



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.

October, 2023

It's Show Time!

Meeting Information:

Shipwrights usually meet the THIRD Saturday of every month at Rockler Woodworking and Hardware, 2553 S. Colorado Blvd. Denver. Store opens at 9:00 am and meeting starts at 9:30.

The Next Meeting will be at the end of our annual ship model exhibit on Sunday, October 22 during Rockler's regular store hours.

The Exhibit will be Friday, Oct.20, Saturday, Oct 21 and Sunday, Oct. 22.

And remember our Arvada workshop.

It is held at the Arvada City Hall, Police entrance.
The address: 8101 Ralston Road.

This workshop is scheduled for the FIRST Saturday of every month beginning at 9:00 am
Next workshop: November 4, 2023

Officers:

Commodore.....Alice Sampson
Skipper.....Bob Fivehouse
First Mate.....Ralph Buckwalter
Purser.....Steve Lofshult
Clerk.....Jim Cuscaden

Committees:

Library: Bob Bunch
RMS History: Roger Hanson
Mentoring Program: Ralph Buckwalter
Scuttlebutt & Website: Martin Jelsema

Website:

<http://rockymountainshipwrights.org>



Skipper's Log

Hi Shipwrights,

At the risk of sounding like a broken record, I must remind you that our model show at Rockler is less than two weeks away! Everyone should have a model (or two) in the show to make it a success. Models, both complete and incomplete, are needed to show the public what we do. Don't be shy! Get entry forms on the website (<https://rockymountainshipwright.org>). Click on "2023 Entry Form" in the black menu strip. Then fill out the form for each model you want to display, and then click "submit" to register each model.

I look forward to a good showing this year since we have new members that have not been in the show before. Let's make this a show to remember!

There is also the auction in November to prepare for. Get together all the things you want to get rid of and bring them to the meeting that month.. There is always money to be made for that extra stuff that is just taking up room in your house! It's a fine way to make Christmas money! More details will show up in your email right after the exhibit

Bob Fivehouse, Skipper

Minutes of the September 16th, 2023 Meeting

The Skipper, Bob Fivehouse, called the meeting to order at 9.30am. Member's stood to attention and recited the Pledge of Allegiance. There were 18 members in attendance.

Treasury Report

Purser Steve Loftshult stated that there was little financial activity in August, other than 2 membership remittances. Interest income from our Savings Account remained steady at \$0.24.

Old Business

Alice Sampson, Commodore, stated that there were incidental expenses of \$105 accrued from the luncheon to honor Ed Quam. Club rules state that expenses over \$100 must be authorized by the membership. Club members approved the payment of the full amount.

Jay McKeown volunteered to be the lead in coordinating the November Club auction.

October Show, Martin Jelsema summarized the status of the coordination items; Entry forms have been submitted to the Club website. The website name is <https://rockymountainshipwrights.org>. Only 15 entries have been received to date. He will confirm receipt of entries. Friday morning is the setup time for the exhibit; Model pickup will be on Sunday afternoon.

Ralph Buckwalter mentioned that Kim Fletcher (past member) has 2 models and equipment to contribute to the Show. Members voted to accept to the donation. The club will check with Rockler on the availability of the showroom glass cases.

April Library Show- Erik Collet was not at the meeting; but he since confirmed that the Highlands Ranch library is not available. The Louisville library is still viable Mark Persichetti stated that the library would offer the adjoining room for the show. If considered, the club would need to book the room in January. Tim Brown added that the Pinehurst Country Club can still be considered, but cost is a factor.

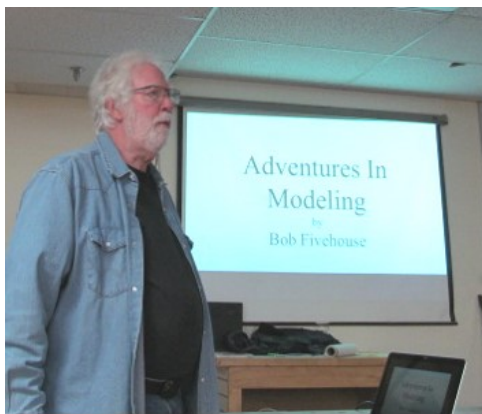
Club Laptop- Ralph Buchwalter said that he has an older model that could be used by the club. Rob Cuscaden confirmed that he can clean up the files and made a recommendation if the unit is suitable for the club.

