

Chapter 1 : Queen Elizabeth 2 | Military Wiki | FANDOM powered by Wikia

welcome onboard, welcome to the queen elizabeth 2 hotel A monumental destination steeped in British heritage, she has a storied history spanning almost 50 years. Today, she continues her legacy as a 13 deck hotel, dining, entertainment and events destination - docked permanently at Dubai's Mina Rashid.

Colour[edit] Gbambino wrote - Service History - never seen anything about negative commentary from pax -. None mention dissatisfaction on the part of passengers as a deciding factor for Cunard to change the colour back to the original livery, only increased maintenance due to the light colour always showing rust. Has anyone tried writing to Cunard to ask them? Ortolan88 Check out the note here: We use the Arabic figure two so that our name is not confused with that of the monarch when it is seen in writing. The second ship was named after the first ship. It was no doubt considered a bonus that QE II was reigning then, but the QE2 was named after the ship it would replace, in the same way as the Queen Mary II is named after the ship it will replace. Does this match what anyone else remembers? In the years when it was called "QEII," however, most authorities still said it was named for the old ship, not the current queen, but there were always a few reliable ones that said otherwise. I found a picture in my encyclopedia from the early s, and altho it calls it "Queen Elizabeth II" in the text, the side of the ship says "Queen Elizabeth 2. Is that where the confusion arises? But, seconds before the launching, the Queen suddenly decided in her own mind that the ship should be called Queen Elizabeth the Second, and so she gave it that name This immediately began one of the biggest maritime puzzles. Surely this must have been the only occasion in history when a shipping company had to try to explain what the name of a ship meant. The reason being that they did not want to call it Queen Elizabeth the Second, as this would have upset the scots, whom did not accept that they had had a previous Queen Elizabeth. And what does predominantly mean? What else does she serve than cruising? March to December - round trips from Southampton. December to March - World Cruise. Exceptions to the round trips from Southampton are down to nil since the Mary came on line. The precise quote is: Staff open the box and the post within it is taken to ashore also by cunard staff and posted as usual. The official documents refer to the vessel as TSMV - meaning "twin screw motor vessel". Neither was able to tell me. However, it seems to be practice to refer to former designations in articles, e. However, this ruling does not seem to have been adhered to on the ship itself. I think that is where the confusion comes from. One hand stated one thing while the other stated the opposite. Also refer to publication QE2: As such it was removed from article in an attempt to clean up one of a number of errors in the QE2 page. Save the QE2 talk Also, the common name in the popular nexus includes RMS, therefore policy dictates that the titles as well as the article should remain with them. Also, reverts should not be undone without discussion and consensus first per WP: I would suggest, however, that the reliability of the encyclopaedia is lessened by using an incorrect name, despite how widely it is adopted? Was going to ask what the situation re: I have spoken with Michael Gallagher who I would describe as the one person anywhere with most knowledge and source material of QE2. The best you could possibly say about the matter is that she was "sometimes mistakenly referred to as RMS. I have seen no evidence at all that she was "commonly" referred to as RMS, and I have followed her since the 80s. I hope to get a specific reference from Michael so that this can be put to bed once and for all. It infuriates me no end that the article about this great ship actually has the wrong title, and the first sentence is factually incorrect. If the ship had mistakenly been called "Big Bertha" by some people, is that what the article would be called? This would be correct, and also the way in which the ship WAS most commonly referred to. If not to QE2, then presumably to Queen Elizabeth 2 ship - or is there a different prefix that it would be correct to use? She had 9 times kw of electrical power generation. So where dozens upon dozens of liners by the time that QE2 entered service. Titanic was the largest liner in service at the time of her tragic maiden voyage, but she was launched in the mids of an "arms race" amongst trans-atlantic operators, and there were larger vessels already on the blocks when the Titanic sailed. I have to agree. My motives are as follows: Not pov, but irrelevant to this article. These wheels spin freely in the wake of the main propellers. The innermost parts of each of the 7 blades pick up speed from the propeller, while the outermost parts act as propellers themselves, adding some forward

