



The Broadaxe



★ OF NEW JERSEY ★

Founded 1981

Volume 38, Number 3

Newsletter of the Ship Model Society of New Jersey

March 2020

In This Issue

- Old Business
- New Business
- Tech Session
- Show and Tell
- The Light Bulb Goes to Sea
- Books and Pubs
- PSMS ModelCon
- Club Information

Our next club meeting date is
To Be Determined

ROSELAND PUBLIC
LIBRARY

FEBRUARY 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 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

Meeting Report. The February meeting was opened at 1845 by President Bill Brown. There were 22 members and two guests. Andrew Stec and Kris Scornavacca attended their second meeting. Welcome back! We also welcome back Ossi Thalmann who is walking again on his new hip. Great to see you back Ossi! As this was Eric's third meeting, he was nominated for membership, and voted into SMSNJ. Welcome aboard. The meeting was adjourned at 2030 whereupon several members went to the Caldwell Diner. [Meeting photos.](#)

The Broadaxe. Another great job by our editor, Steve Maggipinto.

Treasurer's Report. Tom Ruggiero presented the report. We have a good balance in our account. We hope to add to it with the proceeds from the auction. Everyone who owes the club has paid up – thank you. We have one more check to be mailed as the recipient was not at the February meeting.

Next Month's Meeting. Our March Meeting was canceled. The April meeting is in jeopardy as well. Please watch your email for updates.

Saturday Workshop. There was a workshop held on Saturday, March 14th at Chuck's Workshop. Future workshops are on hold for the next few months. Please watch your email for updates as they become available.

Tech Session for Next Meeting. To be determined.



OLD BUSINESS



Speedwell Exhibit. Since the last meeting, I have 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 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 if you want to. Please let us know if you plan to participate.

Northeast Joint Clubs Conference. I received the following from the organizers of this year's Northeast Joint Clubs Conference:

"After several weeks of concern over the fate of our much anticipated April 25, 2020 conference at the Port 'N Starboard Conference Center in New London, and after having had several discussions with the conference center management, the USSCMSG has decided to cancel this year's conference. With all of the uncertainty associated with the Covid-19 pandemic, out of an abundance of caution we have decided that the best way to keep our members safe is to avoid large gatherings for the foreseeable future. Furthermore, the conference center would not be allowed to host such an event even if we wanted to keep it on the calendar. Since there is no way to predict how long the President's recommendation that we avoid gatherings of more than 10 people will remain in place, it is infeasible to contemplate merely postponing the event to some point later this summer."

USS Constitution Model Ship Guild (USSCMSG) has done a terrific job in a very trying situation. If you already registered, you will be getting a full refund via the mail. USSCMSG will be organizing the 2021 Conference. They have reserved Saturday, April 24, 2021 for next year's event. As always, we look forward to a great conference although we are going to have to wait awhile.

NEW BUSINESS



Tech Sessions. Vice President Larry is again asking for volunteers to do a Technical Session at our regular meeting. New member Eric Marshall stepped up to do a Tech Session on sharpening chisels at the February meeting. Please help us by identifying something that you want to learn, and/or present. We will help you out with the presentation if you'd like.

ModelCon 2020. The Philadelphia Ship Model Society is organizing ModelCon, as they did in 2019. This year, the exhibit will be on August 1, 2020. It will be different from last year's event, held this year aboard Battleship USS *New Jersey*, in Camden, NJ. There will be plenty of presentation space, and you'll be able to tour the ship. The exhibit will be held in the wardroom. The wardroom is included on every tour of the ship, so there will be plenty of traffic. Participants will have preferred free parking and will be able to bring vehicles right up to the ship to unload. Those of us who went last year know what a great event it is. See the flyer in this Broadaxe with more details and contact information.

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.

SMSNJ Constitution. The position of Secretary and Treasurer is currently being held by Tom Ruggiero. Tom was the Secretary. With the unfortunate passing of Al Geigel, Tom accepted the additional duty of Treasurer. Currently, both positions are elected positions. Given new banking rules, as well as the available electronic tools, it has been found that combining the positions is more efficient. It has also become clear that the previous practice of changing bank accounts with each new Treasurer has become very cumbersome. Other organizations have kept Secretary and Treasurer as appointed positions. A proposed amendment to the club constitution will be worked on and presented to the membership for consideration.



