



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.

July 2026

Hoist the mainsail! Set the jib! Heave away!

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 July 18, 2026

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

May Presentation

Jay Phillips presents "Baby Flattops on the Columbia River – The WWII Casablanca Escort Carriers"

Jay explores the history of their building and deployment, their most famous action as part of "Taffy 3" in the Battle of the Philippines, and at building a paper model.

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 August 1, 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
Rocky Mountain Shipwrights Website	2
May 16, 2026 Meeting.....	2

Weathering the Storm: The Tangled Web of his Maiden Voyage of Standing Rigging.....	5
Show and Tell	10
Front Range Woodturners / Colorado Woodworkers Guild Summer BBQ.....	12
Rocky Mountain Shipwrights Member Map.....	12
No July Workshop.....	12
July 18, 2026, Meeting Agenda	13
Hull Clamps.....	13
Dry Dock Modeler	14
Rocky Mountain Shipwrights Meetings are Streaming.....	15
Rocky Mountain Shipwright Online Presence	15
Get Your Swag	15
Sources of Tools, Supplies & Services.....	16
Useful Websites	16
Online Suppliers.....	17
Local Sources.....	18
Selected Informational Resources for Model Builders	19

Skipper's Log

I wonder if you were impressed, as I was by the Fourth of July celebration of the 250th anniversary of our country. The tall ships reminded me of the maritime history that we all curate. I was also struck by the fact that most of us have enjoyed about a third of the history of the United States as participants. During our time we have seen technology grow in all areas around us, yet we honor the history of ships from all ages with our art. Along with our physical work, we harbor a huge library of maritime history. Each of us at least studies the history of the boats that we build, but many of us have a broad knowledge of other aspects of maritime history. As we look forward to the upcoming months and the boat show in October, I would like to think about organizing our models in a historical way to tell a story of the development of boats and ships across history.

I am looking forward to this month's presentation by Jay Phillips entitled: "Baby Flat Tops on the Columbia River; the World War II Casablanca Escort Carriers." Another fitting example of maritime history and it great to have the opportunity to learn about it.

Hope everybody is having a great summer and look forward to seeing you all on July 18.

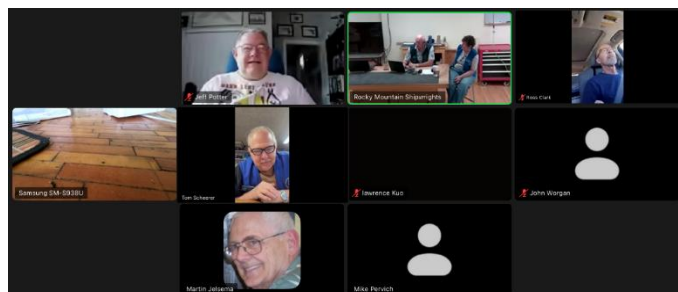
Phil
Phil von der Heydt, Skipper
Bvdh@aol.com
817 832 7631

Rocky Mountain Shipwrights Website

The website is back up due to the diligent work of Martin J and Dave N. It can be found [here](#).

May 16, 2026 Meeting

There were twenty-five in attendance, including 2 guests (g) and 8 online members (z) for the meeting. Quick note... this is our largest number of online attendees. They were Fred Bell, Ralph Buckwalter, Ross Clark (z), Bob Fivehouse, Martin Jelsema (z), Lawrence Kuo (z), Hugh Long, Dave Niss, Marv Olsen, Will Pearson, Mark Persichetti, Mike Pervich (z), Carrol (g) & Jay Phillips, Jeff Potter (z), Jeff Ross, Bob Rushforth, Alice Sampson, Tom Scheerer (z), Beth (g) & Scott Shilling, Jon Sorenson (z), Mike Untiedt, Phil van der Heydt, and John Worgan (z).



Online Attendees – clockwise from top left: Jeff P, <meeting/Phil vdH & Alice S>, Ross C, Jon S, Tom S, Lawrence K, John W, and Martin J, and Mike Pervich

Skipper Phil vdH called the meeting to order at 9:37am and led the group in the Pledge of Allegiance.



