Naming ceremony programme from January 8th, 2003

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I am delighted to welcome you to what is an historic day not only for Cunard Line but for Great Britain - the naming of Queen Mary 2. All of us at Cunard feel a great sense of pride in our new flagship. A pride that comes not only from the distinguished heritage of Cunard liners of the past, but from the visionary achievement of building an ocean liner for the 21st century.

It was over 160 years ago that Samuel Cunard stood on the deck of his first steamship, Britannia, as she set out from Liverpool on the first ever scheduled steam crossing of the Atlantic. Back then, he could not possibly have envisaged the great dynasty that was to come: over 250 Cunard ships, each generation bigger, faster and more luxurious than the one before. They included the most famous maritime names of all time, ranging from the little worldhorse Carpathia which sped through an icefield at night to rescue all the survivors of the Titanic, to the Mauretania, Queen Mary, Queen Elizabeth and the iconic Queen Elizabeth 2. Today, we introduce the biggest and most luxurious passenger ship of them all, Queen Mary 2.

Many thousands of man-hours went into the planning, construction and outfitting of our new flagship, and we are thankful to all those who contributed to her making. Queen Mary 2 is a ship of superlatives, a true ocean liner, and we are confident that she will win the devotion of the many thousands who will sail upon her in her maiden season and for forty years to come. As we cross the Atlantic and sail to the far corners of the globe, we will provide for them a haven of graciousness and gentility, entertainment and activity, fine dining and exemplary service. These are the attributes that have made Cunard ships the most famous ocean liners in the world. Today Queen Mary 2 rightly takes her place among the legends.

Pamela Conover
President, Cunard Line
Cunard Line is honoured to welcome Her Majesty The Queen and His Royal Highness The Duke of Edinburgh to Southampton today, Thursday 8 January 2004.

The Queen has graciously consented to name Queen Mary 2, the new Cunard flagship.

There is now something of a tradition of Cunard liners being launched by senior members of the Royal family. Not only did The Queen name QE2 in 1967, but Her Majesty also performed the ceremony for Caronia, the ‘Green Goddess’, in 1947. Similarly the late Queen Mother, as Queen Elizabeth, launched Queen Elizabeth in 1938, and The Queen’s grandmother Queen Mary, wife of King George V, launched Queen Mary 2’s namesake in 1934 – and in so doing became the first reigning Queen ever to launch a merchant ship.

THE MOST FAMOUS OCEAN LINERS IN THE WORLD™
**1998**

8 June

‘Project Queen Mary’ announced just one week after Carnival Corporation completes its purchase of Cunard Line. Plans to undertake the design and development of a new class of transatlantic liner unveiled.

**1999**

8 November

Cunard announces that the general arrangement plans for the new liner completed, ‘Project Queen Mary’ to be the largest passenger ship ever built. First image released.

**2000**

10 March

Letter of Intent signed with Chantiers de l’Atlantique shipyard in France for the £550 million Queen Mary 2.

**2001**

6 November

Formal contract signed in Paris by Micky Arison (Chairman and CEO of Carnival Corporation) and Patrick Bousquet (President AUREUM Marine and Chairman and CEO of Chantiers de l’Atlantique). At the same time in London the interior design for Queen Mary 2 is unveiled.

**February**

Tank tests of Queen Mary 2 model successfully completed.

**November**

Cunard announces Canyon Ranch will operate the Health Spa.

**2002**

16 January

Pamela Conover, Cunard’s President, presses the button to cut the first sheet of steel for Queen Mary 2.

**March Update**

- 73% of steel material ordered
- 2 panels (out of 580) completed
- 6% of the steel cut

**11 June**

Cunard announces Maiden Voyage date (12 January 2004) and 2004 schedule for new flagship.
June Update
- 94% of steel material ordered
- 62 panels (out of 580) completed
- 26% of the steel cut (8,700 tons)

4 July
Keel Laying Ceremony takes place.

8 - 11 August
First block of Queen Mary 2 floats for the first time and moves into the second position of the building dock.

