



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.

August 2026

Hot enough to melt the pitch

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 August 15, 2026

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

August Presentation

To Be Determined

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 September 5, 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

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Skipper's Log

It is hard to believe that summer is almost over, and we only have two meetings at rockers to prepare and plan for in October boat show. I hope that many of you have finished a new model this year and are thinking about how we might coordinate the boats in the show to tell a story about maritime history. As soon as you are sure which models you are going to show please contact Alice so that she can prepare what I call "museum cards."

We expect to have new flyers for distribution soon. I hope that each of you takes a few and hands them around to all our usual haunts. Any of you that have in the past contacted the Denver Post and other press outlets, please do so again. We are looking at October 16, 17, and 18th for the show.

I look forward to seeing you all at the August 15 meeting. I expect one or more new members to arrive and as usual for us to make him feel welcome. I find new members are a great stimulus to our teaching skills and knowledge of maritime history.

Fair winds and following seas.

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

June 18, 2026 Meeting

There were twenty-two in attendance, including 1 guest (g) and 7 online members (z) for the meeting. They were Fred Bell, Ralph Buckwalter, Ross Clark (z), Terry Duffin, Bob Fivehouse, Martin Jelsema (z), Steve Lofshult, Hugh Long (z), Matt Madrid, Dave Niss, Carrol (g) & Jay Phillips, Jeff Potter (z), Bruce Ream, Bob Rushforth, Alice Sampson, Tom Scheerer (z), Scott Shilling (z), Chuck Stroble, Martin Ters, Phil van der Heydt, and John Worgan (z)

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



Tom S showing off his "Wyoming" RMSW vest



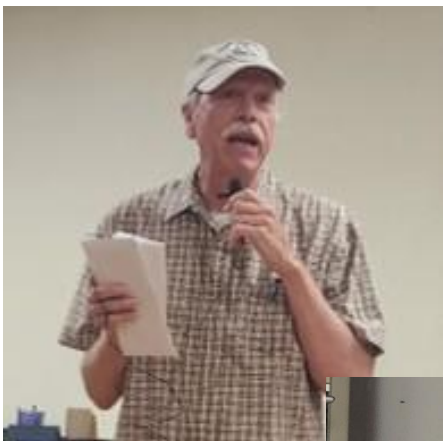
Online Attendees – clockwise from top left: Hugh L, Jeff P, Phil vdH & Steve S at meeting, Tom S, Martin J, John W, Ross C, and Scott S



Dave N & Phil vdH



Matt M, Bob F, Ralph B, Bob R, Alice S, Bruce R, Fred B, Martin T, Terry D, Chuck S, and Steve L



Steve L

Fred B and Steve L



Chuck S





Matt M, Martin T, Bob R, Bruce R, Bob F, Alice S, Chuck S, Fred B, Steve S

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.

There were two new members at the meeting, Matt Madrid and Bruce Ream.



Before closing the meeting, Tom Scheerer reminded the group of the upcoming 50th anniversary of the Big Thompson flood. Tom was there with friends during this horrendous event.

On July 31, 1976, heavy rainfall caused the Big Thompson River in Colorado to flood, causing at least 144 deaths, more than 250 injuries, and at least 5 others to be missing. The flood was caused by a stalled thunderstorm complex that produced rainfall totals of 12–14 inches near Estes Park, Colorado, including 7.5 inches of rain that fell in one hour. Cresting at 30 feet, the flood caused widespread damage along the river totaling almost \$40 million (\$150 million in 2016 USD). It is considered one of the deadliest floods in the state's history.

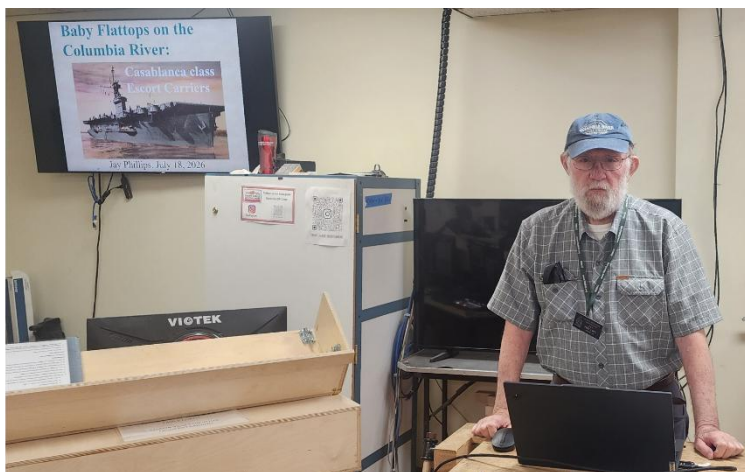


Ralph B brought up that one of our founding members, Terry Godwin, has a model at the [Annapolis Naval Academy Museum](#). His scratch-built build of the USS Lofberg, DD-759, (an Allen M. Sumner-class destroyer) was in service between 1945 and 1971. When the model was accepted in the Museum, Terry and Jon Sorenson drove the model out to Maryland.



