

# Ship Sim

M A G A Z I N E

Issue 12

August 2010

Your first port of call for the latest virtual shipping news



LARGEST EVER  
ISSUE!

## Flagship of a young fleet

Cunard's Queen Mary 2, the largest ocean liner in the world is at the head of one of the youngest cruise line fleets today.



**New vessel in focus**  
**Fairmount Sherpa**



**Learn some new nautical lingo**  
**on the Navigator's page**



**Enjoy the last set of ShipSim 2008 pictures**  
**on the "Pictures from SS" page**



## Model review - Development Corner

Development corner is back and this month we examine a model made in Google Sketchup, *Mary Elizabeth*.





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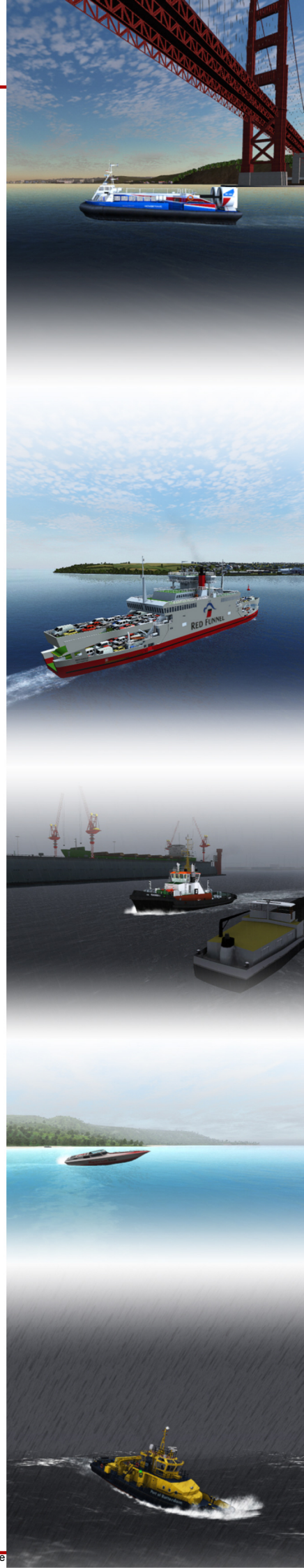
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This month we bring you a compilation of maritime website links as well as what is in next month's issue.





Welcome to Issue 12 of ShipSim Magazine, our Anniversary Special and the largest to date!

Thank you to everybody who has contributed to the magazine in some way throughout the past year, without their help the magazine would not be released each month!

The magazine's future looks positive; with a new reader friendly design on the way in the coming months and more and more people regularly contributing it is still progressing.

*Mike (ShipAddict)*

Editor/ Creator

## MAGAZINE TIMELINE

Issue 1 - 31st August 2009  
4 pages



Issue 2 - 2nd October 2009  
14 pages



Issue 3 - 9th November 2009  
10 pages



Issue 4 - 20th December 2009  
21 pages



Issue 5 - 19th January 2010  
15 pages



Issue 6 - 19th February 2010  
20 pages



Issue 7 - 18th March 2010  
25 pages



Issue 8 - 28th April 2010  
18 pages



Issue 9 - 24th May 2010  
16 pages



Issue 10 - 24th June 2010  
11 pages



Issue 11 - 22nd July 2010  
15 pages



## MAGAZINE FACTS

**44** separate people have contributed to the magazine since Issue 1.

With all issues combined, there are **199** pages of reading pleasure!

**12** issues after 12 consecutive months.

**9** ship reviews

**7** users have been in the spotlight.

Over 12 issues, over **500** separate images have been used.

**96** pictures produced for the "Pictures from SS" page.

**3** special issues.

**7** ships featured on the "Vessel in Focus" page.

**3** Spot the Differences.

Thank you to Matt5674 for sending this picture of the SS08 fleet.





Welcome to August's edition of the Development Section!

This month is quite special for the ShipSim Magazine. It's a year old! (Hard to believe how time flies eh..?)...so for a special occasion comes a special model review; that being of my own model, Mary Elizabeth II. Based off my old boat, which was called Mary Elizabeth.



A quick background on real thing: Mary Elizabeth was a Colvic Watson Motor Cruiser which was built in 1982, and spent most of her life in Rhyl, North Wales (United Kingdom). She was bought by us after many years of sitting on hard standing, and was restored by us to her 'former glory'. She was in our possession for a few years, but was eventually sold - and now lives in Inverclyde, Scotland.