September Update
- 273 panels (out of 381) completed
- 70% of the steel cut (33,500 tons)
- 14 blocks (out of 97) are on board

1 December
Queen Mary 2 floats down to the thicker end of the dry dock.

2003
January Update
- 620 panels (out of 620) completed
- 100% of the steel cut (33,750 tons)
- 94 blocks (out of 100) are on board

5 February
450 crew cabins and 8 balcony cabins have been loaded by this date. About 87% of cabin windows and portholes are installed.

16 March
Matte Sleeping Ceremony takes place

21 March
Queen Mary 2 leaves the building dock for the first time and is moved to the filling out basin.

May Update
- Approximately 1,000 of the 2,017 passenger and crew cabins have been installed
- Installation of funnel and mast completed

June
The painting of Queen Mary 2's exterior begins. Installation of the four "pods" completed.

25 - 29 September
Queen Mary 2 takes to the open sea for the first time and undergoes her first sea trials.

7 - 11 November
Queen Mary 2 undertakes Owner's Trials.

22 December
Queen Mary 2 handed over to Cunard.

2004
8 January
Queen Mary 2 is officially named in Southampton.

12 January
Queen Mary 2 departs on her 14-day Maiden Voyage from Southampton to Fort Lauderdale,
THE NAMING CEREMONY

QUEEN MARY 2

PROGRAMME

Thursday 8 January 2004
Southampton

MASTER OF CEREMONIES
Mr Michael Buerk

THE MOST FAMOUS OCEAN LINERS IN THE WORLD™
PERFORMER BIOGRAPHIES

Anthony Inglis ARCM

Anthony Inglis, recently described in the UK press as "one of Britain's most popular conductors" is also one of the most sought after. He leads a busy international conducting career, appearing with some of the greatest orchestras in concert halls and recording studios around the world. He has conducted three royal concerts: one with the Royal Philharmonic in the presence of HRH The Queen and HRH The Duke of Edinburgh; another with the Royal Ballet Sinfonia in the presence of the late Diana, Princess of Wales; and another with the London Philharmonic in the presence of HM The Prince of Wales.

The Band of Her Majesty's Royal Marines, Portsmouth

The origins of the Royal Marine bands in the Portsmouth area can be traced back to the middle of the 18th Century. However, the present Band is a direct descendant of the Band of the Royal Marine Artillery, who were formed in January 1861. The Band was involved with the Royal Yachts from HMS Victoria in 1862 to HMS Britannia which was decommissioned in 1997. Some of the more notable engagements undertaken by the Band since the Second World War have included Her Majesty The Queen's Coronation in 1953, Sir Winston Churchill's state funeral in 1965 and The Queen's Golden Jubilee celebrations in 2002.

Royal Philharmonic Orchestra

The story of the Royal Philharmonic Orchestra is as colourful and dramatic as its reputation for great music-making is world-renowned and well-deserved. The Orchestra was founded by Sir Thomas Beecham in 1946. He set out to create a world-class ensemble to bring the greatest music ever composed to every corner of the United Kingdom. Since then, the Orchestra has been guided by a series of distinguished music directors – since 1996 until the present the RPO has been under the musical direction of Daniele Gatti, who has been deeply committed to maintaining and expanding the Orchestra's national and international reputation.

Royal Choral Society

In a history spanning three centuries, the Royal Choral Society has established a tradition of sharing new works with music-loving audiences and supporting emerging performers. The history of this great music-making tradition began in 1871 when the choir was first established at the behest of Her Majesty Queen Victoria, to celebrate the opening of the Royal Albert Hall. The Royal Choral Society's first concert at this world-famous venue took place on 18th May 1872 under the baton of the composer, Elgar, in the presence of HM The Queen. Today, a membership of 200 singers enjoy celebrating the very best of choral music under the musical direction of Richard Cooke.

