



Marine Modelling – Revisited

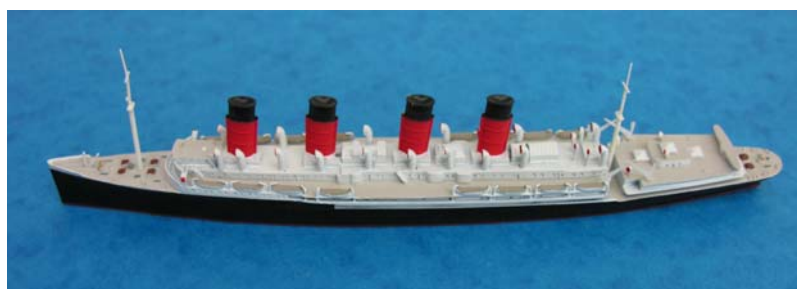
The year 2014 sees nearly thirty years of Marine Modelling International magazine and for the author over fifty years of waterline ship collecting. So here is a chance to re-visit some of those early and not so early articles virtually as they were – minimal editing/updating apart from the addition of new digital illustrations and the deletion of ‘swapmeet & model news’. **Please remember** that reported model availability and any prices quoted were at the time of writing. Each re-issue will attempt to maintain a theme and this time it is what I call traditional liners. There is some duplication between the articles.

Re-Issue 11: Traditional Liners

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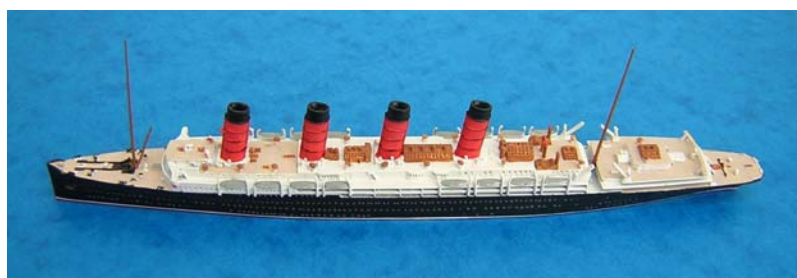
MMI February 2002: The Blue Riband

In any sort of collecting it is useful to have a theme and this is certainly the case for waterline ship models. Typical examples are navies, battles, shipping lines, eras or, as has been chosen here, record breakers and more specifically the Blue Riband. At this stage I would like to acknowledge my principle source for this article namely North Atlantic Seaway by N.R.P Bonsor, in particular Appendix F to Volume 5 which lists all the ships concerned this being of primary interest to us collectors. The Appendix provides both Westbound and Eastbound lists, date ordered so as records were made then broken many ships appear several times.



Mercator model of the Mauretania, the most famous Blue Riband liner of all time

This I have distilled into a single list identifying each individual ship with relevant details including where applicable model information. A general chronological ordering has been maintained allowing the reader to follow the cut and thrust of the competition in both westerly (W) and easterly (E) directions. Except where stated otherwise all the ships are British! At the time of writing only 17 waterline models (out of 44 ships) have been identified, mainly the later vessels; this makes for a more affordable collecting theme but is both a little surprising and disappointing. Any extra information would be gratefully received as would news of any relevant new models (come on manufacturers!).



By way of a comparison with Mercator’s Mauretania, this is the Albatros version of the Lusitania.

Perhaps the most interesting aspect of the Blue Riband competition for speed of trans-Atlantic crossings is that for many years there was really no such thing. Although records had been maintained since the 1830s, the first documented use of the term Blue Ribbon in relation to crossing speed was in 1892 when the New York Herald reported “Although the Inman Greyhound now wears the blue ribbon for Atlantic speed, it is by no means certain that her latest record cannot be broken with equally propitious winds and seas by some of her present rivals should they be put on their metal”. This referred to the City of Paris (pictured above) and also highlighted the different terminology in use by the Americans,



City of Paris (model AL-C1)

who prefer ribbon, and the British who opt for riband. In fact not until 1935 was there any sort of prize – no blue pennants seem to have been flown – when Harold Hales (a British MP) provide a large silver challenge trophy.

The first recorded crossing of the Atlantic by a ‘steamship or motorship’ falls to the US vessel Savannah in 1819 with the first shipping line to set up a regular trans-Atlantic service being the British and American Steam Navigation Company whose chartered wooden paddle steamer Sirius was the first recorded ‘holder’ of the ‘fastest passage’ for both westbound and eastbound voyages. This ship achieved 18



Norddeutscher Lloyd's Bremen eventually seized both west and eastbound records from Cunard's Mauretania; the latter was over 20 years old at this point (model by Mercator).

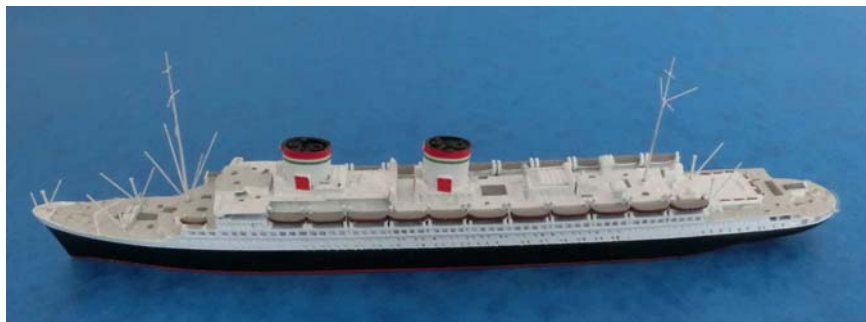
days 14 hours at an average of 8.03 knots westbound Cork to Sandy Hook and 18 days and 7.31 knots average eastbound New York to Falmouth in 1838. Cunard's Britannia reduced the eastbound record below the 10 day mark (at nearly 11 knots average) two years later although it was not until 1845 that a westbound ship, the Cambria (again Cunard) achieved a



