



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.

March 2026

Adios Amigos!

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 Mar. 21, 2026

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

March Presentation

Jay Phillips presents Flaws, Failures, and Fixes of the US Navy's World War II Mark 14 Torpedoes

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: Apr. 4, 2026

Officers

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

Committees

Photographer: Jay Phillips
Historian: Bruce Bollenbach
Scuttlebutt: Hugh Long
Webmaster: Dave Niss/Martin Jelsema
Workshop Chair: Ralph Buckwalter
Librarians: Alice Sampson

Website

<http://rockymountainshipwrights.org>

Cargo Hold

Cargo Hold.....	1
Skipper's Log.....	2
It is Dues-paying Time	2
February 21, 2025 Meeting	3
Rocky Mountain Shipwright Auction	4
Tools and Supplies, courtesy of John Lamb	7
March 7, 2025, Workshop	7
March 21, 2026, Meeting Agenda.....	10
US World War II Mark 14 Torpedoes – Flaws, Failures, and Fixes	10
Rocky Mountain Shipwrights Meetings are Streaming.....	10
Rocky Mountain Shipwright Online Presence	10
Towards a Better Model.....	11

Cannons	11
Naval Cannon History.....	14
49th Midwestern Model Ship Contest - Registration Open	16
Adios Amigos	16
Get Your Swag	17
Website Password	17
Sources of Tools, Supplies & Services.....	18
Useful Websites	18
Online Suppliers.....	19
Local Sources	20
Selected Informational Resources for Model Builders	21

Skipper's Log

Thank you to everyone who made this year's auction our largest ever. We cleared longstanding storage items, provided new toys for participants, and placed the remaining wooden ship models in new homes.

The annual Great Western Train Show is on April 11 and 12, and we will have a booth again thanks to Alice. The show offers valuable public interaction and the chance to find untapped resources and potential new members, as we did last year when we were able to acquire 32 models due to someone stopping by our booth. I need several boats and members for booth duty that weekend. Please let me know if you would like to display a boat or help at the booth.

This is a reminder that our friend Dave Brooks from the Wood Turners has taken it upon himself to clean up the display cases at Rockler and has made them available for us to display models and our club information. This is a terrific opportunity for us to be a little more visible in the building and show off our art. So, look at the stairway cabinets and the mantle place in the area where we have our boat show. If you have a boat that you are willing to display and it will fit, please let Alice know and we can make that happen. I do not believe there are any restrictions as to how long or how short of time that we will be able to use the spaces or how long any individual boat needs to stay.

Many thanks to Jay Phillips for agreeing to share with us his research on World War II torpedoes; it should be extremely interesting. If you cannot make it in person, try tuning into the Zoom. I am sure that you will enjoy his presentation.

Fair winds and following seas.

Phil
Phil von der Heydt, Skipper
Bvdh@aol.com
817 832 7631

It is Dues-paying Time

Yes, it is that time again. The dues are still just \$12.00. Your Purser, Steve Lofshult, can take your payment at a meeting or a workshop. Payment can be cash (small bills please), check (it can be mailed to him at 4025 West 104th Drive, unit D, Westminster, CO 80031), or by credit card (check with Steve about the card reader). Please pay before March 1st.

February 21, 2026 Meeting

There were twenty-two attendees including four online members (z) for the meeting. They were Larry Abrams, Fred Bell, Ralph Buckwalter, Michael Caramia, Ross Clark, Terry Duffin, Bob Fivehouse, Martin Jelsema, Hugh Long, Jay McKeown, Dennis Newman, Dave Niss, Jay Phillips, Jeff Potter (z), Giuseppi (Joe) Presta (z), Jeff Ross, Alice Sampson, Thom Scheerer (z), Chuck Strobel, Martin Ters, James Webster and John Worgan (z) The meeting was streamed on Zoom with Dave and Larry Abrama (from the Woodworker's Guild) at the helm.

First Mate Alice called the meeting to order at 9:35 am as Skipper Phil was in Cape Town in Southern Africa. Alice led the membership in the Pledge of Allegiance.



