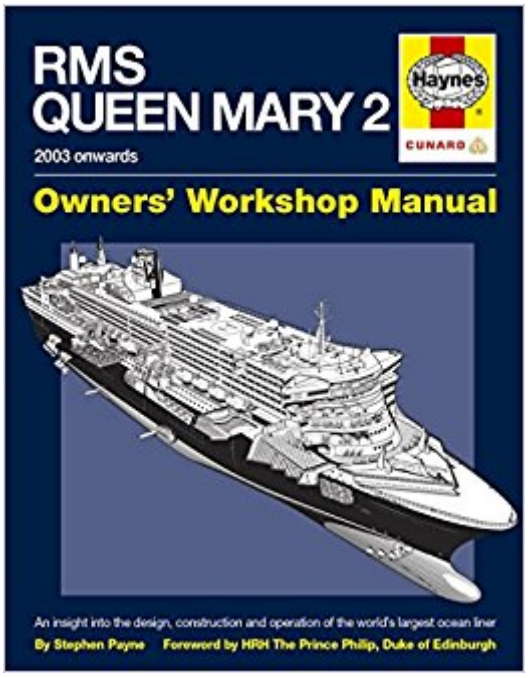
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RMS Queen Mary 2 Manual: An Insight Into The Design, Construction And Operation Of The World's Largest Ocean Liner



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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

Hardcover: 160 pages

Publisher: Haynes Publishing UK (November 15, 2013)

Language: English

ISBN-10: 0857332449

ISBN-13: 978-0857332448

Product Dimensions: 8.4 x 0.5 x 11 inches

Shipping Weight: 1.7 pounds (View shipping rates and policies)

Average Customer Review: 4.2 out of 5 stars 8 customer reviews

Best Sellers Rank: #550,085 in Books (See Top 100 in Books) #37 inÃ Â Books > Arts & Photography > Vehicle Pictorials > Ships #654 inÃ Â Books > Engineering & Transportation > Transportation > Ships

Customer Reviews

Stephen Payne OBE, FRINA, is the author of the Haynes Queen Mary 2 Manual and principal naval architect of the Cunard ocean liner RMS Queen Mary 2. He is a Fellow of the Royal Academy of Engineering and the Royal Institution of Naval Architects, and lives in Hampshire.

2014 has been a real hit-or-miss year for Haynes, and this book is no exception. On the upside, it contains a large number of nice photographs of the ship under construction, and some interesting insights into the design process. Considering that it was written by the ship’s designer, this "manual" feels disappointingly light on actual technical material. Much of it reads like a Cunard puff piece, complete with posed photographs of smiling passengers and vacated public spaces. The final chapter goes into a little detail about how the ship’s propulsion plant works, but for ship buff like myself, it was too little, and too late.This isn’t a bad book if you’re just looking for an expanded publicity pamphlet. Anyone expecting an in-depth look at the inner workings of the world’s largest

ocean liner (which I'd expect from the Haynes name) is going to be disappointed.

This modest book covers a lot of territory. Written by the principal designer/enginer, Stephen Payne. He gives the reader a complete overall view of this magnificent ocean liner (the last to be built). Many interesting details keeps you turning the pages. Excellent photos and diagrams. The only fault is the miniscule deckplan in the tour section. This was not even a plan of the completed ship but a preliminary plan "as designed". Even with this small oversite - This is a book to treasure as written by the man who designed and help build this last true ocean liner of our time.

If you're curious about how the new liners are designed and built, you will enjoy this book. Great pictures and commentary along with a bit of history made this a very good read!

An excellent book. I saw the planning and delivery of her as"QE2"s sucessor and on the maiden voyage of"QM2". I did have the honor of knowing Stephen. The story of this ship is well done. The"Queen Mary 2" is a great 21st century ocean liner. I really like this book.

A good companion book to the "Titanic" owner's manual book - great photos and text - like I said, anyone interested in ships probably would love this book.

Great insight into the ship and all that she is. A good background read for anyone planning a passage on her.

Wonderful books and well-written and so very informative!!! Well, worth every cent and also about a marvelous ship!!!

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. Now the Qm2 chugs along doing the crossing in 7 days, a speed liners achieved in the late 19 century, hitting about half the designed 30 knots. Luckily I was on the Qm2 on a short trip to the Bahamas in 2008 and the brevity of the trip required the liner to push along at 26-27 knots a speed it NEVER sees now. One wonders why. Is it because of the problems with the Rolls Royce pod propulsion system? Carnival is suing Rolls Royce for millions because of the many problems they have had with them. But alas, the slow speed 7 days and 16 knots is just another revenue generating scheme by Carnival. Increased fuel economy combined with an extra day for passengers to spend revenue ends up with a balance sheet which Carnival board members can live with. The expensive desalination equipment which is designed to work with heat exhaust from the engines won't work, because at the slow speed, the engines don't generate the required heat. So all water is pumped on at port. The trash incineration system isn't used either, too costly, trash is hauled off at each port. On and on it goes, one cost cutting measure after another. Read cruisecritic.com. Loyal Cunard passengers complaining of bad food, unprofessional service staff even in the highest grade accommodation. The ship, disappoints, and so does this book. Oh, I forgot to mention how there are pictures in several places taken right from Cunard brochures. Pictures of perfectly attired models walking on board with that same piece of Louis Vuitton baggage that they always use, the same models male and female walking to dinner that Cunard has used for years. Maybe the book was simply a Carnival PR stunt.

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