Original Mercator 1/1250 model of the French Blue Riband holder Normandie

similar feat travelling from Liverpool to Halifax at an average of 10.7 knots. In 1850 westbound (1851 eastbound) the record was taken from the British for the first time by the American Collins Line with the Pacific (10 days, 4 hours/12.46 knots Liverpool to New York and 9 days, 20 hours/13.03 knots in the opposite direction). With

crossing speeds gradually edging up the 15 knot barrier was broken eastbound by White Star's Baltic in 1873 and westbound by Inman Line's City of Berlin in 1875. The next ‘barrier’ was perhaps the one week crossing and this was achieved firstly eastbound by Guion Line's Alaska in 1822 at 16.81 knots. Westbound it was again the Alaska in 1883 sailing from Queenstown to Sandy Hook in 6 days, 23 hours and 48 minutes at an average of 17.05 knots. British Lines



Rex was the only Italian Liner to hold the Blue Riband, westbound in 1933; this is the Mercator version.

dominated the Atlantic speed records from the mid 1850s until 1897 when the Kaiser Wilhelm der Grosse seized the eastbound record Sandy Hook to Needles at an average of 22.33 knots in 5 days 18 hours, then the following year the westbound record with similar figures. The German ship was a four funneller and apparently at the time people were convinced that this made for a safer ship. This heralded a nine year period of German domination by the Kaiser Wilhelm der Grosse and the Deutschland until Cunard's Lusitania arrived. This ship not only regained both records in 1907 but also managed the first sub-five day crossings at speeds of nearly and later greater than 24 knots. Eastbound the record almost immediately passed to the Mauretania, arguably the greatest Blue Riband liner ever, holding and ever improving the record from 1907 to 1924; westbound the Mauretania seized the record in 1909 setting a record (4 days, 10 hours/26.06 knots) that remained unbroken for twenty years.

Germany's Bremen became the new eastbound and westbound holder in 1929 also achieving the first sub-five day crossings in 4 days 14 hours/27.91 knots Ambrose to Eddystone and 4 days 18 hours/27.83 knots Cherbourg to Ambrose. The 1930s was dominated by a few super liners – Europa, Rex, Normandie and Queen Mary – as the European nations vied for the record. In 1935 the French ship hit an average in excess of 30 knots eastbound for the first time (Ambrose to Bishop Rock in 4 days, 3 hours), whilst westbound it was the Queen Mary in 1936 (4 days, 27 minutes). By 1938 both records were in the hands of Cunard's Queen Mary at speeds of about 31 knots. Surprisingly Cunard-White Star chose not to recognise the competition even when they held the record, perhaps regarding it as distraction from the other features of their trans-Atlantic services. During World War 2 the Hales Trophy seems to have been lost although it amazingly re-appeared in time to be passed to the United States Line in 1952. The ship United States managed 34.51 knots westbound Ambrose to Bishops Rock in 3 days, 12 hours and 12 minutes and 3 days, 10 hours, 40 minutes/35.59 knots eastbound on the same route. And there the Blue Riband rests although if I do recall Richard Branson attempted to regain the record in a non-commercial catamaran crossing some years ago – presumably that and various other catamaran crossings do not count.

Waterline Models

The various manufacturers mentioned in the table are mainly continental 1/1250 makes; those in relatively speaking volume production and therefore easier to find are Albatros (AL), Classic Ship Collection (CSC), CM (including CM-G and CM-KR), Navis (NM) and Rhenania (RH-LIZ). The LIZ in the latter is an abbreviation for licensed as the model concerned is



bought second-hand Mercator United States restored to a loving home!

an authorised re-issue of a 'G' model (as is the CM-G series). Berolina, Colonia, LH, LH, SM and the original 'G' are low volume makes, not all in current production, whose models are hard to find. Mercator (M) were originally made in Germany but are now produced by Skytrex in England. The German firm CM have now started to issue ships that were originally the preserve of Mercator in general less expensive and, being new mouldings, of better quality than their Skytrex counterparts. Triang, of course, need no introduction and provide the only 1/1200 model here.

Name	Year (Direction)	Notes	Model
Sirius	1838 (W & E)	1 st holder; crossing time 18 days	
Great Western	1838, 39, 43 (W) 1838, 42 (E)		Colonia 21, SM 3,
Britannia	1840 (E)	Wooden paddle steamer; British & North American Royal Mail Steam Packet Company, later (1878) Cunard	LH22, SM6
Columbia	1841 (W) 1843 (E)	B & NA RM SP Co.	
Hibernia	1843 (E)	B & NA RM SP Co.	
Cambria	1845 (W)	B & NA RM SP Co.	
America	1848 (W)	B & NA RM SP Co.	
Europa	1848 (W)	B & NA RM SP Co.	
Canada	1849 (E)	B & NA RM SP Co.	
Asia	1850 (W)	B & NA RM SP Co.	
Pacific	1850 (W) 1851 (E)	USA Collins Line; 1 st 'foreign' holder	
Baltic	1851, 54 (W)	USA Collins Line	
Artic	1852 (E)	USA Collins Line	
Persia	1856 (W & E)	Regained by B & NA RM SP Co. for GB	
Scotia	1863 (W & E)	B & NA RM SP Co.	
City of Brussels	1869 (E)	Inman	
Adriatic	1872 (W)	White Star	
Baltic	1873 (E)	White Star	
Germanic	1875, 77 (W) 1876 (E)	White Star	
City of Berlin	1875 (W & E)	Inman	
Britannic	1876 (W & E)	White Star	
Arizona	1879 (E)	Guion Line	
Alaska	1882, 83 (W) 1882 (E)	4 new W records in 82 – 83, Guion Line	

