



## SS NORMANDIE<sup>®</sup>

1/700 SCALE

REF : BRM-70100

In association with



French Lines

SS Normandie<sup>®</sup> was an ocean liner built in Saint-Nazaire, France, for the French Lines Compagnie Générale Transatlantique (CGT). She entered service in 1935 as the largest and fastest passenger ship afloat. She is still the most powerful steam turbo-electric-propelled passenger ship ever built.

Her novel design and lavish interiors led many to consider her the greatest of ocean liners. During service as the flagship of the CGT, she made 139 westbound transatlantic crossings from her home port of Le Havre to New York.

During World War II, Normandie<sup>®</sup> was seized by US authorities at New York and renamed USS Lafayette. In 1942, the liner caught fire while being converted to a troopship.

*Wikipedia*

### BLUE RIDGE MODELS

[WWW.BLUERIDGEMODEL.COM](http://WWW.BLUERIDGEMODEL.COM)

Normandie is © and ® Collection of French Lines

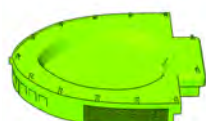
# RESIN PARTS

## COMMON PARTS

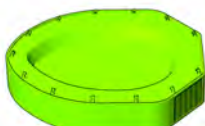


2 x1

3 x1



4 x1



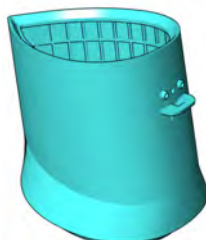
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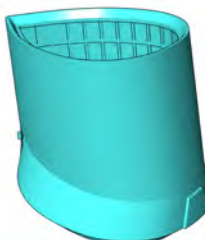
6 x1



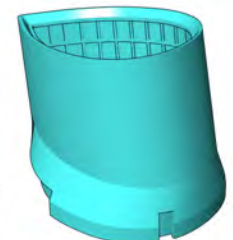
11 x1



7 x1



8 x1



9 x1



12 x1



13 x16



10 x2



16 x4



17 x2



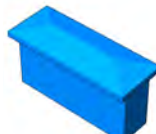
18 x2



19 x4



14 x2



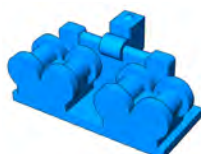
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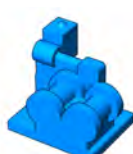
20 x1



21 x1



22 x14



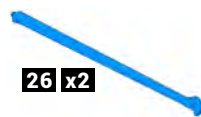
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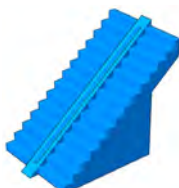
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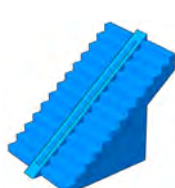
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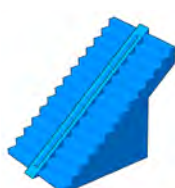
26 x2



27 x2



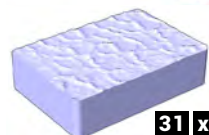
28 x2



29 x2



30 x3



31 x1

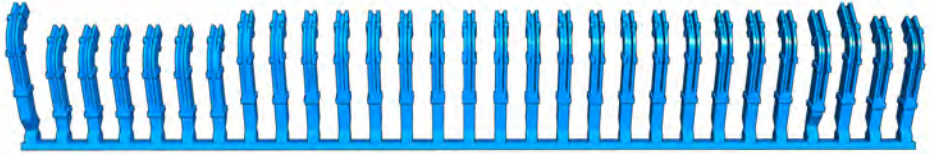


32 x1

# RESIN PARTS

## BOATS PARTS

### DAVITS PARTS x2



**A**  
x1

**B** x6

**C** x19

**D**  
x2

**E**  
x2



**F** x26

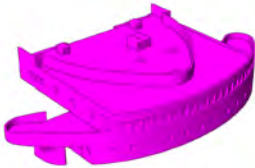


**G** x2

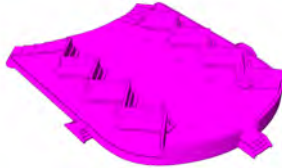


**H** x2

## EARLY PARTS



**33** x1



**34** x1



**35** x6

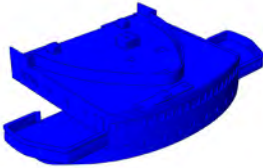


**36** x4

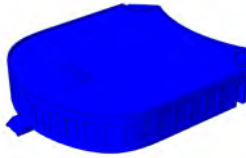


**37** x2

## LATE PARTS



**38** x1



**39** x1



**40** x1



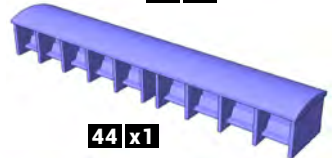
**41** x1



**42** x1



**43** x4



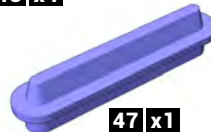
**44** x1



**45** x1



**46** x1



**47** x1



**48** x10



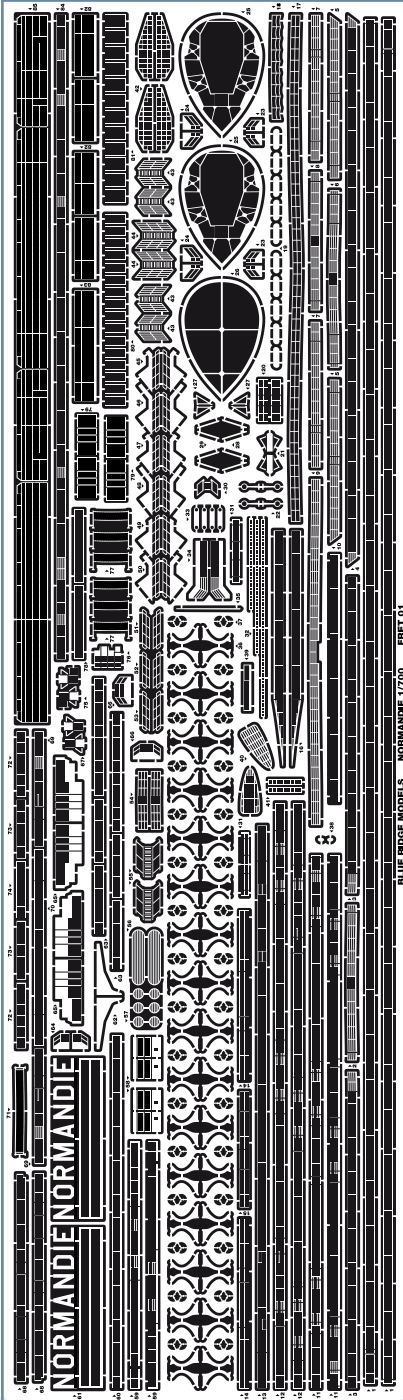
**49** x1



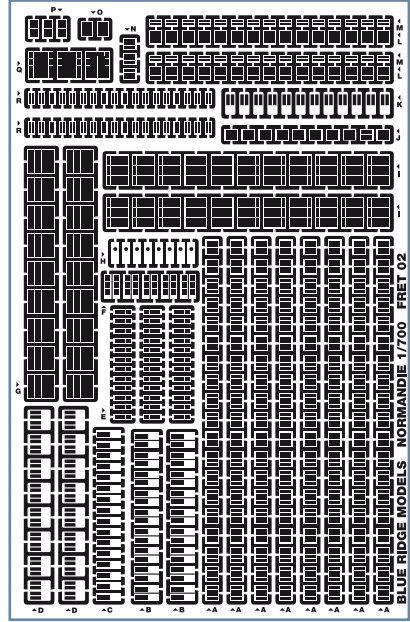
**50** x12

# OTHER PARTS

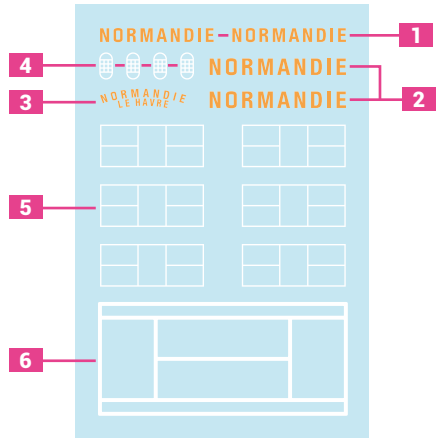
## PHOTOETCH 1ST FRET



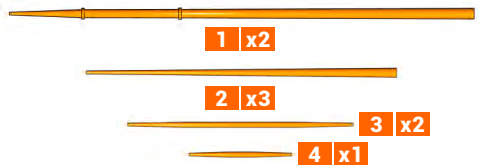
## PHOTOETCH 2ND FRET



## DECALS



## BRASS MASTS



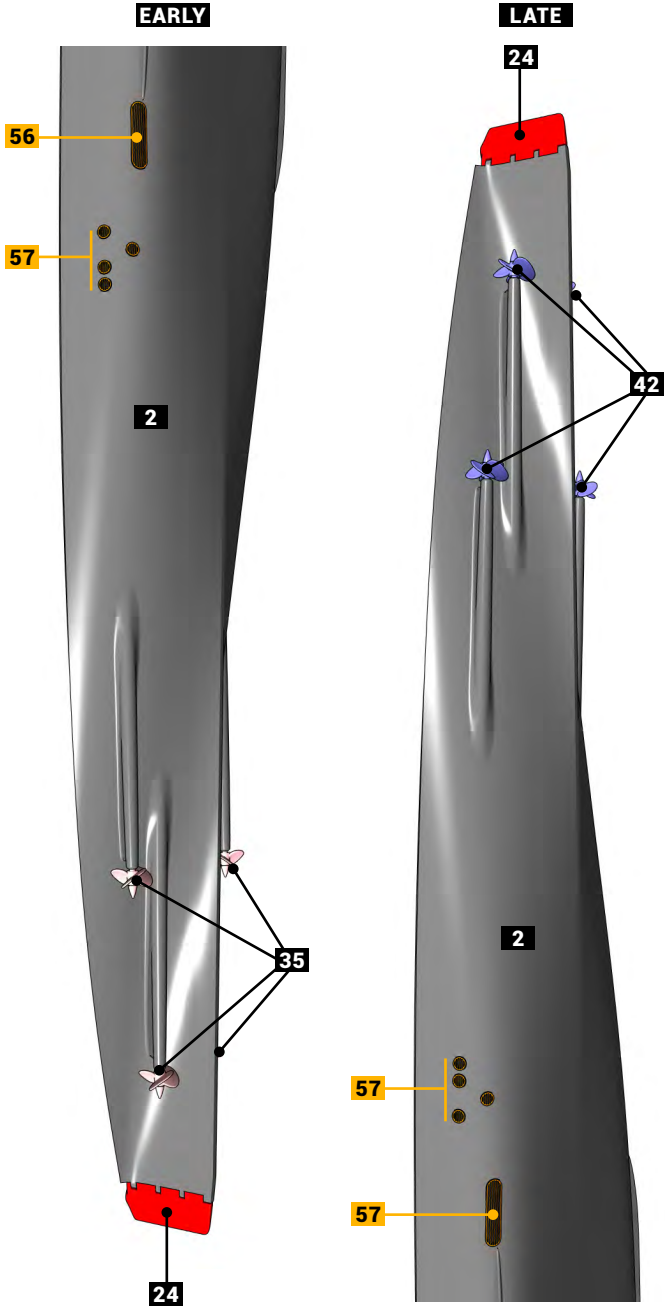
# BOTTOM HULL

EARLY/LATE

Before starting the build of the model, please choose which version, early/1935 or late/post 1936 of the Normandie you want to mount. This is important, you will have to follow the right steps during the instructions !


Please also choose if you want your model to be shown as the full hull or water line hull.

