



MARI-TIMES

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USCGC Eagle is a 295-ft. three-masted barque used as a training cutter for future officers of the U.S. Coast Guard. Her homeport is the Coast Guard Academy, New London, Connecticut.

Becoming a Surfman in 1938

By: John Merrill

In 1938, Surfman was an enlisted rating in the United States Coast Guard. The rating was equivalent to 3rd class petty officer for pay and other purposes. Since Congress in 1848 had established the first Lifesaving Service stations along the New Jersey coast, there had been generations of surfmen who manned the small stations located generally along our shores, including the Great Lakes. In 1915, the U.S. Revenue Cutter Service and the Lifesaving Service became the U.S. Coast Guard under the Treasury Department. Until the 1940s, one entering the Coast Guard had a choice of the Cutter branch or the Lifesaving branch.

The stations were small and usually consisted of a building with runways for the boats to be quickly launched in response to an observed distress or call for help. The space above the boathouse or attached to it provided the quarters. Eight or ten men comprised the typical station. "Functional and pleasant" usually described the station. In 1938, if one lived on or near one of the Great Lakes the Coast Guard surf stations were an indigenous part of the scene. That was true for the author until a chance meeting in April of that year. The economic picture at the time was described in the press and radio as a recession, and the author was part of it.

The chance meeting was in Buffalo, New York, where manufacturing was in a cutback

continued on page 12



**Merry-Time
 Festival
 of Trees
 events.
 Catch them
 All! See
 page 20.**

View from the Wheelhouse

The Raising of the *George M. Humphrey* Still a Maritime Salvage "Miracle"

We recently received a call from Mr. Karl Ritter, an Associated Press reporter in Stockholm, Sweden. He was looking for additional details on the raising of the lake freighter *George M. Humphrey* in 1943. Mr. Ritter is covering the ongoing salvage operations on the now infamous cruise ship *Costa Concordia* off the Tuscan coast and was interested in other ships raised from the bottom of the sea. I was able to answer a few of his questions and, more importantly, connected Mr. Ritter by phone to John Asher, proud grandson of Cap Roen and dedicated member of our Board of Directors. John provided him with even more details and insights on Cap Roen's exploits during the salvage of the *Humphrey*.

DIRECTOR'S REPORT

Mr. Ritter's research focused on comparing the salvage of *Costa Concordia* with other "bold and innovative feats of engineering." In his finished article he briefly describes six historic salvage efforts, including the massive operation to clear Pearl Harbor of 16 of the 18 warships sunk or severely damaged during the Japanese sneak attack of December 7th, 1941. He also included the raising of dozens of German warships scuttled at Scapa Flow, a British Royal Navy base, at the end of World War I as well as the salvage of the Soviet nuclear submarine *Kursk* after it exploded and sank in August of 2000—and of course, John "Cap" Roen's remarkable salvage of the lake freighter *George M. Humphrey*.

This far-away reporter's call and subsequent article reminds us all just how impressive and historic the raising of the *Humphrey* remains to this day. According to Mr. Ritter, the raising of the *Humphrey* can be counted among "the most improbable salvage operations in maritime history". I know some of the facts and details, but must confess that I walk through our exhibit chronicling the raising of the *Humphrey* nearly every day without giving it much thought. Karl Ritter's call prompted me to take a little time from my busy workday to visit the John Roen Asher Gallery and to once again pause to study the wonderful historic photographs and artifacts that reinforce the astonishing story of ingenuity and perseverance required to bring a lake freighter filled with 11,000 tons of iron ore up from the bottom. Miraculous is the only word that fits.

Thanks to the 24-hour news cycle and the global reach of modern media, we are immersed in images of the raising of *Costa Concordia*. It is estimated that the salvage operation will cost

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View from the Wheelhouse, from pg. 2



The Costa Concordia, an Italian cruise ship, partially sank when it ran aground in Tuscany on January 13, 2012 with 32 lives lost. She hit a reef on the first leg of a cruise around the Mediterranean Sea, carrying 4,252 souls. The evacuation took over six hours, helped by the proximity to land. She is one of the largest ships to be abandoned.

at least \$800,000,000 and is employing hundreds of personnel and multiple support vessels. In a recent photograph taken when the salvagers were finally able to get the vessel upright, I counted at least 10 very large salvage vessels and a dozen or so smaller tugs and support ships. When compared to Cap Roen's fleet of two derrick barges and handful of workers and divers, the contrasts are extraordinary.

Granted, the *Costa Concordia* and *George M. Humphrey* are two very different vessels and the obstacles facing the two salvage teams are unique. However, when we pause to consider the technology available to Roen's salvage team in 1943, these differences do more to amplify than diminish just how miraculous the raising of the *Humphrey* actually was. What makes the story even more astounding is the fact that Cap Roen was able to repair his salvaged vessel. She would go on to sail in her designed service as a bulk carrier for several more decades. Based on the video footage and countless photographic images we've seen on TV and in print, I can't imagine *Costa Concordia* ever seeing another day of service as a luxury cruise ship, can you?

As we continue to watch the saga of the salvage of *Costa Concordia* play out over the many months, or perhaps years, of work ahead please take time to consider the amazing feat that Cap Roen and his crew accomplished in raising the *George M. Humphrey*. Better yet, please stop by the museum in Sturgeon Bay and revisit the exhibit chronicling the raising of the *Humphrey*. It is a wonderful reminder of just how lucky we are to have the only exhibit in the world dedicated to this extraordinary story. And of course, it is just one of many astounding maritime stories to be found at our museums in Sturgeon Bay, Cana Island and Gills Rock!

Bob Desh
Executive Director

Please visit us!



Sturgeon Bay

Open year-round, 7 days a week

January-March: 10-4

April-June: 10-5

July-Labor Day: 9-5

Day after Labor Day-December: 10-5

Admission to Museum & Tug *John Purves* Tour: Adults \$12.50; Youth (ages 5-17) \$9. Admission to Museum Only: Adults \$8; Youth \$4. Tug open daily 10:00-3:30 May thru Oct. Tug Only: \$6 (ages 4 and up).

Gills Rock

Open 7 days a week, June 7 thru October 20

Admission: Adults \$5; Youth (ages 5-17) \$2

Cana Island Lighthouse

Open 7 days a week, May 1 thru October 31

Last tower climb at 4:30 pm.

Admission to Keepers' House & Tower Climb:

Adults \$10; Youth (ages 5-17) \$7. Admission to Island and Keepers' House Only: Adults \$6; Youth \$3

Admission to members is FREE!

Apply for membership online at www.dcm.org or fill out the form on page 19.



Merry-Time Festival of Trees events include dozens of beautifully decorated trees scattered throughout the Museum's galleries that you could win, a book sale, pirate day, two speaker series events, a visit with Santa, and more! See page 20 for details.

No Matter your Portion Size, Chicken Dinner not Enough to Express Appreciation

Volunteering is generally considered an altruistic activity and is intended to promote good or improve human quality of life. In return, this activity can produce a feeling of self-worth and respect. There is no financial gain involved. Volunteering is also renowned for skill development, socialization, and fun.