Oregon	1884 (W & E)	4 new E records in 1 year, Cunard	
Etruria	1885, 88 (W & E)	Cunard	
Umbria	1887 (W)	Inman & International Steamship Co (I & I)	
City of Paris	1889, 92 (W) 1889 (E)	I & I	AL-C1
Majestic	1891 (W)	White Star	RH-LIZ 2
Teutonic	1891 (W)	Sister ship to Majestic	
City of New York	1892 (E)	I & I	
Campania	1893, 94 (W) 1893 (E)	Cunard	NM 902
Lucania	1894 (W & E) 1895 (E)	3 new W records; sister ship of Campania, Cunard	
Kaiser Wilhelm der Grosse	1897 (E) 1898 (W)	German, Norddeutscher Lloyd (NDL)	M401, CM141
Deutschland	1900, 01, 03 (W) 1900, 01 (E)	German, HAPAG	CM-G 104, Berolina 109
Konprinz Wilhelm	1902 (W)	German, NDL	G, M426, CM139
Kaiser Wilhelm II	1904 (E)	German, NDL	CM136, M416
Lusitania	1907, 08, 09 (W) 1907 (E)	Cunard	AL 167, M405a
Mauretania	1909 (W) 1907, 08, 09, 24 (E)	Cunard, held westbound record for 20 years; 8 new eastbound records over 16 year period	AL 166, M405
Bremen	1929 (W & E) 1933 (E)	German, NDL	M512, CN236
Europa	1930 33 (W)	German, NDL	M513, CM237
Rex	1933 (W)	Italian, Italia Line	M568, CM230
Normandie	1935, 37 (W) 1935, 37 (E)	French, Compagnie Generale Transatlantique (CGT)	M519, CM171
Queen Mary	1936, 38 (W) 1936, 38 (E)	Cunard – White Star	CM154, M494, Triang, CSC
United States	1952 (W & E)	US Line, USA	M906, Triang, CSC, CM-KR71

MMI August 2004: The Queens

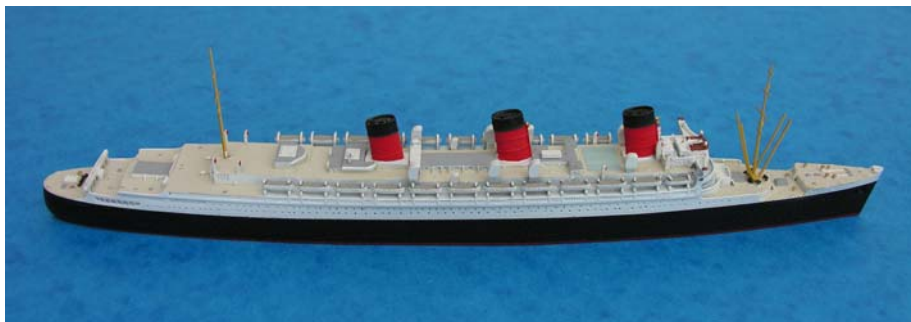
Being on Southampton water for the pennant handover between the Queen Elizabeth 2 and the new Queen Mary 2 on 1st May 2004 was a wonderful, if misty, occasion and even as a mainly warship enthusiast you have to admit there is something impressive about these huge liners.



The Cunard Queens

Cunard's four Queens must rank amongst the most famous of British liners (even though Cunard is now in foreign ownership) from the original Queen Mary completed in 1936 to the new Queen Mary 2. A great shame that the latter could not be built in a UK yard but at least she is British registered and based in Southampton. With a 1/1250 waterline of QM2 promised by CM-KR all will eventually have been modelled in various guises.

The Queen Mary was built by John Brown on the Clyde (Yard Number 534); she was laid down in December 1930 but due to financial difficulties at Cunard work was suspended after a year. With support from the Government and an enforced but not unwelcome merger with White Star Line, construction resumed in April 1934 and she was launched five months later. Completed in April 1936 the Queen Mary's maiden voyage from Southampton to New York took place the following



Mercator Queen Mary captures the appearance of the original ship very well

month and in August she captured the Blue Riband from the Normandie. In 1967 the French ship regained the trophy but in August 1938 the Queen Mary took both Eastern and Western records which she held until 1952 (for a fuller account of the Blue Riband see the Feb 2002 issue). She was laid up on the outbreak of war but by 1940 had been modified in Sydney as a troop transport

serving in this role until 1946. Refitted by Brown her first post-war departure was in July 1947. Twenty more years on the Atlantic and she sailed to Long Beach California where she survives until this day as a convention centre and tourist attraction. Apparently the funnels are replicas but much else is original and in good condition. One of her sirens was installed on the QM2 which must provide an experience for those who heard the original ship. Brief technical details: on completion – 80,774 GRT; length 1019 ft; Parsons geared turbines giving 29 - 32 knots; 2139 passengers; - 1937 81,235 GRT; - 1947 81,237 GRT; 1995 passengers.

The Queen Elizabeth was also built by John Brown (Yard Number 552) and was launched in September 1938. Not quite complete on the outbreak of war she sailed to New York in March 1940. From there she went firstly to Singapore where

she was painted black (hull) & grey (superstructure) and defensively armed; moving on to Sydney she was fitted out as a troop transport by the Cockatoo Dockyard Company. Twice in 1942 consideration was given to converting her to an aircraft carrier with the funnels combined and flight decks fore (take-off) and aft (landing). The Queen Elizabeth was the first Cunard



Mercator Queen Elizabeth.

liner to be released from military service and after refit at Gourock and Southampton her commercial 'maiden voyage' to New York took place in October 1946. After 22 years of service she left Southampton for the last time arriving in Port Everglades USA in December 1968. Given the new name 'Elizabeth' with planned use as a convention centre, the new owners went bankrupt in 1970 and the ship was sold, via auction, to Chinese shipowner CY Tung. Transferring to Hong Kong in 1971 the intention was that the renamed 'Seawise University' would be a cruise ship and floating university. In January 1972 when virtually ready for her new role an arsonist struck and with fires set in various parts of the ship she was totally burnt out and fit only for scrap. A sad end to a fine vessel. Brief technical details: on completion – 83,673 GRT; length 1029 ft; Parsons geared turbines giving 28.5 - 32 knots; 2288 passengers; - 1965 82,998 GRT.

Even as the two earlier ships were leaving service the next generation – Queen Elizabeth 2 – had been laid down as Yard Number 736 at John Brown. Launched in September 1967, her maiden voyage on the familiar Southampton to New York crossing took place in 1969.