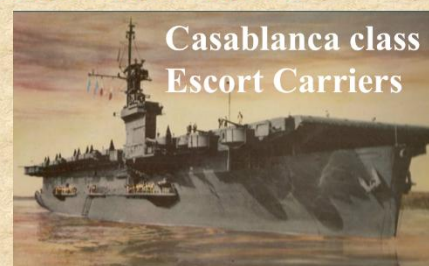
Baby Flat Tops on the Columbia River- the WWII Casablanca Escort Carriers

By Jay Phillips



The Casablanca-class ships were a mass-produced series of 50 American escort carriers (CVEs) built by Henry J. Kaiser's shipyards during World War II. Known as "jeep carriers," they served as the vital, cost-effective backbone for air support and antisubmarine patrols.

Baby Flattops on the Columbia River:



Jay Phillips. July 18, 2026

Casablanca Class

- Escort Aircraft Carrier (CVE)
- Nicknames:
 - Jeep carrier
 - Baby flattop
 - Combustible, Vulnerable, and Expendable
 - Kaiser coffins
- During WWII 50 were built in 21 months in a Kaiser shipyard on the Columbia River – CVE-55 to 104.
- Fastest build: keel laying to launch in 71 days plus 30 more days to complete, sea test, and commission.



Today we will look at:

1. Design and approval
2. Construction on the Columbia River
3. Wartime use
4. Building a paper model



CVEs were named after bays and bodies of water in south-east Alaska but later changed to the names of battle.

Sailors also referred to CVE as Combustible, Vulnerable, and Expendable.

There were 50 CVEs completed between July 1943 and July 1944. None of the ships remain; all were scrapped.

References

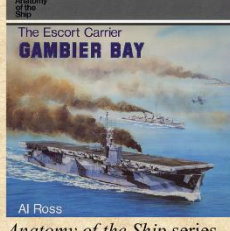
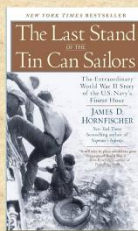
Columbia River Maritime Museum in Astoria, Oregon

FOCUS: Fisheries; Ship building; Coast Guard rescue; Bar pilots; Local history.



References

Two books:



Anatomy of the Ship series

References

Various journal articles and history websites.



The original plan was for them to provide protection for merchant convoys in the North Atlantic as the Navy did not have any aircraft carriers to spare.

The Need For Escorts

- Merchant convoys needed protection.
- Anti-sub aircraft were effective near shore, but a large area was beyond the range of land-based planes.
- Carrier-based planes could fill the gap, but the Navy had no carriers to spare. Maybe in **3 years**.
- Meanwhile, **each month** dozens of ships and their vital cargos were sunk; 100s of merchant men died.



Henry J. Kaiser Had A Plan

- There already were some CVEs – **Bogue class** using merchant hulls; **Sangamon class** converted oilers. They weren't very good as carriers.
- **Kaiser** was building Liberty Ships on assembly lines like automobiles using time-saving methods and cost-saving materials.
- He had the marine architecture firm of **Gibbs & Cox** design a CVE to his specs: fast and cheap to build; customized from the start as a carrier.



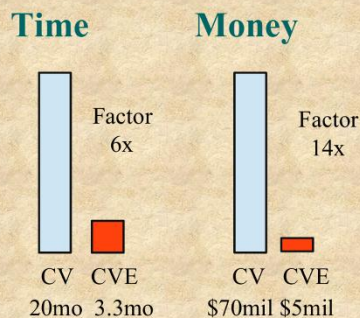
Bogue class and Sangamon class were available but were not good carriers.

Henry J. Kaiser had a plan to build CVEs in an assembly style manner, making them fast and cheap to build.

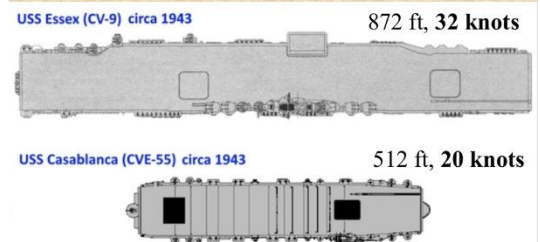
Six CVEs could be built in the time it took to build a full-sized carrier. They were also 14 times cheaper.

They were small and slow in comparison to carriers.

CVEs Were A Bargain



But they were small, slow!



Compromises

- **Small.** Short flight deck = older generation planes.
- **Slow.** Good for convoy escort; not for fleet actions.
- **Welded.** Faster than rivets; easier to train workers.
- **Light armor.** Short supply = delayed production.
- **Old tech engine.** Turbine gears backlogged = delay.
- **Fewer aircraft.** 28 = 1/3 fleet carrier.

Conclusion: Not the best design, but escorts could be in-service on the front line while bigger and better were being built. They were a **stop gap measure**.

