

The MSB Journal

An online publication for model ship Builders



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www.modelshipbuilder.com



The MSB Journal

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On the Cover

Ed Marple Workshop Display
Ventura County Maritime Museum

Photo by: Robert Collin

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Editors Notes

Happy New Year everyone! I hope you all had a wonderful Christmas and New Year and are now ready to get on to 2010! It's going to be a great year!

We have some great things planned for the new year, both here in the MSB Journal as well as at the Model Ship Builder website. That being said, we'd like to enlist your help for the things we haven't thought of yet that you'd like to see at the site or here in the Journal.



If you have any thoughts or ideas for things you'd like to see, we'd like to hear from you.

We'd also like to ask for help from anyone who'd like to help contribute content to either the MSB Journal or the website.

For the website, we're always looking for articles that other modelers will find interesting or helpful.

For the MSB Journal, we're looking for a few regular monthly columnists. Over the past couple of years we've had a couple of members who have pitched in to help out and it has been a tremendous help. Whether you'd like to write long multi-part articles on modeling, short one time articles, or perhaps a simple one page regular monthly column such as the Book Nook or On the Work Bench I'd like to hear from you.

It's been a couple of years since I made mention of this, but also keep in mind that when you are visiting the site be sure to visit our google sponsors if you see any on there that look interesting. While some members have been kind enough to make some financial contributions to the site over the years, it has been the revenue generated by the clicks on these small ads that have generated the income to pay for most of the hosting fees and other expense that keep the site open.

These expenses, though relatively small now are growing daily as the site gets busier. Eventually, when the site gets too busy, our hosting service will probably be asking us to move to a dedicated server. The cost of using that kind of service is certainly more than I can afford to pay out of my pocket. So, if every member visited just one sponsors link a visit this would prove to be a great help in keep the site up and running.

Happy Modeling! And we hope to see you in the Model Ship Builder Forums!

Winston Scoville

www.modelshipbuilder.com

Toasts of the Day

by Gene Bodnar

In the days of sailing warships, sailors usually made a toast while imbibing their grog. If they had nothing special to toast for the day, there were always the old standards, depending on what day of the week it happened to be:

Sunday: Absent friends and those at sea.

Monday: Our native land; Queen and country.

Tuesday: Our mothers; health and wealth.

Wednesday: Ourselves; our swords; old ships (that is, shipmates).

Thursday: The King; honest men and bonnie lassies.

Friday: Fox hunting and old port; ships at sea.

Saturday: Sweethearts and wives.

The sailor quickly learned a whole vocabulary of new words associated with toasting with grog. Of course, grog itself was made up of two parts water and one part Pusser's rum. One tot was the standard daily ration, which was equal to one-eighth pint of rum. If the sailor desired his grog without water, it was called "neat." He might share his grog with a friend, but his friend was usually only allowed a sip, not a gulp. Gulpers could easily gulp



down the equivalent of a third of a tot, meaning that three gulps became a measure of one tot. If the sipper took three sips, it equaled one gulp. Of course, the gulper or sipper only partook of another's tot, not his own.

When the tot reached close to the bottom of the mug, the sailor would then give his friend the "sandy bottoms." When there were many sippers and gulpers around, it could easily come to the state of "Bob's-a-dying," which meant there was a stupendous drunken bash in progress.

Below decks during the 1800s, a popular drink called Flip consisted of one ounce of Pusser's and one pint of cold beer, especially while in port where plenty of beer was available. They would pour the rum into a mug, then the beer without sloshing or stirring it around.

Officers and those who came from the quarterdeck had their own favorite drinks, especially when they attended dinner parties and balls. Called Navy Punch, it consisted of a shaker

filled with ice cubes, an ounce of lime juice, two ounces of liquid sugar, and three ounces of Pusser's. Shake it up, pour it into a tall glass, and place a dash of nutmeg on top.

Those sailors who rounded Cape Horn, or "old Cape Stiff" as it was called, were issued another kind of drink called a Hot Toddy, which was believed to alleviate the cold and fatigue. It consisted of two ounce of Pusser's and a tablespoon of brown sugar.

Today, we have modern conveniences, so we have updated drinks. Modern Navy Grog doesn't taste much like the old grog, but it is tasteful and refreshing. Here's the recipe: Use a blender to crush one cup of ice. Blend in briefly three ounces of Pusser's, one ounce of lime juice, one ounce of orange juice, one ounce of pineapple juice, one ounce of passion fruit nectar, and one-half ounce of Falernum. Pour into old fashioned glasses; add a few ice cubes; and garnish with fruit and serve with a straw.

Cheers!



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and model ship kits*

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Vessel Research Team

From the Files of ShipWreck Central



HMS Hawke

HMS Hawke, launched in 1891, was the sixth British warship to be named Hawke. She was an Edgar class cruiser, a 12-gun twin-screw protected cruiser displacing 7,350 tons.

During 1914, at the start of the First World War, the Hawke, commanded by Captain Hugh P.E.T. Williams, was engaged in various operations in the North Sea. On 15 October, Hawke was torpedoed by German submarine U 9. Her sister ship HMS Theseus, which was in company, was attacked at the same time but was undamaged. The Hawke sank in a few minutes, with the loss of her Captain, 26 officers and 500 men - only four officers and about 60 men were saved.