Michael Buerk

Michael Buerk has probably won more international awards for television reporting than any other British journalist, most notably for his coverage of the Ethiopian famine in 1985.

He has reported for BBC TV News since 1973. He presented "The Ten O'Clock News" and also peak-time BBC 1, "1999". He is chairman of the BBC's discussion programme "The Moral Maze" (BBC Radio 4), and presents a single interview programme about individual dilemmas, "The Choice". In addition to these regular commitments, he chairs, presents, reports for, and contributes to, a number of other television and radio programmes, mostly for the BBC.

Heather Small

Heather joined her first group, 'House of Love' while still in her teens. Although her potential was never truly realised, Heather had a fabulous meeting with Mike Pickering, a DJ at Manchester's famed Hacienda nightclub. After hearing Heather's unique voice he persuaded her to collaborate with a group he had just formed. A group called 'The People' and that would go on to sell over 10 million records worldwide.

Heather has worked hard on writing, new material and recording songs for a new solo album to be released in the first half of this year.

Lesley Garrett CBE

Lesley Garrett, CBE, is Britain's most popular soprano, regularly appearing in opera, in concert and on television; she has won both critical acclaim and the affections of many fans and music lovers. As a recording artist, she has eleven solo CDs to her credit and she was also a finalist artist on the all-time million-selling Perfect Day single released by the BBC in aid of Children in Need. Lesley was awarded a CBE in the 2002 New Year's Honours List for Services to Music.
THE NATIONAL ANTHEM

God save our gracious Queen!
Long live our noble Queen!
God save The Queen!
Send her victorious,
Happy and glorious,
Long to reign over us,
God save The Queen.

Thy choicest gifts in store
On her be pleased to pour,
Long may she reign,
May she defend our laws,
And ever give us cause,
To sing with heart and voice,
God save The Queen.

3.30 pm
The Band of Her Majesty's Royal Marines, Portsmouth
under the direction of
Lieutenant Colonel C J Davis BA (Hons) MMus LRAM RM
Principal Director of Music Royal Marines

Hand Across the Sea (Souza)
World in Union (Held – Arr. Brown)
Arms Aweigh (Zimmermann)
Post Horn Gallop (Koenig)
Trumpet Blues and Cantabile (James)
Heart of Oak (Boyes)
Life on the Ocean Wave (Russell)
Famous Songs of the British Isles (Arr. Dunn)
Highland Cathedral (Korbi)
Ashkan Farewell (Trad – Arr. Perkins)

Drums Display by the Corps of Drums

Fantasia on British Sea Songs (Neville)
Pomp and Circumstance March No. 1 (Elgar)
THE NAMING CEREMONY

4.15 pm

ARRIVAL
Her Majesty The Queen
and
His Royal Highness The Duke of Edinburgh
The National Anthem (arr. Jacobs)

Pamela Conover
President, Cunard Line

‘For Queens and Country’
A Transatlantic Tale of Royal Cunarders Past and Present

Heather Small
Proud

Lesley Garrett CBE
Amazing Grace

THE PRAYERS OF BLESSING
The Right Reverend Michael Scott-Joynt
Lord Bishop of Winchester
Assisted by Reverend Michael Williams
Past Chaplain, The Mission to Seafarers

Commonwealth Warwick will invite
Her Majesty The Queen to perform the Naming

THE NAMING
by
HER MAJESTY THE QUEEN
Cunard Fanfare (arr. McDermott)

FINALE
SON ET LUMIERE
Music by John Williams
FIREWORKS
Ode to Joy
Symphony No. 9 Choral (Beethoven)

5 pm
Her Majesty The Queen
and
His Royal Highness The Duke of Edinburgh
will depart

Crown Imperial (Walton)

Guests are requested to remain in their seats until after the Royal Party has departed.
The seating stewards will then instruct guests when to leave the auditorium.