Although we have had many boats over the years, my love for this meant I was very upset to see her go. However, being a keen modeller myself, I decided that I needed a new project to start - but something that I would be able to model from memory as I tend to struggle when modelling without a memory of what something looks like. (Pictures are helpful, but the mind is worth its weight in gold...sometimes!)

So, I decided to start a model of Mary. I started this earlier this year but stopped work until recently, where I decided to finish off the project. These last few weeks has seen the addition of:

Anchor, Winch, Pullpit/pushpit, rails, grab rails, Portholes, windows (Forward cabin), mast/anchor light, VHF Aerial, Navigation Lights, hatch, canvas, rubbing strip etc. As well as

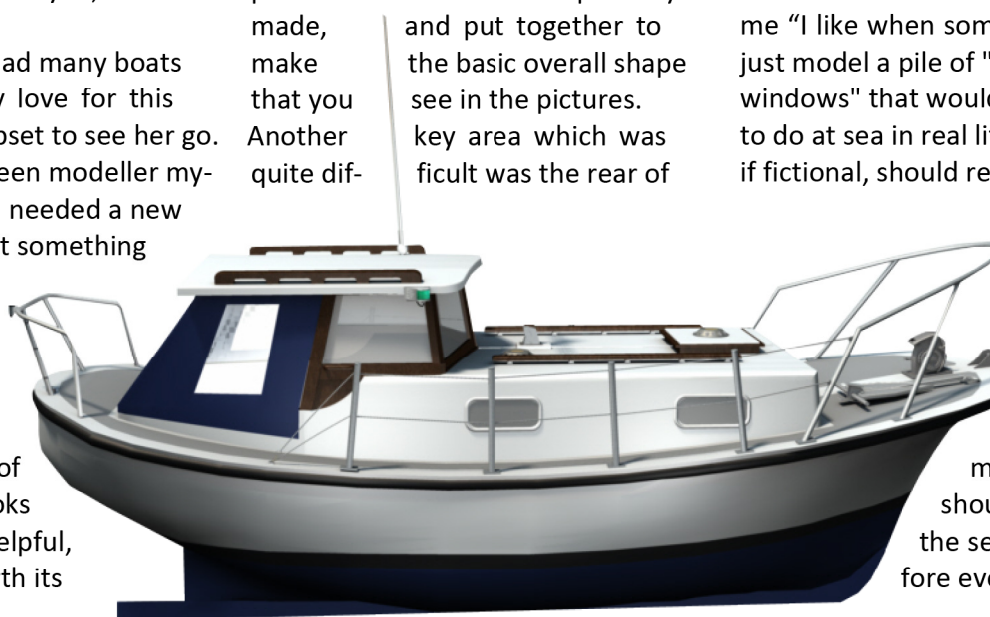
her Anti-foul, anti-slip deck paint and so on.

The wheelhouse:

Mary's wheelhouse has quite a complex shape. Although at first glance, it doesn't seem too challenging, it really did take patience and time. It's made up of around 6 different components which were separately made, and put together to make that you see in the pictures. Another key area which was quite difficult was the rear of

took a long time to get right, as a result of a lot of curvature that is difficult to model. But in the end, I came out with a shape that reasonably resembled the real thing.

I have quite a keen eye for detailing my models...and although this does bring the poly count up severely - I find that detail really does finish a model off. As someone once said to me "I like when someone doesn't just model a pile of "boxes, walls and windows" that would have nothing to do at sea in real life. A ship, even if fictional, should remain something that could be put at sea, be it an old trawler, a schooner, a cargo or a modern ferry, a builder of model of a ship should always have the sea in mind, before everything else."



the wheelhouse, where the Canvas meets the lip as you step in. This whole area posed a challenge, as canvas is quite difficult to shape well, and the lip which sits up from the deck made me scratch my head when I first wondered... "How on earth am I going to model this!!" ...you know, one of those "Pffft...." moments? No? Well...you do now!

Forward Cabin:

"....." Need I say more? This really did take a long time to get right, and again, was another head scratcher until I finally cracked it. Its shape

What next?