You can learn more about this and other ships at

www.shipwreckcentral.com

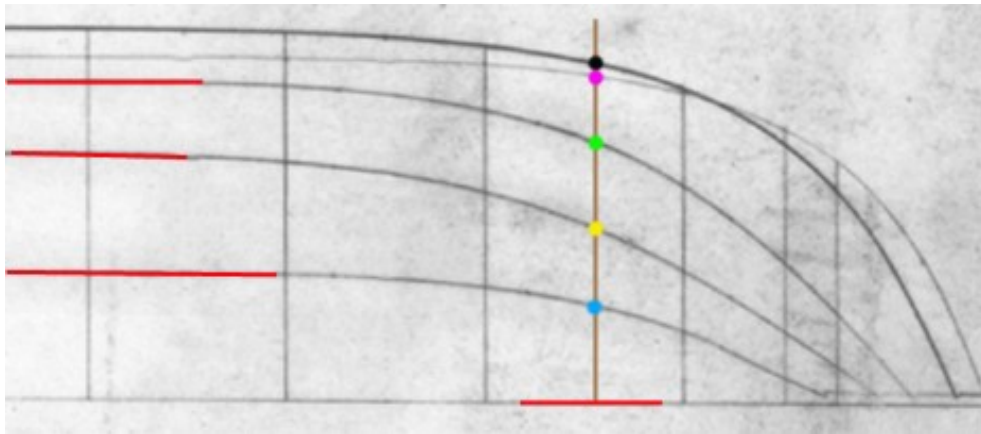


The Great Lakes

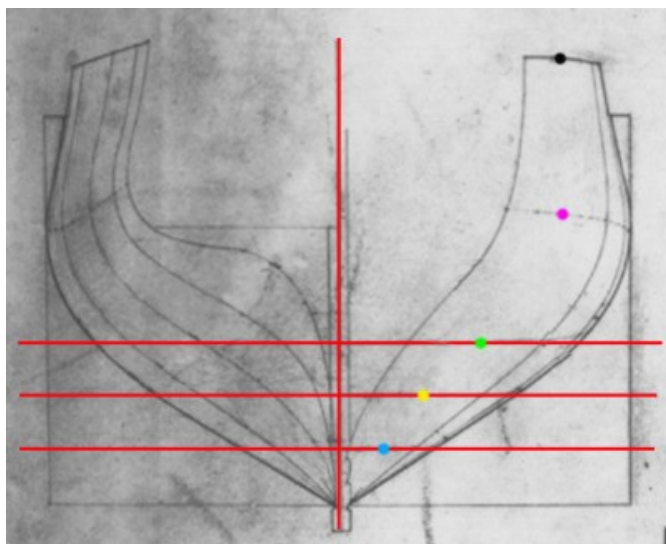
In our continuing articles on ships of the Great Lakes, in this issue we are going to look at constructing a half model.

The Half Hull

When model ship builders build a model they begin by "lofting " a set of hull frames from the plans. Many model ship builders are confused when they try to draw the frames from a set of plans and that confusion is justified because on most plans there just isn't enough information provided to accurately draw the frames.

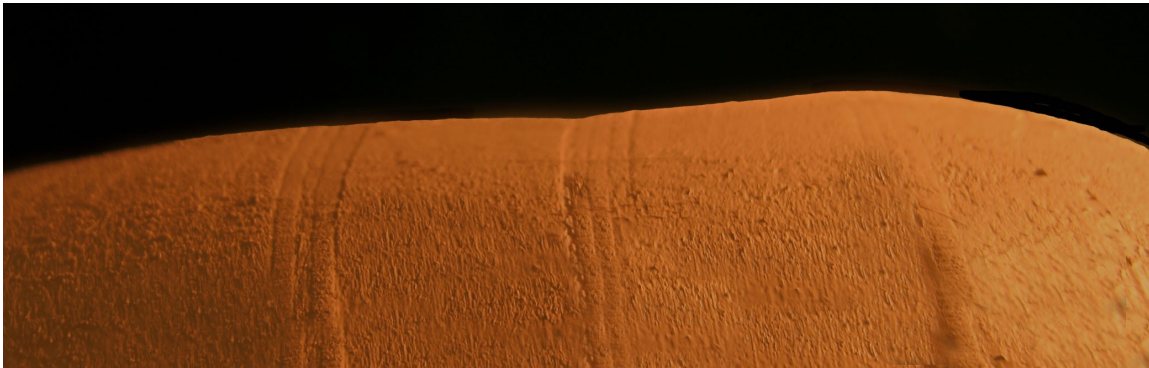


The basic method of lifting a frame shape from a drawn set of hull lines is as follows. From the half-breadth plan the dimension from the red center line to each colored dot is measured and transferred to the body plan.



With only three water lines this gives a rather general shape of the frame and there is a lot of open space for errors to creep in or left to interpretation. There are a lot of small shapes to a frame that do not appear on the line drawing especially at the run of the hull where the shape can be convex, straight or concave. It is not to say this method is wrong, to the contrary, it is done all the time but it is a slow tedious process of fairing lines over and over until everything forms a smooth and fair hull shape. Undoubtedly the half model gives

a more complete and precise impression of the hull than does a line drawing. A hull line drawing may have an unseen flaw that can not be detected until the hull is built. As an example of this is the photo of a half hull where either the station to the left is too small or the station to the right is too large creating a hollow. Looking back at the body plan this error would be between the first two station lines on the right side of the body plan. Because the lines are so far apart a slight error can go undetected. On the half hull the error shows up as a glaring error.



It was common practice to use the block type half hull as the prime designing tool in England and the American colonies as far back as 1715. The use of the "lift" half hull was invented in Massachusetts in the 1790's.

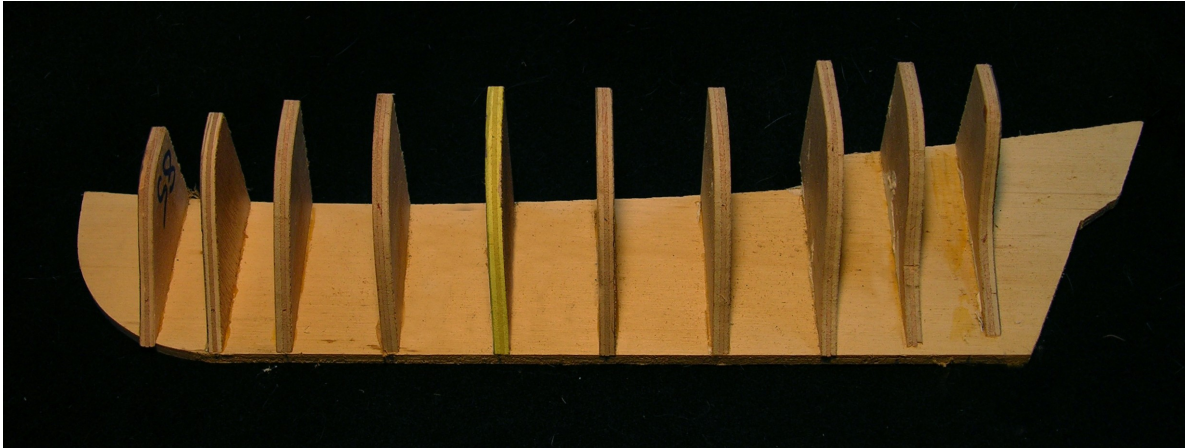
The half hull continued in use all the way into modern ship building. On the wall in a museum half models are displayed for steam ferry boats.



