

# Lake Michigan News

Lake Michigan  
Forum Newsletter



SUMMER 2008  
VOLUME 1 ISSUE 3

## Magnificent Earth Voyager visits Grand Haven to promote Great Lakes restoration

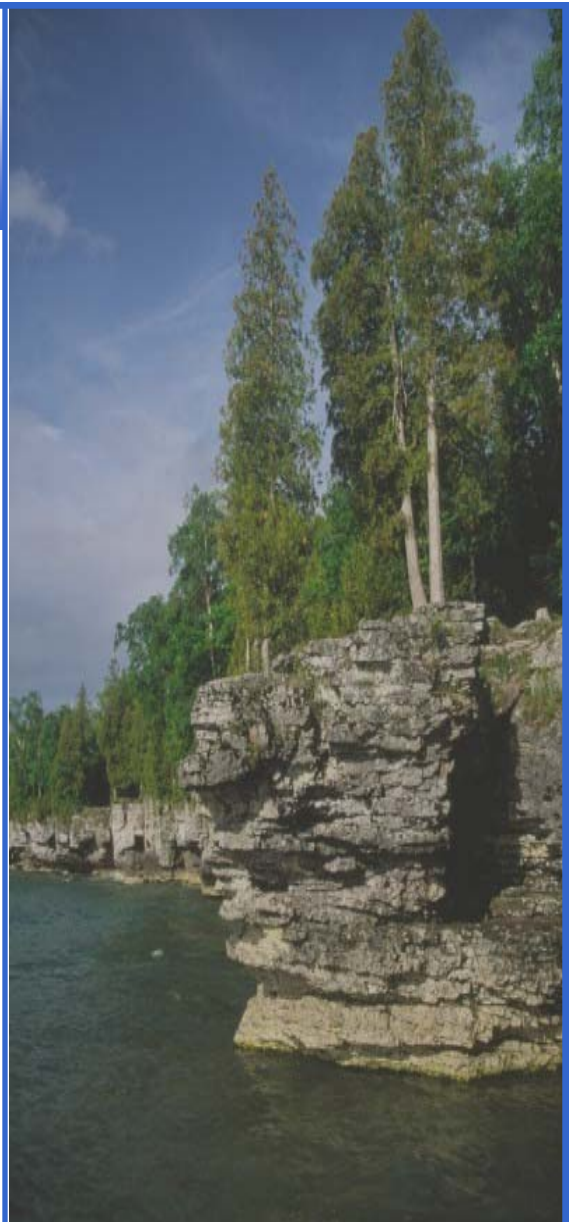
Earth Voyager, the fastest sailing vessel on the Great Lakes, visited Grand Haven on August 8, as part of a 13-city tour to raise awareness of the benefits of restoring Lake Michigan and other Great Lakes. In particular, the Healing Our Waters campaign is calling on Congress and presidential candidates to commit to cleaning up Great Lakes toxic hotspots and restoring damaged fisheries, as a means of expediting Michigan's economic recovery. Environmental advocates and business leaders are pressing Congress to pass the Great Lakes Legacy Act, the Great Lakes Compact, and the Coast Guard reauthorization bill.



As part of the Make Lake Michigan Great tour, the W.G. Jackson traveled to Grand Haven to dock next to the Earth Voyager. Making Lake Michigan Great is a Forum project that spreads the word about the Lake Michigan Lakewide Management Plan (LaMP). The Jackson held a water quality sampling tour for the press on Lake Michigan and two cruises for the general public. An open house on the Jackson drew almost 250 people.

At a press conference, Congressmen Vern Ehlers (picture below) and Peter Hoekstra reaffirmed the need for restoration and protection of the Great Lakes.

The event was sponsored by GVSU Annis Water Resources Institute, the Alliance for the Great Lakes, the City of Grand Haven, Clean-up Our River Environment, and Grand River Sailing.



Cave Point County Park, located within Whitefish Dunes State Park, in Door County, Wisconsin

### UPCOMING LAKE MICHIGAN EVENTS

Sept 10-12—Great Lakes Restoration Conference (Milwaukee, WI)

Sept 15-18—Great Lakes Beach Association Meeting (Portage, IN)

Sept 24-25 U.S. Areas of Concern Annual Meeting (Ann Arbor, MI)

Oct 22-23—State of the Lakes Ecosystem Conference (SOLEC) (Niagara Falls)

## Muskegon Lake Sustainable Ports & Marinas Initiative

On July 31, the Forum hosted the second meeting of the Muskegon Sustainable Ports and Marinas Initiative. Twenty-two stakeholders from Muskegon were in attendance, including six Forum members. During the meeting, the Forum received feedback on the second draft of the Eco-EMS report, being prepared by the Delta Institute. The final report should be ready by the end of September.



