



THE SCUTTLEBUTT

The Scuttlebutt is the official newsletter of the Rocky Mountain Shipwrights. Its objective is to promote, develop and further scale model shipbuilding, as well as study maritime subjects, including art, history and traditions.

February 2025

History at the End of the World

February Meeting

Shipwrights meet the THIRD Saturday of the month at Rockler Woodworking and Hardware. The store opens at 9:00 am and the meeting starts at 9:30.

2553 S. Colorado Blvd. Denver, CO 80222

Next meeting: Feb. 15, 2025

February Presentation

Jay Phillips will be giving a presentation on Sir Francis Drake's Golden Hind. The video will be shown interactively and will be paused when audience members wish to ask questions, discuss, or add comments.

Arvada Workshop

The workshop is on the FIRST Saturday of every month, beginning at 9:00 am at the Arvada City Hall, Police entrance.

8101 Ralston Road, Arvada, CO 80002

Next workshop: Mar. 1, 2025

Officers

Commodore..... Martin Jelsema
Skipper..... Phil von der Heydt
First Mate..... Jay McKeown
Purser..... Scott Shilling
Clerk..... Doug Graham

Committees

Events Chair: Erik Collett
Photographer: Jay Phillips
Historian: Roger Hanson
Scuttlebutt: Hugh Long
Webmaster: Rob Cuscaden
Workshop Chair: Ralph Buckwalter

Website

<http://rockymountainshipwrights.org>

Cargo Hold

Cargo Hold.....	1
Skipper's Log.....	2
January 18, 2025 Meeting Notes.....	2
February 1, 2025 Workshop.....	2
February 15, 2025 Meeting Agenda.....	4
The End of the World.....	4
Shackleton's Endurance and the James Caird.....	7
Get Your Swag.....	11
Website Password.....	11
Sources of Tools, Supplies & Services.....	12
Online Suppliers.....	12

Local Sources	13
Selected Informational Resources for Model Builders	14

Skipper's Log

I hope that many of us got a few extra hours at our benches doing another micro project during our snow cancellation last month. For me, this is building season. It seems like there is nothing like a blizzard outside to send me to my bench.

We missed our meeting last month where I had hoped to discuss the purposes that RMSW as an organization serves (aside from being a social group full of interesting and talented people).

In my last Skipper's Log, I listed the things that I have observed in the brief time that I have been a member:

- We all love our art and enjoy sharing our styles and techniques.
- We welcome experienced modelers and newcomers enthusiastically.
- We love teaching all shipwright skills.
- We enjoy sharing building reports and solving troubleshooting problems.
- We are a resource for families who find themselves with a shipwright's bench and models but without its shipwright.
- We serve as a clearing house for books, spare equipment, tools, and construction materials.
- We repair and clean neglected models, so that they can be proudly displayed.
- We enjoy maritime history and teaching others.
- We maintain an extensive modeling library.
- We maintain expensive and specialized equipment for member use.

I am interested in codifying these things for our publicist to create a brochure to hand out at public events like our shows and at the train show on April 4-6.

I hope those who are interested can help us to expand our activities in any of these areas and suggest ways to support individuals who want to lead us in these areas to enrich us all.

We look forward to another momentous year.

Fair winds and following seas.

Phil von der Heydt, Skipper
817-832-7631

January 18, 2025 Meeting Notes

There was no January meeting due to the storm and bitter cold that encompassed the Denver-metro area.



February 1, 2025 Workshop

At Saturday's turnout there were ten members in attendance: Jim Brooks, Ralph Buckwalter, Terry Duffin, Del Milne, Dan Hart, Martin Jelsma, Charlie Krinsky, Jay Phillips, Scott Shilling, and Phil van der Heydt.



Ralph B, Scott S (**SAN FELIPE 1690**), Charlie K, Jim B, Phil vdH, Terry D, Dan H, and Martin J



Dan H (TITANIC)



Dan H, Terry D, Ralph B, and Charlie K



Del M, Phil vdH, Martin J, and Scott S



Ralph B (GJØA)



Charlie K (USS NIMITZ)



Jim B & Martin J

February 15, 2025 Meeting Agenda

Please join us on Saturday February 15th at Rockler Woodworking and Hardware for our monthly meeting. The store opens at 9:00 am and the meeting starts at 9:30 am. Rockler is located at 2553 S. Colorado Blvd. Denver, Colorado 80222.