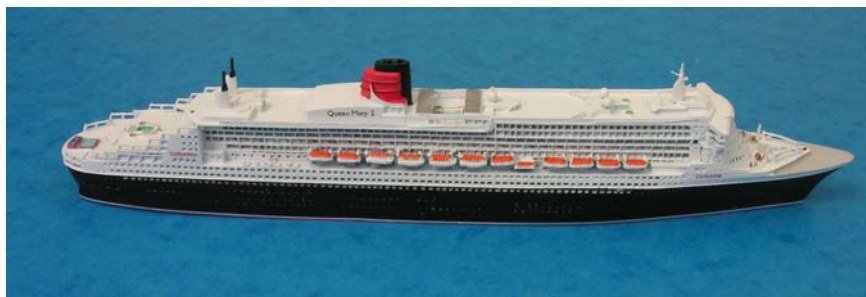
Original Mercator model of Queen Elizabeth 2 is superb

Succeeding years were typically spent cruising (winter months) or on the North Atlantic route but in 1982 she was called up like her sisters before as a troop ship carrying 3,500 soldiers of the 5th Infantry Brigade to South Georgia. Refitted by Vospers after the war she was given a grey hull but this proved difficult to maintain and the traditional Cunard black was later

restored in June 1983. Her annual winter overhaul later that year set the pattern for the future being carried out in an overseas shipyard, in this case Hapag Lloyd in Bremerhaven. Returning to Bremerhaven in 1986 she was re-engined with MAN diesel-electric engines and variable pitch propellers giving a service speed of 28.5 knots and a slightly reduced maximum speed of 32.2 knots. The original turbines had apparently steamed more miles than those of the Queen Mary and Queen Elizabeth together. Another new feature was a larger funnel uptake which arguably improves the ship's overall

appearance. Brief technical details: on completion – 65,863 GRT; length 963 ft; John Brown geared steam turbines giving 28.5 – 32.46 knots; 2005 passengers.

The Queen Mary 2, currently the world's largest liner, was built for the American Carnival Corporation's Cunard Line by Ahlstrom Chantiers de L'Atlantique in Saint Nazaire, France (apparently with thanks to a last minute deal between France and the European Union which saved Ahlstrom-Marine from bankruptcy). Laid down in January 2002, she was floated out of the building dry dock in March 2003. Assisted by 8 tugs the liner was moved to her fitting out berth for completion. Sea trials began in September when the 150,000-tonne vessel ran between the French off-shore islands of Ile d'Yeu and Belle-Ile. Arriving in her home port of Southampton in December 2003 in conditions of heavy wind and rain she was welcomed by thousands of onlookers and a flotilla of small boats. In an unusual manoeuvre, the liner headed all the way through the docks to the container port where she turned in the basin and then sailed back through the western docks to berth stern first at the Queen Elizabeth 2 terminal. Her Majesty Queen Elizabeth II officially named the vessel in a ceremony on January 2004. Brief technical details: Gross Tonnage 151.400 tons; length 1131 ft; beam 135 ft; height from keel to top of the funnel 237 ft; diesel and gas turbine engines giving about 30 knots; passenger capacity 2620 based on 2 persons per stateroom.



CM-KR Queen Mary 2

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Waterline Queens

The table lists all 1/1200 or 1/1250 models of the four Queens known to me (there's a challenge!) Models are available from various manufacturers and chronologically perhaps Wiking's Queen Mary was the first to be produced although this must be extremely rare. Similar comments about scarcity apply to 'Hobby' – this model is listed in Wiedling's authoritative Ship Register but no-one else seems to have heard of them let alone seen the model. In the UK then the first 1/1200 models were from Triang in the 1950s with re-issues by Rovex circa 1975. The former can deteriorate over time the metal oxidising and the paintwork discolouring making mint models particularly sought after. Collectors in Germany meanwhile were more familiar with the Mercator range which featured 1/1250 versions of the first two Queens, joined eventually by the QE2. Mercator was sold to the British Company Skytrex who have continued to produce and even extend the range. Also in Germany could be found the now defunct Hansa range which produced less detailed models than Mercator but became one of the first to be widely imported into the UK. The two employed different methods of production, Mercator being one piece castings and Hansa built up in layers which gave the occasional kit option. If it can be found, their Queen Elizabeth 2 is OK and with S200/1 the helicopter decks used during the Falklands deployment are provided. With the domestic 'loss' of Mercator & Hansa, the German range CM-KR added a number of ships formerly covered by these makes to their CM, CM-KR and CM-P series. These models are to a good standard consistent with modern production techniques. Binkowski's troop ship versions have been spotted here in the UK but they are rare and in the event superseded by the CM-Ps. Given that CM do produce various other makers models under licence the CM-Ps may indeed be 'Binkowskis'. CSC (Classic Ship Collection) models, originally produced in conjunction with the Carat range, are perhaps the highest quality of all being produced in showcases as either full hull or waterline versions. If ever there was a model you will be allowed to display in the living room this is it (but don't mention the price!). Lastly there is Revell's 1/1200 plastic kit – not a bad model and of course much, much cheaper than any of the cast metal models.



CSC super-detailed Queen Mary

Also in Germany could be found the now defunct Hansa range which produced less detailed models than Mercator but became one of the first to be widely imported into the UK. The two employed different methods of production, Mercator being one piece castings and Hansa built up in layers which gave the occasional kit option. If it can be found, their Queen Elizabeth 2 is OK and with S200/1 the helicopter decks used during the Falklands deployment are provided. With the domestic 'loss' of Mercator & Hansa, the German range CM-KR added a number of ships formerly covered by these makes to their CM, CM-KR and CM-P series. These models are to a good standard consistent with modern production techniques. Binkowski's troop ship versions have been spotted here in the UK but they are rare and in the event superseded by the CM-Ps. Given that CM do produce various other makers models under licence the CM-Ps may indeed be 'Binkowskis'. CSC (Classic Ship Collection) models, originally produced in conjunction with the Carat range, are perhaps the highest quality of all being produced in showcases as either full hull or waterline versions. If ever there was a model you will be allowed to display in the living room this is it (but don't mention the price!). Lastly there is Revell's 1/1200 plastic kit – not a bad model and of course much, much cheaper than any of the cast metal models.