The preceding was not a paid political announcement to assist in volunteer recruitment, but what I felt was a nice description of volunteerism. I found it on Wikipedia, the online encyclopedia that has helped me in so many ways along my journalistic path in recent years.

While there isn't a financial gain involved, this year our volunteers were rewarded with chicken and the appropriate sides at the annual volunteer picnic.

Throughout the year, I have the opportunity to see the extent in which our volunteers contribute to the success of the museum. None is greater than our Tug *John Purves* volunteers, a number of which contributed to the remarkable five-year restoration project, but continue to allow us to offer in-season tours on a daily basis. Lighthouse Festival and Classic & Wooden Boat Festival also count heavily on volunteer support and would not be possible without people willing to raise their hands to help. I could go on.

It's clear when you sit in the museum office just how the steady stream of volunteers reflects the dedicated effort

these people provide and as tasty as the food might be, it isn't the chicken dinner that pulls them in.

But it is the picnic that truly reflects the scope of the museum's volunteer movement. With more than 100 people gathered at Sawyer Park, it becomes obvious like at no other time of the year the true size and significance of this corps.

The volunteer picnic goes beyond just saying thank you to our volunteers, but hopefully helps to introduce them to people with a like interest and maybe foster a new friendship.

This is where the "quility of life," referenced in the first paragraph, comes into play. Being an active volunteer myself, I realize how the experience can impact the individual and produce the "quality of life" we all enjoy on the Door Peninsula.

So if I didn't get a chance to toast a chicken leg to all of you at the picnic, here's to you and the hope that we'll see you next year regardless of what's on the menu.

If you'd like to explore the volunteer opportunities here at the museum, please give me a call at (920)743-7826 or email me at jgast@dcmm.org. We'd love to have you!

Jon Gast, Volunteer Coordinator



The exhibit *Woodcarvings by Pudge & Mary DeGraff* is on display through November 3 in the Reddin Bridge Room. Three of Pudge & Mary's children were able to attend the exhibit opening reception (left to right: Laura, Norm, and Kathryn). Also shown is a sampling of the carvings generously donated by many people for this exhibit.

Merry-Time Festival of Trees

November 16-December 10

Merry-Time Festival of Trees is an initiative to joyously celebrate the holidays, promote our Sturgeon Bay and greater Door County community, and help raise much-needed Museum operating support. Last year, this event replaced the Museum’s long-standing Ports of Call gala. The festival dates (November 16-December 10) coincide with Sturgeon Bay’s Christmas by the Bay activities. When the Museum’s doors open on November 16, decorated trees will transform the Museum’s galleries.

Celebrate the holidays by viewing beautifully decorated Christmas trees sponsored by area artists, businesses, and organizations. We invite you to see this extravaganza of trees and have the opportunity to enter a raffle in the hopes of winning your favorite tree. Sponsors decorate each tree with ornaments or goodies appropriate to its designated theme. Guests may also participate in a silent auction of Art, Holiday Ornaments, and Decorations.

Special programming highlights the festival. Throughout the festival, children’s museum admission is free! The Museum asks that families bring non-perishable food or personal care items to fill the pantry at Lakeshore CAP.

Nov. 16, Saturday - Tree Tales 9:15 am Children’s storytime held under a festival tree.

Nov. 21, Thursday – Speaker Series & Book Sale 1-3 pm and 7-9 pm “Wisconsin Lighthouses; A Photographic and Historic Guide”, presentation and book signing by Ken & Barb Wardius. Adult admission is free with purchase of a \$5 Merry-Time Festival of Trees raffle ticket. 10am-9pm Gently used nautical books on sale all day.

Nov. 22 – Free Friday admission with purchase of \$5 Festival of Trees raffle ticket.

Nov. 30, Saturday – Ministry Door County Medical Center sponsors “Pirate Day” 10:30 am-3:30 pm. Featuring “Bob the Bird” (parrot) with photo opportunities, Pirate exhibit, crafts, games and more. Families are encouraged to bring non-perishable food or personal care items for the Lakeshore CAP (Community Action Program). Adult admission is free with purchase of a \$5 Merry-Time Festival of Trees raffle ticket.

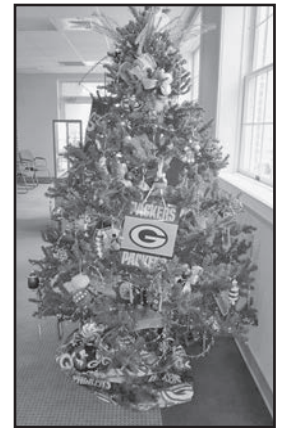
Dec. 5, Thursday – Speaker Series 7-9 pm “Real Honest Sailing with a Great Lakes Captain”, presentation by Captain Gary W. Schmidt and Warren Gerds. Adult admission is free with purchase of a \$5 Merry-Time Festival of Trees raffle ticket.

Dec. 6 – Free Friday admission with purchase of \$5 Festival of Trees raffle ticket

Dec. 7, Saturday – Santa on the Tugboat John Purves 10 am to 1 pm Join Santa onboard the historic tugboat to share your Christmas wishes! Due to the size of the tug, only two adults can accompany each child. Adult admission is free with purchase of a \$5 Merry-Time Festival of Trees raffle ticket and includes Santa visit.

Dec. 10, Tuesday – Jingle, Jingle, Mix & Mingle 5:30-8:30 pm. Join our festivities, a silent auction of unique or holiday items and our Merry-Time Festival of Tree raffle drawing. Members \$10 and Guests \$20. Advanced reservations recommended.

View the Museum’s web site or call us for activity details.



2013 Sponsors

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continued on page 6



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Merry-Time Festival of Trees Sponsors, continued

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|--|--|
| <p>Beach People – I love Door County Beaches Tree
 Best Western Maritime Inn – Fishing Tree
 Bliss – Bountiful Elegance Wreath
 Blue Dolphin House – The Gratitude Tree
 Bridgeview Hair Design – Sugar and Spice and Everything Nice Tree
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 Door County Advocate – I've Got Issues Tree
 Door County FM 97.7 and FM 106.9 The Lodge
 – A Little Bit Country and a Little Bit Rock n' Roll
 Door County Advocate – I've Got Issues Tree
 Door County Library – Read! Tree
 Door County Maritime Museum Tree – Caribbean Pirate Tree
 G & J Glassworks – Glass Tree
 Glas – the green coffeehouse – Feliz Navi Bottles Tree</p> | <p>Kitty O'Reillys Irish Pub – Irish Tradition Tree
 Madison Avenue Wine Shop – Antique Sled
 Meissner Landscape – Nature Tree
 Ministry Door County Medical Center – Heart to Heart Tree
 Northern Territory – Rustic Tree
 On Deck – On Deck for the Holidays Tree
 Pirates in the Harbour, Inc. – Tropical Tree
 Roen Salvage Company – Door County Cherry Tree
 Spin – Hand-Knit Maritime Tree
 Sturgeon Bay Visitor Center – Surprise and Splendor! Tree
 Sturgeon Bay Yacht Club – Nautical and Nice Tree
 Trillium Organics – Natural Wonder Tree
 Untitled Used & Rare Books – Book Tree
 Westwood Shores – Candy Tree
 Wood Orchard Market – Truly Unique, Totally Delicious, Very Door County Tree
 Write on, Door County! – Poet-Tree</p> |
|--|--|

Haunted Reads for the Season!

