

# Building the Lusitania – A Modeler’s Guide

By J. Kent Layton

The *Lusitania* was one of the most remarkable Atlantic liners of the 20<sup>th</sup> Century. Entering service in September of 1907, she was the largest and most luxurious ship of the day, at some 787 feet in overall length<sup>1</sup> and 44,060 tons’ displacement.

For some years now, a 1/350-scale model of this legendary liner has been available to scale modelers. The molds for this model have changed hands over the years, and are currently held by Gunze Sangyo. At a scale of 1/350, this particular model is approximately 27” in length. It is the perfect addition to any modeler’s display shelf, and also bears the advantage of being made in the same scale as the popular *Titanic* model, currently in production through Minicraft. This is advantageous for displaying the models side-by-side, and gives a good idea of the liners’ comparative characteristics. Brass Photoetch super-detail parts have been made available for this particular kit, as well. Overall, the model is one of the finest ocean liner kits I have ever seen, superior in many respects to the 1/350 *Titanic* replica.

Before undertaking this project, it is very important to know the potential time and investment commitment, as well as to understand the skill level required. If you are a relatively inexperienced modeler who wants to do a weekend project, this is not the best model to pick. The skill level of the kit could only be described as “advanced”. The kit is also somewhat more expensive an undertaking than the standard 1/350 *Titanic* build, with a standard price for the kit starting at around \$80 (U.S.), and climbing from that point when acquired through smaller vendors.



(Fig. A) The Gunze Sangyo *Lusitania* Model Box. ~ Courtesy Jerry Davidson.

Having made the decision to proceed, the next step would be to apologize in advance to your wife or girlfriend, as well as family and friends for the amount of time you will be spending apart from their company. In the case of a wife or girlfriend, regular gifts of flowers throughout the project might be a wise suggestion. Additionally, purchasing a large quantity of food for any household pets might also be in order, to ensure that they do not starve as the project continues.

Next comes another decision: because the *Lusitania* was in service between 1907 and 1915, she underwent many alterations during the course of her career, including several obvious changes to her outward appearance. The kit, as equipped out of the box, more closely resembles her original specifications and appearance. To portray the ship as she appeared in later

years will take some rather intricate modifications and at least some scratch-building.

This article will consider the following points:

- Basic construction of the kit
- Photo-etch additions
- Super-detailing
- *Lusitania* Modifications, 1907-1915
- Paint & Detail Reference

**Note:** Throughout this article, archival photographs are numbered; Gerald Davidson model photographs are lettered.



### Basic Construction of the Kit

**Step 1** of the model's instructions are about putting the display base together.

**Step 2:** This step involves putting the halves of the hull together, inserting the rudder, and attaching the propeller wings and bilge keels. Before proceeding with this step, there are a few things to consider.

Drilling out the portholes on the side of the ship should be done before assembling the hull. This is an important inclusion on the model, because it allows for a more authentic look when the model is finished. If you should decide to illuminate your model, it's also important that these be open to allow light to stream through. There were various sizes of portholes in the ship. These were, as originally specified to John Brown by the Cunard Line:

- 11" diameter portholes: between the Lower and Main Decks
- 12" diameter portholes: between the Upper and Main Decks
- 14" diameter portholes: between the Upper and Shelter Decks
- 16" diameter portholes: used for First and Second Class Dining Saloons, as well as the portholes for the for the Officers' Quarters

astern of the Bridge, in the Captain's suite on the Boat Deck, underneath the Bridge, and in all Engineers' Quarters.

Drill bit sizes like No. 61 or No. 68 can be satisfactorily used to simulate these different diameters, but further experimentation can be done if it is desired. All of the portholes bore brass rims, which can be painted once the porthole has been drilled out (I have used a toothpick dipped in paint which was then inserted into the porthole from the inside of the hull with great effect). Kristal Kleer can then be applied to the inside edge of the porthole, which will dry clear and provide a realistic "closed-porthole" effect.

Since the instructions call for thread (supplied with the model) to be used to simulate rigging and davit lines, and the first placement of thread is in this step, it would be a good time to consider replacing the thread on the model with a more realistic substitute that will not fray over time and will be more accurate in scale. One of the best options that could be used as a substitute is polyester fly-tying thread.<sup>ii</sup> Once you have selected your thread substitute, you can follow the instructions for placing this rigging as the model's directions indicate.

Painting individual pieces before assembly is usually a good idea, with the notable exceptions being those pieces that need to be assembled in halves, like the hull, lifeboats, and funnels. (See the Paint section for color suggestions.) Joining the halves of the hull (as well as all other halved pieces) should be followed by sanding and puttying to remove any obvious edges along the joint seams.

Another step that should be taken around this stage, if you have decided to employ realistic-looking PE rails, is to cut away all of the molded railings along the hull piece as well those on the following pieces: 1<sup>st</sup> Class Outer Fences (L & R) and 2<sup>nd</sup> Class Outer Fences (L & R). A motorized rotary tool with a variable-speed trigger for low-rpm operation should come in very handy here, with care being taken not to operate it fast enough to melt the plastic. It should also be noted that in the Second Class Fence pieces, the support stanchions for the Boat and Promenade Decks should be left intact, with only the rails cut out around them. The remnants can be file-sanded smooth to the edge of the stanchions. (Later portions of this article will discuss when you should mount the PE replacement rails.)