TECH SESSION

Sharpening Chisels

The Tech Session at the February meeting was “Sharpening Chisels” presented by our newest member, Eric Marshall.

Eric talked briefly about basic chisel sharpening. He described three phases or areas of work:

- Grinding/shaping – usually only needed if the general shape of a chisel needs to be changed, or the angle of a bevel needs to change, or the tip of the chisel is broken. This involves grinders, or coarse sharpening stones or files.
- Sharpening – the chisel-on-stone phase, done when the chisel’s cutting is no longer enhanced by merely stropping. This involves sharpening stones.
- Stropping – a quick phase where the surface of a chisel is polished to enhance sharpness (and reduce any existing burr that may have occurred during sharpening). This involves stropps (and paste) or very fine sharpening stones.

Eric briefly described why sharpening is useful and demonstrated cuts in different directions in wood showing the difference between clean cuts and wood tearing. A general overview of sharpening ‘systems’ was reviewed. The system he demonstrated used water stones without jigs or fixtures. Eric sharpens both the flat side and the bevel side of the chisel. This is the fastest and easiest way to sharpen a chisel that he knows. However, it takes some practice to do it well.

Making sure the bevel of the chisel is parallel to the surface of the stone is critical. The use of jigs to ensure parallel sharpening was discussed, as well as the possible use of machine tools. The

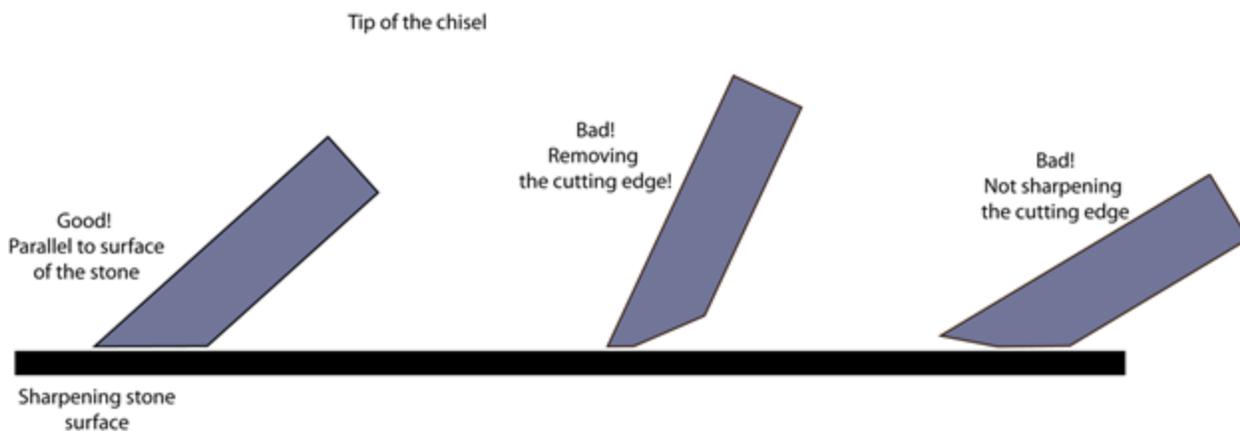


sharpening of other shapes like gouges was briefly demonstrated along with the use of sharpening slips. The maintenance of water stones was touched upon as well as other topics like oil stones vs. water stones, sources and prices. Eric brought a number of books, tools, jigs and stropps, and addressed numerous questions across many topics, including micro-bevels, heat treatment, bevel angles and the carbon content of steel.

References:

Butz, Rick and Ellen. *How to Sharpen Carving Tools*. Stackpole Books, 1997.

Hayward, Charles Harold. *The Complete Book of Woodwork*. Drake Publishers, 1972.



Kingshott, Jim. *Sharpening, the Complete Guide*. Guild of Master Craftsmen Publications, 1994.

Hock, Ron. *The Perfect Edge*. Popular Woodworking Books, 2009.

Lee, Leonard. *The Complete Guide to Sharpening*. Taunton Press, 1995.

Lie-Nielsen, Thomas. *Taunton's Complete Illustrated Guide to Sharpening*. Taunton Press 2004.