Rather than trying to draft a set of working plans of the first three ships built on the great lakes we will use the age old traditional method of first shap-

ing a half hull from the basic body plan that was developed in the last article. The process begins with cutting out a set of bulkheads from the body plan and gluing them to the profile. Before gluing the bulkheads to the profile a few questions need to be answered. First is how many bulkheads? The correct term is "stations" or station lines when drawn on a set of plans, in a model they are commonly referred to as bulkheads. These stations are placed on the profile to represent the location of the bends or mould frames, which control

the shape of the hull. Shipwrights will place these mould frames at every other frame or at every third frame. Starting with the dead flat or midship frame the stations are then spaced out fore and aft. In the case of this little schooner the midship was taken from the examples of the ships used to derive the shape of the hull from. In each case the midship in all the example ships were only a matter of a few inches difference. Do not be mistaken by the term "midship" and place it in the middle of the hull. A midship frame will most likely be forward of the middle of a hull. Dead flat is a better term as it is more accurate term and it is the frame where the hull begins to change shape forward and aft.



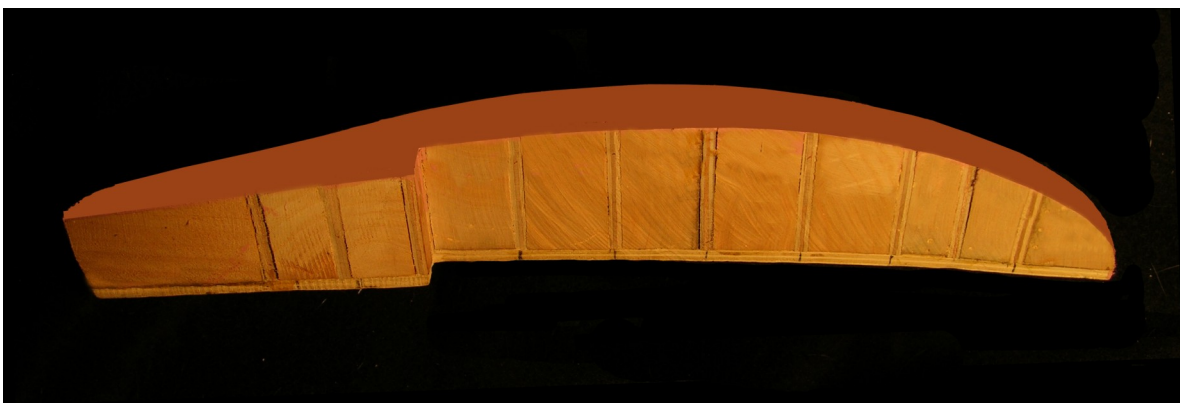
By looking at a set of hull line drawings with the station lines drawn in, and you know the station lines are the locations of the mold frames, with a little measuring and a little math you can figure out the framing of the hull. In this case to say the station or bulkhead is glued at every third frame means nothing unless you know what the sided dimension of the frames are and how far apart they are spaced in order to figure out exactly what the distance of the third frame from midship actually is. For our three schooners built on the great lakes in 1756 by colonial shipwrights, as luck may have it that information is indeed available. Our first source is the plans of the Chaleur, when the admiralty took off the lines they also recorded the size of the frames. On the plans the frame sizes are recorded as

floor timbers sides 10 inches, futtocks sided 9 inches. Still missing is the distance the frames are apart often stated as the room and space dimension, which is saying from center to center of the frames or floors. For this information we turn to archaeology and the Readers Point wreck. This wreck is of a colonial American built sloop excavated at St. Ann's Bay Jamaica. From the study of the wreck it is recorded the floor timbers were an average of 10 inches and frame futtocks average 9 inches with the floors on 22 inch centers. There you have it, now we know how far to space the bulkheads in the half model.

Filling in between the bulkheads is the next step. Use a soft wood such as Basswood, Willow or Balsa, I have also used a material called sign board which is a dense foam board used in making signs. While shaping the half hull first thing to keep in mind is the hull must convey a proper flow of lines, second is the accuracy of measurement. The model is carved to a quarter inch to the foot scale, but if you find the hull being under sized that can be adjusted when the lines are taken off.



Carving a half model begins by shaping the rail line, then moving down the hull to about the location of the wales.

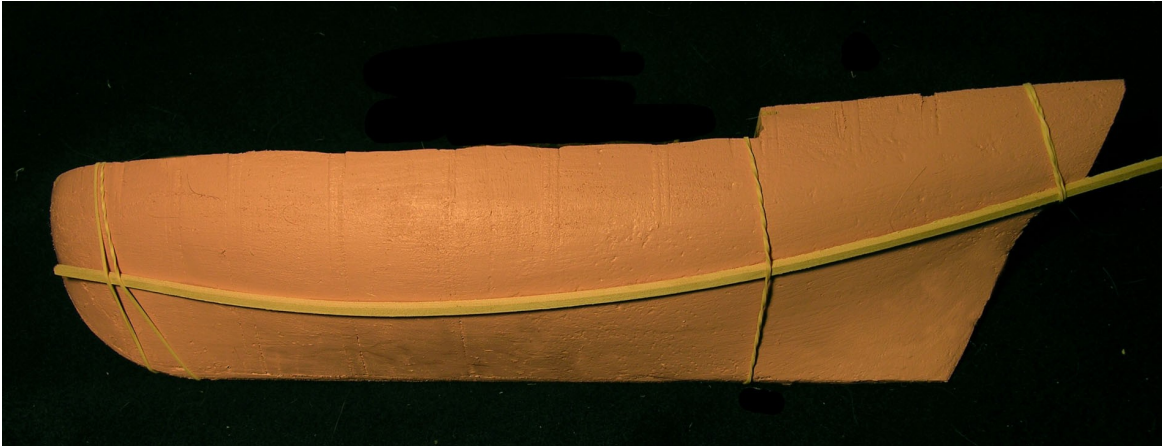


Shaping a half hull is based on the eye and skill of the shipwright and his knowledge of hull design. Because we are carving a half hull to represent three ships built for a specific purpose with speed and maneuverability in mind a reasonable representation of the ships will fit the needs and not to be overly concerned as to whether the design meets its intended expectations. In other words its just a model and we are not building a full scale war ship so don't worry if the design is not perfect.