Ship	Models	Notes
Queen Mary	Hobby 8	Never seen this
	Mercator M494	
	Triang 703	
	Rovex 703	1970's copy of Triang
	Wiking	
	Binkowski	as a troop ship
	CM 154	as in 1936
	CM-P30	as a troop ship in 1943
Neptun N1190	as a troop ship in 1943	

	CSC 002	
Queen Elizabeth	Mercator M493 Triang 702 Rovex 702 Binkowski CM 153 CM-P31 CSC 013	1970's copy of Triang as a troop ship as in 1946 as a troop ship in 1943
Queen Elizabeth 2	Hansa S200 Hansa S200/1 Hansa S200/2 Mercator M921 Mercator M921a Mercator M921b CM-KR 61 CM-KR 61a CM-KR 61b CSC 009 Revell 06821	as in 1969 as in the Falklands after 1983 refit as in 1987, post refit by Skytrex; 1994 – blue hull by Skytrex; 1997 – black hull as in 1994 with black hull lower hull only (for dry dock) with blue hull 1/1200 plastic kit – full hull
Queen Mary 2	CM-KR 323 Revell Scherbak	1/1200 plastic kit – full hull (two versions 2003 & 2006)

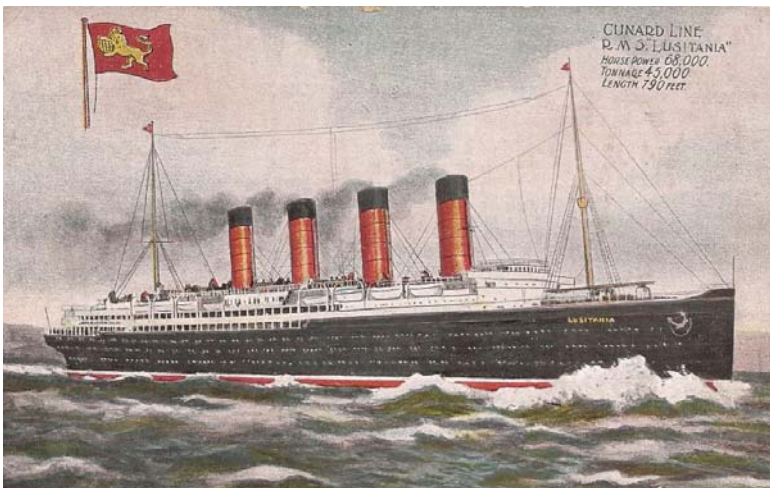
1/1200-1250 Waterlines of the Four Queens

Postscript: there are of course two more 'Queens' namely Carnival-Cunard's Queen Victoria (2007) (CM-KR324 & Scherbak) and Queen Elizabeth (2010) (CM-KR322 & Scherbak), the former in the foreground below



MMI April 2012: Three Big Liners

By mid-1907 Great Britain with the Lusitania had the largest (31,550 tons) and fastest (26 knots) liner in the world. Later that same year she was joined by the very slightly larger Mauretania and the owners Cunard were talking of the 45,600 ton



Aquitania which was due to join the fleet in 1914. At the same time White Star were planning their new liners, the 46,000 ton sisterships Olympic & Titanic plus the 3000 ton larger Britannic (contrary to many accounts – never Gigantic). Determined not to be outdone the German Hamburg America Line responded with a trio of huge 52,000+ ton liners which although not intended to be as fast as the Cunarders were designed to excel in size and opulence. In fact these would turn out to be the largest German ocean liners ever built with 1929's Bremen weighing in at a mere 49,749 gross registered tonnage (GRT). Ultimately and following the war losses of Lusitania (torpedoed 1914) and Britannic (mined 1916), all three served rather longer under new ownership.

The first of the trio, the **Imperator**, was laid down in 1910 and completed in 1913 when she was the largest ship in the world; found to roll excessively her funnels were shortened, upperweight was reduced and concrete added at the keel. She was laid up in Hamburg in 1914 and in April 1919 departed to the USA to become a troop transport for the US Army. In February 1920 she was transferred to Great Britain in reparation for the Lusitania and chartered, then in 1921, bought by Cunard as the Berengaria. In 1938 she was badly damaged by fire whilst in New York; sailing home empty she was laid up then partially scrapped in 1938/39 with the remnants broken up in Rosyth in 1946.



CM Berengaria

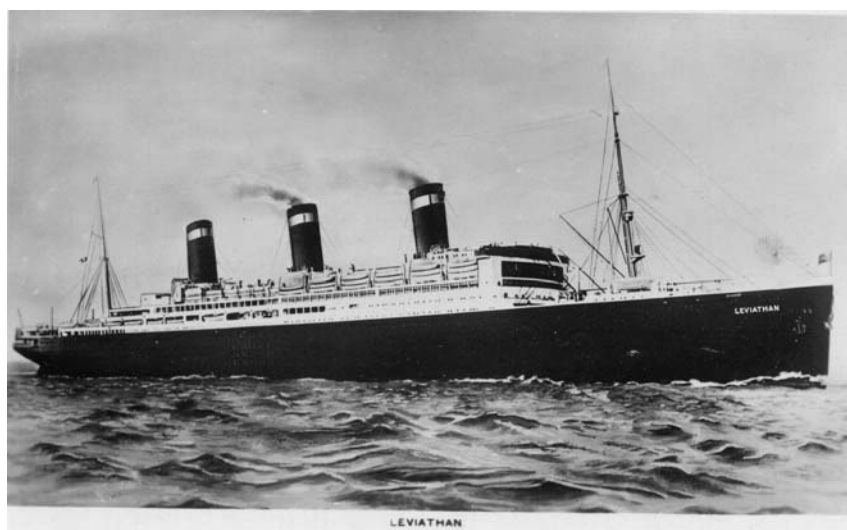


Kingsway 'real photo' postcard of the Berengaria (authors collection)

Vaterland was launched in April 1913 taking over the 'largest ship in the world' mantle with her maiden voyage in May 1914 taking her to New York. Still there when the First World War broke out she was interned and in 1917 seized by the US as Navy transport USS Leviathan. Laid up in 1919 was refitted in 1922 becoming the United States liner Leviathan. Laid up in September 1934 she was sold for scrap in 1937.

