



SAVING LIVES THEN. CHANGING LIVES NOW.

HULL LIFESAVING MUSEUM

The *Messenger Line* is the museum's periodic newsletter. A life-saving crew initiated a rescue involving a breeches buoy by firing a line-carrying projectile from shore to ship using a small, cannon-like gun. This first, light line, that was used to haul a series of ever-stouter lines to the wreck, was known as *the messenger line*.

The Messenger Line

February 2010



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First Thursday Lecture

Snow Row Open Mic

Thursday, March 4, 2010, 7 pm

\$3 members, \$5 nonmembers

Get in the spirit of the upcoming Snow Row, Saturday, March 6th, by sharing your best Snow Row story, and hearing some of the highlights, lowlights, thrills and chills of this storied, landmark race.

Snow Row 2010

Saturday, March 6

Start: 12:00 Noon, Coxswain's meeting: 11:30 am

Windmill Point Boathouse, Hull

Race fee: \$20 per person

The renowned Snow Row covers a 3 3/4 mile triangular course off the beach at Windmill Point, around Sheep Island, past the Peddocks Island day marker, and back to shore. Crowds gather on the beach beside the museum's Windmill Point Boathouse to share in the wild, LeMans-style start, unpredictable weather, and one-of-a-kind gathering of boats and athletes. Entirely within view of the shore, the race is a superb spectator event and is also a rare opportunity to see rowers of all ages and skill levels and their stunning array of pulling boats and kayaks on the beach and in action.

The race has dozens of prizes within six boat categories: workboats, livery, coxed, development, ocean kayaks, and ocean shells. All boats must carry PFDs, bailers, and whistles; the Race Committee reserves the right to cancel the race or keep individual boats from setting forth due to weather conditions or rower skill level; all racers must stop to help others in distress during the race. Small boats need not pre-register, but coxed boats must pre-register at least one week before the event. Registration forms are available on HLM's website, hulllifesavingmuseum.org.

Harbor Express - Best Seat at the Snow Row!

Watch the Snow Row from the race course! We are delighted that Harbor Express will once again be offering spectators a warm but up-close-and-personal view of the race, following the course in their high speed catamaran. Harbor Express will dock at Pemberton Pier at 10:30 am, and depart 15 minutes before the race start, at 11:45. Tickets are \$10 per person, and may be bought on board or reserved in advance. Details are available at harborexpress.com.

First Thursday Lecture

Introducing the Boston Harbor Shipwreck Website

Victoria Stevens, Hull Lifesaving Museum Curator

Thursday, April 1, 2010, 7 pm

\$3 members, \$5 nonmembers

We are thrilled to announce the launch of our new Boston Harbor Shipwreck website. The site, developed in partnership with Audissey Guides, and based on Robert Sullivan's outstanding Shipwreck Chart of Boston



Harbor, will include wreck information, photographs, and access to original wreck reports and USLSS Station log entries. Join us for a sneak preview of this exciting new resource for research and education.

An Internship at HLM

By David Imber

Last spring, I was accepted to Middlebury College as a "Feb," one of the hundred students who begins freshman year in February. This gave me the fall semester to pursue a few new and different experiences. I decided to go to Scotland for a couple of months beginning in November to farm and visit family friends. With the first half of the fall still unplanned, I walked into the Museum to see if they needed any help. What followed were two months of an amazing volunteer experience.

My first project was to help Vicki sort through a host of old museum documents. These letters, museum advertisements, newspaper clippings, and building blueprints spanned from 1979 to 1986. They outlined the acquisition of the Point Allerton Coast Guard Station for use as a museum, the restoration of its second floor, and the vigorous fundraising, marketing, and program development that took place in those early years. Among the documents were many letters of strong support for the Museum's founding, including two letters from the late Senators Ted Kennedy and Paul Tsongas. Each senator wrote offering help and expressing enthusiasm about the mission of the Museum and the history it wished to preserve. All of the documents are now organized in chronological archives.