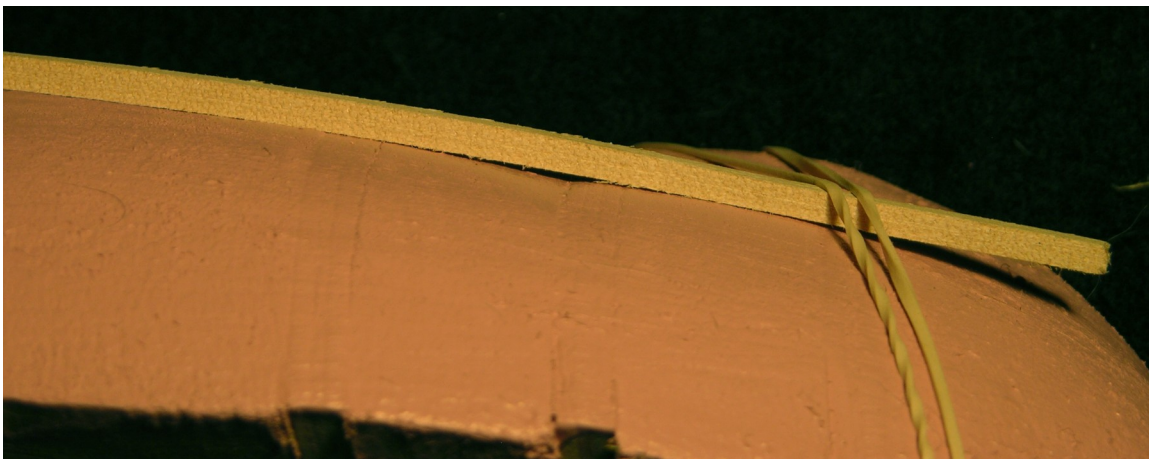
One good point with a half hull, it is in 3D and you can view it from all angles as apposed

to a 2D drawing where you have to visualize the final shape of the hull. The bulkheads used from the body plan of the proposed hull are basic references or starting points and are not intended to be the final shape. If you end up cutting away or adding to the size and shape of the bulkheads it is better to end up with a nice shaped hull as apposed to trying to maintain the original shape of the bulkheads.

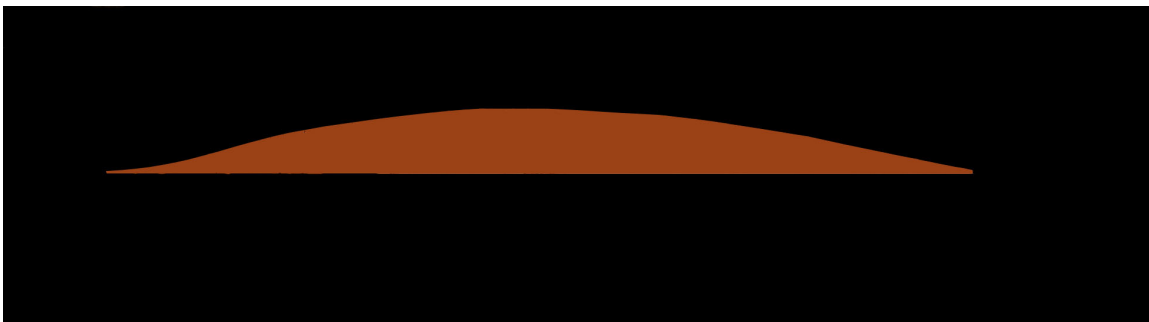
When shaping the hull we are looking for smooth and fair lines, a wood strip placed on the hull will show any low or high spots in the hull.



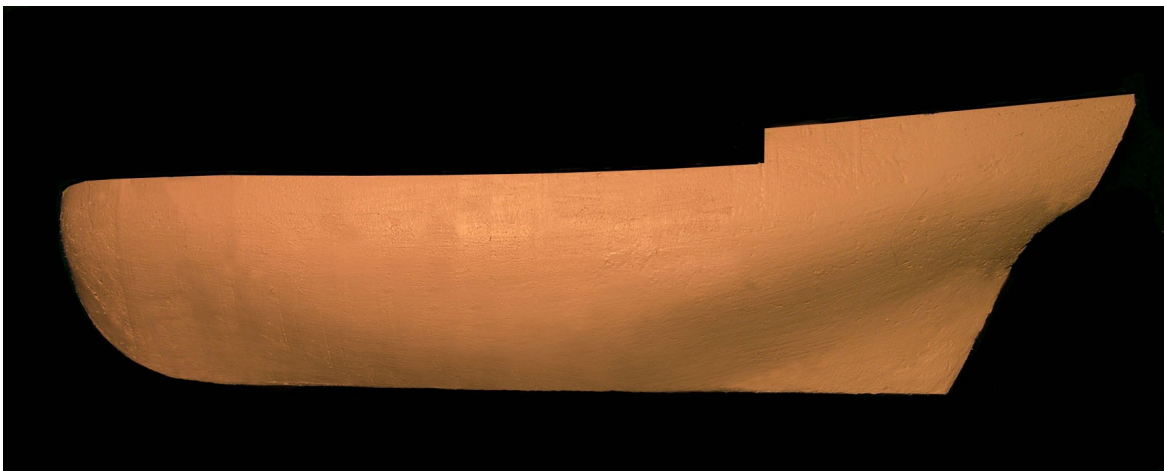
low spots can either be filled in or the hull sanded until the low spot is gone. This is a call you need to make as you work the hull.



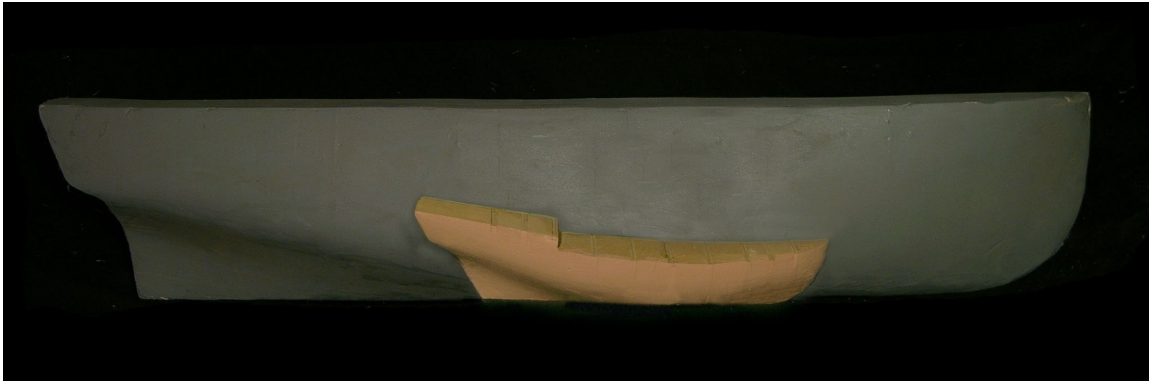
Once the upper part of the hull is shaped and the bottom is roughed in attention is turned to the lower part of the hull. The series of photos show the hull viewed from the bottom as the hull is rotated. By rotating the hull a profile of each waterline comes into view.



