



# 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.

September 2025

## Lights, Camera, Action – We are Streaming

### Monthly 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: Sept. 20, 2025**

[Click here to stream the Rocky Mountain Shipwright meeting](#)

### September Presentation

Scott Shilling, direct off the Atlantic coast, will give us a live update on what living on Mr. Salty has been like. He will include how he plans his route from place to place and how he must predict wind and use Navionics (electronic marine charts and maps for navigation).

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### 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: Oct. 4, 2025**

### Officers

**Commodore**.....Martin Jelsema  
**Skipper**..... Phil von der Heydt  
**First Mate**.....Alice Sampson  
**Purser**.....Steve Lofshult  
**Clerk**.....Jay McKeown

### Committees

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

### Website

<http://rockymountainshipwrights.org>

# Cargo Hold

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## Skipper's Log

Plans are continuing to develop for the October 17 - 19 Shipwrights' Boat Show. We have invited many folks already. You will be getting an electronic file of the flyer advertising the show. We hope that you will forward this flyer to your friends and family. Alice will have poster style flyers available next Saturday for important public postings. Hopefully, we can get them on display early in October. Please take and post them wherever you think is appropriate.

Because of the expanded audience, we hope that you will plan on bringing additional models from your collections that maybe you have not shown recently or at all to expand the size of our show. Please let Alice know using the [registration form on the website](#) of these additional models so that we can have appropriate labels available.

At Saturday's meeting, we will discuss using AI to expand our model boat histories. Scott Shilling will also share his experiences with his new boat, the Salty.

Next Saturday is your final chance for [exclusive access to the model kits](#) before they go on sale to the public at the boat show. So, make sure that if you are thinking about buying one or more of these kits then you let us know whether to hold it or to make sure that you come next Saturday to pick one up.

The meeting this month will again be live streamed; please look [link](#).

Fair winds and following seas.

Phil von der Heydt, Skipper

Bvdh@aol.com

817 832 7631

## October Model Ship Exhibit

Our annual exhibit is right around the corner as it is scheduled for October 17-19. In addition to looking for models, we are also looking for volunteers to work the show.

We will set up the show on Thursday afternoon, and then the show will run all day long on both Friday and Saturday, and then to help shut down around 3pm on Sunday.

You can volunteer to manage the show by replying to the Scuttlebutt email, or volunteer during the September meeting or the October workshop.

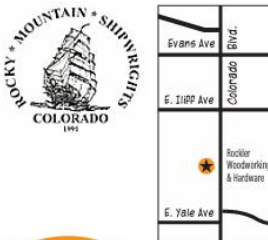
The exhibition will require three 2-plus hour shifts on Friday and Saturday, while Sunday we will only need two shifts. It is okay to sign up for multiple shifts. So please attend the September 20th meeting or the October 4th workshop and sign up.

The exhibit runs three days – Friday 10/17-12pm to 5pm, Saturday 10/18 – 10:00am to 5:00pm, Sunday 10/19 – 11:00am to 3:00pm.

## Rocky Mountain Shipwrights' Model Boat Show



Spend some time viewing wooden model ships showcasing maritime history and shipwrights' skills. Visitors can view modeling equipment, explore model kits used by experts, and purchase finished models or starter kits.



### Admission Free!

Rockler Woodworking & Hardware  
2553 S. Colorado Blvd, Denver, CO 80222

Friday, Oct. 17, 12 p.m. to 5 p.m.  
Saturday, Oct. 18, 10 a.m. to 5 p.m.  
Sunday, Oct. 19, 11 a.m. to 3 p.m.

### Attention Scouts

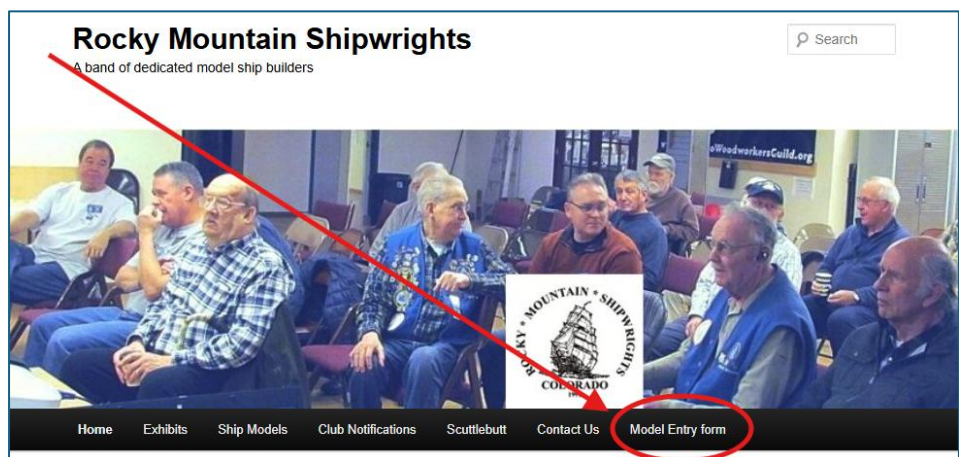
**Special invitation** to all Brownie, Junior Girl Scouts, Tiger Scouts, and Cub Scouts who visit the Rocky Mountain Shipwrights Boat Show pick up your own *Rain Gutter Regatta* kit to build.



Visit [rockymountainshipwrights.org](http://rockymountainshipwrights.org) for additional information.

## How to Register Your Models

1. Go to our website at <https://rockymountainshipwrights.org/>.
2. Click on "Model Entry Form"
3. Fill out the form. Note: If the model was displayed at one of the last Rockler exhibits, you only need to fill in the model's name and your name and anything that may have changed since you last displayed it.
4. Click the "Submit Form" button.
5. Note: You will NOT get an acknowledgment notice even though your form has been recorded.



You may enter more than one model – in fact, the more the merrier. Also, "Under Construction" models are encouraged because attendees find them interesting and informative.

Please distribute the flyer that was attached to the Scuttlebutt wherever you feel it is appropriate!

If you have any questions, please reach out to us at [RockyMountainShipwrights1991@gmail.com](mailto:RockyMountainShipwrights1991@gmail.com).

## August 16, 2025 Meeting

There were seventeen attendees at the meeting, including two new members. They were Fred Bell, Ralph Buckwalter, Michael Caramia, Terry Duffin, Dan Hart, Steve Lofshult, Hugh Long, Russ Markowski, Jay McKeown, David Niss, Marv Olson, Jay Phillips, Alice Sampson, Martin Ters, and Phil von der Heydt. The new members are Steven Alford and Jeffrey Ross.

Skipper Phil brought the meeting to order at 9:37 am and started with the pledge of allegiance.



(Left to Right): Dan H, Fred B, Alice S, Jeffrey R, Terry D, Martin T, Jay McK, Steve L, Steven A, Ralph B, Marv O, and Phil vdH

### Skipper's Report

Boat show – The boys scouts posted info on our boat show, announcing that Rain Gutter Regatta kits for all Boy Scout boat show attendees. The scouting connection will be a collaboration between Cub Scouts, Boy Scouts, and Sea Scouts. There is a Girl Scout meeting on Monday to see their interest. Key take away point is to get the youth involved! The club is looking at creating “Junior” member certificates.



Please bring boats/ships to the show!! Alice S will come around with blue show cards. Set up on the 17th beginning noonish. Make sure that we have space for the RMS Store.



(Left to Right): Terry D, Dan H, Marv O, Steve L, Jeffrey R, Alice S, Fred B, Martin T, Jay McK, Russ M, Michael C, Ralph B, and Phil vdH

Alice swung through Fruita and brought back seven Model Shipways completed works for display. She also has John McGann ship plans available.



(Left to Right): Ralph B, Michael C, Russ M, Steven A, Jay McK, Matin T, Steve L, Jeffrey R, Terry D, Dan H, and Fred B

## Purser's Report

June 2025 balances:

- July \$25
- \$3,057 in checking
- \$5,198 in Certificate of Deposit

This gives the club a total balance of \$9549.09.



