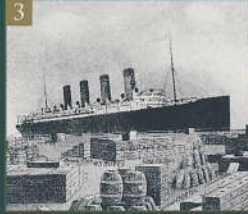


QUEEN MARY 2

5TH ANNIVERSARY YEAR

DINNER
21 OCTOBER 2009





THE FATAL SHORE

Cobh has a significant part in the long and varied history of Cunard Line, including bearing witness to one of the great tragedies of World War 1 – the sinking of Cunard's Lusitania by a German U-Boat with the loss of 1,119 lives.

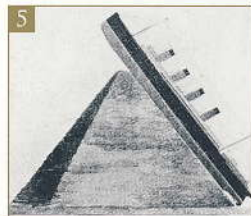
But Cunard's connection with Cobh – or Queenstown as it was – began in the middle of the nineteenth century, when emigration from Europe to the United States and Canada began to mushroom. While the majority of the 2½ million emigrants Cunard carried to the New World came from England and from mainland Europe, substantial numbers of Irish emigrants boarded in Cobh where Cunard ships stopped on the westbound route from Liverpool. In the hundred years from 1848 over six million people emigrated from Ireland to escape crop failures or poverty, and of these 2½ million departed from Cobh – many on Cunard vessels.

And despite the misery in which so many of these emigrants had existed, and despite the tears and sadness at leaving a home they might never see again, emigration was fundamentally a story of hope. For a good many the hope became reality, and the prosperity found in North America enabled them, and their descendants, to revisit their native lands on the great transatlantic liners that incessantly moved between the Old World and the New.

Some of these may have been on board Lusitania when, on 1 May 1915, she slipped out of New York on her 101st and final transatlantic crossing.

Lusitania, launched on the Clyde in 1907, was – along with her Tyne-built sister ship Mauretania – Cunard's first 'floating palace'. On 8 September 1907, on her maiden voyage, Lusitania made her first call at Cobh – it was to be the first of many.

For seven years, until the outbreak of war, she operated a fast and, for first class passengers at least, luxurious service across the Atlantic in tandem with Mauretania. On the outbreak of war, Mauretania was requisitioned by the Government – but Lusitania was not, and continued to serve as an unarmed passenger ship. Both ships were built to Admiralty specifications, in return for which Cunard received a subsidy; but although Lusitania was designed to carry 12 six-inch guns, these were never installed.





BRITANNIA RESTAURANT

DINNER

Wednesday 21 October, 2009



CANYON RANCH SPA SELECTIONS

Appetizer – Cucumber Sesame Salad 65/5/2 (V)

Entrée – Mozzarella Stuffed Chicken Breast with Tomato Salad 390/13/2

Dessert – Chocolate Kahlúa Cake 170/6/2



APPETIZERS & SOUPS

Symphony of Seafood: Salmon Mousse, Seafood Salad & Tartare of Salmon

Avocado & Tomato in Pico di Gallo

Escargots Bourguignonne in Garlic Herb Butter

New England Clam Chowder

Scotch Broth



SALADS

Green Leaves & Lamb's Lettuce, Orange Salad, Caramelized Parmesan Pecans (V)

Mixed Lettuce with Shiitake Mushroom, Balsamic Vinaigrette



BRITANNIA RESTAURANT

ENTRÉES

Rigatoni alla Rustica with Tomato Sauce, Bell Peppers and Herbs (V)

Broiled Portland Lobster Tail, Sesame Crusted Jumbo Shrimp, Parmesan Tomato Pilaf, Newburg Sauce

Roast Aylesbury Duck à L'Orange, Hazelnut Croquettes & Grand Marnier Sauce

Fillet of Beef Wellington, Perigourdine Sauce

Tian of Portabello Mushroom, Leek and Spinach Fondue, Parmesan Broth (V)