Show & Tell

Ralph Buckwalter brought Ed Quam's model of the clipper Flying Fish; the model is complete to the main deck level with some deck housing built. Ralph has the rest of the Model Shipways kit and plans and is looking for someone to take over its completion. Ralph also brought Jim Fletcher's partially complete McKenzie canoe and drift boat; Ralph is looking for a new owner to paint and display these models.

Jay Mceown displayed his model of HMS Starling. This 18th century Royal Navy frigate has been developed from a resin kit. Here again, he is looking for a new owner.

Presentation: Bob Fivehouse – Adventures in Modeling



Bob started his modeling hobby in 1990 trolling online through examples of ships and who built them. This initially led to unsatisfactory models of HMS Lion and a cardboard kit model. However, he discovered his modeling style in building miniature liners, the first of which was SS New York. This vessel was unusual in that it had a tiller to steer it. Next came a model of the SS St Louis; was part of a trio of boats built in Philadelphia.

He got a contract to build 5 models of vessels that transported immigrants from Ellis Island. These models were fitted into a diorama of early immigration. He then contracted to build 3 tug models.

These were followed by models of the White Star line ship SS. Oceanic and then by the Cunard Line ss. Caronia. The latter ship was converted into an armed cruiser before WW1 and used to blockade Iceland and the Shetland Islands. It later sank off Cape Trafalger before the end of the war.

The last of Bob's models included in this history of modeling was the SS. Sunavia, an early cruise ship that met its demise in a snow storm before WWII.

Respectfully submitted, Jim Cuascaden, Clerk

We Need More Models for the October Exhibit!! Watch Members, Too

As of this writing, we are short 10 to 15 models. If you are planning to display one or more of your models – finished or under construction- please register it/them in the next day or two. One reason? Your editor must prepare an informational card that accompanies the models. And if I don't get a head start on this task, I'll be overwhelmed with last minute work, which will make me grumpy and tense and just hell for my wife to put up with. So please, for the sake of the club and for peace of mind in our household, Submit the form(s) as soon as possible. Thanks.

Show Schedule and Watch List:

We don't want the exhibit area in Rockler's basement to be devoid of Shipwrights to answer questions and "guard the fleet" and possibly recruit a new member. So we want two or more shipwrights on watch during the show. Plus people to help set up and tear down the tables. Please volunteer.

Here's the Schedule breakdown. Determine when you can be available and call Bob Fivehouse with your time slots. Again, the sooner the better to make sure you get the times you want, and to make life a little easier for Bob.

Thursday, 10/19 th	Friday, 10/20	Saturday, 10/21	Sunday, 10/22
	9-12 – setup/First watch	9-12 – First watch	
	12-4 – Second watch	12-4 – Second watch	11-2 First watch
4-7 – table setup First models arrive	4-7 – Third Watch	4-6 – Third Watch	2-4 Second watch Short meeting/break down

The October 7 Workshop



Dana Axelson, Charley Krinsky, Bill Moorcraft, unknown visitor, Hugh Long, Brian Davies (behind Hugh), Rob Cuscaden, Jim Cruscaden



Ralph Buckwalter, Dan Siemens, Jim Fletcher, visitor, Bob Fivehouse



Jay Phillips



Alice Sampson



Jim Cuscaden Rob Cuscaden



Dan, Ralph, Jim F., Bob

Three New Members Attended the October Workshop

Three gents learned of our club, contacted us and accepted our invitation to visit. They showed up at the workshop and intended to join, although Steve was unable to attend the workshop so they must still pay their dues. Jim had been a member at one time, but Bill and Dana are relatively new to model ship building. Please welcome them when you see them, and add them to your roster.