- Flag Ceremony
- Skipper's Report
- Purser's Report
 - Financial report
 - New policy on expenditures proposal
 - Budget for FY 2025
- Discussion of Skipper's Log
- Break
- History presentation (~40 minutes)
 - 40 Minute presentation of a 3D animation of the Golden Hind by Jay Phillips
- Show and Tell
- Old Business
- New Business
- Adjourn

The End of the World

As some of you know, I am currently not in Denver, but instead, I am a little south of South America, heading towards Cape Horn. This area is known as the "End of the World" and is abundant with nautical history, from Ferdinand Magellan's explorations and the straight named after him, to Sir Francis Drake and the Drake Passage, to Sir Ernest Shackleton's explorations, to Charles Darwin's travels on the HMS Beagle, and the after-mentioned Cape Horn, thought by many to be the area where the most shipwrecks and loss of sailor life's occurred to mention just a few.

In Punta Arenas, Chile, I visited the Museo Nao Victoria, an outdoor maritime museum that features full sized replicas of four ships that have special or historic heritage significance. The ships are the Victoria, the James Caird, the HMS Beagle, and the Schooner Ancud.

Ferdinand Magellan's explorations

The Victoria was a Nao (carrack) that was 89 ft long and 23 ft wide. It was part of the fleet commanded by Ferdinand Magellan that carried the first Europeans to discover the waterway around the southern tip of South America.



Sir Ernest Shackleton's explorations

The James Caird was a lifeboat of the Endurance designed to sail from Elephant Island to South Georgia Island during Sir Ernest Shackleton's 1916 Imperial Trans-Antarctic expedition in an effort to rescue the sailors when the Endurance became trapped in pack ice and finally sank in the Wendell Sea off Antarctica. A party of six made their way for 17 days and 800 miles across the Drake Passage, making it to South Georgia Island where they obtained

help for their stranded expedition. For more info, please see [Shackleton's Endurance and the James Caird](#).

Charles Darwin's travels on the HMS Beagle

The HMS Beagle was a Royal Navy ship, famed for taking English naturalist Charles Darwin on his first expedition around the world in 1831–36.

The Beagle was launched at Woolwich Dockyard, London in 1820. She was originally a 10-gun brig sloop, but as there was no immediate active use for her, she was refitted and allocated as a surveying vessel, under the command of Captain Robert FitzRoy. Her most famous passenger was the English naturalist Charles Darwin, who wrote about his five-year expedition aboard her in his travel memoir, *The Voyage of the Beagle*.



Schooner Ancud

The schooner Ancud was the ship that, under an 1843 mandate of the President of Chile, Manuel Bulnes, claimed the Strait of Magellan on behalf of Chile's newly independent government, building Fort Bulnes.

Sir Francis Drake and the Drake Passage



The passage received its English name from Sir Francis Drake during his circumnavigation expedition between 1577 and 1580.

The Drake Passage is a 600-mile-wide deep waterway that connects the Atlantic and Pacific oceans between Cape Horn (the southernmost point of South America) and the South Shetland Islands (about 100 miles north of the Antarctic Peninsula). The Drake Passage separates the cool, humid, subpolar conditions of Tierra del Fuego and the frigid, polar regions of Antarctica.

Although it bears the name of the famous English seaman and global circumnavigator Sir Francis Drake, the passage was first traversed in 1616 by a Flemish expedition led by Willem Schouten, and before that,

in 1525, Spanish navigator Francisco de Hoces sailed through it while sailing south from the entrance of the Strait of Magellan.

In September 1578 Drake made it to the Pacific, but violent storms destroyed one of the three ships, the *Marigold* (captained by John Thomas) in the strait and caused another, the *Elizabeth* (captained by John Wynter), to return to England, leaving only his flagship the *Pelican*. The *Pelican* was pushed far south and discovered an island that Drake called Elizabeth Island. Drake probably reached a latitude of 55°S along the Chilean coast. In the Magellan Strait, Francis and his men engaged in skirmishes with local Indigenous people, becoming the first Europeans to kill Indigenous peoples in southern Patagonia.