They were considered small, slow, used welded hulls, had light armor, used old tech engines, and could carry around 1/3 of the planes as a full-sized carrier.

They were not the best design, but they could be built fast and cheap.

They were 490 feet long with a fully loaded displacement of roughly 10,902 tons and were powered by two reciprocating steam engines generating 9,000 horsepower for a top speed of 20 knots.

Selling It To The Navy

- Kaiser took his plans to the BuShips.
- They said **NO!**
- Cited all the points on the previous screen.
- US Navy wanted only the biggest and the best.
- BuShips did not consider:
 - Merchant shipping losses.
 - Navy's requirement to protect convoys.
 - Long lead time before the "biggest and the best" would be available.

Selling It To The Navy

- Kaiser convinced Roosevelt, who called a meeting of BuShips, and the Maritime Commission.
- He said CVEs **would** be built.
- Since the Navy didn't want them, they would go to the Maritime Commission and be classified as escorts not carriers.
- So a simple World War became something bigger: a Navy turf war! Suddenly, BuShips saw it differently.
- The Navy **would** (and **did**) accept Kaiser's CVEs.



Selling It To The Navy

- When the first *Casablanca* Class were operational, the Navy realized the ships had more uses than just convoy escort.
- Primarily to free fleet carriers from mundane but time consuming tasks.
- And to send CVEs to places the navy wouldn't risk a fleet carrier. Remember, **E** is for **E**xpendable.
- So . . . half the *Casablanca* class had been intended for British lend-lease. Instead, the US Navy kept all 50 and gave the British 25 of the older *Bogue* Class.

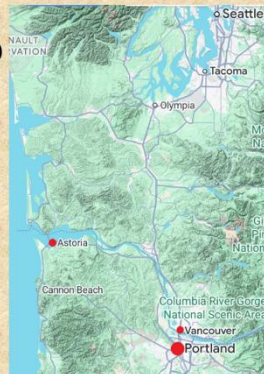
The BuShips (Bureau of Ships) and thus the Navy refused their construction as they only wanted the biggest and best.

Kaiser convinced President Roosevelt to build them, and due to the World War, the Navy would use them.

Once they were built, the Navy realized that they had more uses than convoy escort. Using them would free up carriers for more "important" tasks. Since they were "Expendable", they would be sent to areas where it was not prudent to send a carrier.

Kaiser On The Columbia

- 3 shipyards in Portland-Vancouver area which is 100 miles up river.
- In **3 years** of wartime operation, the 31 slips produced **752 ships**.
- An average of a ship completion every 1 ½ days.
- First liberty ship (*Star of Oregon*) was built in Portland.



Kaiser owned three shipyards in the Portland-Vancouver area, and over the course of three years, a total of 752 ships (not all CVEs) were built in these 31 slips. This is an average of one completed ship every day and a half.

Kaiser On The Columbia

Vancouver shipyard.



Kaiser On The Columbia



Four CVEs in Vancouver. *Casablanca* (right) was christened by First Lady Eleanor Roosevelt, Apr 1943.

Twelve slipways in Vancouver along with a 3,000-foot outfitting pier.

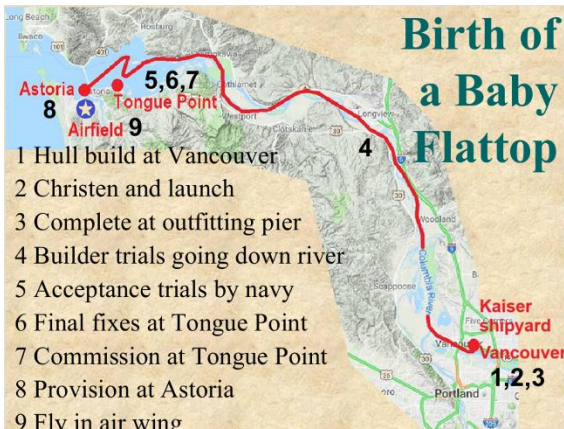
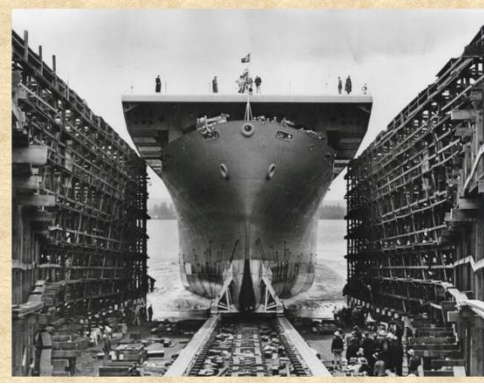
Kaiser On The Columbia

5 ships at outfitting pier.

12 ships on slipways.