Mark P, Beth S, Fred B, Will P, Jeff R, Bob F, Ralph B, and Hugh L



Ralph B, Carol P, Beth S, Scott S, Will P, and Mark P



Alice S, Bob F, Jeff R, and Ralph B

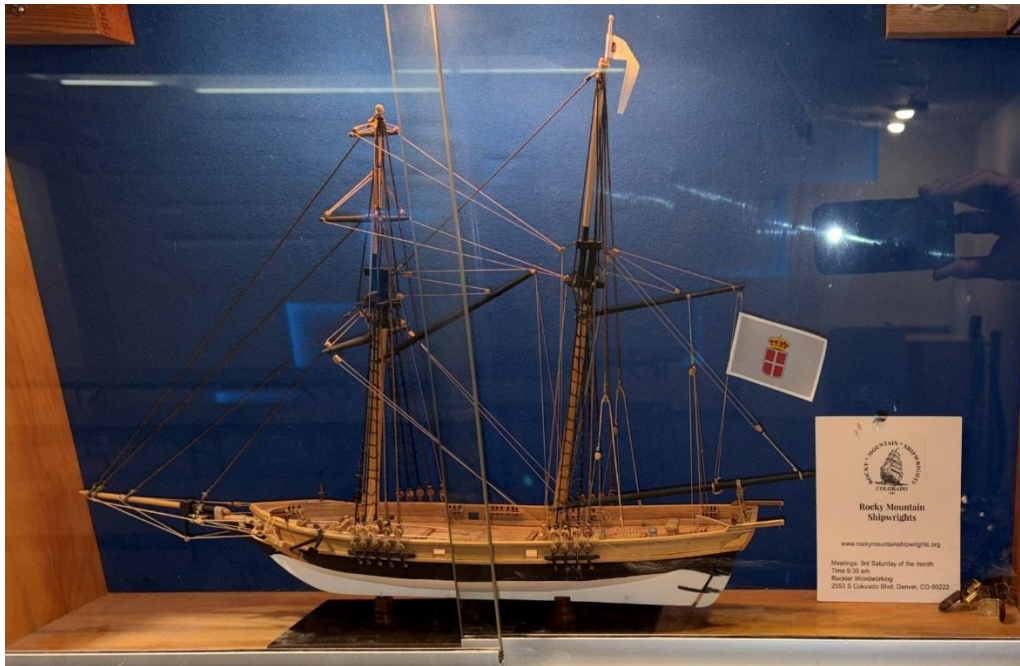


Will P, Dave N, Bob F, Mark P, Scott S, Phil vdH, Jeff R, and Beth S



Beth & Scott S, Ralph B, Will P, Bob R, and Mark P

After the Skipper's and Purser's reports, any new member introductions, the new and old business items of the club were discussed. Until the website is back up, members can contact the [club](#) for the full minutes.



Ralph B's Black Prince

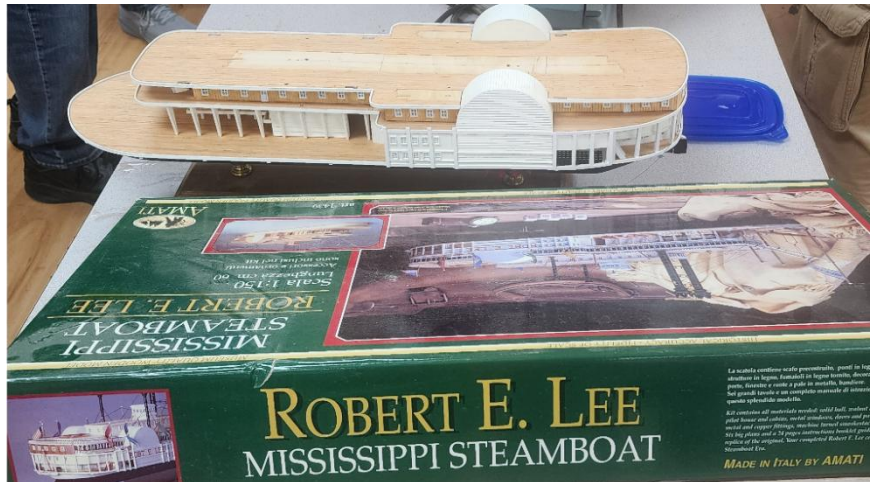


Phil vdH and Alice S



Phil vdH and Dave N

Hugh L, Mark P, Alice S, Bob B, and Marv O



Jeff R, Bob F, Will P, Ralph B, Scott S, Marv O, and Phil vdH



Michael C's Santísima Trinidad cross-section

After building 5 plank-on-bulkhead 19th century sailing ships and a German WWI biplane, Michael Caramia thought a cross-sectional would be a reasonable next challenge. From the research, then throughout the actual construction, Michael grew increasingly astounded that professionals built a nearly unmanageable, essentially unstable, gun platform.

Weathering the Storm: The Tangled Web of his Maiden Voyage of Standing Rigging

By Hugh Long



I know I have been working on rigging for a little bit, but I am finally going to get to do what I envisioned as "rigging" when I picked up the hobby way back in October of 2000 when I purchased my Bluenose, and again when I started the hobby in earnest in March of 2023 (again with my Bluenose). That vision was of attaching lines from the top of the masts to the deck.

In May of 2026 and I am still working on my Bluenose, but my current focus is on my Molino. With some luck, or maybe if I run into a bunch of problems/frustrations, I will get back to my Bluenose later this year.

Over the past few years, I have learned that those lines are called shrouds and they do not attach to the top of the masts, nor do they attach directly to the deck.

From what I've heard, first is the standing rigging followed by the running rigging. And the order of the standing rigging is shrouds, then ratlines, and then the stays. So far, I've completed the shrouds, so I have a long way to go.

This presentation will walk through my voyage of my initial standing rigging.