motion to the ship for "free", capturing energy which would otherwise be wasted. The Grim Wheels are 6. They were both still intact when QE2 left Bremerhaven after the completion of the refit. The problem with the wheels started on the voyage back to Southampton. Commodore Doug Ridley was demonstrating the "flexibility" of the new power plant and new props to journalists who were on board. While QE2 was travelling at about 30 knots, he ordered "full astern". As the ship was slowing down there was a horrible shudder and it was obvious something had gone wrong. It is possible that some vanes were already cracked and this was just the last straw, but that is conjecture. After QE2 arrived in Southampton divers were sent down to examine the props, etc. They discovered that a couple of vanes had snapped off. After some debate Cunard decided to "rebalance" the wheels by cutting off some more vanes and this was done. The ship sailed for New York on schedule. In New York divers found more damaged vanes and once again the wheels were rebalanced by cutting off a couple of more vanes. The Grim Wheels were never replaced. The problems with the Grim Wheels and where the problem was first discovered Southampton, the subsequent trimming of the wheels in Southampton and New York and their final removal in Southampton were widely reported in the press. The myth that the Grim Wheels failed during the sea trials is the result of "hearsay" that had been distorted along the way and then published in a book about QE2 written by someone who was not with the ship at the time. In the Antonia edits, the anon referenced the removal of "sexist language". My understanding was that all ships are commonly referred to as she in English speaking cultures, and being the English Wiki, it seems appropriate to do so here. Most news reports use "the ship" or "the vessel" instead, e. Or [this article] at the Daily Telegraph - not usually a bastion of political correctness - which consistently calls it "it" or "the ship" or "the QE2". Time will cure this, as newer generations take over.

Chapter 2 : Queen Elizabeth 2 Hotel, Dubai – Updated Prices

QE2, Queen Elizabeth 2 cookbook has 1 rating and 1 review. Tim said: You've sailed in racedaydvl.com've dined in racedaydvl.com here's the book to show your friends.