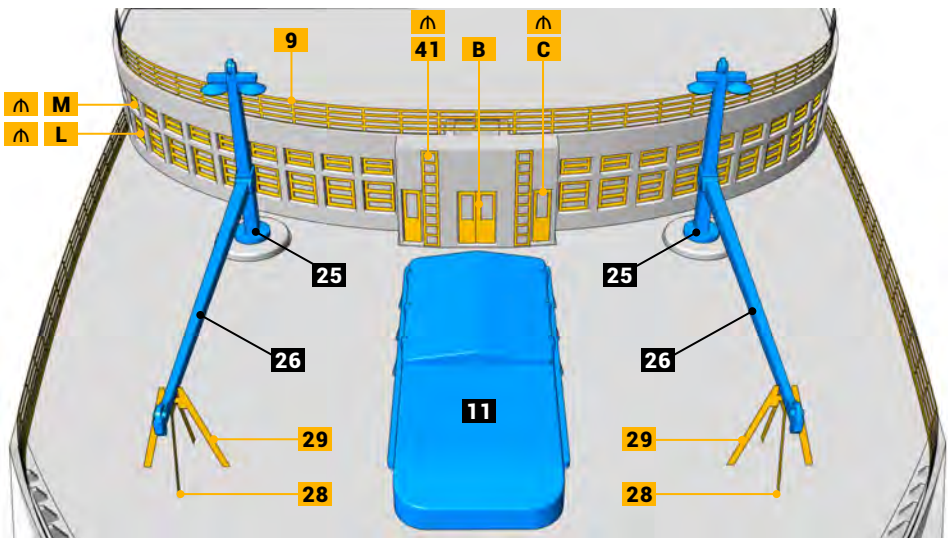
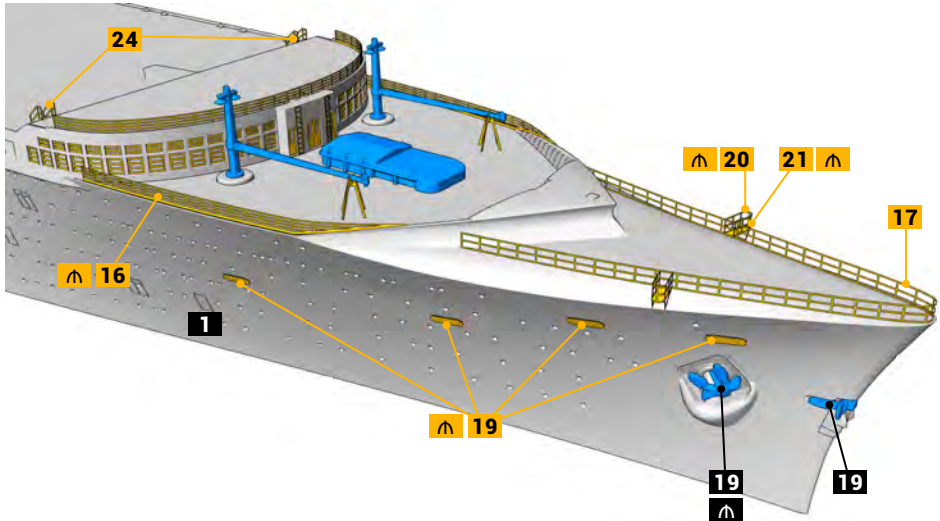
Please read all the instructions before starting mounting the model. Some elements, like doors and window frames, will be easier for painting before gets mounted.



# TOP HULL / STEP 1

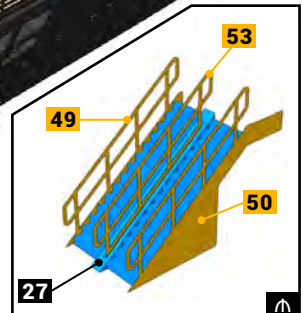
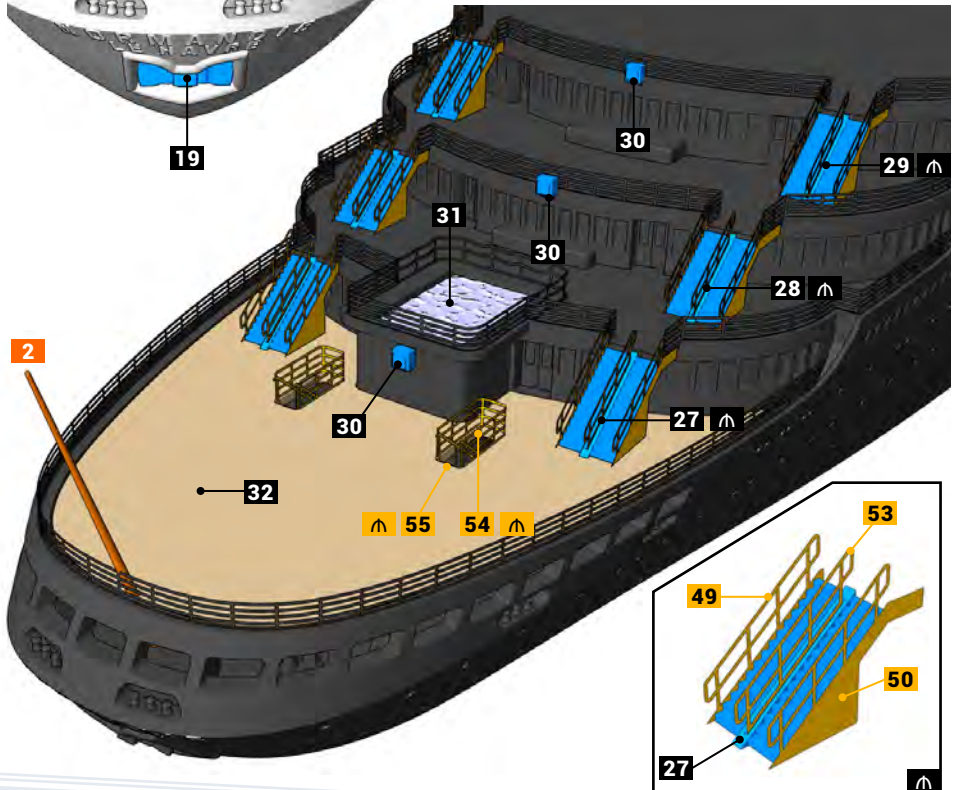
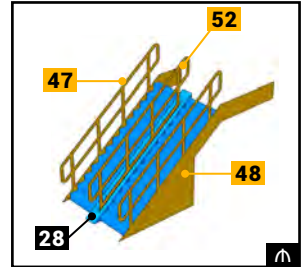
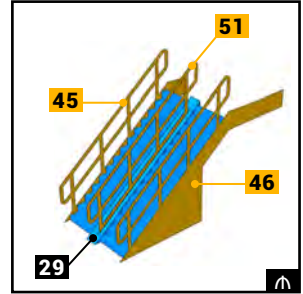
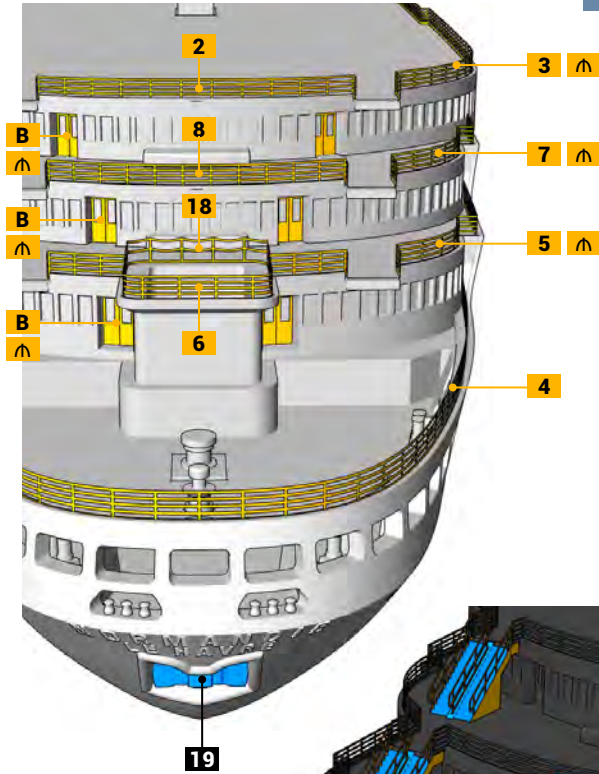
## BOW

This symbol  indicates when some parts need to be mounted the same way on the other side.



# TOP HULL / STEP 2

## STERN



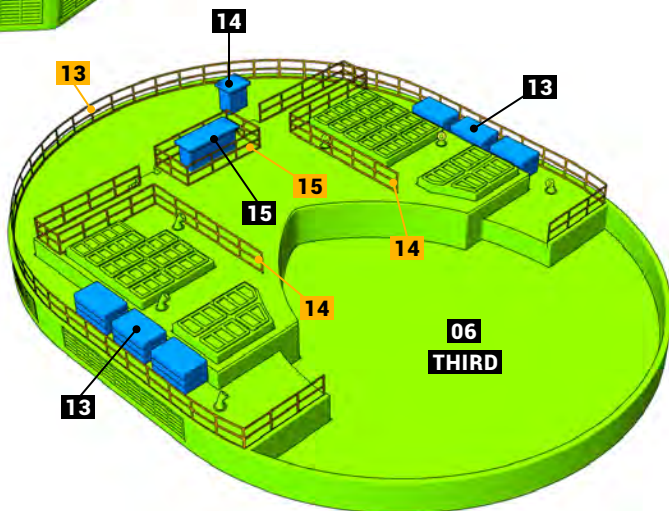
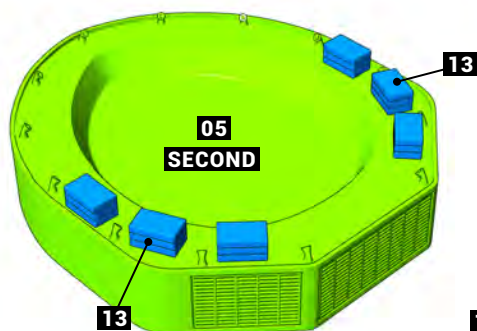
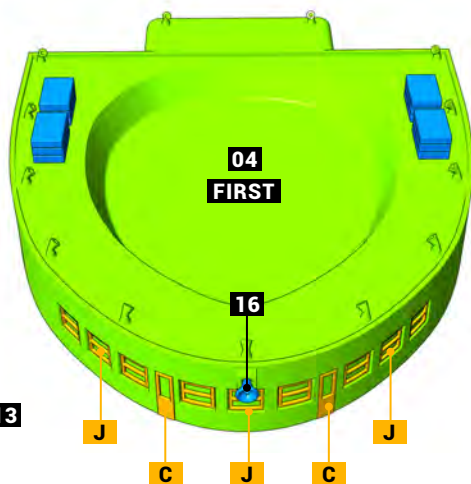
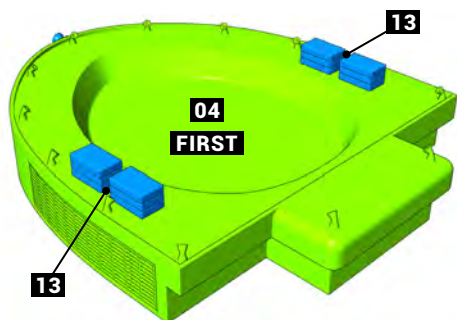


