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T.S. QUEEN MARY

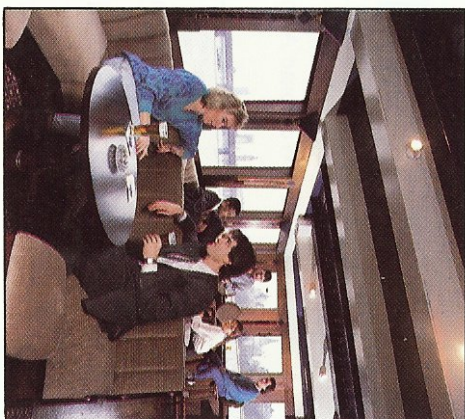
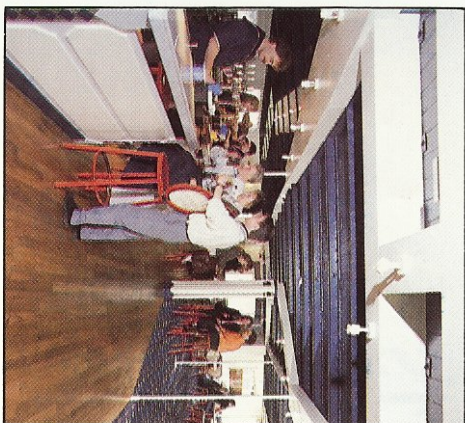
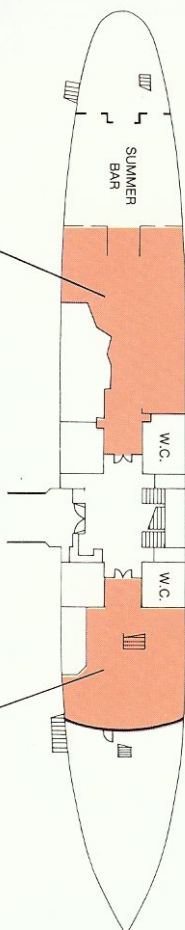
David Griffiths



WELCOME ABOARD!

Welcome aboard the old Turbine Steamer Queen Mary! Hailed as "Britain's Finest Pleasure Steamer" on the Clyde in the 'thirties, she is now, without doubt, Britain's Finest on the Thames.

Promenade Deck



TAPAS BAR

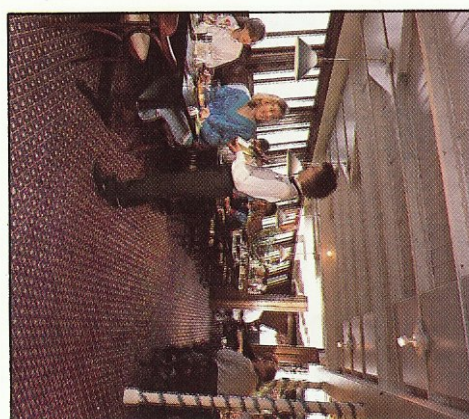
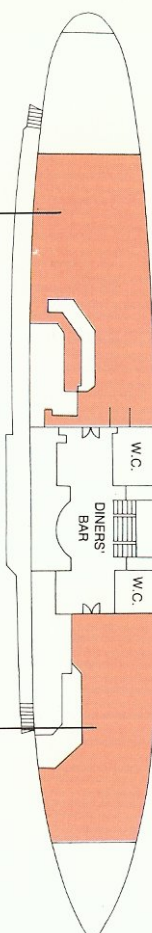
To the stern the open feel to the Promenade Deck has been retained in creating the Spanish-style Tapas Bar, where a range of snacks and cocktail specialties is served.

SALOON BAR

This was originally the enclosed Observation Lounge, furnished with row upon row of deep, comfy sofas, which were later replaced with modern benches. Now the area has been converted into a sumptuous Saloon Bar, but still with a distinctively nautical flavour.

In both these bars a wide choice of Charrington and speciality beers, wines, spirits, and soft drinks is offered.

Main Deck

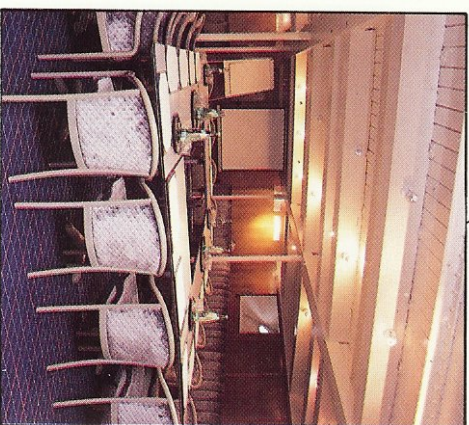
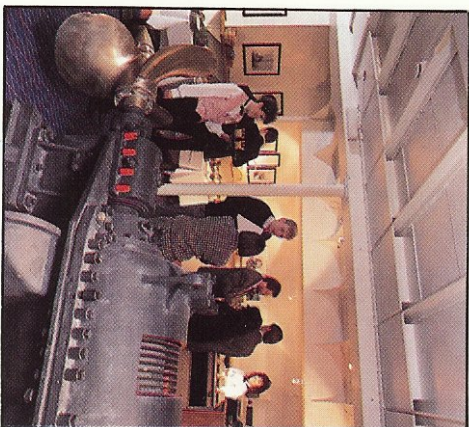


PAPAVEROS RESTAURANT

In 1933 this area was the Third Class Tea Room and Soda Bar. When all the Clyde steamers were made one-class in 1950, it was converted into a self-service cafeteria. It is now a Mediterranean-style Papaveros Restaurant, serving all the colourful flavours of the Continent. Both the food and the service to be found here now are quite simply top class!

TOBY CARVING ROOM

When the First Class Dining Saloon was located here in the 'thirties, its positioning was considered most novel — traditionally these were to be found to the stern. The move meant that passengers were treated to a delightful view of the river while they ate. It's a different river but there is no less interesting a view to be had from the Toby Carving Room. Traditional roast joints, excellent quality and outstanding value for money.



The old engine room has been refitted to house a small cocktail bar, to service the adjoining Private Dining Room. The walls have been decorated with photographs and pictures tracing the Queen Mary's fascinating history, and one of her original 1933 turbines stands as a mighty testament to her years on the Clyde.

In 1971 this delightful room was converted into the "Queen's Restaurant" as part of a major refit that year. Thereafter, it was in this room that the famous portrait of HM Queen Mary was hung. This picture was presented to the owners of the vessel by the Cunard Directors in 1935 (see p.9). Now the refurbished room can be hired, along with its adjacent bar, for private functions and dinners — for the event that you want to be that little bit special.