Drake pushed onwards in his lone flagship, now renamed the Golden Hind. The Golden Hind sailed north along the Pacific coast of South America, attacking Spanish ports and pillaging towns. Some Spanish ships were captured, and Drake used their more accurate charts for his navigation.

At this point Drake began to consider how best to return to England and decided against going back through the dangerous weather and presumed Spanish resistance and decided to continue north up the American coast and return to the Atlantic by the rumored Strait of Anián. From there he could return to England by completing a circumnavigation of the world.



Most sources agree that Drake reached a latitude of at least 48° north and after failing to find the Strait of Anián he turned back and headed south.



In 1579, the ship briefly made landfall at what is now South Cove, Cape Arago, just south of Coos Bay, Oregon, and then sailed southward. In June, Drake and his crew found a protected cove when they landed on the Pacific coast of what is now Northern California. While ashore, he claimed the area for Queen Elizabeth I as Nova Albion. To document and assert his claim, Drake posted an engraved plate of brass to claim sovereignty for Elizabeth and every successive English monarch. Drake and the Golden Hind left New Albion on in July.

On 26 September 1580, the Golden Hind sailed into Plymouth with Drake and 59 remaining crew aboard, along with a cargo of spices and captured Spanish treasures. Drake was hailed as the first Englishman to circumnavigate the globe.

Cape Horn

Our original itinerary had us going across the Drake Passage and to Antarctica, but it had been pulled a month or so ago. The 13-year-old adventuresome boy in me was disappointed, but the 61-year-old married man was okay with the change as the traversing the Drake Passage is rocky, even under good conditions.

With the thought of Antarctica in mind (actually the fact we were not going there),



our Captain announced that if the weather remained favorable, he would take us to Cape Horn.



The weather conditions at Cape Horn are brutal: cold, wet, and sudden changes make the place one of the most inhospitable corners of the seven seas. Due to the prevailing westerly wind drift, the passage from east to west can be more turbulent than Mr. Toad's Wild Ride at Disney. Cape Horn is home to the largest ship graveyard in the world, with over 800 sunken ships and over 10,000 sailors' deaths. It is the most hazardous of the three great capes that still frightens and fascinates people to this day.

The weather was on our side, and we got to go to Cape Horn, and even though the Captain announced that the wind was at least 50 mph, I ventured out on to the deck. Walking towards the bow was an adventure, especially right where the deck angled from along the side of the ship to the open bow. This area was where the wind was hitting you right in the face as you walked from the "protective" cover of the ship to the open bow. It was surreal to think that this was considered "good" weather as I needed to hold onto anything solid to remain upright with the rush of wind and rain hitting me squarely in the face. Once you got around the curve to the bow, the view was breathtaking. The wind was still howling and at one point while switching hand holds, the wind knocked my glasses from my face, but luckily, I was able to corral them as they bounced around the deck after a few attempts. The saying that "pictures (and videos) do not do it justice" is in full play here. Sure, the pictures show you what it looked like (in the split second of the lens snap), but it does not catch the feeling of being out in there in the open air. It is something that I cannot fully describe.



There is a lighthouse (actually two) on Cape Horn, and José Luis Luarte Sepúlveda is the current lighthouse keeper. It is his job to look after the light at Cape Horn and keep his eyes over the passing marine traffic. Jose is a Chilean soldier who has been living at Cape Horn for four years with his wife, children, and cat.

Shackleton's Endurance and the James Caird

Many of know about Sir Ernest Shackleton and his Antarctic explorations, but did you know about how he turned one of his biggest "failures" in one of his biggest successes?



Let us look at Shackleton's 1914–1917 Imperial Trans-Antarctic Expedition aboard his ship the Endurance.

The Endurance was the three-masted barquentine in which he and a crew of 27 men sailed for the Antarctic on the 1914–1917 Imperial Trans-Antarctic Expedition. She was designed for polar conditions with a very sturdy construction. Her keel was constructed with four pieces of solid oak, one above the other, adding up to a thickness of 85 in, while her sides were between 30 in and 18 in thick, with twice as many frames as normal with the frames being of double

thickness. The bow, which was designed to meet the ice head-on, had been given special attention. Each timber had been made from a single oak tree chosen so that its natural shape followed the curve of the ship's design. When put together, these pieces had a thickness of 52 in.