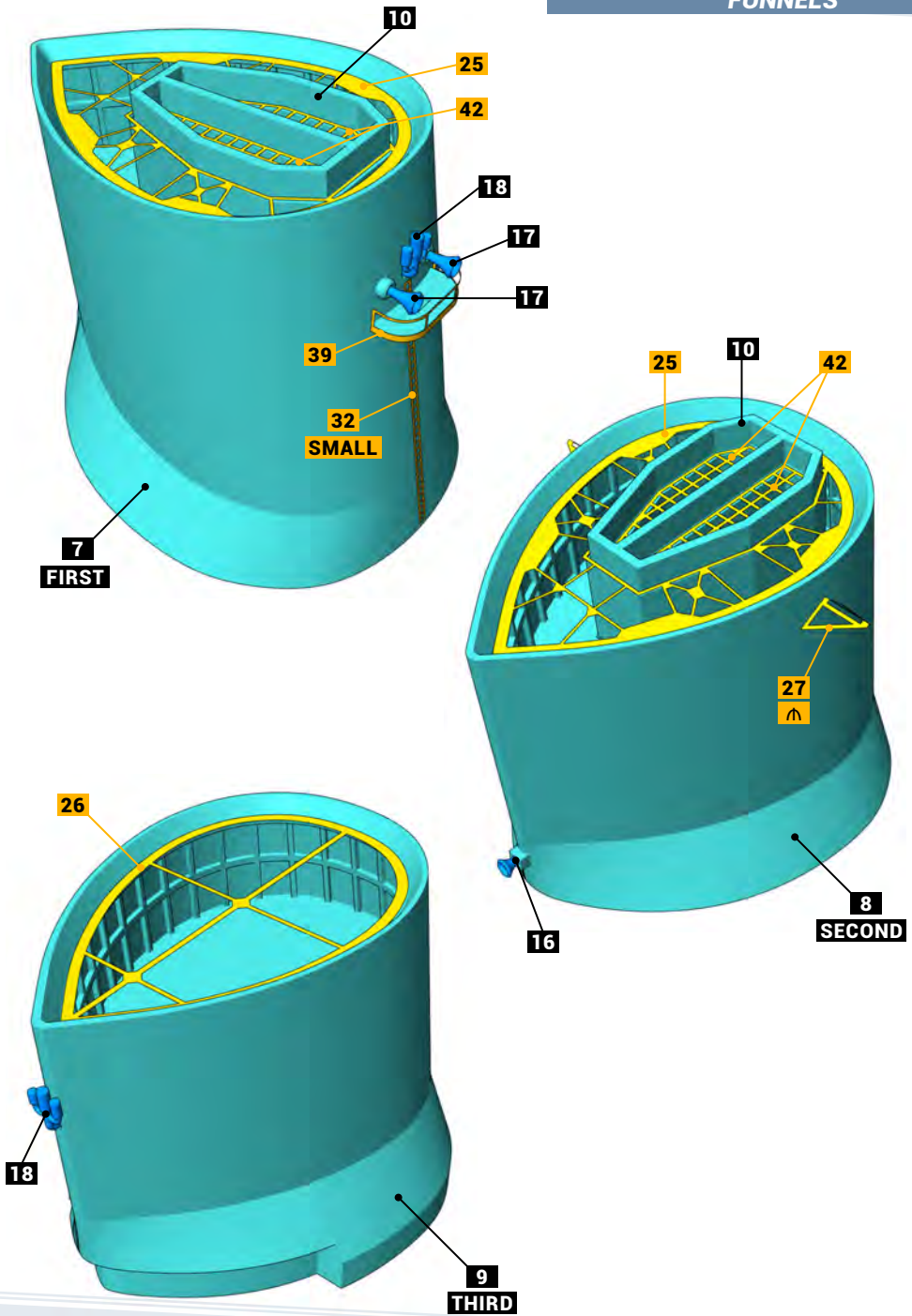




# STRUCTURES / STEP 2

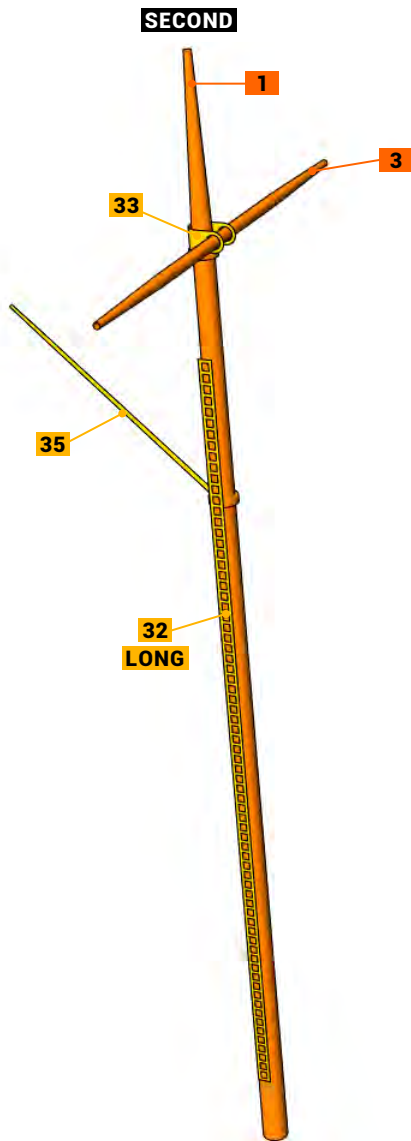
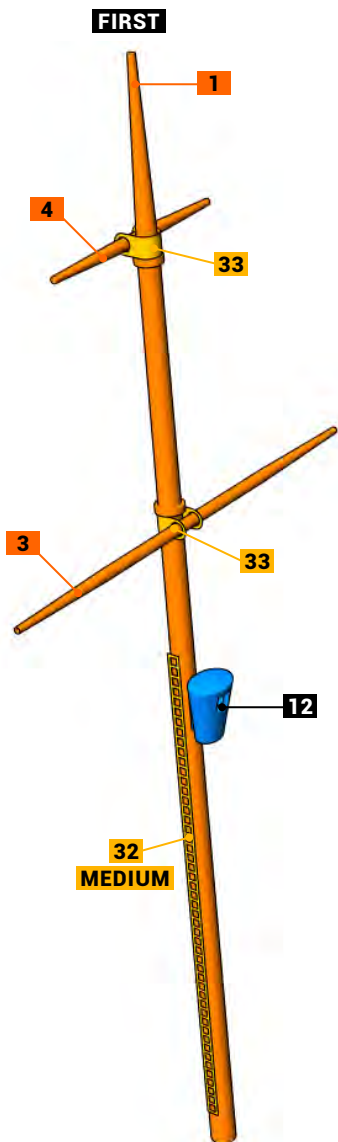
## SECONDARIES



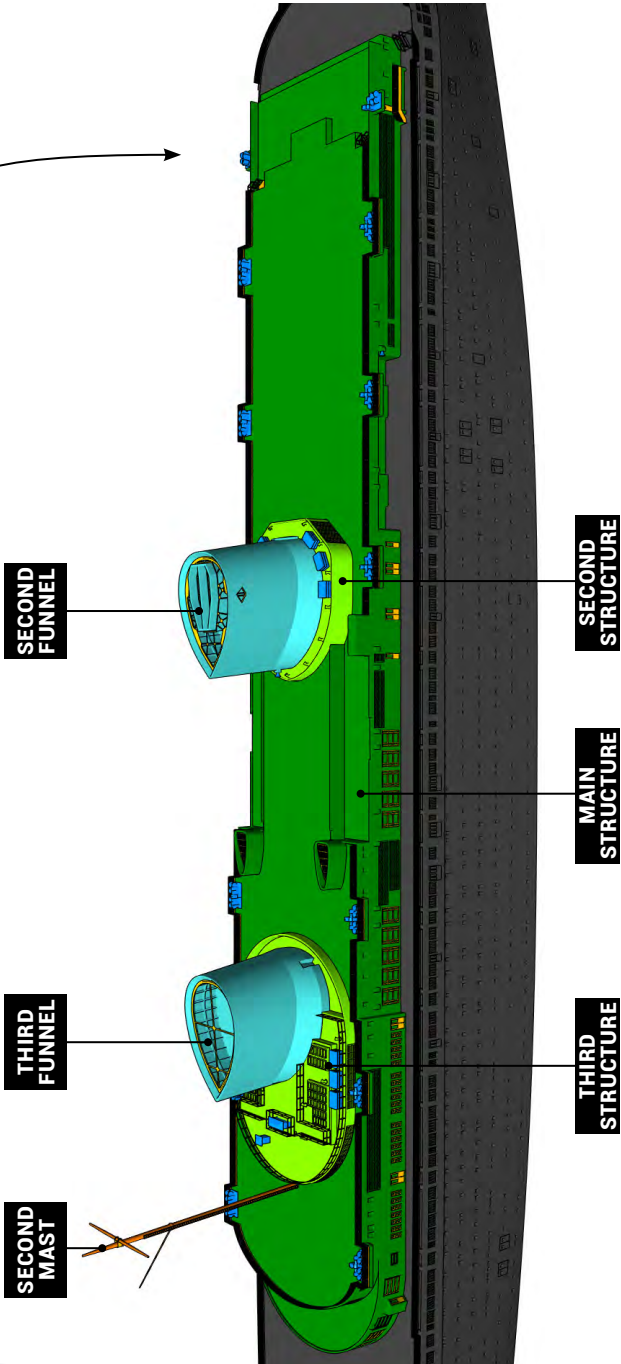


# STRUCTURES / STEP 4

## MASTS



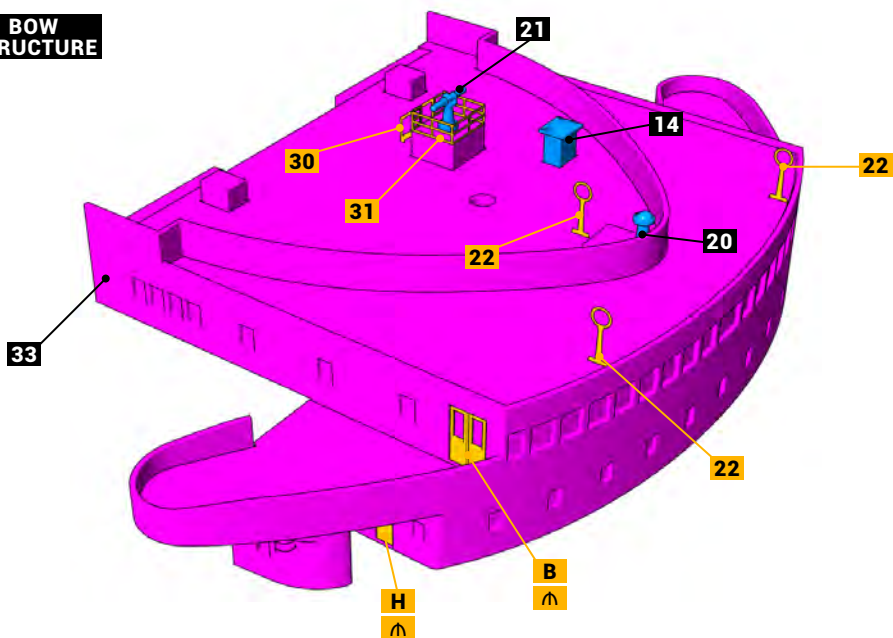
First Structure & First Funnel will be mounted during Early or Late version mounting.



