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Stephen Payne

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#1249170 in Books imusti 2016-12-01Original language:English 11.00 x .50 x 8.50l, .0 #File Name: 0857332163160 pagesHaynes Publishing UK | File size: 43.Mb

Stephen Payne : QE2 - Queen Elizabeth 2: 1967-2008 (Owners' Workshop Manual) before purchasing it in order to gage whether or not it would be worth my time, and all praised QE2 - Queen Elizabeth 2: 1967-2008 (Owners' Workshop Manual):

0 of 0 people found the following review helpful. Fairly solid, despite being somewhat lacking in technical detailBy Daryl CarpenterI was a bit disappointed in Stephen Payne's Haynes "manual" on the Queen Mary 2. Thankfully, this book is better in almost every way. It's more focused, more technically detailed, and the photographs are larger and better reproduced. Thankfully, it doesn't read like a Cunard publicity pamphlet, either! At its heart, this book is more of a tribute to the ship than a detailed technical manual. It presents a basic history of the ship and its inception, an overview of the major mechanical and propulsion systems, descriptions of each major refit, and a "walking tour" of the ship from Signal Deck down to the double bottom.On the surface level, this book is excellent. As I mentioned, the photographs of the ship's interior and exterior are superb. There are numerous photographs of the ship under construction and rarely-seen parts of the interior, along with numerous deck plans. Stephen Payne does a generally good job at balancing technical and historical details, and explaining the many changes to the interior arrangement during her 39 year career. He also makes good use of side panels to describe the history of some of the major companies involved in the liner's outfitting, and the equipment they provided.My main criticism is that, for a "Haynes manual" written by a naval architect, this book feels curiously light on hard technical details. Although the sections on hull design and machinery are fairly well written, I expected a bit more meat on the bones. A few pages of technical specifications, or some detailed plans of the machinery spaces, wouldn't have hurt. I think the Haynes format is a bit restricting when it comes to ships; their maritime titles tend to be all over the place in terms of level of detail.Although it's not the in-depth technical reference that it could have been, this is another fairly solid addition to Haynes' "Workshop Manual" series. If you're a fan of the QE2, you'll probably find much to love.

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. She sailed nearly 6 million miles and carried 2frac12; million passengers in style, comfort and luxury. QE2 was launched in 1967 and made her maiden voyage from Southampton to New York on 2 May 1969. During almost 40 years of service QE2 undertook regular world cruises and latterly operated mainly as a cruise ship, sailing out of Southampton. At 70,327 tons and 963ft long with a top speed of 32 1/2 kts, she is also one of the fastest and grandest passenger vessels ever

built. In 2008 QE2 was sold by Cunard to Istithmar (the investment arm of Dubai World) for conversion to a floating hotel. However, the fulfilment of this plan and indeed the future of the liner is now uncertain owing to the world economic situation.

About the Author 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.

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