THE MOST FAMOUS OCEAN LINERS IN THE WORLD™
These days it is easy to overlook the enormity of Samuel Cunard’s original achievement. Born in Halifax, Nova Scotia, he successfully ran a coastal shipping company, but he was fascinated by the thought of a regular transatlantic service. So too was the British Admiralty which was then responsible for carrying the Royal Mail overseas.

When the Admiralty invited shipowners to provide a regular time-tabled Atlantic service, with the lure of a substantial contract for carrying the mail, Samuel Cunard appreciated the potential. However, his fellow businessmen in Halifax did not, and having failed to find partners at home Cunard sailed for Britain on the Fulworth packet on 4 January 1839.

He found British businessmen ready to join in the venture and in May 1839 the final contract with the Admiralty was signed. On 4 July 1840 (the day that Queen Mary 5’s keel would be laid exactly 162 years later) the impossibly-named ‘British and North American Steam Packet Company’ (invariably referred to as Cunard Line) saw its first ship, the tiny 1,156-ton Britannia, set sail from Liverpool for Halifax with Samuel Cunard and his daughter on board. The ship arrived to a tumultuous welcome in Halifax 11 days later and arrived in Boston (to an even more ecstatic fanfare) three days afterwards.

Within a year three further ships were added to the fleet, thus establishing the very first scheduled steamer service across the Atlantic – a service which was a maritime continuation of the time-tabled service provided by the relatively new railways on land. Cunard had established the service with commendable speed – just two years after the first truly successful crossing of the Atlantic by a steamer.
Underwritten by his Admiralty contract, Cunard prospered despite increasing competition over the years. While his ships did not set out to be the fastest (despite which the company has held the Blue Riband for over six decades), and although Cunard himself eschewed the marble bathrooms and stately ballrooms favoured by other lines, his safety record attracted a large and loyal clientele. Today the company’s safety record remains unparalleled in mass transport; despite having carried millions of passengers millions of miles in more than 200 ships over 160 years, the company has never been responsible for the loss of a single life (or mailbag) in peacetime.

The heyday of passenger liners began towards the end of the 19th Century when the pressure of international competition on the lucrative Atlantic service, led to the development of vessels that rivalled Versailles; even Cunard, whose early rather austere attitude had meant comforts being grudgingly conceded after others had led the way, was inspired to compete in the battle of the grand saloons. From then on came the legendary ships, each bigger, more powerful and more luxurious than the last – Cunard ships like Lusitania, Mauretania and Aquitania, Queen Mary and Queen Elizabeth and then Queen Elizabeth 2.

Cunard ships saw war as well as peacetime service and sustained huge losses during both the First and Second World Wars – 22 in the First, including the Lusitania, and 39 in the Second. During the 1939–1945 War the Queen Mary and Queen Elizabeth became the greatest troop carriers ever – moving whole divisions, up to 16,000 men at a time across the world. More recently QE2 carried five Brigade during the Falklands Conflict.
In 1958 more people crossed the Atlantic by air than by sea for the first time ever. Cunard went into decline like many other well-known shipping companies, but was more fortunate than most. In 1971, after an independent existence of 131 years, Cunard was acquired by Trafalgar House.

The company was expanded but through acquisitions rather than newbuilds. After several further changes in ownership, by the mid 1990s, the Cunard fleet was an eclectic mix of vessels with the last one built for the company being QE2 which had entered service in 1969.

In 1996, Cunard was acquired by Carnival Corporation, the largest cruise group in the world. Almost immediately, plans were developed for a new ocean liner which eventually became Queen Mary 2. In April 2005 the fleet will be further expanded by the addition of Queen Victoria. Then the Cunard fleet will consist of three Queens – the most famous ocean liners in the world.

