THE SHIP MODEL SOCIETY
OF NEW JERSEY
Founded 1981

Volume 38, Number 4

Newsletter of the Ship Model Society of New Jersey

April 2020

In This Issue

Our next club meeting date is
To Be Determined

ROSELAND PUBLIC LIBRARY

MARCH NOTES…

Important Announcement to the SMSNJ Membership and Family

The meeting report is a little different this month. This report has been amended based on the restrictions due to the seriousness of the COVID-19 pandemic. Several of the discussions that we had at the February meeting have been updated to reflect cancelations or postponements. As always, I will keep you all updated via email. It is important, therefore, that if you know someone who does not receive the emails that you ask them to send me their latest address. As well, if you know a member who does not use email, please let me know so that I can contact them by phone. More importantly, take this seriously, and stay safe and healthy. We will all get through this. If there is a silver lining it is that we now have lots of time to get those models done!

Tom Ruggiero

March Meeting. Because of the restrictions due to COVID-19 the March meeting was canceled.

The *Broadaxe*. Our editor, Steve Maggipinto continues to do an outstanding job. As mentioned in our emailed reminders, we will continue to publish the *Broadaxe* while we are meeting virtually. To that end, we need you to supply content for us to include in the *Broadaxe*. This includes “Show and Tell”, Book Reviews, and Cool Tools. You will note that several members sent us Show and Tell for inclusion in this edition. Please help us to keep this going.

Treasurer’s Report. The Club Treasury remains in decent shape. Please remember that your annual membership fee will be due by our June Meeting.

April Meeting. Our April meeting will be a virtual meeting using a video conferencing service called “Zoom.” The meeting will be held April 28, 2020 at 7:00 PM (1900). A meeting invitation with instructions will be emailed to everyone.

SATURDAY WORKSHOPS AND TECH SESSIONS

Future workshops are on hold for the next few months. Please watch your email for updates as they become available.

There will be no Tech Session at the April (virtual) meeting. Future Tech Sessions will be announced when scheduled.

The Broadaxe

OLD BUSINESS

Speedwell Exhibit. Since the meeting, Tom has communicated with the management at Historic Speedwell. We have decided to postpone the show and exhibit until August or September 2020. We will work with the Speedwell staff to come up with an agreeable weekend. This will be a chance for you to display finished models as well as work on your current projects. We would appreciate having at least five members there each day. Note that you don't need to do both days, but you can. Please let us know if you plan to participate.

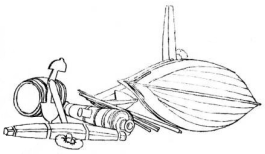
Pennsville Farm Show. Due to restrictions imposed by the COVID–19 pandemic, the show this year is canceled. The next show has been scheduled for June 5, 2021.

NEW BUSINESS

Amendment to the SMSNJ Constitution. Based on our discussions at the February meeting, an amendment to the Constitution of the Ship Model Society of New Jersey has been prepared and distributed by email to all Regular and Honorary Members. Non-resident members were included in the distribution, but per the current Constitution they cannot vote. The proposed amendment has been reviewed by the Executive Committee and, at the April meeting, we will be voting on it. Please attend our first virtual meeting for the discussion of this amendment. Non resident members are welcome to add any comments during the discussion.

Elections. Larry's tenure as Vice President is coming to an end. Nominations are now open. If you wish to run for Vice President, please let President Bill Brown know in the next few weeks. The nominees will be announced in May, and the election will be held at the June meeting. To date, one member has been nominated.

SHOW AND TELL



HMS *Cheerful*, 1806, 1:48 Scale

— Bill Brown

Since showing the model in February, Bill has made significant progress. While practicing social distancing, most of his time has been devoted to working on *Cheerful*.

Bill first completed the entire hull planking. Then he installed the subfloor and deck planking. He found doing the scarf joints on the waterway decking the biggest challenge so far.

Having laid down the deck, Bill next completed the gratings, skylight, companionway, and windlass. Finally, he added the timberheads and stern hatches. One of the last things Bill made and installed were the boom crutches that form an extension of the fashion pieces. He has been using a lot of Syren's laser cut sub kits for items such as the windlass, skylight, etc. The parts assemble quite well.