Hock, Lee and Lie-Nielsen are all tool makers for Hock Tools, Lee Valley, and Lie-Nielsen Toolworks respectively – all of which provide wonderful tools. Their books provide theory and insights into metal and abrasives in more depth than other sources Eric has encountered. They also cover sharpening of a wide selection of tools beyond chisels. Kingshott is from the English tradition (and has a great

book on tool making for amateurs) and Butz represents a more practical approach to working with wood (he also has a few books on carving and one on building a skiff). All books on carving also cover sharpening briefly. Eric brought Hayward's book, since it was the book he learned from when he was young. Hayward is a delightful resource for those interested in 1:1 scale woodworking and Eric suggests looking at the reprints of his work found at Lost Art Press.

Source of water stones: <https://www.leevalley.com/en-us/shop/tools/sharpening/stones>.

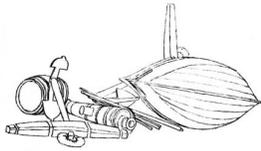
Reasonably priced water stone to start with if curious (as of March 2020):

https://www.amazon.com/gp/product/B075T64F9S/ref=ppx_yo_dt_b_asin_title_o02_s00?ie=UTF8&psc=1

(Whetstone 400/1000 Knife Sharpening Stone, \$16.99).

Thank you Eric!

SHOW AND TELL



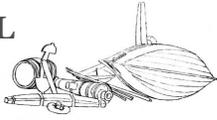
HMS *Cheerful*, 1806, 1:48 Scale

— Bill Brown

HMS *Cheerful*, an English revenue cutter is the mini kit from Syren Ship Model Company, in plank-on-bulkhead construction. Bill is doing a great job, as this is his first time doing this type of hull construction. Looking very good, Bill.



SHOW AND TELL



HMS *Victory*, English Ship of the Line, Cross Section, 1:98 Scale

— Andrew Stec

Prospective member Andrew brought in this cross section of Admiral Nelson's famous flagship fitted as in the Battle of Trafalgar, 1805. *Victory* was laid down in 1733 and launched in 1765 as a 104 gun first-rate ship of the line. She currently survives as a museum vessel in Portsmouth, England. She has been the flagship of the First Sea Lord since 2012 and is the world's oldest naval vessel still in commission, with 242 years' service as of 2020.

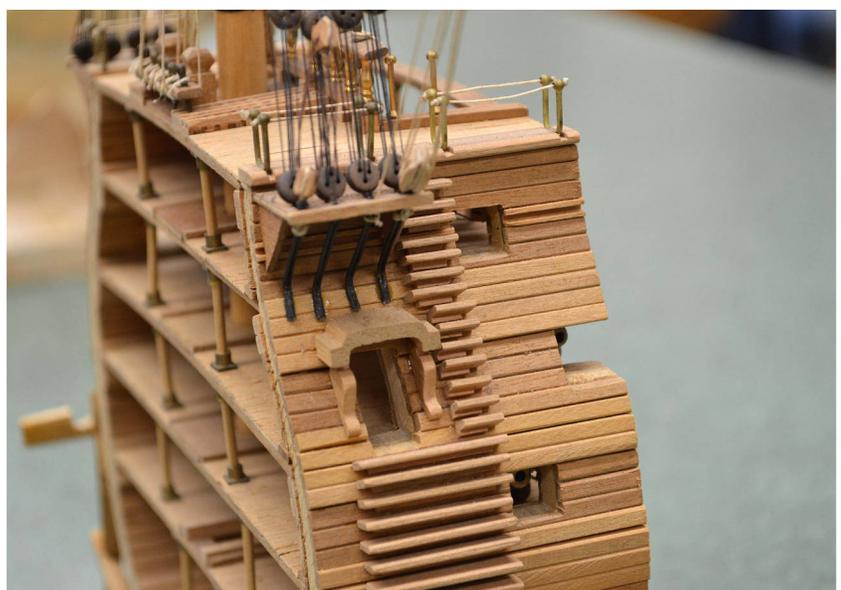
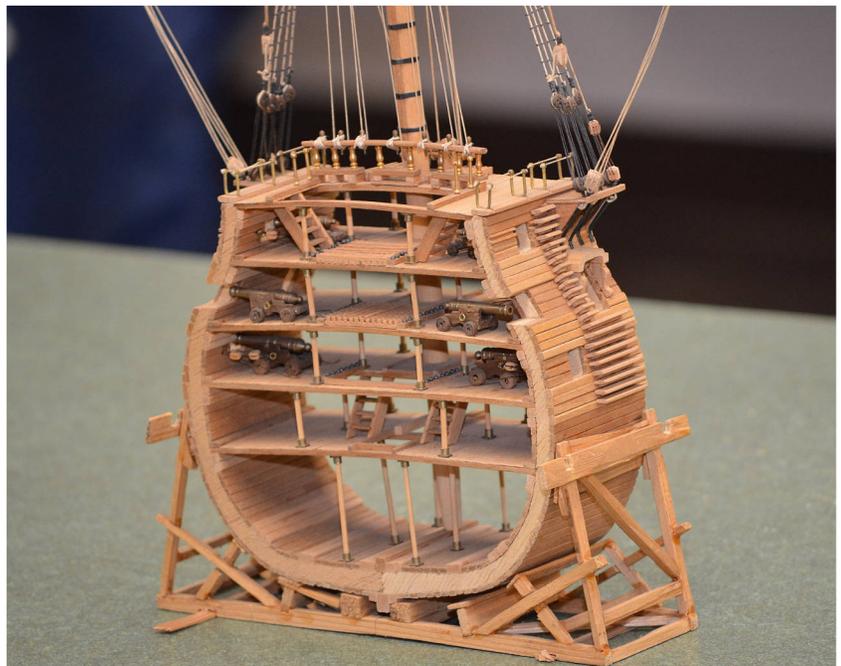
Andrew built this model somewhere in the mid 1970's. He believes that it was a Corel kit. Since completing the model, he has moved five times from coast to coast, to Chicago, and finally fetching up in Budd Lake, NJ. The model was in pretty poor condition by the time he reached NJ. He recently resolved to get her back in display condition. Considering he hadn't touched another ship model since building this kit, he guesses he did okay. Now in retirement, he plans on getting back into ship modeling. It looks fine Andrew (and you won't have as much free time in retirement as you would hope!).