Once step one has been completed, putty and sand the seams of the hull sub-assembly (including the joints to the propeller shaft wings) until smooth.

**Step 3:** Follow the instructions, remembering to replace your thread with its substitute.

**Step 4:** Before carrying out this step, any illumination equipment should be complete and installed. Another thing to consider is that part D-006 may not fit perfectly within the hull, and may need to be sanded to fit. Detail painting

on the Forecastle and the Shelter Deck astern can be carried out before installing the pieces, if so desired.

**Tip:** Test fitting all pieces without glue is always recommended, and it should always be remembered that less glue is always preferable to more glue, which can drip and then needs to be wiped away, causing damage to plastic and paint in the process.

**Step 5:** Your pre-painted Shelter Deck walls can be attached to the Shelter Deck floor at this time. Prior to assembly, if you plan to use PE stairs, the stairs outboard of the bulkhead should be removed and replaced.

**Step 6:** *Note:* Due to the fragility of PE rails, you should probably not attach the rails during each successive step in the construction process. These will instead be added later. For each of the successive steps from here forward, where the notation is made to replace a certain rail with PE rails, it is intended for the builder to not install the original kit plastic rails as the instructions show, and to install their replacements later on. The exception to this is the PE stairs, some of which will later be almost impossible to access as work continues.

Your pre-painted Promenade Deck walls can now be glued to the Promenade Deck. Make sure to replace the stern handrail G1 with PE rails later on, if this is the route you have decided to take. Also remember to replace all stairs on the First Class Promenade Deck walls with PE stairs before assembly.

**Steps 7 & 8:** Replace the thread funnel rigging with your thread substitute.

**Step 9:** Make sure to replace the stairs fitted to the Sun Deck piece with PE parts, should this be your plan. Also make sure that the portholes in D8 (the Captain's Suite of rooms) have been drilled out, and that all painting details on the Boat Deck bulkheads has already been completed before attaching them to the Boat Deck piece. All paint detailing on the Sun Deck piece should already be completed, including dark brown trim along the edges.

**Step 10:** **A:** Before assembling the Wheelhouse, carefully file the stanchions between the Bridge windows to widen them to a more appropriate size to represent the correct design of the Bridge windows. Make sure that the stairs on D9 are replaced, and that the portholes on D10, D11 and C15 have all been drilled out prior to assembly. **B:** Replace the topside rails with PE rails. Following the joining of the funnels, you can place PE ladders along the front edges of the funnels, and can customize the whistles, platforms, and sirens along Funnels Nos. 1 and 2. Replace the thread along the top of the Marconi house with your choice of thread substitute. Make sure all seams on all deckhouses are puttied and sanded smooth, and that all paint detailing has been done before attaching these sub-assemblies in step 11.

**Step 11:** Replace all original rails with PE rails; pre-paint all skylight tops and coamings before assembly. If the telegraphs E7 and E8 (2 pieces, one for each of two locations) are not detailed enough for your personal tastes, feel free to scratchbuild or super-detail something more to your liking. If you are doing a version of the ship that is after her original entry into service, you may want to replace two sets of canister-topped ventilators with more traditional cowl ventilators: these would be the set just behind the Bridge, and the 7<sup>th</sup> set from the front, abreast of the skylight over the First Class Lounge (B4). Some extremely thin and tall vents (similar to C34) can also be placed around the Nos. 1 and 2 funnels. (See photographs for references.)

The Engine Room Vent Housing structures on the Sun Deck – astern of the skylight over the First Class Smoking Room (B5) – had square hinged windows which could be lifted to aid in ventilation (see photographs for reference), and these may be scratch-modeled in the open position (with the space below them drilled out) for ultra-authenticity, if you so desire.

**Step 12:** Using the thread substitute you have previously threaded along the edges of the Boat and Sun Decks, feed the lines through the pre-drilled holes on the funnels; make sure not to cross the threads with each other. The illustration in the model's directions gives a very good picture of where to attach each strand. Make sure that the line is fully taut before gluing, and that they remain tight for the entire drying time (the suggestions in the directions should work well, but before gluing using an alternative manner of holding the threads taut, carefully "dry-test").

**Note:** Before proceeding with step 13, this would be an excellent time for you to install the PE rails in places that will later be inaccessible with the Second Class superstructure in place. Do not install PE rails in open spaces elsewhere along the superstructure unless it is absolutely necessary to do so, since it would be very easy to damage them after installation while working in other areas of the model.

**Step 13:** **Note:** The instruction manual mislabels the Second Class Promenade Deck walls as the Shelter Deck walls, and vice-versa. Be careful not to be confused by this misprint.