If you were part of the audience

at the June meeting, you heard Ralph speak up about the order of standing rigging and how the stays can be completed before the ratlines. I'll explain his reasoning for this later in the article.

My first pitfall is that I am the type of person who enjoys, okay needs, instructions. Creating instructions or processes is what I did for most of my working life.



Rigging Order

Standing Rigging before Running Rigging

- Standing Rigging
 - Shrouds
 - Ratlines
 - Stays

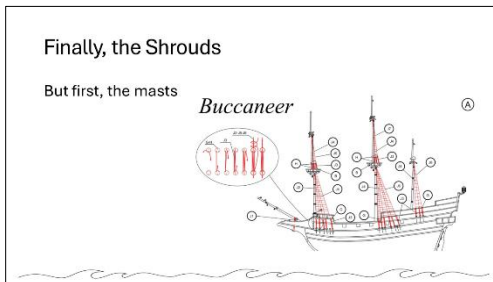
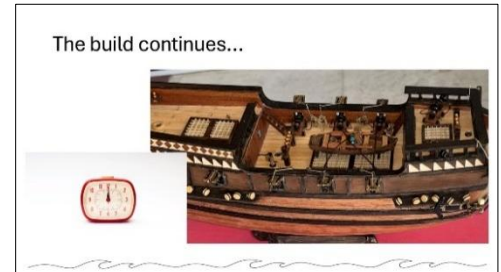
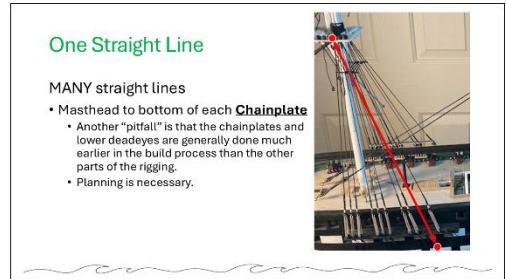
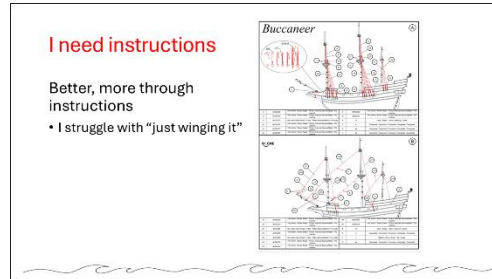


Most of the instructions out there are not to the depth or level I need, so my build is slowed considerably by me creating instructions that I can follow. I struggle with “just winging it.” Manufacturers have improved in this realm, but most are still catching up.

Shrouds became a lot easier for me to tackle once I realized that shrouds are a straight line, from the masthead to the bottom of the chainplate. This in fact became my mantra... “One Straight Line,” or in reality, MANY straight lines.

But my excitement was short lived as I realized that the chainplates and lower deadeyes are generally completed much earlier in the build than the rest of the rigging. For my Bluenose this epiphany came too late as I installed the chainplates at roughly the angles that were shown on the plans. But for my Molino, I understood not just why they were at angles, but also how to determine the angles.

So, the deadeyes and lower deadeyes are installed, and the build continues until it is finally time for the shrouds.



But before I can start on them, I need to work on the masts. And while the masts (and yards) are generally circular in shape, the diameter generally narrows higher up the mast. We are not talking about a lot, but they do need to be tapered slightly.

This is the time to say that I decided to work on the masts “off of the ship”, and to only build each mast up to the first

(or next) top. More on this later.

I started by taking a series of measurements at various points along the foremast and manually sanded the first section until it was tapered to match the measurements.

It worked, but it took 45 minutes to taper the first section. I knew there had to be a better method, so I reached out to Ralph. He suggested that I use a drill or rotary tool. He told me it was faster, but to take care not to break a dowel.

All in all, it was a lot faster and I decided to taper all the mast sections and yards at this point. I still made multiple measurements and constantly checked if my sanding had tapered to dowel to the correct diameter, but it was faster.

Another tip to share was to use some plastic/rubber tubing around the dowel so that tightening the chuck did not damage the dowel. In my limited supplies I ended up using a section of an extended tip for a tube of super glue.

And as my sanding skills improved, I was able to go faster. I ended up tapering all the masts and yards in just a few hours. But even though I tried to be careful, I ended up tapering one dowel too much while braking another.



Normally this wouldn't be anything to mention, but given I recently moved to Puerto Vallarta Mexico, and my supplies had not yet made it to me, my supplies are extremely limited. I needed another 1/4" dowel. I had heard of a store that sold paint

and other arts and craft supplies and after an online search I found a couple of possible stores that were all within a 10 to 15-minute walk. And even though it was a bit later in the afternoon/evening, they were still open, at least for a short time. Out the door I raced and about halfway to the first one I realized that I had left home without my calibers.

I made the decision to keep going as I was not sure they would be open if I ran back to get it. Of the three possible stores, I found one that sold dowels. Great news, but they were not sold by the diameter of the dowel, but by the length.