In , she participated in the rescue of some passengers from the burning French Line ship Antilles. No bomb was found, but the hoaxer was arrested by the FBI. As it was then known, The Columbia Restaurant was koshered for Passover, and Jewish passengers were able to celebrate Passover on the ship. Falklands War Edit In May the ship took part in the Falklands War , carrying 3, troops and volunteer crew to the south Atlantic. She was refitted in Southampton in preparation for war service, including the installation of three helicopter pads , the transformation of public lounges into dormitories , the installation of fuel pipes that ran through the ship down to the engine room to allow for refuelling at sea, and the covering of carpets with 2, sheets of hardboard. Over Cunard crewmembers volunteered for the voyage to look after the 3, members of the Fifth Infantry Brigade , which the ship transported to South Georgia. During the voyage the ship was blacked out and the radar switched off in order to avoid detection, steaming on without modern aids. Boiler problems caused Cunard to cancel a cruise, and, in October , an electrical fire caused a complete loss of power. The ship was delayed for several days before power could be restored. Instead of replacing the QE2 with a newer vessel, Cunard decided that it was more prudent to simply make improvements to her. With her new propulsion system, QE2 was expected to serve another 20 years with Cunard. The passenger accommodation was also modernised. Several days later, divers found red paint on previously uncharted rocks in the vicinity of where the ship was said to have hit bottom. The ship had sailed the equivalent of times around the planet. The Royal Promenade, which formerly housed upscale shops such as Burberry , H. Stern and Aquascutum , were replaced by boutiques typical of cruise ships, selling perfumes, watches and logo items. During this refit the hull was stripped to bare metal, and the ship repainted in the traditional Cunard colours of matte black with a white superstructure. However, the QE2 still undertook an annual world cruise and regular trips around the Mediterranean. By this time, she lacked the amenities to rival newer, larger cruise ships, but she still had unique features such as her ballrooms, hospital, [24] and book library,. A unique tapestry of the QE2, commissioned for the launch of the ship, was thrown overboard by a drunken crewman. An oil painting of Queen Elizabeth II and two other tapestries were damaged, along with a part of the entertainment area and a lifeboat. The crew members involved were dismissed from service, with charges pending. This marked the first time three Cunard Queens had been present in the same location Cunard stated this would be the last time these three particular ships would meet, due to the impending retirement of the QE2. QE2 shared the harbour at Zeebrugge with Queen Victoria on 19 July , where the two Cunarders exchanged whistle blasts. The farewell was viewed by large crowds and concluded with a firework display. The next day, following an RAF flypast, she left amidst a flotilla of small craft to head to Newcastle upon Tyne, before returning to Southampton. She had been refloated and was under way under her own power and heading back to her berth in Southampton. She had only partially gone aground, and the tugs pulled her off. These were led by Prince Philip, Duke of Edinburgh who toured the ship at great length. He visited areas of interest including the Engine Control Room. He also met with current and former crew members. At the time of her retirement QE2 had sailed nearly six million miles, carried 2. Her final voyage from Southampton to Dubai began on 11 November , arriving on 26 November in a flotilla of smaller vessels, [54] led by MY Dubai , the personal yacht of Sheikh Mohammed , ruler of Dubai, [55] in time for her official handover the following day. Shortly after her final passengers were disembarked, she was moved forward to the cargo area of the port, to free up the passenger terminal for other cruise vessels. Since , she has been captained by William Cooper. However, on 20 July the current owners Nakheel confirmed rumours that QE2 will reposition to Cape Town for use as a floating Hotel. On 24 June , QE2 made her first journey after nearly eight months of inactivity since the liner arrived in Dubai.

Chapter 3 : TheQE2Story | QE2 in Dubai - to

Hotel THE QE2 HOTEL. Step inside the world's most celebrated ocean liner afloat today - now one of Dubai's iconic destinations. Docked permanently at the Mina Rashid marina, The Queen Elizabeth 2 is the Middle East's first floating hotel - offering passengers a hub of culinary and nightlife experiences, a state-of-the-art events centre and a heritage attraction showcasing a rare and.

Dubai had bigger problems, and bigger projects to fund and finish first. It also no longer needed the hotel rooms that QE2 was intended to provide. Cruise ships came and went, docking near her, their passengers unaware of how significant that sleek looking liner was. Her former fleet-mates QM2 and QV visited during their world cruises and the new Queen Elizabeth also visited her namesake - QE2 forlornly blew blasts on her mighty whistle to them all in turn to say hello, and then to say goodbye. What little news there was during this time, came almost exclusively from The QE2 Story through our growing network of contacts. In summer, the ship was drydocked and prepared to sail under her own power to South Africa - a plan which sadly fell through at the last minute. For 4 years, she was maintained by an expert V-Ships crew of 40 more when specific work was being done who lived on board. She received essential maintenance and one of her nine giant diesel engines was always running. You can see his photos here and his videos here. Ambitious plans were announced to relocate QE2 to Asia to become a floating hotel, however no firm location, operator or finances were announced, and no significant work was confirmed to have been carried out, leading us to conclude they were empty announcements. Most online disagreed with us at this stage. This made it clearer than ever that the plans noted above, would not be happening. The ship was filthy, the plans were off. This stunning photo was taken February 22nd. Click the photo to see more including the photographer. She was being washed down, and workers were seen going aboard. August brought the surprising news that her lifeboat davits had all been cut off. We disagreed with this move, even if, as suspected, it is to improve the space on boat deck. The boats can be seen above, as can the "naked" boat deck. Rob Lightbody wrote a feature for Maritime Matters about this, published in January. It also became apparent that the aft swimming pool had been removed or covered over. QE2 as seen on Google Maps satellite view. Throughout we saw that work was clearly ongoing, and there was reason to be optimistic. This included closing off all underwater openings, and removing her propellers. The "soft opening" of QE2 Dubai Hotel was on 18th of April only parts of the ship are open, with October given as the full "grand" opening. In October, the Grand Opening has been delayed, and much work remains to be done. We are happy that much of the ship is intact, but also confused by much that has been done or not done.

