan feels like during a single-digit cold snap and blizzard of mid-January. Just like this time last year, I'm using the season as a great reason to curl up with a book, put on some mellow music, grab a cup of hot coffee, and ponder the late morning sunrises this time of year.

> *I like the cold weather. It means you get work done.*
>
> *—Noam Chomsky*

My first cup is fueling the planning of events and projects that help us meet our mission to conserve and protect fish, wildlife, plants, and their habitats for future generations. We have plans once again to study the colonial nesting birds that inhabit the rocky alvar habitats of Pilot, Gravel, Spider, Hog, and Rocky Islands. Spanning dozens of miles over the unpredictable waters of Lake Michigan's Grand Traverse Islands chain, we're up for the challenges this will present for our ol' reliable M/V *Phebe*. Plans for studying bat populations are also underway, with hopes to install acoustic monitors to learn when bats arrive and depart the islands each year. The addition of annual maternal roost counts for little brown bats will help us better understand how our refuge fit into the migration and roosting habits across a multi-state landscape of Lake Michigan.

Pouring a second cup, I am bracing for three possible large-scale contracted historic preservation projects at Green Bay National Wildlife Refuge. Working closely with FOPPI, as they've raised donations and received grants for completing the painting of the rear range light at Plum Island, we plan to kick off the project as soon as ferries can deliver supplies to the landing in the spring. I am also working with our regional Environmental Coordinator to move forward with much-needed lead and asbestos remediation to the exterior of the boathouse at Plum Island. 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. Now that we know precisely what hazards to health exist in the buildings, we have a strategy for conducting preservation work on Plum and Pilot Islands. The third major project we hope to undertake this year is to scope repair or replacement of the concrete supports, or "pilings," under the Plum Island boathouse. With each of these large projects in motion, I have my hands full with logistics of mobilization and demobilization of crews and their equipment, permits to process, and more. I think I'll need that next cup of coffee!

Some other projects, which might seem smaller in scale, are no less significant. One major project to craft a set of interpretive panels at Plum Island came through a donation to FOPPI. With our goal of allowing unaccompanied visitors to learn about the buildings they see on Plum and Pilot Islands, we will design, produce, and install a sign at each of the buildings and ruins at Plum Island, and erect two more signs dedicated to sharing the history and story of Pilot Island. Because most visitors arrive on their own to Plum Island (one of two islands open to the public from the Friday before Memorial Day through Labor Day each year), we hope that the signs will help each person make a stronger connection to the stories of those who lived or worked there for thousands of years. I can't say enough how generous a vision it was for the donor to inspire our visitors to work through FOPPI to help fund the project where the need existed. This is yet another example of the beneficial partnership we have with FOPPI through its members and board!

With that next pot of coffee percolating, I'm working hard with FOPPI to prepare in 2024 for community events such as the Washington Island Birding Festival (May 17-18, 2024), Door County Festival of Nature (May 23-26, 2024), and the Door County Maritime Museum's Spring and Fall Lighthouse Festivals (June 7-9 and October 4-6, 2024). I hope to see some of you sharing your experiences at these special events!

As you're at home or work, tucking into a warm cup of coffee or tea and dreaming of spring, I'll say again that we are grateful for your support, your willingness to share your skills in volunteer work, and 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. We will announce through FOPPI's social media and email list upcoming USFWS volunteer orientations, trainings, and more. (See next page.) Be sure to

get in touch with me if you have interest in volunteering your time and talents as an official USFWS volunteer natural and historical interpreter, biology assistant, or buildings and grounds volunteer. You can email me at GreenBayRefuge@fws.gov to inquire or learn more.

I'll raise my last cup of coffee to each of you for following along with FOPPI and our partnership as we preserve the history of Plum and Pilot Islands, and work together on plant, wildlife, and habitat conservation projects! Thank you!

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

The Washington Island Art and Nature Center coordinates the Washington Island Birding Festival. Keep an eye on its website (wianc.org) for details on how to register for this fun event!

For more information on the Door County Festival of Nature (coordinated by The Ridges Sanctuary), visit www.doorcountyfestivalofnature.org. Details will be available in early March!

More information on the Door County Maritime Museum's Door Peninsula Lighthouse Festivals can be found at dcmm.org/door-county-lighthouse-festivals. Tour details for 2024 will be released in March.

Volunteer with FOPPI's Official Partner: U.S. Fish and Wildlife Service

For those interested in becoming a volunteer with the U.S. Fish and Wildlife Service (USFWS) at the Green Bay and Gravel Island National Wildlife Refuge, Refuge Manager Joel Vos will host quarterly virtual orientations.

