TRAVELING VALUE: For money, time, experience, quality, and enjoy-
ment. Each stateroom and all public rooms have been
refurbished and updated to provide a comfortable and stylish
environment.

The Crow's Nest Restaurant

Situated on the top deck, this restaurant offers a wide
choice of food and drink, with an open kitchen and
spectacular views of the sea.

The Habitation Bar

Located on the lower deck, this bar features a large selec-
tion of wines, spirits, and cocktails.

Welcome Aboard!

Welcome aboard the Queen Mary II of the Cunard Line. Pristine
beauty, elegance, and comfort await you on this magnificent
liner.
Time-table of T.5 Queen Mary II's 1935 season on the Clyde

For Sunday Services see page 12 and 13.

17/6 The Captain to Rudderless Tuesday 4th September with weekdays 8/6 or 7/6

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The Steerage will cruise

The Captain (12/6)

The Captain to Rudderless Tuesday 4th September with weekdays 8/6 or 7/6

The Queen Mary II is a luxury liner that sailed on the Clyde in 1935. The table above shows the schedule for the scheduled cruises.

PRIVATE DINING ROOM

The Queen Mary II's dining room was a luxurious space, decorated with fine tableware and silverware. The table above shows the schedule for the scheduled cruises.

COCKTAIL BAR

The Queen Mary II's cocktail bar was a popular spot for passengers to relax and socialize. The table above shows the schedule for the scheduled cruises.

ARAN, ETC.

Pleasure Cruises

Commerating Monday, 17th June, 1935.

From Glasgow Bridge Wharf (South Side)

At 10 a.m.

The Queen Mary II is a luxury liner that sailed on the Clyde in 1935. The table above shows the schedule for the scheduled cruises.

Lower Deck

Cocktail Bar
The Clyde, was soon to follow. The first passenger carrying steamers, the "King" and "Queen," brought with them the first use of paddle wheels. This novel and practical design led to the use of steam power in various forms, and the Clyde became a major hub for shipbuilding and transportation.

Paddle wheels were an innovative feature that allowed ships to move through water more efficiently. This design revolutionized the shipping industry, making travel faster and more reliable. The Clyde, with its strategic location, was well-suited for this new technology, and shipbuilders eagerly embraced the opportunity to create faster and more efficient vessels.

In 1848-1849, William Denny & Brothers introduced the paddle wheel design, known as the Denny-Brown paddle wheel. This innovation was a significant step forward in maritime technology, leading to the development of larger and more powerful steamships.

In 1892, the William Denny & Brothers shipyard on the Clyde was one of the largest in Britain, producing both merchant and naval vessels. The Clyde continued to be a hub for shipbuilding, with a long history of innovation and excellence in the maritime industry.

One of the most successful of these companies was William Denny & Brothers, which produced a wide range of vessels, from small craft to large liners. The company's reputation for quality and innovation helped establish the Clyde as a leading center for shipbuilding and marine engineering.

The Clyde, with its rich history and diverse scene, remains a testament to the ingenuity and hard work of those who have contributed to its development. Today, the Clyde continues to be a symbol of the spirit of innovation and industry that has made Scotland a leader in the maritime world.
The Queen Mary II was launched in 1933 from the Denny Yard and weighed in at 41,712 tons. She carries two funnels in black and white. She was converted back again in the shipyard in 1957. Her profile has seen many changes; down the years she lost a funnel and gained a mast in the "Clyde" scissors. Her distinctive twin funnels are replaced by a single. Since first sailing in 1934, the Queen Mary has enjoyed a number of owners and corresponding colour-schemes. Her profile has seen a number of owners and corresponding colour schemes. Her profile has seen a number of owners and corresponding colour schemes. Her profile has seen a number of owners and corresponding colour schemes. Her profile has seen a number of owners and corresponding colour schemes. Her profile has seen a number of owners and corresponding colour schemes.
THE WAR YEARS

Before this, the Queen Mary II was an ex-German ship, which was renamed by the British Admiralty. The ship was refitted and put into service in World War II as a troop transport. The ship was used to transport soldiers and supplies to different parts of the world. The ship was also used to transport humanitarian aid to countries affected by the war.

The ship was very successful in its mission, and it was able to transport thousands of soldiers and supplies safely and quickly. The ship was also able to navigate through some of the most difficult and dangerous areas of the world. The ship was very well-constructed and was able to withstand the harsh conditions of the war.

The ship was eventually decommissioned after the war and was sold to a private owner. The ship was later converted into a luxury cruise ship and is still in operation today. The ship is a symbol of the hard work and dedication of the people who built and operated it during the war.

Queen Mary II in her wartime colours.

Duncan Graham (Junior Pilot in the TSS)

Richard Ot (Summer Prince, 1938–1964)

Past Masters

Calvin Maclean
David McComish
John Cameron
Mark Brophy
Water Lemno
James Ramsey
John McGeachan
Donald MacGlashan
Donald MacGlashan

1976 – 1977
1971 – 1975
1960 – 1964
1959 – 1955
1947 – 1944
1946 – 1944
1943 – 1945

1976 – 1977
1971 – 1975
1960 – 1964
1959 – 1955
1947 – 1944
1946 – 1944
1943 – 1945

Past Masters and Old Hands
The Queen Mary’s final voyage to Livermore in 1972 was a memorable moment. After months of preparation and coordination, the ship set sail on her final journey. The atmosphere was electric as passengers and crew gathered to bid farewell to the iconic vessel. "It was a bittersweet moment," said one passenger. "We were all sad to see her go, but it was clear that she had outlived her time."

After docking in Livermore, the Queen Mary was transformed into a floating museum. Exhibits showcasing her history and importance were set up, allowing visitors to explore every aspect of her illustrious past. The Queen Mary became a symbol of our maritime heritage, a reminder of the glory days of ocean liners. "It's a shame she's gone," said one visitor. "But we're all happy to have this reminder of our past."
The whole "Queen Mary" converter room.

Four months later, the Queen Mary was on the move again.

During the restoration process, essential modernisation work became part of the conversion project. While experts approved the work, modifications and improvements were carried out to ensure the vessel was fit for purpose. In June of 1998, the restoration was completed.

Chatham Historic Dockyard in Kent.

For ten years the Queen Mary lay dormant in the Dockyard. For five months she was put into dry dock at Ceylon P.O. and her hull strutted. However, the Queen Mary was last restored in December 1987, when the ship was prepared for service.

However, the ship was laid up at Chatham for ten years. The Queen Mary's hull strutted inaccurately, and it was

A QUEEN RESTORED
On the move again... Queen Mary leaves Chatham Docks...
Walter Bowie, the National Maritime Museum, Peter Hare, Colin Goudie, Fred Walker, Duncan Graham, Robert Humphreys, Richard Ott, Douglas Russell, Robin Denny, Edward Denny, Gordon McRae, John Graham, Graham Lumsdell, John Lumsdell

Mary O'Hara, Ian Mccombie, Lee Vagle, Graham Lumsdell, John Lumsdell

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