(Increase magnification to get a better view of the transformation.)

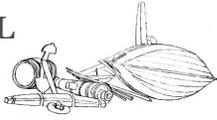
Before



After



SHOW AND TELL



Pirate Sloop in a Bottle and Clipper in a Bottle

— Steve Fletcher

Steve brought in two very interesting models. The first is a generic clipper that Steve mounted in a Haig & Haig Pinch bottle. He described how he folded down the masts and rigging, and mounted the ship in a sea.

Even more impressive, is the second model. It is a pirate sloop and it's mounted inside a Crystal Head Vodka bottle. Finding such a bottle was quite a project for Steve. While most ships in a bottle are mounted in line with the bottle's neck, the Crystal Head Bottle will not lay on its side. So Steve rotated the ship so that it sits on the bottom of the bottle. His secret was to have a light string/surgical silk glued to the model's stern so that it could be used to rotate the hull once inside the bottle. Steve noted that pirates Blackbeard, Charles Vane, and Jack Rackham ("Calico Jack") all started out on sloops. Very impressive, Steve.



SHOW AND TELL



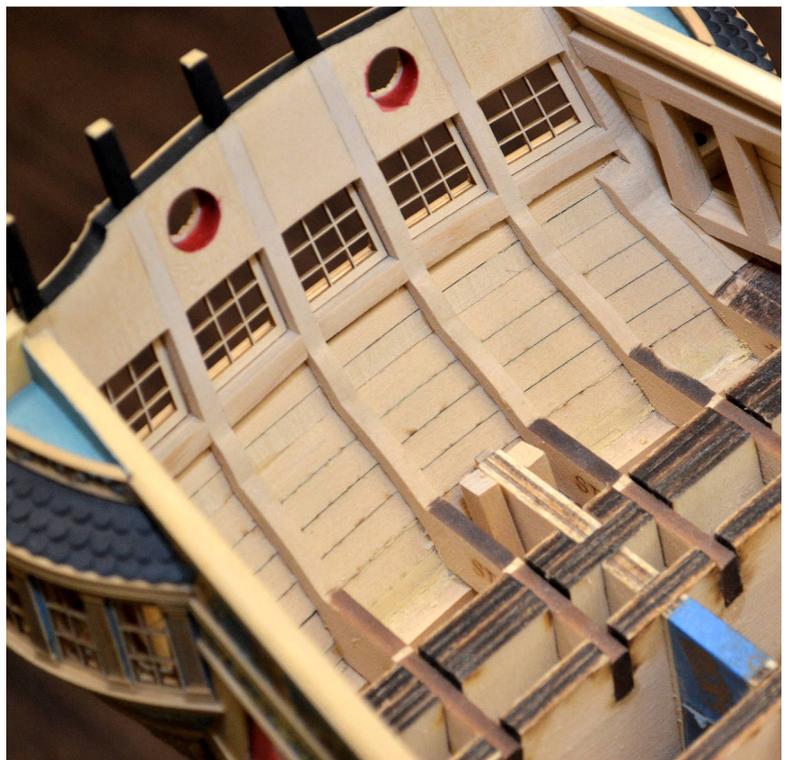
HMS *Winchelsea*, English Frigate 1:48 Scale