You will learn about the interesting beginnings and background of the USFWS, the type of work the USFWS does on the Refuge, and how you can get involved with biological research, buildings and grounds maintenance, historic preservation projects, and acting as an interpretive guide for the unique nature and history of the Refuge. After this introduction to the volunteer process and opportunities to work with the USFWS, you can apply for available volunteer positions! To volunteer with the USFWS, you must attend an orientation annually and complete a Volunteer Service Application (OF-301) and Volunteer Service Agreement (OF-301a) form.

Each virtual orientation is from 10:00 a.m.—12:00 p.m. on the following dates:

- Saturday, March 9, 2024
- Saturday, June 15, 2024
- Saturday, September 7, 2024
- Saturday, December 14, 2024

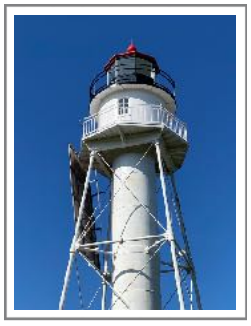
Orientations will be held virtually on Microsoft Teams. Visit www.signupgenius.com/go/10C0E49A9AA2CAAFBC07-47417301-2024 to sign up for an orientation session.



Dwarf lake iris.



Keepers' quarters.



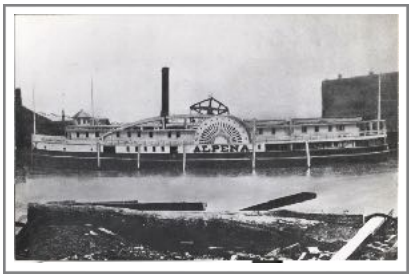
Rear range light.



Plum Island trail.

Wisconsin Marine Historical Society (wmhs.org)
SOUNDINGS, Vol. 9, no. 3 Winter/Spring 1970
A GLEAM ACROSS THE WAVE

(Continued from the FOPPI Forum *Fall 2023 issue.)*
The storm raged on Lake Michigan all the next day. The spray flew so thickly over Pilot Island that the men were drenched to the skin. Giant waves smashed up onto the shore loosening the trees which were firmly rooted in the rocks and sweeping them away. Some of the great waves washed up to the center of the island as far as the summer kitchen of the dwelling. Martin, at work in the boathouse, saved himself from being drawn out in the backwash of one of them by holding tightly to the bar across the door. As Martin Knudsen himself told it many years later, he looked out across the water that morning and saw a schooner flying along with only foresail and jib "as if the very hounds of Hell were after her." During the day he sighted other vessels wallowing about in the heavy seas, rising high on the angry waves and then sinking down almost out of sight. To make matters worse for the unfortunate people on the ships, the temperature started to fall, dropping rapidly from about 65 degrees to freezing.



Passenger steamer *Alpena*.
Photo courtesy of the Great Lakes
Marine Collection of the
Milwaukee Public Library and
Wisconsin Marine Historical Society.

This gale on October 15th and 16th of 1880 is referred to in Lake Michigan history as "the Alpena gale," so named because of the tragic disaster which befell the passenger steamer *Alpena* as she was on her way from Muskegon and Grand Haven, Michigan, to Chicago. She was capsized and sunk by the tremendous seas and none of her passengers or crew were saved. A few days later bodies and wreckage from this unfortunate ship were washed ashore near Holland, Michigan. The "Alpena gale" took a toll of 118 lives and wrecked about ninety vessels. One unusual feature of this gale was that the lake was white for a week afterward. The immensity of the waves and the fury of the storm had ground together so many of the limestone rocks on the bottom of the lake that they had reduced them to a white powder.

To learn more about the *Alpena*, visit www.michiganshipwrecks.org/shipwrecks-2/shipwreck-categories/shipwrecks-lost/alpena.

Martin's appointment to the lighthouse service assured the family of a steady income, which Theresa managed with thrift and care. It was a good life; and it seemed, as they looked ahead, as though it might go on indefinitely. Then one day Martin Knudsen was offered the position of head lighthouse keeper at South Manitou Island on the Michigan side of the lake. This was an opportunity not to be lightly ignored, and Martin accepted it with deep inner satisfaction. It was a promotion and brought with it a larger salary.

He had never been to South Manitou Island himself but he had heard a great deal about it from sailors with whom he had talked. It was a larger island than Pilot and yet it was smaller than Washington. There were about one hundred people residing there, making their living by farming and fishing. By accepting this position, he could have his family with him all of the time. There was a good-sized brick dwelling for the keeper and his family. The lighthouse was larger than the one on Pilot Island; the tower rose to a height of 112 feet above water level. A corridor connected dwelling and tower and provided shelter for the keeper in inclement weather.
(To be continued.)