With Halloween upon us I thought you might enjoy books relative to the season.

Haunted Door County by Gayle Soucek. It is no surprise that the idyllic County has plenty of ghostly history. You will meet lighthouse keepers whose sense of duty extends beyond the grave at Sherwood Point, Chambers Island and Pottwatomie lights. Catch a glimpse of the phantom ship *Le Griffon*, never seen for more than a moment since it sailed through a crack in the ice in 1679. County Road T

MUSEUM STORE
NEWS
 BY JAN JOHNSON

has its share of spooks; bizarre beasts have caused disturbances in the woods and there are whispered rumors that the infamous gangster Al Capone added to the county's stock of

ghosts through a handful of brutal murders, including an ex-girlfriend and two unacknowledged children.

Great Lakes Ghost Stories by Wes Oleszewski. In his travels as a Great Lakes research historian, the author has stumbled across many ghost stories. He takes the experience of the ghostly encounter and weaves it into a tale that will put you, the reader, right there when the ghost appears. This best selling author of true maritime tales takes you to the darker and colder side of Great Lakes mysteries and lets you decide what is true and what is just a ghost story.

Haunted Lake Michigan by Frederick Stonehouse.

Accidental ghost chaser and maritime historian Frederick Stonehouse has created another fast-reading book. Within the pages are chilling tales of lost mariners and cursed ships, sea monsters, UFOs, ghostly echoes of Prohibition era murders and a deliciously horrible host of other hauntings on, in and around Lake Michigan. This book blends traditional stories with previously unpublished accounts of spooky and strange occurrences.

The Badger State is rich with supernatural, spine-tingling tales sure to thrill and entertain. In this collection the author combines strange and spooky with weird and downright scary. A terrible tragedy left architect Frank Lloyd Wright's famous home in Spring Green haunted by the spirit of the woman he loved.

The ghost of a Swedish maid haunts the only home in which she knew happiness in her short life.

A shiny, silver coffin takes on a life of its own after one man makes the mistake of keeping it as a souvenir.

For anyone interested in peering into the edge of mystery these books are sure to provide a chilling and unforgettable treat.



Happy reading,
 Jan Johnson, Store Manager

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The Past is a Foreign Country

by Bob Desh, Executive Director, Door County Maritime Museum

“The past is a foreign country; they do things differently there.” This oft quoted opening sentence from L.P. Hartley’s novel *The Go-Between* has become almost proverbial. For those of us in the history business, no truer words were ever spoken.

Those who have visited a foreign country know to expect differences, sometimes dramatic, in language, food, culture and customs. The senses are continually bombarded and challenged by a wide array of unfamiliar sights, sounds and smells. No matter how hard we try, our tendency is to observe and interpret this foreign place with our personal “filters” working at full strength. We judge, and sometimes condemn, based on our engrained values and standards—all those things we consider “normal”. However, these same travelers know that the most enjoyable

moments come when the personal filters can be suppressed and all the extraordinary differences can be experienced and embraced with the pure and simple joy that comes from initial exposure to something completely new. In its purest form, this experience is akin to the uninhibited excitement and genuine happiness infants enjoy as they move through their new and continually interesting world. Picture that beaming toothless smile and acute concentration on a baby’s face as they encounter something for the first time—and for them, every day is filled with countless such experiences.

As so eloquently and succinctly captured in the opening quote, the past truly is a foreign country. Our goal at the Maritime Museum is to be your travel agent for an extraordinary journey to this wonderful foreign land. We are your tour guide. Our exhibits and programs are your travel itinerary. If we do our job correctly, you’ll experience all the unfamiliar sights, sounds and smells the past has to offer. But as with any trip to a foreign place, you must turn off your filters to really get the most from your visit. Don’t judge the past through the lens of your modern day standards, values and prejudices. Don’t view the past as something old. Rather, view it as new and different. Embrace it as you would travel to any foreign country.

Our travel agent duties are made a bit more challenging because we must depend in part on your imagination to help

us transport you to the foreign country that is the past. We need you to release your inner-child and experience these new sensations as an infant would, with pure wonder and the unabashed simple joy of the experience.

In our feature exhibit “Pirates—Ship to Shore” here at the Sturgeon Bay museum we have a costume room that encourages visitors of all ages to don period attire while taking in the rest of the exhibit. It is great fun to watch our younger visitors enthusiastically choose their costumes and be magically transported back to the nineteenth century to experience life in a Caribbean village or take the helm and man the guns on the pirate ship *Fortune*. It is even more fun to watch the adults who are willing to let down their guard, turn off their filters, don a costume and visit the golden age of piracy in that exciting foreign country, the past.



But of course one does not need the costume to enjoy our guided tour. The joy of a new and foreign experience can be had by merely studying an historic artifact, comprehending the information on a reader-board or enjoying a video display. One of my favorite things to do is to stand quietly in the wheelhouse of the historic wooden fishing tug *Hope* at our Gills Rock museum and

take in the lingering smells that remain from its decades of stalwart duty harvesting the bounty of the great inland sea. It takes very little imagination to begin to feel the roll of the deck beneath your feet and sound of icy waves crashing over her bow as she braves an angry sea to retrieve the day’s catch from sturdy nets artfully set. Similar extraordinary journeys to the past can be enjoyed through countless other exhibits, displays and experiences at our museum locations at the Cana Island Light Station, Gills Rock, Sturgeon Bay, or aboard the historic tugboat *John Purves*.

We sincerely hope that when you next visit the Maritime Museum, or any history museum for that matter, you’ll allow us to be your travel agent and tour guide for an amazing journey to the foreign land that is the past. Turn off your filters; release your inner child; engage your senses and imagination; and enjoy the sights, sounds and smells of this new and exciting place. “The past is a foreign country; they do things differently there.” We hope you’ll visit soon.



Mari-Times Spotlight

The Spotlight feature recognizes members of our Board of Directors, Museum staff and volunteers. This issue recognizes Bruce Smith, a docent volunteer on Cana Island in addition to other museum special events.

Bruce Smith resides full time in Baileys Harbor with his wife Pam. They have two children, Matthew and Ellie, and one granddaughter, Audrey.

“Pam’s family spent many summers camping in Peninsula State Park while I spent most of my time on the “Quiet Side” in Baileys Harbor and Jacksonport,” Bruce points out. “I spent many hours trolling off the Door County coast, wading through the creeks and stopping at Art Koser’s gas station in Baileys Harbor to get the latest fishing info.

“After Pam and I got married and moved to Appleton, we often brought our children to Door County,” he added. “I’m pretty sure I have visited Door County at least once a year for each of the past 50 years or so. I have a lifetime interest in Great Lakes boats and shipping. I have read extensively on Great Lakes wrecks and have a dream of sailing an ore boat on the lakes one day.”

Bruce graduated from UW-Stevens Point in 1974 and holds a Master’s degree from UW-Oshkosh. He taught high school science in the Appleton school system as well as area colleges.