Chapter 4 : Talk:Queen Elizabeth 2 - Wikipedia

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Development[edit] Number on the slipway, By , it was obvious that transatlantic travel was becoming dominated by air travel due to its speed and low cost relative to the sea route, with passenger numbers split. Despite falling passenger revenues, Cunard did not want to give up its traditional role as a provider of a North Atlantic passenger service, and so decided to replace the existing ageing Queens with a new ocean liner designated "Q3", as it would be the third Cunard Queen. Realising the decline of transatlantic trade, it was visualised that she would be a three-class First, Cabin and Tourist dual-purpose ship operating for eight months of the year on the transatlantic route, and during the winter months would operate as a cruise ship in warmer climates. QE2 back on the River Clyde for her 40th birthday This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. April Learn how and when to remove this template message The interior and superstructure for the QE2 was designed by James Gardner. His design for the ocean liner was described by The Council of Industrial Design as that of a "very big yacht" and with a "look [that was] sleek, modern and purposeful". QE2 had a top speed of Instead, the funnel was painted white and black, with the Cunard orange-red appearing only on the inside of the wind scoop. This practice ended in when QE2 returned from service in the Falklands War , and the funnel has been painted in Cunard traditional colours orange and black , with black horizontal bands known as "hands" ever since. The original pencil-like funnel was rebuilt in as a more robust one, using metal from the original, when the ship was converted from steam to diesel power. This decision was designed to save weight, reducing the draft of the ship and lowering the fuel consumption, but it also posed the possibility of corrosion problems that can occur with joining the dissimilar metals together, so a jointing compound was coated between the steel and aluminium surfaces to prevent this happening. The low melting point of aluminium caused concern when QE2 was serving as a troop ship during the Falklands War: During this refit the ship was given a new wider funnel built using panels from the original. It retained the traditional Cunard colours. Originally there were to be main lounges serving three classes, layered one atop the other, but when Cunard decided to make the ship a two class vessel, only two main lounges were needed. The configuration for segregated Atlantic crossings gave first class passengers the theatre balcony on Boat Deck, while tourist class used the orchestra level on Upper Deck. Over the span of her thirty-nine-year seagoing career, QE2 has had a number of interior refits and alterations. A Space Odyssey premiered. In keeping with those times, originally Cunard broke from the traditional interiors of their previous liners for QE2, especially the Art Deco style of the previous Queens. Instead modern materials like plastic laminates , aluminium and Perspex were used. The public rooms featured glass, stainless steel, dark carpeting and sea green leather. The Midships Lobby on Two Deck, where first class passengers boarded for transatlantic journeys and all passengers boarded for cruises, was a circular room with a sunken seating area in the centre with green leather clad banquettes, and surrounded by a chrome railing. As a kingpin to this was a flared, white, trumpet shaped, up lit column. This space, in colours of white and tan, featured a lowered ceiling with large indirectly lit slots, which, despite reducing the ceiling height, created an impression of airy openness above to deal with the otherwise oppressive dimensions of the single storey room c. In addition the structural columns were flared at the top to blend into the ceiling and to lose the visual indication of low ceiling height that straight columns would have given. The Midships Lobby copied these features but without achieving the airiness. Inhbald repeated the flaring of the columns in the bases of his tables and leather shell chairs. The indirect lighting from above could be switched from a cool hue for summer to a warm hue for winter. Some more traditional materials like wood veneer were used as highlights throughout the ship, especially in passenger corridors and staterooms. The by now blue dominated Theatre Bar was transformed into the Golden Lion Pub, which mimics a traditional Edwardian pub. Some original elements were retained including the