Well...The model is halfway there. My next job is to do the wheelhouse, and forward cabin. I hope to try have her finished by the start of next month (although that doesn't seem likely, since Ship Sim Extremes will no doubt keep me occupied Haha).

After that...?

I intend to try start a commercial ship. But first I'll have to find some plans if I am to model the hull myself. I am quite interested in chemical tankers/bulk carriers/container ships - It'll be a good challenge!!



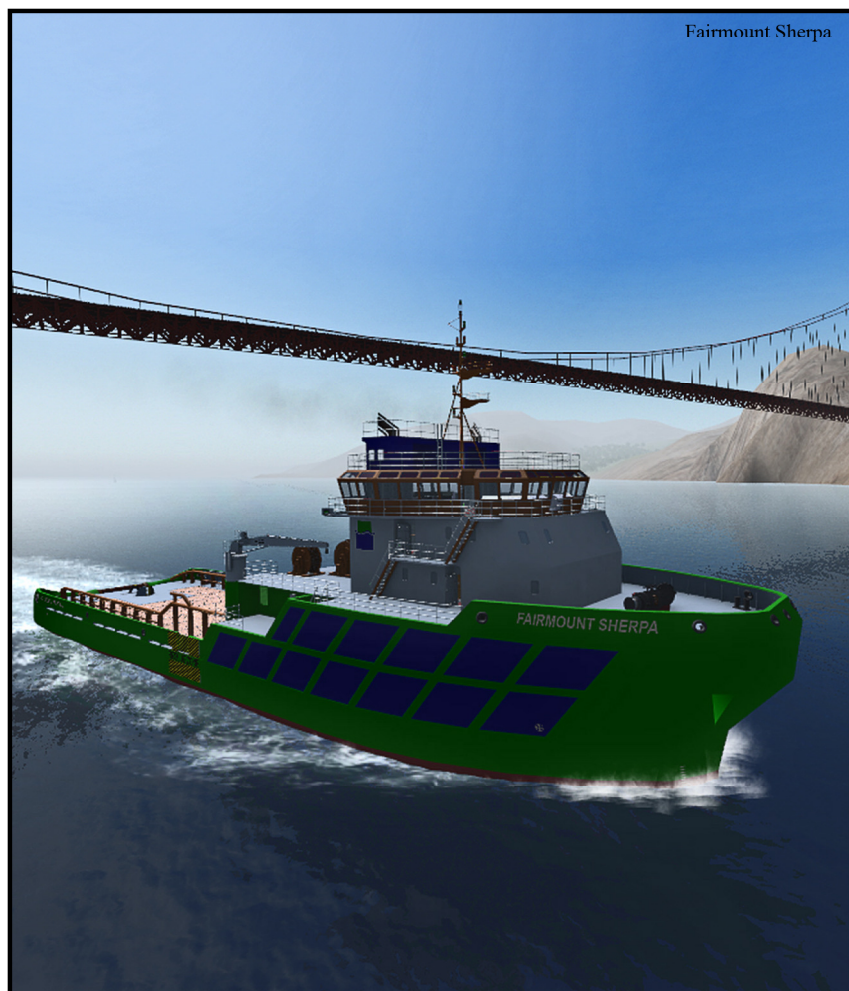
# Pictures from SS



Pride of Rotterdam.