“I currently teach undergraduate courses in meteorology for UW colleges and Marian University,” he went on. “I teach all my classes online from my office at the UWC Baileys Harbor campus – my house.”

Bruce admits to never having “grown up.” Travel and fishing are his two passions.

With tongue in cheek, Bruce admits to having traveled “a bit.” He has ventured to England, Scotland, New Zealand, Japan, Ireland, Switzerland, France, Italy, Vietnam, Cambodia, Thailand, Russia, Mongolia, China, Tibet, Nepal, Bhutan, Turkey, The Netherlands and earlier this year to Uganda, Kenya, Tanzania and Rwanda.

“In 1999, I spent three months at McMurdo Station in Antarctica as part of a National Science Foundation research project,” he added.

“I have a sign in my house that reads, ‘Spent most of my life fishing. The rest I just wasted,’” he lightheartedly maintains. “That just about sums up my hobbies, interests and passions. I spend about 100 days a year on or in the

water and, on occasion, I catch a fish.”

Cana Island is very close to Bruce’s heart and his earliest memories are the views of the island from out on Lake Michigan while trolling for salmon and trout off Moonlight Bay. He recalls, as many people do, wading through knee-deep water over the causeway to Cana to get his first view of the lighthouse up close.

“When Pam and I retired from full-time teaching, there was little doubt that we wanted to spend our lives in Door County,” Bruce stresses.

Bruce maintains that his visit to the old Maritime Museum at the Florida Street boat ramp helped spark his interest in all things maritime. “Who would have guessed in those days that the museum would have grown into what it is today?”

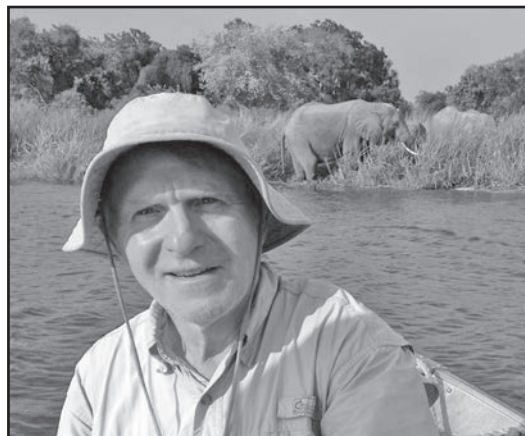
He enjoys his regular volunteering stints on the island.

“It’s nice to help people. I have traveled some and people from all over the world, most of whom I will never meet again, have helped me in my travels. At Cana I get that opportunity to help visitors understand more about the history of the island, but also help them appreciate Door County,” he explained. “The staff on the island (Dwight, Holly, Mike, Dave, Mary and Karen) are wonderful. They really seem to appreciate my contributions. It’s a great place to hang out. Nobody comes to the lighthouse crabby. I learn

as much as I offer. The only tough part is that it requires me to be nice to Bear and Cubs fans. It’s an onerous, but necessary, task.”

He’s particularly excited about the museum completing its current fund-raising effort for the Island. He insists, “The plans for the preservation and improvements at the island will serve visitors to Door County for many generations to come.”

And serving Door County visitors is something Bruce does and knows well.



Bruce during a typical day volunteering on Cana Island. Actually, it’s from a recent trip to Africa.



We thank the following businesses and individuals for their gifts

Audrey Off Gallery & TGMD, Inc. – Matted & framed Harmann photo of Algoma Harbor on Anapee River. Joint gift of AMO Gallery & TGMD, Inc.
 Azure Menswear for her too – Gift Certificate
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 Beach People – 12”x12” Framed picture
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 Connie Glowacki Gallery – Gift Certificate
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 Door County Boat Rental – Gift Certificate
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 Ecology Sports – Sweatshirt & Tote Egg
 Harbor Fun Park – 5 Super Passes
 Fish Creek Kite Co. – Door County Wind Sock
 Frank Forkert – Two Kathia folding bicycles
 Fun Stuff – Gift Certificate
 Gage - Shell salt & pepper shakers and lobster spoon rest
 Glidden Lodge Beach Resort – 2-night stay Gift Certificate



Good Eggs – Gift Certificate
 Gravity Trails - Four zipline racer rides.
 Green Bay Packers – Football signed by Green Bay Packers players & staff of the 2012 season
 Gwendolyns Jewelry & Gallery – Gift Certificate
 Harbor Ridge Winery – 2 Riedel Wine Glasses
 Hat Head – 4 Hats
 Hedgehog Gifts – Olive oil platter with olive oil & spice mix and cherry oven mitt
 Higbees of Door County – Southern Lady jacket and sailors bracelet
 Kari Anderson – 6 Door County Lighthouse posters
 Linda Silvasi-Kelly – Hand beaded bracelet with a nautical theme
 Made in Britain, Ltd. – Poster from London
 Milwaukee Brewers Baseball Club – two bobbleheads
 Nita’s Garden Gate – Indoor gardening set
 Oilerie & Curt’s Spice Co. – “Tour of Italy” basket
 O’Meara’s Irish House, LLC – Unisex sweater



Parador – Gift Certificate
 Passtimes Books – Gift Certificate
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 Rusty Rabbit – Print
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 ScrimshanderS – Basket charm
 Shoreline Restaurant – Gift Certificate
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 Something Fishy – Chart bag
 Square Rigger Lodge – Two nights lodging Gift Certificate
 Sunnypoint Gardens – Cat planter
 Tannenbaum Holiday Shop - Gift Certificate and Museum Piece
 Timothy Graul Marine Services - Matted & framed Harmann photo of Algoma Harbor on Anapee River. Joint gift of AMO Gallery & TGMD, Inc.
 TR Pottery – Cheese Plate
 J. Tuttle Maritime Books – 280 Maritime Books
 Village Clothier & Consignment - Necklace
 Wild Tomato – Gift Certificate
 Wulf Brothers – Lighthouse campfire ring

Walk of Fame Bricks

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 Robert E. Desh
 A Proud Coast Guard
 Dad

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Bob the Bird was a Big Success!

Boat Festival 2013

Boat Awards - Best of Show: "Sea Wing" owned by Bill Aubrey, Oshkosh; Best of Power Over 20 Feet: "Yesterday" owned by Timothy Danis, Egg Harbor; Best of Power Under 20 Feet: "Shamrock III" owned by Dr. Tom and Mac Schueppert; Best of Sail Over 20 Feet: "SPLASH" owned by Kurt Breuer, Marinette; Best of Sail Under 20 Feet: "Dinghy" owned by Mark Lochman, Green Bay; Best Canoe: Old Town Double Ender owned by Dave Flaig, Green Bay; Best Kayak: "Shadow" owned by Jerry Stein, Neenah; Judges Award: "Good News" owned by Paul Smith, Rapid River, MI; People's Choice Winners Top Award: "Aliya" owned by Bill & Sarah Freyman, Egg Harbor; "Providence" owned by Terry Auger, Green Bay; "Sea Wing" owned by Bill Aubrey, Oshkosh; "Sea Wolf" owned by Bill Aubrey, Oshkosh; Aderondack Guideboat owned by Rob Comstock, Baileys Harbor; "Wee-Lassie" owned by Bill & Pat Walker, Iola

Paint The Bay - People's Choice Winner: "Snug Harbor Morning" by Stacey Small Rupp



Uh oh, Bob's in trouble.