TO
ARRAN, ETC.
(not landing)

From GLASGOW Bridge Wharf (South Side)

	Steamer Outwards	Steamer Inwards	FARES FOR THE CRUISE		1st Cabin with Lunch and High Tea	1st Cabin with Lunch and Plain Tea
	a.m.	p.m.	1st Cabin	2nd Cabin		
GLASGOW						
Bridge Wharf (South Side)	10 0	8 30	5/-	4/-	10/-	9/-
GOVAN	10 10	8 20	}			
RENFREW	10 30	8 0				
DUNNOON	12 15p	6 5				
ROTHESAY arrive	1 0	—	2/-	—	—	—
ROTHESAY depart	1 15	5 30	}	—	—	—
CRAIGSMORE	1 20	5 10		—	—	—
LARGS	2 0	4 30		—	—	—
MILLPORT (Keppel)	2 10	4 15	1/3	—	—	—

The Steamer will Cruise	
On Mondays ..	to BRODICK and CORRIE
On Tuesdays ..	to LOCHRANZA
On Wednesdays ..	to LAMLASH
On Thursdays ..	to SKIPNESS (Kintyre)
On Fridays ..	Round INGHMARNOK
On Saturdays ..	to FALLEN ROCKS (Arran)

Sail (1st Cabin) to Rothesay, Largs or Keppel with Meals, **8/6** or **7/6**
 * T.S. "KING EDWARD" will sail on Saturdays.

For Sunday Services see pages 12 and 13.

QUEEN MARY — QUEEN OF THE CLYDE

It is said that when the first paddle-steamer, Henry Bell's "Comet", made its debut on the Clyde in 1812, those who saw her fled in terror, convinced that they had witnessed some monstrous water-creature of Satanic origin. As the years passed, however, hearts were quickly won by this new form of transport, and within a century there were dozens of shipyards along the Clyde maintaining a steadily growing fleet of steamers.

In the early twentieth century the upper reaches of the Clyde were a kaleidoscope of colour — the blue and black funnels of the Anchor-Brookebank Steamers, the red, blue and white of Burns-Laird, and the white and black of Messrs. William Sloan & Co, to name just a few. The tradition of going "doon the watter" — spending the day cruising down-river by steamer to the Clyde Coast — was rapidly becoming established, and the steamer companies catering for this taste were thriving.

One of the most successful of these companies was Williamson-Buchanan Steamers, rival to the great railway fleets of the LMS and LNER; the LMS operated most of their steamers through their subsidiary, the Caledonian Steam Packet Company.

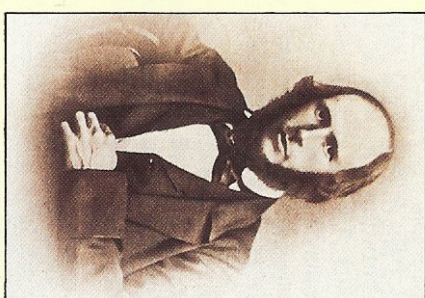
In November of 1932 an order was put in by Williamson-Buchanan to the world-renowned Denny Shipyard at Dumbarton for a new pleasure steamer to add to their proud fleet. They badly needed to stem the phenomenal success of the two latest Caledonian 'Duchesses' — "Duchess of Montrose" and "Duchess of Hamilton" — which had been launched in May 1930 and May 1932 respectively.



The great new challenger was to be powered by three huge steam turbines operating off one coal-fired Scotch boiler. Such a project was in safe hands since it was at the very same yard, some thirty years earlier, that the pioneering work on steam turbines had been done.

DENNY AND BROTHERS, Shipbuilders 1849—1963

In an age of sail, William Denny produced his first steam ship in 1812 — an example of the visionary foresight which was to characterise the shipyard of his sons. With the installation of the world's first privately-owned experimental ship test-tank in 1883, the vessels built at Dumbarton became noted for their advanced conception and innovative engineering. The Dennys were pioneers in many fields — in their use of steel, in developing their ingenious construction techniques and in their work with steam turbines. However design and development were not restricted solely to conventional vessels. In 1908 a helicopter was built, flying eventually in 1912. Hydrofoils enabled the Denny PT109 to attain over 50 knots in 1943, while in the 1950s, four Rolls Royce jet engines were fitted to the venerable paddler, "Lucy Ashton".



Sea-sickness sufferers everywhere owe an additional debt to the yard in Dumbarton. Denny-Brown vessel-stabilisers were developed there, and have since been used on ships the world over.

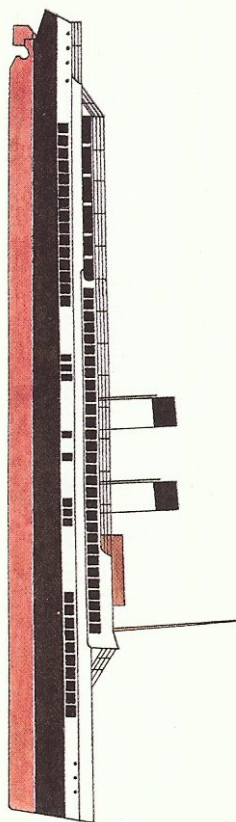
R.D.L. DENNY

Turbine steamers had been met with the same wary reception given to paddle-steamers before them. Sir Charles Parsons, designer of the first steam turbine, was unable to interest the British Admiralty in his idea despite having himself built a successful experimental turbine steamer, the "Turbithia".

Frustrated by these stubborn rebuffs, Parsons sent the Turbinia to weave in and out of the Admiralty ships at a naval review at Spithead. The Admiralty had at last to take notice, and Parsons' stunt resulted in two torpedo ships, "Cobra" and "Viper", being built with turbines. The first passenger turbine steamer, the "King Edward", was soon to follow.

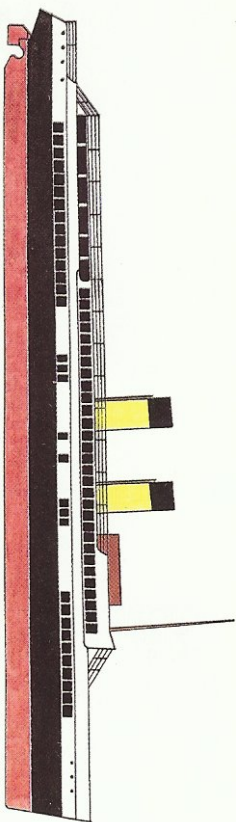
CHANGING HANDS AND CHANGING FACES

Since first taking to the Clyde in the thirties, the Queen Mary has enjoyed a variety of owners and corresponding colour-schemes. Her profile too has seen many changes down the years — she lost a funnel and gained a mast in the fifties, and has been converted back again in the eighties!



