



Volume 36, Number 6

## Newsletter of the Ship Model Society of New Jersey

June 2018

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Our next club meeting is  
**June 26th at 6:45PM**

ROSELAND PUBLIC  
LIBRARY



### MAY NOTES...

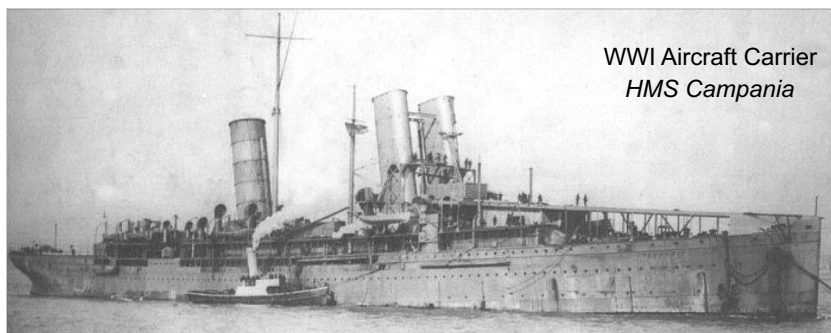
The May meeting was opened at 1845 by President Chuck. Chuck welcomed 20 members and one guest, Doug McKenzie. Doug is an accomplished model builder who lives in Denville. Bob Fivehouse, our past President and Honorary Member, came to the meeting all the way from Colorado; he is the current President of the Rocky Mountain Shipwrights. See "Show and Tell" for more from both of our visitors. The meeting adjourned at 2050 whereupon several members proceeded to the Caldwell Diner. [Click here](#) for meeting photos.

Treasurer's report. Tom Ruggiero presented the report. The Northeast Clubs Conference went well, and after paying off all liabilities, there was a significant surplus. Dues, payable at the June meeting, will add to that. If you haven't already paid your dues, please send a check made out to Ship Model Society of New Jersey to Tom Ruggiero, 54 Peach Orchard Drive, East Brunswick, NJ 08816, or bring your payment to the meeting.

Note the article "Pipeline to Vietnam" at the end of the newsletter. It is being published to give a somewhat more personal face to *The Broadaxe*. We have presented similar articles in the past, including reviews of trips to museums and historic sites by Barry Rudd and your Editor, and Nick Starace's memoirs of the time he spent aboard SS *United States*.

Do you have a story that you think might be of interest to our members? It doesn't have to be about modeling or time spent in the military. Just some tale, history or event from your past that you think others might enjoy. We all tend to get wrapped up in the technical and artistic in our meetings and correspondence, with the *person* we are taking a back seat. Getting to know a member a little better can add to the richness of our overall club experience and camaraderie. If you wish to contribute something, see Steve M. If you'd like, Steve will help you write your article.

Our next meeting is Tuesday, June 26th. The June Saturday Workshop was held on the 9th at Chuck's house.



WWI Aircraft Carrier  
*HMS Campania*

## UPCOMING EVENTS

### JUNE

#### 26 - Monthly Meeting

6:45PM, Roseland Public Library,  
1st Floor

### JULY

#### TBD - Group Working Session

#### 24 - Monthly Meeting

6:45PM, Roseland Public Library,  
1st Floor

### AUGUST

#### TBD - Group Working Session

#### 28 - Monthly Meeting

6:45PM, Roseland Public Library,  
1st Floor

## NEW BUSINESS



**Future Projects.** There was a discussion about member benefits given the funds that we have available. Tom brought up possibly getting shirts or other items, but Chuck would like to consider reinstituting a group build, with the club picking up some of the expenses. In the past, SMSNJ has had several group projects. These were the *Hannah*, the *Pinnacle*, and our last, the *Swan* Class cross section. They all presented a good opportunity for the group to get together on a single project, to share and to learn. Chuck stated that the last group build project, the *Swan* Class cross section, was a bit too complicated in his opinion. Larry Friedlander suggested the cross section that he is currently test building for Chuck as an alternative. Although it goes together in a straightforward manner, Larry is of the opinion that there is a significant amount of craftsmanship and scratch building technique that can be learned while building it. President Chuck will be looking into various projects that we might consider, and whether we want to work on it in our Saturday workshops or as a separate activity.

**Website Gallery.** Chuck announced that our website host no longer supports the software that we have been using to upload and display photographs. He asks that we take detailed digital photos of our completed models to display in a new website gallery. If you do not have the equipment or desire to take the photographs, we will be having a meeting where we can bring in our completed models so they can be photographed by Steve M. More details to follow.

**Election of New Officers.** It's time once more to elect officers. As mentioned last month, all positions except President are open. Also, as discussed last month, we are going to try having one person fill both the Secretary and Treasurer positions. Having the same person as Secretary and Treasurer is not usual but acceptable. Tom notes that in the short time that he has been acting Treasurer, he has found a lot of interaction between the two functions and is able to handle the positions very efficiently. Nominees at the May meeting were Larry Friedlander for Vice President, Tom Ruggiero for a second term as Secretary, Tom Ruggiero for first term as Treasurer. There were no other nominees. As confirmed by Bob Fivehouse, one of the formers of our Club Constitution, in the case of an uncontested election the current Secretary casts one vote for the nominees to make it official. This is based on Roberts Rules of Order. Tom cast his vote, so all is now copasetic.

