Yesterday a robin hopped through the front yard, a sandhill crane flew overhead, and a pair of bald eagles was observed preparing to nest in a ravine nearby. Today weather forecasters are predicting an all-time high temperature for February. Spring is definitely in the air!

FOPPI and the USFWS have been planning for workdays and special events on the islands of the Green Bay National Wildlife Refuge once the warmer weather is here to stay. Please read on in the newsletter for more details. I hope you will be able to participate in some of the activities this spring and summer.

Coming up in May, workers are expected to put the finishing touches on the Plum Island dock in preparation for the arrival of visitors. The USFWS has been formulating plans for how the dock will be utilized by commercial vessels and private boaters. Thank you to all who contributed to the repair work that was done last fall to the dock and break wall. More people will be able to visit Plum Island this year and in the future because of your selflessness.

With a contractor hired to replace the roof on the Plum Island Life-Saving Station this summer, we now have another opportunity that has presented itself. If we are able to raise an additional $60,000, the leaking roof on the light-keepers’ dwelling could be replaced, too. Our preservation architect has raised a related concern regarding the building’s metal Yankee gutters. Ken Czapski explained, “If cost is not a problem, the gutters should be repaired/reconstructed, which will include the metal liner, downspouts, rough wood framing and finish wood trim.”

Ken estimates the historic gutter work would come to $20,000. You have helped us before; please consider making a financial donation again. Costs would be less while already having a contractor and equipment out on the island doing the other roof work.

Thank you for your continued interest in the islands.

Tim Sweet
twsweet58@gmail.com
We are excited to announce our 2017 Volunteer work day and Women in Preservation events. Volunteers’ transportation is provided by the US Fish & Wildlife Service from Washington Island and Gills Rock. Seating in the boat is limited, so be sure to contact the Volunteer Coordinator (VC) as soon as possible to reserve your spot. Due to weather, and other unforeseen circumstances, work day itineraries may change prior to the work day — watch our website and Facebook page for updates.

**May 6 & 7 - First Work Days of the 2017 Season**
The dock and break wall are just about ready for visitors! Volunteers will assist with cutting and stringing the dock boards, replacing the boat cleats and ladder. If you’d rather stay closer to dry land, there’s plenty of trail work to do, beach patrol and various other projects for you to assist with.

VC: Paul Schumacher (spaulsdoor@aol.com)
Volunteers Needed: 8 to 36

**May 20 & 21— Nature Naturally**
Spend a day (or two) listening to the birdsong and feeling the cool lake breeze brush across your face. Projects may include light trail maintenance, beach patrol, building and grounds maintenance in preparation for the following weekend’s Door County Nature Fest guests as well as various other projects.

The FOPPI Women in Preservation will be placing the benches and boot brush stands on the trails and cleaning the boathouse.

VC: Paul Schumacher (spaulsdoor@aol.com)
Volunteers Needed: 8 to 36
DC Nature Fest registration: www.ridgessanctuary.org

**June 3 & 4—International Migratory Bird Fest**
Join the U.S. Fish and Wildlife Service and FOPPI for an extraordinary birding event. Public transportation, to Plum Island will be made available from Gills Rock and Washington island. Opportunities include guided birding hikes with expert birders and observing trained bird banders as they capture, band, and release birds. Additional opportunities to view birds from the water.

FAMILY FRIENDLY EVENT! Transportation info to follow. Watch our website and Facebook page for news.
June 10th & 11th—Lighthouse Festival Stop on Plum
Share your Plum passion with others while serving as docents on the Island for the 24th Lighthouse Festival. Greet visitors from across the country and share the heroic rescue stories of those that served on Plum and Pilot Islands. Docent materials will be provided.

VC: Tim Sweet (twsweet58@gmail.com)
Volunteers Needed: 2 to 4
Lighthouse Festival Registration: www.dcmm.org

The FOPPI Women in Preservation will be learning about power tool safety and constructing personal tool boxes for future WIP Projects.

Contact Mary Beth Volmer with any Women in Preservation questions: (marybethvolmer@gmail.com)

June 24 & 25 — Plum Perfect
Work with Park Ranger Dusty to add signage for the Green Bay National Wildlife Refuge. Volunteers are also needed for building, beach and trail patrol, grounds maintenance and various other projects.