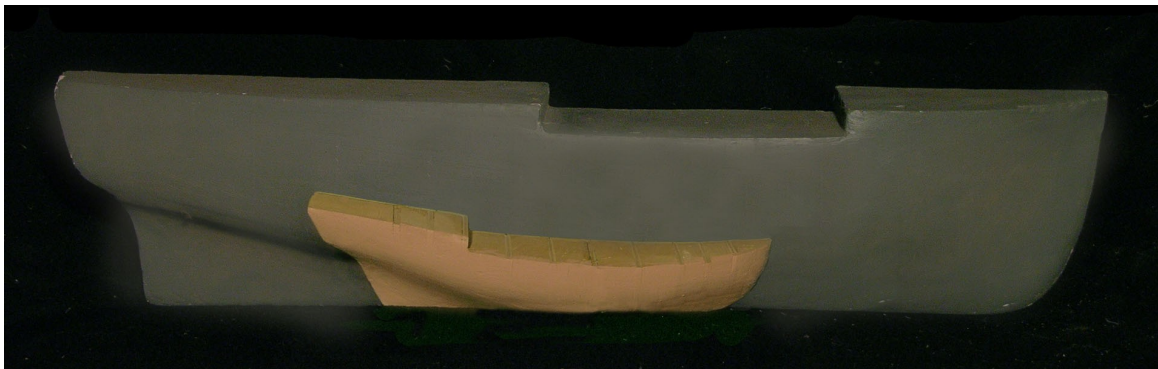
This is the final half hull design. The next article will cover using the half hull to build a plank on frame model.



The Great Lakes series of articles in the long run will cover the maritime history, designing of ships, drafting, and building models of various subjects. As a sneak preview of subjects to come is a comparison of the larger war ships built by the British Admiralty on the lakes. Below is a half hull model of the 58 gun frigate Prince Regent compared to the hull of the first three schooners built by the colonial shipwrights.



Another size comparison is the schooner and the 40 gun frigate Princess Charlotte



In all, three frigates were built and all three were state of the art, fast war ships designed to carry heavy metal.

Badges:

Heraldry of Canadian Naval Ships



HCMS Hunter

Vert a crossbow Or in bend sinister with two arrows Argent interlaced one on either side of the crossbow shaft.

Significance

The badge design was inherited from the Royal Navy with a slight alteration. In the original badge the two arrows stopped short of the cord on the bow, whereas here the arrows are extended and interlaced with the bow, making the device one unit instead of three.

MOTTO

READY WHEN REQUIRED

COLOURS

Hunter Green and Gold

BATTLE HONOURS

Pre-The First World War

GABBARD, 1653; SCHEVENINGEN, 1653; BARFLEUR, 1692; VIGO, 1702; VELEZMALAGA, 1704; LOUISBURG, 1758; QUEBEC, 1759.

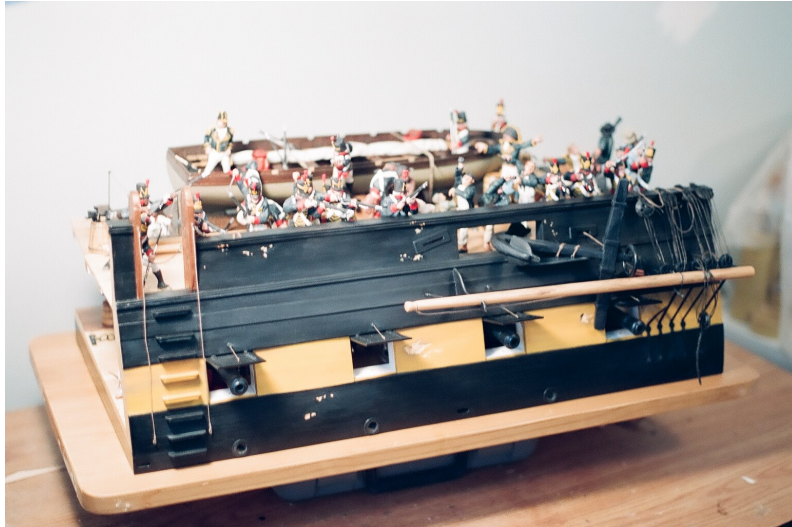
The Second World War

ATLANTIC, 1939-44; NARVIK, 1940; SALERNO, 1943; SOUTH FRANCE, 1944; AEGEAN, 1944; BURMA, 1945.

Note:

Perpetuates, by right of continuous unbroken service from the Royal Canadian Navy, seventeen warships of the Royal Navy which previously carried this name. This perpetuation cannot be passed on to a new construction.

USS Constitution Battle Station



A number of issues back we brought you an article on a battle station model of the USS Constitution built by well know maritime artist and model builder Rex Stewart (April 2009).

Well, Rex recently contacted me with an announcement for an upcoming project and we'd like to throw out support behind him on this rather ambitious project and we hope you will help out too.

A much anticipated event is coming up in 2012 celebrating the 200th anniversary of the USS Constitutions involvement in the War of 1812. Rex announced he will build a larger 1:24 scale Battle Station of the Constitution that will be displayed at the USS Constitution Museum.

Rather than get into all that Rex had to say, below is a message that Rex has sent out. I hope you will find this a worthwhile project and throw in your support.

Dear Fellow Ship Model Artist/ Maritime Enthusiast/ Collector:

Greetings!

As a contributing artist/model maker in the maritime, I have enjoyed my years of fellowship with many of you -both during great times and unstable times. And during these seasons we always have weathered the storms and found innovative ways to approach and accomplish goals in spite of the circumstances.

Minus those who know me, some of you may have heard of me by word of mouth, seen my work in publications, or at shows in and around New England and New York. And, some of you may have seen my work in PBS television auctions/

programs, or corresponded with me directly. And then, others may have seen the recent piece I produced for Ellis Island this year in celebration to New Yorks' Hudson River and its navigator Henry Hudson. (See enclosed images). And finally, some may have visited my website: www.rexstewartoriginals.com.

As a member of the Maritime Community I am humbly calling on other members to request support on a Project/ vision I'm undertaking relative to the historic ship USS CONSTITUTION.

Two years from now there will be a much anticipated event in 2012 which will celebrate the ship's involvement in the War of 1812 -the decisive battle which granted us freedom to the seas. To this end, I would like to make it possible, with your support, to endeavor a large 1:24 scale replica of the ship's gundeck for display at the USS CONSTITUTION Museum. Those who saw the smaller 1:24 scale prototype at Woods Hole, MA this year, and at the CBA Annual several years ago in Newport, R.I. can attest to the detail and workmanship of that piece. Enclosed are supporting images of the prototype.