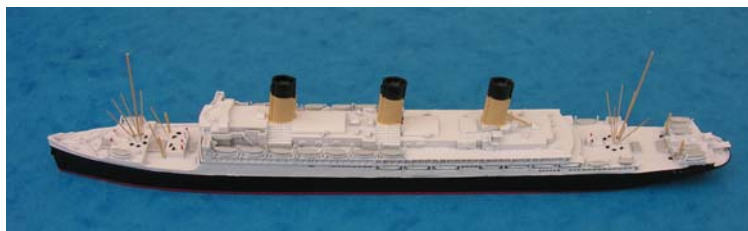


CM Vaterland

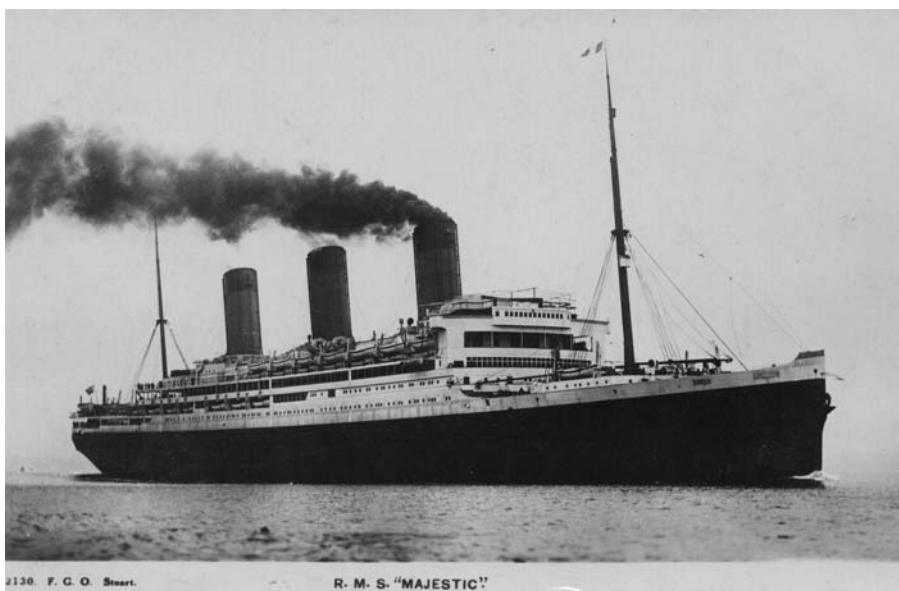


WE Mack postcard of the Leviathan postcard (authors collection)

Bismarck was launched on 20th June 1914 but remained incomplete and slowly deteriorating throughout the war. In 1919 she was seized by the Allies as reparation for the Britannic with Blohm & Voss somewhat reluctantly continuing with the construction. Bought by White Star in 1921, she was finally completed in March 1928. Re-named Majestic she served White Star until 1936 when she was sold to the Admiralty as the boys training ship HMS Caledonia. In September 1939 she was destroyed by fire and subsequently scrapped 1940-43. She was the largest ship in the world until 1935 when the 79,280 ton Normandie was completed.



CM Majestic



FGO Stuart postcard of the Majestic (authors collection)

The table lists relevant models by Mercator (M) plus the two main extant manufacturers namely Albatros (AL) and CM.

Ship	Comp.	GRT	Served	1/1250 Models (* = illustrated)
Lusitania	1907	31,550	1907-1915	AL167, M405a
Mauretania	1907	31,938	1907-1935	AL166 (1922), 166A (1933 white hull), 166B (1915 hospital ship), M405*
Aquitania	1914	45,647	1914 - 1949	AL105, CM156, 156a (1915 transport), 156b (1916 hospital ship) 156c (1948 transport)
Olympic	1911	45,324	1911-1935	AL150*, CM144, CM-P-39 (1915 camouflaged troopship)
Titanic	1912	46,329	1912	AL150A, CM148
Britannic	1914	48,158	1914 -1916	AL150B (1914 hospital ship)
Imperator	1913	52,117	1913 -1938	CM105, as Cunard's Berengaria: CM151
Vaterland	1914	54,282	1914, 1917-37	CM114*, as USS Leviathan: CM-P-50; and as US liner: CM222
Bismarck	1922	56,551	1922 - 1940	CM103, but completed as White Star's Majestic: CM150

Big Liners of the early 20th Century



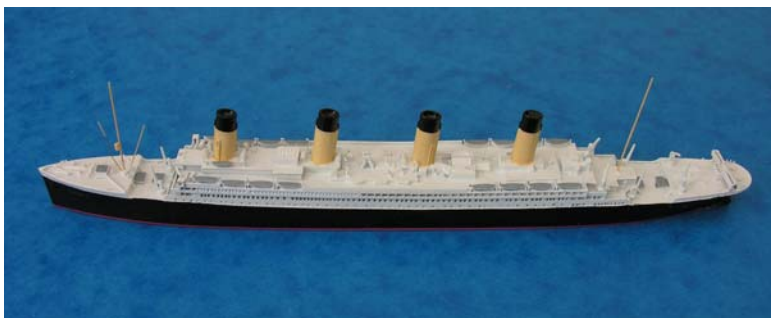
AL Aquitania in Mountford's Southampton drydock



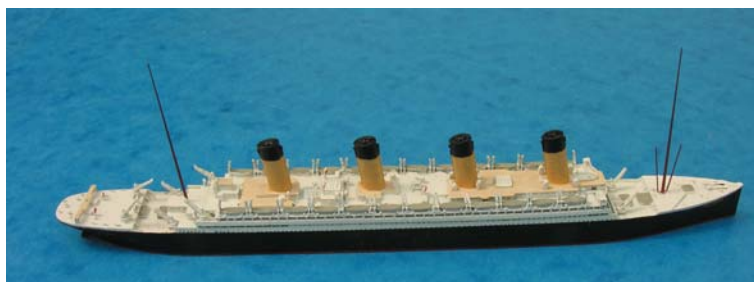
Mercator Mauretania

Titanic (100 Years On)

The White Star Line and Titanic were covered back in September 2010 but rather like the battleship Bismarck this famous liner has been the subject of many 1/1200-1250 waterlines, current models being in the table. Perhaps the first was that produced in 1/1200 by 'Bassett-Lowke' probably circa 1925. Fast forward some 60 years and we have 1/1250 versions by 'Mercator' (M404, also produced in the UK by 'Skytrex') and by 'Georg Grzybowski' (G-68), the latter re-issued by 'CM' as CM-G-148. More recently 'CM' issued their own more detailed version as have 'Albatros'.