The highlight of the meeting was the keynote address by John Kerr, Economic Development Director of the Detroit/Wayne County Port Authority. John discussed the role of a Port Authority and its ability to drive economic development and environmental improvement within a region. Additionally, the Forum presented a draft Memorandum of Understanding to the stakeholders to begin the formation of an informal Port/Marina Association. If adopted, the MOU could serve as the governing document for informal Muskegon Harbor Association or as the starting point for a Port Authority in Muskegon. A follow-up meeting will be held in late September.

All materials and presentations from this meeting are available on the Lake Michigan Forum website. If you have any questions on the Forum's Sustainable Ports and Marinas Initiative, contact Todd Parker at the Delta Institute.

## Do you have WaterSense?

### Get to know the EPA program that saves water and money

WaterSense, a partnership program sponsored by EPA, seeks to protect the future of our nation's water supply by promoting water efficiency and enhancing the market for water-efficient products, programs, and practices.



WaterSense will help consumers identify water-efficient products and programs. The WaterSense label will indicate that these products and programs meet water efficiency and performance criteria. WaterSense labeled products will perform well, help save money, and encourage innovation in manufacturing.

In order to be considered for a label, products must:

- Perform as well or better than their less efficient counterparts.
- Be about 20 percent more water-efficient than average products in that category.
- Realize water savings on a national level.
- Provide measurable results.
- Achieve water efficiency through several technology options.
- Be effectively differentiated by the WaterSense label.
- Be independently certified.

For more information, please visit <http://www.epa.gov/WaterSense/index.htm>.

## Lake Michigan Forum Members

### [Roy Aiken, Sturgeon Bay, WI](#)

Executive Director, Door County Land Use Forum

### [Bob Boucher, Milwaukee, WI](#)

Friends of the Milwaukee River

### [Kathy Evans, Muskegon, MI](#)

Program Manager, West Michigan Shoreline Regional Development Council

### [Bill Hafs, Green Bay, WI](#)

Director & County Conservationist, Brown County Land Conservation Department

### [Vicky Harris, Green Bay, WI](#)

Lake Michigan Forum Co-Chair  
Water Quality & Habitat Restoration Specialist, University of Wisconsin Sea Grant Institute

### [Marty Jaffe, Chicago, IL](#)

Director and Associate Professor, University of Illinois at Chicago

### [Kathy Luther, Portage, IN](#)

Planner, Northwest Indiana Regional Planning Commission

### [Greg Mund, Muskegon, MI](#)

White Lake Public Advisory Committee

### [Kay Nelson, Portage, IN](#)

Environmental Affairs Director, Northwest Indiana Forum

### [Patty O'Donnell, Traverse City, MI](#)

Regional Planner, Northwest Michigan Council of Governments

### [Mary Powers, SW Michigan](#)

### [Mark Reshkin, NW Indiana](#)

### [Susie Schreiber, Waukegan, IL](#)

Chairperson, Waukegan Harbor Citizens Action Group

### [Larry Smith, Sturgeon Bay, WI](#)

### [Janet Vail, Muskegon, MI](#)

Lake Michigan Forum, Co-Chair  
Associate Professor, Grand Valley State University



## Spotlight on....Death's Door Passage (Cont)

A French document from 1728 refers to the passage as Cap a la Mort . Thus, any actual events that may have inspired the name must have occurred before 1728. One author contends that a frightful legend was concocted by the French to discourage English exploration. This French connection is reflected in modern charts that identify the passage as Porte des Morts.

According to Conan Eaton's *Death's Door: The Pursuit of a Legend* (1974), the name "Death's Door"

*"clearly follows the French "Porte des Morts," which was attached to the waterway possibly in the 1600s but more probably around 1700. While "Porte" may perhaps have followed a poetic Indian name, it as possibly was coined by the French on their canoe-borne travels. The legend as we know it today is a mixture of motifs-modern, frontier American, early French, and probably even aboriginal."*

Eaton notes that the legend has flourished over the years:

*"Beyond question, the Death's Door legend refuses to die. Indeed, within recent times it has done better than stay alive; nurtured by modern minstrels who bathe it in vivid color... "*

Whether or not the passage ever exacted high tolls in human life, it definitely excelled as a killer of ships. The official 1906 Sailing Directions for Lake Michigan, Green Bay and the Strait of Mackinac describes the passage this way:

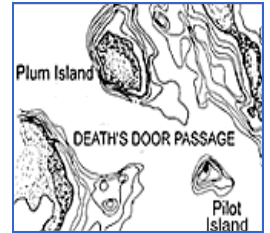
*"There is a strong current setting in and out according to the direction of the wind, and many vessels have been lost in consequence. It is frequently so strong that sailing vessels can not make headway against it. The coast is rock-bound and certain destruction awaits the craft going ashore. Sometimes the current is against the wind."*

These have been formidable hazards for all ships, but especially for sailing vessels, which were exceptionally susceptible to the hazards of the Door. The dangers of the passage were somewhat reduced with the construction of a light on Plum Island in 1848, a lighthouse on Pilot Island in 1850, and a new Plum Island lighthouse in 1896 . Despite these navigational aids, however, some 24 sailing vessels, including schooners, barks, and brigs, were lost in Death's Door from 1837 to 1914. Adjacent islands, shoals, and bays claimed 40 others between the 1830s and the 1940s. Hundreds of other vessels of all types stranded, foundered, or wrecked in Death's Door but were pulled off by salvage efforts and refloated.