Now that I have returned back to New England, it is my hope that I can obtain your support to realize this larger work. In essence, to celebrate our past veterans who served and to, inpart, educate our youth, visiting public, and those artists, authors, modelmakers and scholars who would utilize the gundeck for indepth research. Since nothing of this genre has ever been produced; and certainly not in wood, it would be fitting to have this available at the appointed time, 2012.

It will take approximately ten months to a year to produce since it will be painstakingly researched and handcarved in wood. to this end, I kindly request a donation (in any amount) to assist in covering the cost of this unique and timeless production. For those who know me and my work, it is undisputable and evident of the sincerity and passion I have for the maritime and its traditions. It is for this cause that I'm boldly addressing this VISION for all supporting Americans, without bias.

If interested, please send your support to:

*Rex Stewart
P.O. Box 503
Southbridge, MA 01550
United States*

SALTY SAYINGS

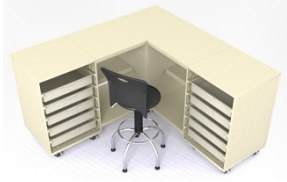
by Harry Campbell

WINGER: The junior hand of a twosome.

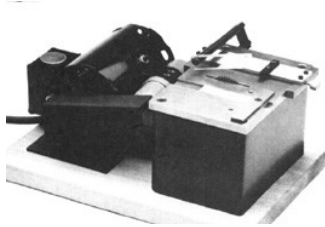
SHELLBACK: An old sailor who spins well-embroidered yarns of his past experiences.

SCRUB AROUND: To perform a task inadequately.

TO PART BRASS RAGS: To break a friendship in anger. The saying derives from the fact that close friends in the Royal Navy would share cleaning rags.



On The Workbench



Just about every standard power tool comes in miniature form and Miniature table saws are especially popular for model makers. They come in all sizes and shapes and work exactly as a regular-size table saw does but are used to cut smaller pieces of wood. The ability to mill your own wood is especially important to the scratch builder and unless they are able to get wood milled for them you will probably find one of these handy tools in any scratch builders workshop.

When using a miniature table saws however, you need to use even more caution than when working with a full-size table saw. Because the table is so small, your hands are working much closer to the blade when cutting wood. They may be small but they can just as easily cut off your thumb or finger just as easy as a full sized table saw. The table is also easily moved during cutting, so it is also highly recommended that you secure it to the work surface with screws or clamps to prevent movement.

Several blade attachments for the miniature table saw are available. The rip blade is used for rough cuts. The fine-tooth blade has more teeth per inch, so it's a good choice for cutting fine wood. The carbide blade cuts through light materials such as plastic or sheet metal. If blades are unsteady inside the table saw, installing support washers can help stabilize them.

There are a number of saws available on the market today and price varies greatly. So, before buying one, be sure to do your homework. First determine what you are going to use the saw for. There's no sense in spending a small fortune on a saw with a multitude of features if you are only going to be doing some simple cross cutting.

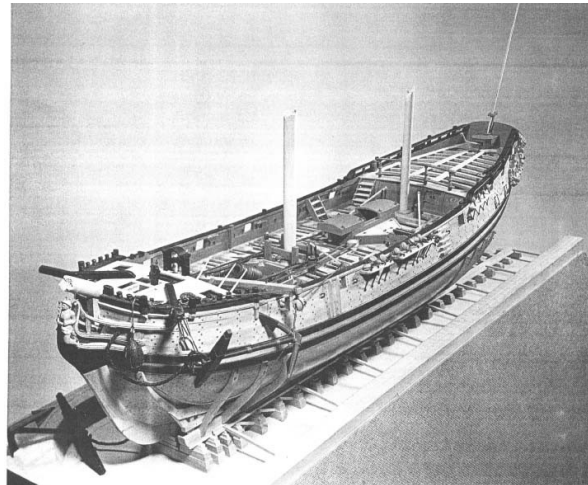
Upcoming Online Build at Model Ship Builder

Bomb Vessel Cross Section Build

We're pleased to announce that a new online build project is currently under development at the Model Ship Builder website.

The build will be a cross section build of a Bomb Vessel. It should make for a very interesting build offering the model builder the opportunity to learn various aspects actual ship building from the keel up.

The project is based on the Anatomy of a Ship book by Peter Goodwin, "The Bomb Vessel Granado 1742".



Bomb Vessel Granado 1742

Plans are currently under development and being drawn up by fellow site member Jeff Staudt. This model will be at the 1:24 scale (1/2" = 1'). For those wishing to build at a smaller scale you can easily reduce the drawings to the desired scale at your local copy center.

In addition to the usual online build practice of a textual and graphic practicum we are going to try something a little unique with this project. We are going to bring some of it to you in video format.

So this should be an interesting project to say the least. Not only from a modeling perspective but for us also from the technical perspective as this will be the first time we've done something like this.

We will keep you updated on the details of the project as they become available. For the most current information be sure to check at the Model Ship Builder site regularly as we will post all information there. (www.modelshipbuilder.com).

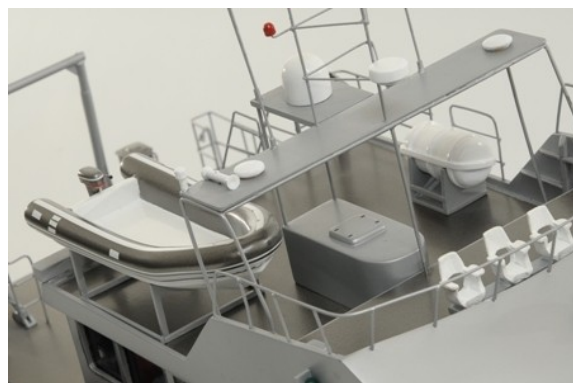
Custom Corner

This is a new section in the MSB Journal. It features custom built models that were ordered through Model Ship Builder or Premier Ship Models by clients from around the world.. They may or may not be historically accurate models as all models were built to the specifications of the client. I hope you like it. All models were built by our associates Premier Ship Models in the UK. Model Ship Builder is their representative in Canada.