**A:** Make sure that all painting has been completed prior to the installation of these individual pieces. **B:** Remove the stairs on F2 for later replacement with PE stairs, if so desired. The ratlines for the Mainmast can also be replaced with the PE lines supplied in some PE sets. **C:** The molded plastic stairs along the Second Class "Shelter Deck" walls (L & R) can be removed for replacement with PE stairs.

**Step 14:** Assemble the Second Class Lounge and the Second Class Docking Bridge as shown, and attach these sub-assemblies to F3 (Second Class Boat Deck). Remember to replace rails and stairs with PE parts, should this be

desired. Make sure that the skylights (B8, B7, B9) are all pre-painted with their frames picked out in white prior to assembly. The bulwarks for the stairways leading down to the Promenade Deck should be painted white, with brown topcourses, and great care should be taken not to allow the white paint on the bulwark sides to run down onto your painted and detailed deck.

**Step 15:** Pre-assemble all lifeboats, and putty and file joints until smooth. Make sure that the thread replacement is used instead of the kit-supplied line. The vertical bands along the outsides of the boats should be painted, and a dark brown line at the very top edges of the boat should be painted on as well. The canvas cover should be painted the appropriate color, as well. For a more realistic appearance, tiny PE pulley blocks can be placed on the falls.

Apply all of the ship's 16 lifeboats (1907), or her 22 standard lifeboats and collapsibles (1915) in the appropriate locations (see the *Lusitania* Modifications section of this article).

**Step 16:** The propeller blades are extremely delicate, and the modeler may wish to hold off on installing the screws until after the rest of the model is finished. (For information on decals, see the Paint & Detail Reference Section.)

**Step 17:** Make sure that all Forecastle Deck pieces are appropriately painted before installation. Replace the ratlines as provided with the kit with the PE ratlines, if so desired.

**Steps 18 and 19:** Install rigging to Foremast and Mainmast with your previously installed thread substitute materials.

**Step 20:** Install wireless aerial (PE spreaders can be used instead of the kit-supplied parts E25. The installation of the flag decals can be extremely tricky; if not done properly, they can really detract from the overall appearance of the model, so be sure to exercise caution when applying them. For information on the flags of ocean liners of the period, please refer to Art Braunschweiger's article on the subject.<sup>iii</sup>

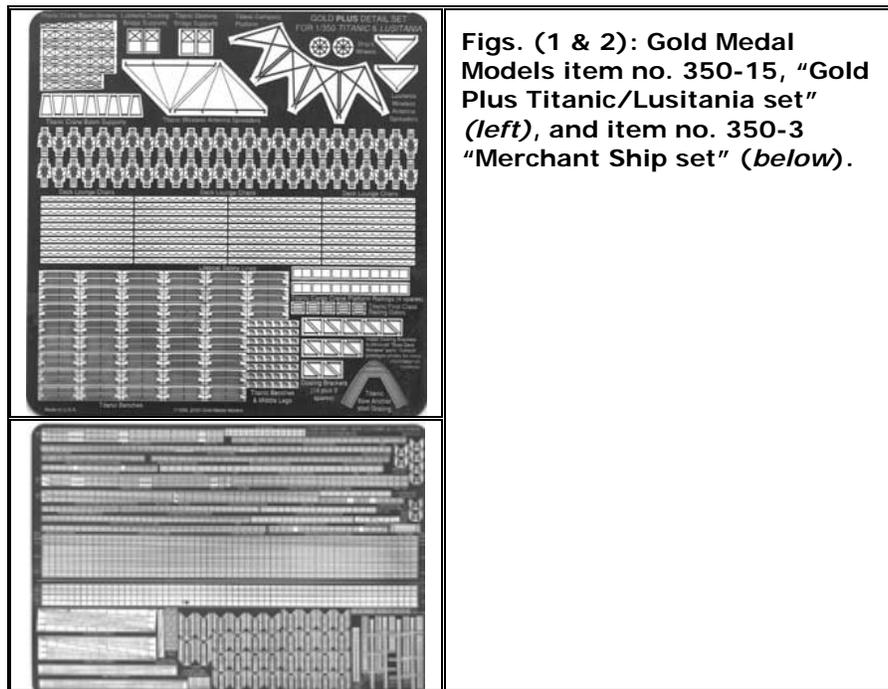
### Photo-etch Additions

**Note:** This article is not intended to be a PE tutorial, but rather to discuss the additions and improvements that PE can make to your *Lusitania* project. For details of how best to work with PE detail parts, the article by Art Braunschweiger, "Working With Photoetched Brass," should be of particular aid to modelers, no matter what project they have undertaken.<sup>iv</sup>

If anyone is undertaking the time and expense to build this kit, there are two superb sets of photo-etch brass detail pieces that should be purchased.

These two sets are not especially expensive, and the amount of difference that they make in the finished kit's appearance is incredible.