I also helped Corinne, Lory, Jim, and Michelle with different odd jobs around the office. I learned to edit the Museum's website, organized a new bookshelf, became a master navigator of office equipment down the narrow cellar stairs, and tried to conquer the copy machine, among other things. Most important, I learned that a small organization can accomplish a great deal. On my last day,

Internship (continued)

I was surprised with a wonderful send-off party, cake and presents included. I thank everyone at the Museum for teaching me so much - from Boston maritime history to basic office skills - and for welcoming me and making me feel like part of the Lifesaving crew!

In the Seaport Boatshop

By Mike Johns, MAP Apprentice Supervisor

MAP apprentices are currently gearing up for their next project, construction of a mock-up house in the Seaport Boatshop. Staff and students alike are excited about jumping into a project that's a bit out of the ordinary for a boat shop. Hearing that a boat building crew is endeavoring to build a house mock-up may seem underwhelming, especially since, as we all know, boat building is more complex and difficult than home construction. So what's the big deal? Well, the challenge lies in the hands of the apprentices, who will be wearing many hats during this experimental project, starting first as architects and project managers, designing and managing the budget and project construction timeline. Next they will wear the many different hardhats and toolsets of the multiple craftsmen required to build a house from the ground up. Our MAP staff will guide and provide lab instruction in trades, such as concrete, masonry, framing, roofing, plumbing, electrical, window and door installation, drywall, insulation, waterproofing, siding and HVAC. Woven into the project will be site visits to meet trade contractors and professionals in the field.

Since this concept moved from gray matter to blue print, several donors have given surplus materials, such as lumber, tile, a window, and plywood sheathing. Thanks to the ongoing, generous support of the Massachusetts Charitable Mechanics Association, our shop has modern tools and equipment that will quickly change gears from round hulls to right angles. Given proper instruction, support, and guidance, we find our team of young apprentices rises eagerly to each new learning challenge. Recent shop projects include the construction of a stitch & glue Eastport Pram, a new console for an old lobster-style boat, and a set of Fiddler Crab clamps for use on our next lapstrake project. If you would like to see the Boatshop in action, call the museum to arrange for a visit.

South Shore Youth Rowing

Winter Season Youth Rowing is underway, and Spring's start is just around the corner - April 5! Call Lory at the museum, or check out our website, hulllifesavingmuseum.org, for full details. Rowing builds great kids!

In Memorium

Two dear friends of the museum have passed away this winter, Ben Blake and Joe McDonnell. Both were members of our Board of Directors (Ben since the early 1980s), but, more importantly, both were men of tremendous integrity, wit, insight, and generosity which they lent, most lovingly, to us all. We asked Ed McCabe, HLM's Maritime Program Director, to share his thoughts about Joe and Ben.

Bon Voyage Joe, Fair Winds

Most of our memories of Joe McDonnell begin long before he ever came through the door of the museum. Some know the skipper of the fireboat, some the patriarch of that wild bunch of kids, later of that wild bunch of grandkids, some knew the kind and patient man in the wheelhouse of the commuter boat, and some knew the guy who could sail the eyes out of that gorgeous H28. What we didn't know was equally compelling. He once mentioned quite offhandedly that "today is my anniversary."

When I began the pro-forma "Oh, when were you and Mary married?," he followed the set-up with "No, the anniversary of the first time I got torpedoed!" This inevitably and delightfully lead to a raft of sea stories that ranged from the South Pacific to Fort Point Channel, and points between. Joe was a very quiet rabble rouser, as in the time he quit the fireboat when some jumped-up appointee officer tasked him to make up an unnecessary bow fender, a task he loved to do except when ordered to do so.

Sunset Point Yacht Club's credo is an apt reflection of its founder and Non-Commodore Emeritus:

No Dues No Phone
No Meetings Open 24 Hours

Joe and Mary's kids had the assembled crowd at his funeral in a wonderful mix of laughter and tears with their eulogy. It was just a continuation of oft told tales that acquired special poignancy when you realized that you would never hear them from Joe again. Then Joe's son Mark left us with his dad's last wishes, words that you knew Joe had spoken. "If anyone has any of my books, please return them. If anyone has any of my tools, please keep them."

The wind will always be at your back, dear friend.



Joe McDonnell (l) with author Bill Bunting, at the Opening of Camera's Coast at the museum, June 2004.