(Left to Right): Michael C, Martin T, Steven A, Ralph B, and Steve L

Steve is working on getting the credit card reader and app up and running under his name.

We have currently sold 32 ships and have collected \$1,112 in sales. For a list of the kits, we still have available, please see [We still have kits!](#) later in this issue.

We currently have 65 members, with two new members at this meeting.



The two new members are Steve Alford from Colorado Springs and Jeffrey Ross from Centennial.

Jeffrey Ross is currently working on the Flying Cloud and has joined the club to learn more about the hobby.



## New Business

Back in late July we sent out a message says the Scott was looking for a temporary 1<sup>st</sup> mate to help him out on Mr. Salty and we are pleased to announce that Fred Bell has volunteered for this adventure. I am sure we will hear all about it upon his return. Welcome aboard Fred!



(Left to Right): Phil vdH, Steve L, Steven A, Ralph B, Martin T, Jay McK, Jeffrey R, Russ M, Michael C, and Marv O

The club was contacted by a lady from Albuquerque who has two ships that need repair - rigging issues. She will pay and will transport. The ships are Friesland and Halifax. Please see [Restoration Requests](#) later in this issue for information on the ships.

## RMSW is Streaming

We have talked about streaming our meetings for a couple of months now, and as of the August 16, 2025 meeting, we are streaming the meetings. While we still have a lot to learn about how to better use the AV equipment and streaming a meeting, we are dedicated to the learning process. As for our first attempt we survived.

We are looking for at least one or two other members to help during meetings. Not necessarily helping with EVERY meeting, but it would help if we had more than only Dave Niss and Hugh Long as Hugh is not available many times, and we do not want it to fall all on Dave. If you are interested, even only occasionally, please let us know.



Dave N and Hugh L performing magic behind the scenes.

If you were one of the few people (Brian D, Martin J, Scott S, and John S) who joined us remotely, thanks, not just for joining, but for putting up with us as we learn the equipment and the art of steaming. Rest assured, the next meeting will be better. We have practiced using the Zoom meeting software and the streaming will be better.

One hiccup we had was that if you joined in, and your camera was on, the stream we sent out showed not just our intended video, but the screen was split up between everyone that had joined plus your intended video. Dave has changed the settings and that should not be an issue. The meeting is set up so that when someone joins, the camera will be turned off and their microphone will be muted. Both can be adjusted by the user, but please remain muted during the meeting unless we are doing an open discussion or a Q&A session. These settings will not impact the stream we send out.

Another change is that Dave has set up the meeting in such a way that the same link can be used moving forward (until we need to change it). Yes, just one link to save.

The link is [Rocky Mountain Shipwright meeting](#). Please remember that our regular meetings are on the third Saturday of the month, starting at 9:30 am (mountain).

Another benefit of streaming is that we were able to get some live updates from members who are not at the meeting – and in this case, most of them were not even in the state of Colorado.

Captain Shilling joined from onboard Mr. Salty where he is currently in Delaware Bay heading north with lots of traffic, as many are avoiding hurricane Fernand. He plans on docking for around a month and hunkering down in Chesapeake Bay.

We also got to chat with John Sorensen from Gulf Shores, MS. He has been in Mississippi for over 2 years and states that there are no ship modeling clubs in southern Mississippi. He is currently working on a model of the HMS Warrior.



Phil vdH



Steven A and Martin T

## Remember the Maine! by Jay McKeown

Jay researches the history and/or mystery of ships that he plans to build, but in this case, he has not built the Maine, but rather its “sister” ship, the USS Oregon.

But do you remember the Maine?

Cuba had been dominated by Spain but in 1895, Cuba began to revolt. The Cuban conflict was injurious to US investments as the war was waged largely against property and led to the destruction on sugarcane and sugar mills.



Under Spanish Captain General Valeriano Weylery Nicolau (El Carnicero / the Butcher), Cubans were herded into “Reconcentration Areas.” These areas had notorious living conditions. People in the US heard of these conditions and many were sympathetic to the “colonial people struggling for independence.”

The US patrolled the coastal waters to prevent gunrunning to the insurgents and from Cuban demand for aid. Presidents Grover Cleveland and William McKinley strongly desired peace with Spain and in 1897, after 2 ½ years of insurrections, Spain conceded some concessions to Cuba, but Cubans wanted complete independence.

President William McKinley sent the USS Maine to Cuba and it entered Havana Harbor on January 25, 1898. It was to safeguard U.S. citizens and property in Cuba during the ongoing conflict.

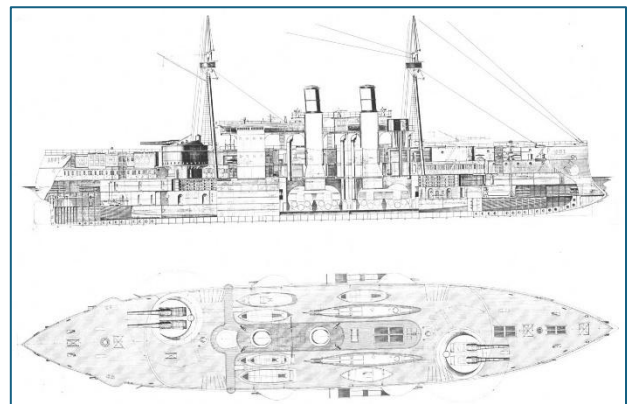
But what was the USS Maine?

In 1888, Congress authorized the construction of the USS Maine. It was largest vessel built in a US Navy yard at that time. USS Maine is described as an armored cruiser (ACR-1) or second-class battleship, depending on the source. Due to a number of factors, the Maine was not completed until 9 years later.

### USS Maine Specifications

The Maine was big for the US, but fairly small in the overall world naval picture.

- 6,000 tons
- Four 10” Main guns, wing mounted turrets
  - 90 rounds on board
- Six 6” Mark III guns
- Seven 2.2” Anti-torpedo boat guns
- Four 1.5” Hotchkiss guns
- Four 18” Torpedo tubes
- Crew of 355 men



Around that time that the Maine launched, a letter from the Spanish Minister in Washington described McKinley as “weak and a popularity hunter.” Tensions were high.

On February 15, 1898, at 21:40, a massive explosion rocked the ship.

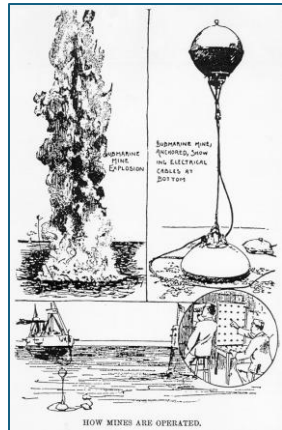


At 21:40, a massive [explosion rocked the Maine](#). Some observers heard two distinct explosions. 261 of the 355 crew died from the explosion. Rescue efforts were supported by the merchant ship City of Washington and the Alfonso XII, a Spanish cruiser.

The Maine sank in only 4-6 fathoms (24' to 36') of water, so it did not fully sink.



Investigations began almost immediately and on 2/18/1898, a diver said he saw a hole definitely made by a torpedo. A few days



later on 2/21/1898, the US Navy assembled a Court of Inquiry for a formal investigation. A month later, on 3/21/1898, the Court of Inquiry concluded that a mine under the forward magazine (around frame 19) was the cause of the explosion.

Journalists stoked the growing fire in the US with the slogan "Remember the Maine, to hell with Spain!"

On 4/24/1898, Spain declared war on the United States and on 4/25/1898, the US declared war on Spain (retroactive to 4/21/1898).

Almost 4 months later, hostilities ceased on 8/18/1898 when the US took control of the Philippine Islands, Guam, and Puerto Rico. Spain relinquished ownership of Cuba.