Sikaflex Co-Champion
USS Commando

Sikaflex Co-Champion
Drakkar

Sikaflex Challenge Results - Co-Champions: George & Neil Zachariasen (Drakkar) and Patrick Smola & Connel Smola (USS Commando); Third Place Boyd Dittmer & Dan Gall (Bikini Bottom); Fastest Built Patrick Smola & Connel Smola (USS Commando); Fastest Boat George & Neil Zachariasen (Drakkar); Best Design George & Neil Zachariasen (Drakkar); Palmer Johnson People's Choice Winner; Allan Cogan & Amanda Bevsek (Titanic)



See more photos on our website, www.dcmn.org

Tall Ships

The Tall Ship Review on August 14 was a great party at the Sturgeon Bay Yacht Club to greet the tall ships as they came through Sturgeon Bay.

Photos courtesy of Tim Graul.



Peacemaker



Flagship Niagara



Wow, those cannons are loud!



Hindu



Sailing Training Vessel, Unicorn



Sailing Vessel, Denis Sullivan

Becoming a Surfman, from pg. 1

mode. In a dentist's waiting room a friend told me of his brother's successful Coast Guard career.

The following day, I visited the Coast Guard's local office and filled out an application for enlistment. Several months later on a rainy Thursday, July 21, upon returning home I was greeted by my mother who said that the Coast Guard had called. She informed them that they must have the wrong number because I had not mentioned my application to her. I rectified the situation, and the yeoman at the Coast Guard office informed me that I should come to the office in the early afternoon to be sworn in.

The yeoman was ready with several sheets of printed material, the bottom of each to be signed when understood. He made it abundantly clear several times as the papers were signed that there were no promises or guarantees about anything, including being transferred out of the Coast Guard's 9th District which covered Lake Erie and Lake Ontario where I would be assigned initially. I signed the three-year enlistment papers. Surfman's pay was \$60.00 per month. In addition, the surfman received \$1.00 per day subsistence. The yeoman was sincere, and even then I appreciated and would remember his "no guarantee" comment in the 13 years ahead when Lake Erie and Lake Ontario were thousands of miles away.

By mid-afternoon, I was in my 1937 Ford coupe driving the mile or two to the Buffalo surf station located just inside the breakwalls that protect the harbor. The station was larger than the others on Lake Erie and Lake Ontario as it had a large machine shop for extensive repairs to the various surf station boats. The Cutter branch built and maintained a secondary voice and code radio station on the surf station premises. The U.S. Coast Guard 125-ft. cutter *Crawford* was stationed a mile or so away.

I was provided with a bunk and a locker in a large dormitory on the second floor of the main building. The eating area and kitchen were on the first floor. A wing of the building provided quarters for the commanding officer and his family. The commanding officer was usually a warrant officer addressed as "Captain." That afternoon, I also recall being asked by one of the senior petty officers to demonstrate my swimming skills. The 1st class petty officer seemed pleased with my performance and on several occasions in the following weeks asked me to demonstrate swimming for others. That fine summer evening, I helped stand watch in the steel tower that overlooked the harbor

and provided a view of Lake Erie flowing north into the Niagara River. Fort Erie, Canada, viewed with the field glasses seemed near enough to be touched.

At this time, the Coast Guard had about 8,000 members. For the year, there were to be only 10 new surfmen for the entire 9th District. This meant that the majority of the men at the Buffalo station were sort of old timers. I recall in particular a man of considerable bearing and presence who after 12 years was the number one surfman at the Buffalo station and a 1st class petty officer. During the weeks that I was at the station, he served as sort of unofficial mentor and role model, remembered to this day. The group had their characters; one was called Big City, and another Soft Shoe, and one whose path would cross mine over many decades was called Ducky.

These first days as a surfman were busy. In the summertime with both Great Lakes steamer traffic and pleasure boats (power and sail) plus public beaches, the Coast Guard surfmen were busy day and night. I was quickly made part of the activities and in addition to the

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Becoming a Surfman, from pg. 12

routine work, day and evening watches. I participated in two lifesaving efforts that were successful. In addition to other hands-on learning experiences, the culture, lore, and understanding of the Coast Guard began.

Early, I came to know about the United States Public Health Service, the Coast Guard's medical support. Signing the papers and becoming indoctrinated into the work pattern was not difficult, but the medical shots and their impact on one's immediate health were memorable.

After three weeks of on-the-job training, there was a rumor that I would be transferred the next day. As the workday neared the end, I timidly approached the Captain and inquired, "Would I be transferred?" The answer was "tomorrow." I was to be assigned to the Coast Guard Surf Station at Presque Isle, a peninsula just west of Erie, Pennsylvania, jutting out into Lake Erie. When the Captain learned I had a car, he said, "Take it to the gas pump, fill it up and go."

The following morning, I drove southwest along Lake Erie, a new surfman on his way to report to the Captain at Erie's surf station. I didn't realize it then, but the die was cast from the first weeks at the Buffalo station and a brief exposure to the secondary radio station and its operator who became a longtime friend and later a colleague. I didn't want to be a surfman. I wanted to be a radioman and learn about electrons and the like.

The Presque Isle peninsula moves away from the mainland, then gradually doubles back until the end of it is across from downtown Erie. This provides a large landlocked harbor, Presque Isle Bay, with access from the lake through a short channel. The Erie surf station was located on the peninsula side of the channel with the station's boat ramps running down into the channel. A short distance in back of the station a small arm of the Bay provided additional boat dockages and access to the channel and the lake for other station boats. The station also had the usual steel tower, which provided good visual coverage of Presque Isle Bay, the channel, and out to the lake. Adjacent to the station, the U.S. Lighthouse Service had a keeper's quarters for a lighthouse located on the channel entrance from the lake and a foghorn located close to the beach about a mile away. In the immediate vicinity of the station, there were a few modest houses occupied by some of the career

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Becoming a Surfman, from pg. 13

men at the station and their families.

During most of the year Erie is a busy port with commercial lake freighters a common sight, an excess of pleasure craft both motor and sail during the summer months, and in 1938 more than 20 commercial fishing vessels moving out into the lake each morning and returning in the evening to be accounted for by the look-out in the station tower. In the winter, there were many ice fishermen and iceboat enthusiasts on the bay to look after.

The Captain was a chief warrant officer who had brothers either at or in charge of other stations in the 9th Coast Guard District. The Captain's daughter was married to a Coast Guard surfman located in a station on Lake Erie further west in Ohio. I was the junior person and was at the end of the watch list. The Captain's assistant was a career 1st class petty officer.

The quarters over the boathouse consisted of rooms for two men, with a large meeting room at the end of the hall; kitchen and eating area were combined at the rear. The Captain's family quarters and office were in a separate dwelling about 30 feet in back of the station.

My roommate was another new surfman a year or so older than me who came from Pennsylvania. He was unusual in that he had attended college before enlisting. Overall he was a good shipmate. His last name was Fox; his nickname at the station became Sly. In 1942, I would hear talk of his bravery in making small boat landings with troops at Guadalcanal in the Pacific.