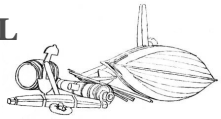
This is the first plank on bulkhead project Bill has worked on and he is really enjoying it. He is getting valuable advice from a lot of expert modelers and it is very much appreciated!

Next steps include the chain plates and backstay plates, and then he will be moving inboard again to complete more deck structures. He has already purchased the *Cheerful's* armament and carriages which will be assembled after the deck structures.

Efficient and clean work, Bill.


ROCKLER

SHOW AND TELL



HMS *Victory*, English Ship of the Line, 1:90 Scale

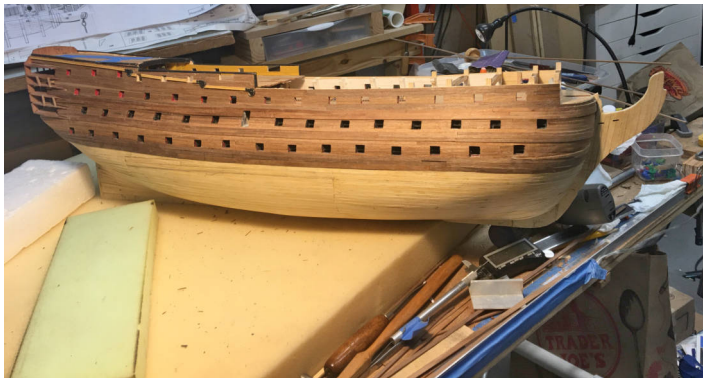
— Barry Rudd

One of our members in Florida provided us with his latest project. HMS *Victory* is a first rate 100 gun warship. It was Admiral Lord Nelson's flagship. *Victory's* keel was laid down in 1759 and she was launched in 1765 at the Chatham Dockyard, Kent, England.

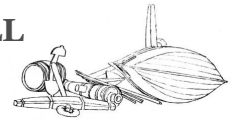
To this day, *Victory* remains a commissioned Royal Navy ship, albeit in permanent drydock in the Royal Navy base in Portsmouth, England, never to set sail again.

Barry's *Victory* is a plank-on-bulkhead, Mamoli kit, and as with most Italian kits, this one has many historical inaccuracies. Using the *Anatomy of Ships-100 Gun Victory*, Alan McGowan's *HMS Victory Her Construction, Career and Restoration* and C. Nepian Longridge's *The Anatomy of Nelson's Ships* as references, Barry tried to make this model as accurate as he could.

Great looking job, Barry.



SHOW AND TELL



Hesper, Boston Pilot Schooner, 1884, scale 1:64

— Rich Lane

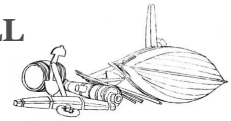
Hesper was designed by Dennison Lawlor and built in 1884. She was the best-known pilot boat of her day; her fame for speed and weatherliness reached far beyond New England waters. The model is 18” bow to stern with a 4 ½” beam. It is plank-on-bulkhead and scratch built. Aside from Eric Ronnberg’s excellent plans Rich is using Howard Chapelle's book *The American Fishing Schooners* for all the missing details.

Rich’s next step before starting on the deck furniture, is to copper *Hesper’s* bottom. He is making his own copper plates using copper leaf gilded on acid free computer paper. It’s just the right thickness, flexible and easy to glue on and its 100% copper. He finds the copper tape they sell for this too thick to work with. He will let us know how it works out at the next meeting.

Looking very good, Rich.

The Broadaxe

SHOW AND TELL



Medway Longboat, 1:24 Scale

— Ryland Craze

This is a kit of the Medway Longboat that was designed by Chuck Passaro and produced by Syren Ship Model Company. It is 1/2" scale and being made with Alaskan Yellow Cedar. The kit parts are laser cut and the planking is pre-spiled. The paint is Grumbacher Red artist acrylic. Natural wood surfaces have been finished with wipe-on-poly. Ryland has a few more items to finish up on the hull and then he will start masting and rigging the model.