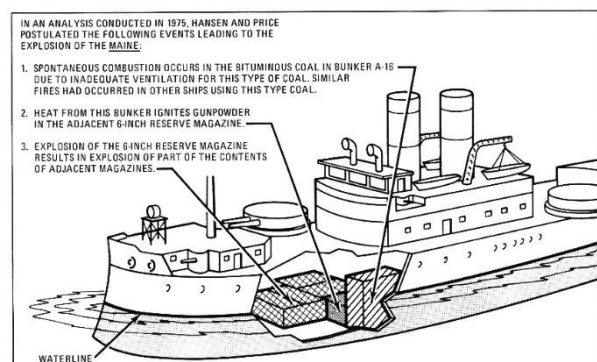
But what about the Maine?

In 1911 (13 years later), the US created a cofferdam around the Maine and pumped the water out.



In 1911, a second Court of Inquiry concluded that a mine was placed between frames 28 and 31 which ignited the powder magazine.

But it was not over...



In 1974, the Admiral Hyman Rickover Panel concluded that the explosion was the result of a fire in the coal bunker which ignited the 6" shell magazine.

The fire in the coal bunker may have been burning for up to 12 hours based on the bunker's last inspection.

Regardless of what happened, the result was that the US declared war, entered the ironclad race, and became a naval force.

In 1896, USS Oregon (BB-3) was transferred to the East Coast of the United States as tensions with Spain over Cuba grew in early 1898. She completed a 14,000-nautical-mile (26,000 km; 16,000 mi) journey around South America in the span of 66 days, arriving shortly after the start of the Spanish American War.



Jay McKeown's USS Oregon

USS Oregon (Jay's ship) took 60 days to sail from the west coast of the US around the tip of South America and up the east coast to get to Cuba. It sunk 3 Spanish ships.

In 1907, the US paraded 16 battleships, including the USS Oregon, around the world (the Great White Fleet), while the Maine's mast still stuck up out of the water of the port of Havana.

In 1911, the Court of Inquiry could not conclude any other result than it was the fault of Spain, but tensions were extremely high with Spain at the time of the sinking. The explosion exposed weaknesses in American ship construction.

In 1912, the hulk of the Maine was towed out of the harbor and sunk at sea.

The USS Oregon and USS Maine are connected through shared history in the American naval modernization efforts leading up to the Spanish-American War. The USS Maine was an earlier, smaller armored cruiser that was an example of the new direction in naval design that included battleships like the Indiana-class USS Oregon. The Maine's explosion in February 1898, which triggered the war, led to the Oregon to be ordered to move from the Pacific to the Atlantic to support the fleet, a dramatic journey that highlighted the need for faster, more powerful warships. The Oregon made the dramatic voyage, weathering storms, while encountering harsh gales while passing through the Straits of Magellan, arriving 66 days after she departed. This journey gave evidence for building the Panama Canal.

## Deadeye Jigs

Phil and Ralph gave a presentation on deadeye jigs, and Martin T joined in and even later during the workshop on September 6<sup>th</sup> Martin J showed a jig he uses.

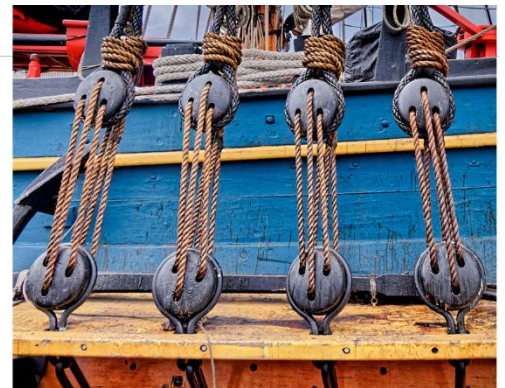
All of us know (including most newcomers) that a deadeye is an item used in the standing rigging of traditional sailing ships. It is a smallish round thick wooden disc with three holes through it, perpendicular to the plane of the disc.

They were called deadeyes because the position of the three holes resembles the eye and nose sockets of a sheep's skull. <at least that is what Google says>.

Deadeyes are used in pairs; a line called a lanyard (a smaller diameter rope) is reeved back and forth between them, through the holes (in a specific pattern), so that they function much as a block and tackle or pulley. This provides the advantage of pulling harder on whatever the deadeyes are attached to. Pairs of deadeyes are used to adjust the tension to the shrouds (the lines that in part hold up the mast).



Deadeye



Lanyard Reeving

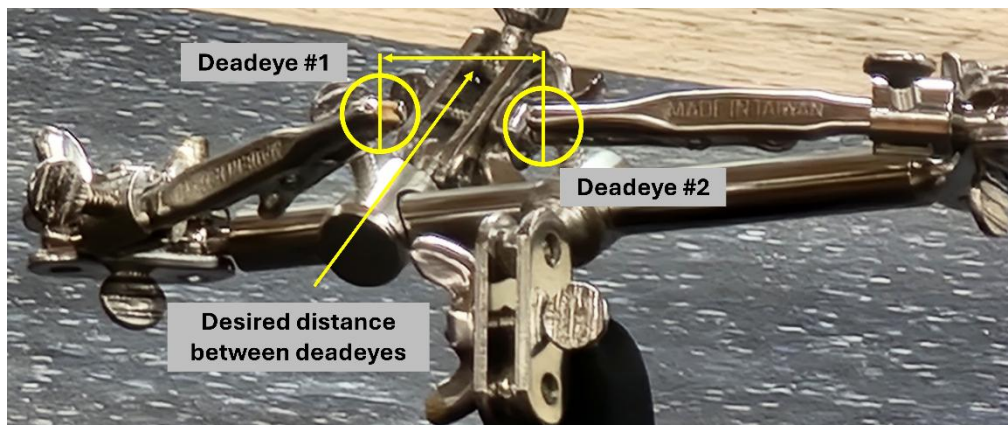
Reeving the lanyard through a pair of deadeyes is usually done in one of two methods. They are done either before the deadeyes have been attached to the hull of the ship, or after the lower deadeye has already been attached to the hull of the ship, generally at the chainplate.

When reeving lanyards, there are four goals the modeler should be working towards, and each will be detailed after discussing the various jigs.

1. The symmetry of the upper and lower deadeyes should be approximately the same.
2. The deadeye holes should be aligned correctly.
3. The reeving of the lanyards of all the deadeyes follows the same pattern.
4. The tension of the shrouds from one side of the ship to the other is equal.

### Deadeyes not attached

If the deadeyes have not yet been attached to the hull of the ship, Phil's helping hands are a useful tool to use. It



holds a pair of deadeyes away from each other at a pre-determined distance. With a tool like this, the desired distance between the deadeyes can be set for any ship as the arms and clamps are adjustable. The modeler does need to ensure the holes on each deadeye are aligned correctly

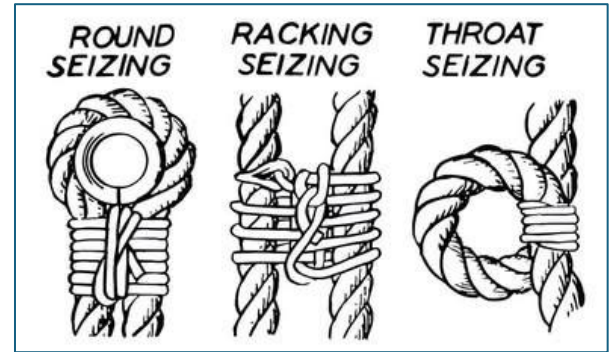
when placing the deadeyes into the clips.

Hole alignment will be covered later.

The two deadeyes are then reeved together with a lanyard, and once the pair is complete, they are removed from the tool, and the next pair of deadeyes are inserted and can be reeved.

Once the pair of deadeyes is reeved (reeving will be detailed shortly), the lower deadeye is attached to the foremost chainplate on the starboard side while the upper deadeye is attached to the shroud. The shroud is seized to the upper deadeye. Seizing is simply wrapping a thread around the rope, giving it a protective layer to prevent chafing.

There are any number of different seizing techniques, but the seizing at this location is round seizing with the deadeye taking the place of the ring.



Installation of a shroud is a lesson to itself, but a quick summary of shroud installation is given here.