Wisconsin Marine Historical Society (wmhs.org)
SOUNDINGS, Vol. 10, no. 1 Fall 1970
A GLEAM ACROSS THE WAVE

There is an old saw which holds that "it's an ill wind that blows nobody good," and Martin's good fortune in securing the keepership at South Manitou light came as the result of a chain of misfortunes to the family of the former keeper, Lyman Sheridan. His wife had contracted tuberculosis while they were living at the

lighthouse. Mr. Sheridan claimed that her illness and death were due to the dampness of the dwelling. Shortly before this bereavement, his brother, Aaron, and Aaron's wife and baby were drowned, while their two older children watched from the lighthouse window, they started for a sailboat ride with Chris Anchorsen, a friend, and were still within sight of land when a sudden squall came up and capsized the boat. The sail boom swung around and struck Aaron with such force that he fell into the water. The blow probably knocked him unconscious, for his body never reappeared. Mrs. Sheridan, with her baby clasped tightly in one arm, was clinging to the boat with her free hand. Anchorsen looked around for a rope with which to fasten Mrs. Sheridan and the baby to the boat, but when he found it, Mrs. Sheridan had lost her hold and both she and her baby had disappeared into the water. Anchorsen clung to the boat and drifted toward North Manitou Island, which he finally reached the next day.

Former keeper Sheridan wanted nothing so much as to get away from South Manitou Island with no reminders of the sorrowful and tragic happenings there. The furniture at the lighthouse belonged to both of the Sheridan families, and Lyman offered to sell it to the Knudsens for a very reasonable figure and leave it right where it was. This was another piece of good fortune for the Knudsens, as they were in need of more furniture for the larger place.

In making the trip from Washington Island to South Manitou Island, the Knudsens took what seems now like a very roundabout route. They boarded the side-wheeler *Carona* at West Harbor bound for Milwaukee, where they would transfer to a Michigan boat. They thought this would be a good opportunity to spend a few days with their friends Mr. and Mrs. Baase, who lived in that city. While playing with the Baase children one day little Edward complained of feeling warm, and the Baase children, with the best of intentions, suggested that he cool himself by pouring cold water on his head. Edward followed their instructions, but it didn't seem to help him much; and by the time the Knudsen family boarded the steamer *Champlain* to continue their journey, Edward was a sick boy, running a high fever. When the boat made its scheduled stop at Manitowoc, Captain Casey sent on shore for a doctor, who, after examining the little boy, said he had “lung fever.” This was the first serious illness of any member of the little family, and Martin and Theresa always remembered their trip to South Manitou as one of anxiety and concern over their little son. When they reached South Manitou Island, Edward was immediately put to bed and the second assistant, a young man bearing the distinguished name of Phillip Sheridan, the oldest son of the former keeper, was pressed into service as nurse. Theresa and Martin, in this emergency, found it a double blessing to be able to come into a furnished place, and it wasn't long before they had put away their own linens and household belongings and were ready to begin their new life. Edward was a strong, healthy child and in seemingly no time was well and up and about, and exploring his new home, and getting acquainted with the folks who lived there.

Back to Pilot Island

In 1889 Martin Knudsen was offered the opportunity of going back to Pilot Island as head keeper. The transfer offered many advantages and he accepted with alacrity. It would mean that with the close of navigation season the Knudsen family could go over to Washington Island for the winter, and there would be regular schooling for the children. Washington Island was home to the Knudsens. Both Martin and Theresa had relatives living there; and when Theresa's brother Fred had wanted to sell out and go west, they had purchased his farm, intending eventually to live there themselves.They looked forward with pleasure to attending religious services again at Bethel Church, where they had many old friends and acquaintances.

Martin was to take over the position immediately, so he and his son Edward went on ahead of the rest of the family, who would follow in a few days. There were four Knudsen children now; another little girl (Myrtle) had been born while they were still on South Manitou.

Theresa dreaded the moving, but Inspector Clarke of the *Dahlia* told her there would be “nothing to it.” On moving day the crew of the lighthouse tender *Dahlia* took up the carpets, carried the furniture down to the dock and loaded it on the boat; the family went aboard, and the *Dahlia* steamed off across the lake to Pilot Island. Martin and his assistants soon had the family and their belongings unloaded and the furniture carried into

the house. The children scampered off on a tour of exploration, with big brother as a guide.

One important member of the family had to temporarily to be left behind. This was the cow, "Nellie." Inspector Clarke drew the line at taking her aboard the lighthouse tender. However, Captain John Jessen and his son Anton, of the scow schooner *Nellie and Annie* offered to pick her up in a few days and take her over to pilot Island. The day they started out with her was rough and stormy, and as she had to be tied very tightly to avoid mishaps, it probably was anything but a pleasant experience for her. When they arrived at Pilot, it was far too rough around the rocky little island to land her, so they sailed over close to Plum Island and pushed her overboard where she would swim the short distance to shore and come out on the gravelly beach. As soon as the storm subsided, Martin sailed over to Plum Island, rounded up the cow, got her aboard the lighthouse sailboat and took her to Pilot Island, none the worse for her adventure.