The Rv Keary



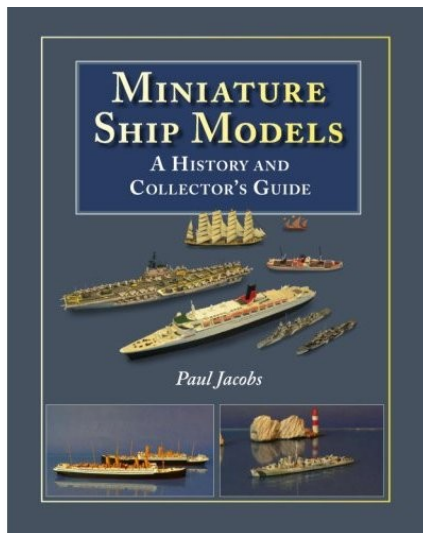
The Rv Keary model was produced for Geological Survey of Ireland. The Geological Survey of Ireland (GSI), founded in 1845, is the National Earth Science Agency. It is responsible for providing geological advice and information, and for the acquisition of data for this purpose. GSI produces a range of products including maps, reports and databases and acts as a knowledge centre and project partner in all aspects of Irish geology. It is a division of the Department of Communications, Energy & Natural Resources (DCENR).





RV Keary surveying the seabed south of Dun Laoghaire in August 2009

The Book Nook



Miniature Ship Models: A History and Collectors Guide

By Paul Jacobs

Naval Institute Press (2008)

ISBN-10: 1591145228

ISBN-13: 978-1591145226

[Model Ship Builder Amazon Bookstore](#) in the Book Nook Section)

Packed with hundreds of color photographs of the finest examples of miniature ship models in existence, this book traces the history of modern models back to their use as identification aids by the military in World War I, which turned into an industry after the war. It is the first serious history of the industry's development, the commercial rise and fall of companies, and the advancing technology that produced ever more detailed and accurate replicas. The author looks at the products of each manufacturer, rating their quality and suggesting why some are more collectible than others.

You can find this and more books at the

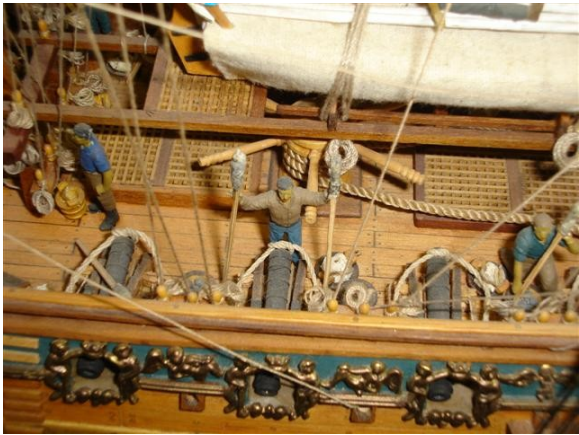
[Model Ship Builder Amazon Book Store](#)

All purchases made through our Amazon Store go to support this publication and Model Ship Builder website.



Contributors Pictures

These first few pictures were sent in by Gerry Elvy. They are pictures taken of models built by one of his co-workers father whom unfortunately passed away some three years ago. They look very interesting and we're looking at the possibility of displaying more of his models on the MSB site in the future. We'll keep you updated.



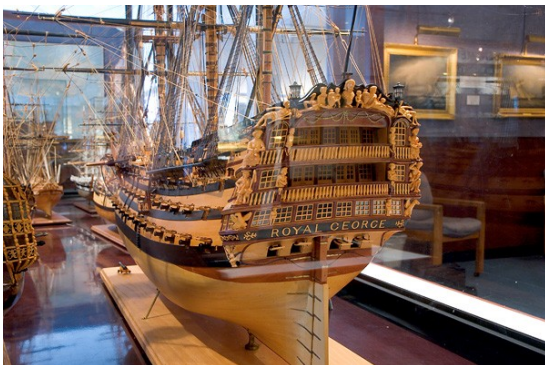
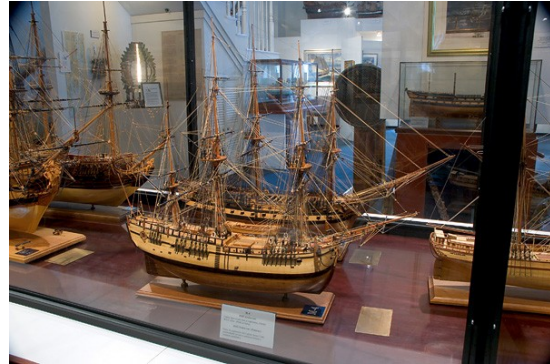
It will be interesting to see other pictures in the future from this model collection.



Next are some pictures of Albert Blevins Amati 1:50 scale kit bash version of the HM Cutter Lady Nelson.



The following pictures were taken by Robert Collin (PhotoBob). They were taken of models at the Ventura County Maritime Museum in Oxnard, CA, USA. This looks like a collection well worth visiting.

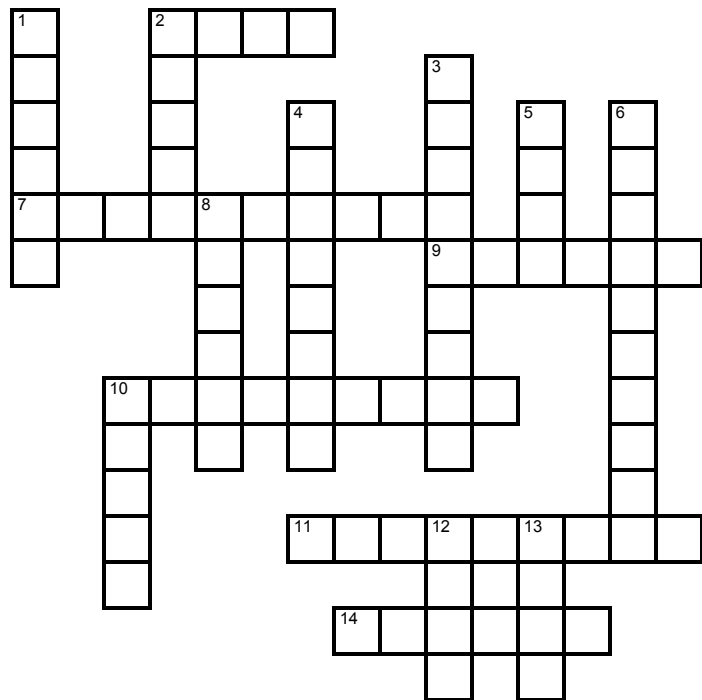
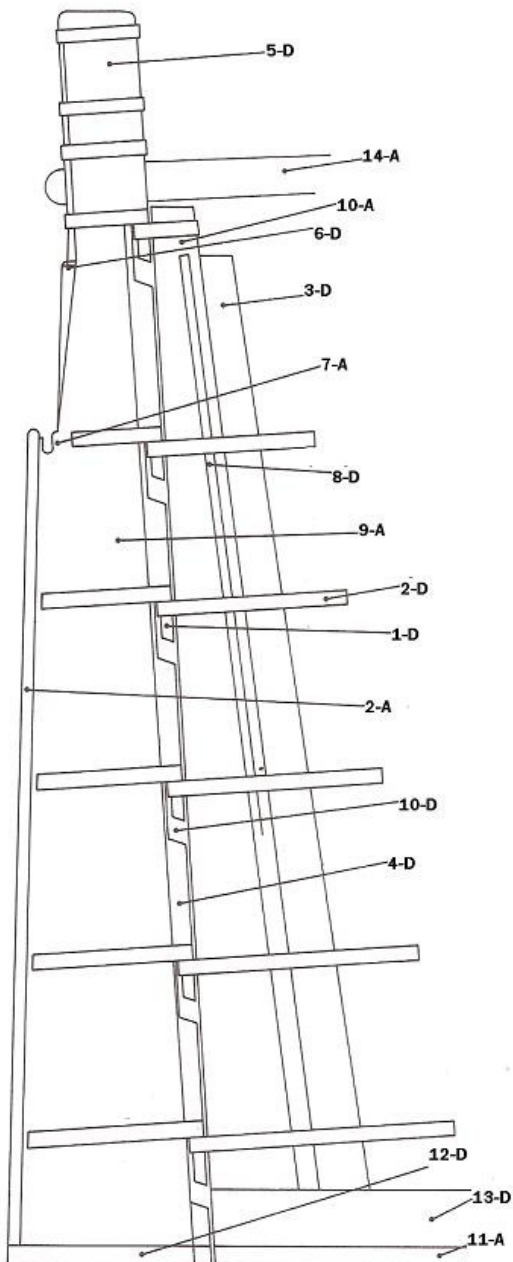