**NOTE:** While a modeler can start at any of the shrouds, on any of the masts, the rule of thumb is to start on the foremost mast and work towards the stern. While the order of the masts is up to the modeler, it is key to complete all the shrouds (and their associated pair of deadeyes) on a given mast before moving on to the next.

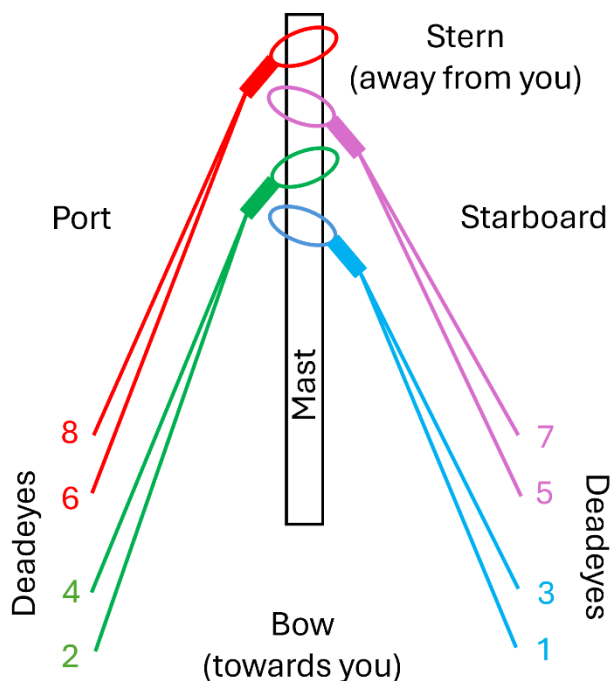
### General Order of Shrouds

The first step is to create all the shrouds needed on a mast and install all of them to the mast. Each shroud is actually a pair of shrouds that have a loop in the middle where the shroud is attached to the mast. Even though each should consists of 2 individual shrouds, when it comes to connecting the shroud to the deadeyes, you will only connect one shroud of the pair per side, then switch to the other side of the ship and connect another single shroud to a deadeye.

On a ship's mast, the order for rigging shrouds starts with one of the foremost pair of shrouds on the starboard side, then moves to one of the foremost pairs of shrouds on the port side. The third shroud is the 2<sup>nd</sup> shroud of the first pair, which finishes up the first pair of shrouds. The next shroud is the 2<sup>nd</sup> shroud of the 1<sup>st</sup> pair on the port side.

Sound confusing? The picture below should help.

This alternating between sides of the ship continues as you move aft. This arrangement ensures the mast is supported correctly.

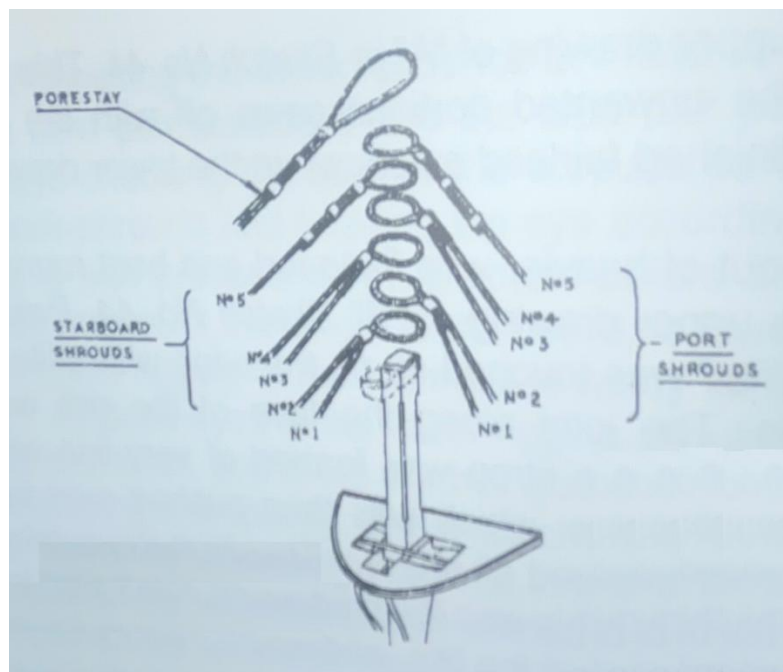


1. Rig the first shroud (of the first starboard pair) to the foremost deadeye on the starboard side.
2. Next, rig the first shroud (of the first port pair) to the foremost deadeye on the port side.
3. The 2<sup>nd</sup> shroud (of the first starboard pair) is rigged to the next open starboard deadeye, to the aft of the one previously connected.
4. The 2<sup>nd</sup> shroud (of the first port pair) is rigged to the next open port deadeye to the aft of the one previously connected.
5. The 1<sup>st</sup> shroud of the second pair of starboard side shrouds is connected to the next open starboard deadeye. 6 to 8 and beyond. Continue this alternating pattern between the starboard and port side shrouds for all subsequent pairs of shrouds moving towards the aft.

If a mast has an odd number of shrouds, the aftmost single shroud is called a "swifter." These are rigged around the masthead and to the deadeyes, much like the paired shrouds, but with only the single shroud.

Now that the order of how the shrouds has been defined, it is time to make the shrouds.

First determine how long each individual shroud needs to be, from its attachment point on the mast to the upper deadeye. Double that and add some additional line for working material. Do not skimp. It is easier to cut off the excess line as opposed to starting over.



Fold the line in half and form a loop that will fit snugly over the mast and seize the two lines together. Seizing here is like round seizing, but without the ring.

If possible, it is easiest if the mast has only been built up to the first shroud attachment point as adding anything above this point means you will not be able to make a simple loop and put it over the mast. You will have to wrap the line around the mast and serve it while it is in place.

The loops should be snug as subsequent loops will be sitting on top of any loops added before it.

With the shroud pair attached to the mast, attach it by seizing it to the deadeye and begin to take in the slack. Since the deadeye has been reeved, as you remove the slack part of the shroud, the entire

shroud from mast through the deadeyes to the chainplate should tighten. You do not want to bend the mast, but you want the shroud to look tight. At this point, temporarily hold the loose end of the shroud in place using tape or alligator clip (thanks Martin T).

With the first shroud temporarily held in place, connect the shroud on the opposite side of the ship and follow the same process to temporarily hold the second shroud in place.

You may need to go back and forth between these two shrouds until you get to a point where you feel that the tension of the two shrouds is equal.

With the two shrouds temporarily held in place, seize the shroud around the deadeye by wrapping some tan thread around the first shroud and its tail right above the deadeye. Repeat this seizing about 1/4" up from the 1<sup>st</sup> seizing, then trim off any of the extra line (both the seizing line and the tail of the shroud), and add a drop of glue if needed.

Repeat the seizing for the second shroud/deadeye.

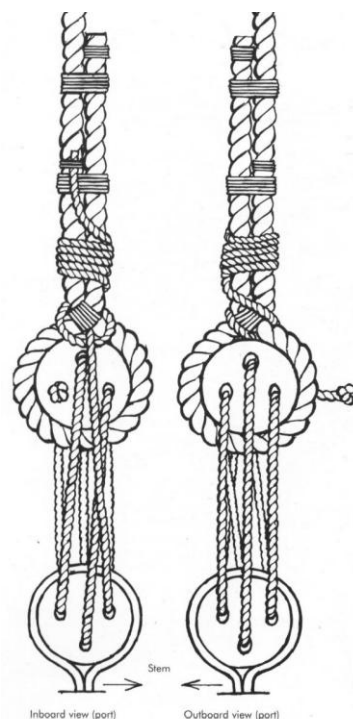
The first shrouds and deadeyes are complete and work on the next set of shrouds and deadeyes can begin.

Remember, you attach all the shrouds of a given mast at the beginning, but you will only work on one shroud/deadeye at a time, alternating back and forth until all the shrouds/deadeyes of the mast have been completed.