Meeting opens with pledge

Chuck S, Jeff R, Martin T, Ross C, James W, Terry D, Fred B, Ralph B, and Michael C

After the Skipper's and Purser's reports, any new member introductions, the new and old business items of the club were discussed. Members can review the full minutes [here](#).



Zoom Audience including the ever-elusive Jay P looking over Hugh L's shoulder. Jay P can be seen in the upper middle Zoom attendee window.

Online attendees: Jeff P, Giuseppi (Joe), Thom S, and John W



Short business meeting. Alice presiding
James W, Hugh L, Terry D, Ralph B, Michael C, Martin J, Alice S, and Larry A

Due to the auction, there was no Presentation, Show and Tells, or Restoration Requests.



Tech staff; The men behind the curtain
David N and Larry A



Hugh L

The meeting was adjourned at 11:47am.

Members can find the full minutes [here](#).

The club's auction was held after this very abbreviated February meeting.

Rocky Mountain Shipwright Auction

As was stated in the Skipper's Notes, this year's auction, under the watchful eye and vociferous voice of Bob Fivehouse, was a tremendous success.



Chuck S and James W
preview tools



Michael C, Dennis N, Ralph B, and Martin T setting up for auction



Michael C, James W, David N, Alice S, and Hugh L previewing auction items



Hugh L, Dave N, Terry D, Ralph B, Dennis N, Jay Mck, Martin J, Chuck S, Alice S, Bob F, James W, Jeff R previewing auction items



James W, David N, and Alice S previewing auction items



The auction begins

Jeff R, Terry D, Ralph B, Michael C, Martin T, Ross C, Martin J, Chuck S, David N, Larry A, Dennis N, Alice S, Bob F, James W, Fred B, and Jay Mck



Bob F conducts auction while items are shown online and on screen
Martin J, Larry A, and Bob F



More auction items with Bob F and Ross C



What Alice S bought
James W, Martin J, Rockler employee, and Alice S



What Martin T bought
Martin T and Ross C

Tools and Supplies, courtesy of John Lamb

John Lamb was unable to attend the auction and thus could not include a number of tools and model supplies. He has a lot of tools, glues, some paint with lots of brushes, a small electric drill, and spare parts for rigging ships, just to name a few. As he is downsizing, he is giving most of the stuff away for free. If you are interested, please contact him [directly](#).

March 7, 2025, Workshop

There were eleven club members at the workshop as Denver experienced a notable warming trend with mostly sunny skies and temperatures reaching the low 60s. The attendees were Ralph Buckwalter, Brian Davies, Bob Fivehouse, Martin Jelsema, Steve Lofshult, Hugh Long, David Niss, Jay Phillips, Jeff Ross, Martin Ters, and Phil von der Heydt.

Here's what everyone is working on:

- Ralph B: Berbice Baltimore Clipper
- Jim B: Yankee Tender
- Brian D: Brig Eagle 1814
- Bob F: Insulinde
- Martin J: Rattlesnake Frigate
- Charlie K: Plastic Nimitz
- Steve L: Purser duties
- David N: NRG Half-hull Planking Model
- Jay P: WWII US Torpedoes
- Phil vdH: Donuts

Guests:

- Carol P: Assistant to the donuts



Ralph B, Bob F, Jim B, Steve L, and Phil vdH



Steve L, David N, Ralph B, Bob F, Phil vdH, Martin J, Jim B, and Charlie K



Jim B, Charlie K, Martin J, Phil vdH, and Steve L



Martin J and Brian D



Steve L, David N, Ralph B, Bob F, and Phil vdH



Ralph B working on the frames of his Berbice Baltimore Clipper

March 21, 2026, Meeting Agenda

Please join us on Saturday March 21st 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.

