



CUNARD

THE MOST FAMOUS OCEAN LINERS IN THE WORLD

QUEEN MARY 2

5TH ANNIVERSARY YEAR

DINNER

19 OCTOBER 2009







THE PRIDE OF SCOTLAND

Cunard's first ship, *Britannia*, was built at Greenock and launched into the Clyde on 5 February 1840. Today Cunard's flagship *Queen Mary 2* made her maiden call at Greenock becoming the largest vessel ever to sail up the Clyde. She salutes the company's first flagship and the more than 120 Cunarders that have been built in Scotland since the company's inception in 1839.

Over 250 ships have flown the Cunard flag during the last 170 years and the majority of the 120 Scottish Cunarders were built on the Clyde. Indeed, Cunard's first 75 ships were built in Scotland before the company dipped a toe in the waters of the Mersey and ordered *Cephalonia* in 1881 from Laird Brothers at Birkenhead; but it immediately rushed back to Scotland for the next ten vessels.

That the company put such faith in Scottish shipbuilding and engineering is entirely understandable as without the knowledge and experience of Robert Napier, a Scottish engineer to whom Samuel Cunard turned for advice when ordering his first ships, the company would not have survived let alone prospered.

On the instructions of Samuel Cunard himself, *Britannia*, the first ship on Cunard's revolutionary timetabled steamship service, was a sturdy but plain ship, with "no ostentation whatsoever". "I want a plain and comfortable boat" he said "with not the least unnecessary expense or show".

According to Charles Dickens, who travelled on *Britannia* in 1842, he got what he asked for; not content with likening his cabin to a "profoundly preposterous box" and the saloon to "an elongated hearse with windows", Dickens found his bed to be "like a muffin beaten flat"

and his mattress "spread like a surgical plaster on a most inaccessible shelf".

And that was the pattern of Cunard ships for many years; they were solid, reliable workhorses that got their passengers to their destinations safely. Cunard let competitors innovate; and if the innovation worked, it would follow at a safe distance.

Not until the Clyde-built *Lusitania* of 1907 did Cunard embrace the idea of the grand hotel at sea, and it was after this the truly famous liners, the perceived Cunard tradition, came to be - almost all of them the product of John Brown & Co of Clydebank. Following the magnificent but unfortunate *Lusitania*, came the outstandingly beautiful *Aquitania* of 1914 - the only Cunard liner to serve in both world wars.

And after the First World War came the planning for two huge ships which would provide a weekly service across the Atlantic - *Queen Mary* and *Queen Elizabeth*. Ships that were, as the Chairman of Cunard Sir Percy Bates diffidently said, "the smallest and slowest ships which could accomplish such a service". *Queen Mary* would rule the Atlantic as the fastest liner for many years while *Queen Elizabeth* would remain the largest liner ever built until the arrival of *Queen Mary 2* in January 2004!



BRITANNIA RESTAURANT

DINNER

Monday 19 October 2009



CANYON RANCH SPA SELECTIONS

Appetizer – Autumn Vegetable Salad with Dried Cranberries - 95/5/3 (V)

Entrée – Chicken Au Poivre 420/14/5

Dessert – Apple Strudel 160/4/2



APPETIZERS & SOUPS

Chicken Liver Parfait, Sauternes Jelly & Peach Compote

Char-grilled Bell Peppers with Hummus & Pita Bread (V)

Fried Brie on Bitter Lettuce & Lingonberry Compote

Cream of Broccoli and Stilton Soup with Spring Onions

Beef Consommé with Herbed Pancake Strips



SALADS

Mixed Greens with Aged Balsamic Dressing, Bacon and Golden Croutons

Palm Hearts & French Bean Salad on Marinated Mushrooms (V)



BRITANNIA RESTAURANT

ENTRÉES

Linguine with Smoked Salmon, Vodka & Sweet Chilli

Pan-roasted Medallion of Sea Bass, Fricassee of Poulard Clam
and Middle Eastern Spices, Chick Pea Purée and Lemon Foam

Scottish Highland Venison Loin, Larded Brussels Sprouts, Forest Mushrooms & Creamy Juniper Sauce