Both kits are supplied by Gold Medal Models<sup>v</sup>, items nos. 350-3 ("Merchant Ship set") and 350-15 ("Gold Plus Titanic/Lusitania Set"). Items included on the Merchant Ship set include 4-bar and 5-bar rails, life preservers, special railings for certain sections of the ship, funnel ladders, stairs with fold-up rails, ratlines, etc. The Gold Plus set includes deck chairs, Docking Bridge supports, wireless aerial spreaders, ship's wheels, lifeboat safety lines, etc. An advantage of purchasing these sets is that once you have completed your 1/350 *Lusitania* model, you will be well on your way toward having a complete set of PE *Titanic* parts should you undertake that model next.



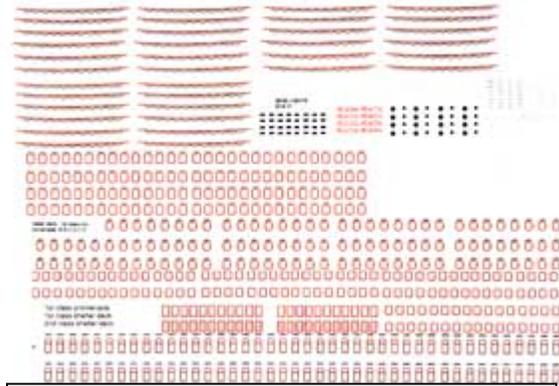
**Figs. (1 & 2): Gold Medal Models item no. 350-15, "Gold Plus Titanic/Lusitania set" (left), and item no. 350-3 "Merchant Ship set" (below).**

Great care should be taken with the handling of these PE parts, as they are rather delicate. The original ship's rails were specified as follows:

On the Promenade Deck, Shelter Deck, and Boat Deck, the rails were four stanchions in height, with a fifth teak rail along the top. On the Forecastle, the rails were five rails in height, with the top rail being iron instead of teak-topped. On the Sun Deck, the rails were four rails in height, also without a teak rail at the top. The special rails, such as those at the very prow of the ship, along the Wheelhouse roof, and in front of the Bridge, are supplied in the PE set, and none of these require a teak-topped rail. All of the rails along the ship were painted white from 1907-1914. Further details on color modifications will be found in the section on modifications made to the liner.

## Super-detailing

A downloadable BMP file of decals for the *Lusitania* is available for free through the Titanic Research & Modeling Association<sup>vi</sup>. Included on this sheet of decals are window frames to fit around the windows on the model. If decals are your specialty, then this is the way to go when it comes to doing the window frames. This is especially good because the download is free, and you can print up as many copies on blank decal paper (available online or through your local hobby shop) as you wish, so there is plenty of room for error and mistakes. The other option for painting the windows is to take a fine tipped brush to paint the frames and doors the appropriate color, or to use a knife blade to apply the paint (this last option was what I did on my most recent project, with positive results). The decal sheets also include the lifelines for the edges of the lifeboats, as well. (If one does not use these decal sheets for the lifelines, there is another option, which will be discussed presently.)



**Figure (3): A reduced-size copy of the TRMA decals, courtesy of the TRMA.**

The railing along the bulkheads is another must-do for a super-detailer. Along the visible bulkheads throughout passenger spaces in First and Second Class, there was a white rail, and a second horizontal line near the top of the bulkhead, as well. Although these were originally painted white, leaving the lines along on the model does not produce the best effect; because of their relief, the shadow they cast along the white bulkhead was always visible. Because of this, it is advisable to pick out both the lower and upper lines with a black line. The question is: how does one accomplish this nearly impossible task? A draftsman's fine-tipped pen and a flat steel ruler will make the creation of both lines a short and relatively stress-free experience. The fine-tipped pen can also be used to pick out the relief on the lifeboat lifelines, as well.

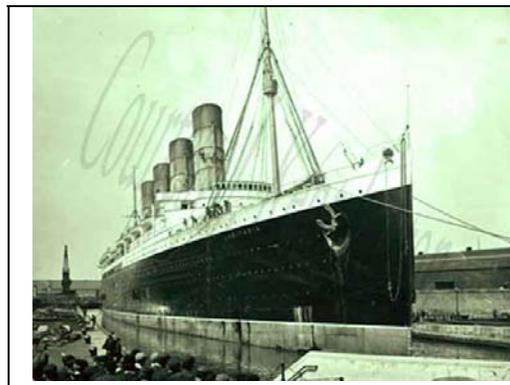
And then there is the question of decking. For some inexplicable reason, it is commonly thought that the deck planking on ocean liners was always teak. Sometimes yes; often no. The *Olympic*-class ships sported pine decking, and so did the *Mauretania* and *Aquitania*. According to the original agreement between Cunard and John Brown, the *Lusitania* was also to be decked out in yellow pine, with only teak margin planks; the only exception to this was the Forecastle Deck, which was given teak decking. The colors of the molded plastic decks on the kit are all wrong, not to mention inconsistent. There are several different methods that have been used to achieve realistic decking on the *Titanic* models, and a host of research on the different methods that can be used can be found in a special decking article on the TRMA site.<sup>vii</sup> Many of

the options presented therein require sanding the decks smooth, but all should produce a realistic looking effect for your model. Should you decide to sand the decks smooth and use the TRMA decking decals, you will need to paint the decks before applying the decals, and the color for that will be discussed in the paint segment of the article below.