Of her three masts, the foremast was square-rigged, the mainmast and mizzenmast were both fore-and-aft rigged, making her a Barquentine. In addition to her sails, the Endurance had a 350 hp coal-fired steam engine, making the ship capable of speeds up to 10.2 knots.

At the time of her launch in 1912, the Endurance was arguably the strongest wooden ship ever built with the possible exception of the Fram, the vessel used by Fridtjof Nansen and later by Roald Amundsen. There was one major difference between the ships. Fram was bowl-bottomed, which meant that if the ice closed in against her, the ship would be squeezed up and out and not be subject to the pressure of the compressing ice. Endurance, on the other hand, was not intended to be frozen into heavy pack ice, and so it was not designed to rise out of a crush.

Embarking on her maiden voyage, in August of 1914, the Endurance sailed from Plymouth, Devon, South West England and set course for Buenos Aires, Argentina. From there she headed to the island of South Georgia (around 870 mi) east of the Falkland Islands. Shortly after leaving South Georgia, the Endurance encountered pack ice and became trapped in the ice.

With her inability to break free from the ice sheets, the Endurance floated with them. As the dark winter months of May, June, and July began in the Southern Hemisphere, Shackleton noticed that the ice sheets were thickening and threatening to crush the Endurance.



As winter passed, the pressure built up so heavily and eventually broke through the hull (remember the design of the hull?), allowing the icy water to enter. The Endurance was doomed, and on October 27, 1915, after being trapped in the ice for 10 months in the Weddell Sea off Antarctica, Shackleton called for his crew to abandon ship. Shackleton had the crew salvage as much as they could from the ship and as the Endurance sank, the 27-man crew set up camp on the slowly moving ice floe which is drifting in a northerly direction.

Shackleton's first plan to save the crew was to march across the ice to the nearest land and try to reach a point that ships were known to visit. After struggling to make headway over several days, they abandoned the march and established "Patience Camp" on a flat ice floe, and waited as the drift carried them further north, towards open water.

By the beginning of April, the ice floe had melted to the point of it no longer being safe for the crew and Shackleton ordered the supplies loaded into the boats and launched. Over the next seven days they sailed and rowed the three lifeboats through stormy seas and dangerous loose ice and reached Elephant Island on April 15th.



Elephant Island is on the eastern limits of the South Shetland Islands and far beyond normal shipping routes and the likelihood of rescue was next to nothing. The island had fresh water and a relative abundance of seals and penguins to provide food and fuel for immediate survival. The beach where the party had built a camp was already being swept by almost continuous gales and blizzards as the Antarctic winter approached.

After discussions with the expedition's second-in-command, Frank Wild, and Endurance's captain Frank Worsley, Shackleton decided to attempt to reach the whaling stations on South Georgia island. A journey of 700 nautical miles across the Southern Ocean while winter was rapidly approaching. During this journey they could expect to meet hurricane-force winds and the notorious Cape Horn Rollers, waves measuring as big as 60 feet. Shackleton selected the 22.5-foot-long James Caird for the journey.

Shackleton asked the expedition's carpenter, Harry McNish to modify the James Caird and was able to raise the sides by 8 to 10 inches. McNish then built a makeshift deck of wood and canvas, sealing it with oil paints, lamp wick and seal blood. The craft was strengthened by having a mast of one of the other boats lashed along the keel. She was then fitted with her own mainmast and a mizenmast and to lessen the risk of capsizing in the high seas, Shackleton ordered approximately 1 ton of ballast (rocks, stones and shingle taken from the beach) be added.

The boat was loaded with provisions to last six men for one month. They took ration packs that had been intended for the transcontinental crossing, biscuits, Bovril (a thick and salty meat extract paste), sugar, dried milk, two 18-gallon casks of water (one of which was damaged during the loading and let in sea water), two Primus stoves, paraffin, oil, candles, sleeping bags and odd items of spare clothing.