## OLD BUSINESS



**Northeast Joint Clubs Conference.** Tom Ruggiero reported on this year's event. There was a round of applause for what turned out to be a very successful meeting and show. Next year, the Connecticut club is coordinating the conference.

**Plaque in Memory of Al Geigel.** The plaque that we have commissioned for our late friend and Plank Owner will be presented to Gracie in June. Tom Ruggiero will be making the arrangements and let us know details.

**Pennsville Farm Show.** As he has done for the past three years, Tom attended the Pennsville Farm Show the first Saturday of June, the 2nd, to set up a model display and demonstration. The Philadelphia Club once more joined him, and this year member Bill Brown participated as well. More details about the event in next month's *Broadaxe*.

## TECH SESSION



The Tech Session at the May meeting was *Rigging Techniques in Small Scale* by Tom Ruggiero. Tom was doing this as an add-on to the last session that was presented by Chuck Passaro. Tom notes that there is nothing original here and that these techniques are some of the many he has picked up from people like Jim Roberts, Dan Pariser, and David Antscherl.

Chuck demonstrated his methods for stropping blocks at the April meeting. He uses cyanoacrylate for fixing the strop to the block. Tom explained that he prefers white glue (Elmer's, Tite Bond, etc.) because they give more working time and because cyano turns cord to plastic and makes it very brittle. He mentioned that Phil Roach, an NRG Director and officer of the club in St Petersburg, Florida, added some interesting facts about white and carpenters glues in his build log on *Model Ship World*. White glue remains somewhat flexible after it cures. Yellow glue (carpenters glue) will become rigid. The key factor for model builders though, is that neither will glue to itself. So, if you want to remake a broken joint, you must remove the old glue. This fact explains a lot of the frustration Tom has had in his model building.

Tom started out by demonstrating how to make a splice. A splice is different from a seizing. The splice unravels the strands of a rope and intermingles them. A splice cannot be undone. A seizing is wrapping two segments together; a seizing can be undone. The first thing to do is take a length of line and fray the end. For his demonstration, Tom used .008" line from Syren (larger lines are easier). You can fray

## Rigging Techniques In Small Scale

the line with the back end of a tweezer. Once this is done, dip the frayed end in some white glue. Finally, wrap the end around a drill bit. Hold the glued end between your thumb and forefinger and twirl it. This initially glues the frayed end and forms an eye. Then, put it back on the drill bit. Now, take your seizing thread (Tom uses fly tying silk). Make a loop in the silk thread and wrap it around the joint. Put a tweezer through the loop and pull it tight. You've made two half hitches. Do it again, and the faked splice is complete.

The second thing that Tom demonstrated was stropping a block. Last month Chuck did 3/16" blocks. This month, Tom stropped a 2 mm block, .0787 inch or 7.5 inch in 1:96 scale. Note that most of the blocks higher up in the rigging on a frigate are 6 inch blocks.

There is no way to trap this block between your fingers. Instead, clamp the block in a clip with a flat tongue on the side with the holes. Then, put a tiny drop of white glue on both sides (but not on the ends). Wrap your line around the block. Holding the line, transfer the clamp so that it holds the thread in place. Now, use the seizing thread as before. Why no glue on the ends? So you can simulate a becket. To do this, you need to obtain a slit needle from a craft store. These can be obtained in the beading section. You use the slit needle to thread a rigging line under the strop on the arse end of the block.

After the presentation, Bob Fivehouse related that when he went home after attending his first meeting in 1984, his wife Jean asked him how it went. He told her some guy named Jim Roberts exhibited a whale boat and its "lions tongue and a crotch." He told her that he had no idea what Jim was talking about. After today's demonstration, Bob still doesn't understand a single thing. (Note from Tom: the Jim Roberts review that Bob was trying to recall had to do with worm, parceling and serving a rope. There is a ditty associated with this that goes "worm and parcel with the lay; serve the line the other way").



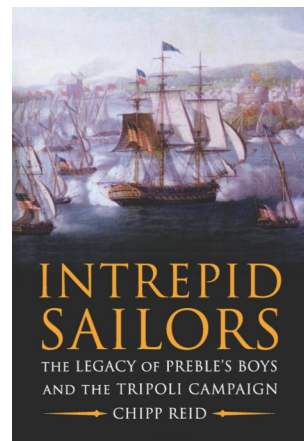
## BOOKS AND PUBS



### INTREPID SAILORS

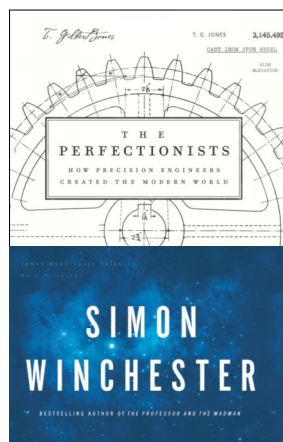
— by Chipp Reid, brought in by Steve Fletcher

The book, published by Naval Institute Press in 2012, is the complete story of Preble's boys in the wars against the Barbary pirates. Steve praised the meticulous detail in the book covering the history and careers of Preble, Decatur, Somers, Stuart, and Lawrence. There's lots of information inside the covers and it's a very interesting read.