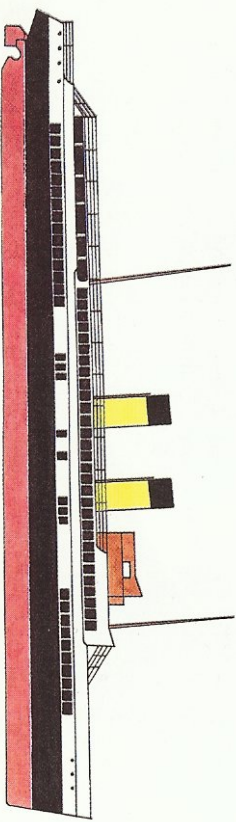
1933

The original Queen Mary — launched in 1933 from the Denny Yard. Weighing in at 817 tons, she carries two funnels in black and white and a single mast of Oregon Pine.



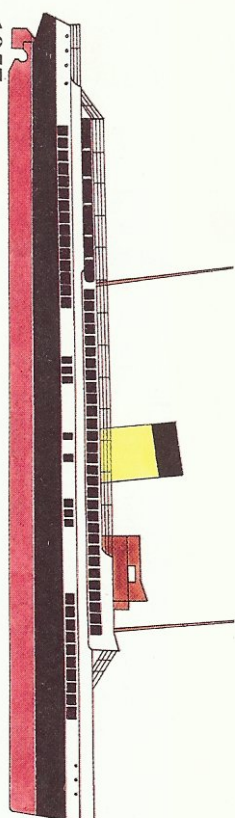
1946

No longer needing the camouflaging greys and blacks of wartime, the Queen Mary II takes up her public sailings once more, now carrying the yellow and black funnels of the Caledonian Steam Packet Company.



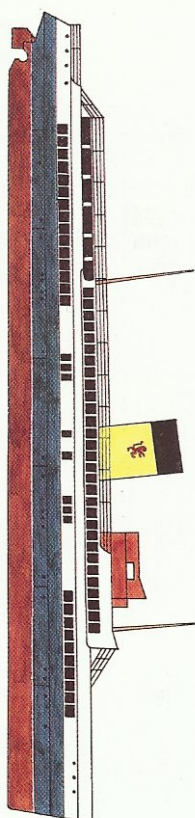
1954

A permanent wheel-house has been installed in 1948, and in 1954 an aft mainmast is fitted, to comply with a new navigational lighting requirement.



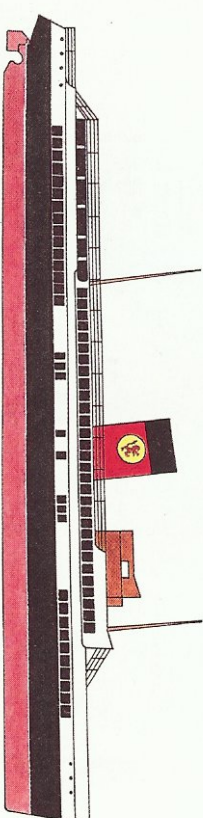
1957

The Queen Mary II's distinctive lean funnels are replaced by a single, broader one as part of a major conversion programme. Her original coal-fired boiler is replaced by a Yarrow watertube oil-fired model.



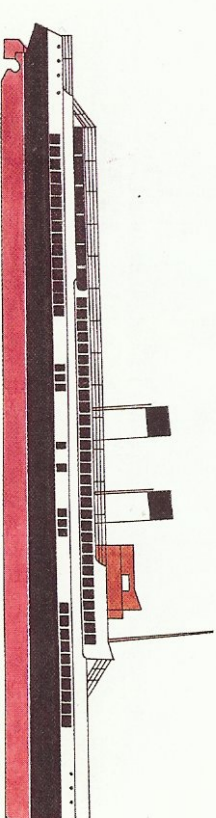
1969

Now in the brown and monastral blue she has enjoyed since 1965, the Queen Mary II undergoes a conversion universally condemned by Clyde steamer enthusiasts. Her masts are pruned to allow her free passage beneath the newly built Kingston Bridge. (Ironically, due to roster changes, she never had to sail under it).



1973

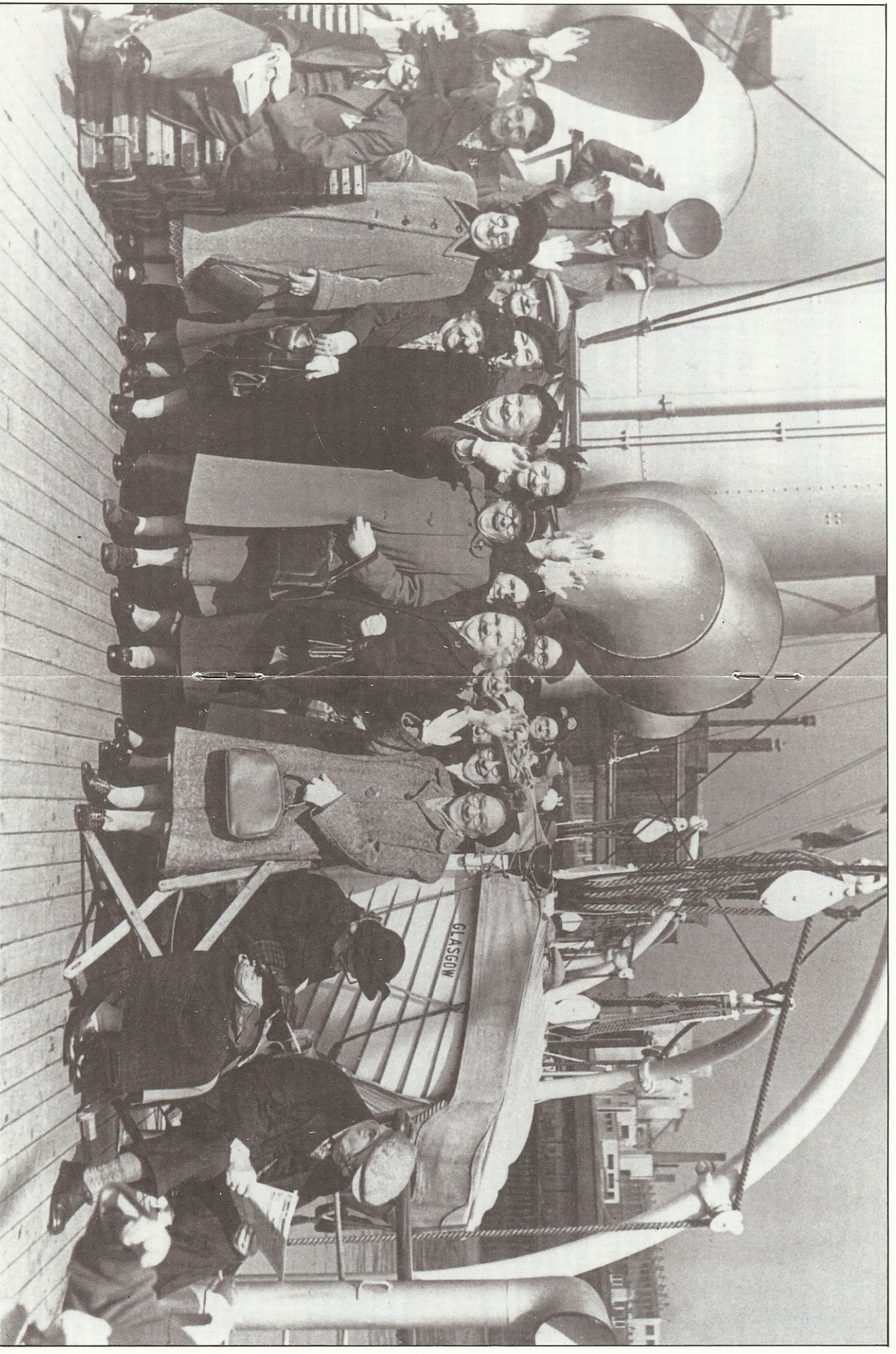
The Caledonian Steam Packet Company is renamed Caledonian MacBrayne on January 1st, incorporating the MacBrayne vessels sailing to the Western Isles. The merger is reflected in the Mary's new colours — MacBrayne's red funnel bearing a yellow disc as background for the Caledonian 'rampant lion'.