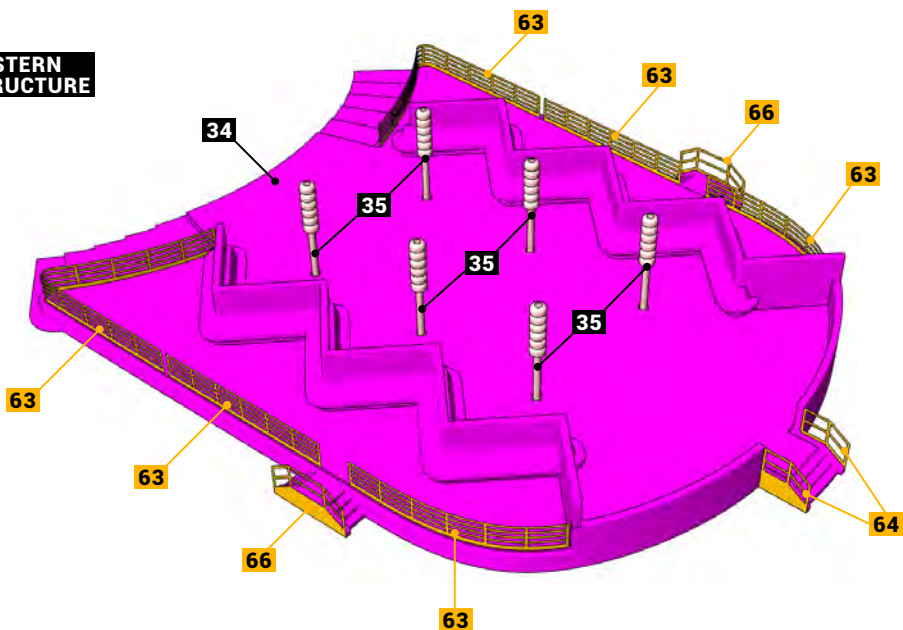
# EARLY VERSION / STEP 1

## STRUCTURES

### BOW STRUCTURE

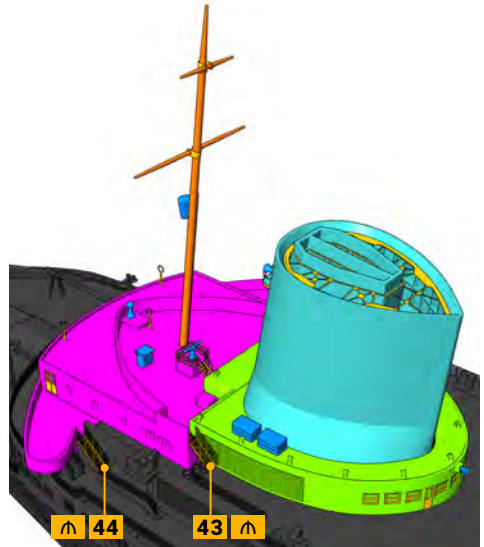
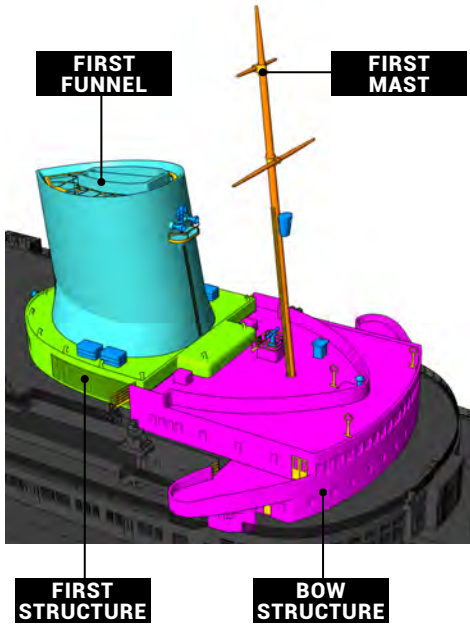


### STERN STRUCTURE



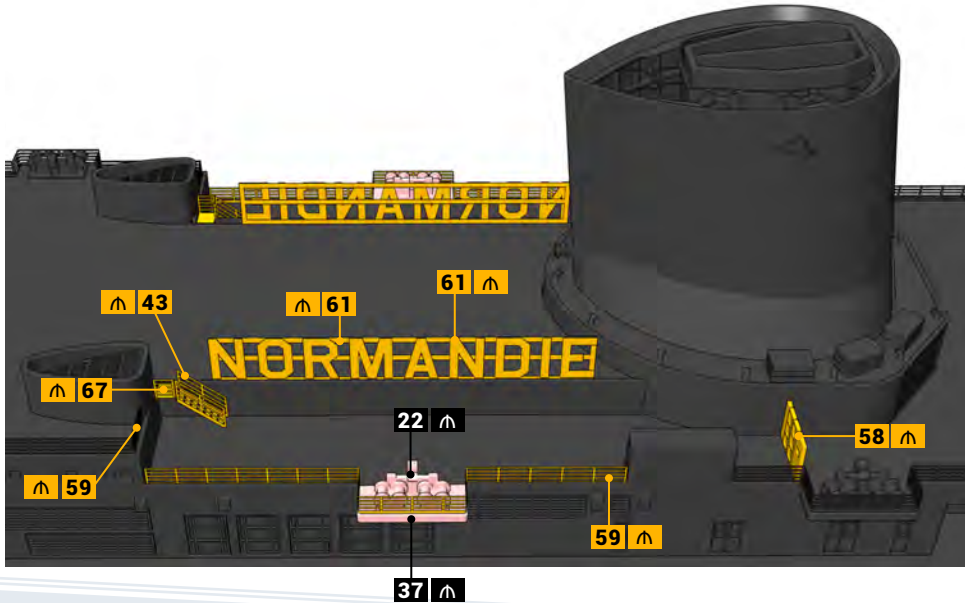
## EARLY VERSION / STEP 2

### BOW ASSEMBLY



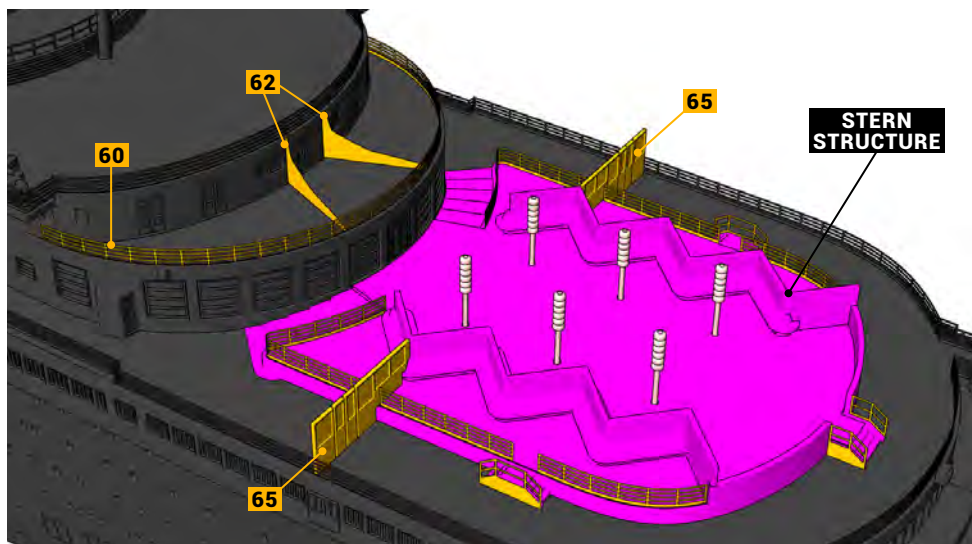
## EARLY VERSION / STEP 3

### MIDDLE ASSEMBLY



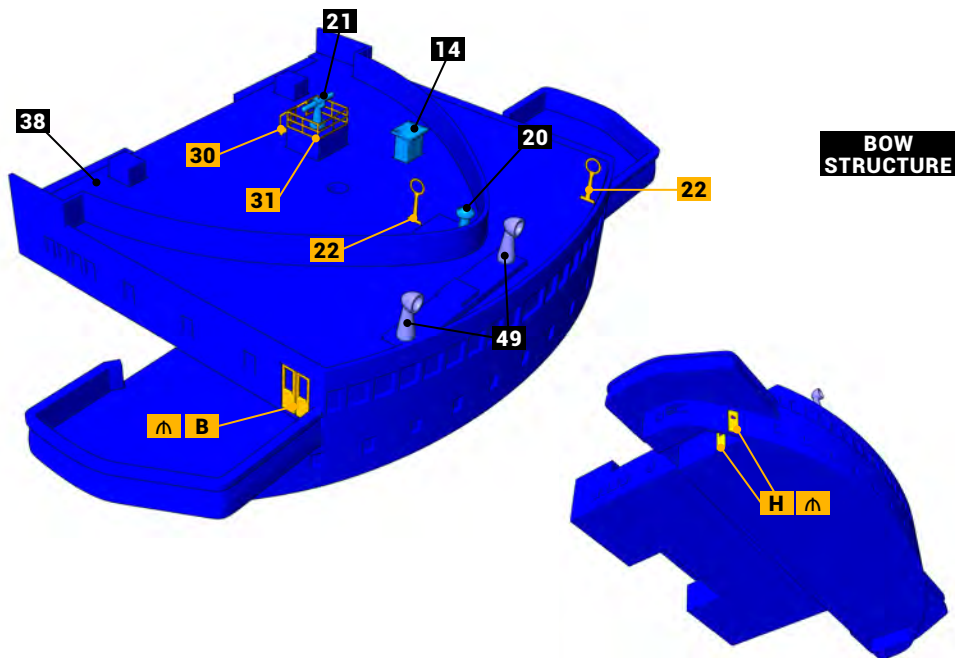
## EARLY VERSION / STEP 2

### STERN ASSEMBLY



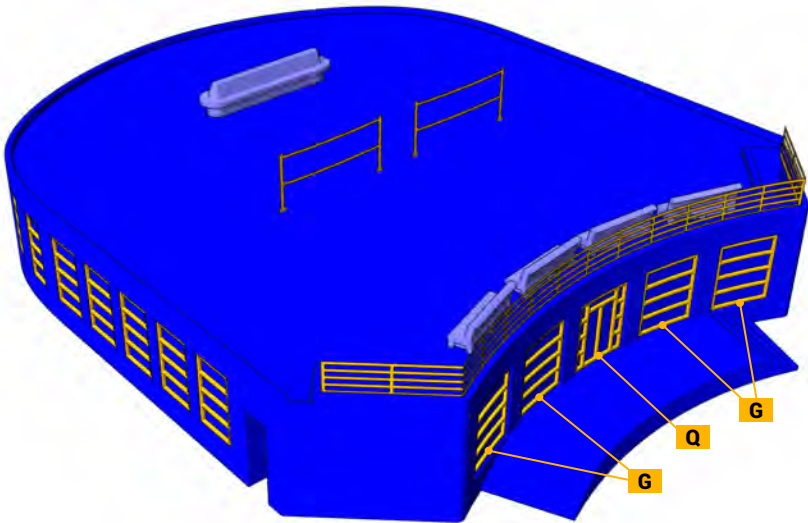
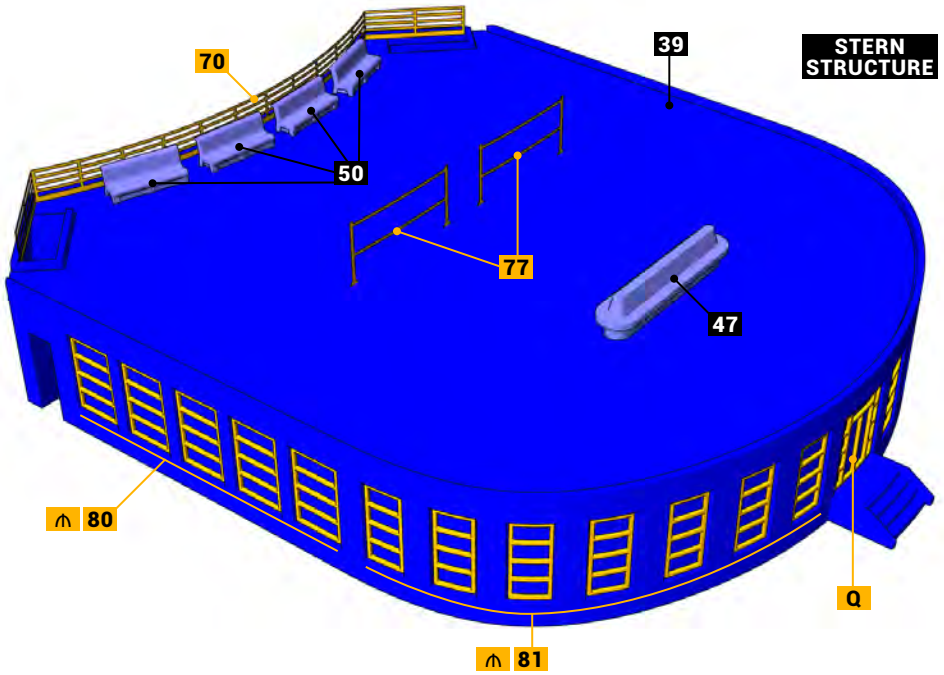
## LATE VERSION / STEP 1