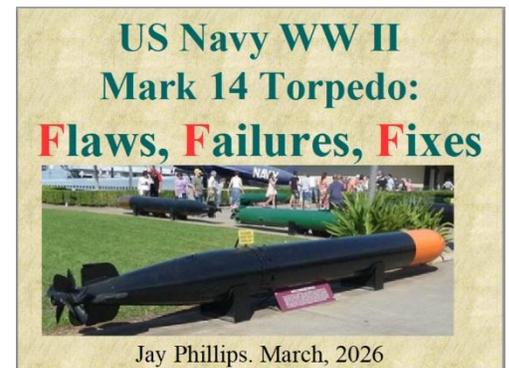
[Click here to stream the Rocky Mountain Shipwright meeting](#)

- Flag Ceremony
- Skipper's Report
- Purser's Report
 - Auction report
- Old Business
 - Great Western Train Show
 - Rockler's display cases
- New Business
- BREAK
- Presentation
 - Jay Phillips: Flaws, Failures, and Fixes of the US Navy's Mark 14 Torpedo
- Show and Tell
- Adjourn
- Skipper's lunch: Bo Heo Pho

US World War II Mark 14 Torpedoes – Flaws, Failures, and Fixes

Jay Phillips presents Flaws, Failures, and Fixes of US World War II Mark 14 Torpedoes.

The Mark 14 torpedo was the standard submarine-launched weapon for the U.S. Navy during World War II. Despite its advanced design on paper, it became the center of a major military scandal due to three critical defects that rendered it nearly useless for the first 21 months of the Pacific War.



Rocky Mountain Shipwrights Meetings are Streaming

We are still looking for a person to help with the behind-the-scenes stuff that it takes to stream a meeting. If you are interested in helping (even just for this meeting), please let us know.

The link to join the stream is [Rocky Mountain Shipwright meeting](#).

- Meeting ID: 873 8516 5128
- Passcode: 887438

Please remember that our meetings are on the third Saturday of the month, starting at 9:30 am (mountain).

Rocky Mountain Shipwright Online Presence

In addition to the [Rocky Mountain Shipwrights website](#), we also have a [YouTube channel](#).

Please let us know how you would like either of these platforms to improve, as well as how you would like the Scuttlebutt improved.

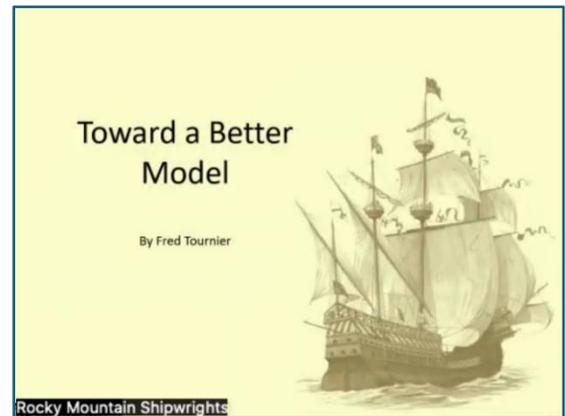
Please let us know specific topics you would like to see.

Towards a Better Model

By Fred Tournier

About ten years ago Fred Tournier, a founding member of the Rocky Mountain Shipwrights, put together a series of articles for the Scuttlebutt. These articles were originally in the 2015 January, February, and March issues. They explored how to look at your models and how to improve a kit. He wanted members to be able to take their models from “good” to “better.” And it started with just “doing it right.”

In last month’s Scuttlebutt, improving the rigging of a ship was detailed. This month, improving cannons will be covered.



Cannons

Once noticed it is hard to ignore the grossly oversized guns on most models. Early Frigates, for example, were not armed with 24- and 32-pound guns but rather they used 6, 9, and 12 pounders. The human eye notices the little things on a model, even though you are not aware of it. The length of, say for example, a Long 18 pound and a Long 6 pound were the same, but the 6 pound was smaller in diameter. This smaller size diameter of the gun on model gives the ship much more realistic look and feel.

Armament

- Many kits feature grossly oversized cannon, the same cannon used for several kits of different scales, era, and vessel type.
- Length of a long 6 pounder and a long 18 pounder were the same but the diameter is different.
- Early ships were armed with smaller cannon.
- Smaller size diameter gives the ship a much more realistic look and feel.



Rocky Mountain Shipwrights

The number and size of guns got larger in later ships. On a scale model of a three-deck ship, the guns and ports were smaller on the upper decks. This little touch is seldom seen on the average model, but when it is, it makes a good model a much better one. I think it also makes for a more interesting model if the different sizes of these gun ports are shown.