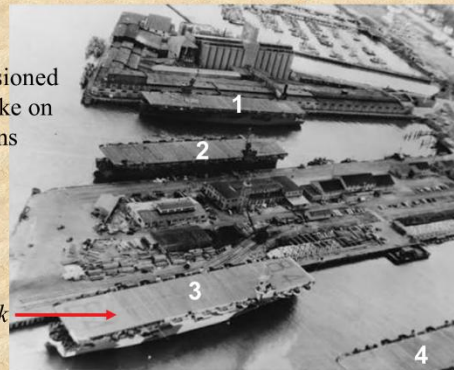
Kaiser On The Columbia



Port of Astoria 6 Apr 1944

4 newly commissioned CVEs take on provisions

CVE-84 Shamrock Bay



CVEs were built in stages across the three shipyards with support from a few other entities.

Use In The War



- **Original Plan.** Escort Atlantic convoys.
- **Actual Use.** Most stayed in the Pacific.
 - Transport troops and material; ferry planes.
 - Air cover for island invasions.
 - Go where Navy wouldn't risk a fleet carrier.
 - Task groups and hunter-killer groups.

While the original plan was to use CVEs for convoy protection in the North Atlantic, they almost completely were used in the Pacific.

CVEs typically carried 25 to 30 aircraft, mixing 16 Grumman FM-2 Wildcat fighters (a variant of the F4F) and 12 Grumman TBF Avenger torpedo bombers.

CVE Aircraft

- **16 Fighters.** FM-2 **Wildcat** (variant of F4F). This was iffy against Mitsubishi Zero. F6F Hellcat was a better plane but needed a larger flight deck.
- **12 Torpedo Bombers.** TBF **Avenger** replaced old Devastators that did so poorly at Midway.

Wildcat



Avenger



In The Atlantic

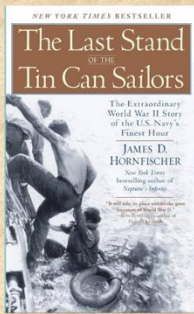
- Only 5 *Casablanca* CVEs went to the Atlantic. Navy said water was too rough and ships rolled too much.
- Escorted convoys, ferried planes, and, with destroyer escorts, formed hunter-killer groups to hunt u-boats.
- *USS Guadalcanal* (CVE-60) captured U-505 which is now a museum ship in Chicago.



Only five CVEs were sent to the Atlantic, and the USS Guadalcanal (CVE-60), captured U-505 submarine which is now on permanent display in Chicago.

In the Pacific, CVEs played a huge role in the Battle off Samar Island. The unit was called Taffy 3 (Task Unit 3) as six CVEs were involved in the US invasion of the Philippines. The Japanese wrongfully assumed that they would have smooth sailing through the San Bernadino Strait and ran into Taffy 3.

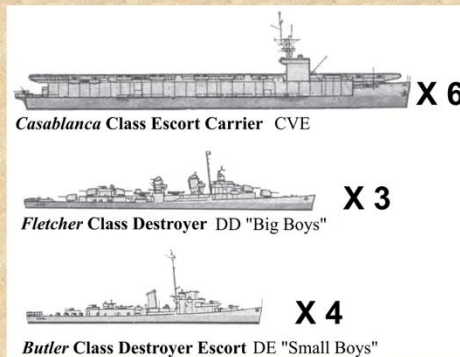
Battle Off Samar Island "Taffy 3"



- 25 Oct 1944
- US invasion of Philippines
- Admiral Clifton Sprague
- Halsey with his 3rd fleet was suckered into abandoning his assigned station to chase reported carriers to the north.
- Japanese center fleet came through San Bernardino Strait and found only Taffy 3 blocking its way south.

and found only Taffy 3 blocking its way south.

"Taffy 3" Ships



CVEs

Fanshaw Bay,
Gambier Bay,
Kalinin Bay,
Kitkun Bay,
St. Lo, White
Plains.

DDs

Hoel,
Johnston,
Heermann.

DEs

Dennis, John
C. Butler,
Raymond,
Samuel B.
Roberts.

Red = lost

On October 25, 1944, two CVEs from the Taffy 3 Task Unit were sunk by Japanese forces. The USS Gambier Bay (CVE-73) was sunk by Japanese heavy cruiser gunfire after being targeted at close range. She holds the tragic distinction of being the only U.S. Navy aircraft carrier sunk by surface gunfire during World War II. The USS St. Lo (CVE-63) was sunk by a kamikaze attack later that day. A Japanese Zero crashed through her flight deck, detonating her torpedo and bomb magazines. She was the first major U.S. warship ever sunk by a kamikaze suicide strike.

After The War

- Old design slow engines of no interest to the navy.
- Small decks couldn't handle jets.
- Some became helicopter carriers for a while.
- Most were mothballed and scrapped 1959-61.
- Today there are no remaining examples.