### STRUCTURES



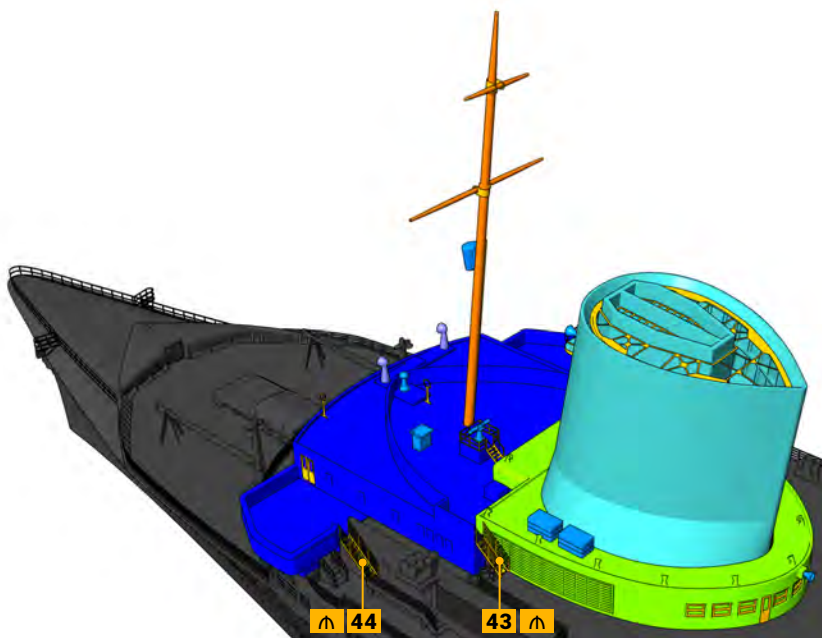
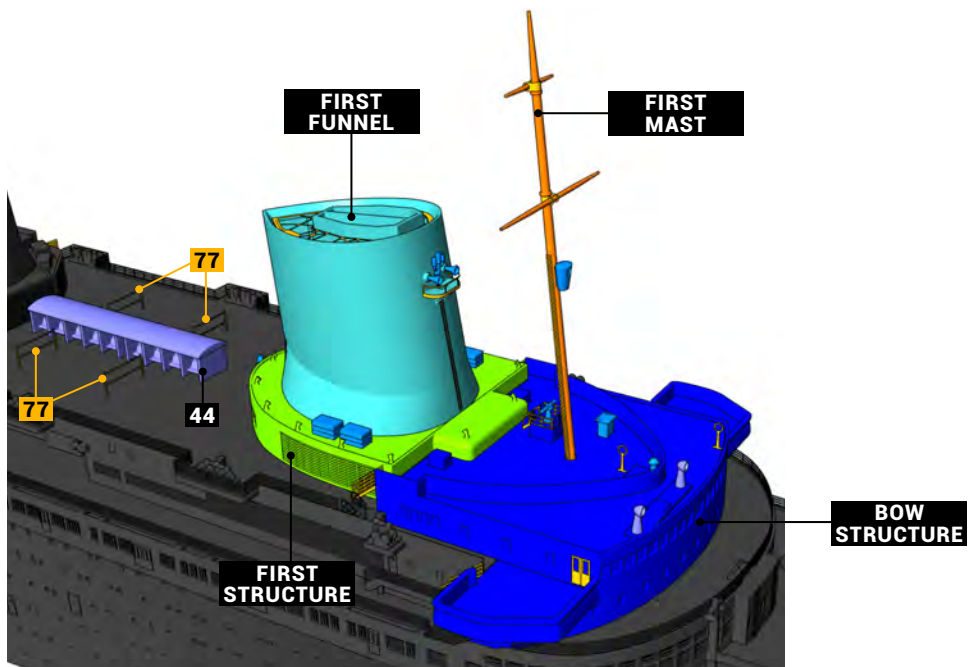


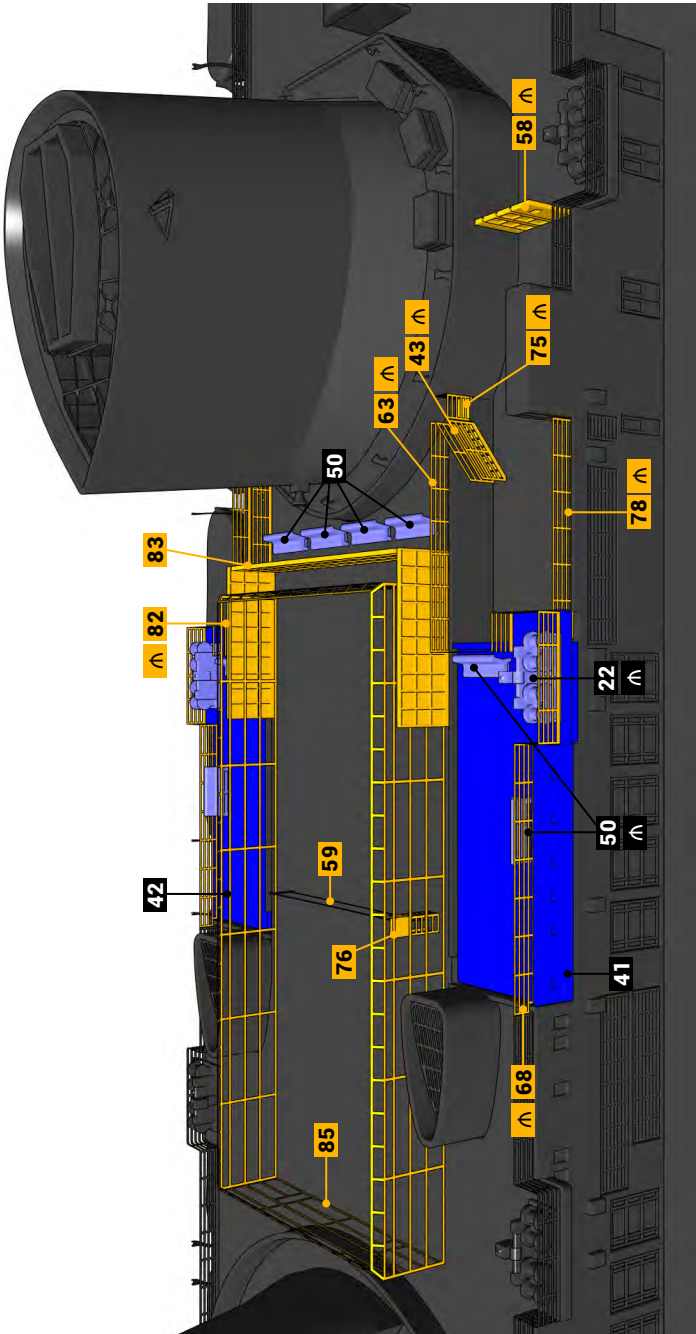
STERN  
STRUCTURE



# LATE VERSION / STEP 2

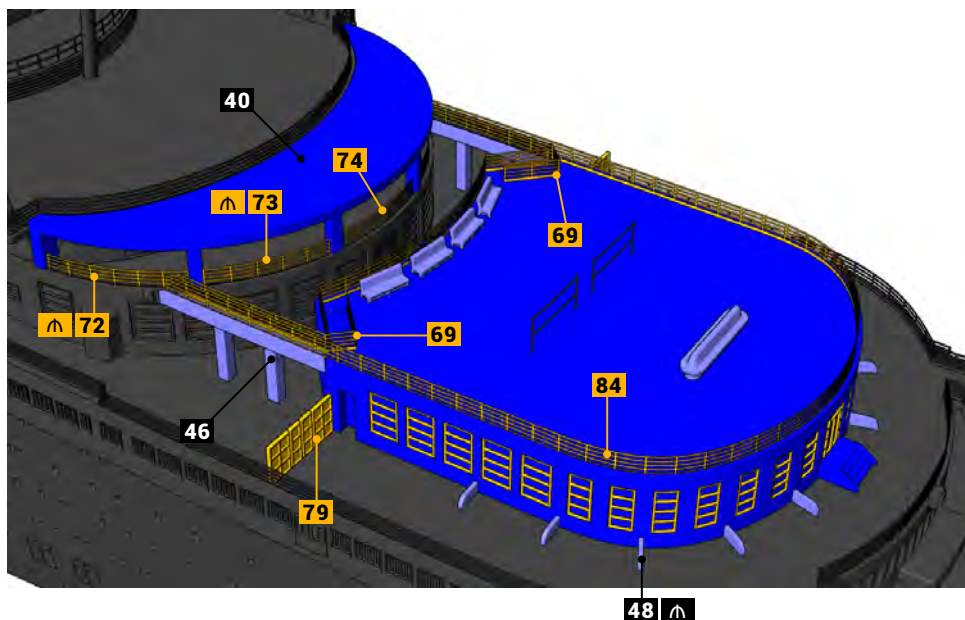
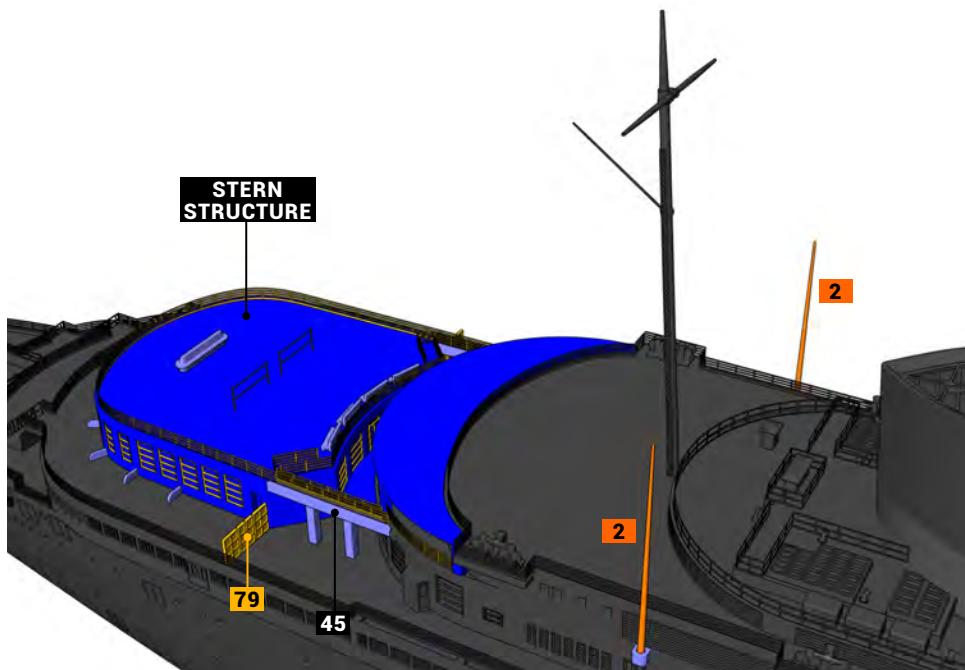
## BOW ASSEMBLY