Igor K

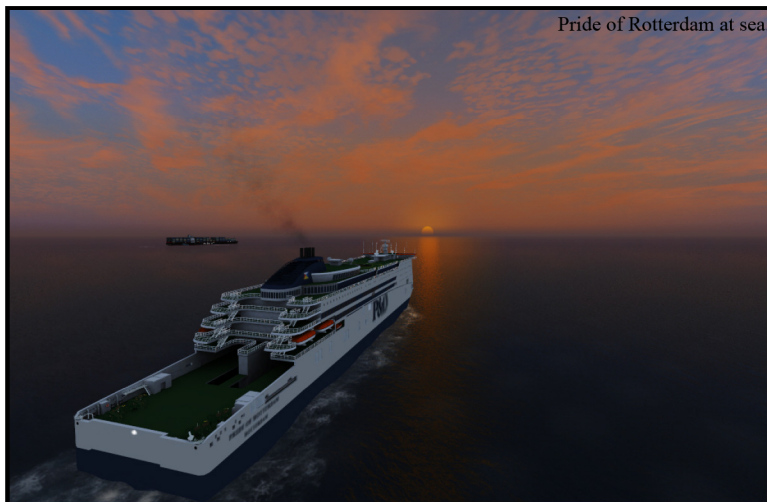


Fairmount Sherpa



Coromuel





# Farewell Ship Simulator 2008





# Queen Mary 2

NathanC

The Queen Mary 2 is the flagship of Cunard line, she is the largest transatlantic ocean liner ever built. Details of Project *Queen Mary* were released by Cunard in 1998. 5 shipyards bid to build the project; Harland and Wolff of Northern Ireland, Aker Yards of Norway, Fincantieri of Italy, Meyer Werft of Germany and Chantiers de L'Atlantique of France. On the 6<sup>th</sup> of November 2000, a contract was signed to build the QM2 at Chantiers de L'Atlantique, in Saint Nazaire. The keel of hull "G32" was laid down on the 4<sup>th</sup> July 2002. It is estimated that around 20,000 people were directly involved in the construction of the QM2, which was finally

floated out of the dry dock on the 21<sup>st</sup> March 2003. Sea trials took place in September and November of 2003, but her completion was marred by a fatal accident which occurred in the dry dock during final construction. Families of the shipyard workers had been invited to tour the vessel, however a gangway leading onto the ship collapsed, injuring 32 and killing 16. Despite this unfortunate incident, the Queen Mary 2 was completed on schedule and delivered to Cunard in Southampton, on the 26<sup>th</sup> December 2003. The cost of the ship was estimated to be around £460,000,000 (\$900,000,000). This is partly due to the cost of extra metal in the hull, required for a trans-Atlantic ocean liner. She undertook her maiden voyage on the 12<sup>th</sup> January 2004 on a transatlantic crossing from South-



ampton to Fort Lauderdale in Florida.

The public rooms are found on the lower decks of the ship, typical for a modern passenger liner. The passenger accommodation is stacked above in the superstructure of the ship. The exterior of the ship is designed to resemble older famous Cunard Ocean liners, such as the rounded stern and the 3 thick black lines on the superstructure, which mimic the crossovers on the forward decks of the original Queen Mary. A long and sharp ocean liner bow provides excellent stability in rough seas.

*(continued on next page)*





Regulations state that the lifeboats should be positioned 15m above the waterline, however for the QM2 they were positioned higher (25m above waterline) for appearances sake, and to protect them from the weather of the North Atlantic. The original funnel design was similar to that of

the QE2s, but the height was reduced to allow the ship to pass under the Verrazano Narrows bridge in New York.

The Queen Mary 2 is a "post panamax" ship, which means she is too wide to fit through the Panama Canal in, errr...Panama. This means to sail from the Pacific Ocean to the Atlantic Ocean, she has to circumnavigate South America. The decision to make her post panamax was because extra

passenger capacity was needed, plus her fleet mate, the QE2, rarely needed to use the Panama Canal. The Queen Mary 2 is powered by 4 x 16 cylinder Wärtsilä diesel engines, giving a power output of