### THE PERFECTIONISTS

— by Simon Winchester, brought in by Larry Friedlander



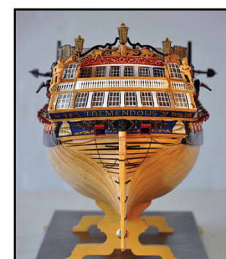
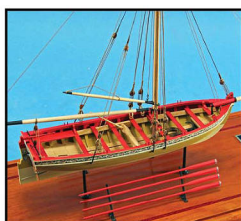
*The Perfectionists* has little to do with ship models. Rather, the book talks about the gradual evolution of precision in engineering and construction. It starts with the 1/10" spacing between a piston and its cylinder and how that was shown to be too large a gap. It also covers in detail the evolution of interchangeable parts and the assembly line. One example of precision engineering mentioned is Jo blocks. They are so flat and smooth that they can't be pulled apart; they can only be slid apart. Bob Fivehouse added that the use of steam turbines to drive ships was delayed because the technology wasn't available to machine the helical reduction gears. Larry says that the book is a fascinating read.

## THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, *Nautical Research Journal*, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

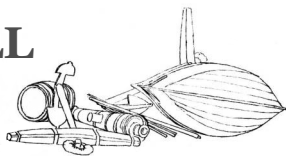
Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



For more information contact us at: [www.thenrg.org](http://www.thenrg.org) or call 585 968 8111



## SHOW AND TELL



### RMS *Campania* — Bob Fivehouse

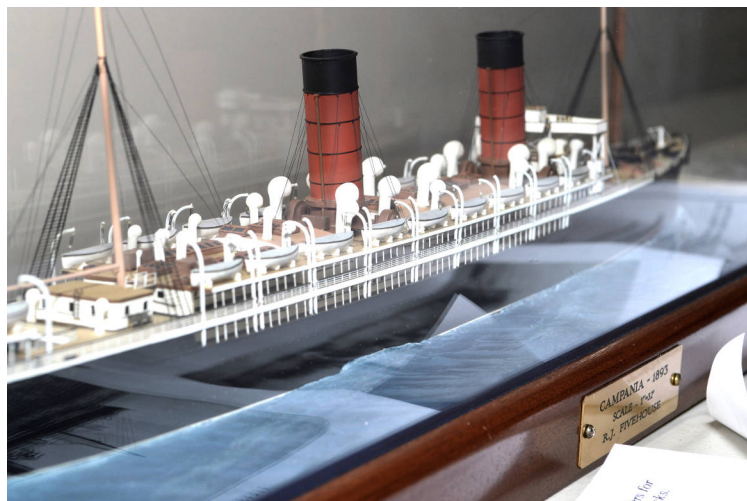
Bob brought his *Campania* to Manitowoc where it won a Gold Award. *Campania* also won an award at Mystic.

RMS *Campania* was a British ocean liner owned by Cunard Steamship Line Shipping Company and built by Fairfield Shipbuilding and Engineering Company of Govan, Scotland. She was launched on Thursday, 8 September, 1892. Identical in dimensions and specifications to her sister ship RMS *Lucania*, *Campania* was the largest and fastest passenger liner afloat when she entered service in 1893. She crossed the Atlantic in less than six days, and on her second voyage in 1893 she won the Blue Riband (passenger liner highest speed record) previously held by the Inman Liner SS *City of Paris*.

*Campania* and *Lucania* served as Cunard's major passenger liners for 14 years, during which time they were superseded in both speed and size by a succession of four-funneled German liners, starting with the *Kaiser Wilhelm der Grosse* in 1897. This sparked off a battle between the nations to create the largest, most powerful liners that resulted in the Kaiser and Olympic-class ocean liners. Competition with the Germans necessitated the construction of replacements for the two Cunarders, an effort that came to fruition in 1907 with the appearance of RMS *Lusitania* and RMS *Mauretania*.

With the appearance of a third Cunard giant in 1914, RMS *Aquitania*, *Campania* was no longer required. Her last planned voyage for Cunard was her 250th; it commenced on 25 April, 1914. On her return to Liverpool, she was chartered to the Anchor Line to do voyages from Glasgow to New York. However, when the First World War broke out, *Aquitania*, having completed only three voyages, was immediately commandeered by the Navy and converted into a fully armed merchant cruiser. *Campania* was recalled to take her place; unfortunately, she was too old and managed only three voyages before being sold for scrap. Her last voyage as a passenger liner took place on 26 September, 1914.