Jim Fletcher

fletchartinc@hotmail.com

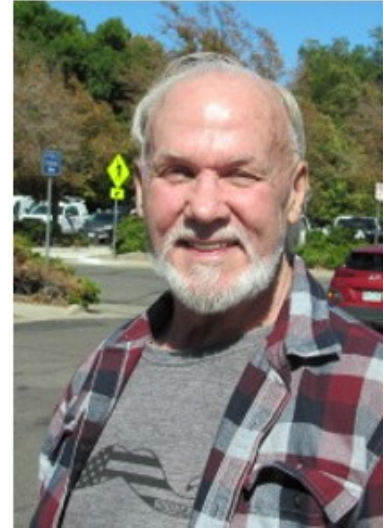
303-936-5430



Bill Moorcroft

MoorBill44@gmail.com

970-308-4495



Dana Axelson

Axelson4@comcast.net

303-684-9322

Get Rocky Mountain Shipwright Gear

- For polo shirts and vests, ask Steve Lofshult at the next meeting.
- For caps, ask John Lamb at the next meeting. (They are back in stock)
- For name badges, ask Rob Cuscaden at the next meeting



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



Knots and when to use them – Another Bruce Bollenbech Contribution

Here's another article researched and written by our Tennessee member, Bruce Bollenbach. Thanks, Bruce I know we all appreciate your contributions.

"This article started out with a question I had about how to belay a line to a rail, exactly how it was done and when it was done differently. So, I gathered up all the books I had on Knotting, Splicing, and Ropework and set about rereading them to refresh my memory about rigging model ships. As you know, when searching for the answer to one question you will be led to ask additional questions. So, in no particular order here are some of the most interesting ropework items I stumbled upon.

"The Reef Knot (Source 1, p 26 and 4, p 15-17): "Often called the square knot, it is probably the most universally known and remembered of all knots. At sea it is customarily employed in lashings and seizings, and in reefing or furling sails, and for these alone it is excellent. But *under no circumstances should it ever be used as a bend*, to tie two ropes together. If the two ends are of unequal size, or one rope is stiffer or smoother than the other the knot is certain to spill and slip.

"If you grasp one of the free ends and jerk it across the knot it will instantly capsize into a pair of reversed half hitches which can be stripped off with one hand. It is this characteristic, the ease of which it can be spilled, which makes it so valuable as a reefing knot.

"The **Constrictor Knot** (Source 1, p 30 and 5, p 216 and 4, p 26): Is the firmest of the crossing type knots and one of the most difficult to untie. "The harder you pull on its two ends the tighter it grips and *it will not slacken when you let it go*, you can hold all your gain." The Constrictor knot is not very well known. It's very useful and superior in construction. An extra overriding turn will improve its appearance and make it impossible to untie once it has been pulled up tight. See also the Double Turn Strangle Knot, better looking though slightly less secure.

"The Clove Hitch (Source 1, p 31-32 and 4, p 11): The most commonly used of all the hitches, quickest to tie and easiest to remember. "Used for securing to any cylindrical object such as a post, bollard, spar, or rail where the pull will be exerted at an angle." It also serves as a crossing knot when rigging ratlines or lifelines.

"The Clove Hitch must never be considered as really *secure*, and had best be regarded for temporary use. It cannot be drawn up snugly by pulling on one end only, and there is always an unpredictable amount of initial slip when a strain is put on it. It will loosen and slip if subjugated to intermittent pulls in different directions or if placed over a post or piling.

"The Rolling Hitch (Source 1, p 32-33): "This is the hitch to use in securing a rope to a spar for a lengthwise pull. Its chief virtue is its ability to hold without slipping when tied on a very smooth surface.

"Round Turn and Two Half Hitches (Source 5, p 296, 309): Named by Steel in 1794. "A round turn is preferable to a single turn, it makes a stronger knot and dissipates the wear." "Given by Biddlecomb and Luce as an anchor bend.

"The Draw Hitch (Source 2, p 42): A possible answer to my question of belaying a line to a railing may be the draw hitch. Many hitches can be fashioned for quick release by taking the last turn with a bight of rope instead of the end. However, as many of us know from experience with shoe laces there is a danger that a bowed hitch may slip, this one will not.

"The Fisherman's Bend (Source 2, p 32-33 and 3, p 34-35): Preferred when making a rope fast where the direction from which the strain will come is most commonly at right angles to the point of attachment, as it will not jamb if subjected to heavy strain. Useful for bending studding sail halyards to the spar and for bending on the gaff topsail halyards.

"The Sheet Bend (Source 1, p 39): "This is a general utility bend. It will serve for almost any purpose, can be tied in an instant and can always be untied no matter how wet and tight it may be.

