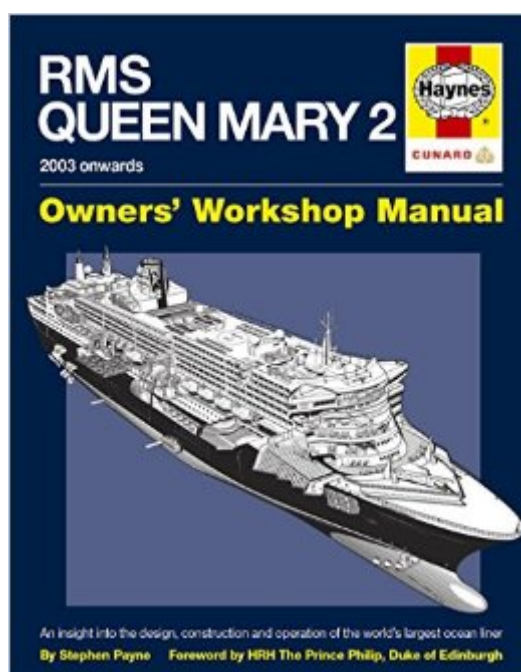


The book was found

RMS Queen Mary 2 Manual: An Insight Into The Design, Construction And Operation Of The World's Largest Ocean Liner



Synopsis

At 151,400 tons and 1,132ft in length RMS Queen Mary 2 (QM2) is the largest transatlantic ocean liner ever built. QM2 succeeded Queen Elizabeth 2 (QE2) as the flagship of the Cunard Line, with the retirement of the QE2 from active service in 2008. Her designer, Stephen Payne, is in a unique position to give an unrivalled insight into the design, construction and operation of this giant of the seas. He has interviewed key QM2 personnel for this book and his revealing narrative is supported by almost 300 photographs and illustrations.

Book Information

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Customer Reviews

Stephen Payne's Owner's Workshop Manual is really a disappointment. I am probably the same age as Mr Payne, but there are FEW plans of the ship in this "owner's manual" and the ones that are there are so small, even with my reading glasses on, I needed a powerful hand held magnifier to read the print on the plans. I saw several decks with listings for the rudder. Why does a ship with pod propulsion need a rudder? The Britannia dinning room was listed as the Caronia. There is a Public room labeled "Yacht Club" where the G32 is located. You wonder, why does he include plans that are incorrect till you see the caption that these aren't the final plans, they are "original concept plans". What's wrong, Mr. Payne, won't Carnival allow you access or to publish your finalized plan? Then there is the Large cut away drawing on pages 116-117. I found two errors. Arrow # 47 points to the large tapestry of the Qm2 in the Britannia dinning room. It is labeled "Grand Lobby." Arrow #20 points to the library it is labeled "Churchill Cigar Lounge (Deck 9). I hope Mr Payne had better attention to detail when he designed the Qm2. Then there is the long detail about the pains Payne

had to contend with in order to get the propulsion system on the Qm2 to meet the contract stipulation of nearly 30 knots. One wonders in hindsight why he bothered. Cunard (Carnival) never intended the ship to sail at that speed. The original Queen Mary and Elizabeth were built to thunder across the waters in 5 nights at 27-29 knots providing a reliable weekly service. The Qm2 from the outset was crossing in 6 nights, the same speed that Carnival had slowed the QE2 to in order to save money. That meant that the Qm2 & QE2 crossed at about 23 knots, the same speed as the Berengaria did in the 1920's.

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