1988

Toby Restaurants take the Queen Mary fifty-five years back in time with a nine-month restoration programme.

(Photo: courtesy of The Glasgow Herald)



Pensioners' Outing "Doon the Water" c. 1936 The Glasgow Corporation regularly chartered the Mary for such events.

PAST MASTERS AND OLD HANDS

Past Masters

1933 — 1943	Donald McKinnon
1944 — 1946	Fergus Murdoch
1946	John McGlashan
1947 — 1954	James Ramsey
1955	Walter Lennox
1956 — 1959	Mick Brophy
1960 — 1970	John Cameron
1971 — 1975	David McCormick
1976 — 1977	Callum Maclean



Donald McKinnon
(First Captain
of the Queen Mary)

Richard Orr (Summer Purser, 1958—1964)

"Working as a Summer Purser on the Clyde Steamers was understandably a job much coveted amongst university students. To achieve this position on the Clyde's number one turbine steamer, as I did, was a prize indeed. 1958 took me to the Glasgow run and Queen Mary II, busiest and most august of the Clyde fleet. Her genial Irish Skipper, Mick Brophy, was delighted with his charge, and you could set your watch by her timings on the river."

Duncan Graham (Junior Purser in the 'fifties)

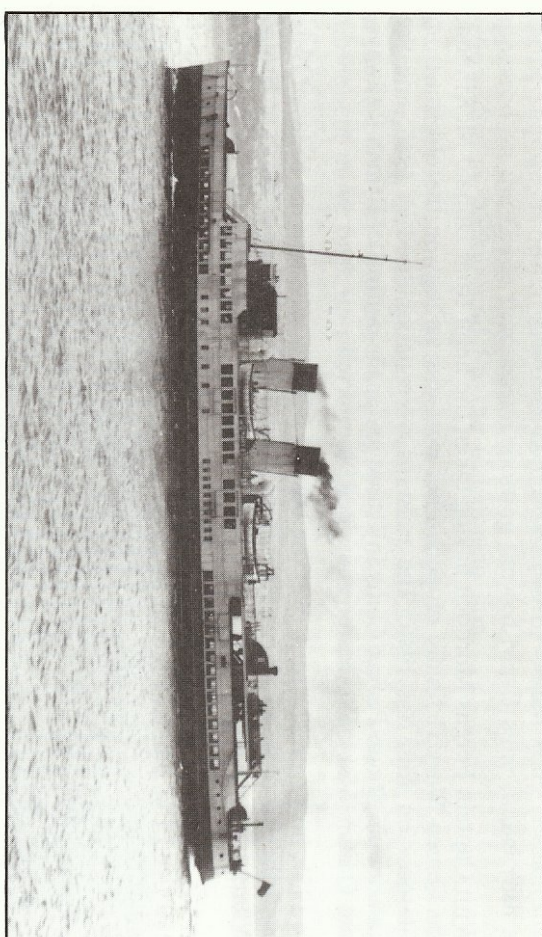
"The Queen Mary was not a greyhound like the Duchess of Hamilton or the Duchess of Montrose, but she made her way majestically every day from Glasgow to the Kyles of Bute where she spent an hour at Tighnabruach. She was given priority at every pier and the new-fangled car ferries were instructed to keep out of her way, particularly at tea-time in Rothesay when the pier was busy."

The standard 5s 6d tea in those days was a choice between fish and chips, bacon, sausage and egg, and meat salad, followed by scones and cakes and as much tea as you could consume. Consumption of alcohol was not, of course, allowed in the restaurant, which rejoiced in crisp white linen and old fashioned cutlery and teapots resplendent with the company crest."

THE WAR YEARS

Lamentably little is known of the Queen Mary II's war record. That these years have gone AWOL is thanks to the single-handle efforts of the nightwatchman employed to sleep on the ship and act as her caretaker in the late seventies. One wintry evening in 1979, the Glaswegian businessman who had bought the Queen Mary from Glasgow District Council decided to make a late night visit to his new vessel, which was then berthed in Greenock. Making his way up onto the Boat Deck, he came upon the nightwatchman cheerily warming his hands over a pile of flaming documents, a 'heap of old papers' he had found stashed away on the Bridge. Amongst the smouldering ashes was the complete set of war log books.