### **Lusitania Modifications, 1907-1915**

Between the time of her trials and the time of her sinking, the *Lusitania* underwent a lot of modifications and revisions. Obviously not every little detail can be gone over here, but the following is a relatively comprehensive listing of the most apparent visual changes made to the ship:

1. When the ship was finished and ready for her trials, the superstructure white included the segment of hull along C Deck, and ran straight out to the prow. The bottom of this line was matched with the top of the bulwark for the C Deck First Class Promenade, and ran along that line of plating straight out; this showed all of the C Deck portholes (fronting Third Class and crew spaces) in brilliant relief, but did not match the rest of the Cunard fleet. During the trial trip, and her trip down to Liverpool, this white line remained unchanged.
2. After the trials, when serious vibration problems in the ship's stern (Second Class) regions had become manifest, the ship's builders did a lot of structural strengthening and stiffening. Most of these alterations were carried out inside the ship, and would not be visible through the maiden voyage; later revisions to combat this problem further were more visible, however, and will be discussed later.



**Fig. 4: The Lusitania in drydock, Aug./Sept. 1907, before the maiden voyage. Note the white paint under the Forecastle.**



**(Fig. 5) The Lusitania in New York, September 1907 - following her drydocking in Liverpool, her prow is now painted black.**

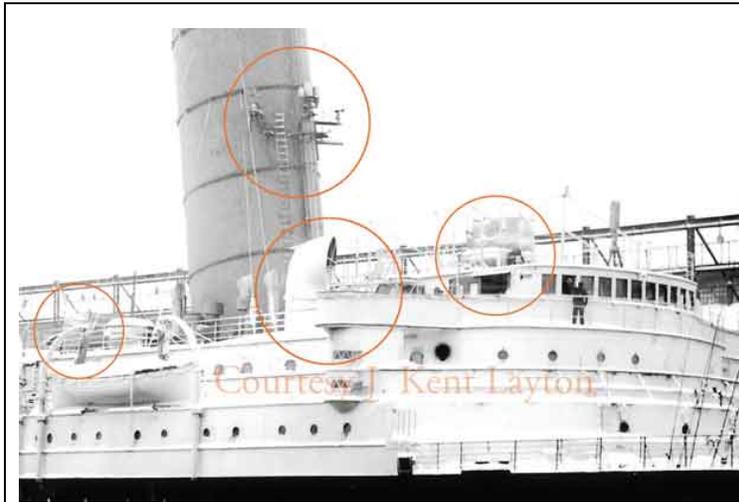
3. When the ship arrived in Liverpool following her trials and prior to her maiden voyage in September of 1907, she was drydocked for a thorough hull cleaning. While she was

undergoing this cleaning, her C Deck hull plating was painted black to match the rest of the hull below. The white superstructure then began at the corner where the B Deck superstructure met the Forecastle and the bottom line of it ran along the outer bulwark of B Deck all along the First Class Promenade, ending at the top opening of the C Deck Promenade. All photographs showing the C Deck plating painted white forward to the Forecastle were taken prior to this drydocking – labels of "*Lusitania* on her last voyage" notwithstanding. At this point, her aft set of luggage cranes, mounted on the Boat Deck at the forward end of the Second Class superstructure, was removed. Although they were later installed again, they were not present during the maiden voyage, as is clearly evidenced by New York arrival photographs.



**(Fig. 6) The line of white and black paint where it met throughout most of the ship's career.**

4. During poor weather conditions, it was not at all unheard of for the ship's unique canister-topped ventilators along the Sun Deck to lose their lids. Eventually, a few of these were replaced with more traditional ventilators (the ones just behind the Bridge were replaced after the summer of 1912). The other replaced ventilators were mentioned above, and photographs appear here.

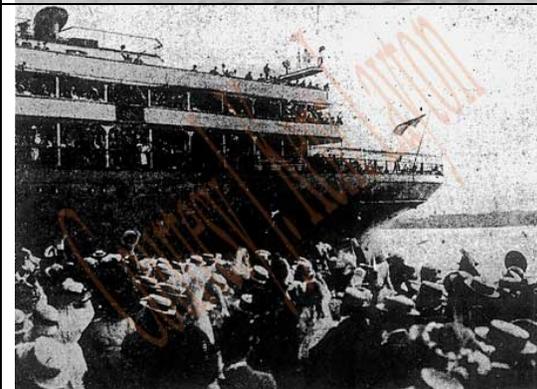


**(Fig. 7) This photo, from about 1912, shows the ship's triple-toned whistles, both compass platforms, and the cowl ventilator just behind the Wheelhouse.**

5. Along the outboard rails of the Second Class Promenade Deck and Boat Deck, canvas was fitted outside the rails, creating a more solid appearance for the Second Class superstructure rails. These were not actual plates; a careful inspection of period photographs of the *Lusitania* and *Mauretania* show that this was, indeed, carefully stretched canvas. The rails were left in place, and were still visible to those walking the decks.
6. During later overhauls, additional stiffening stanchions appeared throughout Second Class. Four of the outboard stanchions along the port and starboard sides of the Shelter and Promenade Decks were enlarged for stiffening, as well. (4<sup>th</sup> from stern, 6<sup>th</sup> from stern, 8<sup>th</sup> from stern, and 11<sup>th</sup> from stern on B Deck)



(Fig. 8) This photo, from the summer of 1914, shows the enlarged stanchions and the canvas-covered rails on A and B Decks. (Reproduced Courtesy of Eric Sauder)



(Fig. 9) A 1911 photograph showing the covered rails without the later addition of the lifeboats.