When a novice asks, “Why are the gun ports different sizes?” you can show off your knowledge of ships and say that they were in keeping with the size gun at that location. The bigger the gun, the bigger the port. Smaller ships such as cutters and sloops were armed with smaller caliber guns. These smaller weapons could still damage a ship and its rigging, just a smaller hole! In addition, not all guns on one deck were always the same size! The Vasa for example had a mixed battery of cannons on the same gun deck.

Gun Ports

- Port size was in proportion to the gun they served. Not all gun ports were the same size on a ship or sometimes not even on the same deck.
- The diameter of the shot determined the gun port size:
 - Height & Length = 6.5 x dia.
 - Distance port to port = 25 x dia.
 - Sill height above deck = 3.5 x dia.
- Muzzle of the gun when level was in the center of the port.



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American Gun Ports - 1850

Cannon	Sill Height (above deck)	Port Height (inches)	Breadth (inches)
24 Pdr	28	34	40
18 Pdr	26	31	36
12 Pdr	24	28	33
8 Pdr	22	25	30
6 Pdr	20	22	27
4 Pdr	18	19	24
3 Pdr	16	17	21

Rocky Mountain Shipwrights

In the American Navy, the gun ports of 1850's are larger than the gun ports on ships of the Revolutionary War era.

The diameter of the shot was used to determine:

1. The height and length of a gun port (6.5 x diameter of shot).
2. The distance apart from adjacent ports, from center to center (25 X diameter of shot).
3. The height of the port sill above the deck (3.5 X diameter of the shot).

The bigger guns of the times had a range of a mile to a mile and a half. They were most effective at ½ mile and could penetrate five feet of oak! The smaller cannons could penetrate two and ½ feet of solid oak. A rule of thumb was powder charge equals 1/3 the weight of the shot. The heavier the gun the more men required to manage it. The biggest guns required fifteen men to oversee them. A well-trained crew could fire three rounds in five minutes.

The carriages for the guns of a ship were built so the muzzle of the gun was in the center of the port when it was level. When a gun was fired at 0-degree elevation, it was considered firing at point-blank range. A 32-pounder fired at "point-blank range" would hit the water 350 yards from the gun. The same gun at 10-degree elevation would have a range of 2,900 yards! Most firing was at ½ mile or less. A 12-pounder had a range of 1 mile and point-blank range of 300 yards.

These guns were fired at first using a touch hole and slow match but later featured a nipple over which a percussion cap was placed. A long lanyard attached to a hammer would strike this cap when pulled. This was a significant improvement over the older system because of the uncertainty of when the gun would fire; the time lag could cause problems for the gunner.

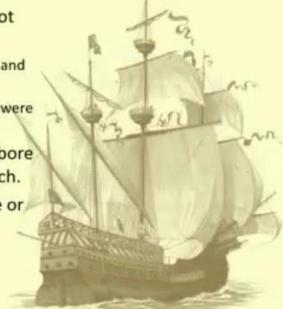
Carriage Gun



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Gun Classifications

- According to the weight of shot and also by length.
 - Long cannon had greater range and accuracy.
 - Short cannon weighed less and were easier to load, aim, and fire.
- Circumference was 7x dia of bore at muzzle and 11x dia at breech.
- Trunnions hung by the middle or hung by the thirds.
- Carriage thickness same as diameter of shot.



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Guns were classified according to the weight of the shot and by barrel length. For instance, the 9-pounder favored on sloops could be a "short" gun or a "medium" or a "Long Tom". The Long Tom was usually included in a battery or broadside because of its extra range and accuracy. The shorter length cannon had the advantage of less weight and were therefore easier to load, aim, and fire.

The barrel length varied from six feet to twelve feet. Smaller guns using ½- and 1-pound shot were usually mounted on the sides in swivel stocks (a stout timber mounted vertically on the topsides of the hull). These guns sat in a socket and could be stored away when not needed.