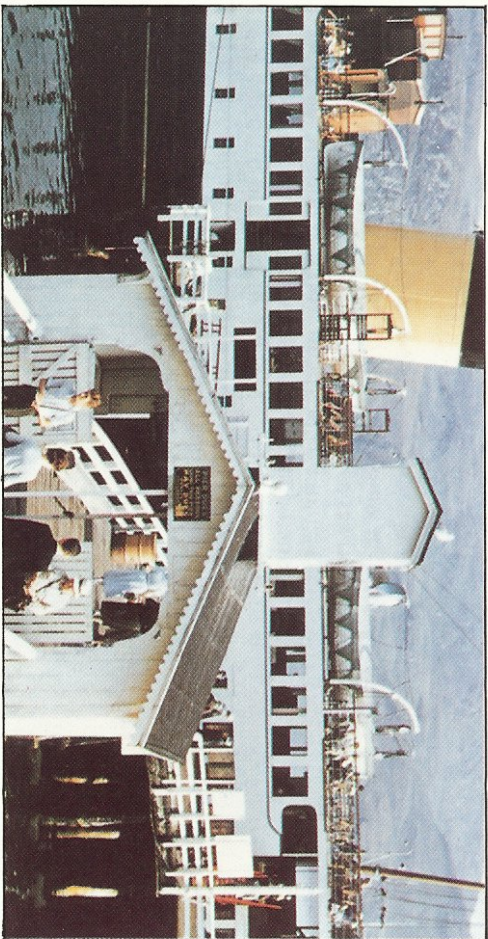
What is known, however, is that the Queen Mary II spent many of those war years operating close to the Clyde's submarine net boom. This extraordinary arrangement of steel netting stretched across the Clyde from Dunoon to the Cloch Lighthouse, affording those areas up-river a safe-guard, unique at that time, from German U-boats.



Queen Mary II in her wartime colours.

Behind this net the Queen Mary II ran a ferry service between Gourock and Dunoon, and tendered to those larger vessels, including her Cunard big sister, whose size made it impossible for them to moor at a pier. These ships would tear past the Isle of Arran at speeds of up to 20 knots, for at that point there was still a very real danger of submarine attack, heading for the sanctuary offered by the net boom.

Having safely made it to the Tail of the Bank, the boom would be raised once more, and the Mary could set about ferrying troops back and forth, and servicing the larger ships with provisions, fuel and munitions.



Queen Mary II at Tighnabruach Pier

With Captain Fergus Murdoch having taken the helm from Donald McKinnon, the Queen Mary II finally reopened her post-war sailings on the old run from Glasgow on June 1st 1946. The railways were nationalised in 1948, and the Caledonian Steam Packet Company came under the control of British Railways, but Queen Mary II's roster remained unaffected.

In 1951, however, she took over the busy 11.00 daily sailing to the Kyles of Bute from the Broomielaw, a run she retained until 1969, when her berth at Bridge Wharf was closed by the Clyde Port Authority.

In the meantime, she had undergone several changes, the most radical of which had been the replacement of her coal-fired boiler in 1957. The new, oil-fired, boiler was far more efficient than the old one, though only half its size, and consequently only a single funnel was now required.

While steamer enthusiasts up and down the Clyde were dreading a monstrous, squat replacement for her distinguished twin-set, the ship that emerged from Barclay, Curle and Co. Ltd. on May 15th 1957 allayed all such fears at once. The general opinion was that the new funnel was splendidly proportioned and made the Mary look twenty years younger.

With Bridge Wharf closed after the 1969 season, the single-funnelled Queen Mary II was brought down-river to Gourrock, where she resumed her daily sailings. While perhaps lacking the bustle of the Broomielaw, these days were certainly not without incident.

On one memorable sailing to Dunoon in 1972, Queen Mary II collided with an American tug, the USS Natick. A heavy fog was hanging over the river and a close eye was being kept on the radar as the Mary nosed out of Gourrock. Some five minutes out into the Clyde, the Master, Captain David McCormick heard a sound signal on the Port bow. His report of the incident takes up the story.

"The engines were stopped and the frequency of the Mary's whistle signals increased. About the point when the target came too close to be seen on the radar, it was seen visually crossing from Port to Starboard and about 100 feet away.

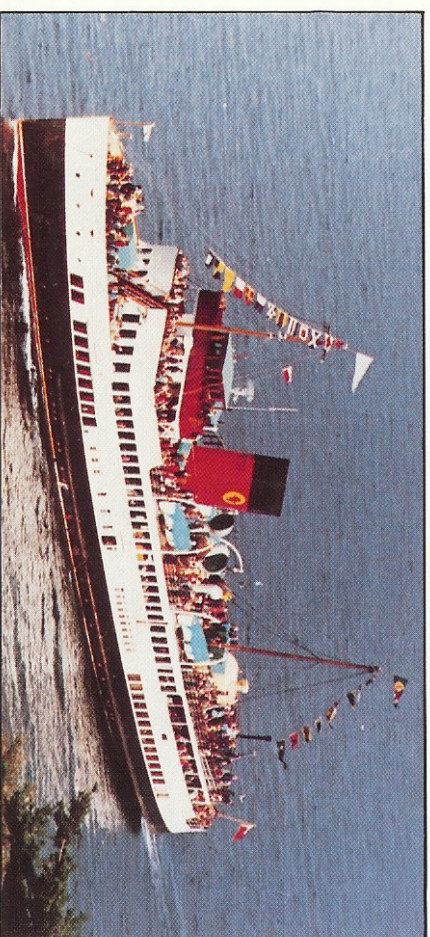
Engines were placed 'Emergency Full Astern' and the whistle signal of three short blasts was made. QMII was starting to make sternway when the Natick, whose engines were going 'Full Back', struck the bow running a half length before checking and gathering sternway to disappear into the fog. QMII then returned to Gourrock for examination and temporary repairs."

The report concludes, somewhat testily, "It was noted at the time of the incident that the Natick made no attempt to ascertain if the QMII required any assistance." Upon seeing the damage, Fergus Murdoch, Captain of Queen Mary II for three years, solemnly pronounced, "A few feet nearer the bow, and she'd have gone down like a stone."

On January 1st 1973 the CSP Co. was renamed Caledonian-MacBrayne, incorporating the Western Isles' vessels of David MacBrayne Ltd. This new partnership was reflected in a fresh colour scheme for Queen Mary II when she appeared on the Clyde that season sporting the red MacBrayne funnel with a yellow disc as background for the Caledonian lion.

Queen Mary II continued to sail down-river daily, in the face of ever-increasing operating costs and falling trade. A 'Calmac' publicity drive in 1976, culminating in the Queen Mary II at last dropping the 'II' she had borne since 1935, and her subsequent move back up-river into Glasgow once more, could only delay the inevitable.

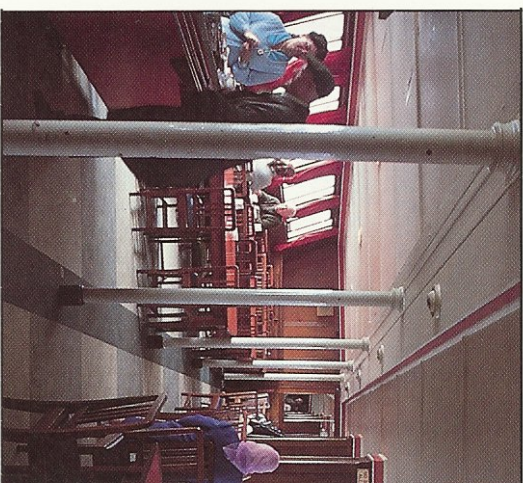
The Queen Mary gave her last cruise — an evening showboat from Largs to Rothesay — on 12th September 1977.