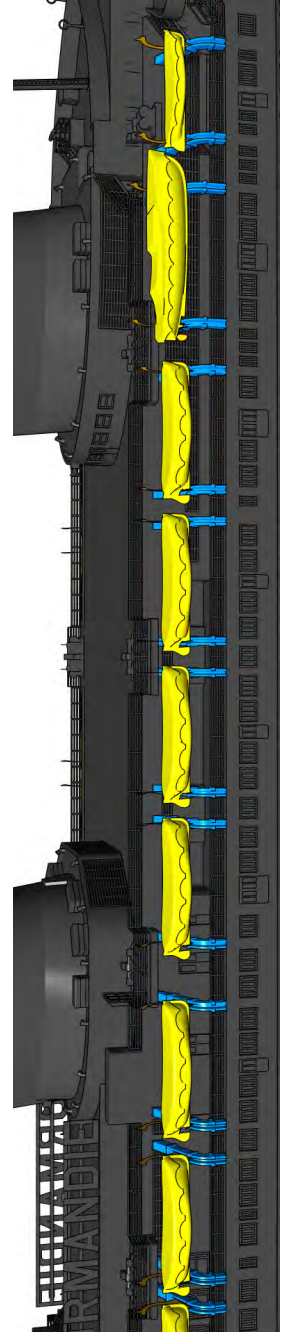
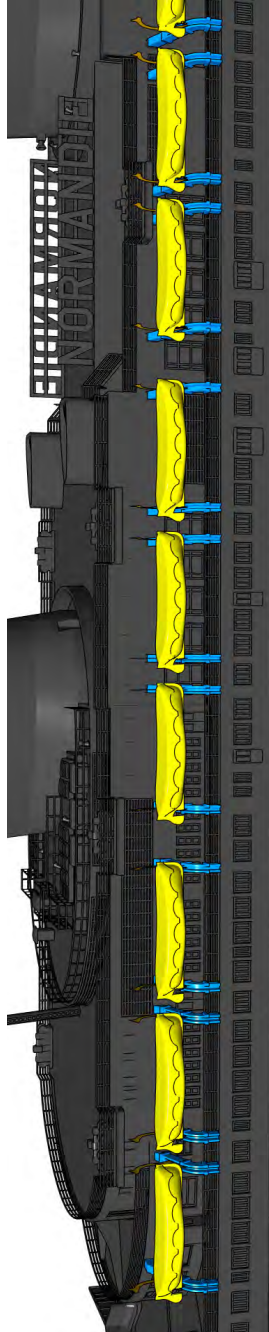
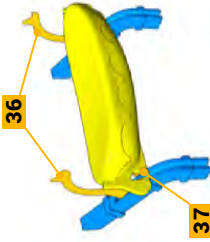
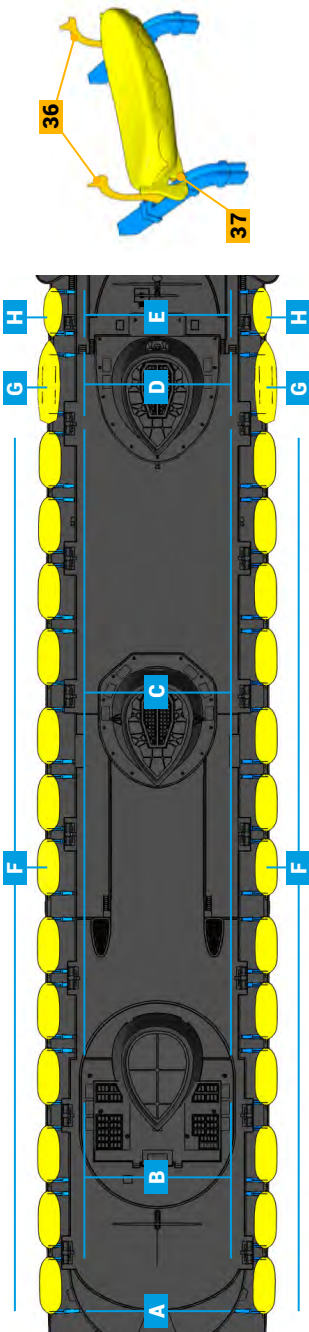




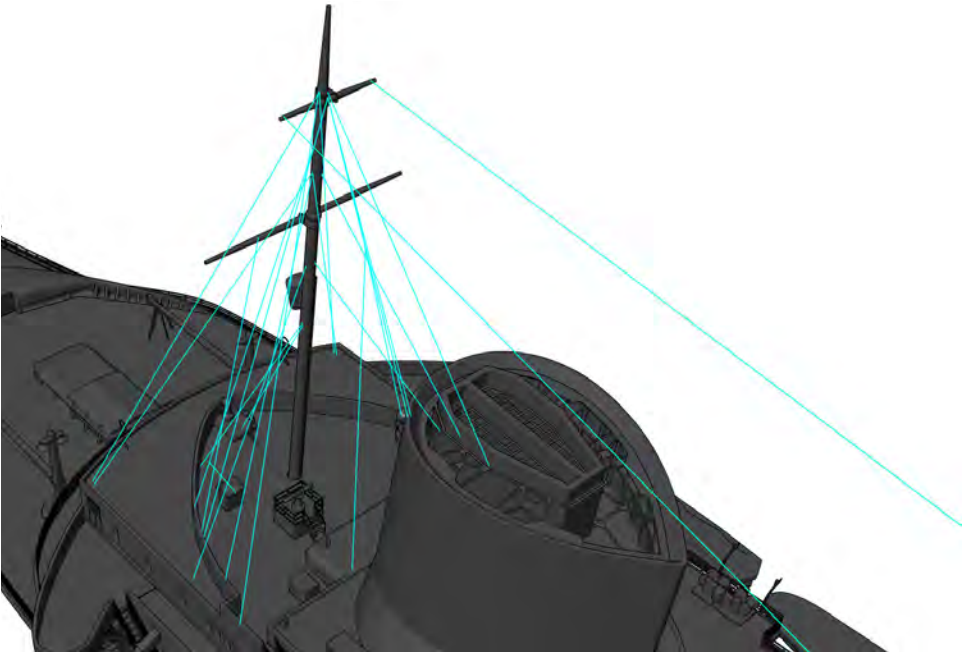
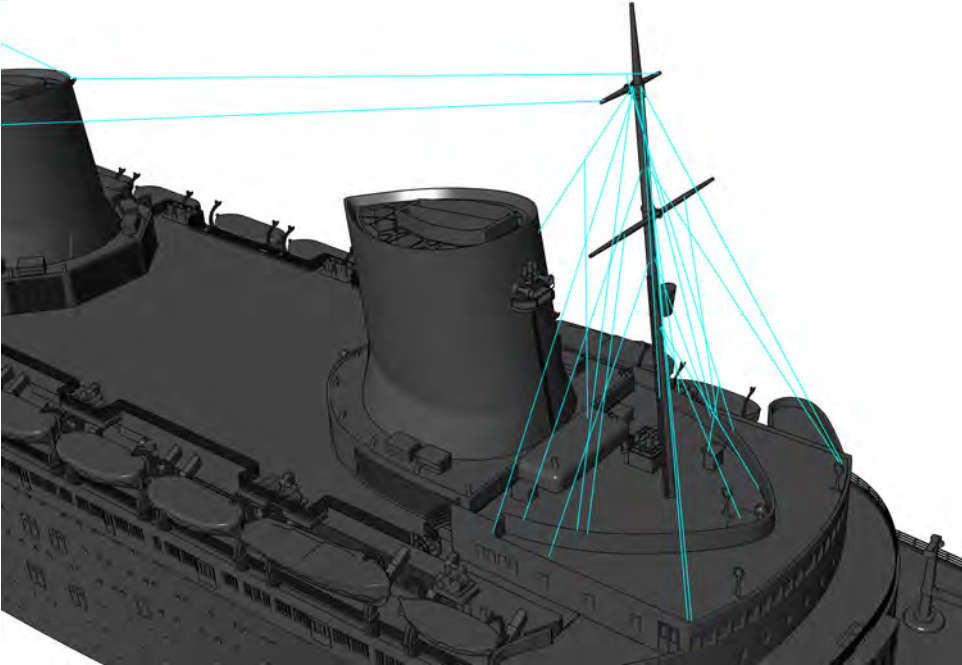
# LATE VERSION / STEP 4

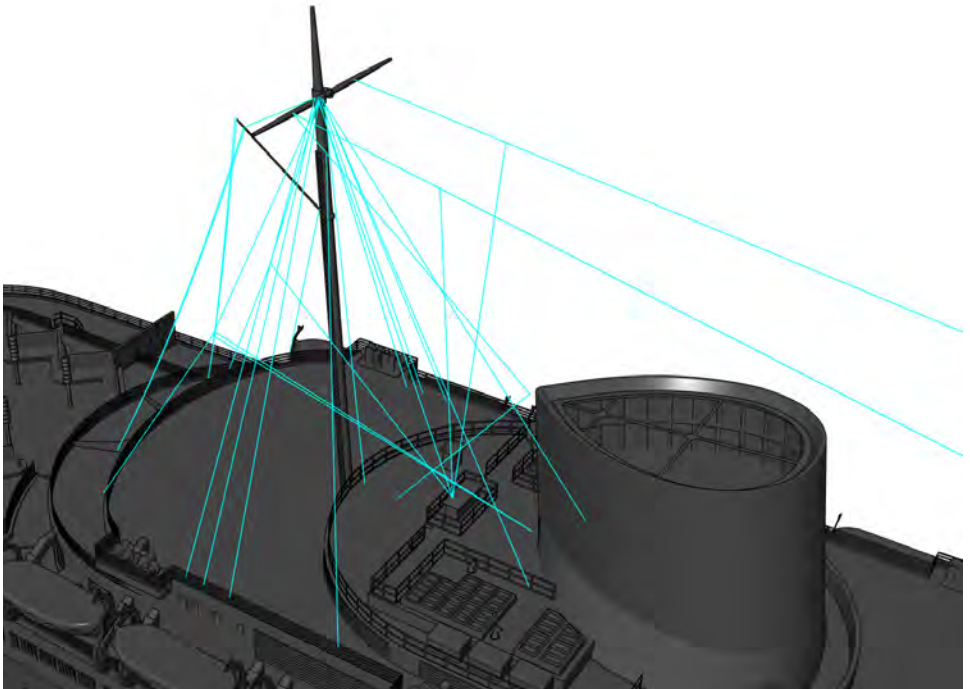
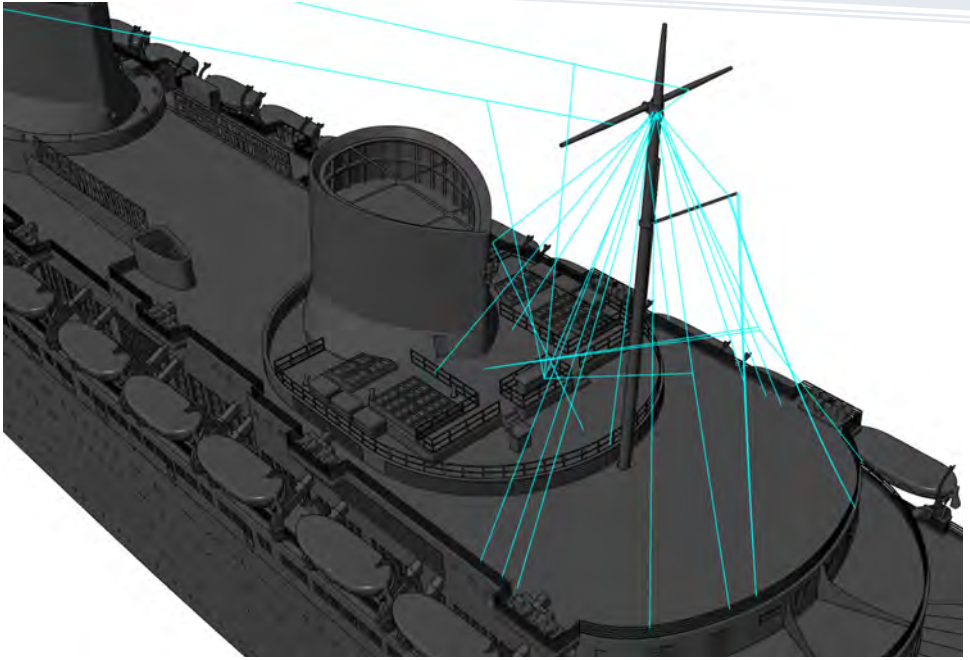
## STERN ASSEMBLY





# RIGGING DIAGRAM





# **PAINING**

## **LINER VERSION**


 **ANTI FOULING RED**

 **RED**

 **BLACK**

 **WHITE**

 **DARK GREY**

 **COPPER (PROPELLERS)**

 **WOOD**

 **PLANKS**

 **FABRIC (BOATS)**

 **UPPER BOW**



**BOW**

A 3D perspective view of the ship's bow. The hull is painted dark grey, with a red upper bow section. The deck is made of light brown planks. The name "NORMANDIE" is visible on the side of the hull.