flared columns in the Queens Room and Mid-Ships Lobby which were incorporated into the reworked designs. By the time of her retirement, the Synagogue was the only room that had remained unaltered since In the Princess Grill were installed four life-size statues of human forms created by sculptor Janine Janet in marine materials such as shell and coral, which represented the four elements. The Midships Lobby housed a solid silver model of Queen Elizabeth 2 made by Asprey of Bond Street in , which was lost until a photograph was found in that led to the discovery of the model itself, and its placement on Queen Elizabeth 2 in These tapestries, were originally hung in "D" Stairway, Quarter Deck, outside the Columbia Restaurant, They were originally made with golden threads; however much of this was lost when they were incorrectly cleaned during the refit. They were subsequently hung in the "E" stairway and later damaged in There are numerous photographs, oils and pastels of members of the Royal Family throughout the vessel. There is also a vast array of Cunard postcards, porcelain, flatware, boxes, linen, and Lines Bros Tri-ang Minic model ships. This cup was lost for decades until being found in a pawn shop in Halifax, Nova Scotia. There was also an extensive collection of large-scale models of Cunard ships located throughout Queen Elizabeth 2. Throughout the public areas were also silver plaques commemorating the visits of every member of the Royal Family, as well as other dignitaries like South African president Nelson Mandela. Most of these items were sold by Cunard to Istithmar when they purchased QE2. Officers were accommodated in single cabins with private en-suite bathrooms located on Sun Deck. A fourth bar, dedicated for the officers, is located at the forward end of Boat Deck. Named The Officers Wardroom, this area enjoyed forward facing views and was often opened to passengers for cocktail parties hosted by the senior officers. D II boilers, which provided steam for the two Brown- Pametrada turbines. The steam turbines were plagued with problems[citation needed] from the time the ship first entered service and, despite being technically advanced and fuel-efficient in , her consumption of tons of fuel oil every twenty four hours was more than expected for such a ship by the s. Ultimately it was decided to replace the engines, as it was calculated that the savings in fuel costs and maintenance would pay for themselves over four years, and give the vessel a minimum of another twenty years of service, whereas the other options would only provide short-term relief. Using a diesel-electric configuration, each engine drives a generator, each developing These motors produce 44 MW each and are of synchronised salient-pole construction, nine metres in diameter and weighing more than tons each. During the re-engining process, her funnel was replaced by a wider one to accommodate the exhaust pipes for the nine MAN diesel engines. During the refit, the original fixed-pitch propellers were replaced with variable-pitch propellers. The old steam propulsion system required astern turbines to move the ship backwards or stop her moving forward. The pitch of the new variable pitch blades could simply be reversed, causing a reversal of propeller thrust while maintaining the same direction of propeller rotation, allowing the ship shorter stopping times and improved handling characteristics. The new propellers were originally fitted with "Grim Wheels", named after their inventor, Dr. These were designed to recover lost propeller thrust and reduce fuel consumption by 2. After the trial of these wheels, when the ship was drydocked, the majority of the vanes on each wheel were discovered to have broken off. The wheels were removed and the project abandoned. Other machinery includes nine heat recovery boilers, coupled with two oil-fired boilers to produce steam for heating fuel, domestic water, swimming pools, laundry equipment, and galleys. Four flash evaporators and a reverse-osmosis unit desalinate sea water to produce tons of fresh water daily. There is also a sanitation system and sewage disposal plant, air conditioning plant, and an electro-hydraulic steering system. With profits from its cargo ships eventually unable to offset the losses, Cunard was forced to sell Mauretania, Sylvania, Carinthia, Caronia, Queen Mary and Queen Elizabeth between and Following market research Cunard decided to take advantage of the delay to change the original three-class configuration of the ship to a more flexible two-class arrangement of First and Tourist. No bomb was found, but the hoaxer was arrested by the FBI. On 23 July while Queen Elizabeth 2 was 80 miles off the Scilly Isles on a transatlantic voyage, a flexible coupling drive connecting the starboard main engine high pressure rotor and the reduction gear box ruptured. This allowed lubricating oil under pressure to enter into the main engine room here it ignited, creating a severe fire. It took 20 minutes to bring the fire under control. Reduced down to two boilers, the ship limped back to Southampton. Damage from the fire resulted in a replacement boiler having to be fitted by dry-docking the ship and cutting an access hole in