Rudder Terminology

by Gene Bodnar

Instead of using words for the definitions, this puzzle shows a line drawing of a typical rudder. The line drawing also describes where the various answers should be placed in the puzzle. For example, the "5-D" – the first part at the top of the line drawing – should be placed in 5-Down in the puzzle. "A" stands for Across answers in the puzzle.



Famous Ships and their Captains

by Gene Bodnar

The words in the list below are all hidden in this diagram. The words are always in a straight line and may read up, down, forward, backward, or diagonally. Cross a word off your list once you have circled it. Many words will overlap.



AHAB
CALYPSO
HEYERDAHL
LUSITANIA
PEQUOD
TURNER

ARGO
COLUMBUS
JASON
MAGELLAN
SANTAMARIA
VICTORIA

BLIGH
COUSTEAU
JONES
MAYFLOWER
SMITH
VICTORY

BOUNTY
CUTTYSARK
KONTIKI
NELSON
TITANIC
WILLIS

Cryptograms

by Gene Bodnar

1. OCX QDK JCH NCPJN HC YPJE HSK PEKQG VCQH. OCX
QDK JCH KRKJ NCPJN HC SQRK PH PY OCX EKLPNJ PH
YDCI LMDQHMS.

(quote by Carl Lane)

2. HNMBFSH VFSP BMPT WFSHTH ND HTN NRZ HETRZ
DWTMS UFRTJ BMPT NHHTH NHWFST.

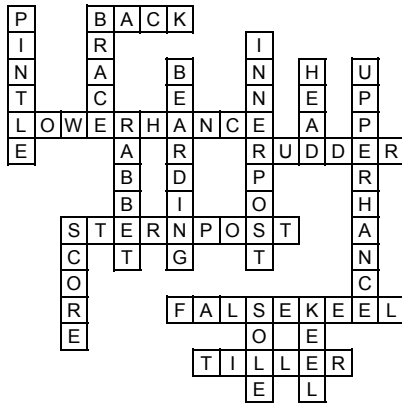
(Anonymous)

3. HG RYV Y VGQYOLX YO E ZFXYVYOG FHTX TCQ IX YFF
VJIIXQ, VYHFHOL XOGHQXFU YFCOX AU GNX VXY YO E
QHKXQ.

(quote by John MacGregor)

Answers

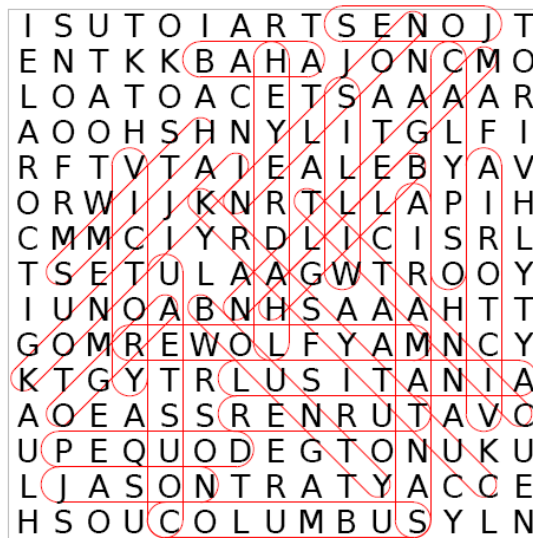
Rudder Terminology



Name the Parts

1. Mast
2. Futtock band
3. Lower masthead
4. Cap
5. Topmast
6. Truss crane
7. Lower topsail yard
8. Crane band
9. Topmast heel
10. Chain sling
11. Lower yard
12. Yard bands
13. Clover leaf block
14. Truss span
15. Truss link

Famous Ships and their Captains



Cryptograms

1. You are not going to find the ideal boat. You are not even going to have it if you design it from scratch.
2. Sailors work like horses at sea and spend their money like asses ashore.
3. It was a strange and pleasant life for me all summer, sailing entirely alone by the sea and river.

Modeling Clubs

Hyde Street Pier Model Shipwrights

Meet at the club's model shop aboard the *Eureka*, Hyde Street Pier, a National Park Service historic site in San Francisco on the third Saturday of every month @ 9:30 a.m

Contact: Leo Kane
Ph: (415) 821-0449
email: kanebulota@comcast.net

Tampa Bay Ship Model Society

Meet in downtown St. Petersburg, FL on the fourth Tuesday of the month at 7:00 p.m. except December.

www.tbsms.org

Contact: George Shaeffer
georgeshaeffer@gmail.com
Ph: (727) 798-0943

We'd like to build a database of modeling clubs from around the world.

If you would like to have your club listed here please send me the following details. Note if you have a website, it will be added to our links page too.

Club Name
When and where you meet
Club Website URL if you have one
Contact Person
Phone/email