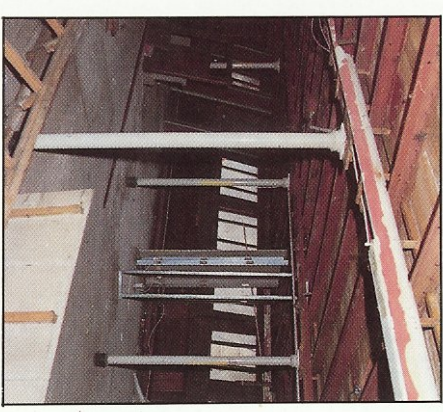
T.S. Queen Mary, 'Calmac-style', carrying a single, red funnel for her last few seasons on the Clyde

A QUEEN RESTORED

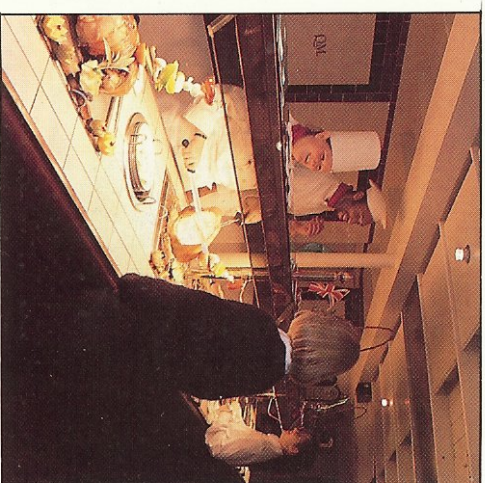
For ten years the Queen Mary's future looked increasingly uncertain, and it was feared that she might well be following her fellow Clyde-favourite, the Duchess of Hamilton, down-river to the breakers' yard. However the threat was at last reprieved in December 1987, when Toby Restaurants Ltd., part of Bass PLC, bought her and put her into drydock at Chatham Historic Dockyard in Kent.



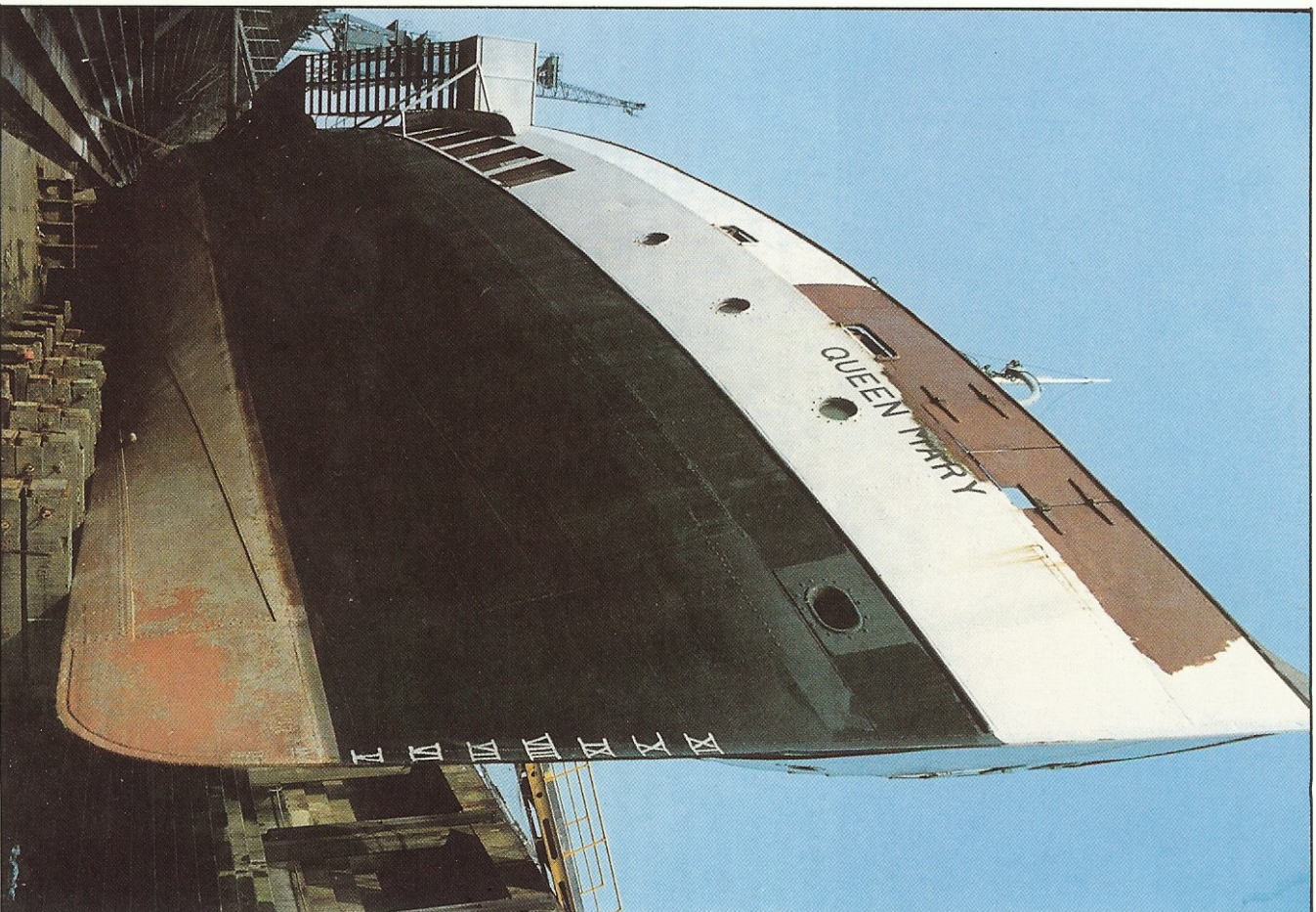
In 1971, the Dining Saloon towards the bow of the Main Deck was converted into a self-service cafeteria. While not meeting with everyone's approval, the conversion was seen as part of an essential modernising refit that season.



The same area — June 1988. Extensive internal work throughout the ship was necessary to prepare the Queen Mary for her new life on the Thames.



Four months later, the completed 90-cover Toby Carving Room. The whole Queen Mary conversion project ran up a bill of more than two million pounds, and represented some 65,000 man-hours.