Using my online translator, I asked the clerk if I could use a tape measure. With the taper measure in hand, I started looking at the dowels and realized that the tape measure was only in inches, and the dowel I needed was 6mm in diameter. A quick online search told me that 6mm was close to $\frac{1}{4}$ ". I found the one I needed and paid the woman 2 pesos (about 12 cents) and headed home.

At home, with my calipers, I found out that the dowel was not perfectly round, but I was able to fix that with sandpaper and the drill.

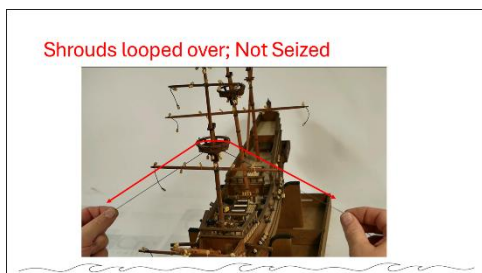
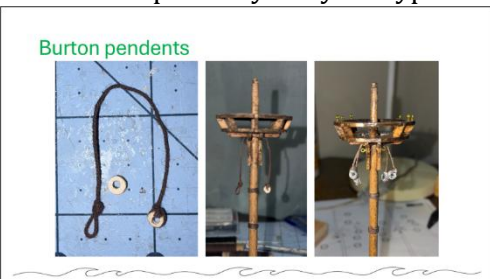
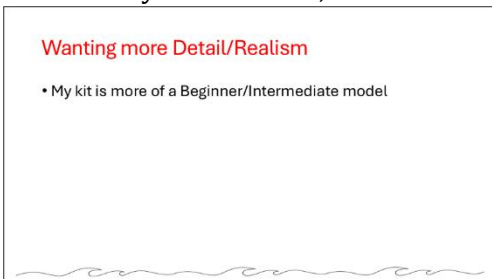
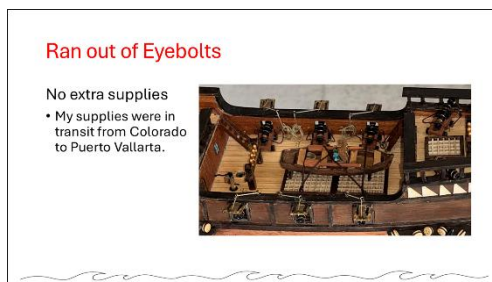
With all the masts tapered, I began building the fore lower mast up to the circular top (remember I'm building each mast in sections). It was at this point I realized that I did not have enough eyebolts for all the masts. This was not due to OcCre

not including enough in the kit, it was because of the addition details I had added to the ship. Another trip to the same store and I had a roll of thin brass wire. It was not 2 pesos, but it cost less than \$3.

A bunch of DIY eyebolts and I was back on track.

The next thing that reared its ugly head was, well, me. While I am enjoying this kit, it is a beginner, maybe an intermediate skills build. While "I" consider myself a newbie, I also understand that I'm probably not your typical newbie as I've been very active in the club for a few years, so I've picked up any number of skills (osmosis?); I just do not have any completed models yet.

As I want to do, I want to add more to the Molino than is supplied in the kit. And since this kit is a mystical ship, and not a historical one, I'm not breaking the unwritten rule of modifying a ship.

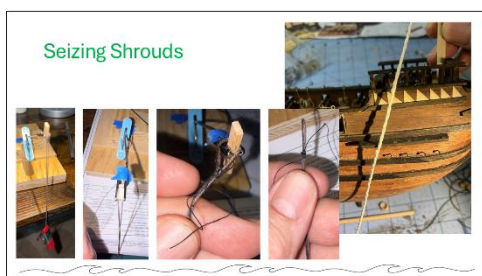


At this point I've decided to add Burton pendants (yes that is the correct spelling) to two of the masts. They are heavy, relatively short lengths of rope that hangs from the masthead. For the most part they are used for lifting heavy objects on/off the ship.

The fact that the kit is more of a beginner/intermediate kit came into play again as the instructions showed the shrouds were just simply looped over the masthead instead of being seized. Having seen any number of completed builds of this kit, I knew that if I were to build it this way, most people would not notice it and even if they did, the completed ship would still look very nice.

But I would know, plus I wanted to seize the shrouds.

The shroud work actually started way back near the beginning of this presentation where I talked about the chainplates and lower deadeyes. One of the tasks at that point was to determine the length of the longest individual shroud (the one furthest away from the perpendicular of the



mast). A few inches of thread are added to the measurement (to give the modeler extra/enough thread to more easily tie any knots). This length is then doubled (remember you're creating a pair of shrouds) unless each side has an odd number of shrouds. In these "odd" cases, the single shroud is done last – it is called a "swifter."

By building the masts in sections, the seize that splits the line into two shrouds can be tied off the ship, and then the bight can be slipped over the masthead and tightened. This avoids the need to thread the line through all the parts of the mast top and then seize it. Avoid this frustration and plan your mast build in sections.