Common Cannon Particulars

Cannon	Length	Weight	Caliber	Windage*	Charge
42 Pdr long	10 ft.	6,500 lbs	7.03 in.	.35 in.	17 lbs
32 Pdr long	9.5 ft.	5,500 lbs	6.43 in.	.33 in.	14 lbs
32 Pdr short	8 ft.	4,900 lbs	6.43 in.	.33 in.	11 lbs
24 Pdr long	9.5 ft.	5,000 lbs	5.84 in.	.30 in.	11 lbs
24 Pdr short	7.5 ft.	4,000 lbs	5.84 in.	.30 in.	8.5 lbs
18 Pdr long	9 ft.	4,200 lbs	5.30 in.	.27 in.	9 lbs
18 Pdr short	6 ft.	2,700 lbs	5.30 in.	.27 in.	6.25 lbs
12 Pdr long	9 ft.	3,200 lbs	4.64 in.	.24 in.	6 lbs
12 Pdr short	7.5 ft.	2,900 lbs	4.64 in.	.24 in.	6 lbs
9 Pdr long	9 ft.	2,850 lbs	4.22 in.	.22 in.	4.5 lbs
9 Pdr short	7.5 ft.	2,600 lbs	4.22 in.	.22 in.	4 lbs
6 Pdr long	9 ft.	2,450 lbs	3.67 in.	.19 in.	3 lbs
6 Pdr short	7 ft.	1,900 lbs	3.67 in.	.19 in.	3 lbs
4 Pdr	6 ft.	1,200 lbs	3.22 in.	.18 in.	2 lbs
3 Pdr	4.5 ft.	700lbs	2.91 in.	.14 in.	1.5 lbs
½ Pdr swivel	3.5 ft.	150 lbs	1.69 in.	- - -	0.25 lbs

* Windage was the difference between the bore and the diameter of the shot.

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Guns were made of cast iron or bronze; the smaller ones were sometimes made of brass. They were mounted on four wheeled carriages called Trucks, or sometimes on a pivoted mount which could be brought to fire on either side of a ship. These pivot guns used a sliding carriage to check the recoil. Advantages of the pivot mount were that they could be stored along the center line of the ship, which helped to stabilize the ship, and one larger gun could take the place of a pair of guns, as they could be fired from either side. During the American Civil War, huge pivot guns of 11-inch caliber were mounted on the weather deck, often the broadside guns were removed or reduced, thus saving topside weight. A fifteen-inch gun fired several types of shell and shot weighing up to 480 pounds for a single round.

The circumference of the gun was seven times the diameter of the bore at the muzzle, and eleven times the diameter at the breach. All these guns were of the same basic pattern. The larger ones were of cast iron. Brass or bronze were sometime used on the smaller guns or where reduced weight was important (such as in the boat guns). Guns of the same caliber varied considerably in length and weight, for example short and long 24-pound guns.

The gun's trunnion was placed in line of the center of the bore, or sometimes by the thirds, which was up 1/3 from the underside of the gun. These trunnions were described as being hung by the middle or hung by the thirds, depending on the placement of them.

The carriages of these guns were made of elm due to the toughness of the wood, although oak was occasionally used. The thickness of the side brackets of the carriage should be the same as the diameter of the shot. The bolts of the gun carriage are one half of the diameter of the shot.

The breaching on French and other continental ships passed through the gun carriage, while on American and English ships, the breaching was rove around the neck of the pommelion.

The length of a cannon was measured from the base ring to the muzzle. This did not include the pommelion (also called cascabel or pommel). Pommelion refers to the knob at the rear end of a cannon. It is sometimes used in ship modeling to describe a brass rod or piece inserted into the muzzle end or breech of a model cannon (button).





British Navy gun carriages were painted red or brown, while the cannons themselves were black. The tampions or muzzle plugs were red or yellow. The American Navy painted their guns and carriages following British example.

In the first half of the 19th century, the windage of a long 32-pounder was reduced by two tenths of an inch and the powder charge reduced to 10 pounds. There were more types of these cannons than listed in the table, for instance there were six types of 24-pound and five types of 9-pound, etc. The reduction of windage and smaller powder charges in the 1850's was an improvement over the earlier guns without hindering range while improving accuracy.

Next month Fred will wrap up the series by taking planking from good to better.



Naval Cannon History

Ship cannons revolutionized naval warfare from the 14th century, evolving from small, wrought-iron, muzzle-loading guns into massive, rifled steel, breech-loading weapons by the mid-19th century. Initially used for anti-personnel purposes in the 1300s, they became the primary armament by the 16th century, leading to the development of dedicated gun ports and broadside tactics, ultimately replacing ramming and boarding.