her side. As a result, as much maintenance as possible was undertaken while at sea. However, she needed all three of her boilers to be in service if she was to maintain her transatlantic schedule. With limited ability to maintain her boilers, reliability was becoming a serious issue. On 12 May , [43] with only one of her three boilers in operation, the ship departed Southampton for the South Atlantic, carrying 3, troops and volunteer crew. The remaining boilers were brought back into service as she steamed south. Her hull is painted grey, a short lived decision. Boiler problems caused Cunard to cancel a cruise, and, in October , an electrical fire caused a complete loss of power. The ship was delayed for several days before power could be restored. Instead of replacing the QE2 with a newer vessel, Cunard decided that it was more prudent to simply make improvements to her. Therefore, from 27 October to 25 April , [43] QE2 underwent one of her most significant refurbishments when she was converted by Lloyd Wert at their shipyard in Bremerhaven, Germany from steam power to diesel. With this new propulsion system, QE2 was expected to serve another 20 years with Cunard. The passenger accommodation was also modernised. Several days later, divers found the red paint from the keel on previously uncharted rocks in the vicinity of where the ship was said to have hit the bottom. The ship had sailed the equivalent of times around the planet. The Royal Promenade, which formerly housed upscale shops such as Burberry , H. Stern and Aquascutum , were replaced by boutiques typical of cruise ships, selling perfumes, watches and logo items. During this refit the hull was stripped to bare metal, and the ship repainted in the traditional Cunard colours of matte black Federal Grey with a white superstructure. However, Queen Elizabeth 2 still undertook an annual world cruise and regular trips around the Mediterranean. By this time, she lacked the amenities to rival newer, larger cruise ships, but she still had unique features such as her ballrooms, hospital, [57] and 6,book library. A unique tapestry of Queen Elizabeth 2, commissioned for the launch of the ship, was thrown overboard by a drunken crewman. An oil painting of Queen Elizabeth II and two other tapestries were damaged, along with a part of the entertainment area and a lifeboat. The crew members involved were dismissed from service. This marked the first time three Cunard Queens had been present in the same location. Cunard stated this would be the last time these three particular ships would meet, due to the impending retirement of Queen Elizabeth 2. QE2 shared the harbour at Zeebrugge with Queen Victoria on 19 July , where the two Cunarders exchanged whistle blasts. The farewell was viewed by large crowds and concluded with a firework display. The next day, following an RAF flypast, she left amidst a flotilla of small craft to head to Newcastle upon Tyne , before returning to Southampton.

Chapter 5 : Can the QE2 be saved from its 'filthy' state in Dubai? - Telegraph

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Chapter 7 : Qe2 Queen Elizabeth 2 | Download eBook PDF/EPUB

Queen Elizabeth 2 is probably the most famous liner in the world and was one of the last great transatlantic liners. QE2 - as she is more commonly known - was a global ambassador for both Cunard and Britain.

Chapter 8 : Queen Elizabeth 2 - Wikipedia

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Chapter 9 : Book Review: QE2 A 50th Anniversary Celebration “ Maritime Matters

Queen Elizabeth 2, often referred to simply as QE2, is a floating hotel and retired ocean liner built for the Cunard Line which was operated by Cunard as both a transatlantic liner and a cruise ship from to