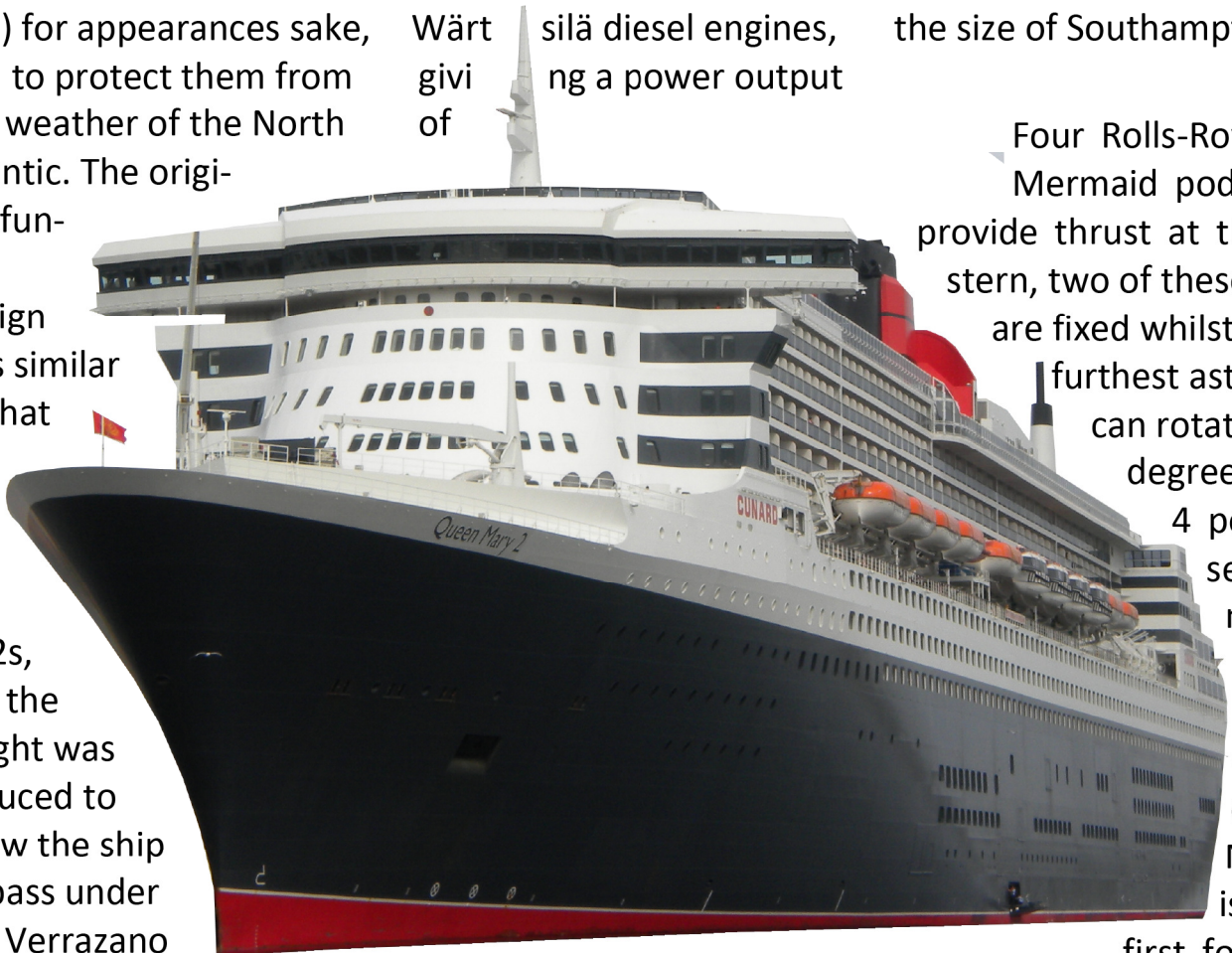
ability to sustain high speeds when required. It has been said that the generators on the QM2 are powerful enough to provide electricity to a city the size of Southampton.

Four Rolls-Royce Mermaid pods provide thrust at the stern, two of these pods are fixed whilst the 2 furthest astern can rotate 360 degrees. This

4 pod setup means that the Queen Mary 2 is the

first four

propeller ship since the SS France of 1961. Clean drinking and washing water is provided onboard by 3 desalination plants, each with a capacity of 630,000 litres. The energy for the plant is supplied by cooling water and steam from the ships engines. This method cannot be used if the ship is sailing at a slow speed, not providing enough energy. *(continued on next page)*







If this is the case, water is taken onboard when the ship docks in a port.

One of the main goals for the designers of QM2 was to make the ship as environmentally friendly as possible. In areas where acid rain is a major problem, to minimize air pollution, the ship switches to low sulphur fuel. Waste is only discharged into the sea when the ship is at least 15 nautical miles from the shore.

Cunard have enforced strict

regulations to make sure the ship is as kind to the environment as possible. Waste food and rubbish are sorted and stored in special areas so they can be recycled or disposed of correctly.

Being an Ocean Liner, the Queen Mary 2 operates from her homeport in Southampton, to the Brooklyn Cruise Terminal in New York. However she does operate many other cruises to destinations such as European ports like Hamburg, Rotterdam,

Zeebrugge, destinations in Norway, France, Ireland, Australia, the Caribbean, several US ports like San Francisco, Los Angeles, Fort Lauderdale and many, many more. There is no other way to cross the Atlantic with more class, and there is no ship more luxurious than the QM2. She continues to operate dedicated transatlantic crossings, and her owners expect her to do so until well into the 2030s.