Pilot Island was not a barren pile of rocks, supporting no growing thing. There were trees and wild flowers, and enough grass for Nellie and for a croquet ground for the children. The chickens ran around about and picked up some of their own living. Martin planted and cultivated a little vegetable garden, putting a fence around it to keep out the chickens and the cow.

The island was a happy place for the children. The rocky shores never failed to provide some novelty. Below the rocks, at the water's edge, there were little pools where ting fishes swam, crawfish scuttled back and forth, or pollywogs could be found. One summer the children tamed two young gulls, but their greedy, belligerent manners, voracious appetites and continuous screeching at the kitchen door, made them very unpopular. For two season their presence created a reign of terror, not only for the dog, the cat, and the chickens, but for the children as well. Great was the rejoicing the third season when they failed to reappear.

The waves brought many an interesting piece of flotsam and jetsam to the shores of the island, which the children salvaged and played with. Their most treasured prize was the cabin of the scow schooner *Forrest* which had been wrecked on the rocks near Pilot Island during a violent storm. The battered hull of the *Forrest* lay with its stern wedged into the rocks at the shore of the island, the bow extending out over the deep water. Her well made, hardwood deck was still intact, except that the hatches and been washed away, but the storms had torn loose the cabin, and the ice, during the winter, had shoved it up onto the island, where the children found it and took possession of it for their playhouse.



Old postcard featuring the ruins of the original lighthouse on Plum Island. Image courtesy of Wisconsin Historical Society.

Sometimes Pa would take the children in the sailboat over to nearby Plum Island. This island was owned by the Government, and at that time was uninhabited. It was thickly wooded, the trees immense, and the children loved to imagine they were exploring a jungle. On one of these trips they discovered, on the bluff above the south shore, the ruins of an old stone lighthouse, which evidently antedated the one on Pilot Island. Arthur remembers seeing, in a little clearing east of the ruins, a name and date spelled out on the ground with stones, but as he was only a child, he did not attach any importance to them, and probably by now all traces of them have been obliterated.

To learn more about the lighthouses where Martin served as keeper, check out these websites:
Plum and Pilot Islands www.plumandpilot.org/history.html
South Manitou Island www.nps.gov/slbe/planyourvisit/smilighthouse.htm
Racine Harbor Lighthouse www.lighthousefriends.com/light.asp?ID=643

The Plum Island Rear Range Light by Mary Beth Volmer

When folks ask about the volunteer work that I'm doing, I tell them that I'm working with a group to restore the historic lighthouses on Plum and Pilot Islands. When I show them pictures of the Plum Island light, they look a bit confused. The image doesn't quite match the vision that they have in mind of the lights seen in movies and advertisements. But yes, the Plum Island light *is* considered a "lighthouse."

Skeletal frame lights, like the one on Plum Island, were installed at several dozen light stations throughout the country from 1861-1910. The identifying characteristic of these skeletal lighthouses is the central cylinder, a broad tube up the middle of the tower that enclosed the stairway and protected the keepers as they climbed to the lantern room. All the skeletal lighthouses had enclosed lantern rooms, and most had enclosed watch rooms below the lantern. They were especially popular for large rear range lights and locations with erosion danger. They were designed to have little wind resistance and provide a solid framework which was certainly important in Death's Door.

This style of lighthouse became very popular with Congress because they cost less than half the price of a stone or brick tower of the same height. Since they were assembled from prefabricated sections, they could be built quickly, even at remote locations. Each part was cast with a number, allowing the light to be assembled like an erector set or moved to a different location.

The first skeletal lighthouses in the United States were three experimental towers built in Michigan in 1861. Two were built on Lake Superior, one at Whitefish Point and the other at Manitou Island off the Keweenaw Peninsula. These were short, about 75 feet tall, and connected to their keeper's quarters by an enclosed passageway. The towers have a square footprint and octagonal watch and lantern rooms. The experiment was evidently successful, as these two lighthouses have remained in use to the present day. The third lighthouse of this class was the DeTour Point Light, built on Lake Huron at the mouth of the St. Mary's River. It was demolished in 1931 when the DeTour Reef Light was built offshore to replace it.

In 1876 the Lighthouse Board needed to build half a dozen tall lighthouses as the rear lights of ranges along the Delaware Bay and River. To meet the need the Board built skeletal towers with a hexagonal footprint. These "Liston Class" lighthouses have very sturdy legs and light cross-bracing. The central cylinder is large and the round lantern and watch rooms are small, giving the towers a "small head on a big body" appearance. These towers ranged in height from 85 to 120 feet.