As it turned out, *Campania* was to have a last-minute reprieve. While she awaited demolition, the Admiralty stepped in at the last minute and bought her with a view to converting her to an armed merchant cruiser that could carry seaplanes. The original idea was to use float-planes which would be lowered into and



retrieved from the water by a crane. The conversion was carried out at the Cammell Laird shipyard in Birkenhead. Her interior was completely gutted, and room made inside to store up to 14 aircraft. She was also equipped with eight

—Continued on next page



## SHOW AND TELL



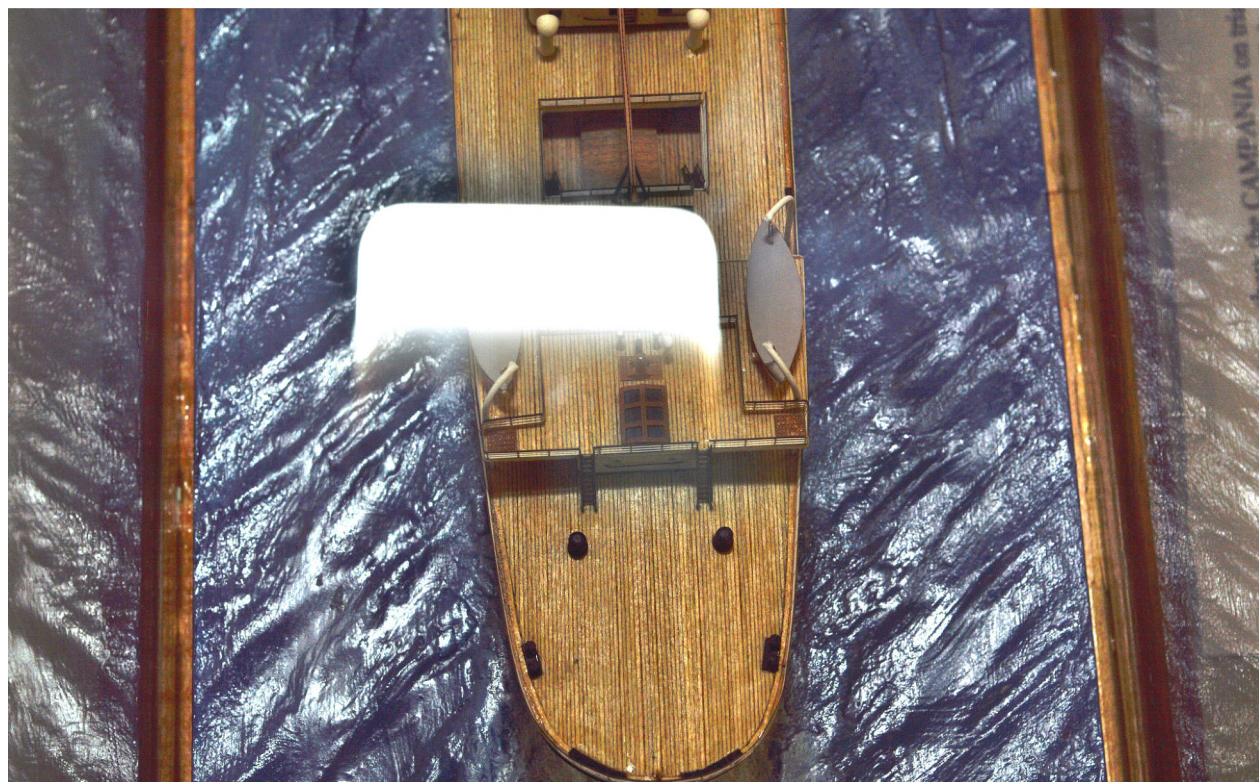
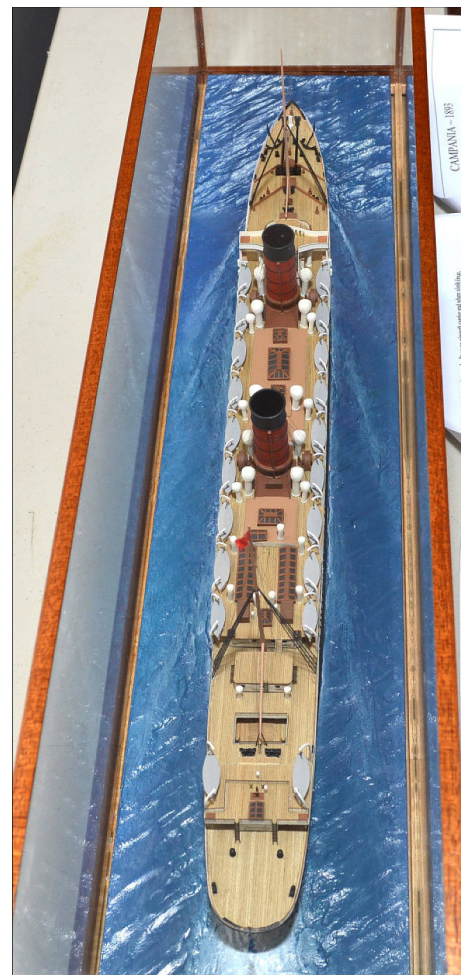
4.7" (120-mm) guns. The conversion was completed in 1915, and trials took place under Captain Oliver Schwann of the Royal Navy, with Charles H. Lightoller (formerly second officer of RMS *Titanic*) as the first officer. Two weeks later she joined the fleet at Scapa Flow as HMS *Campania*, and subsequently began maneuvers in the North Sea. Her job was to send aircraft ahead to scout for the German fleet.