**STERN**

A 3D perspective view of the ship's stern. The hull is dark grey with a red lower section. The deck is light brown planked. Two propellers are visible at the stern.



**EARLY**

A 3D perspective view of the ship's early stage. The main funnel is red with a black top. The deck is light brown planked. The ship is shown from a side-on perspective.



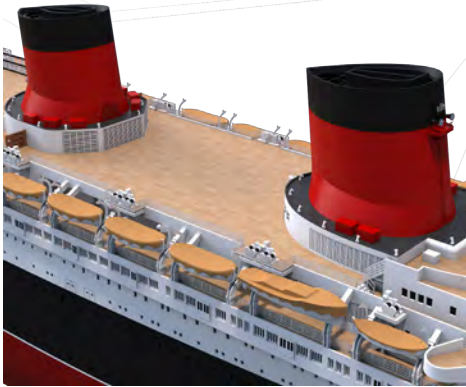
**LATE**

A 3D perspective view of the ship's late stage. The main funnel is red with a black top. The deck is light brown planked. The ship is shown from a side-on perspective, similar to the early stage but with different deck details.

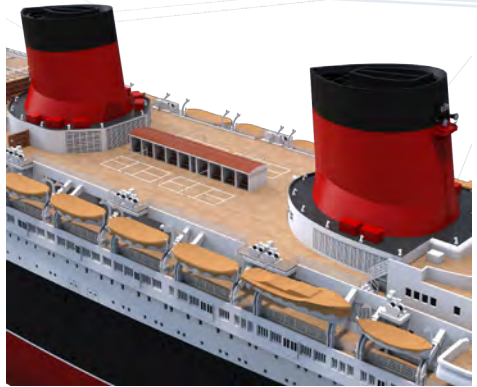
24



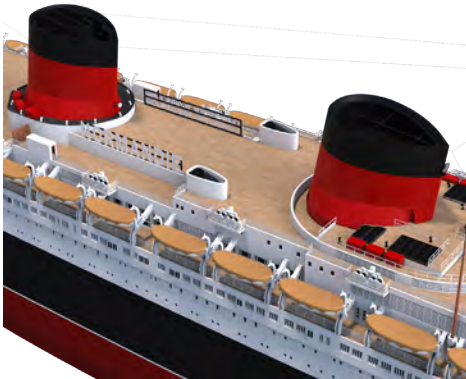
**EARLY**



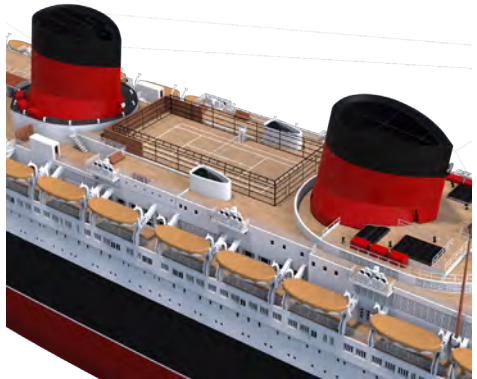
**LATE**



**EARLY**



**LATE**



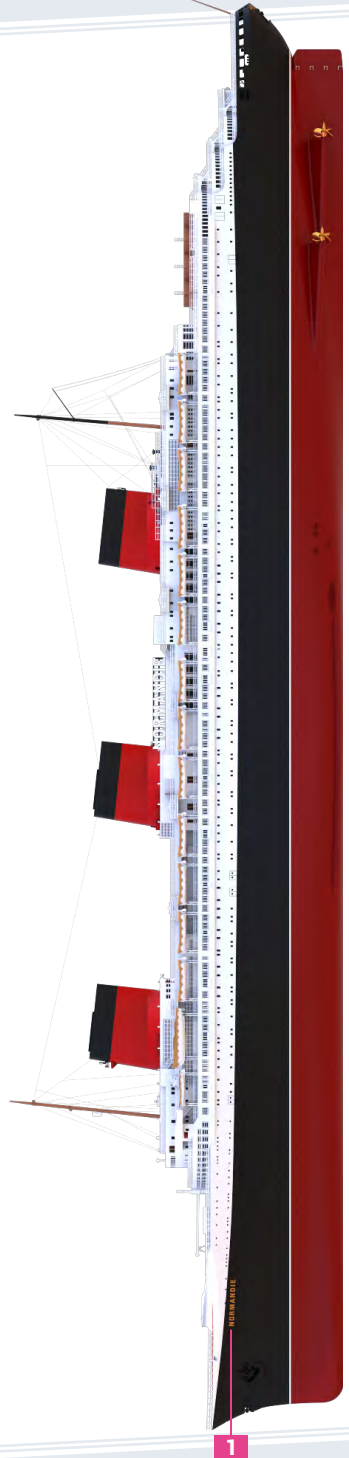
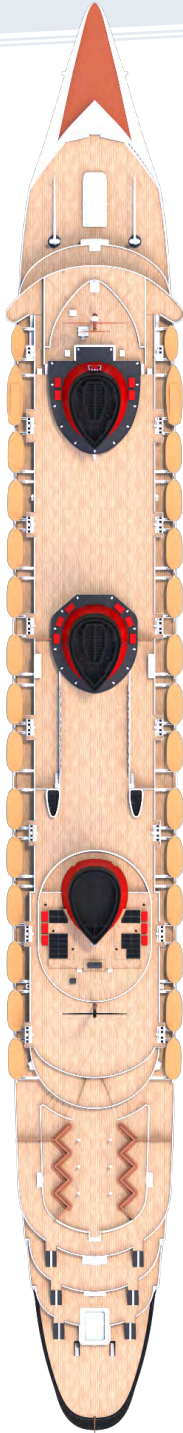
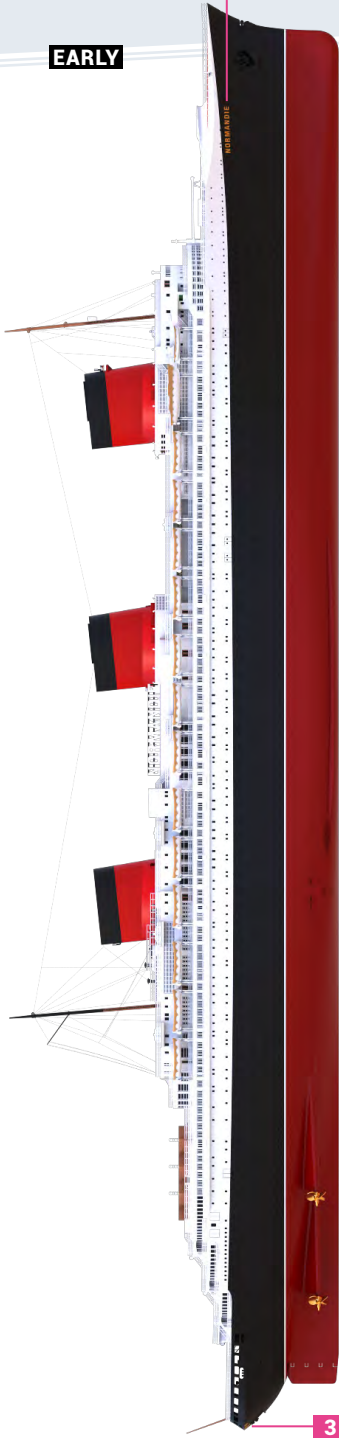
**EARLY**