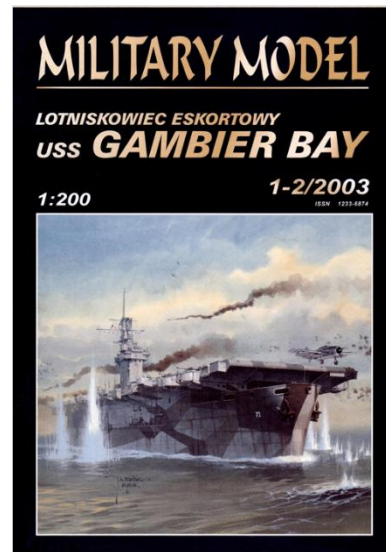
Mothball
fleet, Suisun
Bay, CA.,
about 1960.

After the war, the remaining CVEs continued to be "Expendable" as they were all scrapped, and there are none in existence today.

Jay will be making the USS Gambier Bay. It will be a 1:400 scale finishing out at 15 inches, and he plans on only building one of each style of the two aircraft carried on a CVE.

Very little painting will be needed on Jay's paper model, and only the edge of each part needs to be painted to "hide" the white paper stock.

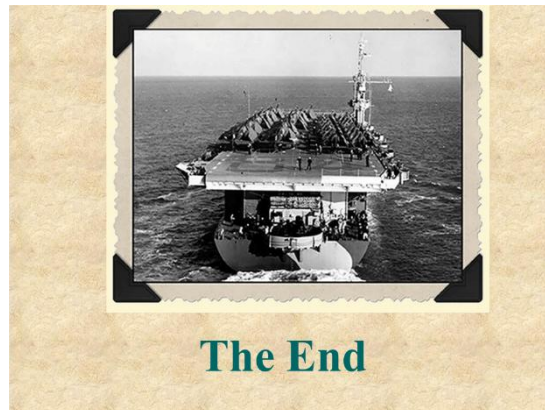
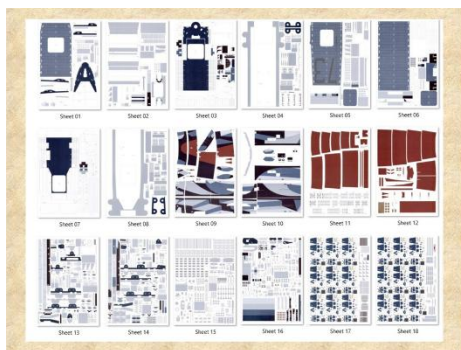
Below are examples of a 1:200 scale paper model of the USS Gambier Bay.



Building A Paper Model



1:200 = 30 inch model
1:400 = 15 inch model



The End

Show and Tell

Bob Fivehouse – SS Insulinde

At the meeting, Bob's scratch-built SS Insulinde was almost complete and was shown in its case. It was completed shortly after the class. [The completed build is showcased later in this issue.](#)

Bob detailed the lifeboat davits used on this ship. They are Welin Quadrant davits. This type of davit was used on the RMS Titanic. Welin quadrant davits are recognizable by their unique curved arms and a distinct toothed, geared base that rolls along a horizontal track. This historic design allowed a single set of davits to swing out multiple lifeboats consecutively by turning a manual crank.

Bob uses MDF for the "water" of his bases as MDF is easier to carve as there is no grain.



The few remaining items to complete are the mast, funnels, king posts, and ventilators.



Bruce Ream – Armed Virginia Sloop 1778

New member Bruce Ream showed the group his Armed Virginia Sloop 1778. He started building models and specialized in larger radio-controlled airplanes but has migrated to model ships as they are small enough to get out of his basement.

The Virginia Sloop was his third model ship. It is a plank on bulkhead Model Shipways kit that he displays on a slipway. He learned a lot about model ship building on YouTube.

Welcome to the Shipwrights Bruce!



Ralph Buckwalter – ROKR Seahorse Barque

Ralph was recently visiting his brother in California, and his brother showed him his latest model. It is a wooden “puzzle” model of the [Seahorse Barque](#). The model is from [ROKR](#). These puzzles do not use wood, but rather a LOT of tiny screws. This kit has a little over 600 pieces.

These puzzles are quite detailed, and are fairly inexpensive, with this one being around \$50. The Seahorse includes black sails, carved details, and a seahorse figurehead on this Baroque-era warship. Really no tools (other than a screwdriver) are needed, and the parts come pre-cut and painted.

They are made for those 14 or older, so they are great for our members – or for their grandkids.



Meeting closing

The meeting was adjourned at 11:26am.

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

- Five people took advantage of the lunch.

August 1 Workshop

There were five club members plus one guest at the August workshop. The attendees were Ralph Buckwalter, Steve Lofshult, Carol (g) & Jay Phillips, Martin Ters, and Phil van der Heydt.