After a short period, it was decided to add a 160 ft (49 m) flight deck at the bow to enable aircraft to take off directly from the ship without being lowered into the water. Trials following this conversion indicated that the deck was too short, so it was extended to 220 ft (67 m). The alterations required the removal of the forward part of the superstructure and the first funnel (which was replaced by two narrower funnels on each side— see page 1). The aft deck was cleared and the aft mast removed, so that she could also serve as an Observation Balloon Ship. *Campania* now bore little resemblance to her original configuration.

HMS *Campania* served with the Admiralty right up until 5 November, 1918 (just six days before the armistice was signed), when she was involved in an accident in the Firth of Forth. Buffeted by high winds, *Campania* dragged her anchor in a sudden squall, and at 0345 struck the ram bow of the battleship *Royal Oak*. She then dragged along the side of the battle cruiser *Glorious* and began to sink stern first. A few hours later an explosion—presumed to be a boiler—sent her to the bottom.

The scale of Bob's model is 1:384 ( $1/32" = 1'$ ). It is 19.44" long and displayed under way in a carved sea. The model is made of wood, paper, and wire. Her Blue Ensign is a naval reserve flag in place of the merchant flag. The deck planks are a veneer. Bob sealed and painted one side and laminated several pieces and made a sandwich. The model has a solid hull constructed using the bread and butter or lift method.

This is a beautiful and very realistic work. Well done, Bob.





## SHOW AND TELL



### USS *Rattlesnake* — Larry Friedlander

Larry created Rattlesnake's taffrail and quarter badge carvings with a turbo Carve using Bob Hunt's practicum. Rattlesnake is a Mamoli kit. The only thing Larry used from the kit was the bulkheads; the rest is basically scratch. Since the bulkheads are fairly far apart, the area between them is packed with balsa. The balsa needed to be sealed to accept glue, so this makes the framework effectively a solid hull. That allows a single planking and there are no low spots or hollows that would occur without the packing pieces. Larry made all of the gratings and cannon carriages. The model is looking very good and Larry is having fun with it.



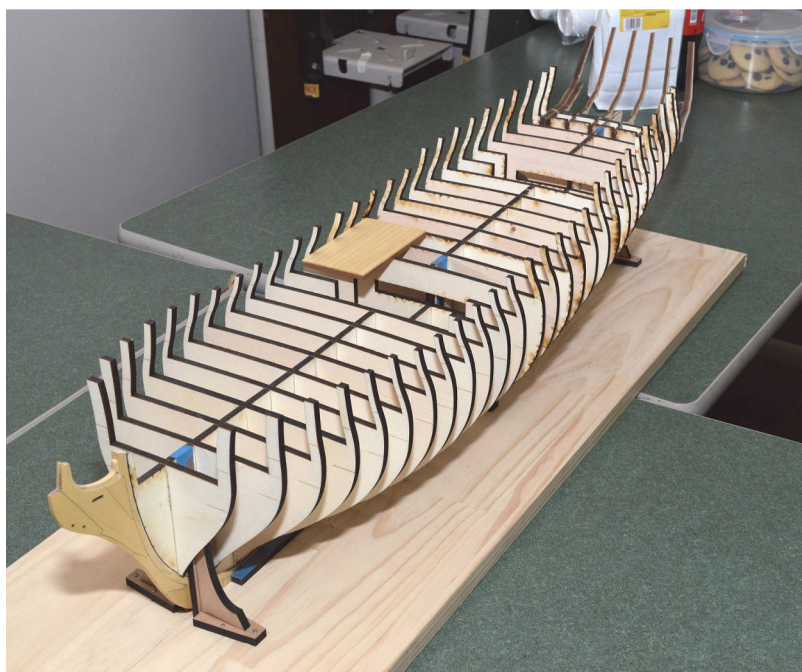


## SHOW AND TELL



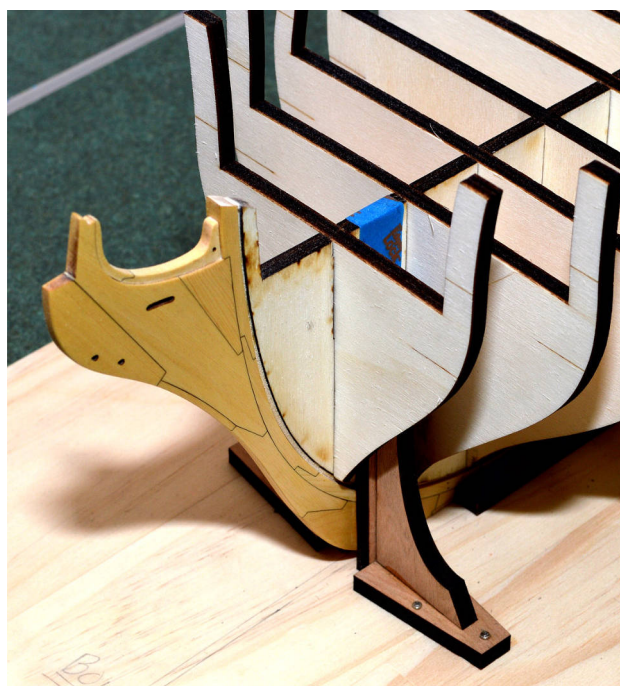
### USS *Fair American* — David Dikun

David is making very good progress on this model from a Model Shipways kit. Following advice from the last meeting, he shimmed the bulkheads to get them to the correct height. He also added blocks to keep the bulkheads square to the keel. This is his first model and he now has all of the bulkheads installed. It is looking very good.