LaPointe Lighthouse.

Beginning in 1884, the Lighthouse Board adopted a standard plan for skeletal lighthouses that have a square footprint and were referred to as the "Sanibel Class." This plan was used for lighthouses with heights up to 100 feet. These lighthouses have an octagonal watch and lantern room, each with a gallery. In taller towers, a distinctive feature of the design is an extra leg running about halfway up the side of each face. Shorter towers (65-75 feet), like the Plum Island light, have only three sections and lack these extra legs. At least 17 of these lighthouses were built, 13 of them survive and 3 can be found on the Great Lakes: LaPointe (Apostle Island), Wisconsin (1896, 65 ft), Plum Island (1897, 65 ft), and Duluth Harbor South Breakwater Inner, Minnesota (1901, 67 ft).



Duluth Harbor Lighthouse.

Around 1900, it became necessary to build several tall lighthouses. Unfortunately, Congress was no longer approving expensive new masonry towers, so the Lighthouse Board developed a robust skeletal design for lighthouses with an octagonal footprint, sturdy legs, a large lantern room suitable for a Fresnel lens of the first order, a two-story watch room, and two or three galleries. Only five of these lighthouses were built, and only three survive, one being the Rawley Point (Twin Rivers Point) light along Lake Michigan. It was built in 1894 and is 111 ft tall. One of our "sister" lights is located on South Fox Island, near the Leelanau Peninsula of Michigan and about 10 miles southwest of Beaver Island.

The Plum Island Rear Range Light by Mary Beth Volmer

The tower was relocated from Sapelo Island Light station in Georgia in 1934. She stands 104 feet with 105 steps to the top of the tower, which is 39 feet taller than the Plum Island tower, originally designed to deal with storm surge from the ocean. On Fox Island, a catwalk was built to connect the fog signal to the light. The catwalk was removed after the station was decommissioned in 1959. She is undergoing restoration by the Fox Island Lighthouse Association (FILA).



South Fox Island Lighthouse.



Sapelo Island Light, 1905. (Note the grazing cow.) Photo courtesy of the U.S. Coast Guard.

To learn more about these skeletal frame lights, visit these sources:

www.ibiblio.org/lighthouse/types/skeletals.html
www.alpenalighthouse.org/michiganlights/types-of-lighthouses/
southfoxlighthouse.org/the-station/skeletal-steel-tower/

Lighthouses are endlessly suggestive signifiers of both human isolation and our ultimate connectedness to each other.
—Virginia Wolf

Migratory Monarch Butterfly

On December 30, 2021, the International Union for the Conservation of Nature (www.iucn.org) added the migratory monarch butterfly (*Danaus plexippus*) to the Red List of Threatened Species (www.iucnredlist.org) as endangered. In June 2023, the IUCN Standards and Petitions Committee received a petition regarding their listing of the migratory monarch butterfly. The petition challenged the appropriateness of population models used in its assessment over the past ten years. After much deliberation, the Standards and Petitions Committee announced on September 27, 2023, that the IUCN would change their listing of the migratory monarch butterfly from endangered to vulnerable on December 11, 2023.

To read more about this status change, go to monarchjointventure.org/blog/iucn-changes-migratory-monarch-status-from-endangered-to-vulnerable?blm_aid=8787493.



Monarch on pine, Washington Island, Big and Little Marsh.

Many thanks to the Detroit Harbor Ladies Aid Society for its generous donations to FOPPI to plant and nurture a pollinator garden on Plum Island.

We must remain as close to the flowers, the grass, and the butterflies as the child is who is not yet so much taller than they are. *—Friedrich Nitetzsche*



Monarchs on milkweed, Washington Island, Boo's Bluff.

The Sounds of Silence submitted by Mary Beth Volmer

After each visit to Plum Island, I come back immensely refreshed and ready to tackle the challenges that I left behind. What attributes to my renewed state, I've learned, is the silence that I rarely find at home. The Leave No Trace (www.lnt.org) organization offers us a quick quiz to help us understand how important that silence is to us and the wildlife we respect. The answers to the quiz can be found below.

1. What are some of the impacts sound or "noise," which is the negative interpretation of sound, has on wildlife? (Choose all that apply.):

A. Animals have to adapt and change pitch when calling for a mate in order to compete with traffic noise.
B. Most bat species avoid hunting grounds close to busy roads, limiting where they can find food.
C. Certain birds have adapted to sing at night in order to stop competing with urban noise.
D. All of the above.

2. What are some of the benefits nature's sounds have on humans? (Choose as many as you like.):

A. Natural sounds have been correlated with reducing cortisol levels in humans, the hormone associated with stress.
B. Nature sounds, such as bird songs or sounds of water increase fight or flight levels in humans, inducing increased stress.
C. Research shows that bird songs can restore attention and enhance moods.
D. Both A and C.