7. After the *Titanic* disaster in the spring of 1912, more lifeboats were added to the ship. Originally, these consisted of extra boats only (two of which were placed on either side of the midships Boat Deck, without davits). Later, extra davits were installed; the configuration actually changed more than once between 1912 and 1915. At the time of her final sailing, the ship's lifeboat configuration was as follows: 22 wooden lifeboats – 11 on each side, 10 of which were on the First Class Boat Deck, and one of which was mounted on the Second Class Boat Deck; 26 collapsible lifeboats – 18 stored under 18 of the regular davited boats, with the remaining 8 stored abaft the main lifeboats on the Second Class Boat Deck.

(Fig. 10) A 1914 photo showing the center lifeboats in place.



(Fig. 11) Lifeboats in 1914.



8. Two compass platforms were added to the ship in the course of her career. One was placed atop the Wheelhouse, while a second one was placed on the Sun Deck between the Nos. 1 and 2 funnels. (See Fig. 7, above)
9. At the outbreak of war in 1914, the ship's funnels were painted all black, and her superstructure was painted gray. The thinking behind this is still a bit obscure – what other ship could the Germans possibly take her for, especially when the German four-stackers were bottled up at home or in neutral ports? – but that is what was done. Apparently – according to the most recent research on the subject – the ship was, by that fall, repainted in more traditional colors. At that time, a brown/buff-colored band was painted along the outer shell

plating of B Deck, from the footings up to the height of the Promenade bulwark, from the base of the superstructure against the Forecastle all the way aft through the Second Class rails. The Forecastle rails out to the bow were similarly painted gold. The question that has irked historians for some time is: were her funnels again painted black before her May 1 departure? Some evidence has pointed to an affirmative answer. However, at the other end of the spectrum, film footage taken of the ship leaving New York on May 1, 1915<sup>viii</sup>, show the funnels to be picked out in Cunard's livery, with a bright white superstructure, the gold band, and the black hull. Even so, it is still possible that the funnels were painted black during the last voyage. (See figs. 10-12 for May 1, 1915 photographs)



(Fig. 12, *above*) May 1, 1915 - the last departure. It seems apparent that the funnels are painted in Cunard "red" (note that the black bands on the funnels stand out in sharp contrast); the gold band is also quite visible.

(Fig. 13, *right*) May 1, 1915 – as the *Lusitania* backs away from Pier 54, the colored Bridge side and the form of Captain Turner at the edge of the wing are clearly visible.





(Fig. 14, *below*) May 1, 1915 – the Forecastle shows the gold band around the base of the superstructure.

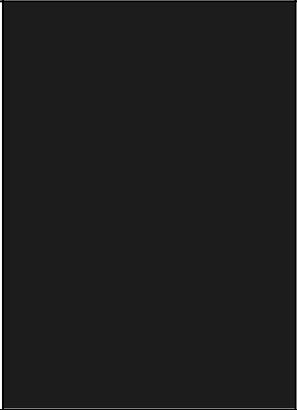
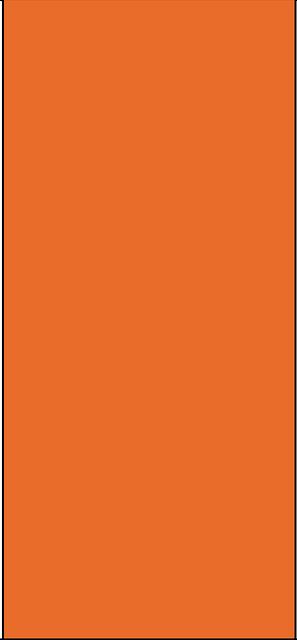
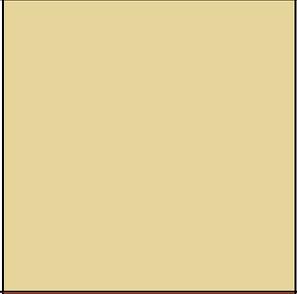
(Fig. 13) A detail shot of the upper Second Class decks of the *Lusitania* in 1907.



(Fig. 15) A detail photograph of the Engine Room vents in 1907.

