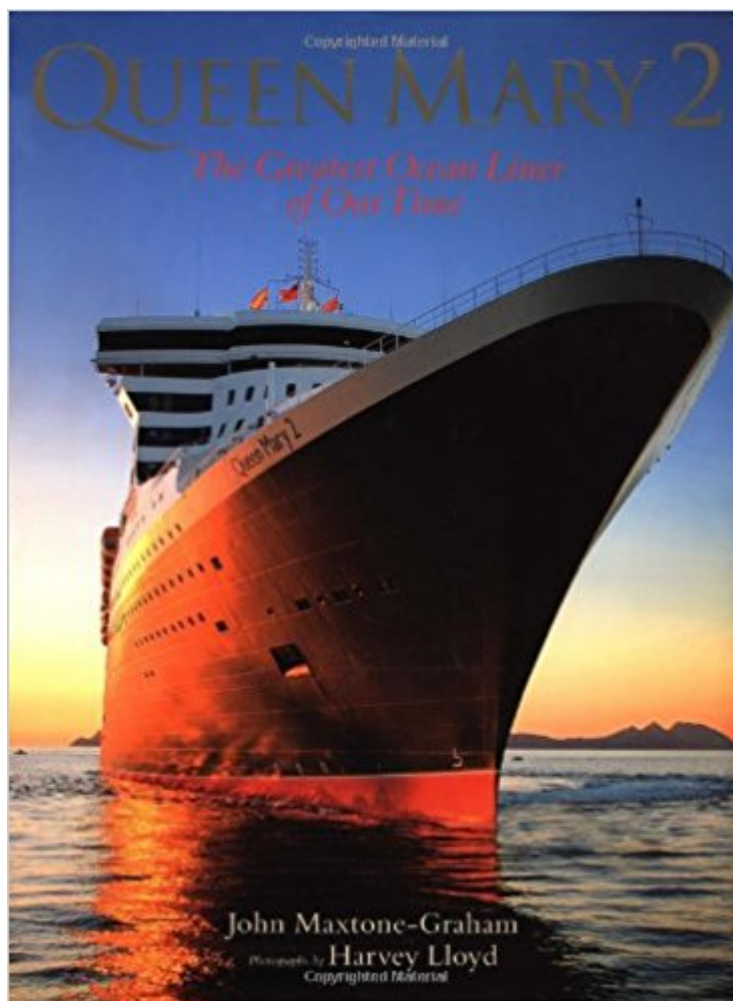


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Queen Mary 2: The Greatest Ocean Liner Of Our Time



Synopsis

In January 2004, Cunard Line's latest flagship, the stupendous Queen Mary 2, will sail on her maiden voyage from England. Not merely a cruise ship, this fourth Cunard Queen is a true ocean liner, able to cross the Atlantic in all weathers at high speed, sustaining the company's celebrated heritage. The Queen Mary 2 book documents the creation of this remarkable vessel from keel laying to christening. This book features stunning four-colour photographs and paintings, details of design, construction, engines, lavish interiors, sea trails, and christening. It also contains archival images juxtaposing her significance against her predecessors. An eight-page gatefold shows a detailed cutaway of the remarkable interiors.

Book Information

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Customer Reviews

If military historian Maxtone-Graham is at times a bit breathless in his praise of the Queen Mary 2, the Cunard line's new \$800 million luxury liner, it's easy to forgive his enthusiasm after thumbing through the sumptuous photography in this oversized tome. Four city blocks long and taller than the Statue of Liberty, the Queen Mary 2 boasts the customary amenities as well as a planetarium, spa and fanciful children's playrooms. Maxtone-Graham celebrates this unprecedented hulk with romantic hyperbole: "Her 147-foot (45-meter) beam at the bridge betrays her as definitively nay, defiantly too wide for Panama's canal. For this monster to circumnavigate the globe, it's either around Cape Horn or threading her way cautiously through the icy wastes of northern Canada's archipelago." He also dishes a little history in the

chapter on 19th-century transatlantic travel, when crossing the ocean was rarely comfortable and often terrifying by today's standards. The historian explains that in the 1840s, "a covered chamber pot remained a cherished cabin perquisite because Britannia's lavatories were out on deck, an invariably damp nocturnal excursion." Another chapter relates the seafaring lives of past "Queen" vessels, touching briefly on the Queen Elizabeth and Queen Mary's transformation into troop ships during WWII and chronicling their important passengers, including Sir Winston Churchill, Cary Grant and a long list of Atlantic-hopping VIPs. Serious maritime enthusiasts will delight in Maxtone-Graham's adoring account of the major "Cunarders" from 1840 to 2004, while Harvey Lloyd's vivid, full-bleed photos of the vessel's interior will thrill those readers more interested in the creature comforts on board. 200 four-color illustrations. FYI: Like an extended advertisement for the ocean liner, this lush, glossy volume might help readers and would-be cruisers forget the November, 2003 shipyard tragedy, when the ship's gangway collapsed, killing 15. Copyright © Reed Business Information, a division of Reed Elsevier Inc. All rights reserved.