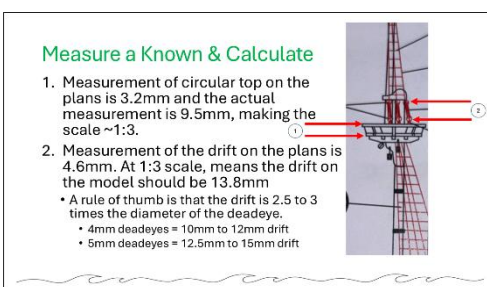
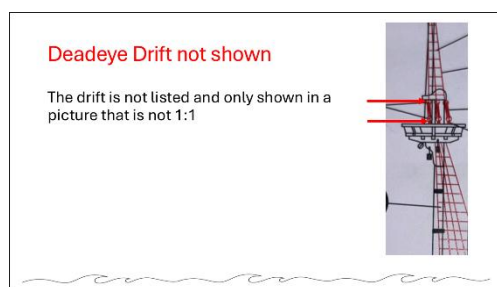
This is also why Ralph mentioned that the stays can be done before the ratlines. Once all the shroud bights have been installed over the masthead (and each pair of shrouds labeled to which side and which deadeye they will be routed to), the same can be done for any stays that are connected to that masthead. Determine the length (add at least a few inches for working material), seize it to create another bight, slip it over the masthead and snug it up. Label it as a stay and then move on with the construction upward of the mast. While I could not employ this technique in my build, I will keep it in my back pocket for my next build.

Another thing to be aware of is that when building the masts in sections, the first shrouds that will be attached to deadeyes are the ones from the top of the topmast to the deadeyes at the first/lowest top. The lowest shrouds (attached to the masthead of the lower mast) will be the last ones to be attached to deadeyes. And these deadeyes are the ones that will be reeved with the lower deadeyes and chainplates.

The next item is back to me needing instructions. In this case I am ready to attach the shrouds from the mast head of the topmast to the deadeyes on the circular top. The problem I ran into was that the distance between the

deadeyes (called the drift) was not listed anywhere in the instructions.

There was one diagram that showed the deadeyes, but the drift was not shown. The diagram was also NOT at 1 to 1 scale nor was the scale of the drawing listed. The diagram

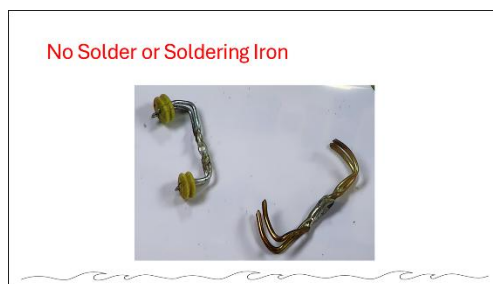


showed the circular top, and I could measure it on the plans and then measure the actual circular top and then determine the scale.

The distance between the top of the rail of the circular top to the bottom of the top of the circular top is 3.2mm, while the actual distance is 9.5mm. Comparing these means that this diagram is 1/3 of the actual ship, making the scale of the diagram is 1:3. From the plans I measured the full deadeye spacing (from the outer edge of the upper deadeye to the outer edge of the lower deadeye) to be 4.6mm. Converting that from a 1:3 scale determines the drift on the actual ship model should be 13.8mm.

While researching this and other related topics I found that the rule of thumb for the drift is 2.5 to 3 times the diameter of the deadeye, and these deadeyes are 4mm, so anywhere between 10mm and 12mm is good.

With the drift known, it was time to make the jig that will hold the deadeyes apart. Ralph B had shown the club the jig he uses that is made with two pieces of twisted wire that are soldered together in an "X" shape. For more info on deadeye jigs, look at the [September 2025 Scuttlebutt](#).



The problem I had with the jig was that I do not have a soldering iron or solder. I believe that one of the plank benders I have in Mexico is really a soldering iron so really, I just need solder. I could search for the one I have and go buy solder, but at this point I was not feeling like going out AGAIN. First, I tried twisting two wires together without solder, but there was just too much wiggling between the wires. Then I tried a single wire, and it worked "okay". That is how I did the upper shrouds on the foremast. For the upper shrouds on the mainmast, I used two

unsoldered wires. That worked better than the single wire but was not the most user-friendly thing to use. Finally, I tried twisting two wires together again, following much the same process as I did to make eyebolts, and it worked. Tightly twisting the wires was the answer.

Cut Shroud



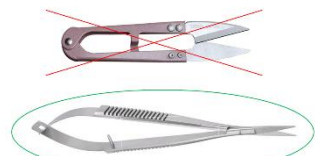
Coming down the home stretch and cleaning up all the loose ends of thread on my first shrouds, I caused another problem. I accidentally cut one of the shrouds. I was trying to be careful, but somehow with my tailor scissors, I cut a shroud. On the bright side the one I cut was a swifter, so I was able to easily remove and replace it.

This item was not originally on my list, but when I attended the club's workshop on June 6th,

Ralph showed me a set of precision scissors. I now have a pair safely tucked away in my suitcase. Ralph gave me a tip about the scissors, and it really works for any scissor work, hold the blades closed while you navigate through the lines UNTIL you get to the one needing to be trimmed.