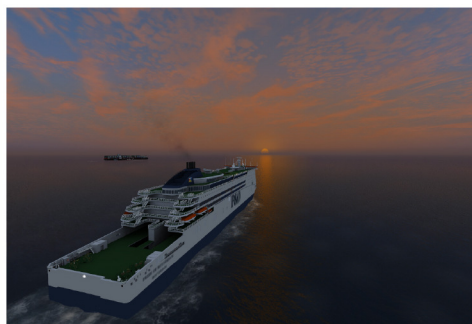
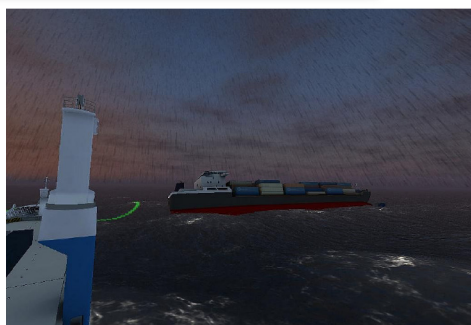
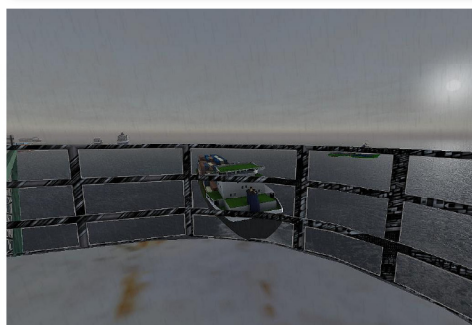




## CONGRATULATIONS!

To July's POTM Winner

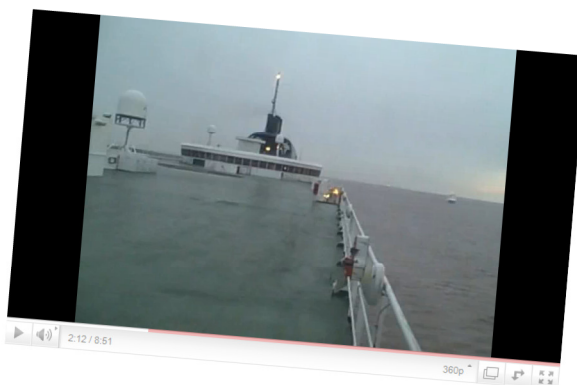
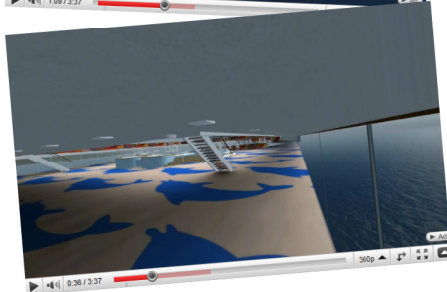
### Sam-



## VIDEO CORNER

Due to technical implications we are unable to provide hyperlinks to the videos featured. However to view Capt Best's video search for: "Ship Simulator 2008 Ocean Star & Bugsier 2".

**Capt Best shows us two New Horizons vessels in ShipSim; Ocean Star and Bugsier 2.**



**An interesting video on the Pride of Hull by Nathan1C.**









©v.b94



©NathanC



©NathanC



©michael taal



©michael taal



# Two Generations

V.h94

Two generations of ferries on the Baltic, *Galaxy* and *Mariella*.

This focuses on Galaxy and Mariella, but a lot of other ferries will be involved.

Mariella was built in 1980 and Galaxy built in 2008.

The ferries are very different in most ways apart from the original concept found on almost every ferries. The original ferry concept is a car deck and often some sort of accommodation and restaurants possibly a shop.

If you compare the design and style of the ferries they are different, Mariella is more boxy in the shape, the bridge isn't at the edge of the passenger compartment like on Galaxy and most modern ferries.

Galaxy on the other side, is less boxy and more curved in her shapes and she also has



a painting that *you* the reader can judge for yourself.

Cabins on older ships are often smaller than on new ones but they are the same size on Galaxy and Mariella however the corridors on Galaxy are very wide that compensates that.

Sun deck space on the two ferries also vary; older ships often have more open space outside that aren't restricted and aboard Mariella you can walk pretty much everywhere but on Galaxy only some parts of the upper decks are accessible as well as deck 6.