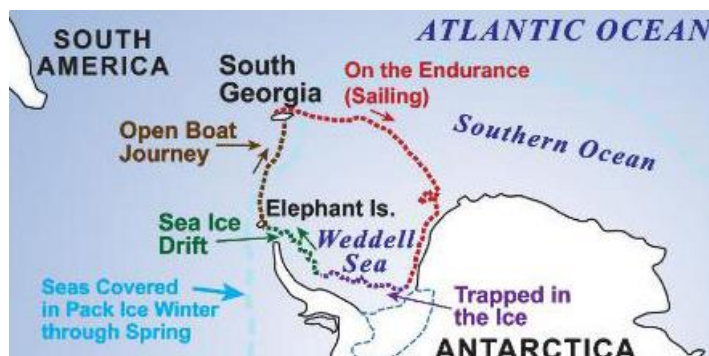
Before leaving, Shackleton instructed Frank Wild that he was to assume full command, and that should the journey fail, he was to attempt to take the party to Deception Island the following spring. The James Caird was launched from Elephant Island on April 24th, 1916. The wind was a moderate south-westerly, which aided a swift getaway, and the boat was quickly out of sight of the land. Shackleton set a course due north, instead of directly for South Georgia, to get clear of the menacing icefields.

At dawn the next day, they were 45 nautical miles from Elephant Island, sailing in heavy seas and winds. Shackleton established an on-board routine: two three-man watches, with one man at the helm, another at the sails, and the third on bailing duty. The off-watch trio rested in the tiny, covered space in the bows. Their clothing was not waterproof and contact with the icy seawater left their skin painfully raw.

Success depended on Worsley's navigation, which was based on the brief sightings of the sun as the boat pitched and rolled. After two days at sea, they had sailed approximately 128 nautical miles from Elephant Island. They were clear of floating ice but had reached the dangerous seas of the Drake Passage, where giant waves sweep round the globe, unimpeded by any land.

By April 29th, they had travelled 238 nautical miles. The James Caird was taking on water in heavy seas and in danger of sinking, only kept afloat by continuous bailing. As the temperature fell a new danger presented itself in the accumulations of frozen spray, which threatened to capsize the boat. In turns, they had to crawl out on to the pitching deck with an axe and chip away the ice from the deck and rigging. At one point they were stopped for 48 hours, held by a sea anchor, until the wind dropped sufficiently for them to raise sail and proceed. Despite everything nature was throwing at them, by May 4th they were within 250 nautical miles of South Georgia.

On May 7th they were within ten miles, and to avoid the possibility of being swept past the island by the fierce south-westerly winds, Shackleton ordered a slight change of course so that the James Caird would reach land on the uninhabited south-west coast. Shortly after noon on May 8th, they made their first sighting of South Georgia island.



For more than 24 hours they were forced to wait, as the wind shifted to the north-west and quickly developed into a hurricane. When the storm had eased slightly on May 10th, Shackleton decided that they had to try to land, whatever the risk. They headed for Cave Cove near the entrance to King Haakon Bay, and finally, after 16 days at sea, they were able to reach land.

The voyage of the James Caird is considered by many as one of the greatest boat journeys ever accomplished. But the task was not yet complete. Shackleton quickly realized that Vincent and McNish were unfit to travel much further, and he decided to move the boat to a safer location within King Haakon Bay. On May 15th, the party sailed about 6 nautical miles to a beach near the head of the bay and the James Caird was beached and turned upside down to provide shelter.

Early on May 18th, Shackleton, Worsley and Crean began what would be the first confirmed land crossing of the South Georgia interior. They travelled continuously for 36 hours, before reaching Stromness. The men were dark with exposure, wind, frostbite, and accumulated blubber soot. On May 19th, the Norwegian whale catcher Samson was dispatched to King Haakon Bay to pick up McCarthy, McNish and Vincent, and their beloved craft, the James Caird.

The advent of the southern winter and adverse ice conditions meant that it was more than three months before Shackleton was able to reach the remaining men at Elephant Island. Finally, with the aid of the steam-tug Yelcho commanded by Luis Pardo, the entire party was brought to safety, reaching Punta Arenas, Chile on September 3rd, 1916.