CM Titanic



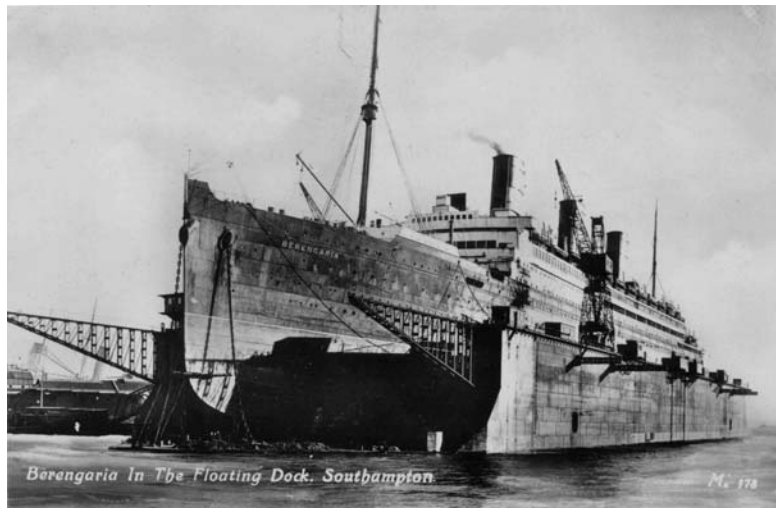
Albatros Olympic

Progressively more expensive models come from Carat (C-060) and 'Classic Ship Collection', with the rarest being that by Japanese maker Konishi (K-920). At the other end of the spectrum we have Revell's current 1/1200 full hulled plastic kit for about £10. All these of course represent the Titanic as in 1912. Sister-ship Olympic was completed in May 1911 and refitted over the winter of 1912/13 with improved bulkheads and additional lifeboats; she was a troopship in 1915-1917, laid up 1935 and scrapped 1935-1917.

37. Models of Olympic as a liner in 1913 include Bassett-Lowke's plus AL and CM versions. A third sister Britannic was completed in Dec 1915 as a hospital ship but lost in a minefield in November 1916.

References and Further Reading

German Liners of the 20th Century by William H. Miller and Great Passenger Ships of the World Volumes 1 and 2 by Arnold Kludas.



Posted on 1 August 1929, the message read "I saw the floating dock last night but it was empty"

MMI August 2013: The Last Big Liners

This issue we take a look at the last of the big ocean going liners which as a subject have always been a favourite amongst both 1/1200-1250 waterline manufacturers and collectors. As the Cunard and P&O-Orient Lines have been well covered by Waterlines we will limit ourselves briefly to their last four vessels but explore in more detail the final true liners of other key nations. Of course by specifying 'large and last' we have excluded many interesting liners built post-war and apologies if your favourite(s) failed to make the cut. Those chosen, eleven in all, are in the table. Cunard's Queen Mary 2 may well be the last and largest of the breed designed for trans-Atlantic crossings although she primarily operates as a cruise ship as did many of the other liners in their twilight years. What came as a surprise was the number of Italian liners built post-war. Just two (out of ten) are featured here so there is definitely scope for another article – there are plenty of models and they were fine looking ships.

United States – built to USN specifications as a troopship, on completion in 1952 she was, as always intended, sold to the Unites States Lines for less than half the cost of construction. Her engines had a similar power output to the Queen Elizabeth but with a smaller and yet longer hull design she was faster, indeed the fastest liner ever built. Her maiden voyage New York to Southampton was in July 1952 when with an average speed of over 35 knots she took the Blue Riband – for ever. She operated for seventeen years after which she was laid up initially at Newport News. She was towed to Turkey where asbestos was removed arriving back in Philadelphia in 1996 where she has remained ever since. Efforts are being made at preservation but at the time of writing it seems more likely that she will finally be scrapped.



Triang United States; the model is rather showing its age



Lovely aerial shot of the United States

Rotterdam – since absorbed by Carnival and indeed with a new Rotterdam completed in 1997, the innovative liner of that name of interest here was completed in 1959 and operated in conjunction with the old Nieuw Amsterdam (Triang). The latter made the last trans-Atlantic crossing for the Holland America Line in 1971. Carnival acquired the company in 1988 with the immediate benefit of new tonnage including that new Rotterdam (6th to carry the name). In 1997 her predecessor was sold to the American company Premier Cruises as the Rembrandt. This company only lasted a few years after which the ex-Rotterdam was laid up in the Bahamas facing an uncertain future. After several changes of ownership the ship returned to Rotterdam in 2008 and is now open for tours (see www.derotterdam.com).



Hansa Rotterdam



Rotterdam returns home in 2008

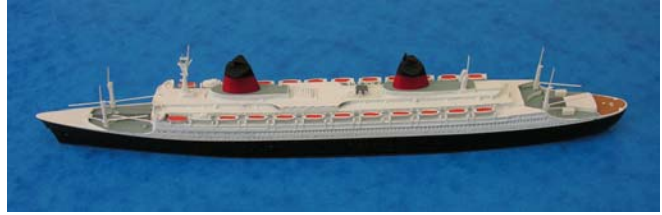
Oriana & Canberra - the last ship to be designed on behalf of P&O for scheduled liner services was 1961's Canberra and in parallel Orient Line's last was the Oriana delivered with the company's distinctive 'corn' coloured hull. Both ships were briefly part of the P&O-Orient Line but by 1965 the 'Orient' was dropped and Oriana repainted in white. She served the company well for a further 21 years until sold as a static exhibition ship in China. Oriana was scrapped in 2005 outliving



Helvetia Oriana and Colonia Canberra

the arguably more famous Canberra by eight years.

France – completed in 1962 by Chantiers de L’Atlantique for CGT’s trans-Atlantic service she operated for just twelve years before the withdrawal of government subsidies forced her lay up at Le Havre. In 1977 she was sold to Saudi business interests and again in 1979 to Klosters, owners of the Norwegian American Cruise Line. Refitted as the Norway she became the world’s largest cruise ship. Following a boiler explosion in 2003 she was taken out of service and eventually scrapped circa 2007/08.



Mercator France

Michelangelo & Raffaello – this pair of sisters were the last two Italian liners. Both were completed in 1965 undertaking their maiden crossings Genoa to New York in May and June respectively. By the early 1970s both had reverted to cruising and in 1975 they were laid up and offered for sale.