### Paint & Detail Reference

With all of this now considered, the question remains: what colors should I use to paint my model? Although exact shades are endlessly debatable – and I do mean endlessly – the best suggestions I could make are as follows:

TO PAINT	APPROXIMATION	DESCRIPTION
Anti-fouling paint below the waterline		A close match to the <i>Titanic's</i> anti-fouling paint color, with <b>Rustoleum #1967 metal primer</b> being very good. The color at left was taken directly from one of the color postcards shown in this article.
Superstructure white (and waterline white band)		<b>Floquil #F110011 Reefer White</b> is about the best for a scale effect; other brands' flat white can be used, but no matter what brand you go with, remember to only use flat.
Hull		The hulls of Atlantic liners were rather glossy in reality, but it "scales down" to flat on these models. A standard flat black can be used, but it is not a perfect match. More accurate would be Art Braunschwieger's special mix as recommended for <i>Titanic</i> : <b>20 drops ModelMaster #1795 Gunmetal/ 4 drops Floquil #F110017 Weathered Blk/ 2 drops ModelMaster #1710 Dark Green</b>
Cunard funnel livery		Cunard "red" is an endless source of debate. More modern renditions of the color have a far redder hue than older photographs show. (i.e., on the Queens Mary & Elizabeth from the early '60's, and on the accompanying hand-tinted illustrations from 1907.) This particular color ( <i>left</i> , R234/G114/B48) was taken after a variety of sources were consulted. In the end, there are various shades of color shown, so there is a range of option in applying paint to the model. However, this is just about the best balance that I have been able to come up with. This color can only be likened to something like a basketball, to my eye. <b>Testors International Orange</b> has been used with good results before. Another, somewhat redder option would be <b>Humbrol #132</b> .
Wooden Decks		These should be very light in color, with a slight tint of yellow. With no mixing, <b>Humbrol #121 Matte Pale Stone</b> will do, but a better mix would be: <b>3 drops #1709 Radome Tan (Modelmaster)/1 drop #1706 Sand (Modelmaster)</b> This comes out roughly as shown at left (approximation only)
Doors, Sun Deck skylights and bases, teak handrails, etc.		There are a variety of different options. <b>Testors Dark Brown</b> would be one; another would be <b>Humbrol #160 German Camouflage Red Brown</b> . The color at left is an "eyeball" approximation.

## Cunard Red: A Photographic Color Study

Fig. 16: Landing Stage, Liverpool



(Figs. 16 & 17, left and below left) Two hand-tinted period photographs of the *Lusitania* show what appears to be the more accurate version of Cunard "red" from the early Twentieth Century.

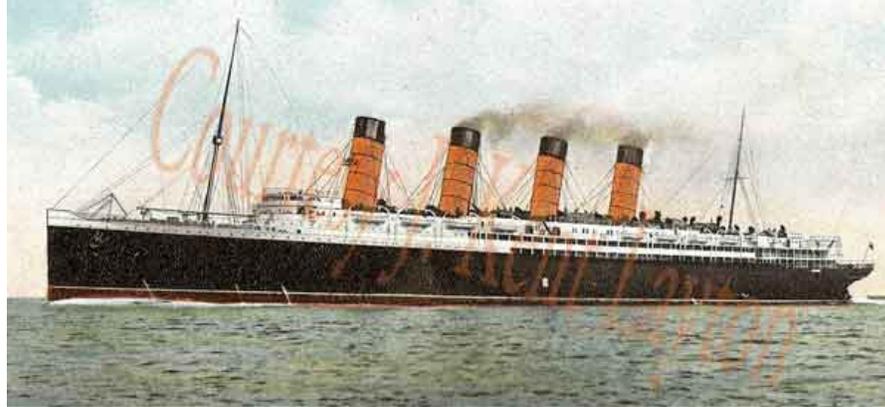


Fig. 18: An older photograph of the *Queen Mary* sporting a distinctly orange hue to her funnels. – Courtesy Eric Whalen



(Figs. 19 & 20, left & below left) A comparison of a photograph of the *Queen Elizabeth*, taken during the '50s or '60's. Note the distinctly orange funnel, especially compared to the red funnel on the tender alongside. The second view is the same photograph, but with the color removed and a small alteration in contrast to more closely resemble Fig. 10, above. It is clear that the older Cunard "red" was not really red, as it is today. – *Courtesy Eric Whalen*



Further information on exact paint colors for other objects, such as canvas, etc., can be found in the Titanic Paint & Color Reference article by Art Braunschweiger.<sup>ix</sup> Many of the colors on the *Lusitania* were almost identical to those found on the *Olympic*-class ships, and it is not necessary to repeat many of them here.

Testors #1182 Brass or Humbrol #54 Brass can be used for the following items: porthole rims and funnel whistles, while dulling these same colors down a little would be perfect for the propellers, capstan covers and expansion joints. A flat light brown or buff color like that shown below would be appropriate for the band around the ship after the war started. A color picker comes up at R157/G111/B68 (*shown below*), but this looks too brown on paper, especially when compared with a finished model picture; experimentation by each modeler is in order.