VC: Amanda Danforth (danforthphotos@yahoo.com)
Volunteers Needed: 8 to 36

July 15th—2nd Annual Sunset Cruise
The Friends of Plum and Pilot Islands invite you to join us on a Sunset Cruise through beautiful Death’s Door Passage. Enjoy close-up views of Plum and Pilot Islands-part of the Green Bay National Wildlife Refuge. Learn about the lighthouses and unique historical maritime structures found there, and help us with our campaign to restore and preserve them.

Registration information coming soon! Watch our website and Facebook page for news.
Save the Date! (cont’d)

July 22 & 23 Plum Prep
Work on projects to get the island ready for the Annual Membership Picnic. Projects may include trail maintenance, beach patrol, grounds maintenance and interior boathouse painting.

VC: Jim Schwartz (jim@wonsbackgroundchecks.com)
Volunteers Needed: 8 to 16

July 29 Annual Membership Picnic

Join us for a *FREE* picnic in the grove as a thank you for supporting us with your gifts of time, treasure and talents. Tour the historic structures, view the preservation work that we have completed and learn about the work we plan to do. Meet the current board of directors and participate in voting in the new board members.

Not a member yet? Membership information is available on our website (www.plumandpilot.org).

Contact Tim Sweet (twsweet58@gmail.com) to reserve your spot.

August 5 & 6: Plum Pleasure
Work alongside fellow volunteers on beach and trail patrol, grounds maintenance and various other projects. Depending on weather and nesting schedule, a trip to Pilot Island might be added to the agenda to rescue old Cream City bricks from the fog signal building for reuse in the Pilot lighthouse restoration.

VC: Scott Nelson (kc9ble@yahoo.com)
Volunteers Needed: 8 to 24

August 12 & 13: Overnight Volunteer Event
Join the Women in Preservation on our second rustic overnighter. Enjoy a meal cooked over the fire, the phenomenal Death’s Door sunset and a unique bonding experience while we observe the island’s night life and work with biologists to implement our first Citizen Science project: a bat count.

VC: Amy Lesjnak (lesnjak@sbcglobal.net)
Openings: 8 to 24
**August 19 & 20 Explore Plum Island Days**

Follow WIP mentor, Jonathan Ringdahl, on a canoe / kayak trip along the Plum Island shoreline. View the gorgeous Niagara Escarpment cliffs, the various island eco-systems, the GRAPE SHOT and perhaps pieces of the RESUMPTION shipwrecks. Volunteers can have their boats transported across from Washington Island on the USFWS boat; others may paddle over. Later, grab your snorkel and flippers and join WIP groupie, Barb Jacobs dive on the GRAPE SHOT. Hike the historic patrol trails and learn about the unique habitat, wildlife and culturally significant historical maritime structures.

Event is open to the public — watch our website and Facebook site for more information.

**September 9 & 8: Batten Down the Hatches!**

Help get Plum Island closed up for the winter; service vehicles, bring benches in and ensure that the buildings are secured. Other volunteer activities may include trail maintenance, beach patrol, grounds maintenance.

The **Women in Preservation** will establish our base year monarch count (Citizen Science project) and broadcast milkweed seeds in the pollinator patches.

VC: Jim Schwartz (jim@wonsbackgroundchecks.com)
WIP: Mary Beth Volmer (marybethvolmer@gmail.com)
Volunteers Needed: 8 to 16

[www.plumandpilot.org](http://www.plumandpilot.org)
Facebook.com/plumandpilot.org

Volunteers accompany US Fish & Wildlife Service staff to ensure a safe and quality experience for refuge visitors. Plum Island is open to the public Memorial Day through Labor Day for wildlife dependent recreation during daylight hours.

Long pants, sturdy shoes, and work gloves are required, as well as a signed Volunteer Services Agreement, prior to volunteer work on the Green Bay National Wildlife Refuge.

Work days are dependent on weather and safe boat access.

For questions, contact the Volunteer Coordinator or Dustan Hoffman (USFWS) at dustin_hoffman@fws.gov / 920-948-5037
2017 marks the Women in Preservation’s fourth year. We have been featured in two US Fish and Wildlife publications and taped a segment for Wisconsin Life. This year the Milwaukee Journal-Sentinel will be spending some time with us and we’ll be inviting women through the Women’s Fund of Door County to join us and get some dirt under their fingernails. The word is getting out … WIP rocks!