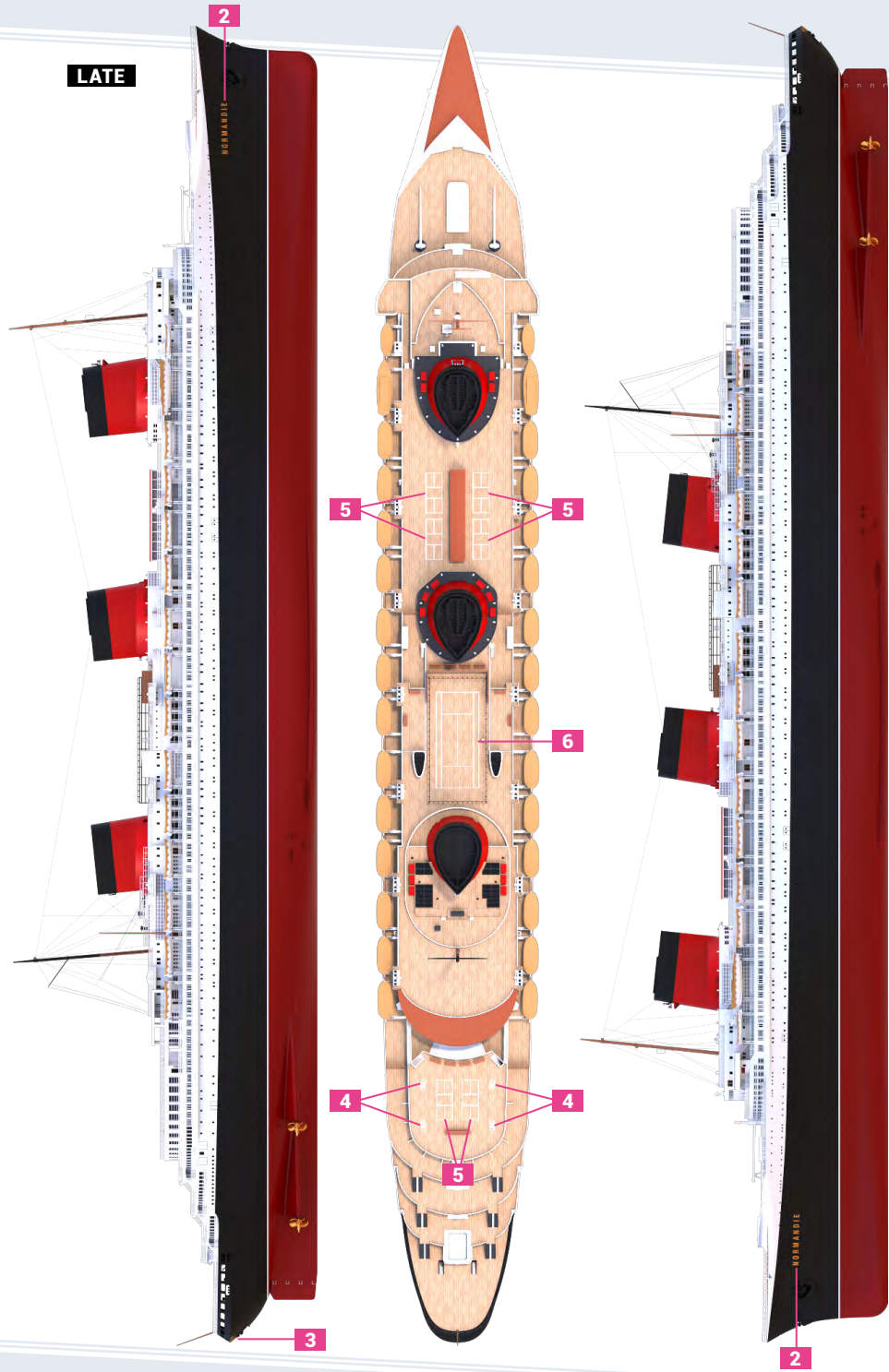
**LATE**



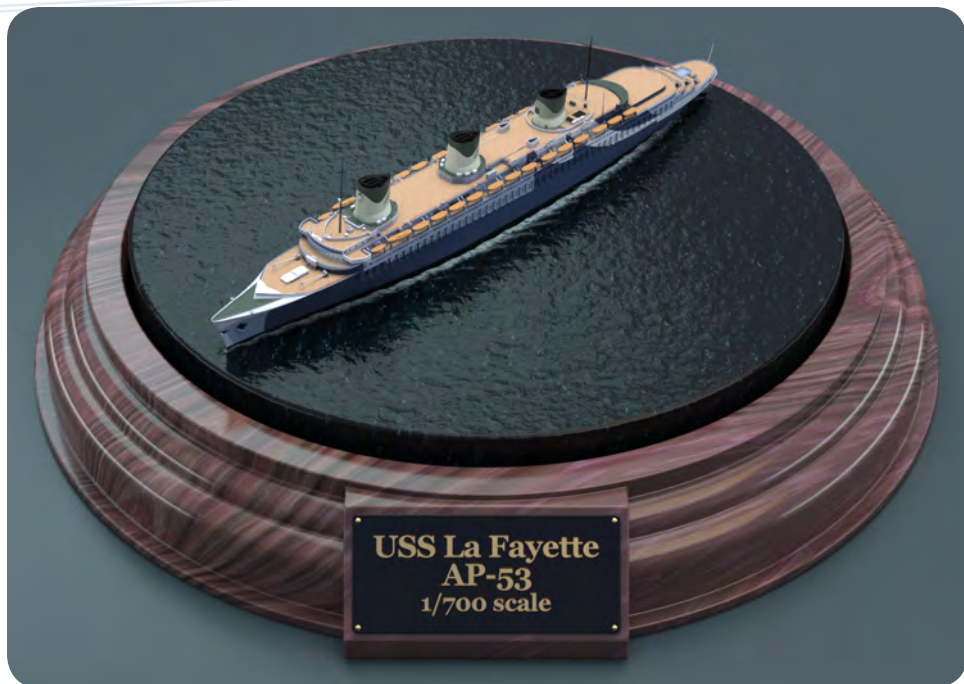
EARLY



LATE



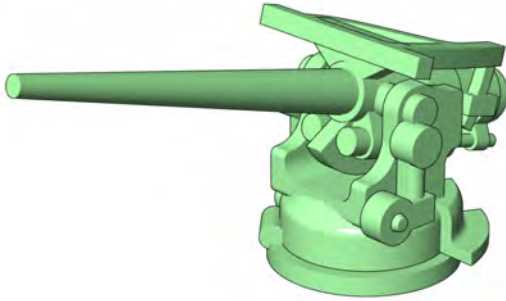
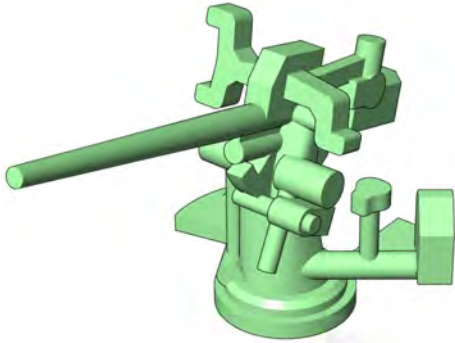
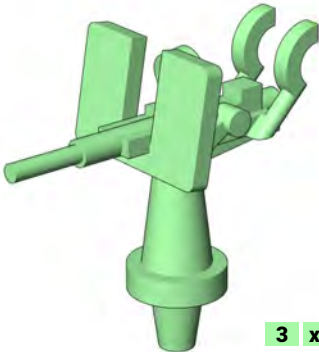
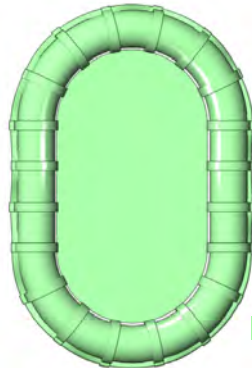
## USS LAFAYETTE AP-53



On 20 December 1941, the Auxiliary Vessels Board officially recorded President Franklin D. Roosevelt's approval of Normandie's transfer to the US Navy. Plans called for the vessel to be turned into a troopship («convoy unit loaded transport»). The Navy renamed her USS Lafayette, in honor both of Marquis de la Fayette, the French general who fought on the Colonies' behalf in the American Revolution, and the alliance with France that made American independence possible.

Earlier proposals included turning the vessel into an aircraft carrier, but this was dropped in favor of immediate troop transport. The ship remained moored at Manhattan's Pier 88 for the conversion. A contract for her conversion to a troop transport was awarded to Robins Dry Dock and Repair Co., a subsidiary of Todd Shipyards, on 27 December 1941. On that date, Capt. Clayton M. Simmers, the 3rd Naval District Materiel Officer, reported to the Bureau of Ships (BuShips) his estimate that the conversion work could be completed by 31 January 1942, and planning for the work proceeded on that basis.

Capt. Robert G. Coman reported as Lafayette's prospective commanding officer on 31 January 1942, overseeing a skeleton engineering force numbering 458 men. The complicated nature and enormous size of the conversion effort prevented Coman's crew from adhering to the original schedule; crew familiarization with the vessel was an issue, and additional crew members were arriving to assist the effort. On 6 February 1942, a request for a two-week delay for the first sailing of Lafayette, originally scheduled for 14 February, was submitted to the Assistant Chief of Naval Operations. On that day, a schedule extension was granted due to a design plan change: elements of the superstructure were to be removed to improve stability, in work that was expected to take another 60 to 90 days. However, on 7 February, orders came from Washington that the reduction of the top-hamper had been abandoned and Lafayette was to sail on 14 February as planned. This abrupt reversal necessitated a frantic resumption of conversion work, and Capts Coman and Simmers scheduled 9 February meetings in New York and Washington to lobby for further clarification of conversion plans; ultimately, these meetings would never take place.

**1 x2****2 x6****3 x24****4 x100**

Please note the Lafayette AP-53 elements & paintings are not 100% accurate due to the lack of information. Elements & Paintings are based on photos of the ship when she burned, some elements could be wrong.

# MOUNTING & PAINTING

 ANTI FOULING RED

 BLACK

 DECK BLUE


 HAZE GRAY

 PALE GREY

 NAVY GREEN

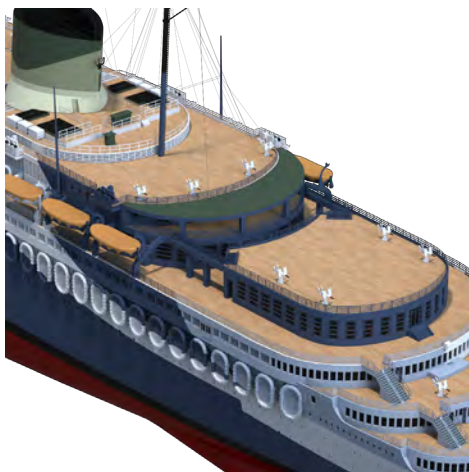
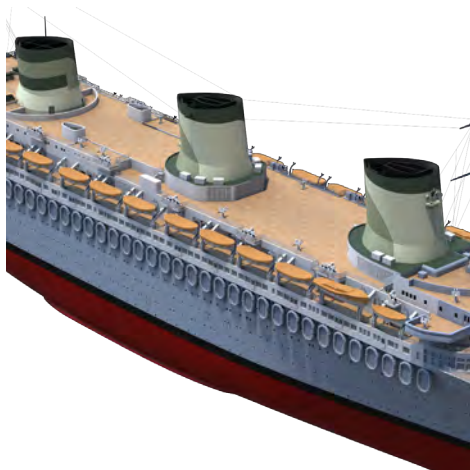
 HAZE GREEN

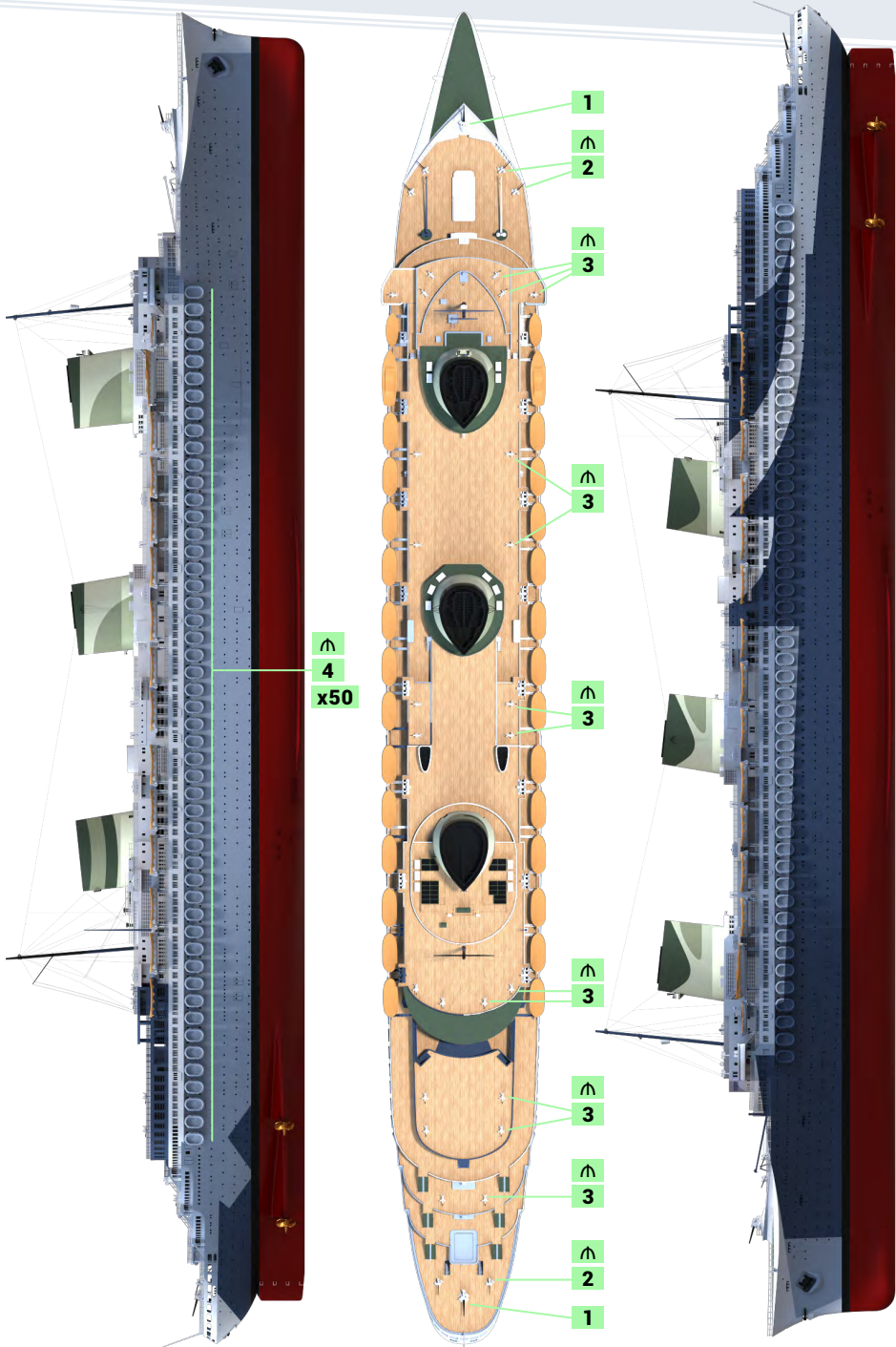
 LIGHT GREEN

 COPPER (PROPELLERS)

 PLANKS

 FABRIC (BOATS)







SS Normandie  
1935



SS Normandie  
1970