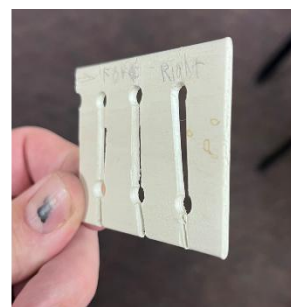
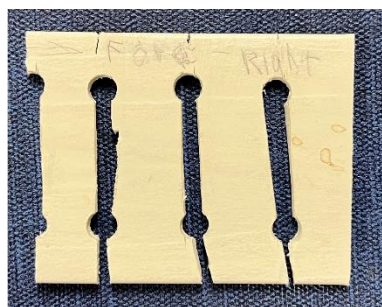
### Lower deadeye already attached



If the deadeyes have already been attached to the hull (at the chainplate), any of the jigs Ralph showed or that Martin T talked about; Ralph's twisted and soldered wires, Ralph's modified tongue depressors, the paperclip that Martin T talked about, or the jig Martin Jelsema brought to the workshop) are good options.



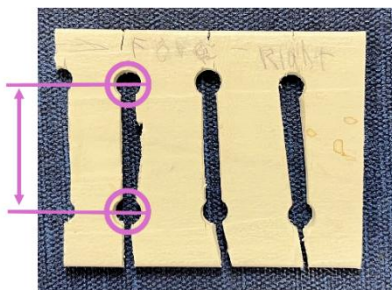
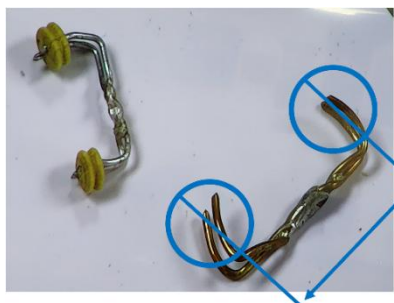
Martin J's Modified Window Blind Slat



Ralph's Twisted & Soldered Wires and his Modified Tongue Depressors

With all these jigs, the jig is inserted between the attached deadeye while a second deadeye is inserted into the opposite end of the jig. With the two deadeyes now held apart from each other at the desired distance by the jig, the shrouds are temporarily attached to the upper deadeye following the process detailed above.

Once the upper deadeye has been attached to the shroud, the deadeye can be reeved, and the shrouds can be tightened and seized as previously detailed.



**Note:** With the twisted wire and paperclip jigs, the deadeyes are not just held at a pre-set distance, but the holes are also aligned correctly (another of the 4 deadeye goals). If using the tongue depressor or window blind slat jigs, the modeler needs to ensure the holes on each deadeye are aligned correctly.

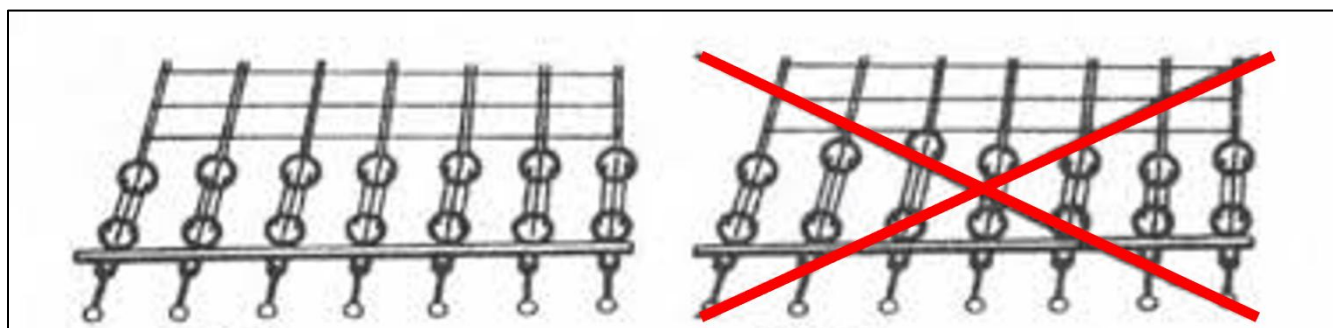
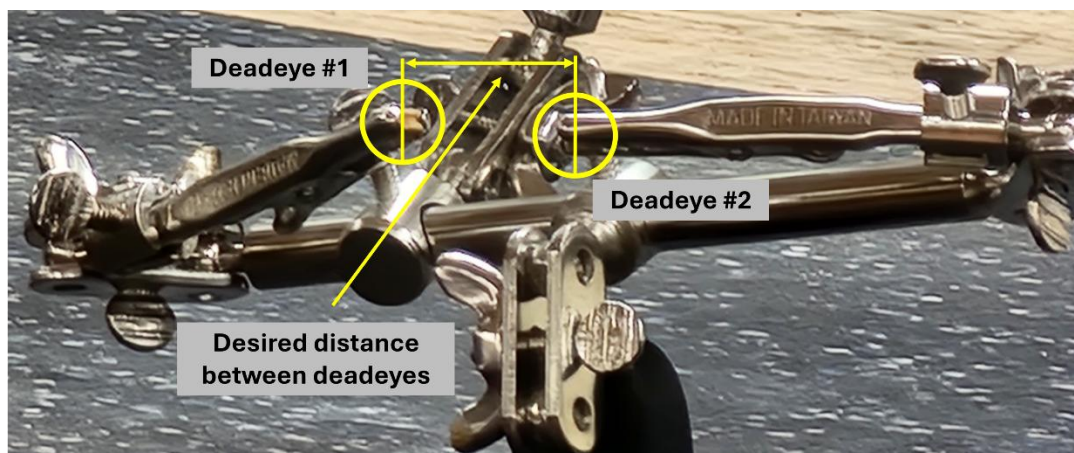
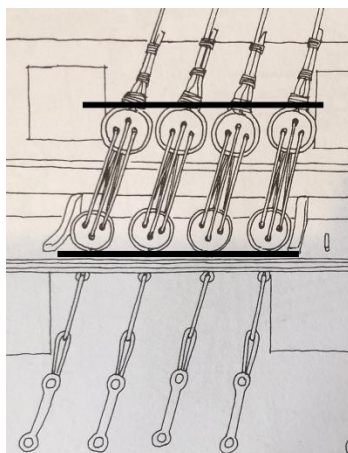
With these types of jigs, the distance is not adjustable, and a new jig needs to be made anytime a new or different distance is needed. And with the tongue depressor and window blind slat jigs, they are also made for a specific size of deadeye.

A couple of Ralph's tongue depressors and Martin J's window blind slat jigs allow the modeler to work on multiple deadeyes at the same time (2 with a couple of the depressors and 3 with the window blind slat).

Let us take a quick look at the 4 goals of shrouds/deadeyes that a modeler should follow that have been referenced above.

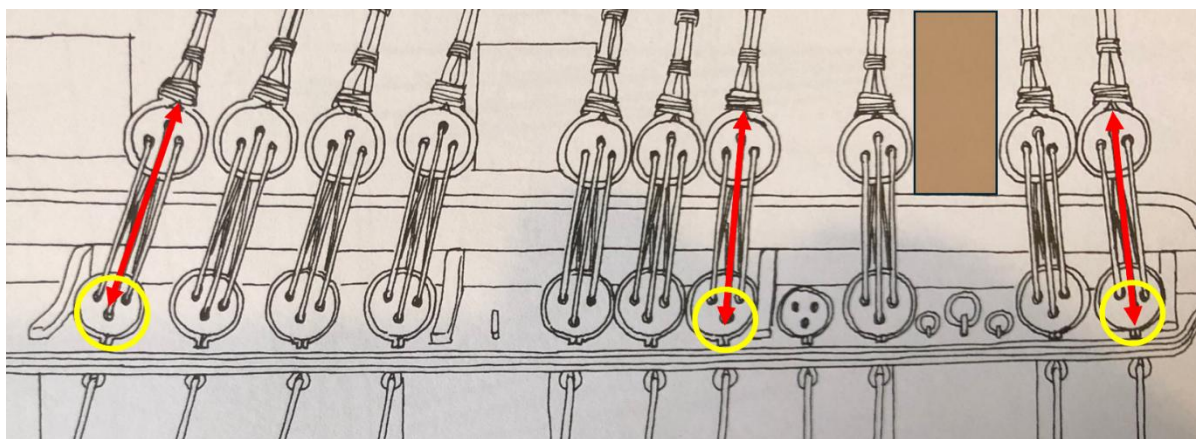
### Symmetry of the upper and lower deadeyes

The modeler should try to make all of the deadeyes align with the other deadeyes. This means that all spacings between the deadeyes for a given mast will be about the same.