Here's what everyone is working on:

- Ralph Buckwalter: Berbice Baltimore Clipper
- Steve Lofshult: Purser duties
- Jay Phillips: Research on ancient Mediterranean ships
- Martin Ters: Royal Caroline 1749
- Phil van der Heydt: SS Donuts



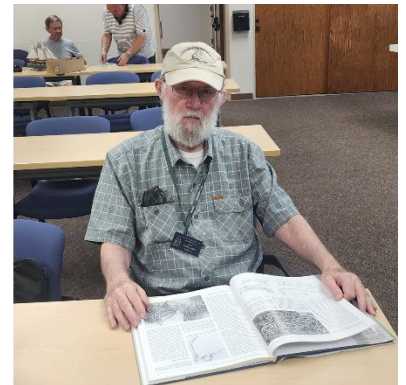
Ralph B, Martin T, Steve L, and Phil vdH



Ralph B



Steve L



Jay P



Martin T and Phil vdH



Martin T



Ralph B and Carol P

August 15, 2026, Meeting Agenda

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

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

- Flag Ceremony
- Skipper's Report
- Purser's Report
- Old Business
- New Business
- BREAK
- Presentation
 - TBD
- Show and Tell
- Adjourn
- Skipper's lunch: Bo Heo Pho

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.

Rocky Mountain Shipwrights in the News!

Over the last couple of weeks, I ran across the two “news” pieces below about the Shipwrights. While they are both dated, they are still interesting.

[Hobbyists Float Their Boats with Shipbuilding](#) – From the Denver Post on December 16, 2012

[Rocky Mountain Shipwrights](#) – From Virtualight (no date listed)

Sail4th250 in Boston

[Sail4th250](#) was covered in the [June issue of the Scuttlebutt](#) and on Ships of Scale there was a great piece on the Boston portion of the event. The post can be found [here](#). Take a look as there were a lot of great pictures as the “Tall Ships” took over Boston Harbor. A few of the ships were:

- Mayflower II
- Gorch Fock
- Esmeralda
- Sagres
- Kalmar Nyckel
- Oestershelder
- USCG Eagle
- Amerigo Vespucci
- Pride of Baltimore II
- Virginia
- Elissa
- U.S.S. Constitution
- Lynx
- Juan Bautista Cambiaso
- And many others.

The post also showed a side trip nearby to Mystic, Connecticut to see the Mystic Seaport & Museum where they got to see the Charles W. Morgan unfurl her sails, board the schooner L.A. Dutton to see her re-framing, and saw the Emma C. Berry Noank up close and personal.

I’ve been lucky enough to see and tour several tall ships, but I am amazed each and every time.



Please look at these beautiful ships AND please share with me any of the ships or museums you’ve been lucky enough to visit.