Together we have built window coverings, visitors’ kiosk panels, Aldo Leopold benches and boot brush stands. We painted the cornice boards for the life-saving station and created our own little WIP room in the boathouse. We created pollinator gardens and realized that, like us, the wildflowers shouldn’t be fenced in so we’re expanding our pollination assistance to the entire island.

On the wildlife preservation / citizen science front, we plan to combine a bat count with an overnighther and a butterfly count in the Fall.

Just to pique your interest, we have been called upon to do some work on Pilot Island (rescuing cream city bricks) and St. Martin Island (building and cemetery restoration).

So, spread the news, stay tuned and let the volunteer coordinators know if you’re available for the schedule work day events. I hope to see you soon!

Mary Beth Volmer
marybethvolmer@gmail.com
By Paul Schumacher

Our mild and relatively low-wind fall really helped the completion of several critical projects on Plum Island. High winds and lake level during winter/spring 2016 caused severe erosion of the break wall and ferry haul road along the northeast side of Plum Island. The haul road had eroded to a point where equipment necessary to repair the life-saving roof could not enter Plum Island.

Death’s Door Marine, a local marine contractor, while repairing the pier and west break wall on Plum Island, also repaired the east break wall. The ferry haul road was rebuilt to its design width, thus allowing equipment to come onto Plum Island. This work was completed in mid-November, just in time for late-fall winds. Pictures of the completed structures are found below:

Time, high lake levels and storms seriously damaged the last 40 feet of the pier and the last 25 feet of the west break wall. These structures were constructed around 1939, and have provided safe harbor protection for Plum Island. If left damaged, the break wall would further degrade, seriously compromising the safety of the harbor. Damage to the end of the pier prevented boats from docking in this area, and if left damaged, more damage would occur to the remainder of the pier. Repair of these structures involved using white oak trees harvested and milled to 12inch by 12inch beams on Chambers Island.

Our contractor moved the beams to Plum Island, and started repairs on both structures in early November, finishing their portion of the repairs by mid-November. Pictures of the completed structures are found below:

FOPPI, with help from USFWS and volunteers will finish the work on the pier in spring, 2017. Remaining work includes installing deck stringers and an end-board on the pier, and then decking the last 40 feet of the pier with new cedar boards. Boat cleats will be re-installed on the completed decking, allowing boats to once-again use the outer portion of the pier. Stay tuned for details and schedule for these volunteer opportunities.

Friends of Plum & Pilot Islands Forum - Winter 2017
Narrow Escape of Four Men In “Door” Coast Guard to Rescue: Ice breaks up in Deaths Door Passage while mail carrier Anderson and companions are attempting trip across to mainland.
The Advocate—January 20, 1922:

Pete Anderson, the veteran mail carrier, who has braved many a storm in crossing Death’s Door between Washington Island, and during the winter months has made many trips on the treacherous ice for years past, met with an experience Tuesday of this week that came near ending his career, but only adds another link to the many narrow escapes which has won for him the saying that he leads a charmed life on the water and ice.

The ice in the Door has been most treacherous this winter, not being heavy enough to make it safe. Tuesday of this week conditions were most unfavorable, but Mr. Andersen left the Island with the mail on scheduled time, Carl Christiansen, George Johnson and Henry Johnson accompanying him.

With a horse and sleigh they got onto the ice on the west side of the Island. The ice was thin in the Door and open water was not far distant, but by picking their way they had made about two of the five miles that it was necessary to go to reach the mainland, when it was discovered that the ice was breaking up ahead of them.

Being perfectly familiar with ice conditions in the Door, they lost no time in turning about and traveling as fast as the horse could go back toward Washington Island. The wind increased from the northeast and the ice was breaking up fast. When still within a mile of the Island the ice started to break up between them and shore, leaving them adrift on a large ice floe. With the wind increasing in violence from the northeast there was no opportunity of the men getting off of the floe onto land before it broke up.