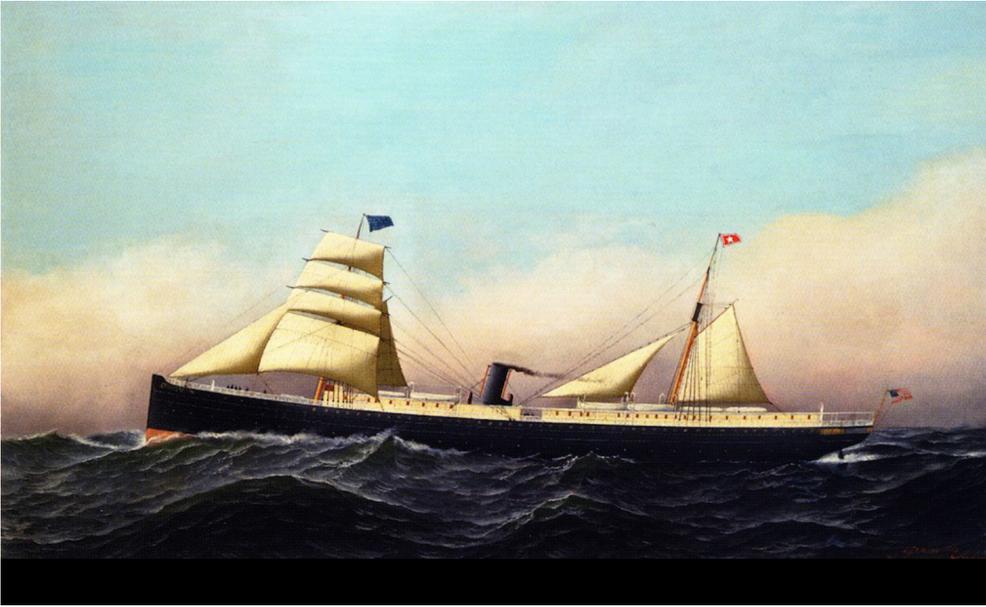
— Chuck Passaro

Chuck continues work on this beautiful ship. Of late, he has completed the fancy work on the stern. He notes that the friezes on the ship sides are printed. The background is blue. To ensure that the same color blue appears on the stern, he printed the same blue color on paper. He glued the paper to the stern, and then fixed the carving onto the blue background. A very novel and successful method. The friezes are printed from artwork that Chuck has reproduced from dozens of photographs of the model in the National Maritime Museum in Greenwich, England. There were photos taken every three to four inches. In Photoshop, he stitched the photos together. Next step was making a drawing of the stitched photo and then printing it after he had adjusted the colors and tone in some areas.

Chuck said that he is fortunate to have a laser cutter in his shop. Even at 1:48 scale, some of the filigree, shingles and other fancy work are nearly impossible to carve without breakage. Using sheet stock that is the required 1/64" thick, the laser cutter makes quick work of the task.

The next task is to plank the inside bulwarks, put the false deck down, and begin the deck planking.





EDISON'S LIGHT BULB GOES TO SEA

SS *Columbia* was a cargo and passenger steamship that was owned by the Oregon Railway and Navigation Company and later the San Francisco and Portland Steamship Company. She was constructed in 1880.

Columbia was the first ship to carry a dynamo powering electric lights instead of oil lamps and the first commercial vessel to use electric light bulbs outside of Thomas Edison's Menlo Park, NJ laboratory. Due to this, a detailed article and composite illustration of *Columbia* was featured in the May 1880 issue of *Scientific American* magazine.