The James Caird was returned to England in 1919. In 1921, Shackleton went back to Antarctica, leading the Shackleton–Rowett Expedition. On January 5th, 1922, he died of a heart attack, while the expedition's ship Quest was moored at South Georgia island, a fitting place as that is where he “found” life 5 years previously. His body was taken ashore for embalming and was to be returned to England. On January 19th, on arrival at Montevideo, Uruguay, where there was a message from his wife, Emily, requesting that the body be returned to South Georgia island. He was buried at the Whalers Church at Grytviken on March 5, 1922. A granite headstone that was made in Edinburgh was placed on his gravesite six years later. The stone is inscribed with a quotation from one of Shackleton’s favorite poets, Robert Browning, “I hold...that a man should strive to the uttermost for his life’s set prize.”



As a side note, the Quest, which had sunk on May 5th 1962, while on a seal-hunting expedition by crushing ice off the north coast of Labrador, Newfoundland was recently found (June 9, 2024) at the bottom of the Labrador Sea, about 50 miles off of Labrador's east coast only about 1.5 miles from her last reported position. She was found in 1280 feet of water, sitting almost upright, and appearing to be broadly intact except for a broken main mast.

Shackleton turned the “failure” of his 1914–1917 Imperial Trans-Antarctic Expedition into a success by bringing all of his men home alive by sailing the little James Caird across the Drake Passage.

The wreck of Endurance was discovered on March 5th, 2022, nearly 107 years after she sank. She lies 9,869 ft deep and is in “a brilliant state of preservation”.



After seeing the replica, and learning the story of the James Caird, I believe it will be my first scratch-build model – when I decide to take that step in my modelling.

Get Your Swag

- For polo shirts, caps, and vests, ask **Scott Shilling** at any meeting.
- For name badges, ask **Rob Cuscaden** at any meeting.



Website Password

Club members have access to the archive of the Scuttlebutt on the website. This portion of the [website](#) is locked to members only. If you cannot access them, please let me know and I will get you your password.

Sources of Tools, Supplies & Services

Rocky Mountain Shipwrights is not affiliated with any of the companies in the lists below (other than the fact that we meet on the **3rd Saturday of each month at Rockler**).

The first list is of selected on-line suppliers. The second list is of local suppliers of goods and services that could be of value to ship modelers. And the third list is of additional resources. **These lists can be thought of as incomplete.** If you use or have discovered others, please email them to hlong222@comcast.net and they will be added to the lists. With your contributions, we can make these lists a more comprehensive and valuable resource.

Online Suppliers

Nautical Hobby Shops

[Ages of Sail](#)

Kits, parts, plans, supplies, and tools.

[Blue Jacket Shipcrafters](#)

Kits, parts, plans, supplies, and tools.

[Cast Your Anchor](#)

Kits, supplies, and tools; based in Canada so shipping is a little longer.

[Model Expo](#)

Nautical hobby shop, extensive ship kits, parts, tools, and supplies

[Modelers Central](#)

Kits, supplies, plans, and tools

[Seaworthy Small Ships](#)

Kits are geared towards new and younger modelers.

[Syren Ship Model Fittings and Supplies](#)

Ship model kits, parts, and scale fittings.

[Wooden Model Ship Kit](#)

Ship model kits, parts, and scale fittings.

Tools

[Byrnes Model Machines](#)

Top of the Line micro saws, sanders, etc.

[Contenti Jewelry Supply](#)

Jewelry tools, fair prices on hand tools, cheap and quality versions of most tools.

[MicroMark](#)

Small tool specialist; lots of tools, some ship kits, and ship modelling supplies.

[UMM-USA](#)

Modeling tools for plastic and wood models

[Razor Blade Company](#)

Many types of cutting blades and handles

Materials

[Cards of Wood](#)

Thin veneer and plywood

[Constantines's Wood Center](#)

Wood veneers plus Rockler-like tools and supplies.

[National Balsa](#)

Wood supplier, airplane centric but good stock of dimensional strips, sheets, and substantial number of blocks in many types of wood, does have a \$50 minimum order.

[Northeastern Scale Lumber](#)

Wood and fabricated wood for models, doll houses and railroad layouts

[Saunders Midwest Products](#)

Balsa, basswood and more – strips, sheets, and dowels. Also, beginner boat kits

Parts

[Flags of the World](#)

Info about all types of flags but not a source of nautical modeling flags

[I.T. Sitek Props](#)

Scale model ships propellers.