"The Figure of Eight Knot (Source 4, p 9): "Is a much better stopper knot than the overhand knot because, being bigger, it does the job better; and it is much easier to untie when pulled tight.

"How to rig deadeyes and lanyards (Source 1, p 207-212): The principal advantage gained by setting up standing rigging of traditional craft such as sloops, bugeyes, skipjacks, etc. with deadeyes and lanyards is elasticity. The resiliency of such a rig makes it easy on her gear, for spars and rigging can flex and give with every strain.

"This elasticity of lanyards is so well known that it has led to the assumption that they have to be continually set up to take the stretch, and are therefore a constant nuisance. This is definitely not true. Like all fiber ropes, lanyards do have a certain amount of initial stretch when new, and during the first season it might be necessary to set them up twice; but once the initial stretch has been worked out and they have "found themselves," they become completely stable and require attention only infrequently.

"Lanyard stuff is 3-strand tarred hemp, and can still be had from the better rope manufacturers. Once the lanyards are installed, they require yearly re-tarring to keep the weather out and prevent rot, and if they are properly cared for, they will last for many years.

"I have found that when you mention "tar" the average person thinks of the solidified coal tar that must be melted for use. The tar used for lanyards, as well as other shipboard use, is a thin, liquid pine oil, and is obtainable from various makers of marine paints.

Conclusion: So, there you have it, an afternoons reading which should improve my model a bit. No more overhand knots/glue for securing lines. Not sure I answered my original question but it's time for dinner!

"Best of luck all y'all!"

Bruce Bollenbach

Sources:

1. "The Arts of the Sailor" by Hervey Garrett Smith
2. "Handbook of Knots and Splices" by Charles E. Gibson
3. "Knotting and Splicing" by Paul Hasluck
4. "Creative Ropecraft" by Stuart Grainger
5. "The Ashley Book of Knots" by Clifford W. Ashley

A Tool Tip - the Common Toothbrush

Here's a basic tip about using the common toothbrush in ship model ing.

Keep a couple of hard bristled toothbrushes handy in your shop and you'll find hundreds of uses for them. They're perfect for cleaning out carvings and intricate patterns when refinishing, or getting rid of dust and oil buildup on router bit bearings. They can be used to clean delicate parts where a wire brush would be too intrusive or coarse. And nothing works like a toothbrush and an air gun to clear dust from an inside corner before finishing.

Selected Informational Resources for Model Builders

Modelshipbuilder.com

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

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 now-defuncted *Ships In Scale* magazine (whose intellectual properties were acquired by the Nautical Research Guild). <https://shipsofscale.com/sosforums/>

Nautical Research Guild

Official website for this premier ship building organization. There are articles, links, and NRG news. <http://www.thenrg.org/>

NRG’s Model Ship World

This large, comprehensive site is now operated by the Nautical Research Guild. It’s a major forum w build logs and plenty of response to modeler’s questions. Also access shop notes, tips, techniques and research. <https://modelshipworld.com>

FAQ for Ship Model Builders (by John Kropf) This is a model ship building site which answers all sorts of questions about ship modeling. Many of the links do not work. <http://sites.google.com/site/shipwrightsfaq/>

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. <http://www.boat-links.com/>

Bottled Ship Builder This is a forum that is all about ship in bottle and miniature building. there's a lot of information on the site for any one interested in ships in bottles and miniatures <http://Bottledshipbuilder.com>

Model Ship Building Secrets This is an English blog with a directory , “50 of the Best Model Ship Building Sites” <http://www.modelshipbuildingsecrets.com/resources.html>

Modeler’s Central – An Australian commercial site that features a blog with many modeling tips as well. <https://www.modelerscentral.com/>

DeAgostini Model Space A British commercial site selling kits and tools with a forum filled with build logs of large models <http://forum.us.model-space.com/>

Arsenal Modelist – Olivier Bello’s ship modeling site featuring 43 short tutorials, closeups of his fine work and a building log. <http://www.arsenal-modelist.com/index.php?page=accueil>

Wooden Ship Modeling for Dummies (aka Naval Model Making for Dummies) contains illustrated photos (3000) and videos (200). However, unless you pay to subscribe, you may only access a limited amount of this instructional material. Those unrestricted tutorials are certainly worth exploring. <https://shipmodeling.ca>