After attending Thomas Edison's New Year's Eve lighting demonstration in Menlo Park, Henry Villard, president of the Oregon Railway and Navigation Company became an enthusiast of Edison's work. Villard subsequently ordered an Edison lighting system to be installed on his company's new passenger steamer, *Columbia*. Although met with hesitation by Edison himself, the project moved forward, making the installation on board *Columbia* Edison's first commercial order for the light bulb. *Columbia* would also be the first ship to utilize a dynamo. The success of *Columbia's* experimental dynamo system led to the system being retrofitted to other vessels.

Construction of *Columbia* began in September 1879 at John Roach and Sons Shipyard, Chester, PA, and she was launched on February 24, 1880. Both the Bureau Veritas and American Shipmasters' Association oversaw her construction. Roach himself refused to install the incandescent light bulbs on board *Columbia*, fearing a possible fire breaking out.

In May 1880, *Columbia* sailed to New York City, where Edison's personnel installed the new lighting systems. The light bulbs were carried aboard in a shopping basket by Francis Upton, a chief assistant of Edison. The first lighting of the ship took place on May 2, 1880.

Columbia finished her sea trials and sailed around Cape Horn to San Francisco loaded with 13 locomotives, 200

railroad cars and other railroad supplies. *Columbia* made a stop in Rio de Janeiro to replenish her coal supply and was exhibited to Emperor Pedro II of Brazil, who was fascinated with electricity. While passing through the Straits of Magellan, the propeller shaft and rudder were checked using light bulbs attached to a tallow covered cable.

After arriving in San Francisco without incident, the original carbon paper filament bulbs were replaced by a shipment of newer bamboo filament bulbs, sent by Edison himself. The chief engineers of *Columbia* sent a letter of satisfaction to Edison complimenting the superior performance of the light system, stating that none of the lights gave out after 415 hours and 45 minutes of constant use. *Columbia* safely arrived in Portland on August 24, 1880. Despite this, insurance companies were reluctant at first to underwrite the new vessel.

The success of the Edison lighting systems on board *Columbia* eventually convinced other shipping companies to install similar systems in their vessels, including the British Cunard Line. The next year, Cunard's SS *Servia* became the first major ocean liner to be lit by the incandescent light bulb. In service, the *Columbia* was greatly appreciated for its reliability.

During a major overhaul in July 1895, the original Edison generators were removed in favor of more modern counterparts. The dynamos were donated to the Smithsonian Institution and The Henry Ford Museum in Dearborn, Michigan.

On January 30, 1898, the *Columbia* broke the speed record between San Francisco and Portland. She left her San Francisco dock at 10:09 A.M. on January 28 and began traveling on a relatively calm ocean at a fast pace. On January 30 at 1:25 A.M., *Columbia* passed the Columbia River lightship, but was delayed for 12 minutes due to fog. After the fog lifted, the *Columbia* reached

Astoria at 3:20 A.M. and arrived in Portland at 10:27 A.M. It had taken barely two days for *Columbia* to travel from San Francisco to Portland. Although she was delayed by one hour due to several stoppages, she was able to shave one hour off the previous speed record.

Despite success in several areas, *Columbia* suffered an unusually large number of mishaps. On October 3, 1900, she was steaming slowly towards her dock in San Francisco while the ferryboat *Berkeley* was preparing to leave her slip. Captain Peter Doran of the *Columbia* and Captain Jim Blaker of the *Berkeley* misinterpreted each other's signals, which led to the collision of *Columbia* and *Berkeley*, destroying one of the ferry's lifeboats and badly damaging the *Columbia*'s bow. Both ships were taken out of service to be repaired following this incident. On September 14, 1902, the *Columbia* ran aground near Astoria due to low tide. She was subsequently refloated when the tide rose, and was returned to Portland the following night.

The same year, the *Columbia* collided with a wood barge in the Columbia River, resulting in major damage to the ship. On February 1, 1906, *Columbia* collided with a log raft on the Columbia River in dense fog. Luckily, she was not damaged in that incident. The fog however worsened enough to cause Captain Doran to anchor the ship until it lifted.