Slow Roasted Black Angus Prime Rib of Beef, Natural Gravy

Vegetable Wellington, Glazed Shallots & Chive Cream (V)



DESSERTS

Baileys & Dark Chocolate Tart, Caramel Sauce

Iced Grand Marnier Soufflé, Chocolate Sauce

Peach Flambé

Sugar-free Apple and Cinnamon Cake

Strawberry, Vanilla and Chocolate Chip Ice Creams, Kiwi Sauce

Cheese Selection with Gorgonzola, Camembert, Gloucester, Port Salut



Work on Queen Mary started late in 1930 but the Depression severely curtailed her construction with work halted for many months. She was launched on 26 September 1934 by Queen Mary, wife of King George V who became the first monarch to launch a merchant ship, a job which she accomplished with a bottle of Australian wine rather than the traditional French champagne. As she said the words, broadcast over the radio, "I name this ship Queen Mary; may God bless her and all who sail in her" millions of the King's subjects heard his wife's voice for the very first time.

Two hundred thousand spectators watched the launch – and many, on the opposite bank of the dredged and widened Clyde, got wet up the knees as an eight foot wave surged across the river when the enormous hull entered the water.

Queen Elizabeth was launched at the yard of John Brown and Co on 27 September 1938 by HM Queen Elizabeth, later The Queen Mother. King George VI, who was due to attend the ceremony, along with the Princesses Elizabeth and Margaret, was unable to do so as the worsening situation in Czechoslovakia kept him in London. His absence, though, hardly seemed to matter; the Scottish crowds were content with a Scottish Queen and her two daughters. Much of what her husband would have said was incorporated into her own speech which, safely delivered, was followed by a short wait for high tide before the naming ceremony itself. As was the custom then, the ship's hull was built on an inclined slipway – in this case the same one on which Queen Mary had been built and adjacent to the one which, a quarter of a century later, would be occupied by QE2. Until the

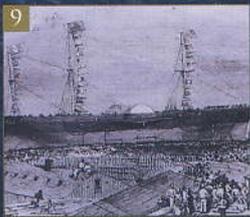
previous day the ship had been held in place by timber shoring, but now that had been removed ready for the launch and the full weight of the ship sat on the slipway, greased in readiness with tons of tallow and soft soap; all that prevented Queen Elizabeth sliding into the river were, theoretically, temporary triggers and the need of a good shove – due to be provided by hydraulic ram once the triggers had been released.

But the ship had other ideas – and began to move. "Quick ma'am, launch her now" hissed the yard's Chairman – and Queen Elizabeth rapidly released a bottle of Australian wine onto the bow and sent the ship thundering down the slipway.

The launch of Caronia by Princess Elizabeth in 1949 is of particular note as that vessel was the first cruise ship to be launched and was forever known as 'The Green Goddess' as she was painted in four shades of green.

However, perhaps the most famous launch of all on the Clyde occurred on 20 September 1967 when Her Majesty The Queen launched QE2. QE2 went on to be the most famous ship in the world for the next 40 years and her career saw her complete 1,429 voyages, sail 5,875,493.22 million nautical miles (that's more than any other ship ever), carry almost 2.5 million passengers, complete 806 Atlantic crossings, call at New York 710 times and Southampton 726 times and undertake 25 full World Cruises. The longest serving Cunarder ever left the fleet in November 2008.

And now the largest Cunarder of all, flagship Queen Mary 2, has paid tribute to her Scottish forebears.



DETAILS OF IMAGES IN THIS MENU

- 1 Q4' (QE2) on the slipway just prior to launching
- 2 HM The Queen launches QE2, 20 September 1967
- 3 The largest liner built on the Clyde - Queen Elizabeth
- 4 Princess Elizabeth launches the second Caronia, 30 October 1947
- 5 Queen Mary 2 in Hamburg
- 6 Queen Elizabeth
- 7 Queen Mary 2 in New York
- 8 Queen Mary 2 in the Caribbean
- 9 The launch of Persia on the Clyde, 21 June 1852
- 10 Cunard's first ship, Britannia. Launched at Greenock, 5 February 1840
- 11 HM Queen Mary launches Queen Mary, 26 September 1934