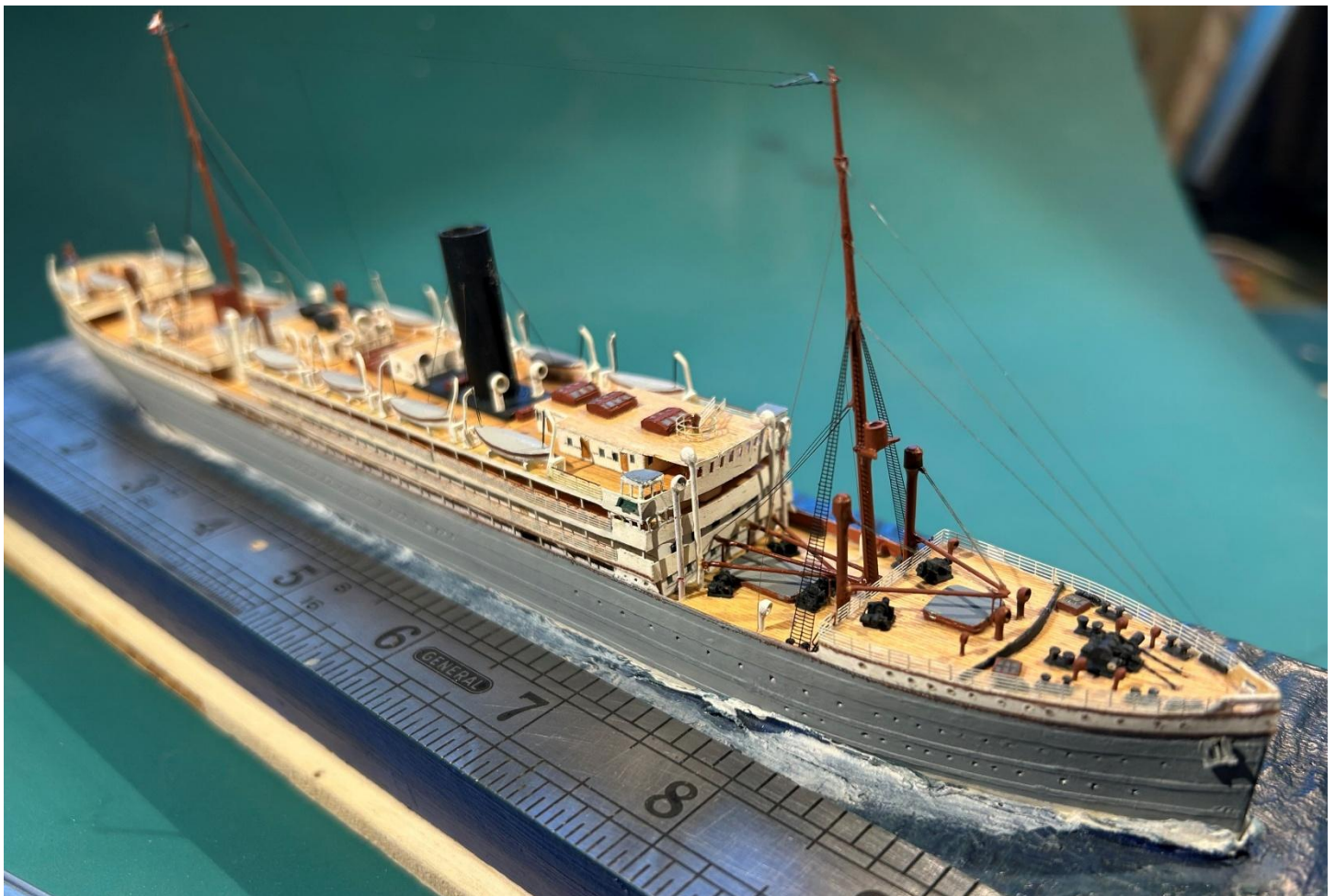
Bob Fivehouse's SS Insulinde

Bob has finished his work on the SS Insulinde, and it is now ready to gift to his friend. Great job Bob!

The SS Insulinde was built in 1914 by the Schelde shipyard for the Dutch shipping company Rotterdamsche Lloyd. She was a traditional passenger-freight steam vessel propelled by a triple-expansion steam engine.

She regularly serviced the colonial route between Rotterdam and Jakarta (then Batavia). In 1933, she was sold to the French company Fabre Line and renamed the Banfora, eventually serving as a troop transport during World War II.

While diesel-powered motor vessels (MVs or MSs) were just starting to emerge in the 1910s, the Insulinde relied entirely on steam power throughout her active life until she was scrapped in 1957.





Please zoom in for a bit of history on the SS Insulinde.

STEAMERS OF THE PAST

BY L.H. FISHERWOOD

Rotterdam Lloyd Liner "Insulinde" of 1914

UP to 1910 the largest passenger ship on the Holland-East Indies run had been the *Goetoeur*, 5,891 gross tons, belonging to Wm. Ruys and Zonen, the Rotterdam Lloyd Line, and just topping the rival Nederland Line's *Gronius* class in size. The *Goetoeur* was a twin-screw ship but the latest R.L. liners, *Tabanon* and *Tambora*, had single screws and were slightly less in tonnage though otherwise of much the same general type, the company being rather cautious shipowners.

The rivalry between the Rotterdam and Amsterdam companies in the Java trade was always interesting to watch and though the trade was the same for both the ships they produced were, in the main, very different.

In 1910 the Nederland company forged well ahead by commissioning the *Prinses Juliana* of about 8,200 tons, following her next year with the *Koningin der Nederlanden*. Both had twin screws and a speed of 15 knots. These were prosperous years, with the passenger trade to and from the East Indies increasing enormously, and the Rotterdam Lloyd's answer to the Nederland and foreign competition was the *Insulinde*.

The *Insulinde* was built, as were the earlier ships, by the Kon. Maats. de Scheide, of Flushing, and had a gross

tonnage of 9,615, net 5,949, and a deadweight capacity of 9,437 tons on a lead draft of 28 ft. 11 in. Registered dimensions were 478.4 x 57.1 x 26.5 ft. giving her an overall length of just under 500 ft.

There were three overall decks and eight main bulkheads, with four holds and hatchways. The 12 life-boats were under luffing davits. The third twin-screw ship in the fleet, she had two triple-expansion engines with cylinders 29, 47 and 81 ins. in diameter and a stroke of 52 ins. They developed 7,000 i.h.p. and gave her a sea speed of 15 knots. The three double-ended and three single-ended cylindrical boilers were coal burning and 1,500 tons could be bunkered.

Passenger accommodation was for 111 first-class, 112 second, 40 third and 44 steerage. The first-class was luxurious and considerably better than that in the earlier ships, occupying the midships half-length of the ship. The second-class, as good as first in the smaller ships, was over the area below the mainmast, and the third-class was right aft.

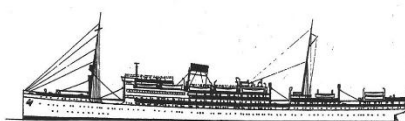
This "third" was something new in the fleet and led to the introduction of a small number of third-class passengers, in rather austere accommodation, in the earlier ships.

The *Insulinde* was a really beautiful ship



The "Insulinde" of 1914 as she appeared in Rotterdam Lloyd livery.