From the watch-tower of the Plum Island Coast Guard station, Uncle Sam’s faithful lifesavers keep close watch of the mail carrier every time he makes across the dangerous passage of Death’s Door. They watched Mr. Andersen and his companions Tuesday from the time they left the Island with the horse, picking the way across the treacherous ice.

When the ice started to break up, Captain Moe lost no time in getting his boat launched, and with surf men Phil Carlson and Wellington Lockhart started through the broken ice flow where the party was awaiting the rescuers. Anderson, Christiansen and the two Johnsons not only got onto the big floating ice cake, but the horse and sleigh were also transferred to it. The mail and other valuables were placed in the boat into which Mr. Christiansen and the Messers. Johnson also got. Pete stood in the sleigh holding his horse and in this manner the party was taken ashore to Washington Island.
An anchor was buried into the ice and the large cake with the veteran mail carrier and his horse and sleigh were towed more than a mile to shore on the ice cake.

This is the second time this month that the Coast Guard crew has been called upon to go to the assistance of the daring mail carrier, an account of his narrow escape while trying to make a landing at Pilot Island having been chronicled in last week’s Advocate.

Hauling mail in the 20s and 30s.
From the Rick Heineman collection.

Instances like these, however, do not keep Mr. Andersen from at least trying to supply the Island people with their mail. No matter what the difficulties are he will make an attempt to cross the dangerous passage and if it is within his power to make the trip he can be depended upon to accomplish it.

Neither snow, nor rain, nor heat, nor gloom of night stays these couriers from the swift completion of their appointed rounds.
(Herodotus)

Thanks for the Memories

For many, stepping on Plum Island is a memorable experience that is not soon forgotten.

When Kimberly Wells’ father was in the Coast Guard he received a commendation for the work he did to secure the funding and implementation of a nearly $900K cleanup effort for Plum and Pilot Islands. This was a requirement for the transfer to the US Fish & Wildlife Service and the Friends of Plum and Pilot Islands from the Bureau of Land Management.

Fast forward 20 years ... Kimberly is running in the Nicolet Bay 5K on May 6, 2017 in conjunction with the Door County Half Marathon. She has set up a fundraiser page (https://www.crowdrise.com/kimberlys-5k-for-plum-and-pilot-island/fundraiser/kdwells) and will be donating all money raised to the Friends of Plum and Pilot Islands on behalf of her father’s work!

Please wear your FOPPI gear to the race and cheer Kimberly on, and support her cause!
By Jim Schwartz

In August of 2015 I went to the Horny Goat Brewery restaurant/brewpub in the Walker’s Point area of Milwaukee (the restaurant has since closed). In the Kinnickinnic River across 2nd Street from the Horny Goat sat an old steel boat tied up at Southwind Marine. It appeared in pretty rough shape. I didn’t get a chance to look at it closely but planned to do so the next time I was in that part of Milwaukee. In October of this past year I had a chance to take pictures of the boat including its official number (1030383). When I did a little research I found that it had been ordered by the United States Lighthouse Service as the tender Maple. There isn’t much information on this boat. In fact the USLHS and USCG had three ships named the Maple. The first built in 1893, the second in 1939, and the current Maple in 2001 (which currently patrols waters off Alaska). The majority of the information comes from the USCG historical information website (www.uscg.mil/history/webcutters/Maple_1939.pdf). This website cites the June 1939 issue of the Lighthouse Service Bulletin, giving the following description:

...The Zinnia class of tenders, which include the tenders Zinnia, Narcissus, and Maple, are the most recent tenders added to the Service. These tenders are to work the harbors and bays of the fourth, seventh, and tenth districts, and all have been launched this year.

The principal improvements of this design of tenders over the preceding design are in the seaworthiness, derrick capacity, stability, sized of buoy deck, power for propulsion, and maneuverability. Factors in bringing about these improvements included a moderate increase of the principal dimensions and the use of greater power with twin screws in lieu of a single screw, the substitution of pipe struts for the derrick mast in place of wire-rope rigging.

The dimensions of the Zinnia class of tenders are length over all 122 feet 3 inches, beam molded 27 feet, minimum depth at side 9 feet 6 inches, draft loaded 6 feet 6 inches. The total shaft horsepower is 400 and is obtained from two four-cycle Diesel engines with reduction gears. The speed is 10 knots in loaded condition.