Cunard has travelled a long way – literally and figuratively – in the last 164 years and its present position says much about the company’s commitment to high standards of all kinds – in customer care and fine seafaring.
CUNARD ROYAL LAUNCHES AND VISITS

Cunard Line has enjoyed a long and proud relationship with the British Royal Family dating back to 26 September 1934 when Her Majesty Queen Mary, accompanied by King George V, launched the ship which bore her name. In doing so, she became the first Queen to launch a merchant ship – one the King called “the stately ship now in being”.

The Duke of Windsor visited Queen Mary during her fitting out. On 24 May 1936, three days before her Maiden Voyage departure, Queen Mary was visited by Her Majesty Queen Mary accompanied by King Edward VIII and the Duke and Duchess of York who, with their two daughters the Princess Elizabeth and Princess Margaret, spent some time in the children’s playroom. The royal visit lasted five hours and included lunch and tea on board.

On 27 September 1938, Her Majesty Queen Elizabeth consort of King George VI, together with their two daughters, arrived at Clydebank to name the next Cunard Queen. As the Queen released the wire across the ship’s bow she said,

“I name this ship Queen Elizabeth and wish success to her and all who sail in her”.

Her Majesty The Queen accompanied by Princesses Elizabeth and Margaret paid a visit to Queen Elizabeth after her post-War conversion on 7 October 1946. On this occasion the two Princesses visited the engine room. Whilst the royal party were on board, the vessel underwent speed trials and at one stage Her Majesty took the wheel of the largest passenger ship in the world.

The Queen’s affection for the ship which bore her name was evident throughout the vessel’s career with Her Majesty taking a personal interest in the line. Her Majesty Queen Elizabeth the Queen Mother sailed on the ship across the Atlantic to New York, and visited to say goodbye in November 1968 after Cunard had sold the Queen Elizabeth to American Interests.

Throughout the 1950s the Duke and Duchess of Windsor were regular travellers on both the Queen Mary and Queen Elizabeth.

Queen Elizabeth II’s association with Cunard began on 30 October 1947 when, as HRH Princess Elizabeth, she launched Caronia. It was her last public engagement before her marriage and the citizens of Clydebank gathered in force to greet her.
The present Royal Family has shown a great interest in Queen Elizabeth II. As early as July 1967, HRH Prince Philip toured QE2, then under construction in Clydebank, and had lunch with representatives of Cunard and the John Brown Shipyard.

At the ship's launch, Her Majesty Queen Elizabeth II used the same scissors as her mother and grandmother to cut the cord releasing the bottle of Australian wine. HRH Prince Philip and HRH Princess Margaret were also in attendance.

On 19 November 1968 HRH Prince Charles blew the ship's whistle to signal QE2's departure from the shipyard.

On the eve of QE2's Maiden transatlantic voyage, Her Majesty and HRH The Duke of Edinburgh again visited the vessel while in Southampton. The Queen toured almost every area of the ship. The Prince's uncle, Lord Louis Mountbatten, sailed on her eastbound Maiden Voyage from New York. Prince Philip again visited QE2 on 29 May 1969 for a special meeting of the Council of Industrial Design, presenting an award to the designers of QE2's dining room chairs.

Another tradition was continued as Her Majesty presented the QE2’s Officer’s Wardroom with portraits of herself and His Royal Highness. The two prior Queen liners were given the same honour.

The Queen Mother saluted QE2 on 11 June 1982 from on board the Royal Yacht Britannia, as the liner returned from her duty in the Falklands Conflict with survivors of HMS Coventry, Ardent, and Antelope. A plaque bearing the messages exchanged on that occasion was presented to Cunard Line’s Lord Matthews and Captain Peter Jackson during a visit by the Queen Mother in December 1982.

In the Queen’s Room on QE2 the personal standards of Queen Mary, Queen Elizabeth, and Queen Elizabeth II are displayed.

The Queen Mother made two further visits to QE2. In May 1986 she visited to mark the 50th Anniversary of the Queen Mary’s Maiden Voyage. Two years later, on 14 December 1988, she attended a lunch on board to mark the 50th Anniversary of her launching the Queen Elizabeth. In her speech about the old ship that bore her name, the Queen Mother said “…the Queen Elizabeth was a symbol of so much pride in our country”.