Precision Scissors

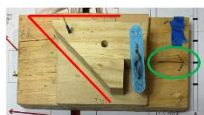
- Use the right tool for the job



My Stand

The written arrow (circled) points to the bow, but the "red arrow" points to the stern.

- My mind kept focusing on the red arrow, so I was reeving incorrectly.
- Plus, I kept forgetting the pattern switches from side to side.



With the shroud ends properly trimmed, I'm on to reeving the deadeyes. Reeving deadeyes uses a very specific pattern. Once you learn/remember the pattern, it is straightforward. This is important as regardless of which side (port or starboard) you are reeving, the pattern is always the same. It always starts at the lower hole of the upper deadeye closest to the bow.

A simple enough task except that since I'm working on the masts off the ship, I kept messing up

because of the stand that I use to hold the mast. You might be wondering how can a stand effect the reeving pattern? Well, it goes back to "me" and the fact that I'm re-using a block of wood for the stand.

I drew an arrow and wrote the sides of the ship on the board, but it also has an "arrow-like" shape (I've added a red line to the picture to highlight it). My mind kept using the arrow as marking for the bow and thus making up to half of the reeves incorrect as I would start on the hole closest to the stern instead of the hole closest to the bow. After messing up a few, and realizing "why," I relabeled the board. Overkill? Maybe but I know that I didn't make the mistake again.

Better Labeling

Overkill?



With the shrouds completed, it was time for my first ratlines. Or was it?

Completed Shrouds



Finally, onto the Ratlines...



Ratlines by James Webster

As I've done before, I wanted more. More this time meant (in order of installation):

- Sheer poles
- Futtock staves
- Catharpins
- Futtock shrouds
- Rat-boards

And only then can I finally address the ratlines.

Me... still wanting more

- Sheer poles
- Futtock staves
- Catharpins
- Futtock shrouds
- Rat-boards (or shroud boards)
- And then finally the rope ratlines

Ralph Buckwalter – Rope Hank jig

Ralph created a jig to create rope hanks using a small block of wood and several metal belaying pins.

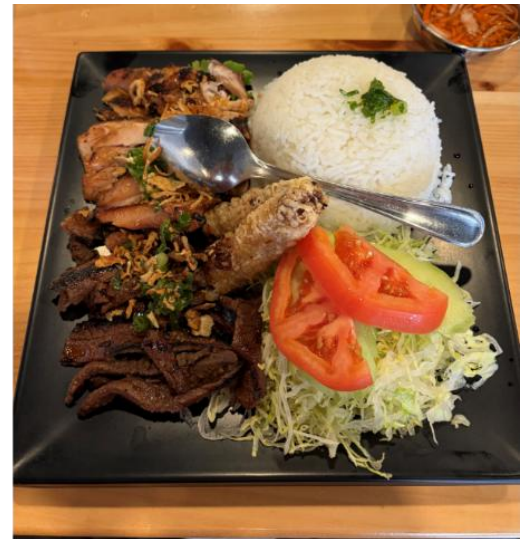


- Drill three rows of holes for the belaying pins, two rows on the top of the board and one row on the edge of the board.
- Line will then be wrapped around the pins. Place one loop of thread around the pins that are furthest away from each other, and then 4 or 5 loops around the other two pins.
- Add a drop of glue (Ralph uses Fray Check on ropes and sails) to hold the hanks together. Once dry, remove the belaying pin on the edge of the board, and the hank can be removed. Stainless steel pins may be needed as the glue sometimes sticks to the metal pins.
- The jig creates hanks with a “bend” in the middle, which makes it look more realistic when the hank is added to the ship.
- It also allows him to make many hanks at one time as opposed creating one or two hanks at a time.

The meeting was adjourned at 11:45am.

Skipper's Lunch next door at [BoHeo Pho Kitchen](#)

- Five people took advantage of the lunch.



Skipper's Lunch – Beth and Scott S, Bob F, Phil vdH, and Hugh L

Front Range Woodturners / Colorado Woodworkers Guild Summer BBQ

The Front Range Woodworkers and the Colorado Woodturners Summer had their annual picnic on June 27th, and a few of the Rocky Mountain Shipwrights joined them again this year. Thanks again for the invite!