(Fig. D) The gold stripe on Jerry Davidson's wartime *Lusitania* model. Another excellent reference would be the Ken Marschall paintings of the ship on her last voyage. – *Courtesy Jerry Davidson*

Some pieces may require intricate painting, such as the capstans on the Forecastle and Shelter Deck, astern, which were primarily white but had black stripes, and bronze-colored tops. If you are not enthused about such intricate painting, the best bet would be to paint the capstans black with brass on top.

Flat colors should be used almost without exception. White-painted parts should be sealed under a clear flat coat to prevent yellowing over subsequent years. Airbrushing should be employed for primary painting, even of small pieces, because it does away with brush strokes and their scale-ruining effect. To protect your investment – and after the time, effort, and funds you put into this, that’s all one could appropriately term it – sealing it behind a removable glass case for display might be a very good option. Although the base supplied with the kit is a beauty, you might even decide to replace it with one of a higher quality for display, or to suit your personal tastes.

When all is said and done, using the above guides and photographic references, as well as PE parts, your *Lusitania* model should be nearly museum-quality, whether it is of the 1907 ship or the 1915 ship.

	
<p><b>(Fig. E)</b> A starboard broadside shot of the Davidson wartime model, finished. ~ <i>Courtesy Jerry Davidson</i></p>	<p><b>(Fig. F)</b> The Forecastle and Bridge. Note the compass platform on top of the Wheelhouse. ~ <i>Courtesy Jerry Davidson</i></p>
	
<p><b>(Fig. G)</b> The Second Class portions of the ship, viewed from overhead. ~ <i>Courtesy Jerry Davidson</i></p>	<p><b>(Fig. H)</b> The aft half of the wartime model. ~ <i>Courtesy Jerry Davidson</i></p>

If you have questions on something not covered in this article, please feel free to post your questions on the TRMA Message Board, and we will attempt to answer them in the shortest time possible; if the detail is important enough, you may eventually find it in a revision of this tutorial.

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Many thanks to Sean Winterberg, Webmaster of the TRMA for creating an online environment where maritime enthusiasts can conduct serious research; Art Braunschweiger for his many other excellent modeling tutorials at the TRMA; Bruce Beveridge for technical assistance on several matters; Jerry Davidson for the use of his model photographs to help illustrate this article; and Eric Whalen for allowing me to use a couple of his color *Queens* photographs to help illustrate Cunard "red". All period photographs appearing in this article are of the Author's Collection, unless otherwise noted.

If you are interested in learning more about the *Lusitania*, the following books may be of use to you:

*Lusitania: Triumph of the Edwardian Age*, by Eric Sauder & Ken Marschall  
*Lusitania: The Ship & Her Record*, by Eric Sauder  
*Exploring the Lusitania*, by Robert D. Ballard, with Spencer Dunmore

You could also check out my first book, *Atlantic Liners: A Trio of Trios*; my second book, which is entirely focused on the *Lusitania*, is currently in progress.

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<sup>i</sup> For many years, the ship's overall length has been quoted at 785 feet; the most recent research shows this greater length, however.

<sup>ii</sup> For advice on rigging these models, please see this article:

[Hhttp://www.titanic-model.com/articles/Rigging/Titanic\\_Rigging\\_Reference\\_MainPage.htm](http://www.titanic-model.com/articles/Rigging/Titanic_Rigging_Reference_MainPage.htm)H

<sup>iii</sup> [Hhttp://www.titanic-model.com/articles/flags/TRMA\\_Flag\\_Reference.htm](http://www.titanic-model.com/articles/flags/TRMA_Flag_Reference.htm)H

<sup>iv</sup> [Hhttp://www.titanic-model.com/articles/photoetch/Photoetched\\_Brass.htm](http://www.titanic-model.com/articles/photoetch/Photoetched_Brass.htm)H)

<sup>v</sup> [Hhttp://goldmm.com/ships/gms3ordr.htm](http://goldmm.com/ships/gms3ordr.htm)H

<sup>vi</sup> [Hhttp://www.titanic-model.com/decals/Lusitania.bmp](http://www.titanic-model.com/decals/Lusitania.bmp)H

<sup>vii</sup> [Hhttp://titanic-model.com/articles/planking/Deck%20Planking.htm](http://titanic-model.com/articles/planking/Deck%20Planking.htm)H

<sup>viii</sup> There has been some question over whether or not this footage was taken on May 1, 1915 or on her previous departure from New York, on Saturday, April 3, 1915. However it is quite obvious that it was taken on May 1; when the *Lusitania* left New York on April 3, she was in the teeth of a blizzard which dumped over ten inches of snow on New York City that day, beginning at 8:30 a.m. There is no evidence of snow or ice anywhere in the footage; rather, the people aboard look to be dressed for chilly, damp weather like that encountered on the morning of her last departure.

<sup>ix</sup> [Hhttp://www.titanic-model.com/articles/paints/WEBPAGE\\_Paint%20Reference%20Main%20Page/WEBPAGE\\_Paint%20Reference%20Main%20Page.htm](http://www.titanic-model.com/articles/paints/WEBPAGE_Paint%20Reference%20Main%20Page/WEBPAGE_Paint%20Reference%20Main%20Page.htm)H