

Queen Elizabeth *midsized cruise ship*

Gross tonnage: 90901

Lightweight: about 39500

Net tonnage: 50157

Deadweight: 7685 des

Displacement: about 47000

Designer: Fincantieri (overall); Stefano Giaconi (project manager)

Classification: LR \boxtimes 100A1, \boxtimes LMC, UMS, *IWS, ECO

Length: 293.98m / 964.50ft oa; 265.36m / 870.60ft wl; 265.00m / 869.42ft pp

Breadth: 36.60m / 120.08ft ext; 32.25m / 105.81ft mld

Air draught: 56.70m / 186.02ft des

Draught: 7.90m / 25.92ft des

Depth: 10.80m / 35.43ft mld

Decks: 16 (12 passenger)

Cabins: 1046 (163 inboard, 883 outboard); 547 crew

Complement: 3088 (2083 pax dbl occ, 1005 crew); 3272 (2175 pax max occ, 1097 crew)

Machinery:

4 MaK 12M43C

2 MaK 8M43C

Total:

Alternators:

4 ABB AMG1600 UT 14 LSE

2 ABB AMG1600 QP 14 LSE

Propulsion devices: 2 ABB Type XO azipods (23602hp / 17600kW ea.)

Speed (service/max): 21.70 / 24.30

Boilers: 8 (2 oil-fired and 6 exhaust gas)

Bow thrusters: 3

Stern thrusters: -

Fuel (endurance/speed): 3380m³ HFO; 235m³ MGO

Lifesaving equipment:

11 lifeboats (150 ea. / 1650 total)

5 tenders (150 ea. / 750 total)

2 rescue boats (27 ea. / 54 total)

52 launchable life rafts (35 ea. / 1820 total)

Grand total: 4274

Name Builder's name Shipyard location Builder's hull no.	Contract date Cost	Steel cutting Laid down	Launched / Floated out	Completed Sea trials Delivered Cost Christened Godmother Maiden voyage	Owner Manager Port of registry IMO no. MMSI no. USCG no. Call sign Refits
<i>Queen Elizabeth</i> Fincantieri S.p.A. Monfalcone, Italy 6187	October 2007	6 July 2009	5 January 2010	October 2010 2 October 2010 \$634,000,000 11 October 2010 Queen Elizabeth II	Cunard Line Ltd Carnival plc Southampton, England 9477438 310625000

				12 October 2010	ZCEF2 18 May 14 - ? Nov 17 2018
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Project History:

Fincantieri yard number 6187 was initially designed to be an identical sister to *Queen Victoria*. However, she was built with a more upright stern, which increased her gross tonnage by 852, and her capacity at double occupancy by 78. As built, she could carry a maximum of 3272 passengers and crew. On 10 October 2007, Cunard revealed that the name of their newest ship would be *Queen Elizabeth*. With a time from keel laying to float out of less than six months, she was the quickest cruise ship built to date.

On a technical side, her Zvyozdochka propellers measure 5500mm in diameter and spin at 144rpm. At design draught, she has a block coefficient of 0.66.

One of the external design differences separating her from *Queen Victoria* is the glass roof over the winter garden, which is not a magrodome on *Queen Elizabeth*. Rather, it is a semicircular fan-shaped fixed half-dome of tinted glass. Her registry was changed from Southampton to Hamilton, Bermuda, in late October 2011.

In late spring 2014, she entered drydock at Blohm & Voss in Hamburg, Germany for some alterations. Nine cabins were added for solo travelers, as well as cabin and public room enhancements. On the technical side, she gained some new environmentally-friendly equipment. In late 2017, she entered drydock at Damen Shiprepair in Brest, France, for a refit. Technical maintenance was completed for her pods, stabilizers, thrusters, and water intakes, and two new scrubber systems were installed. To accommodate the scrubbers, two cabins were eliminated. For passengers, minor upgrades were completed on a number of staterooms and public spaces.