### HMS *Winchelsea* — Chuck Passaro

Chuck is always doing something new. Mixed in with all the projects that he has in the works, including HMS *Winchelsea* in 1:64 and of boxwood, Chuck has always wanted to build a classic 1:48 frigate. So he brought in the start of a plank on bulkhead model in 1/4 scale. He will be using Alaskan Yellow Cedar and some boxwood. This promises to be a very impressive model. *Winchelsea* was a 32-gun frigate built in 1764. Chuck noted that she didn't have a stellar resume as did some other 32-gun British frigates, but she was extremely well documented with complete hull fittings, decorations, carvings, figurehead, etc. We look forward to a very interesting progression.





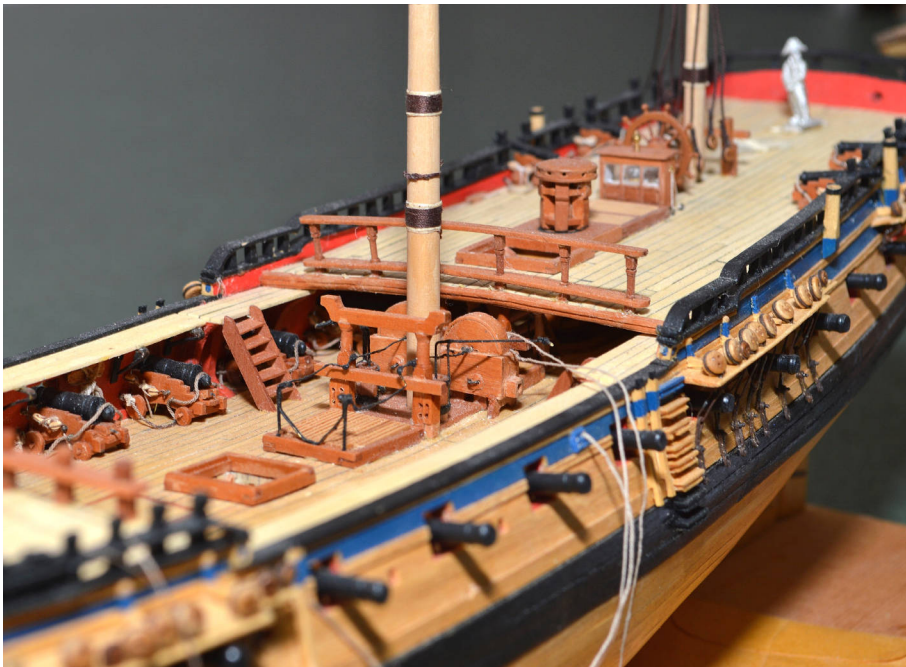
## SHOW AND TELL



### HMS *Liverpool* — Tom Ruggiero

Tom brought back his 1:96 scale frigate. He is making progress rigging the bowsprit, and the spritsail yard rigging is just about complete. He will be moving on to the mizzen mast rigging. The mizzen sail, or Driver, is very interesting in the period that Tom is modeling. The mizzen yard started as a lateen yard with a sail across its whole length. By about 1750, it was found that having a sail extending in front of the mast served no purpose. So, the forward part of the sail was eliminated, and the sail was laced to the mast. Larger ships kept the longer yard until about 1780. However, smaller ships went to a gaff. The problem is that the length of the gaff is given as a fraction of the length of the boom in Steel. There was no boom until 1790. Steel does give dimensions for the mizzen yard. So, Tom is going to use the length of the yard behind the mast for the length of the gaff.

A lesson for the ship model builder: Tom made the standing lifts for the spritsail. When he went to install them, they were apparently too long. So he cut them shorter. On bringing them back to install them, he noticed that when he rigged the halyard, it pulled the yard arm forward. Thus, the original length was correct. Lesson learned!





## SHOW AND TELL



### Leon — Doug McKenzie

May was Doug's first meeting. Not only did he bring a model, he emailed his Show and Tell form to the Secretary before the meeting!

The *Leon*, 302 tons, was built in Norway in 1880. *Leon* carried cargo until she developed a leak and was abandoned in 1915. Doug's model is 1:48 scale and is 32" long, with a beam of 7¼". Harold Underhill describes how he built a 1:96 model of *Leon* in a two-volume set *Plank-on-Frame Models*. Doug did not do extensive research. He had a question about the stanchions under the deck beams. Within six hours of submitting an inquiry on *Model Ship World* he had his answer.

Around 2007, Doug decided to build a working square rigger to experience sailing with square sails. He chose *Leon* as his inspiration as he thought she was absolutely beautiful in form and relatively simple in rig. The availability of Underhill's books was also a plus! Her name would be "Little Leon." Doug used modern methods of construction; there were no deck features so people could sit in it. At a scale of about 1:8 she was 16' on deck and 24 sparred. She took 2½ years to build. A website, [littleleon.org](http://littleleon.org), gives a very detailed log of how she was built and how she sails. After 2½ years of sailing her, he sold her (more accurately, gave her away) to a young married couple the same weekend that Hurricane Sandy hit. They carried on the website tradition with [littleleon.net](http://littleleon.net).