Italy’s ‘Triang’ was Mercury and here is their Michelangelo

Their new owners in 1976 were the Iranian Navy who used the ships as floating barracks. Their story is then one of steady decline: two ill-considered ventures (1978 & 1983) to refit them as cruise ships, Raffaello was damaged & looted in 1979, torpedoed during the Iran/Iraq war of 1983 and sank near Bushehr. Michelangelo was scrapped in 1991 after 15 years moored at Bandar Abbas.



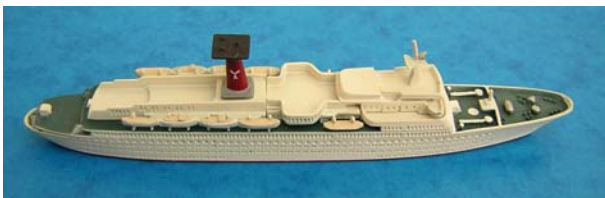
Michelangelo & Raffaello (and the Queen Mary) at New York in 1965

Kungholm – almost the last liner built on the Clyde, the Kungholm was launched in 1965 undertaking her maiden voyage in April 1966. She was sold to Flagship Cruises, Monrovia in 1975. Four years later she was bought by P&O and, following a major overhaul in Bremen during which she lost her forward (and dummy) funnel, was re-named Sea Princess and deployed as P&O’s Australian cruise ship until 1981 when replaced by Oriana. She adopted Princess Cruises colours from 1986 to 1991. From 1995 to 2002 she served P&O as Victoria after which she was sold becoming Mona Lisa and later Oceanic II for Spanish owners. She is currently in the Far East but cannot be far away from the scrappers.



Risawoleska Kungholm

Hamburg – the Hamburg Atlantic Line (later German Atlantic) was established in 1957 with the purchase of Canadian



Atlantic Hamburg

Pacific’s Empress of Scotland which was modernised as the Hanseatic (model CM-KR 4). She was destroyed by fire in 1966 so a replacement was ordered from Deutsche Werft. Pending delivery in 1969 the Israeli liner Zim Shalom was acquired taking the name Hanseatic (model Hansa S170 or CM-KR 5); her final voyage Cuxhaven to New York occurred in September 1968 with the new Hamburg’s first trans-Atlantic crossing taking place the following June. In

September 1973 she adopted the name Hanseatic but just 15 months later financial difficulties forced the sale of the ship to new Russian owners for whom she became the Maxim Gorkiy (as pictured below). Later chartered by Phoenix Reisen she served until 2008.



Queen Elizabeth 2 & Queen Mary 2 - the story of these ships is too well known to dwell on here. Suffice it to say that we all await the final destination of the QE2 (Singapore?) and for QM2 please read 'The Age of Cunard' by DA Butler to discover how the UK government of the time contributed to the award of the building contract to Chantiers de L'Atlantique rather than the other short-listed bidder Harland & Wolff.

Ship	Built	Line	GRT	1/1200-1250 Models (* = illustrated)
United States	1952	US	53,329	Triang/Rovex, Mercator (M)906, CM-KR 71, Classic Ships (CS) 004, Konishi (KO) 919.
Rotterdam	1959	Holland-America	38,645	CM-KR 143, CS 076, Hansa (S) 130
Oriana	1960	Orient	41,915	Skytrex -M927A, Helvetia 11A (Orient colours),
Canberra	1961	P&O	45,270	Colonia 29, CM-KR 67, Triang/Rovex, Skytrex -M930
France	1961	CGT	66,348	Triang 707, M 903, CM-KR 260 (as Norway M 904, CM KR-270)
Michelangelo	1965	Italia	45,911	CS-016, KO 913, M 907, CM-KR 47, Mercury 446
Raffaello	1965	Italia	45,933	CM-KR46, M 907a
Kungsholm	1965	Swedish America	26,678	Risawoleska RI-240
Hamburg	1969	German Atlantic	25,022	CM-KR 6, S172, Atlantic 20, CS 075,
Queen Elizabeth 2	1969	Cunard	67,107	M 921, S 200, CM-KR 61, Revell plastic kit
Queen Mary 2	2004	Carnival/Cunard	148,528	CM-KR 323, Scherbak (two Collector's versions, plus Souvenir), CS 094 & Revell kit

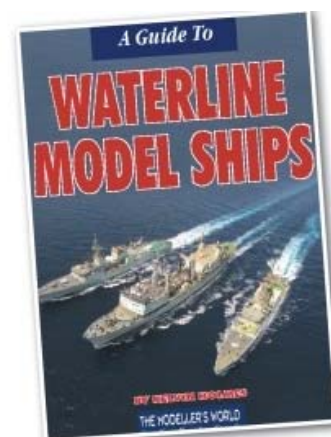
Models of the last big Liners

The manufacturers in the table include current ranges CM-KR, Risawoleska, Classic Ships, Scherbak, Konishi & Revell plus discontinued makers Hansa, Skytrex/Mercator, Helvetia, Colonia, Atlantic (all in 1/1250) plus Triang/Rovex & Mercury (1/1200).

A Brief History of the 'Guide to Waterline Model Ships'

The first issue of the guide was compiled in 1990 and was based on a series of eight articles published in Marine Modelling magazine during 1989. In producing a booklet it was possible to include much additional detail and to provide listings for certain manufacturers whose ranges were out of production and whose models would therefore not be listed in dealers' catalogues. Issue 1 then contained listings for Eagle*, Ensign, Hornby Minic/Rovex*, Airfix*, Casadio*, Triang*, Delphin, Hansa, Star and Wiking. Issue 2 (which appeared in 1996) repeated those asterisked and added full lists for Len Jordan Models, Pedestal, Fleetline and Nelson. With UK collectors in mind, all British models produced by a further eighteen manufacturers were listed in tables.

Issue 3 appeared in 1999, followed five years later by Issue 4 which was available on CD only but added a digital photo library. Issue 5 in 2008/09 heralded the pdf



download version with many new images. With all issues most entries are reviewed and of course new manufacturers added.

Courtesy of Marine Modelling International (see www.traplet.com, then 'Online shop', then 'Marine Modelling', then 'Books') Issue 6 (2010) is the first for many years to find its way into print. With new models constantly appearing (and going out of production) it can only be a snapshot at the time of writing so please refer to the monthly MMI-Waterlines column for all the latest news and that extra level of detail re ships and models. Issue 6 was last amended in January 2010.