Graphics

[Shapeways](#)

3d printing company, many parts for units ranging from complete ships to figureheads. Also does custom work.

Local Sources

[ABC Imaging](#)

77 Klamath St. Denver
303-573-5757
Large & small format copying, B&W printing

[Art Parts Creative Resource Center](#)

3080 Valmont Road, Boulder
720-379-5328
Contributed used arts stuff you get for cheap, from chalk to sewing machines, and more.

[Austin Hardwoods of Denver](#)

975 W Mississippi Ave, Denver
303-733-1292

Colpar/Hobbytown – two locations

[Aurora Location](#)

1915 S Havana St, Aurora, CO
303-341-0414

[Lakewood Location](#)

3355 S Wadsworth Blvd, Lakewood, CO
303-988-5157
Good local hobby shops, some wood ship kits, lots of supplies and tools.

[Guirys](#)

Multiple locations
303-412-6522
Art supplies and house paints

[Hobby Lobby](#)

Multiple locations
Arts and craft supplies

[Laird Plastics](#)

10004 E 45th Ave, Denver, CO
866-292-9090
For plastic case covers ask for Tom

[Meininger Art Supply](#)

499 Broadway, Denver
303-698-3838
Paints, brushes, tools, papers and more

[Michael's](#)

Multiple locations
Arts and crafts supplies

[Plasticare](#)

4211 S Natches Ct Suite K, Englewood, CO
303-781-1171
Plastic supplier/resin with customer shop. can do acrylic fabrication & laser engraving.

[Reynolds Advanced Materials](#)

3920 Grape Street, Denver
303-399-0202
Clays, resins, silicone, and lots more

[Rocky Mountain Train Supply](#)

6060A W 55th Ave, Arvada, CO
303-456-6702
Only train shop in Denver, broad selection of supplies, strip wood, details, scenic supplies.

[Rockler Woodworking and Hardware](#)

2553 S Colorado Blvd, Denver, CO
303-782-0588
Home base for wood, tools, and supplies

[Thinker Tinker Workshop](#)

3735 Ames St. Wheat Ridge, CO 80212
303-748-9180
A building and creative space for all ages

[Woodcraft of Colorado](#)

6770 S Peoria Street, Centennial
303-290-0007

Selected Informational Resources for Model Builders

[Model Ship Builder](#)

This website has a popular forum with over 1900 members and an extensive group of building logs. They also sponsor group builds and provide an opportunity for members to place articles. In addition, archived issues of "Warships and Workboats" and "MSB Journal" can be accessed here.

[Ships of Scale](#)

This website provides a forum and build logs from around the world, though it is an English language site headquartered in the USA. It was never associated with the now-defunct *Ships In Scale* magazine (whose intellectual properties were acquired by the Nautical Research Guild).

[Nautical Research Guild](#)

Official website for this premier ship building organization. There are articles, links, and NRG news.

[Model Ship World](#)

This large comprehensive site is now operated by the Nautical Research Guild. It is a major forum with build logs and plenty of responses to modeler's questions. Also access shop notes, tips, techniques, and research.

[John's Nautical & Boatbuilding Page](#)

This site includes mostly life-size boat building material, but its self-proclaimed "Mother of All Maritime Links" can be helpful.

[Bottled Ship Builder](#)

This is a forum that is all about ships in bottles and miniature buildings. There is a lot of information on the site for anyone interested in ships in bottles and miniatures.

[Model Ship Building Secrets](#)

This is an English blog with a directory, "50 of the Best Model Ship Building Sites".

[DeAgostini Model Space](#)

A British commercial site selling kits and tools with a forum filled with build logs of large models.

[Arsenal Modelist](#)

Olivier Bello's ship modeling site features forty-three short tutorials, closeups of his fine work and building logs.

[Wooden Ship Modeling for Dummies](#) (aka Naval Model Making for Dummies)

The site contains illustrated photos (three thousand) and videos (two hundred). However, unless you pay to subscribe, you may only access a limited amount of this instructional material. Those unrestricted tutorials are certainly worth exploring.



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 or call 585 968 8111