Fast forward to 2017. Doug is retired and was looking to build his first plank on frame model. After a lot of research into different types of ships he literally woke up one day and decided that he was going to build *Leon*. She's already framed out and the internal planking is well under way. Doug has learned an enormous amount about modeling with this effort. He has come to realize that the most important thing to do is research before construction! Great job Doug!



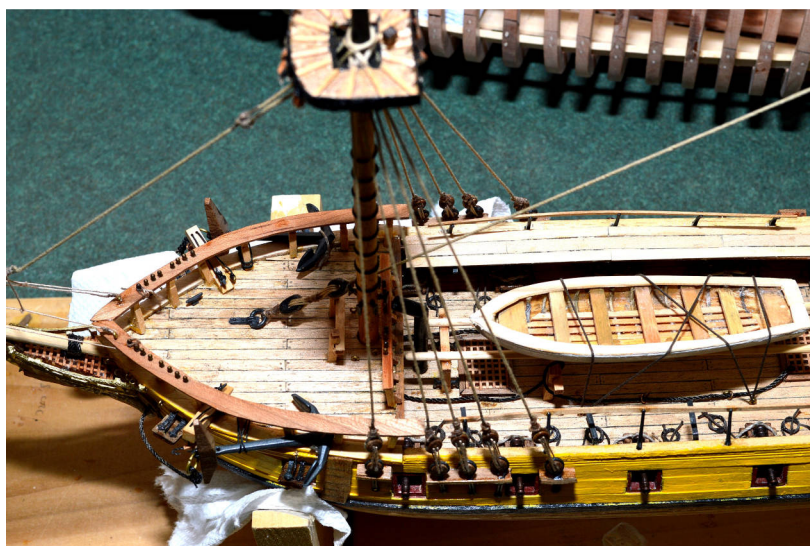
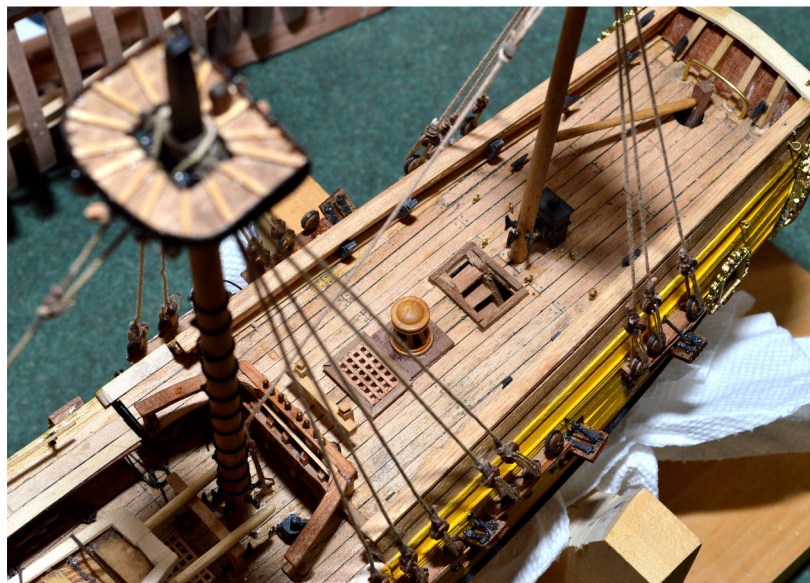


## SHOW AND TELL



### USS *Rattlesnake* — Steve Fletcher

*Rattlesnake* was a twenty-gun privateer. She was captured by the British and renamed *Cormorant*. Steve's model is from Mamoli. Since we've last seen it, Steve has completed the shrouds with ratlines and stays. Steve will be stopping at the lower masts to avoid a larger case. He notes that all the ratlines are affixed to the shrouds with clove hitches as per actual practice. Steve says this isn't that difficult, it just takes a long time. He works on the model while watching the Yankees. He has a few more lines to run, and then the construction will be complete. Good job, Steve.





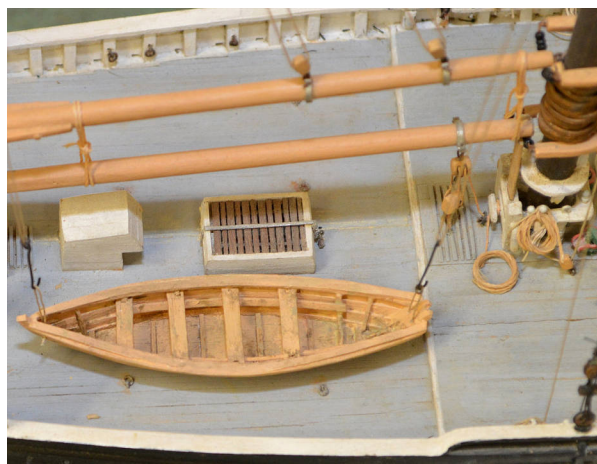
## SHOW AND TELL



### *LA Dunton* — Rich Lane

Rich brought back *LA Dunton*. The model is 1:64 in scale and is plank on bulkhead, scratch built from plans available at Mystic and supplemented with his own photographs and *The American Fishing Schooners* by Howard Chapelle. The vessel was designed by Thomas F. McManus and launched at Essex, Massachusetts in 1921. She was the last large all sail (engineless) fishing schooner except for a few that were built exclusively for racing. In 1922, she participated in the Fisherman's Elimination Races at Gloucester. The winner was the Canadian *Bluenose*.