Gentle Benjamin

Ben was the museum's longest standing board member, and one of the first museum members. He shared the corporate memory with a few of us, and seemed always to sit at the center of swirling activity offering a calm and a perspective that brought us down to earth. We shared the last third of his life but Ben allowed us to peek into his world that spanned some fascinating epochs. He was the grandson of a namesake who, with Alexander Graham Bell, invented modern communication. He was born on an estate in Weston that had its own stop on the trolley line into Boston. The estate had a beloved barn - perhaps more than one - and he told us of his happy childhood exploring buildings and skiing on the grounds. He was relieved that, as an artilleryman in WWII, he never was called upon to shoot the damn thing at anyone.

I think it's safe to say that one of the seminal events in Ben's life was being shipped-off to sea on the very first schoolship in the world, the *Wanderbird*, during the early Depression, and crossing the North Atlantic. He spoke about that experience with undiminished excitement, and, if I had to guess, it was that voyage that allowed Ben to get out from under what might have been the stifling burden of his antecedent's accomplishments and find his own voice. Ben went on to become an architect and an emeritus professor at Wentworth Institute. I think he saw the museum and it's historians as a link that would appreciate and perhaps give continued life to his intriguing tale.

Ben had lots of treasured artifacts from his life that he loved to share. We have his grandfather's treadle-driven lathe from the Weston workshop, perhaps one on which a telephone component was fabricated, and a copper still, perhaps from which great ideas sprung during front-veranda contemplations. We have the coal stove from the trolley station on the estate, and, though we never did justice to his sloop *Pilot*, we tried. As always, Ben understood.

Ben was a gentleman and a gentle man. He often asked us if we wanted him to step down from the Board because, as he lost some of his mobility, he felt he wasn't carrying his weight. What Ben never understood was that he was the anchor around which we all swirled. Ben helped us settle and find our bearings. We may find new moorings, but there will never be another Ben.



Flying *Kittery* Returns and Teaches

By Lory Newmyer

When Corinne called to say that *Kittery* was sitting, not comfortably nestled on the beach as we had left her the previous evening, but atop a commuter's car, she got our attention. Weighing-in at 600 + pounds, and 32-feet in length, *Kittery* is not easily batted around. So, how did she take flight?

In the midst of an unusually windy season, the gusts on December 3, 2009 were particularly vehement, and from just the right direction to lift and carry our Moby-Gig (and her 150-pound sand anchor) about 20-feet across the beach at aptly-named Windmill Point. Mother Nature then swung the vessel by the bow, whipping the stern around until she came to rest, hard-against a phone pole and atop car, in a very odd pose for a boat.

Enter the HLM support team!

First, a burly crew from the Point Allerton U.S. Coast Guard Station descended on the beach and helped us carry *Kittery* to safety. Then, with approval from our insurers, Ed contacted the brilliant local boatwrights of Marine Joinery and Restoration to see if they could bring a little holiday cheer to our damaged hull. We transported *Kittery* to our Seaport Boatshop, nudging room on the MAP floor space for the repair, and the remarkable team of Steve Woll and John Daley were off and running. In just under three bustling weeks, bracketing Christmas and New Year's, they had *Kittery* back on the water - rubrail, inwale, floors, frames, and planks restored to mint condition.

Adding to the joy of having our beloved boat back on line was the impact on the MAP apprentices of having two master craftsmen working in their midst. Steve and John finished their work one morning, with the same quiet efficiency that had marked the whole project, and slipped quietly out the door. We loaded *Kittery* on the trailer that afternoon, and the apprentices scratched their heads in amazement: "How did they do that work so fast?," they asked, in honest wonder. Teachable moment! Mike then lead the crew over to our "round table," and returned the question to the apprentices: "How did they do that so fast?" Here's what our students observed:

- They were motivated
- Part of their motivation was money
- Determination
- Awareness of their reputation
- Hard work and planning
- They worked as a team
- It's their career
- Passion
- They love what they do

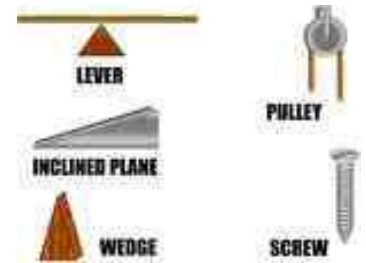
Thank you, Steve and John, for the beautiful restoration - and incomparable lesson to our apprentices. Find Marine Joinery & Restoration at 774-454-7639.