Ship cannons originated in the 13th-14th centuries, evolving from small, anti-personnel breech-loaders to massive, hull-smashing iron weapons. Early, unreliable cannons were used for psychological effect, but became dominant by the 16th century, leading to the development of specialized warships like galleons with dedicated gun ports.

Key Historical Developments

The earliest use of cannons on ships is traced to the late 13th century in Asia (Mongol invasions of Java) and early 14th century in Europe, such as the English ship Christopher in 1338. The recorded use of cannons in a European naval battle was in 1338. These early guns, often wrought iron, were small and sometimes inefficient.

Technological Evolution

Initial cannons were wrought-iron, breech-loading, and often used to clear enemy decks. By the 15th and 16th centuries, improved bronze and, later, cast-iron casting of cannons replaced them. This allowed for safer, larger bores and, consequently, greater destructive power. The mid-1800s saw the shift from smoothbore, muzzle-loading guns to breech-loading, rifled guns. Rifling improved range and accuracy, while steel construction enabled larger, more powerful cannons.

The Age of Sail

Henry VIII of England is credited with pioneering the use of gunports, allowing heavy guns to be placed lower on the hull, revolutionizing ship design. By the 17th century, the "broadside" tactic emerged, where ships fired all their guns simultaneously.



Ship cannons became standard, with 32-pounders becoming the main weapon of English ships-of-the-line. Cannons were arranged in batteries, with lighter guns on upper decks and heavier ones below.

Operational Requirements



Operating cannons required extensive manpower, including "powder boys" to transport gunpowder from the magazine to the gun decks. The process involved placing gunpowder, wadding, and projectiles (cannonballs) into the muzzle, sealing with more wadding, aiming, and using a fuse, a process requiring skilled crews.

Types

- Bombards
 - Early, large-caliber, muzzle-loading cannons used for siege or ship-to-ship combat.
- Culverins
 - Long-barreled, medium-caliber guns with a longer range than typical cannons.
- 32-pounder
 - A staple, large-caliber weapon of the English, ship-of-the-line.
- Swivel Guns
 - Small, quick-firing guns often used against personnel.



Cannons shifted warfare from close-quarters fighting to long-range engagement. This required stronger, specialized ships, and changed the nature of naval battles entirely.

49th Midwestern Model Ship Contest - Registration Open

Registration for the 49th Midwestern Model Ship Contest (known around these parts as the Ralph Buckwalter Annual Recognition Contest as he has won at least one award for the last 10 to 15 years) is now open. [Click here](#) for more details. A PDF with all the contest information can be found [here](#). The schedule of events is still being finalized, but it will be posted on the contest's page in the next few weeks.



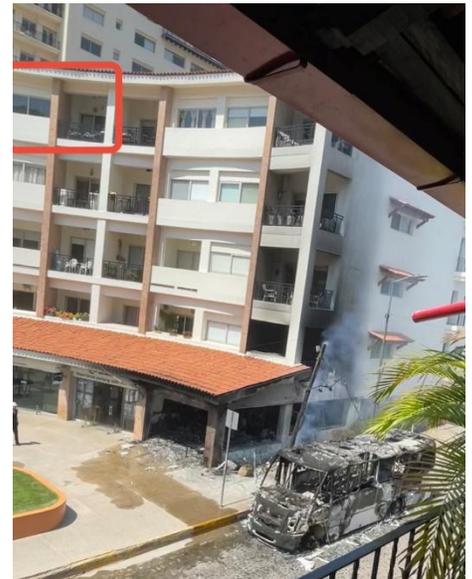
Adios Amigos

As many of you know, I split time between Lakewood Colorado and Puerto Vallarta Mexico, spending around 5 months a year in Puerto Vallarta Mexico. The plan for a while has been to make Puerto Vallarta our home base. While that time is now, as on February 28th, we left our Lakewood home deeply laden for the last time as we moved “here” full-time. If our car and then airplane were ships, they would both have been down to their marks.