Rich has to finish the ratlines, and then the model will be complete. He is less excited about ratlines than Steve, though. Very well-done, Rich.





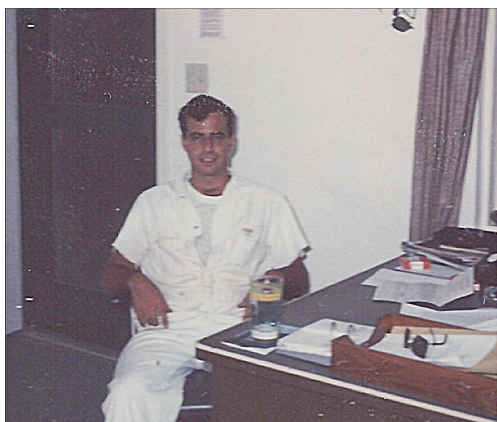
## PIPELINE TO VIETNAM

I am a Vietnam-era veteran. I did not spend time in Vietnam but directly supported our forces there as a fuel inspector. The majority of the fuel used in Southeast Asia during the Vietnam War was lifted from the Middle East.

A little background. Upon graduation from Columbia in 1967, I was commissioned an Ensign in the Naval Reserve, having been a member of the school's NROTC (Naval Reserve Officers Training Corps) program for the 4 years I attended college.

My first tour, 2 years, was aboard *USS Severn (AO-61)*, a fleet tanker home ported in Newport, RI. My second tour was spent in Saudi Arabia and Iran as a land-based fuel inspector. It was my job to monitor the quality and quantity of fuel loaded aboard chartered tankers on their way to various locations in Southeast Asia. All basically in support of the Vietnam conflict. Training for this assignment sent me for 3 weeks to San Diego and Long Beach, CA. One of my instructors in Long Beach was Bob Place. Despite warnings from Bob's co-workers that he had "a daughter he's trying to marry off" I paid no attention and ended up marrying her when my tour was over. Jean and I will celebrate our 48th anniversary this year.

My last year in the Navy was....interesting. In the summer of 1969, I flew from JFK to Dhahran airport in Saudi Arabia,



about 50 miles from my duty station, the Persian Gulf port of Ras Tanura. I was picked up in Dhahran by the person I was relieving, a week or two before his return Stateside. He had hidden a case of beer

under the front seat of our Navy truck and I'm thinking: "Nice – I'm just reporting, am going to be stopped at a roadside check (these were routine) and thrown in a Saudi jail for umpteen years." As you probably know, Saudi Arabia is a dry country. Fortunately, we were not searched.

Our Navy office (3 officers, 1 Yeoman) was located in an Arabian American Oil Company (ARAMCO) compound of several hundred British and American employees. We had nice housing facilities, including a house boy and all the comforts of home. In the compound there was a beach club, tennis courts, theater and commissary. Also, with not much



else to do but work and socialize, there was a lot of heavy drinking. How so in a dry country? It seems every respectable house, including ours, had its own still. The local authorities knew this, but tended to look the other way until a still blew up or started a fire. And yes, the stuff dripped out of the coil 160 proof. Our Navy hooch was said to be some of the best.

We were kept plenty busy. A call could come in at any time day or night to head down to the terminal for inspection of a ship's holds and certification of the fuel quality and quantities loaded. The whole process could take many hours. Product we worked with included auto gas, aviation gas (for prop planes, such as the Skyraider), 2 grades of jet fuel, Navy Special Fuel Oil (NSFO), diesel and several grades of lubricants. Tank inspection, especially in the middle of the summer, was not fun. Ships' hold temperatures could reach 150 degrees, and their rusted, rickety ladders always provided adventure with the prospect of a 60 foot free-fall. The Saudis we worked with at the refinery, tank farms and terminals were, without exception, friendly, helpful, generous folks.

In the Spring of 1970 I spent a month inspecting fuel in Abadan, Iran (the Shah was still in power at the time). Abadan was a stone's throw across the narrow Shatt al-Arab River from Iraq. Things were tense between Iran and Iraq even then; upon approaching the airport, AAA batteries ringing the civilian airport were the first clue. At the time, Abadan was a beautiful city; it was totally destroyed during the Iran/Iraq War of the '80s.

The Abadan stay was mostly routine except for 2 unique events. The first was the attack of the locusts. I was staying at a local hotel when they arrived. In spite of efforts to stuff towels under the door, dozens of them found their way into my room and flew all over the place. Freaky! The second event was the return trip to Saudi Arabia. Out of the blue, I was informed one day by my CO to immediately get out of the country, as things were getting too hot to stay. I left the next day aboard the tanker I was loading. It was the climax of a year's worth of experiences I will never forget.

—Steve Maggipinto



# 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 by both US mail and 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](mailto: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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Direct All Correspondence To:

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