CSS VIRGINIA

CSS *Virginia* was the first steam-powered ironclad warship built by the Confederate States Navy; she was constructed as a casemate ironclad using the raised and cut down original lower hull and engines of the scuttled steam frigate USS *Merrimack*. *Virginia* was one of the participants in the Battle of Hampton Roads, opposing the Union's USS *Monitor* in March 1862. The battle is chiefly significant in naval history as the first battle between ironclads.

When the Commonwealth of Virginia seceded from the Union in 1861, one of the important federal military bases threatened was Gosport Navy Yard (now Norfolk Naval Shipyard) in Portsmouth, Virginia. Accordingly, orders were sent to destroy the base rather than allow it to fall into Confederate hands. On the afternoon of 17 April, the day Virginia seceded, Engineer in Chief B. F. Isherwood managed to get the frigate's engines lit. However, the previous night secessionists had sunk lightboats between Craney Island and Sewell's Point, blocking the channel. On 20 April, before evacuating the Navy Yard, the U. S. Navy burned *Merrimack* to the waterline and sank her to preclude capture. When the Confederate government took possession of the fully provisioned yard, the base's new commander, Flag Officer French Forrest, contracted on May 18 to salvage the wreck of the frigate. This was completed by May 30, and she was towed into the shipyard's only dry dock, (today known as Drydock Number One), where the burned structures were removed.

The wreck was surveyed and her lower hull and machinery were discovered to be undamaged. Stephen Mallory, Secretary of the Navy, decided to convert *Merrimack* into an ironclad, since she was the only large ship with intact engines available in the Chesapeake Bay area. Preliminary sketch designs were submitted by Lieutenants John Mercer Brooke and John L. Porter, each of whom envisaged the ship as a casemate ironclad. Brooke's general design showed the bow and stern portions submerged, and his design was the one finally selected.

The hull's burned timbers were cut down past the vessel's original waterline, leaving just enough clearance to accommodate her large, twin-bladed screw propeller. A new fantail and armored casemate were built atop a new main deck, and a v-shaped breakwater (bulwark) was added to her bow, which attached to the armored casemate. This forward and aft main deck and fantail were designed to stay submerged and were covered in 4-inch-thick iron plate, built up in two layers. The casemate was built of 24 inches of oak and pine in several layers, topped with two 2-inch layers of iron plating oriented perpendicular to each other, and angled at 36 degrees from horizontal to deflect fired enemy shells.

From reports in Northern newspapers, *Virginia's* designers were aware of the Union plans to build an ironclad and assumed their similar ordnance would be unable to do much serious damage to such a ship. It was decided to equip their ironclad with a ram. *Merrimack's* steam engines, now part of *Virginia*, were in poor working order; they had been slated for replacement when the decision was made to abandon the Norfolk naval yard. As completed, *Virginia* had a turning radius of about 1 mile and required 45 minutes to complete a full circle, which would later prove to be a major handicap in battle with the far more nimble *Monitor.*

The ironclad's casemate had 14 gun ports, three each in the bow and stern, one firing directly along the ship's centerline, the two others angled at 45° from the center line; these six bow and stern gun ports had exterior iron

shutters installed to protect their cannon. There were four gun ports on each broadside; their protective iron shutters remained uninstalled during both days of the Battle of Hampton Roads. *Virginia's* battery consisted of four muzzle-loading single-banded Brooke rifles and six smoothbore 9-inch Dahlgren guns salvaged from the old *Merrimack*. Two of the rifles, the bow and stern pivot guns, were 7-inch caliber and weighed 14,500 pounds each. They fired a 104-pound shell. The other two were 6.4-inch cannon of about 9,100 pounds one on each broadside. The 9-inch Dahlgrens were mounted three to a side; each weighed approximately 9,200 pounds and could fire a 72.5-pound shell up to a range of 3,357 yards at an elevation of 15°. Both amidship Dahlgrens nearest the boiler furnaces were fitted-out to fire heated shot. On her upper casemate deck were positioned two anti-boarding/personnel 12-pounder Howitzers.