3. When are instances when you should make noise in nature?

A. Make noise while you're on a quiet trail to ensure other hikers know you're around.
B. Make loud noises while birdwatching to startle the birds into flight for easier viewing.
C. Ensure you're talking and making noise in bear country to notify bears of your presence and limit the possibility of startling a bear.
D. You can make as much noise at your campsite as long as you're quiet while on a hiking trail.

Answers

1. **The answer is D. All of the above.** Animals, much like humans, experience stress in loud environments. Many species will go out of their way to avoid areas with excessive noise, such as airports, heavily trafficked roads, and urban areas. Noise also makes it difficult for wildlife to hear predators approaching. Excessive noise in natural settings has become an increasing issue in parks and protected areas, but Leave No Trace has recently partnered with the National Park Service to develop soundscape guidelines to help reduce these impacts.
2. **The answer is A and C.** Studies have shown that listening to natural sounds can reduce stress, anxiety, and pain in humans. Even a short amount of time in nature is enough to experience these benefits. To be considerate of others while outside, consider using headphones if you're listening to music, respect quiet hours at campsites, silence your phone, and consider using public transportation to reduce traffic noise from individual vehicle use.
3. **The answer is C. Consider making noise while in bear country.** For the most part, ensuring you're not being overtly noisy in nature is respectful and considerate to your fellow hikers, campers, and other outdoor participants. Plus, the quieter you are, the more likely you are to have a wildlife-viewing opportunity and experience the restorative healing aspects of nature. However, there are exceptions to being quiet, such as when you're in bear country. The human voice is a minimum-impact bear deterrent that can work to notify them of your presence. In emergencies, you can utilize bear whistles and horns.

While you won't need to bring along a bear whistle when visiting Plum Island, you will experience the calming effect of walking the patrol trail. I hope you get a chance to find yourself in the "sounds of silence" soon!

For learn about the seven principles of Leave No Trace, visit lnt.org/why/7-principles/.

To further your knowledge of how to protect our planet, enroll in the free **Leave No Trace 101** online course at learn.lnt.org/courses/101.

Volunteering: A Labor of Love



The winningest team, from L-R: Jim Schwartz, Pete LeMere, Sally Dery, Dallas Greetham, and Scott Nelson.

After the Packers' win over the Bears on Sunday January 7, it was time for the expert FOPPI cleaning team to take over. With victory still in the air on a mild Monday evening, we tackled, sacked, swept, and passed all the trash from the Lambeau concourse to our trusted receiver, the garbage truck! A win for FOPPI and all the non-profits who earn cash for their organizations. **Submitted by Sally Dery.**

Artsy? Creative? *Ideas* Person?
Join us in promoting our fabulous organization! We are looking for a volunteer (or volunteers!) to help us design our FOPPI merchandise. You'll be working with our awesome Merchandise Team as new items are added to the FOPPI store. Merchandise sales help us raise funds to support our mission to partner with USFWS in the preservation, restoration, maintenance, and contemporary use of the lighthouses, and other historic resources on Plum and Pilot Islands, and to conserve and protect the wildlife.

Any level of experience (amateur or professional) is welcome as we plan our new merchandise! Visit the FOPPI online store at www.plumandpilot.org/store.html to view the current product line. Please reach out to us at friendsofplumandpilot@gmail.com if you are interested.

Explorer's Guide Maritime Academy

Make your childhood dream come true and learn how to captain our boat, *The Shoreline*! Once your earned your master's license, Friends of Plum and Pilot Islands and our partner U.S. Fish and Wildlife Service will provide crew as well as additional training for you. Register for the captain's class at www.explorersguidellc.com/.

WOW!! Mary Beth!! FOPPI is doing such a fantastic job. Updates are dear to my heart. Long time ago there was a generation of men who LOVED that place and were so proud to be a part of it. Now there is a generation that cares to preserve that time. So thankful for all of you. Thank you for all you do.
—Jean Fox (former FOPPI team member)

Canoecopia is Rutabaga's celebration of all things paddling and getting on water for the joy of it! To learn more about this annual event, go to www.rutabaga.com/canoecopia/page.asp?pgid=1001&r=1.

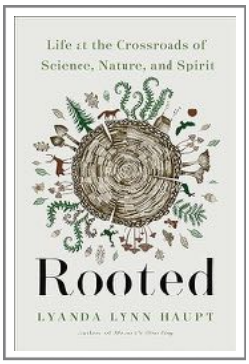
Look for our FOPPI booth in the foyer of the Alliant Energy Center in Madison, Friday, March 8, through Sunday, March 10. See you then!