The passage's menace was great enough that a canal was cut through at Sturgeon Bay in 1881 to allow vessels to pass through to Green Bay without hazarding the Door. Nevertheless, many sailing vessels continued to use the Door rather than pay canal tolls and tug fees. The local maritime mishaps of the twentieth century have been mostly occasional strandings, with a few fires and collisions, most of which took place outside of Death's Door proper.

Despite the great many ships destroyed by Death's Door, the hazardous passage fortunately failed to live up to its name during the nineteenth century. Some sailors had very close encounters with death during this period, but none actually lost their lives to the passage's swirling currents and rocky shores. In large part, this is due to the heroic life-saving efforts of local inhabitants, passing ships, and the U.S. Light House and Life Saving Services.

### Photos of Death's Door Passage



Three of Death's Door's victims, the J.E. Glimore (left), the A.P. Nichols (right), and the remains of the Forest (between dock in foreground and the Gilmore) ashore on Pilot Island, October 1892.



The 1896 Pilot Island Lighthouse

Story is copied from [www.wisconsinshipwrecks.org](http://www.wisconsinshipwrecks.org), a website sponsored by the University of Wisconsin Sea Grant and the Wisconsin Historical Society.

## Lake Michigan Forum Newsletter

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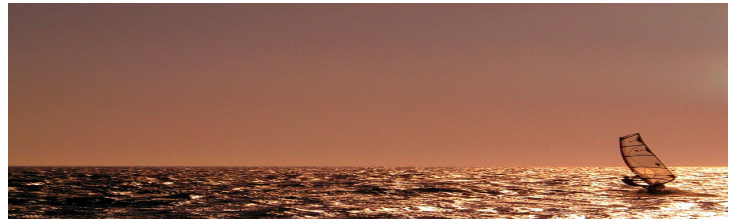
*New Content Added to Website!*

*Take a moment to visit*

[www.lkmichiganforum.org](http://www.lkmichiganforum.org)

### *Call for Articles*

Do you have an important event coming up? Or, do you have a story that may be of interest to other Forum members? If so, please share your news and we'll publish it in the next issue of the Lake Michigan **News**.



Wind surfer near Betsie Point—Photo by The Real Ferg

The **Lake Michigan Forum** meets three times a year at different locations around Lake Michigan, providing opportunities for citizens to discuss local issues affecting Lake Michigan, provide input into the work of the participating government agencies, and discuss implementation of the Forum's work plan.

Forum participants include governments, planning commissions, industry, environmental and agricultural organizations, sport fishing and recreational interests, academia, Native American tribes, sewerage districts, Areas of Concern and Areas of Quality.

If you would like to attend the next Lake Michigan Forum meeting, please contact Bill Schleizer at the Delta Institute.

## **EPA Announces New Regional Administrator for Great Lakes**

EPA Administrator Stephen L. Johnson recently announced the appointment of Lynn Buhl to serve as Regional Administrator for EPA Region 5, which encompasses Illinois, Indiana, Michigan, Minnesota, Ohio and Wisconsin. Bharat Mathur, EPA's Acting Regional Administrator since May of 2008, will resume his position as Deputy Regional Administrator.

"As an attorney and public servant for over 20 years, Lynn brings both leadership and experience in environmental regulation and enforcement to this position," said Johnson. "EPA is lucky to have Lynn, and I would like to thank Bharat for his continued service to the agency and the nation."

Since September 2006, Buhl has served as Deputy Assistant Administrator in the Office of Enforcement and Compliance Assurance at EPA Headquarters, where she advised the Administrator on a wide range of environmental enforcement issues.

Previously, Buhl served as Acting Secretary of Maryland's Department of the Environment and Deputy Secretary of Maryland's Department of Natural Resources. During her years of service in Maryland, she provided policy advice to Gov. Robert Ehrlich Jr. and was instrumental in reforming Maryland's contaminated site cleanup program.

Prior to her service in Maryland, Buhl worked at Michigan's Department of Environmental Quality, Daimler Chrysler Corporation and in EPA's Region 5 office as an assistant regional counsel. Buhl, a native of Missouri, holds a bachelor's degree from the University of Virginia, and a J.D. from Wake Forest University School of Law.