A forlorn Queen Mary sitting in drydock at Chatham early in 1988

“DOON T’ WATERLOO” — her final voyage

“And the salinity of the Medway?” inquired the Harbour Master, Captain Bull, pen poised.

It was the final pre-tow meeting between the Port of London Authority, Crescent Shipyard, and Ron Livett, the tug-master responsible for moving the Queen Mary up the Thames later that week.

Measuring 260 feet from bow to stern, and weighing in at 800 tons, the Mary was to be by far the largest vessel ever to be towed so far up the river. Even with her two funnels dismantled and her mast removed, the clearances under the various Thames bridges were still going to be tantalisingly tight. A detailed towing schedule had already been drawn up, but everyone was anxious that nothing had been overlooked.

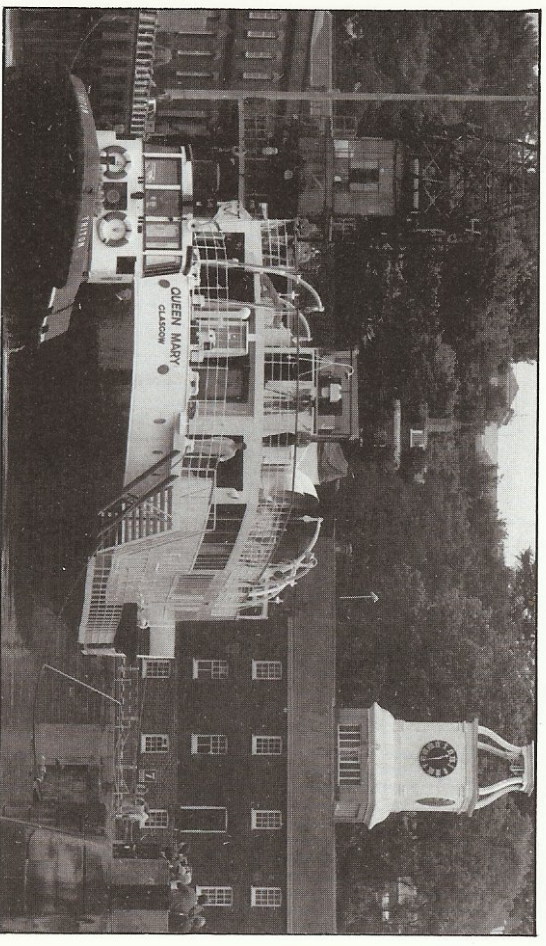
A test-flooding of the drydock at Chatham two weeks prior to this meeting had revealed the Queen Mary to be ‘stern-heavy’, her bow riding far too high in the water. Twenty additional tons of concrete had since been laid beneath the lower deck planking, but no one was precisely sure how this would affect her water-line.

An additional consideration, and the reason for the Harbour Master’s concern, was the fact that the same vessel sits differently in different tidal rivers. The saltier the water, the higher the vessel will ride. Therefore, even if the test-flooding had shown the Queen Mary to be perfectly inclined, it wouldn’t necessarily have shown how she would float on the Thames.

As the variables multiplied, the estimated bridge clearances, which had been calculated some time before, began to look ever more approximate....



Steady as she goes.....Queen Mary inches toward Southwark Bridge



On the move again... Queen Mary leaving Chatham Historic Dockyard

Friday morning dawned calm and clear, to reveal the Queen Mary huddling close to the underbelly of the huge battleship, HMS Belfast.

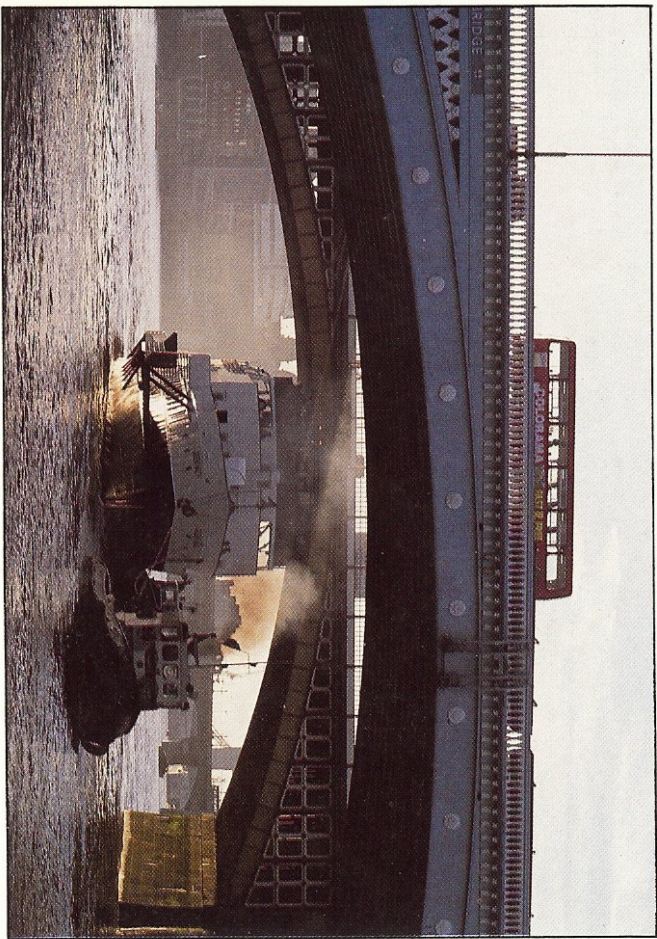
The previous day's gales had made the Chatham-Gravesend leg of the journey perilous in the extreme, and for a time the whole operation had seemed to be in jeopardy. However, at five-thirty the next morning, ahead of schedule owing to a tide far lower than expected, the tugs set off again with the Mary in tow. It was this stretch up the Thames, from the Pool of London to Waterloo Bridge, which had been causing all the headaches.

The first obstacle to be negotiated was London Bridge, particularly tricky since on the river-bed directly beneath it lies the rubble from the old, collapsed bridge. Timing was therefore crucial to ensure that the weighty tugs didn't ground on this shelf of debris, while at the same time allowing the Queen Mary enough clearance under the bridge itself.

Next was Cannon Street Bridge which, as expected, proved to be the tightest of the six. Ron held off down-river for ten, perhaps fifteen, minutes before throwing open the throttle of his tug, 'Warrior', and easing the mighty Clyde Steamer through with a heart-stopping 20cm to spare.

Even now it wasn't all over — Southwark Bridge's tight arches afforded merclessly little room for error, while the alignment of the two Blackfriars Bridges meant that they had to be approached from the most awkward of angles.