The Battle of Hampton Roads began on March 8, 1862, when *Virginia* engaged the blockading Union fleet. Despite an all-out effort to complete her, the new ironclad still had workmen on board when she sailed into Hampton Roads with her flotilla of five CSN support ships: *Raleigh* (serving as Virginia's tender) and *Beaufort, Patrick Henry*, *Jamestown*, and *Teaser.*

The first Union ship to be engaged by *Virginia* was the all-wood, sail-powered USS *Cumberland*, which was first crippled during a furious cannon exchange, and then rammed in her forward starboard bow by *Virginia*. As *Cumberland* began to sink, the port side half of *Virginia's* iron ram was broken off, causing a bow leak in the ironclad. Seeing what had happened to *Cumberland*, the captain of USS *Congress* ordered his frigate into shallower water, where she soon grounded. *Congress* and *Virginia* traded cannon fire for an hour, after which the badly-damaged *Congress* finally surrendered. While the surviving crewmen of *Congress* were being ferried off the ship, a Union battery on the north shore opened fire on *Virginia*. Outraged at such a breach of war protocol, in retaliation *Virginia's* now angry captain, Commodore Franklin Buchanan, gave the order to open fire with hot-shot on the surrendered *Congress* as he rushed to *Virginia's* exposed upper casemate deck, where he was injured by enemy rifle fire. *Congress*, now set ablaze by the retaliatory shelling, burned for many hours into the night, a symbol of Confederate naval power and a costly wake-up call for the all-wood Union blockading squadron.

Virginia did not emerge from the battle unscathed, however. Her hanging port side anchor was lost after ramming *Cumberland*; the bow was leaking from the loss of the ram's port side half; shot from *Cumberland*, *Congress*, and the shore-based Union batteries had riddled her smokestack, reducing her boilers' draft and already slow speed; two of her broadside cannon (without shutters) were put out of commission by shell hits; a number of her armor plates had been loosened; both of *Virginia's* 22-foot cutters had been shot away, as had both 12 pounder anti-boarding/anti-personnel howitzers, most of the deck stanchions, railings, and both flagstaffs. Even so, the now injured Buchanan ordered an attack on USS *Minnesota*, which had run aground on a sandbar trying to escape *Virginia*. However, because of the ironclad's 22-foot draft (fully loaded), she was unable to get close enough to do any significant damage. It being late in the day, *Virginia* retired from the conflict with the expectation of returning the next day and completing the destruction of the remaining Union blockaders.

Later that night, USS *Monitor* arrived at Union-held Fort Monroe. She had been rushed to Hampton Roads, still not quite complete, all the way from the Brooklyn Navy Yard, in hopes of defending the force of wooden ships and preventing "the rebel monster" from further threatening the Union's blockading fleet and nearby cities, like Washington, D.C. While under tow, she nearly foundered twice during heavy storms on her voyage south, arriving in Hampton Roads by the bright firelight from the still-burning triumph of *Virginia's* first day of handiwork.

The next day, on March 9, 1862, the world's first battle between ironclads took place. The smaller, nimbler, and faster *Monitor* was able to outmaneuver the larger, slower *Virginia*, but neither ship proved able to do any severe damage to the other, despite numerous shell hits by both combatants, many fired at virtually point-blank range. *Monitor* had a much lower freeboard and only its single, rotating, two-cannon gun turret and forward pilothouse sitting above her deck, and thus was much harder to hit with *Virginia's* heavy cannon.

After hours of shell exchanges, *Monitor* finally retreated into shallower water after a direct shell hit to her armored pilothouse forced her away from the conflict to assess the damage. The captain of the *Monitor*, Lieutenant John L. Worden, had taken a direct gunpowder explosion to his face and eyes, blinding him, while looking through the pilothouse's narrow, horizontal viewing slits. *Monitor* remained in the shallows, but as it was late in the day, *Virginia* steamed for her home port, the battle ending without a clear victor.