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The "Banfora" (ex-"Insulinde") in the Fabre Line colours after her 1947 refit.

ship and marked the change-over from the dainty little 5,000 tonners, modest, comfortable and almost yachtlike, to the large fully-fledged ocean liner. She retained many of the characteristics of the previous R.L. liners, their lovely lines, the slight step in the boat deck to give greater headroom to the lounge forward on the promenade deck, the general cargo working arrangements, and, of course, the colouring, light grey hull, white boot-topping and smart black funnel with no funnel bands.

But she was nearly twice the size of the earlier ships, the freeboard was greater, and this enabled the bridge deck to be "open" at the sides amidships, a great boon to passengers living in that deck who could now keep their windows open even in tropical downpours or the S.W. monsoon. As completed there were only four windows a side at the fore end of the promenade deck but these were extended for about 60 ft. early on, before the war.

Launched on October 31, 1913, she was completed in February 1914 and started her service on the East Indies run. It was fortnightly for the R.L., running alternate weeks with the *Nederland* Line, so that a ship left Holland every week. Calling at Southampton, Marseilles, Port Said and Colombo the ships went on to Sabang, Belawan, Singapore and then to Batavia and Sourabaya. The Nederland Company brought out the *Koningin Emma* and *Prins der Nederlanden* the same year, ships about the same size as the *Insulinde* and around 9,300 tons. The Nederland ships had had grey hulls until 1913 but now for some reason changed to black and never looked as smart and cool as their Rotterdam rivals.

When the 1914 war broke out the service was disrupted considerably and, though neutral, some Dutch ships were lost. The *Insulinde* was given broad red, white and blue bands for the full length of her hull, with her name and port of registry in large white letters amidships, and came through unscathed.

She was the prototype of the new generation of R.L. passenger ships and just before the war the *Paria* was ordered, of the same dimensions and arrangement, but turbine-driven and with a cruiser stern and a second (dummy) funnel. (This was removed in 1928.)

The war held her up and though more or less ready by 1916 she did not join the *Insulinde* until 1919. Then followed 14 years of steady peaceful operation for the *Insulinde*. The *Stamat*, an enlarged *Paria*, joined in 1924, the first motor passenger liner, *Indrapoera*, in 1925, the *Siboga*, in 1927, and in that year the *Insulinde*'s second-class was increased to 143. The East Indies trade was booming and in 1930 and 1931 the magnificent *Baloeran* and *Dempo* joined the fleet, 17,000 tonners and a new type, with a speed of 18 knots.

With their coming the *Insulinde*, now nearly 20 years old, was no longer required and in August 1933 she was sold to the Fabre Line, of Marseilles, to run in the joint service with the Fraissinet company from Marseilles to West African ports.

Given a refit by the Rotterdam Dry Dock Company, she left her old home port for the last time on October 19, 1933. I think it was during this refit that she was converted to burn oil fuel, but it may have

been earlier and carried out by the Rotterdam Lloyd.

The Fabre Line at first made little change to the ship externally except for painting. Renamed *Banfora*, she was given a black hull, with the forecastle and long poop white, and the Fabre funnel, red with a white band and dark blue top. Her service was from Marseilles to ports in the Congo and Angola, calling at Dakar, Conakry, Takoradi and other ports en route.

I do not know when, during the war, she was taken over by Britain but at any rate by 1943 she was under the control of the Ministry of War Transport, managed by Elder Dempster Lines and registered at Liverpool. Serving as a transport she was handed back to her French owners in 1947 and, as now the largest ship in their fleet, was given an extensive refit which quite altered her appearance.

A new short and large diameter funnel replaced her old tall one, smaller windows were fitted to the fore end of the promenade deck, the bridge was enlarged and an extra boat, each side, carried just abaft it. The boats on the poop were doubled and those abreast the mainmast given gravity davits.

The hull was painted grey, with green boot-topping and the old ship now looked very spruce and quite "modern".

She had another 10 years to run!

With the end of the war the Fabre fleet consisted of only four ships, the *Banfora*, *Canada*, *Chelms* and *Eden*. The New York service was abandoned and the *Canada* put on to run with the *Banfora*. But in 1951 the new liner *Foch* was brought out by the Fraissinet company and replaced the *Canada*.

In 1953 the *General Mangin* joined, and the end for the *Banfora* came in 1957 when Fraissinet's *Jean Mermoz* came out and the Fraissinet and Fabre companies merged. With three fine modern passenger ships, the old *Banfora* became redundant. Sold to Japanese breakers she left for Japan under the name *Banfora Maru* and arrived at Yokohama on August 25, 1957. She was broken up the same year.

The ship was then 43 years old. She had served the Rotterdam Lloyd for 19 years, the Allies, under the British flag, for about four years, and the French for 20. A proud record indeed and a tremendous tribute to her builders, owners, and all responsible for her care and maintenance. She will be remembered best for her years under the Dutch flag where, starting with being the largest ship on the Java service, she remained a steady favourite throughout her career. A beautiful and splendid old ship.

So, Bob, what do you plan on working on next?

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

