

## Back on the Sevens Seas – Same but different

My wife and I have just returned from a Transatlantic Crossing on Queen Mary 2, and here are some short comments from our voyage:

Facts:

Queen Mary 2 had her maiden voyage in January 2004. She is 1.132 feet long with a gross tonnage of app. 151.400 gross tonnes. Beam: 135 feet. Height (Keel to Funnel) 236,2 feet. Crew: 1.253. Cruise speed: 28, 5 knots. Guest capacity: 2.592.

Some short comments:

From the time we embarked the ship in Southampton until we disembarked in NYC we enjoyed every moment of the voyage.

This voyage reminded me a lot of the old experiences onboard the Kungsholm. Many things reminded me about the Kungsholm e.g. the level of service, the White Star Service values, the staterooms, the food, the dining room, the lounges, the bars. The entertainment i.e. the professional lectures, the individual musician concerts were really on the top, and I would say World Class.

We also had very nice fellow passengers in the Britannia Club restaurant.

Second day onboard we got an invitation to the Captains Table for the first formal dinner, this was an event above most things. Captain Wells from the U.K. was a very nice and sociable person. He reminded a little bit about Kjell Smitterberg, former Master on the Kungsholm.

If you like to travel and go with different ships, to different countries and to different locations, no place can be compared to Cunard and QM 2, not only because of the high level of each detail, but also for the entire experience, makes the concept to something more than just very special.

We will definitely go back, and most certainly to QM 2. We liked the Transatlantic crossing type of voyage, without stops in different ports every other day.....

During the crossing, of course I was thinking a lot about the previous Kungsholm experience throughout the entire voyage. From a crew point of view, I think the working conditions are a bit tougher today than during our SAL times. When we arrived during last Tuesday morning and got out from US Immigration & Customs and disembarked at app. 11, the ship was leaving NYC on the Tuesday evening again for a new transatlantic crossing, the crew did not have any time off during the stay. Onboard the Kungsholm we had a lot of spare time when we came in to NYC, at least from the afternoon at around 2-3 p.m. and then until beginning of the next afternoon.....

Then of course we had to work every day, seven days a week, as well as the crew onboard QM 2 did.

For those of you who want to get a sense of how it was to be onboard Kungsholm/Gripsholm me and my wife can warmly recommend a transatlantic crossing on the QM 2 (preferably westbound – you gain one hour every evening...)

If you have any questions or comments on this, please feel free to make a contact:

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Best Regards,

Tommy Stark, December 2, 2012