The captain of *Virginia* that day, Lieutenant Catesby Roger Jones, received advice from his pilots to depart over the sandbar toward Norfolk until the next day. Lieutenant Jones wanted to continue the fight, but the pilots emphasized that the *Virginia* had "nearly three miles to run to the bar" and that she could not remain and "take the ground on a falling tide." To prevent running aground, Lieutenant Jones reluctantly moved the ironclad back toward port. *Virginia* retired to the Gosport Naval Yard at Portsmouth, Virginia, and remained in drydock for repairs until April 4, 1862.

In the following month, the crew of *Virginia* were unsuccessful in their attempts to break the Union blockade. The blockade had been bolstered by the hastily ram-fitted paddle steamer SS *Vanderbilt*, and SS *Illinois* as well as the SS *Arago* and USS *Minnesota*, which had been repaired. *Virginia* made several sorties

back over to Hampton Roads hoping to draw *Monitor* into battle. *Monitor*, however, was under strict orders not to re-engage; the two combatants would never battle again.

On April 11, the Confederate Navy sent Lieutenant Joseph Nicholson Barney, in command of the paddle side-wheeler CSS *Jamestown*, along with *Virginia* and five other ships in full view of the Union squadron, enticing them to fight. When it became clear that Union Navy ships were unwilling to fight, the CS Navy squadron moved in and captured three merchant ships, the brigs *Marcus* and *Sabout* and the schooner *Catherine T. Dix*. Their ensigns were then hoisted "Union-side down" to further taunt the Union Navy into a fight, as they were towed back to Norfolk, with the help of CSS *Raleigh*.

By late April, the new Union ironclads USRC *E. A. Stevens* and USS *Galena* had also joined the blockade. On May 8, 1862, *Virginia* and the James River Squadron ventured out when the Union ships began shelling the Confederate fortifications near Norfolk, but the Union ships retired under the shore batteries on the north side of the James River and on Rip Raps island.

On May 10, 1862, advancing Union troops occupied Norfolk. Since *Virginia* was now a steam-powered heavy battery and no longer an ocean-going cruiser, her pilots judged her not seaworthy enough to enter the Atlantic, even if she were able to pass the Union blockade. *Virginia* was also unable to retreat further up the James River due to her deep 22-foot (6.7 m) draft (fully loaded). In an attempt to reduce it, supplies and coal were dumped overboard, even though this exposed the ironclad's unarmored lower hull; this was still not enough to make a difference. Without a home port and no place to go, *Virginia's* new captain, flag officer Josiah Tattnall, reluctantly ordered her destruction in order to keep the ironclad from being captured. This task fell to Lieutenant Jones, the last man to leave *Virginia* after her cannon had been safely removed and carried to the Confederate Marine Corps base and fortifications at Drewry's Bluff. Early on the morning of May 11, 1862, off Craney Island, fire and powder trails reached the ironclad's magazine and she was destroyed by a great explosion. What remained of the ship settled to the bottom of the harbor; however, *Virginia's* thirteen-star Stars and Bars battle ensign was saved from destruction and today resides in the collection of the Chicago History Museum. Only a few remnants of *Virginia* have been recovered for preservation in museums; reports from the era indicate that her wreck was heavily salvaged following the war.

Monitor was lost on December 31 of the same year, when the vessel was swamped by high waves in a violent storm while under tow by the tug USS *Rhode Island* off Cape Hatteras, North Carolina. Sixteen of her 62-member crew were either lost overboard or went down with the ironclad, while many others were saved by lifeboats sent from *Rhode Island*. Subsequently, in August 1973, the wreckage was located on the floor of the Atlantic Ocean about 16 nautical miles southeast of Cape Hatteras. Her upside-down turret was raised from beneath her deep, capsized wreck years later with the remains of two of her crew still aboard; they were later buried with full military honors on March 8, 2013, at Arlington National Cemetery in Washington, D.C.

The Broadaxe

HERE'S WHAT HAPPENED TO THE NAVY'S 'COMMODORE' RANK

When Navy legend and computer programming pioneer Grace Hopper was promoted to O-7 in 1982, she pinned on the one-star insignia and became Commodore Hopper. If she had been promoted just a few years earlier, she would have pinned on two stars and her rank would have been rear admiral lower half.

If she had been promoted a few years later, she still would have been called Rear Admiral Lower Half Hopper, but she'd have only a one-star insignia.