Columbia was undergoing a refit at the Union Iron Works dock in San Francisco when the 1906 earthquake occurred. The quake knocked *Columbia* off her supports, causing her to roll onto her starboard side and hit the dock. The ship's large iron hull was damaged and filled partially with water. It took two months to make temporary repairs to the vessel. Unfortunately, the hydraulic drydock being used by the *Columbia* was irreparably damaged from the liner's iron hull. *Columbia* was sent to Hunter's Point for permanent repairs. Along the way, the crew abandoned ship after a steam pipe exploded. The vessel eventually made it to dry dock and repairs were finally done.

Columbia was returned to service in January, 1907. On January 17, she became trapped in an ice pack on the Columbia River for four days near St. Helens, Oregon. The steamship *Aragonia* broke through the ice to free the *Columbia* the next day. When *Columbia* returned to San Francisco, the ship appeared visibly unscathed. On July 20, 1907, *Columbia* departed San Francisco with 251 passengers and crew for Portland, Oregon. When evening came, she was shrouded in fog about 12 miles offshore, but Captain Doran refused to slow the ship's speed. Even though the whistle of the steam schooner *San Pedro* could be heard nearby, neither Doran nor First Officer Hendricksen of *San Pedro* reduced the speed of either vessel. During this time, the rolling motion of the waves had caused many passengers to retire to their cabins due to seasickness. Fifteen minutes later, *San Pedro* was seen coming straight for *Columbia*. Doran ordered his ship to be put in full reverse, but it was too late. At 12:22 A.M. on July 21, *San Pedro* hit the starboard side of *Columbia*. Doran shouted at the other ship, "What are you doing man?"

and continued his ordered reverse thrust, but the impact damaged the bow of the wooden-hulled *San Pedro* and holed *Columbia*, which started to list to starboard and sink by the bow. Passenger William Smith of Vancouver, Washington described the impact as being "soft", while music teacher Otilia Liedelt of San Francisco reported the impact as being severe.

Captain Doran ordered the passengers to go to the lifeboats and that the lifeboats be lowered. Smith began going from cabin to cabin, knocking on each door. Many passengers did not respond due to seasickness, while others hurriedly prepared themselves to abandon ship. Smith reported observing a small family holding hands in their cabin, rather than attempting to save themselves. As the ship was sinking, Liedelt noted that Captain Doran had tied the whistle cord down on the bridge, and waved his hands in a final salute. *Columbia* at this point had developed a very noticeable list to starboard, allowing Lifeboat Number Four to be launched without being lowered. Eight and a half minutes after the collision, she began her final plunge. The stern of the ship rose out of the water and the ship slipped below the waves bow first in a matter of seconds. Once she was completely underwater, a large explosion occurred, sending many people dragged under by the vessel back to the surface. While many survivors believed the explosion was caused by one of *Columbia*'s boilers, another theory is that a massive release of trapped air from the sinking *Columbia* caused the explosion. 88 passengers and crew, including all the children on board, lost their lives during the sinking of the vessel. Due to the speed of the sinking, many lifeboats were unable to be launched. After the sinking, the lifeboats of *Columbia* and *San Pedro* launched a rescue effort assisted by the steamers *Roanoke* and *George W. Elder*. Although badly damaged and partially sunk with a noticeable list, the 390,000 ft. of redwood being carried in the *San Pedro*'s hull kept the steam schooner afloat. Close to 80 survivors were brought on board the *San Pedro*. Many were forced to hold on to one another so as not to be carried away by the waves which lapped across *San Pedro*'s semi-submerged deck. Along with transporting the survivors of the *Columbia*, the *George W. Elder* also towed the damaged *San Pedro* to shore.

In the wake of the disaster, hull inspector John Bulger, testified that the ship was up to modern safety standards as she carried four watertight bulkheads where law only required three in a ship of her size. Despite this, Bulger also testified should one of *Columbia*'s compartments be punctured by a collision, the water would cascade over the ship's bulkheads, allowing the ship to sink. A similar flooding action would occur nearly five years later, during the loss of the *Titanic*.

Columbia's sinking capped 17 years of service that were both star-filled and star-crossed. Another of the not-so-well-known bits of American "sea lore" you never hear about in school. Our thanks to John Marinovich for information that led to the publication of this article.

BOOKS AND PUBS



Hollandia Compendium: A Contribution to the History, Archeology, Classification and Lexicography of a 150 ft. Dutch East Indiaman (1740-1750)

— Jerzy Gawronski, Bas Kist, Odilia Stokvis-van Boetzelaer

Larry Friedlander brought this book to the February meeting. He had previously borrowed Dan Caramagno's copy and decided to purchase one for himself.