Simple Machines Curriculum Project

Levers, pulleys, wheels, axles, and inclined planes...oars, blocks, beach carts, and boat ramps. Oh wow! The museum's exhibits are filled with real life examples of simple machines that helped the nineteenth-century lifesavers accomplish amazing feats of strength and courage.

Over the next year, HLM staff will work with teachers from local schools to develop a museum curriculum that ties the simple machines in our collection to Massachusetts State Curriculum

Frameworks for children in Kindergarten to Grade 5. We are delighted that this project is made possible through funding from the Francis R. Dewing Foundation, and the Cohasset, Hingham, Hull, and Weymouth Local Cultural Councils. The outcome will be rich, hands-on learning experiences for school groups and families visiting the museum. We'll be introducing new exhibit elements as we go along, so come by often to see what's new.



The 2009 Icebreaker: Northeast Regional Youth Open Water Rowing Championships!

Weather deities of every stripe smiled on HLM and the 29 youth crews who participated joyously in the annual Icebreaker on November 21, 2009. The spectacle attracted 180 young athletes, middle schoolers to high school seniors, from five New England states. While crews from New Haven, CT's Sound School - who perennially dominate the event - were sidelined by car troubles, two new crews from Boston and Old Saybrook, CT, joined the raucous scene.

Races began at 9 am and ran like clockwork until sunset. Heats ran in a round-robin-style kaleidoscope, with the all-co-ed crews divided into six racing categories, differentiated by skill-level and boat-type. The day culminated with a glorious Nautical Mile Sprint, with 22 crews racing the setting sun across the silver-blue, early-winter waters of Hull Bay. With Keys to the Harbor and trophies in hand, a whole lot of triumphant young mariners deserved to sleep like babies that night.

Complete Icebreaker race results and photos that nearly capture the magic of the day are available on HLM's website: hulllifesavingmuseum.org.



Kittery, December, 2009

Joe McDonnell was dedicated to keeping us on the straight and narrow. He arrived at a Board meeting several years ago, tired of our sloppy language, with this modest manifesto – which he presented in writing and made as a gleeful, oral presentation.

Dock, What's Up?

Webster's Collegiate Dictionary 1947

1. **Dock:** a plant, a troublesome weed. A.H.D.* same
2. **Dock:** the solid part of an animal's tail. A.H.D.* same
3. **Dock:** I. an artificial basin for the reception of ships, with gates to keep the water in or out. (see drydock or floating drydock) II. The slip or waterway between two piers for the reception of vessels. Colloquial: a landing for water, a wharf A.H.D.* similar

4. **Dock:** the place in court where a prisoner stands or sits.

Quay: landing place by navigable water for landing ships A.H.D.* similar

Pier: bridge support. A.H.D. * same

Pier: structure built on piles extending into the water to provide a landing for vessels: a pleasure resort A.H.D. * same

Wharf: a structure build on the shore of a harbor, river or canal so that vessels may lie alongside to load or discharge cargo, passengers, etc. A.H.D. * similar

Slip: a space between piers into which a vessel may be moored A.H.D. * similar

*American Heritage Dictionary

The Mariners Dictionary by Gershom Bradford

Dock: the water space between piers. The use of the word through the years indicates the water space, not the pier. But seamen sometimes use the term in referring to a wharf or pier, yet it is not considered strictly correct. There are also Dry, Floating, Graving, and Wet Docks.

Joseph Conrad, a Polish born author who wrote mostly in English, was also a shipmaster in the British merchant marine. His stories were about ships and seamen. He insisted on correct lingo by his characters. He said, "To take a liberty with technical language is a crime against the clearness, precision and beauty of perfected speech."