Sounds confusing, right? That's because it is. The Navy has always had a love-hate relationship with the title and rank of "commodore."

Today, senior naval officer ranks proceed as follows: O-6, or captain; O-7, or rear admiral lower half; O-8, or rear admiral upper half; O-9, or vice admiral; and O-10, or admiral. The rank of commodore is absent, although it has made its mark on U.S. Navy history.

Historically, the title was given to a commander who was the captain of a ship, but was in command of a grouped element of ships, often called a squadron. When the Continental Navy was formed in 1775, it adopted the British Royal Navy's customs, traditions, ranks and rating structure. It wasn't until after the revolution that the U.S. Navy began to deviate from those traditions.

At its birth in 1775, the U.S. Navy initially had only four officer ranks, and they did not include "admiral." After reaching a captain's rank, there was nowhere else for an officer to advance. "Commodore" was still reserved for those who were in command of a number of ships. But even a midshipman could be a commodore under those criteria. To make matters worse, after putting on the title, former commodores were not apt to take it off and become mere captains once more.

By the time the Civil War came around, the Navy had made "commodore" a permanent rank -- finally, a rank above captain -- but the long-term effects were disappointing for the Navy. The Royal Navy had hundreds of years of privilege and tradition by then. They and other naval powers scoffed and ridiculed having "commodore" as a rank and did not give these American naval officers their due respect. By the turn of the 20th century, commodores were out and rear admirals were in. Except instead of having one-star admirals, the Navy gave all rear admirals two-star rank, with O-7 and O-8 represented by the same rank insignia. This held until World War II, when captains were given higher command than their rank but weren't yet at an admiral's level. "Commodore" was thus reborn, with one-star insignia. The rank stayed around until 1947, when it once again went away and all naval officers again received two-star insignia when becoming rear admirals. Commodore became an honorific title for senior captains who were in command of multiple units.

By the time Grace Hopper received the O-7 paygrade in 1982, "commodore" had once again made a comeback. The other branches had come to resent the Navy's flag officers for wearing O-8 rank insignia at an O-7 paygrade. So rear admiral (lower half) was replaced first by "commodore admiral" and then simply "commodore."

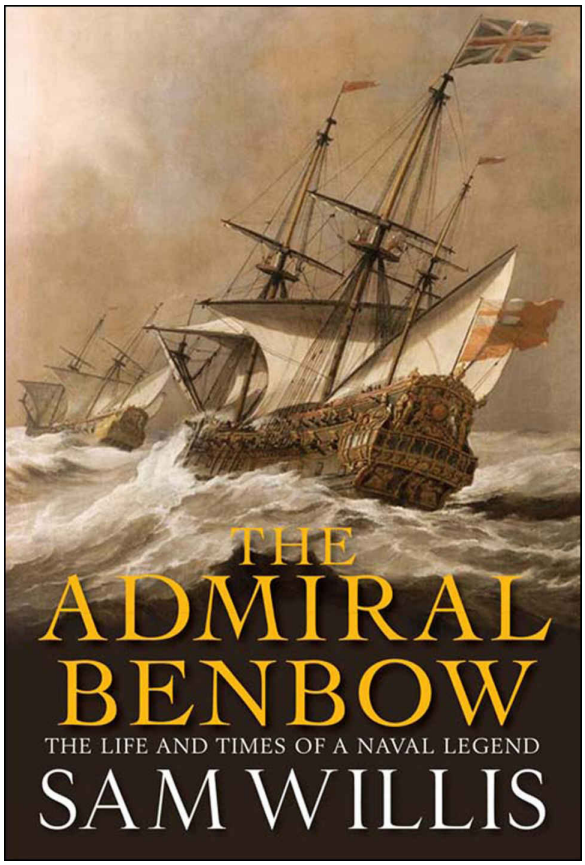
Eventually, the Navy scrapped the whole idea and kept the one-star insignia for O-7 officers, while discarding the rank of commodore entirely. In 1983, Grace Hopper became Rear Admiral (Lower Half) Hopper, and commodores were once again captains in command of many units.