With a small complement of men and the station required to be always prepared (*Semper Paratus*), days off came every 10. The exact time was 23 3/4 hours off for every 10 days. Thirty days of annual leave was also a privilege. During the early months of my enlistment, in regard to leave, the words "the ink isn't dry on your papers" were heard.

Being number 10 surfman included relieving the cook when he had his day off. How does a novice cook for 10 others on a wood stove? Surfmen were always hungry. Starting a fresh fire in the wood cookstove early in the morning was a problem. I soon learned to start the fire using pieces of old rubber automobile tires; no odor and a quick fire start. I don't recall complaints from my occasional spell as a cook, but it was a busy 24 hours and always a challenge.

I participated in projects like the long slow process of

topsoiling a newly constructed 500-yard rifle range not far from the station.

As the weather cooled, inside painting at the station was in order. I quickly learned that supplies in the Coast Guard were sometimes both marginal in quality and marginally available. The white enamel interior paint required the use of an electric hot plate with a large bucket of warm water with the can of paint setting in the heated water to make the paint liquid enough for brushing. That's the way it was, and it was not considered a problem.

I also learned quickly that the path from surfman to radioman had several obstacles. Becoming a radioman would immediately mean a transfer to the Cutter side of the Coast Guard, as there was no radioman rating in the surfman hierarchy. The first step was a total memorization of the Surfman's Manual, a sizeable tome. Once memorized, essentially verbatim, a hearing (a kind of quiz) on the contents was held by the commanding officer to determine proficiency. By mid-October, I had achieved this milestone. Next, to be considered for assignment to radio operator school in New London, Connecticut, there was a required six month's correspondence course. The course included mathematics and electricity fundamentals. Having only one day off every ten days, I successfully completed the entire course in a little over a month. This also included working all the problems in one of the electrical textbooks.

At one point while working the textbook problems, I needed help. I drove over to Erie and made friends with the radiomen on the Coast Guard cutter *Crawford*, which was stationed for the winter when Lake Erie was frozen, at the pier in downtown Erie. This was my first interaction with members of the Cutter side.

November provided experience with a strong fall storm out on Lake Erie. One weekday at mid-morning, the word came down of a downed aircraft in the Lake just off Erie. For this search, the self-righting, self-bailing Coast Guard motor lifeboat was the vehicle of choice. The bow of the motor lifeboat is covered and rounded with a cockpit forward big enough for one person to stand in. As the lifeboat made its way from the channel out into the stormy lake, I was in the cockpit equipped with sea boots, southwester, oilskins, and a Turkish towel for a muffler. This was a good introduction to the fury of one of the Great

continued page 15

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Becoming a Surfman, from pg. 14

Lakes. Four hours or so of a continuous drenching by both cold lake water and rain and no plane or wreckage to be found, then or ever, made a good comparison for a trip I had made around Cape Hatteras in a storm several years before. Lake Erie can be tough.

That fall, the long evenings also provided an opportunity for a slow and memorable read of *War & Peace*.

Inspection of rooms on Saturday morning was important. The bed had to be made up in a particular way and wrinkles on the top blanket were not allowed. One of the other surfmen, Adams, had recently acquired a black Scotch terrier named Soogie. The dog was gentle and playful and could jump on the bed easily and joyously wrinkle the blanket. Just prior to inspection one Saturday morning, the dog jumped up on Adams' bed and Adams in a loud voice exclaimed to the dog, "The next time I'll sell you for a quarter." A few minutes later, I made the transaction. On my next day off, I brought the dog home to Buffalo. His ultimate destination was to be a comfort to a blind person living in western New York.

There were workdays, ice chopping days, and days off when getting off Presque Isle was an adventure in itself and sometimes returning to the station after a severe ice storm was exciting. There were winter night beach patrols with Lake Erie frozen in all directions. I recall many nights on the beach patrol around 10 PM when I would observe a commercial plane high overhead, maybe bound for Detroit. As I always carried a three-cell flashlight, I found that if I would blink the light skyward, the pilot would respond. We never really communicated, but the plane always blinked back.

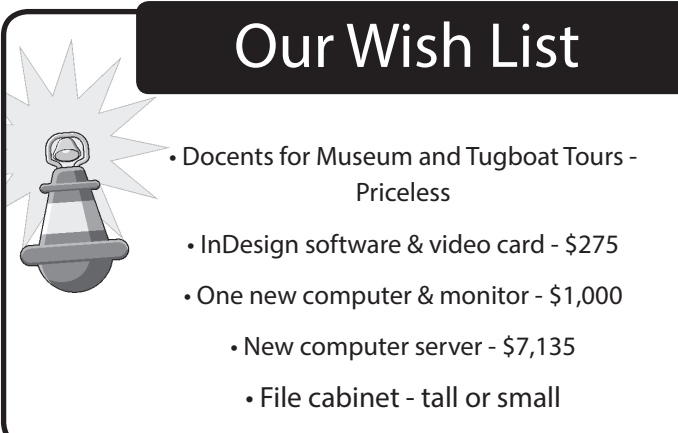
At one point during the winter, I decided to have two consecutive days off. This was achieved by making a request and waiting for 20 days instead of 10. The noon of the departure for the 48 hours of liberty finally arrived. However, the weather decided differently. The lake flooded and essentially closed the road at the head of the Presque Isle peninsula. The commanding officer decreed that I was on liberty. Crestfallen, I retreated to the station galley where there was always coffee, conversation, and commiseration. A very practical and experienced Motor Machinist 1st class (Red Thomas) said, "Get your car." He crawled beneath it and attached a piece of canvas beneath the four corners of the Ford's engine. He then said, "Go." I got off Presque Isle via the flooded road, removed the canvas, and had a great 48-hour liberty.

A final remembrance from a fall night beach patrol is not easily forgotten. The patrol went up the beach in the sand at the water's edge for about a mile and then turned inland for about 50 yards. There, located on stilts and reached by several steps was a small shelter, keypunch post for the time clock carried on the patrol, and a crank-type telephone for reporting back to the lookout tower at the station. Adjacent to the shelter was a large foghorn maintained by the United States Lighthouse Service. One particular night, around 2 AM, I arrived at the key post, punched the clock, made the phone call and was poised at the top step to leave the shelter. The foghorn made an unexpected blast and I plunged earthward.

As the winter wore on and ice thoroughly invaded lake and bay, rumors could provide a basis for some barracks-type humor. In the 9th Coast Guard District, the absolutely least desirable surf station was the station on Galloo Island. The island is in the far eastern reach of Lake Ontario and well out in the lake. Sometimes a surfman returning from his day off would be confronted with his sea bag packed by his roommate and orders to be transferred to Galloo Island immediately. Only at the last moment would he be advised that it was only make believe. The laughs and the relief felt by the victim helped to take the chill out of a mid-winter day.