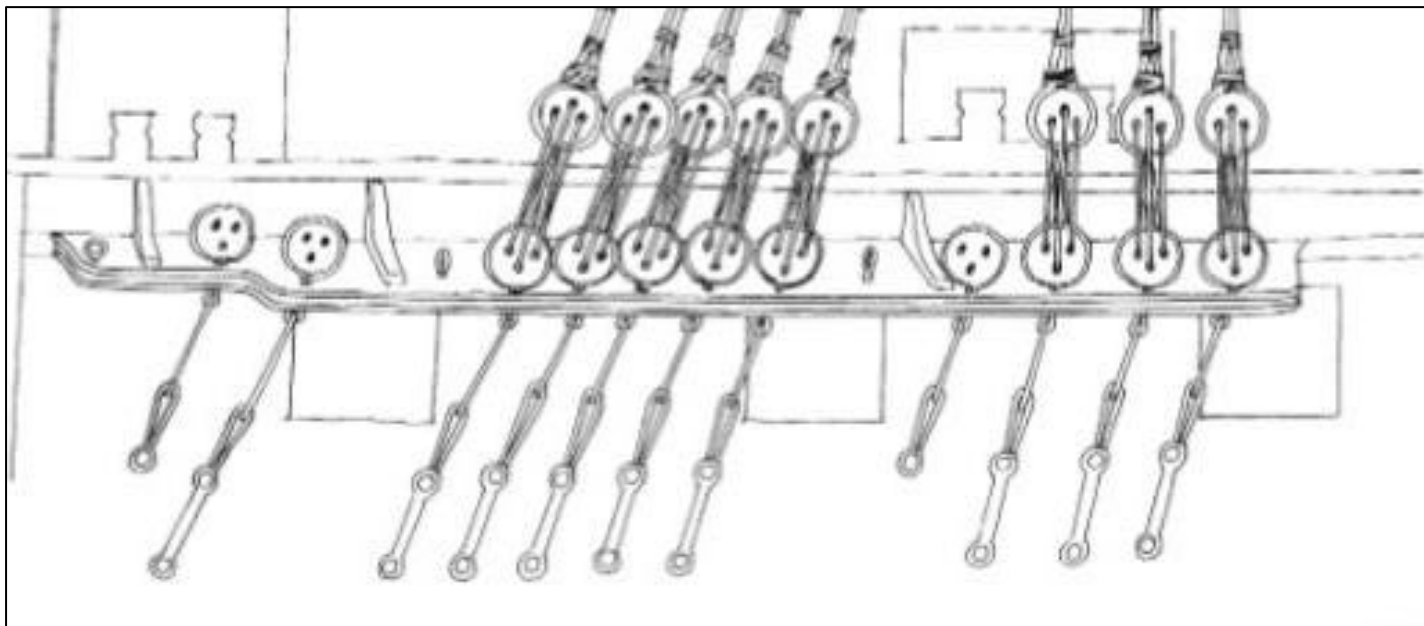
Martin T reminded the group that not all the spacings between the two deadeyes will be at the same length. As the deadeyes get further away from the perpendicular of the mast, the distance between the pair of deadeyes needs to increase slightly to keep the symmetry of all the deadeyes.

In this example, all the red lines are the same length, but as the deadeye gets further away from the mast (those on the left side of the picture), the spacing has increased slightly.



## Align deadeye holes

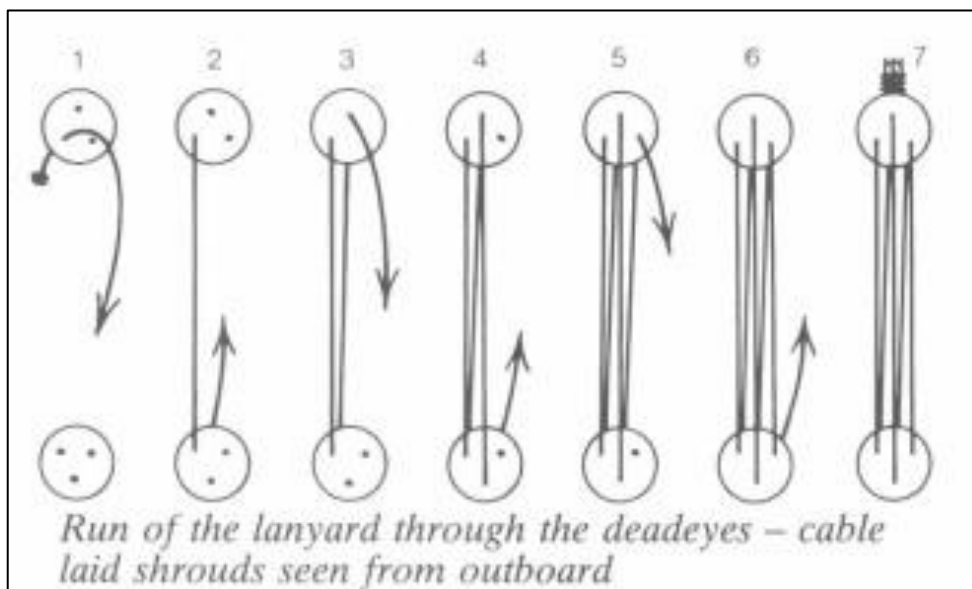
The three holes of a deadeye should be set up so that the top hole of the upper deadeye is pointing up while the bottom hole of the lower deadeye should be pointing down.



## Follow the same reeving pattern

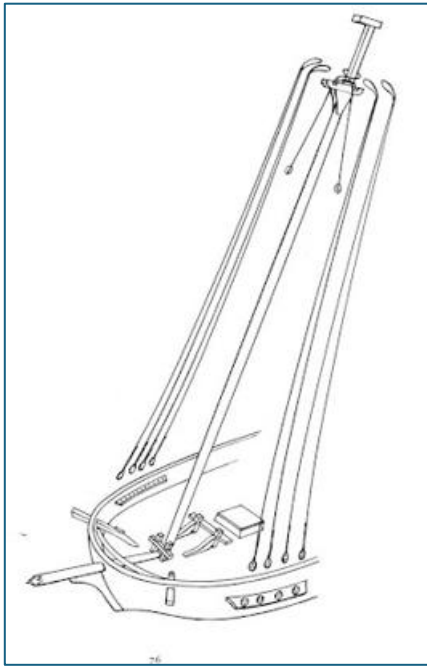
When reeving, always start at the same lower hole when looking at the deadeyes from the outboard side. Looking from the outboard side, the lanyard at each step is always fed through the back (inboard) side of the deadeye, exiting on the front (outboard) side. Use a drop of CA (super) glue on the tip of the thread, or beeswax, or a needle threader to assist with the lacing.

- 1) Start from the back of the lowest foremost hole on the upper deadeye using a half hitch or figure-8 knot. Half hitch if the line is almost as big as the hole in the deadeye, figure-8 for larger holes.
- 2) The lanyard then runs down to the corresponding hole on the lower deadeye, going through the front (outboard) side and out the back (inboard) side.
- 3) Next it goes back up and fed through the back of the center hole in the upper deadeye.
- 4) It is then routed back down and fed through the front of the center hole of the lower deadeye.
- 5) Then back up to the last hole on the upper deadeye and is fed through the back of the hole.
- 6) The lanyard then goes to the last hole on the lower deadeye and goes through the front side.
- 7) From the back of this final hole, the loose end of the lanyard is run up behind the top deadeye and is tied off around where the shroud is seized (right above the deadeye).