To mark QE2’s return to service after her re-engining in April 1987, HRH Diana, Princess of Wales, hosted a children’s party on board. She joined QE2 by launch off the Isle of Wight and sailed up to Solent on board to disembark in Southampton. The event included a flypast of two Harrier Jump Jets and Concorde.

In 1990 Cunard celebrated the 150th Anniversary of the sailing of its first ship Britannia from Liverpool to Boston. The highlight of a special QE2 Anniversary cruise in July was when The Queen and His Royal Highness greeted the QE2 from the Royal Yacht Britannia. Her Majesty and Prince Philip boarded QE2 via Royal Launch and toured the vessel prior to lunch as QE2 returned to Southampton. It seemed entirely appropriate that Britannia had taken part in the celebration.

Both the Duke of Edinburgh and HRH Prince Edward hosted an overnight party on board QE2 on 15 June 1991 to mark the 50th Anniversary of the Duke of Edinburgh’s Award Scheme. A party for the Award Scheme was hosted on board by HRH Prince Edward in 1996.

Prince Edward visited on 12 June 1993 where he attended a lunch on board to mark the 50th Anniversary of The Queen’s accession to the throne.

In June 1994, QE2 played a key part in the 50th Anniversary of D-Day special review of Spithead. The Royal Yacht Britannia reviewed the assembled fleet. On board were Her Majesty The Queen, the Duke of Edinburgh, Queen Elizabeth the Queen Mother and the Prince of Wales.

HRH Prince Andrew, the Duke of York was Guest of Honour on board on 17 December 1994 to mark the QE2’s return to service after a major refit. The Duke unveiled two portraits – one of Queen Elizabeth the Queen Mother by Sir Oswald Birley and one, by Edward Halliday, portraying Princess Elizabeth and Lieutenant Philip Mountbatten – which had originally been commissioned by Cunard and had been displayed on board Queen Elizabeth and Caronia respectively. These still hang on board QE2.

HRH Princess Anne made her first visit to QE2 while in Edinburgh on 17 July 1995 where she hosted a lunch in honour of the Scottish Achievement Award Trust.

And now the tradition of Royal namings and visits continues with the naming of the greatest ocean liner over, Queen Mary 2!
THANK YOU

QUEEN MARY 2 EVENTS

Emily Mathieson  Queen Mary 2 Event Director

Jane Charley  Royal Liaison Assistant
Allan Curtis  Front of House Manager
Carole Durno  Event Manager – Gala Overnight
Michael Gallagher  Corporate Communications
Helen Grigsby  Database Support
Lee Grever  Event Manager – Port Logistics
Penny Guy  Event Manager – Public Relations
Lucinda Hasbury  Royal Liaison
Jacqui Hodgson  Registration Office
Mike Knight  IT Consultant
Adam Leonowicz  Event Manager – Logistics
Sophie Meredith  Event Manager – Production
Jos Stirling  Event Manager – Gala Overnight

THE NAMING CEREMONY

Mark Fisher MVO OBE Creative Director
Anthony Inglis Musical Director
Patrick Woodroffe Lighting Designer
Robbie Williams OVO Event Producer
Claire Sampson Show Producer

FOR QUEENS AND COUNTRY

Aubrey Powell  Director
Susan Cox  Producer and Archive Film Researcher

QUEEN MARY 2 FILM FOOTAGE

Provided by
Ardent-Dune Associates

FIREFWORKS FINALE

Designed and Produced by
Will Scott MVO and Keith Webb

We would also like to thank the following for their generosity:
Coventry Transport Museum, Heritage Transportation, Melland International & Stagecoach (Southampton)

The bouquet of Queen Mary 2 roses was presented to Her Majesty by Deck Cadet Rebecca Atkinson