Meeting a commodore today would mean meeting a warfare-qualified O-6, a captain, in command of ship squadrons or special operations and air wings, just to name a few. Our thanks to Barry Rudd for this article.

BOOKS AND PUBS

The Admiral Benbow. the Life and Times of a Naval Legend

— Sam Willis



Secretary Tom is on his third book by UK Historian, Sam Willis. Each one, dealing with wars and warships of the 18th century, Tom has found to be very good. No ship modeling, but a good deal of sailing ship details that he didn't know. For example, the origin of an English sailor being called a "Jack Tar" originated in the 15th century. Many in the Royal Navy were experienced merchant sailors. "Tar" is short for the tarpaulins that they wore in foul weather.

Admiral John Benbow was an English naval hero, a sailor of ruthless methods but exceptional courage. Benbow was a man to be reckoned with.

In 1702, however, when Benbow engaged a French squadron off the Spanish main, other ships in his squadron failed to support him. His leg shattered by a cannon-ball, Benbow fought on – to no avail; the French escaped and Benbow died of his wounds. When the story of his 'Last Fight' reached England, there was an outcry. Two of the captains who had abandoned him were court-martialed and shot; 'Brave Benbow' was elevated from national hero to national legend, he was immortalized in broadsheet and folksong; ships were named after him; Tennyson later fêted him in verse; in Robert Louis Stevenson's *Treasure Island*, the tavern where Jim Hawkins and his mother live is called 'The Admiral Benbow.'

Sam Willis tells the story of Admiral Benbow through an age of dramatic change, from his birth under Cromwell's Commonwealth to service under the restored Stuart monarchy, to the Glorious Revolution of 1688, to the French wars of Louis XIV and finally to the betrayal of 1702.

The Admiral Benbow covers all aspects of seventeenth century naval life in vivid detail, from strategy and tactics to health and discipline. But Benbow also worked in the Royal Dockyards, lived in Samuel Evelyn's House, knew Peter the Great, helped to found the first naval hospital, and helped to build the first offshore lighthouse.

The second volume in the "Hearts of Oak" trilogy, *The Admiral Benbow* is an account of the making of a naval legend. Very detailed with some interesting facts that Tom didn't know. The book also recounts historic times in the UK during this period, including the English civil wars and multiple changes in government.

Available from amazon.com in hardcover, paperback and Kindle editions.

The Ship Model Society of New Jersey

The Broadaxe is published monthly by The Ship Model Society of New Jersey (SMSNJ), a nonprofit organization dedicated to teaching and promoting ship modeling and maritime history. Membership dues are $25.00 for the first year and $20.00 per year thereafter.

Visit our Web Site at: http://www.shipmodelsocietyofnewjersey.org where a web version of *The Broadaxe* can be found. *The Broadaxe* is distributed each month by email in PDF format.

Regular meetings are held on the fourth Tuesday of every month at 6:45 PM, at the Roseland Free Public Library, 20 Roseland Avenue, Roseland, New Jersey. Guests are always welcome.

Contributions to *The Broadaxe* are always welcome, and SMSNJ members are encouraged to participate. Articles, shop hints and news items may be submitted directly to the Editor as typed manuscript or electronic files, either on discs or by email. Handwritten notes or other materials will be considered depending on the amount of editing and preparation involved.

The Broadaxe is edited by Steve Maggipinto. Your ideas and suggestions are always welcome. Please submit them to Steve Maggipinto at stevemagg@optonline.net.

If any member would like an email copy of the roster, please drop a note to Tom Ruggiero at the email address listed below. If there is an error in the roster let Tom know and the roster will be amended. Please make sure that your spam filter is not blocking emails from Tom because if it is, you won't get member bulletins. You can eliminate the filtering by adding Tom's email address to your contact list. Please keep the secretary informed of any changes so that the roster can be kept current. If you would like a printed copy of the roster, please send a SASE to Tom Ruggiero at the address below and one will be mailed to you. Rosters are also available at the monthly meetings.

Please keep your contact information up to date. Your email address is particularly important because that is the main avenue of communication for club announcements. In case of emergencies such as last-minute cancellations due to weather, emails will be sent to the members.

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