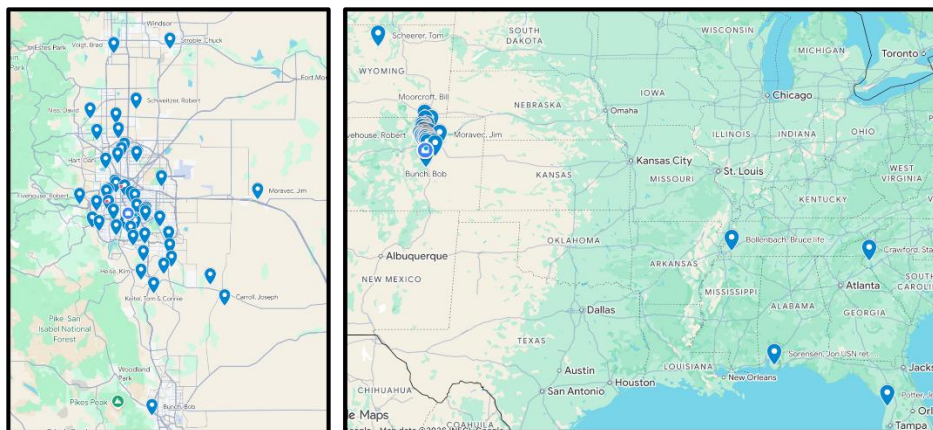


Woodworkers Picnic – Carol and Jay P, and Bob F

Rocky Mountain Shipwrights Member Map

At last month's meeting Bill Bixby told the club that he recently put together a map of the Woodworkers and Woodturners members, and that he could do the same for us.

The membership map has been finished, and the live version can be found [here](#).



No July Workshop

Given the 1st Saturday fell on the Nation's 250th birthday, there was not a workshop.

July 18, 2026, Meeting Agenda

Please join us on Saturday July 18th 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](#)

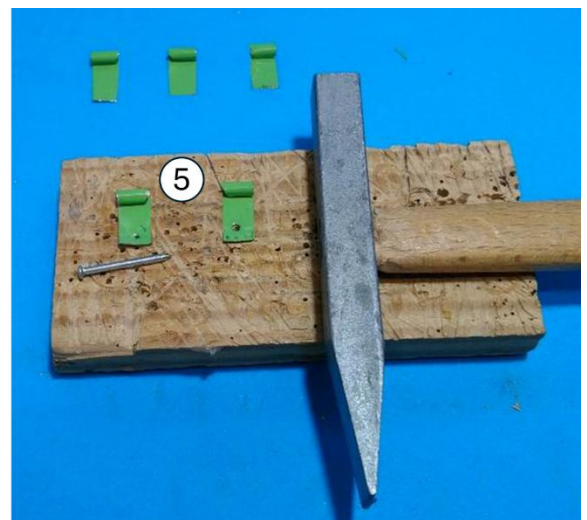
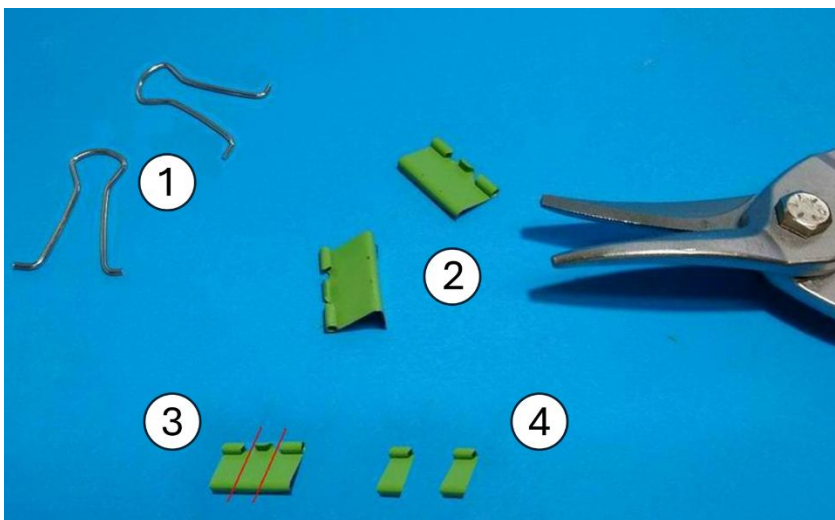
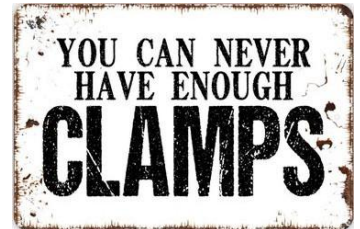
- Flag Ceremony
- Skipper's Report
- Purser's Report
- Old Business
- New Business
- BREAK
- History and Mystery
 - Jay Phillips presents "Baby Flattops on the Columbia River – The WWII Casablanca Escort Carriers"
- Show and Tell
- Adjourn
- Skipper's lunch: Bo Heo Pho

Hull Clamps

We all use them and have any number of different styles of them. Not just because we all need and like clamps, but because there are so many different places that require them. Recently I ran across the following "style" on Ships In Scale, and after reaching out to [Thanasis](#), I'm happy to share his clamps with the club. The original post can be found [here](#).