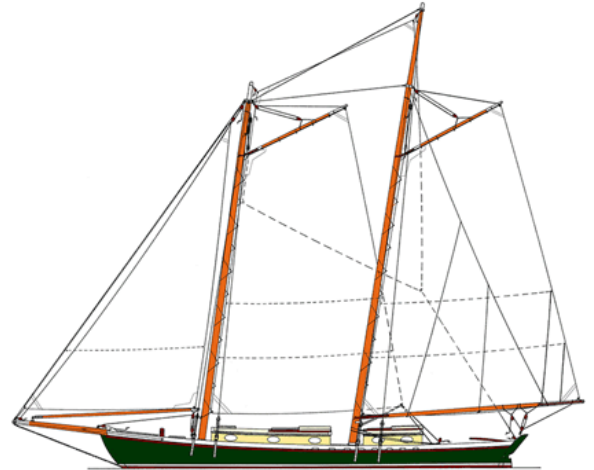
The process is easier to complete than it reads.

## Create an equal tension from side to side



As previously detailed, care must be taken with evening out the tension between the two sides. This is key as this is what holds the mast perpendicular to the deck (from a side-to-side perspective).

The stays, which should not be installed until after all the shrouds, are what holds the mast at the proper raking (the angle of the mast – from a front to back perspective).



## Adjourn & Skipper's Table



The meeting adjourned at 11:27, and several members headed next door for the Skipper's Table Lunch at BoHeo Pho Kitchen (next door to Rockler's).

## Sept 6, 2025 Workshop

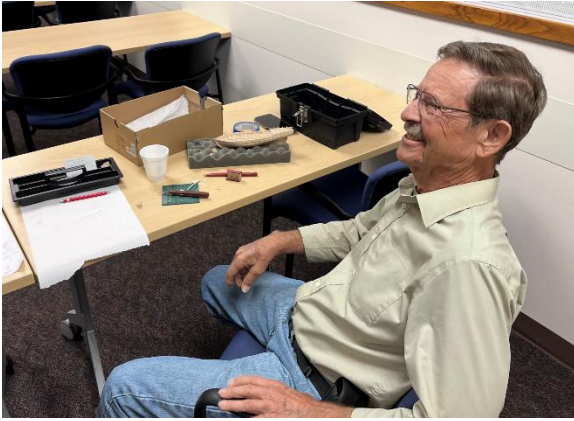
Eight club members along with Carol from the Women's Auxiliary turned out for Saturday's workshop. They were Ralph Buckwalter, Brian Davies, Martin Jelsema, Steve Lofshult, Hugh Long, David Niss, Carol and Jay Phillips, and Scott Shilling.

In addition to coffee, donuts, and conversation, some work was conducted.

Here's what everyone is working on:

- Ralph Buckwalter; Berbice Baltimore Clipper
- Brian Davies; Brig Eagle 1814
- Martin Jelsema; Rattlesnake
- Steve Lofshult; Pond Yacht Restoration
- Hugh Long; Bluenose & Molino/Buccaneer
- David Niss; Cutty Sark and Scottish Maid
- Carol Phillips; Sail maker
- Jay Phillips; Research on modern naval drones, e.g. Ukrainian Sea Baby
- Scott Shilling; Salty







### What Does Your Workshop Look Like?

I both ask this question and am asked this quite often. I would like to start an on-going article on the home workshops of our members. To start our virtual tour, I will start with my Colorado workshop. I will write up my Vallarta workshop the next time I am down there. It is quite a bit different.

I have seen big and complex workshops and small and simple workshops. My Colorado workshop falls in the middle.

The workshop is a room in the basement. I currently share the room with the comic book collection of my youth (somewhere between 20ish years old and 40ish years old). I am in the terribly slow process of getting rid of them, but when you have over 13,000 issues, it is going to be a slow process. In the meantime, the Incredible Hulk overlooks everything I do.

I have one 3' x 6' table that holds most of my everyday tools and supplies, including space for coffee, water, or beer depending on the time of day. Usually, I will have my iPad on the left front corner either playing music or listening to TV, just waiting for me to use it to look up something that I am struggling with or question that just popped into my head... What movie was that I loved watching as an 8-year-old??? Oh yeah... The 1953 version of The Wages of Fear.



In addition to the overhead light, there is another strong lamp to the right of the table and 2 swiveling lamps (one includes a magnifying glass). Yes, I like my work area to have plenty of light.



Around my table I have some tools around the left hand and rear of the table, then in the rear right hand side I have one of my spare pieces of wood, and then directly to my right I have some small parts, my soldering stuff, books, and some paint and stain.



To the right of me I have 3 tubs of tools and supplies (these are used occasionally), my ships in waiting, and above them is my second box of spare/extra wood. To wrap up the room, I have my painting supplies and a nice toolbox full of those things I use every so often.

The center or working area of the table generally stays pretty clean (at least if you consider what you see in the first picture "clean"), while the other parts of the table get messy and cluttered until I decide to dedicate some time to straightening things up. The areas off the table stay pretty much static.

The only power tool I have is my Goxawee (a cost effective Dremel-like device). All my painting (other than a can of spray primer) is done by hand. I have thought a few times about investing in an air brush, but given I split time between two workshops, I must be careful when buying something as I know I will end up wanting in in both locations – and yes, I have 2 Goxaweess.

So, what does your workshop look like? I would love to see a few pictures and talk to you about them and include them in a future issue of the Scuttlebutt.

## We still have kits!

The club has around 30 models ranging from very easy to very very challenging. The objective was to be able to sell these kits so that members could purchase a kit at a heavily discounted price and for new members to not be shell shocked when purchasing their first model. Our September 20<sup>th</sup> meeting is your final chance for exclusive access to the kits before they go on sale to the public at the October Boat Show.



(Left to Right): Alice S, Dan H, and Fred B

The inventory constantly changes, so the list below may not be 100% accurate.

| Ship Name                                  | Vendor                | Retail Max | Suggested Price | Discount | Scale   | Comment                                      | Estimated difficulty      |
|--------------------------------------------|-----------------------|------------|-----------------|----------|---------|----------------------------------------------|---------------------------|
| Cutty Sark                                 | Sergal (Mantua)       | 870.00     | 200.00          | 77%      | 1:78    | Big Model - Box is crushed - model ok inside | Expert                    |
| Canadian Fishing Schooner (blue nose) 1921 | Model Shipways        | 300.00     | 75.00           | 75%      | 1;64    | Length 32 Nice looking boat                  | Intermediate              |
| New York Pilot Boad (Phantom - 1866)       | Model Shipways        | 250.00     | 70.00           | 72%      | 1:96    | Small basic boat                             | Basic - advanced Beginner |
| New York Pilot Boad (Phantom - 1866)       | Model Shipways        | 250.00     | 70.00           | 72%      | 1:96    | Small basic boat                             | Basic - advanced Beginner |
| Independence 1775                          | Artesania Latina      | 130.00     | 35.00           | 73%      | 1:35    | length 29 - nice boat for sure               | Advanced Beginner         |
| North Atalantic Fishing Trawler            | Lindberg              | 45.00      | 12.50           | 72%      | Plastic | Length 17                                    | Easy Beginner             |
| Tuna Clipper                               | Lindberg              | 38.00      | 10.00           | 74%      | Plastic | length 14                                    | Easy Beginner             |
| <b>Kits from John McGann</b>               |                       |            |                 |          |         |                                              |                           |
| HMS BOUNTY                                 | Marine Model Inc.     | 150.00     | 35.00           |          | 77%     | 1/4" = 1 ft                                  | Solid hull                |
| RATTLESNAKE                                | Model Shipways (1963) | 150.00     | 35.00           |          | 77%     |                                              | Solid hull                |
| WILLIE E. BENNETT                          | Model shipways (1989) | 75.00      | 15.00           |          | 80%     | 3/8" = 1 ft                                  | solid hull                |
| SEA WITCH                                  | Marine Model Inc.     | 150.00     | 35.00           |          | 77%     |                                              | Solid Hull                |
| FLYING FISH                                | Model Shipways        | 175.00     | 40.00           |          | 77%     | 1/8" = 1 ft                                  | Solid hull                |
| SOVERIGN OF THE SEAS                       | A.J. Fisher           | 175.00     | 40.00           |          | 77%     |                                              | solid hull                |
| CHARLES MORGAN                             | Marine Model Inc.     | 100.00     | 25.00           |          | 75%     | 5/32" = 1 ft                                 | Solid hull                |
| BENJAMIN LATHAM,1901                       | Model Shipways (1901) | 150.00     | 35.00           |          | 77%     | 1/4" = 1 ft                                  | Solid Hull                |
| PRESSEN , 5 mast Clipper                   | Heller                | 150.00     | 35.00           |          | 77%     | 1:150                                        | Plastic                   |
| 30' cutter & 28' pinnace Harold Underhill  |                       |            |                 |          |         |                                              | plans                     |

## September 20, 2025 Meeting Agenda

Please join us on Saturday September 20<sup>th</sup> 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
- Old Business
- New Business
- Break
- History and mystery (20 minutes)
  - A very Salty Update! Scott Shilling shares the planning and skills required to manage his new boat and adventures
- Technology adventures.....