Hi! I'm Laura Chappell, and I am honored to be your new Membership Chair. I have been a member of FOPPI for several years. I live in northeast Iowa with my family but long to live anywhere on the Door Peninsula someday. My connection to Plum and Pilot Islands goes back to when I served in the U.S. Coast Guard from 2001-2007. My home station was in Sturgeon Bay, but during the summer months I was lucky to be stationed on Washington Island. I've also worked with U.S. Fish and Wildlife Service raising and caring for lake sturgeon at the fish hatchery in Genoa, WI. I now spend my days as a nurse in the La Crosse, WI, area.

I am ALWAYS amazed at the work completed on Plum since my days in the USCG; it speaks volumes of what FOPPI is capable of. Thank you for taking a little time to get to know me. I am excited about the chance that I will get to meet you one day!

Rooted
by Lyanda Lynn Haupt



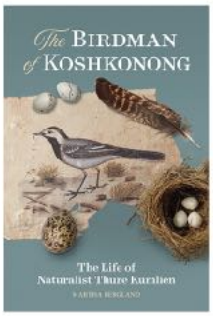
In *Rooted,* cutting-edge science supports a truth that poets, artists, mystics, and earth-based cultures across the world have proclaimed over millennia: Life on this planet is radically interconnected. Our bodies, thoughts, minds, and spirits are affected by the whole of nature, and they affect this whole in return. In this time of crisis, how can we best live upon our imperiled, beloved earth?

Award-winning writer Lyanda Lynn Haupt's highly personal new book is a brilliant invitation to live *with* the earth in both simple and profound ways—from walking barefoot in the woods and reimagining our relationship with animals and trees, to examining the very language we use to describe and think about nature. She invokes *rootedness* as a way of being in concert with the wilderness—and wildness—that sustains humans and all of life.

In the tradition of Rachel Carson, Elizabeth Kolbert, and Mary Oliver, Haupt writes with urgency and grace, reminding us that at the crossroads of science, nature, and spirit we find true hope. Each chapter provides tools for bringing our unique gifts to the fore and transforming our sense of belonging within the magic and wonder of the natural world. (Review courtesy of amazon.com).

Have you read a wonderful book that you'd like to tell other FOPPI members about? We'd love to hear about it! Please send your book reviews to friendsofplumandpilot@gmail.com.

The Bird Man of Koshkonong
by Martha Bergland



Thure Kumlien was one of Wisconsin's earliest Swedish settlers and an accomplished ornithologist, botanist, and naturalist in the mid-1800s, though his name is not well known today. He settled on the shore of Lake Koshkonong in 1843 and soon began sending bird specimens to museums and collectors in Europe and the eastern United States, including the Smithsonian. Later, he prepared natural history exhibits for the newly established University of Wisconsin and became the first curator and third employee of the new Milwaukee Public Museum.

For all of his achievements, Kumlien never gained the widespread notoriety of Wisconsin naturalists John Muir, Increase Lapham, or Aldo Leopold. Kumlien did his work behind the scenes, content to spend his days in the marshes and swamps rather than in the public eye. He once wrote that he was not "cut out for pretensions and show in the world." Yet, his detailed observations of the Midwest's natural world—including the impact of early agriculture on the environment—were hugely important to the fields of ornithology and botany. As this carefully researched and lovingly rendered biography proves, Thure Kumlien deserves to be remembered as one of Wisconsin's most influential naturalists. (Review courtesy of Wisconsin Historical Society. Book can be purchased at shop.wisconsinhistory.org/the-birdman-of-koshkonong.)

About the Author:
MARTHA BERGLAND is the coauthor, with Paul Hayes, of Studying Wisconsin—a Society Press biography of famed Wisconsin naturalist Increase Lapham, which won the Milwaukee County Historical Society's Gambrinus Prize. She taught for many years at Milwaukee Area Technical College. She lives in Glendale, Wisconsin.

It's that time of year! Are you dealing with your Required Minimum Distribution from your IRA? Tax-Free Qualified Charitable Distributions (QCDs) can benefit you and Friends of Plum and Pilot Islands' work.

Qualified Charitable Distributions (QCDs), also called IRA charitable distributions, enable individuals to fulfill their required minimum distribution by a direct transfer to support a charity/charities, as long as the sum of the distributions is within the $100,000 limit. And because QCDs don't increase taxable income, they can help you avoid higher tax rates. You can use this strategy if:

- You are 70½ or older at the time of the gift.
- You direct distributions in the amount of your choosing, up to an annual limit set by the IRS from your traditional or Roth IRA to Friends of Plum and Pilot Islands (other types of retirement plans are not covered by the law).
- To count for the current tax year, QDCs distribution must be made before December 31.