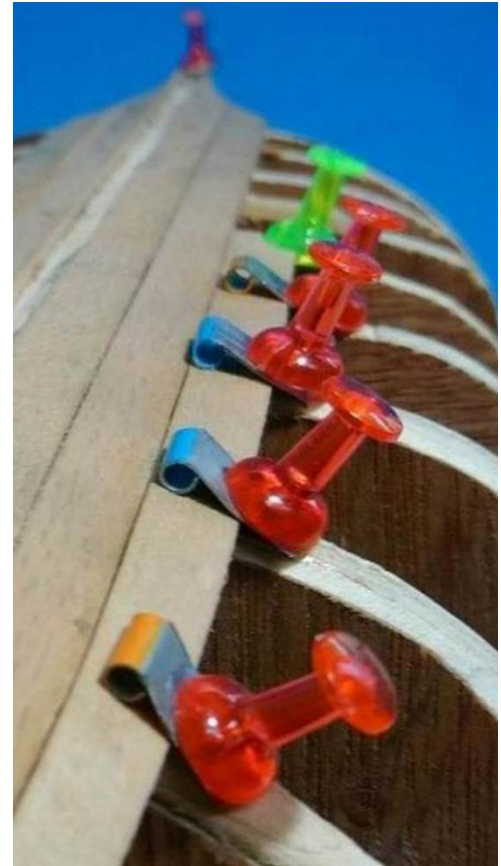
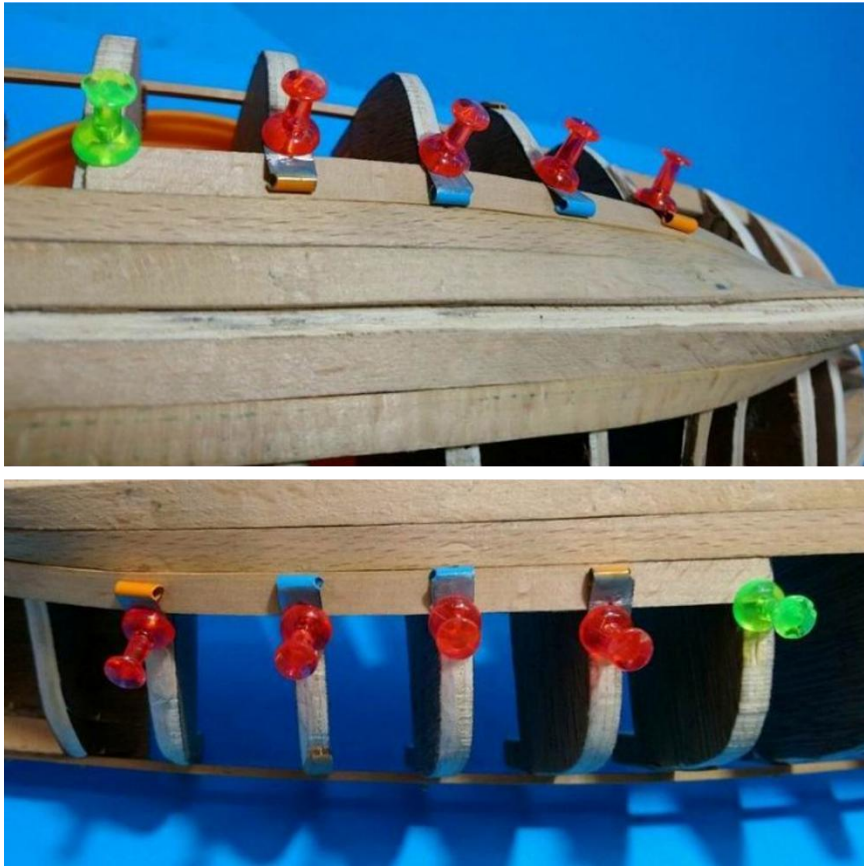
All you will need some medium sized binder clips, a good pair of tin snips, some steel nails, a drill & bit, and some push-pins.

1. Remove the metal handles from the body of the clip
2. With the tin snips, cut the body of the clip in half
3. Then cut each half into three parts.
4. The middle portion can be thrown away.
5. Use a nail or drill to make a small hole that is big enough for the pin to go through in each part.



Thanasis mentions that he used a steel nail and hammer to start the small hole and then made it wider by using a drill. He couldn't manage to open the holes with his rotary tool, maybe because of the hardness of the clamp. He feels its hardness is what makes it effective as clamp, the stiffness of the metal piece.

Now insert the pins into the holes and you have your hull clamps. A second hole could be made in the metal piece to give you options to where the clamp can be attached to the frames or bulkheads.



Dry Dock Modeler

A new ship model forum has launched. It is run by several of the former moderators of Model Ship World so it will look and feel a lot like it, at least in the beginning. Take a look, and if you sign up, let us know so we can tell others in the club about any builds you have.

It can be found at <https://drydockmodeler.com/>

Rocky Mountain Shipwrights Meetings are Streaming

Within the next few months, we will be switching Zoom accounts to the Club's Zoom own account, which will change the link and log in information. There is nothing to do right now, just know that it is coming. As we get closer to the change, more information will be sent out.

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.

Get Your Swag

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



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

[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

[Arsenal Modelist](#)

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

[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.

[DeAgostini Model Space](#)

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

[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.

[Dry Dock Modeler](#)

Dry Dock Modeler is an international forum which aims to encompass all aspects of building model ships and boats.

[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."

[Model Ship Building Secrets](#)

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

[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.

[Nautical Research Guild](#)

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

[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.

[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