Towards the end of the winter season, I recall a comment by Spike Lehman, Boatswain's Mate 1st class and senior surfman at the station. One day, Spike commented to me

continued page 16



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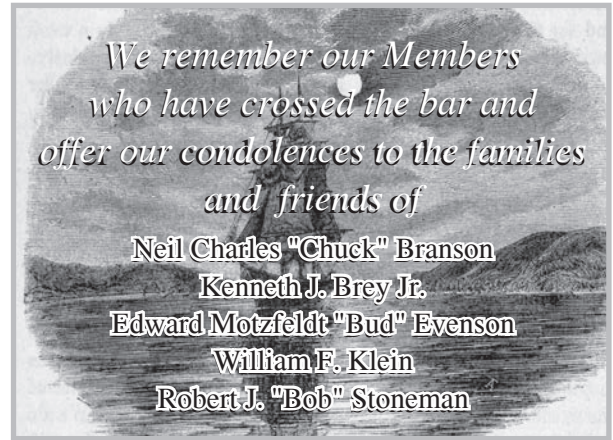
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Becoming a Surfman, from pg. 15

from what he could figure out from his reading, Germany was close to giving some kind of trouble.

I remembered Spike's comment the following September. Early in April, orders came for John Merrill, surfman to be transferred from Erie Station to the U.S. Coast Guard Training Station at Fort Trumbull, New London, Connecticut, to attend a six-month course at the Radio Operator school. I pointed my Ford coupe towards the heads of the peninsula and then to New London.

When this surfman became a Radioman 3rd class after completing the New London training in October 1939, the Coast Guard directed my path away from the Great Lakes... and into the war.



Mari-Times Quiz

Here are some questions about the smallest of the U.S. Armed Forces. The duties of the Coast Guard are varied and there is seldom a dull day.



- Originally, the U.S. Coast Guard was established in 1790 under what name?
 - American Patrol
 - Coastal Defense Force
 - Revenue Cutter Service
 - United States Navy
- The name "Coast Guard" came into being in what year?
 - 1900
 - 1912
 - 1915
 - 1933
- The Great Lakes are in which Coast Guard district?
 - 1st
 - 3rd
 - 5th
 - 9th
- Where is the U.S. Coast Guard Academy located?
 - Annapolis, Maryland
 - Buzzard's Bay, Massachusetts
 - King's Point, New York
 - New London, Connecticut
- The Coast Guard Academy operates a square-rigged sailing ship named what?
 - Bear
 - Eagle
 - Hamilton
 - Harriet Lane
- If a Cutter has a red-painted hull, what is her primary mission?
 - buoy tending
 - icebreaking
 - law enforcement
 - maritime defense
- Which of the following is NOT one of the many Coast Guard duties?
 - enforce all U.S. laws and treaties on the high seas
 - establish regulations for the construction of oil tankers
 - primary transportation of the President of the U.S.
 - search and rescue
- In 2002, the Coast Guard became part of what newly-established government department?
 - Dept. of Homeland Security
 - Dept. of Defense
 - Dept. of Transportation
 - Treasury Dept.

(Answers on page 18.)



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The Swivel Gun

by Bob Desh, Proud Cannoneer

For those who have enjoyed an adventure aboard the pirate ship *Fortune* in our “Pirates – Ship to Shore” exhibit, have undoubtedly noted the impressive armament she sports including the swivel guns that adorn her port and starboard rails. These small

cannons, known as “rail guns”, could be found on many vessels of the 18th and 19th century. While relatively small as cannons go, swivel guns were among the most versatile of shipboard heavy weaponry.

Swivel guns were among the smallest types of cannon, typically measuring less than 1 m (3 ft) in length and with a bore diameter of up to 3.5 cm (1¼ in). They could fire a variety of ammunition but were generally used to fire grapeshot and similar types of small-diameter shot, although they could also fire small caliber round shot.

Swivel guns were used principally as short-range anti-personnel ordnance. They were not ship-sinking weapons, due to their small caliber and short range, but could do considerable damage to anyone caught in their line of fire.

Due to their relatively small size, swivel guns were highly portable and could be moved around the deck of a ship quite easily (and certainly much more easily than other types of cannon). They could be mounted on the deck railings of a ship, which provided the gunner with a reasonably steady platform from which to fire. Their portability enabled them to be installed wherever they were most needed; whereas larger cannon were useless if they were on the wrong side of the ship, swivel guns could be carried across the deck to face the enemy.

The small size of swivel guns enabled them to be used by a wide variety of vessels, including those too small

to accommodate larger cannons, and also permitted their use on land; they were commonly issued to forts in North America in the 18th century, and Lewis and Clark took one with them on their famous expedition into the American interior in 1804.

Swivel guns also had peaceful uses. They were used for signaling purposes and for firing salutes, and also found uses in whaling, where bow-mounted swivel guns were used to fire harpoons, and fowling, where swivel guns mounted on punts were used to shoot flocks of waterfowl (also known as punt gun). Imagine the goose or duck killing power of a mounted shotgun with a 1 inch bore!

As a dyed-in-the-wool maritime history geek, I’m thrilled to be the proud owner of muzzle-loading swivel gun. What could be better than owing your own little naval cannon? And of course, if one owns cannon,

one must find any excuse to powder up and let ‘er roar! Those attending this year’s Classic & Wooden Boat Festival undoubtedly heard (enjoyed?)

the booming report that a 1 inch (bore diameter) swivel gun can provide.

My swivel gun was also invaluable in delivering a traditional gun salute to the magnificent tall ships when they visited Sturgeon Bay on August 14, 2013. Those attending our member event at the Sturgeon Bay Yacht Club that evening undoubtedly witnessed the great pleasure I enjoyed from this most memorable of opportunities to fire the swivel gun. I will forever cherish this wonderful evening and distinctive report of cannon over the water as the tall ships passed in review. Small boys, even those 60-years of age, love the roar of cannon!



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		<p><i>September 18, 2013 is sponsored by Gary & Sandy King</i></p>
		<p><i>October 12, 2013 is sponsored by Joel Blahnik: Ahoy! Fifty Years Ago Captain Joel and First Mate Mary Ann Sailed for a New World</i></p>
		<p><i>October 31, 2013 is sponsored by The Steel Bridge Café: Happy Anniversary Bill & Mary</i></p>
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		<p><i>February 26, 2014 is sponsored by Bob & Donna Hays: In Celebration of Our Second Wedding Anniversary</i></p>

Mari-Times Quiz Answers

1. c. Revenue Cutter Service; 2. c. 1915; 3. d. 9th; 4. d. New London, Connecticut; 5. b. Eagle; 6. b. icebreaking;
7. c. primary transportation for President of the U.S.; 8. a. Dept. of Homeland Security