It is noted that the Maple has a different appearance from her sisters including its rounded forecastle and enclosed main deck abaft the boom. The USLHS considered all three tenders to be of the same class.
The *Maple* was built by Marine Iron & Shipbuilding of Duluth, Minnesota. It was commissioned in June 1939. One month later the USLHS was merged into the USCG.

The *Maple* was assigned to the 10th Lighthouse District which includes Lakes Ontario and Erie. From 1939 to 1958 she was stationed in Ogdensburg, New York. In November 1941 she was transferred to the Navy for WWII duty. In Navy service she was known as WAGL-234. After the war she returned to Ogdensburg until 1958 when she was transferred to Detroit. In 1959 she was transferred to Buffalo where she remained until 1967. In 1967 she returned to Ogdensburg until her retirement in 1973.

During her last stint in Ogdensburg she was responsible for 17 lighted buoys, 30 unlighted buoys, 1 lighthouse, 1 day beacon, and 7 winter buoys. As an example (according the USCG website) in 1971 the *Maple* totaled 684 mission hours: 382 were her normal aids to navigation duties, 186 hours were port security work, 13 hours were search and rescue and the other 103 hours “involved other missions.”

The *Maple* was decommissioned in 1973 and was transferred to the Navy which quickly transferred her to the EPA. She became the research vessel *Roger R. Simons* studying pollution levels in the great lakes. In 1995 she was retired from government service.

She is currently owned by Southwind Marine who intend to refurbish her as a private yacht although not much progress has happened in the last several years. In fact the ship appears to be getting in worse condition.
Skeletal frame light towers were built between 1861 and 1910. They were, and are, listed as lighthouses. 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 keeper as he climbed to the lantern room. The structure allows the wind and storms to pass through them. All the skeletal lighthouses had enclosed lantern rooms, and most had enclosed watch rooms below the lantern.

The skeletal lights were 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 such as Plum and St. Martin Islands.

The first series of skeletal lighthouses were built on Lake Superior (Whitefish Point, Manitou Island) and Lake Huron at the mouth of the St. Mary’s River (DeTour Point, no longer standing). The second series were built along the east coast: New Jersey, Delaware, South Carolina and Pennsylvania.

One of the other features of this style of light was the ability to disassemble and move it to another location as was the case for the Schooner Ledge Range Rear (PA) which was moved to Michigan Island, WI and the Delaware Breakwater Range Rear which was relocated to Boca Grande Entrance Range Rear in Florida.

Beginning in 1884, the Lighthouse Board adopted a standard plan for skeletal lighthouses having a square footprint. This plan was used for lighthouses with heights up to about 100 feet. The lighthouses have octagonal watch and lantern rooms, each with a gallery. At least 17 were built; only 13 of them survive:
1. Sanibel Island FL
2. Cape San Blas FL
3. Anclote Key FL
4. Coney Island NY
5. Throgs Neck NY *
6. Pont Loma CA
7. Waackaack Range Rear, NJ *
8. Crooked River (Carabelle,) FL
9. Chantelleur, LA *
10. Marblehead MA
11. Brazos River TX *
12. LaPointe WI
13. Plum Island Range Rear WI
14. Duluth Harbor South Breakwater Inner, MN
15. Sapelo Island GA
16. Bellevue Range Rear DE
17. Reedy Island Range Rear DE

Around 1900, it became necessary to build several tall lighthouses. 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 were built; only three survive:
1. Rawley Point WI
2. Cape Charles VA
3. Hog Island VA *
4. Cape Fear NC *
5. Hillsboro Inlet FL

If skeletal towers are abandoned, they corrode and deteriorate rapidly. There is concern for several other deactivated towers, including the one on Plum Island.