Contact your IRA custodian and ask them to send the check for a "qualified charitable distribution" to: Friends of Plum and Pilot Islands, EIN 74-3226051.

Looking for a unique anniversary, birthday, or graduation gift? Look no further: Cruises aboard *M/V The Shoreline*

A gift card for a Death's Door cruise on *The Shoreline*, which includes a stop on Plum Island and a close-up water view of remote Pilot Island, is sure to make some waves—and some special memories! Numerous private tour options to Rock Island State Park, Fayette Historic State Park in Michigan, and past the Poverty Island and St. Martin Island lighthouses are also available. All profits generated from the trips will be put into the continued restoration and preservation of the historic maritime structures found on Plum and Pilot Islands. Visit fareharbor.com/embeds/book/plumandpilot/items/ to buy the gift that will be remembered.



View of Plum Island in the distance from the deck of *The Shoreline*. Photo by Nancy Hoefs Leisgang.

If a cruise is not your speed…

Click over to our store at www.plumandpilot.org/store to find a variety of other fun FOPPI gifts for friends and family!

- Caps and beanies
- Tee shirts and hoodies
- Plum Island prints and cards
- And so much more, including…

Wine and Pint Glasses Featuring Plum Island's Rear Range Light

This 16-oz. stemless wine glass featuring Plum Island's rear range light is laser engraved, dishwasher safe, and made in the USA. A 16-oz. pint glass is also available to hold your beverage of choice. Visit the FOPPI store at www.plumandpilot.org/store to check out our fun merch!





Plum Island d'Light Candle from Door County Candle Company

Door County Candle Company's candles are truly special, just like Plum Island! The Plum Island d'Light 16 oz. apothecary jar candle is crafted just for FOPPI in a beautiful light blend of vanilla and lavender.

All of Door County Candle Company's scented wax products are hand poured and handcrafted in small batches at their store in Door County. Their products are tested before market, and all of the fragrances are IFRA certified, meaning they are made with non-harmful chemicals and are safe to burn. Approximate burn time is 75 hours. Visit FOPPI's online store www.plumandpilot.org/store to purchase.

Friends of Plum and Pilot Islands welcomes these new members:

- Danielle Englebert, Appleton, WI
- Emma Hoyem, Glen Ellyn, IL
- Caroline Moes, Green Bay, WI
- Justin Sweet, Albuquerque, NM

Thank you for your support!

To view FOPPI's financial records, scan the QR code below.

Follow FOPPI on social media! Download our audio tours at www.plumandpilot.org/audio-tour.

Friends of Plum and 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! Visit www.plumandpilot.org/foppi-volunteer to learn more.

President's Volunteer Service Award

Friends of Plum and Pilot Islands is excited to announce our association with the President's Volunteer Service Award. This program is administered by AmeriCorps and Points of Light. The President's Volunteer Service Award is an opportunity for FOPPI to recognize our most outstanding volunteers. This program is open to individuals of almost all ranges and provides Bronze, Silver, Gold, and Lifetime awards based on the service benchmarks outlined below.

Age Group	Bronze	Silver	Gold	Lifetime Achievement
Teens (age 11-15)	50-74 hours	75-99 hours	100+ hours	4,000+ hours
Young Adults (16-25)	100-174 hours	175-249 hours	250+ hours	4,000+ hours
Adults (age 26+)	100-249 hours	250-499 hours	500+ hours	4,000+ hours

Award winners receive the following:
- The official President's Volunteer Service Award pin, coin, or medallion.
- A personalized certificate of achievement and letter signed by the President of the United States.

Please go to www.presidentialserviceawards.gov for more information. As the certifying organization, FOPPI began this program retroactively on January 1, 2023. All volunteer hours must be submitted to the FOPPI Volunteer Coordinator, Jim Schwartz, at jrschwartz@new.rr.com.

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 (wmhs.org).

FOPPI thanks its distinguished community and business associates!

Heartfelt thanks goes to Jeff Heal of Washington Island for assisting with FOPPI's mail pickup!



Winter in Death's Door.
Photo by Nancy Hoefs Leisgang.

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 the Friends of Plum and 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 and Gravel Island National Wildlife Refuge. Our gratitude is great.

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Everybody can be great. Because anybody can serve. You don't have to have a college degree to serve. You don't have to make your subject and your verb agree to serve. You don't have to know the second theory of thermodynamics in physics to serve. You only need a heart full of grace. A soul generated by love.

—Martin Luther King, Jr.

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 and 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 Laura Chappell at coastiegal1@yahoo.com.

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

The mission of 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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Secretary: Karen Ellery, 2026

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Volunteer Coordinators: Sally Dery, Bob and Sue Griem, Jim Schwartz*
**Denotes team leader*