- Using Chat GPT for history of our model boats for the boat show
- Show and Tell
- Adjourn
- Skipper's Table Lunch at [BoHeo Pho Kitchen](#) (next door to Rockler's).

## Update to Website Password

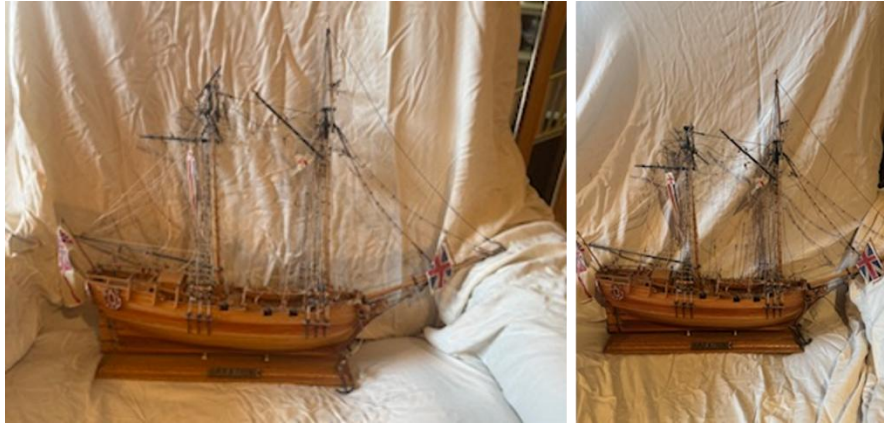
In the past, club members were the only ones to have access to the archive of the Scuttlebutt on the website. This portion of the [website](#) was locked down to members only. Recently the password was removed, and anyone can access the Scuttlebutt.

## Restoration Requests

We have had a few requests for restorations recently. The first two below were introduced during the August, and the third was posted on Reddit and were referred to our club. If you are interested but need information or have questions about how to determine a price for restoration work, contact Jay McKeown.

### Halifax

The Halifax started as a British Colonial Schooner and in 1774 it was transformed into a typical colonial schooner. The modifications included raising the cabin platform to obtain more storage, raising the bulwarks for 6 guns, and added 6 culverins/cannons.



[Halifax by Mamoli Model Ships](#)

### Friesland 1663

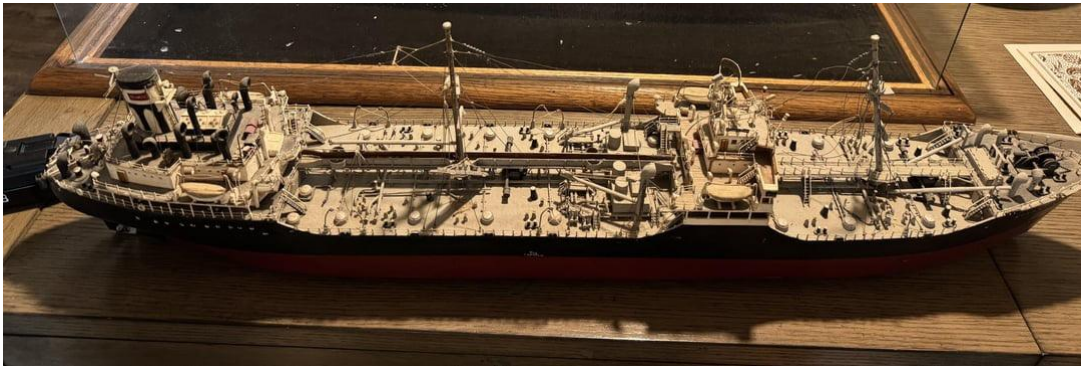
The Friesland 1663 was a Dutch second-tier ship with 80 guns built around 1663. In 1672, she took part in the Battle of Solebay against the Anglo-French Allied forces.



[Friesland by Mamoli Model Ships](#)

## Atlantic Coast

While flipping through Reddit, Hugh ran across a post from Mac asking for help on the Atlantic Coast, made by his late grandfather, Reidar Hansen. Reidar loved and cherished it because it was a scale model of the boat his father worked on in his youth. Father and son worked on boats in their youth and came from Norway where it was in their family tradition.



[Atlantic Coast Pics & Info](#)

## Get Your Swag

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



## Update to Website Password

In the past, club members were the only ones to have access to the archive of the Scuttlebutt on the website. This portion of the [website](#) was locked down to members only. Recently the password was removed, and anyone can access the Scuttlebutt.

## Lucky

To wrap up this issue of the Scuttlebutt, I am going to take a little editorial liberty and introduce my dog, Lucky, to the group. My daughter brought him home about 12 years ago, without permission. She hid him in the basement for a couple of days before she told me about him. I told her he had to go back, but he quickly won my heart over as I watched him play with our little apple head chihuahua (who initially was bigger than him), but I jokingly said for years that I never gave him permission to stay.

Yes, he was tiny, but he grew fast as he was not the Australian Sheppard lab mix that my daughter had been told, but rather a Great Pyrenees mix. Significant difference.

She had named him Lucky as she had to drive up near the Wyoming border through a snowstorm to get him, and the lady she got him from had driven through a storm to get him in Wyoming. Before my daughter picked him out from the litter, the lady made a comment about how lucky she was to get him because of the storms. The name stuck.

Lucky topped out at about 110 pounds before I put him on a diet and got him down to the mid-nineties.

While he grew to be my dog, as he moved from house to house with me, he was still my daughter's dog whenever she came home. He loved her. And when she moved to California for school as well as work (she is now a wildland firefighter), I told her that I was giving in and after all these years, he had permission to stay with me.

Lucky was doing all right on Thursday night, but it looked like he had a bit of diarrhea. On Friday he refused to eat dinner and was very lethargic. We took him into the vet and after a series of tests, we were told that he was more than likely battling advanced liver cancer.

Lucky passed away peacefully on Saturday morning in our backyard looking over his kingdom.

Until we meet again, I will miss you old friend.



## 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 **3<sup>rd</sup> 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. **Think of these lists as incomplete.** If you use or have discovered others, please email them to [hlong222@comcast.net](mailto: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, and other tools

##### [Contenti Jewelry Supply](#)

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

##### [MicroMark](#)

Small tool specialist; a small selection of ship kits, and ship modelling supplies.

##### [UMM-USA](#)

Modeling tools for plastic and wood models

##### [Razor Blade Company](#)

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 diverse types of wood. It may 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 with 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  
These are good local hobby shops that have a selection of wood ship kits, 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 Tracy

### [Meininger Art Supply](#)

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

### [Rocky Mountain Train Supply](#)

6060A W 55th Ave, Arvada, CO  
303-456-6702  
Only model-train store 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. The site also has archived issues of "Warships and Workboats" and "MSB Journal."

### [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; those are the intellectual property of 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](#)

The Nautical Research Guild operates this large comprehensive site. It is a major forum with build logs and 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. Information 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](http://www.thenrg.org) or call 585 968 8111