*No longer standing

Source: https://www.unc.edu/~rowlett/lighthouse/types/skeletals.html
**Book Review**

**Gales of November: The Sinking of the Edmund Fitzgerald**  
ISBN 1882376331  
By Robert J. Hemming

You can’t help humming the Gordon Lightfoot (The Wreck of the Edmund Fitzgerald) song while reading this book. We know what happened to the ship, but what we didn’t know were the stories of the 29 men who were lost when she went down during that ‘Gale of November’. Hemming respectfully memorialized the men by telling their family stories with extreme passion and integrity. On November 10, 1975 we lost the Edmund and the wives, sons, daughters, fathers, mothers, brothers, sisters, aunts, uncle and friends of the men who sailed in her lost so much that their lives would be forever changed. Perhaps Hemming’s interviews were a type of closure or a way for their loved ones’ legends to live on. Regardless, the book portrays them as heroes -- which I agree, they are. After learning about the men, Hemmings brings them to life and gives us a glimpse of what ‘might’ have happened that fateful night and we’re right there amidst the hope. He also shares the transcripts of the U.S. Coast Guard Board of Inquiry which was rather interesting. This is one of those books that will forever be part of my library.

**Death Stalks Door County**  
ISBN 0299299406  
By Patricia Skalka

You know the places, although the names have been changed (to protect the innocent?). The prude in me felt that some of the language wasn't necessary. However, the storyline was awesome. It kept me guessing until the very end. From now on I'm going to use the index card technique when trying to solve the mysteries of life! The character development was great and believable; I felt for them. Someone once told me that everyone in Door County is either running away or toward something -- this book epitomized that trait of those who have chosen to ramble and live North of the Tension Line.

**Washington Island: A Maritime History Through the Years (Volume No. II)**

This most interesting book takes the reader through the Death's Door happenings from the viewpoint of the fishermen, mariners, lighthouse keepers, coast guardsmen and mail carriers from 1863 to 1959. The reader gets a chance to learn how fishing catches and rules changed over the years; the brave rescues of the coast guardsmen; the death-defying trips across Death’s Door to deliver the mail and the community that rallied together whenever one of their own had fallen. We cheer the successes and mourn their losses, all while getting a job done amidst the horrendous elements they faced such as storms, moving ice floes and thin ice. The book is organized by year and month; I found it interesting to jump ahead to subsequent years to learn how the weather patterns changed, who was being transferred from the Plum and Pilot stations, and the amount of fish that were caught, year by year. As the information was taken directly from the newspaper, the reader is treated to the creative writing of the time which was quite different than the reporting we are exposed to today. Great book; loved every article that was included.
In 2016 Thrivent members chose to direct Choice Dollars to more than 32,000 churches, schools and other non profits, including The Friends of Plum and Pilot Islands. Based on member recommendations, FOPPI received $1,023 in charitable outreach funding in 2016. The Thrivent Choice program helps members of Thrivent financial make a positive impact in their communities.

The designation is renewed every year. Please consider listing The Friends of Plum and Pilot Islands as your charity of choice in 2017.

We are extremely thankful for our ardent supporters and donors!

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

Please make your check payable to:
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The Friends of Plum and Pilot Islands, Inc. (FOPPI) was established in 2007 to preserve the unique island ecosystems and foster partnerships to preserve its heritage for future generations.

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

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

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

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

Join the 200+ supporters and become a FOPPI member just like:

- Willie and Renee McAllister, Sturgeon Bay WI
- Jan and Lynn Malchow, Green Bay WI
- Norma J. Beaty, Red Bank NJ
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The FOPPI Forum newsletter is printed and mailed out four times a year. To help save paper, printing, and postage expenses, please consider receiving your newsletter as a PDF on your email or receiving an email notification that the newsletter is available on our website to download or read. Contact Jean Fox at jeanfox215@gmail.com

Is it time to renew your membership?
Your mailing label includes your membership expiration date above your name. If you find that your membership has expired please renew using the membership form on the reverse page and mail it, along with your payment, to FOPPI, PO Box 61, Washington Island, WI 54246. Thank you for helping us save on the cost of mailing renewal reminders!

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Women in Preservation: Mary Beth Volmer

The mission of the Friends of Plum and Pilot Islands is to work cooperatively with US Fish & Wildlife Service to support the goals of preservation, restoration, maintenance and contemporary use of the lighthouses, accessory buildings, structures and other historic resources on Plum and Pilot Islands. To conserve and protect wildlife resources, while providing opportunities for quality wildlife-dependent recreation.

If you are interested in joining the Friends of Plum and Pilot Island Board of Directors, or one of our teams, simply send an email to Tim Sweet.