It had been a close thing, but by 9.00 that morning, London's newest tourist attraction was safely moored at Waterloo Pier. T.S. Queen Mary's last voyage — and probably her most treacherous to date — had come off without a hitch.

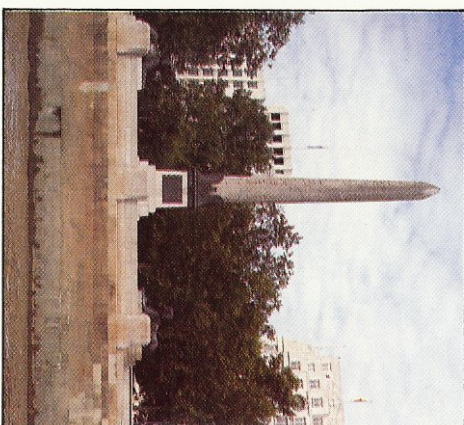


A VIEW FROM THE BRIDGE

The T.S. Queen Mary is now moored next to Waterloo Bridge, at the very spot where another Denny Brothers' steamer, the Old Caledonia (formerly the P.S. Caledonia), was berthed until 1980.

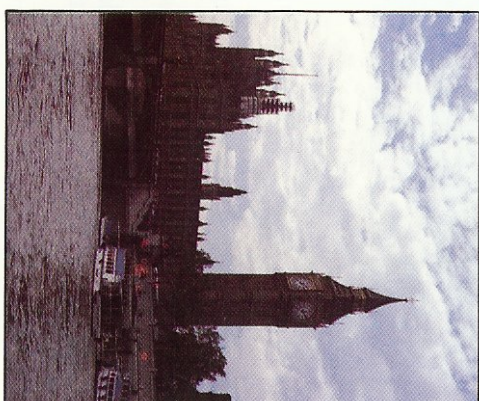
The Queen Mary's expansive promenade deck, which once looked out on Groucho and and Dumoon, Tighnabruich and Lochgoilhead, now affords views of some of London's most famous landmarks.

Waterloo Bridge itself has more than a little history about it — originally built in the early 19th century by John Rennie, it was rebuilt during the Second World War. Consequently, the bulk of this rebuilding work was carried out by women.

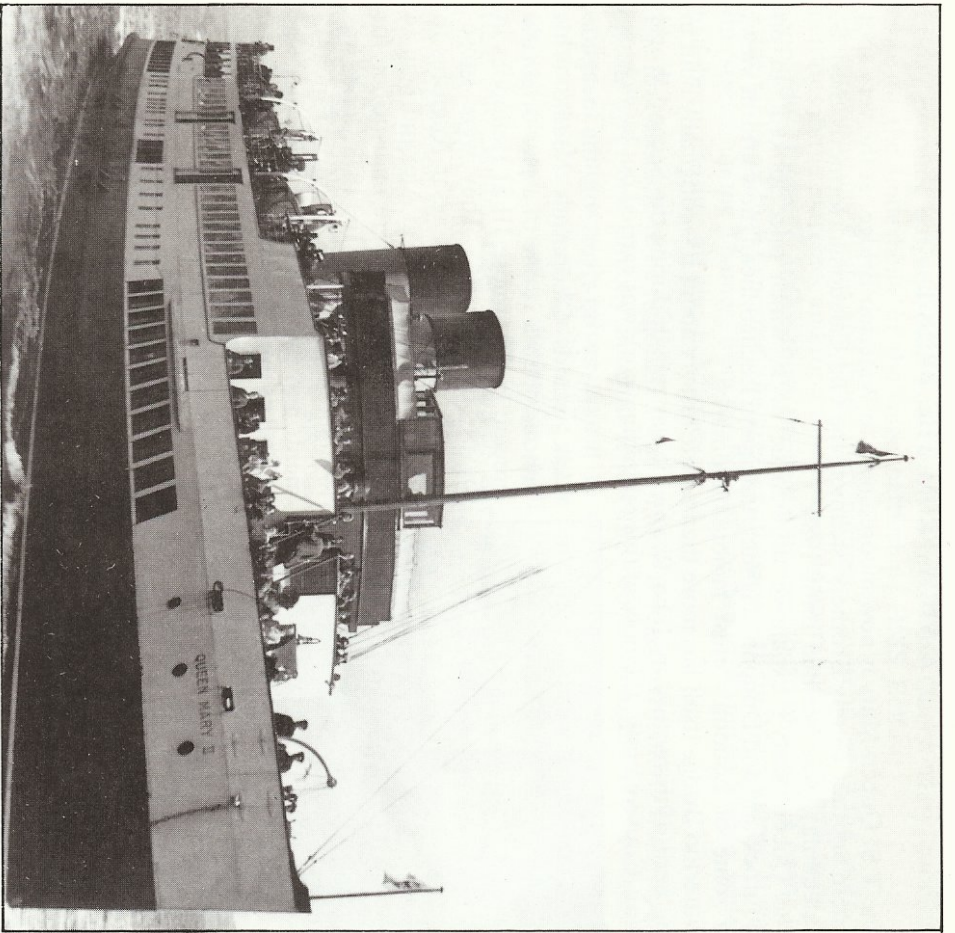


A little way up-river, on the nearside bank, stands Cleopatra's Needle. This famous obelisk is one of a pair originally erected by Thutmose III at Heliopolis in Egypt, in 1500 BC. They were subsequently removed by Caesar Augustus to adorn the Caesareum at Alexandria in 14 BC, and remained there undisturbed for nearly 2000 years. In 1878, one was brought here, to the Victoria Embankment, and two years later the other was moved to the United States, where it now stands in Central Park, New York City. The Needles are hewn from rose-red Syene Granite, and each weighs about 200 tons.

Looking further up-river, the eye is inevitably drawn to the familiar face of 'Big Ben' — the nickname given to the 13-ton bell which hangs in St. Stevens clock tower at the north end of the Houses of Parliament. Named after the portly first Commissioner of Works, Sir Benjamin Hall, Big Ben was the brainchild of the brilliant English lawyer and clock enthusiast Lord Edmund Beckett Grimthorpe. Installed, despite bitter opposition, in 1859 the World's most famous clock has a 13.5 foot pendulum with a 2-second swing. Each of her four faces measures 22.5 feet across and each minute-hand weighs two hundredweight. The clock's amazing accuracy is maintained and adjusted by adding or taking away pennies and halfpennies from a tray attached to her massive pendulum.



Other landmarks to be spotted include the World-famous Savoy Hotel, opened in 1889 by Richard D'Oyly Carte, and, across the water, County Hall. Once the headquarters of the now-defunct Greater London Council, the building was sold for a reported £300 million, for conversion into a 5-star hotel.



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