In John Stilgoe's *Alongshore*, page 210, "A dock, therefore is something intriguing indeed, something so odd that vast numbers of otherwise plain-spoken Americans mistake it for the wharves adjacent. A dock permits the loading and unloading of a vessel without the vessel touching the ground, although the vessel touches land. Or does it? Is a wharf land? Or is it something else, something marginal, something in-between?"



Thank You

Debra Ayles – Exhibit hanging and curatorial assistance
Jean Bonney – Concept II rowing machine
Bill Bradford – half-hull of Nantasket
Julia Deegan – laptop
Sue Denniston – day lilies
Tom Doran and Don Ritz – boat hauling
Karyn Foley – phone set
Jim Gillis – Icebreaker photos
Bill, Billy, Peter, and Tatsy Guild – hand tools, boat gear, photos of Barbie
David Imber – intern extraordinaire!
Bridget Ingram – computer
Bobbie Kalb – Lecture maven
Bill Ketchum – rowing coach (and inspiration) non-pareil
Adolfo Leung – winterizing the Station
Al Mahegan – Station repairs
Melville Candy Company – toy boats
Lory Newmyer – Leslie Journal, February 29, 1904
Jim Newmyer – Concept II rowing machine
Virginia Newmyer – computer
Outward Bound crews – weeding
Sean & Peter Platt – printer/scanner
Sandcastle Team (Endless Summer 2009): Trish Baggott, Nowell Bloomenthal & family, Connie Crosby, Theresa Albano, Karyn Foley, Carolyn Lewenberg, Don Ritz, Karen Schuh
Adele Sheridan – bedstead headpiece from *Ulrica*
Skip Staton – maritime books
Bob Sullivan – research
Marjorie Whorf – maritime books
USCG, Point Allerton – assistance with Kittery rescue
Wine Tasting: to benefit HLM; Café Ona – hors d'oeuvres; Nantasket Paint & Hardware – gift certificate; Nantasket Ships & Gifts – gift certificate; Portside Wine – hosting the Wine Tasting; Simply Irresistible – gift certificate

Winter Wish List

- Area rugs
- Water Table
- Hand tools
- Garden tools
- Porch rockers
- Digital camera
- Smart Board
- Stackable chairs (lightweight preferred)
- Acoustic guitar – any condition
- Social Investment Funders
- Outboard motors – any condition
- Cork tiles or cork boards
- Suzuki 110 HP-plus 4-stroke outboard engine
- Surplus building materials: dry wall, wiring, switches, dimension lumber, shingles, etc.
- Art easels
- Camping lanterns
- Boat/Ship toys
- Garden cart
- Flip chart easel
- Video camera
- Office chairs



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CRASH-Bobs 2010

On Saturday the 6th of February, a couple dozen South Shore rowers participated in the Museum's annual indoor rowing competition, the CRASH-Bobs. Joining rowers from the HLM crew were youth and adults from Cohasset Maritime Institute, Saquish Rowing, and the Gloucester Sirens. Competitors ranged from those who had never been on an erg and thought it might be fun to try (wow, were they surprised!) to veteran competitors who have been erging as long as there have been ergs. Seven particularly hardy souls entered the Liffmann Challenge, which entails racing a 5K on the erg, then jumping (or staggering) up and running 2.75 miles of intense hills. This year's Challenge also offered a biking option, which two competitors pioneered with great success. It was a day full of champions, as literally everyone won an erg heat, beat a Personal Record time, or challenged themselves to take their rowing to new levels. Full results, as well as photos and videos, are posted on HLM's website and Facebook page.



Mike Dick & Ed Baldry, both of Cohasset, starting down a 5K piece at the 2010 CRASH-Bobs.

Save the Dates for Summer Adventure!

The Summer Adventure Program offers six weeks of discovery and exploration for children ages 5-9. Summer Adventure meets Tuesday-Thursday from 9:30-12, July 6-August 12, 2010, with a different theme each week.

Registration is \$60 members, \$68 nonmembers (scholarships and 10% sibling discounts available). Due to higher material cost, registration for the Pond Yacht Racers week is \$75 members, \$90 nonmembers.

Details for summer 2010 will be available in early March. Please email victoria@hulllifesavingmuseum.org to be added to the Summer Adventure Email List.