DESSERTS

Summer Berry Pudding with Semi Whipped Cream

Pumpkin Cheesecake with Cranberries and Cinnamon Crumble, Maple Toffee Sauce

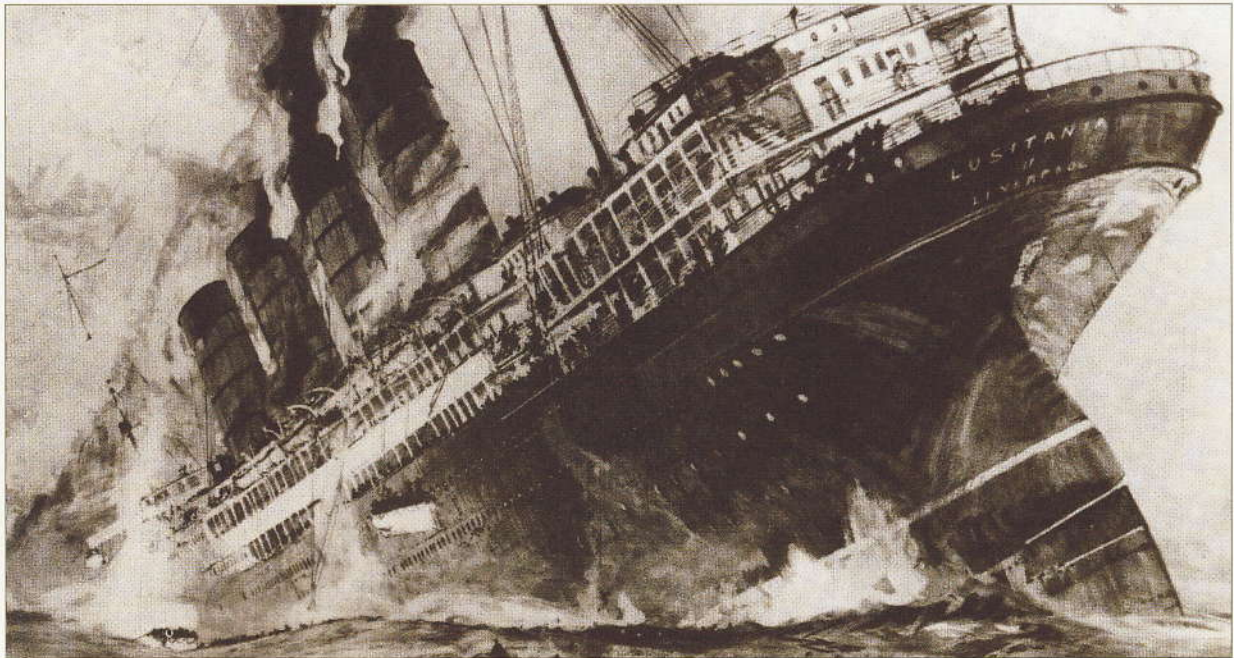
Baked Alaska with Morello Cherries

Sugar-free Angel Food Cake

Cherry Vanilla, Cookies & Cream and Strawberry Ice Creams, Praline Sauce

Cheese Selection with Stilton, Camembert, Munster, English Cheddar

Nutrition Key : Calories / Fat Grams / Fibre Grams (V) Indicates dishes suitable for Vegetarians



Nonetheless, the Admiralty did require the vessel to carry a modest amount of armaments to help the war effort in Europe, and the manifest for the 101st voyage showed that the ship was carrying small arms, ammunition and cases of shrapnel shells. Even now this raises the question of whether such cargo gave the Germans legitimacy in sinking what was an unarmed liner carrying civilians.

On the afternoon of Friday 7 May 1915, ten miles off the Old Head of Kinsale as Lusitania was making her final day's approach to Liverpool, she was torpedoed by U20 and sank within 18 minutes. Of the 1,900 people on board only 761 survived.

Many of the recovered bodies were taken to Cobh, and over 140 unidentified corpses were interred in three graves at the Old Church graveyard just outside the town. Most identified bodies were claimed by relations and sent home for burial – but over 900 missing persons were never found.

The sinking of the Lusitania, an unarmed and non-combatant merchant vessel, was one of the great tragedies of World War 1.