Unfortunately, Puerto Vallarta was recently in the news as the cartel caused quite a bit of problems in the city as they burned cars, buses, and several OXXO's and Kiosko's (the local equivalent of a 7-11). While there were no human injuries or fatalities, they did severely impact the infrastructure of the city. Blocking roads, destroying businesses (most of which were chains of corporately owned), and scaring tourists away.

One of the impacted structures was our condominium as one of the buses was right next to our building when it was set on fire. If the bus had been 15 feet further, or had not been powered by propane, the damage would have been minor (like most of the other locations), but when the propane tank ignited, it looked and acted like a flame-thrower, aimed at our building which was only about 15 feet away.

After inspection, the structure was deemed safe – the concrete, steel, and tile protected most of the building from destruction, limiting most of the damage to the business on the ground floor and the four units directly above it. That is our unit circled in red in the upper left-hand corner of the picture. These units are all under repair with an expected completion of late April. Our unit was not damaged other than the soot that seems to be everywhere. It is like someone threw a large bag of glitter up in the air with the ceiling fans running on high. But soot is more difficult to clean up than glitter.



It took about a week of work to get to the point where we could move into the unit, our home. It is now approximately 2 weeks after the “day”, and while we still have more to clean up, Vallarta is almost back to normal, except that the number of people (tourists) is extremely low. Good for us residents, but bad for the many small locally owned and operated businesses.

What happened was unbelievably bad, but the cartel made a conscience effort to ensure people were not in any of what they were going to burn. Human injury was not their goal. The city has bounced back, and we feel safe. The overall event was bad, but not as bad as it was shown on TV, online, and print in the States. Unfortunately, a few AI-generated pictures also made the rounds (no, the church and Costco were not set on fire), adding to the dread and gloom already being shown. The first picture that was sent to me was of the entire city in flames – and given who had sent it to me, I thought it was a joke stemming from the US Olympic Hockey Team just beating the Canadians. There are many Americans and Canadians (collectively called “ex-Pats”) living in Vallarta.

I will still be involved in the club and still writing the Scuttlebutt – at least as long as the club will still have me. We plan on coming back to the States and specifically the Denver Colorado area around every 3 months or so to see family and to catch up on doctor's appointments. I will be attending every meeting virtually and I expect to be at the June meeting. So, until then, Adios Amigos! - Hugh

Get Your Swag

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



Website Password

The website is now broken into content that needs a password, and content that is open to the public.

Moving forward we will be pulling parts of the minutes out of the newsletter, specifically the financial information and business items of the club. But do not fret, the full minutes will be available to club members on our website, in both pdf form and in video as well, but these will be password protected.

In addition to the normal write up of the Presentation and Show and Tells, most will have links to the club's YouTube channel where you can view that portion of the meeting. We will be working at getting the full video of the meeting posted to the channel as well – but it will be password protected.

If you do not know the password, please reach out and it will be sent to you.

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's**).

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 RockyMountainShipwrights1991@gmail.com and they will be added to the lists. With your contributions, we can make these lists a more comprehensive and valuable resource.

Useful Websites

With today's access to the web, there is a huge amount of useful information available to ship modelers. Here is a brief list that was pulled from Ships Of Scale.

Please send any links that you find useful, and we will add them to the list.

[Ship plans of the Royal Museums Greenwich](#)

- 3000 contemporary ship plans, 800 of which are high resolution.

[Royal Museum Greenwich collection of contemporary ships plans](#)

- Royal Museum Greenwich collection of contemporary ships plans (low resolution for free), paintings, contracts, and more.

[The Elements and Practice of Rigging And Seamanship, 1794, by David Steel](#)

- David Steel's book on rigging and seamanship.

[A primer on planking](#)

- Planking tutorial by David Antscherl

[Textbook of Seamanship, 1891](#)

- Textbook on seamanship 1891

[The Rigging of HMS Invincible](#)

- A study of the rigging of HMS Invincible

[Photographing Scale Models](#)

[Universal Dictionary of the Marine](#)

- Useful for maritime definitions, both English as well as French sea terms.

[Original contracts of various ships and eras](#)

[Library of Congress](#)

- Library of Congress – Search from home page for detailed plans and photos.

Online Suppliers

Nautical Hobby Shops

[Agos 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 or call 585 968 8111