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Mike Allen & Deborah DorrowGreenville, WI	William Grogan.....Appleton, WI	Carol & Tom Notermann.....Sister Bay, WI
Rita & Matt Andis.....Racine, WI	Ken Harrington.....Fish Creek, WI	Carol & Bruce Olson.....Fish Creek, WI
Susan & Lloyd Armstrong.....Golden Valley, MN	Anne Humphrey.....East Troy, WI	Debbie Pinter.....Ellison Bay, WI
John J. Beck.....Sturgeon Bay, WI	Alan Kassien & Stephen Allen.....Sturgeon Bay, WI	Lisa Rohr.....Wauwatosa, WI
Grace & Terry Carling-Kelly.....Dubuque, IA	Christine & Dave Kellems.....Sturgeon Bay, WI	John Schaefer.....Sister Bay, WI
Lesliann & Jason Carlson.....Round Lake, IL	Chris & Dwaine Keller.....Monticello, IL	Kirk Schneeberg.....Milwaukee, WI
Gail & Dan Carmody.....Dayton, IN	Alice Keys.....Sturgeon Bay, WI	Amy & Tom Seibel.....Eldorado, WI
Gary Cihlar.....Sturgeon Bay, WI	David Kowall.....Milwaukee, WI	Sharon & Art Shoener.....Leawood, KS
Stacy & Tim Clark.....Conifer, CO	Tim Kroeff.....Sturgeon Bay, WI	Sam Shogren.....Beaverton, OR
Karen & Ross Cornelissen.....Green Bay, WI	Claire & Jim Krzyzewski.....Naperville, IL	Mark Schuman.....Beaver Dam, WI
Julia & Michael Cosgrove.....Hempstead, TX	Bill Lemke & Mary Wauters.....Sturgeon Bay, WI	Cathy & Bill Ward.....Homewood, IL
Dolores & Richard Degen.....Sturgeon Bay, WI	Beth & Tom Liechty.....Ellison Bay, WI	Christine & Bill Wehrs.....Ellison Bay, WI
Anne Eckardt.....Spring Grove, IL	Janel & Phillip Maples.....Manitowoc, WI	Nelson Whyatt.....Sturgeon Bay, WI
Patricia Flaherty.....Baileys Harbor, WI	Lena & Brad Martin.....Naperville, IL	Jill & Keith Wiebe.....Coralville, IA
Leah Fleury & Jason Just.....De Pere, WI	David Minarcik & Carol Boudreau.....Baileys Harbor, WI	Elizabeth & James Williamson.....Sturgeon Bay, WI
Christina Gehrke & William Vanderson....New York, NY	Jennifer & Mark Moeller.....Sturgeon Bay, WI	Joanne & Mike Willms.....Egg Harbor, WI
Kristen Graf & Jana Kurasz.....Lander, WY	Patricia Nell.....Sturgeon Bay, WI	Shanna & Chad Wright.....Norfolk, NE

MEMBERSHIP FORM

Membership: New Renewal Gift
 Gift? Send to Me Send to recipient

Guest Passes: Pack of 5 for \$40

- Pass includes Cana Island Tower or Tug Tour
- Exclusive Discount Offered to Members Only!

LIFETIME Includes 5 Guest Passes/year; portion of payment supports the Endowment

Individual (\$750): One Adult **Family** (\$1,000): Two Adults & children

TWO YEARS Good for 24 months

Captain (\$75): One Adult **Mate** (\$115): Two Adults
 Crew (\$135): Two Adults & children aged 5-18 in same household
 Sustaining (\$495): Two Adults, includes \$380 donation

ONE YEAR Good for 12 months

Captain (\$40): One Adult **Mate** (\$60): Two Adults
 Crew (\$70): Two Adults & children aged 5-18 in same household
 Sustaining (\$250): Two Adults, includes \$195 donation

Membership Dues: \$ _____

Guest Passes: Pkgs @ \$40/ea.: \$ _____

Annual Fund Contribution: \$ _____

Any amount beyond dues and pass purchase is tax-deductible, you will receive a receipt—Thank you!

Total Payment: \$ _____

Check enclosed (payable to 'DCMM')

MC/Visa# _____

Exp: _____ CVC#: _____

Member Name(s) _____

Address _____ City _____ State & Zip _____

Phone _____ E-mail _____

Name of person giving membership, if Gift _____ Phone _____

Message _____

Mail Form and Payment to DCMM, 120 N. Madison Ave., Sturgeon Bay, WI 54235 • Questions? Contact (920) 743-5958 or szeyher@dcmm.org



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STURGEON BAY, WI 54235

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Calendar of Events

Thu., Oct. 31 – Last day Cana Island Light Station is open

Sun., Nov. 3 – Exhibit Closing: "Woodcarvings by Pudge & Mary DeGraff"

Nov. 16 - Dec. 10 – Merry-Time Festival of Trees. *Joyously celebrate* the holidays by enjoying dozens of beautifully decorated Christmas trees scattered throughout the Museum's galleries. Lovingly decorated by local businesses and organizations, each of these extraordinary trees is adorned with beautiful ornaments and special surprises. Best of all, every tree will go home with a lucky winner in our Merry-Time Festival of Trees raffle! Peruse scores of unique gifts and holiday items in our silent auction. Create a new holiday tradition for your family and friends by joining in this wonderful festive event. Visit www.dcm.org for more details and special Museum admission pricing during the event.

Sat., Nov. 16 - Tree Tales 9:15 am Children's storytime held under a festival tree.

Thur., Nov. 21 – Speaker Series & Book Sale. 1-3 pm and 7-9 pm. "Wisconsin Lighthouses; A Photographic and Historic Guide," presentation and book signing by Ken & Barb Wardius. Adult admission is free with purchase of a \$5 Merry-Time Festival of Trees raffle ticket.
10 am-9 pm Gently used nautical books on sale all day.

Fri., Nov. 22 – Free Friday admission with purchase of \$5 Festival of Trees raffle ticket

Thu., Nov. 28 – Museum Closed for Thanksgiving.

Sat., Nov. 30 - Ministry Door County Medical Center sponsors "Pirate

Day" 10:30 am-3:30 pm Featuring "Bob the Bird" (parrot) with photo opportunities, Pirate exhibit, crafts, games and more. Families are encouraged to bring non-perishable or personal care items for the Lakeshore CAP (Community Action Program). Adult admission is free with purchase of a \$5 Merry-Time Festival of Trees raffle ticket.

Thur., Dec. 5 – Speaker Series 7-9 pm "Real Honest Sailing with a Great Lakes Captain," presentation by Captain Gary W. Schmidt and Warren Gerds. Adult admission is free with purchase of a \$5 Merry-Time Festival of Trees raffle ticket.

Fri., Dec. 6 – Free Friday admission with purchase of \$5 Festival of Trees raffle ticket.

Sat., Dec. 7 – Santa on the tugboat *John Purves* 10 am to 1 pm Join Santa onboard the historic tugboat to share your Christmas wishes! Due to the size of the tug, only two adults can accompany each child. Adult admission is free with purchase of a \$5 Merry-Time Festival of Trees raffle ticket and includes Santa visit.

Tue., Dec. 10 – Jingle, Jingle, Mix & Mingle: Silent Auction of Unique or Artistic Specialty or Holiday Items & Festival of Trees Drawing, 5:30-8:30 pm, Members \$10 and Guests \$20.

Tue., Dec. 24 – Museum closes at 2:00 pm. Office closed.

Wed., Dec. 25 – Museum & Office Closed for Christmas Day.

Tue., Dec. 31 – Museum closes at 2:00 pm. Office closed.

Wed., Jan. 1 – Museum & Office Closed for New Year's Day.

For additional information on Museum Events & Activities, call us at (920)743-5958 or visit www.DCMM.org