"Destined to astonish" was how the designers of the new grand lady of ocean liners conceived of their project. As of just a few months ago, the Queen Mary 2, sister ship to the popular and still busy Queen Elizabeth 2, entered transatlantic service and is now the flagship of the venerable Cunard Line. The QM2 is not only the most expensive passenger liner ever built but also the largest, broadest, and tallest. Written by a renowned maritime historian, whose engaging text is augmented by spectacular photographs by Harvey Lloyd, a photographer recognized as a specialist in the cruise industry, this large-format book follows the "life" thus far of this spectacular ship, from concept to launch. The author, with the photographer at his side, ushers the reader on an awe-inspiring tour of the Queen from stem to stern; fascinating, too, is the detailed history of the Cunard Line and its most famous liners, including the previous Queen Mary, now permanently docked in Long Beach, California. A feast for technology and travel enthusiasts. Brad Hooper Copyright © American Library Association. All rights reserved

The QM2 had just entered into service back in 2004 when this book was written. The book covers the design of the ship and how and why it differs from its predecessors and contemporaries as well as describing its construction, fitting out and staffing. I think learning about the what, the how & the why parts of the design should be the main reason one purchases this book as these parts are extremely well covered. The large format photos were well chosen to educate the reader about the

ships construction and fitting out. The down side of this book is that there is nothing in it that covers anything since QM2s 2004 maiden voyage and there's probably a lot to tell. So a more recent book would need to be added to cover the recently past decade.

If you ever wanted to take a Trans-Atlantic crossing, this book is for you. Well written with great pictures of the QM2 along with the history of Cunard Line and Trans-Atlantic crossings going back to the beginning of the 19th century. The book will make you want to book a crossing on the QM2 so you can experience what a "Liner" is versus a cruise ship and experience something of what it was like to "Cross the Pond" during the golden age of liner travel.

Leafing through the pages of this coffee table book --- which, by the way, you should keep on your coffee table for your family and guests to peruse ---- reminds me of our trip to Europe last summer. We boarded the Queen Mary 2 on July 6 in Brooklyn and participated in the sailaway party while we sailed under the Verrazano-Narrows Bridge. We snapped photos of the disappearing harbor, the New York City skyline beyond, and our minivan in the Brooklyn Cruise Terminal Parking Lot where it was to remain for the next month. The front cover pictures the ship as it slices through the North Atlantic. I can pick out the window in the library on deck eight where I spent many an afternoon on my return voyage that departed Hamburg on July 25 and arrived back in Brooklyn on August 3. I can also pick out the sheltered balconies on deck 4, the lowest passenger deck, where we stayed on the voyage to Europe. Inside I find a full-page color photo of the Britannia Restaurant on deck 2 where we reserved a table for 3 on our voyage to Southampton and Hamburg beyond. There's another full-page color photo of Todd English on deck 8 where we ate lunch during our return voyage sailing across the North Sea on a balmy afternoon and listening to Captain Christopher Well's 12:00 noon report. They also include photos of places we didn't go such as the Bridge. You can study the deck plan on a several other pages. In the back section of the book concerns the history of the Cunard Line from the time of Samuel Cunard who started the whole thing in the nineteenth century. There's even a fascinating couple of pages on the first Queen Mary that became famous during World War 2 as the Gray Ghost, ferrying soldiers back and forth to Europe. The authors include a two-page spread on the doomed Lusitania that was torpedoed by a German U-boat on May 7, 1915, eventually drawing America into the war. The authors describe in detail how the QM2, the only ocean liner afloat nowadays, was built. The magnificent book gives the reader as very good idea of the grand Cunard tradition. P.S. If you book a passage on Queen Mary 2 you can see the cup presented to Samuel Cunard by the residents of Boston. It's displayed in the Grand Lobby, the

central atrium of the ship on decks 2 and 3.P.S.S. If you like this book, I would also recommend that you read The Only Way To Cross by John Maxtone-Graham.The Only Way to Cross: The Golden Era of the great Atlantic express liners---from the Mauretania to the France and the Queen Elizabeth 2Â These books are sold on the ship in the bookshop on deck 8 next to the library, but believe me you won't want to carry them off during disembarkation. You will want to buy them on .com when you get back.by Linda Cargill, author of Key to Lawrence

BIG book that tells the fascinating story of what it took to build this magnificent oceanliner. Anyone who has ---or plans to---sail her needs this book.I was on two different cruises with author & lecturer John Maxtone-Graham & would arrive half hour early to be sure to get a seat. He was so fascinating !

Nine days aboard the QM2 were filled with activities, new friendships, and (for the portion of the voyage from Hamburg to Southampton) lovely views of shore. The food was wonderful, the service exceptional, the entertainment entertaining. Three-mile walks around the deck kept us from gaining too much weight!

Wonderful!!! The text is very interesting describing how she was built and the people involved with her construction. As I am planning a trip next year aboard the Queen Mary 2, I know that I will enjoy my trip more having learned not only how she was constructed but of the beautiful places aboard. The photographs are excellent.

Book was in excellent condition

Great photos and a text written by one of the leading writers on trans-Atlantic travel.

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