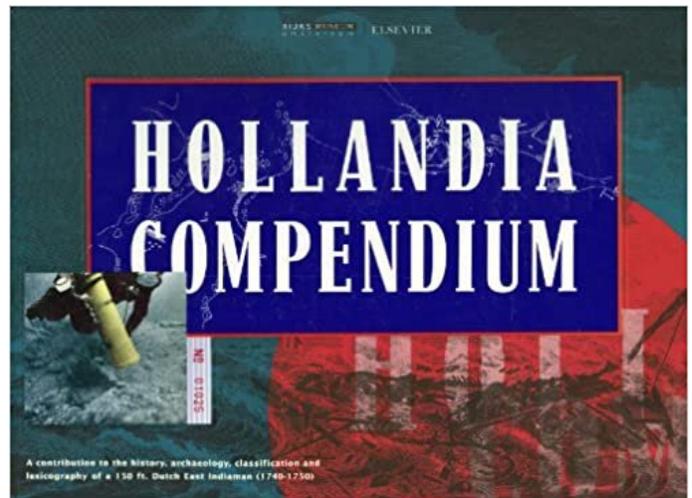
From amazon.com (available at their site):

The wreck of the Dutch East India Hollandia, which sank off the coast of Southwest England in 1743, is one of the most coherent and exhaustive sources of information about the history of the Dutch East India Company (VOC), 1602-1795. A collection of artifacts from the Hollandia, on display at the Rijksmuseum in Amsterdam, has drawn increasing interest to the activities of the Company's exceptional international enterprise - particularly with regard to production, trade, and transport.

The VOC succeeded in maintaining an almost worldwide trade and transport network for nearly two centuries. Artifacts from ships such as the Hollandia provide clues to the interworkings of the Company as a whole.

The Hollandia Compendium is an interplay between historical and archaeological data, thus providing an elaborate and detailed visualization of the VOC and its functions as a trading company.

The present study is a catalogue of objects originating from the wreck. It is a lexicon of administrative usage of the VOC. Additionally included are discussions of the significance of VOC ships to the development of a historical-archaeological discipline for further investigation of these wrecks, and a survey of historical sources, both material and written for information on ships of the VOC in the mid-18th century.



Product details

Series: 1740-1750
Hardcover: 529 pages
Publisher: Elsevier Science (February 6, 1992)
Language: English
ISBN-10: 0444894152
ISBN-13: 978-0444894151
Product Dimensions: 12 x 2 x 9.5 inches
Shipping Weight: 5.4 pounds

PSMS ModelCon



The Philadelphia Ship Model Society in partnership with the USS New Jersey Battleship Museum is hosting the

2ND ANNUAL 2020 MODELCON

WARDROOM, USS NEW JERSEY

1 AUGUST 2020

Seeking Volunteers!

**COME AND PROMOTE THE HOBBY TO THE GUESTS
OF THE USS NEW JERSEY!**

- BRING A MODEL
- WORK ON A MODEL
- GIVE AN INFORMAL PRESENTATION
- ENGAGE IN GREAT CONVERSATION
- TOUR THE SHIP

INTERESTED FOR MORE DETAILS?

[EMAIL: MODELSHIP@YAHOO.COM](mailto:MODELSHIP@YAHOO.COM)



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.

Direct All Correspondence To:

Tom Ruggiero
54 Peach Orchard Dr, East Brunswick, NJ 08816
(732) 257-6063
Email: trugs@comcast.net

Club Officers

PRESIDENT:

Bill Brown
28 Betsy Ross Drive, Allentown, NJ 08501
(732) 294-8960
E-mail: wldjbrown@gmail.com

VICE PRESIDENT:

Larry Friedlander
112 Holiday Lane, River Vale, NJ 07675
(201) 666-6984
E-mail: twomai@gmail.com

TREASURER:

Tom Ruggiero
54 Peach Orchard Dr, East Brunswick, NJ 08816
(732) 257-6063
Email: trugs@comcast.net

SECRETARY:

Tom Ruggiero
54 Peach Orchard Dr, East Brunswick, NJ 08816
(732) 257-6063
Email: trugs@comcast.net

WEBSITE CONTACT:

Chuck Passaro
E-mail: cpassaro123@gmail.com