The standard aboard the ships are pretty much the same, all have pretty similar restaurants, a lot of conference rooms, some bars... and so on, the concept is pretty much the same aboard the ferries

operating in the *Baltic* at Ålands Hav.

Onboard the *Galaxy*:

Galaxy is a nice ferry, I travelled with her on the 1/8/2010. Her interior design and concept is suitable for the route Stockholm-Mariehamn-Turku that takes half a day, unlike her sisters Baltic Princess and Baltic Queen.

Baltic Princess is doing the route Helsinki-Tallink and it takes 1 and a half hours. She is probably not the best ship on the route since she has a lot of cabin compartment where it could have been more open spaces where you can sit.

Baltic Queen does the Stockholm-(Mariehamn)-Tallin route and she also has the exact same plan *(continued on next page)*.



## FACT FILE

Name:	Galaxy
Length:	212m
Beam:	29m
Speed:	22kn
Passengers:	2800
Cars:	420

I don't know how it's on that route but I would prefer a cruise ferry like Silja Serenade or Color Fantasy on such a route.

On the other side, Galaxy is a nice ship apart from the exterior colour a couple of restaurants some expensive ones like the Russian a la carté restaurant, and some duty

free shops aboard.

Galaxy is a nice ship for mini cruising and regular travel for cars and passengers.

Onboard the *Mariella*:

Mariella is an old classic on the Ostsea she was one of the first Baltic super ferries Finlandia was the first one then her sister Silva Regina and then they Olympia sisters came, Olympia and Mariella. M/S Olympia is currently chartered by P&O and got in their traffic when Olympias owners (Slite) went bankrupt when they ordered M/S Kalypso M/S Athena and then the final M/S Europa (Now Silja Europa).

The interior of Mariella reminds me of the new Viking ferries (not XPRS) the design hasn't changed so much over the years. You can see similarities even on newer ferries like Galaxy, that means that the concept works and has worked for many years.

The concept as I said above hasn't change a lot and doesn't change too much from route to route, Silja Has Silja Sympony and Serenade that are floating 5 star hotels with the promenade but if you compare the "standard" ferries they don't change so much. Silja Europa is standard too but a bit bigger *(continued on next page)*.







but a lovely feeling aboard. She's an experienced ferry

Silja Line had/has..... the reputation of luxury and quality while Viking were more of a way to get from one point to another. They were and still are connected with a lot of partying on some of the ferries especially Cinderella.

If I would rate the ferries it would be new modern against an old classic.

Galaxy has a great interior design a lot of work on details but the 3 sisters are so similar and on 3 totally different routes so I don't know how fun it would be to travel with all the ferries when only the painting on them are different. There wouldn't be anything new when travelling on the ferry, on the other side you get a new built ferry that has a fresh and modern design adapted for today.

Mariella is a classic ferry as I said, a bit boxy looking

compared to Galaxy; her interior is nice, not the most modern but still Viking are good at refitting the ferries so you see on the design and plans that she's a bit old but you don't feel it so much compared to a lot of other old ferries that's pretty worn down.

The question is if you can compare 2 ferries on 2 different routes but similar design and concept.

When I wrote this I tried to think of them doing each others routes and I would say Mariella is a bit big and clumsy for the Turku-Stockholm route but Galaxy would make it on the Helsinki- Stockholm route, the problem is then is she as nice on long voyages.

Mariella is Galaxy isn't so fun itself even if the exterior is better.

Maybe Galaxy needs something more, I just can't get it but she misses something that Mariella has. Maybe it's the feeling aboard her or just something else, the design is different but the concept the same.

Hard to do a final decision on what ferry I would rate highest since they are so different and yet so similar. I would probably give both ferries 4 Stars, I can't decide which one is the best and the worst, both are nice ferries. If I would have compared 2 other ferries it may have looked different but old does not beat the new and the new does not beat the old.

Some old ferries and liners were some of the greatest but sadly many of them are gone.

### FACT FILE

Name:	Mariella
Length:	177m
Beam:	28m
Speed:	22kn
Passengers:	2447
Cars:	580



# competitions

Welcome to the competitions page!

Here you will find all sorts of competitions, from quizzes to “guess the ship”.

Why not try the new word search?

## Ship Quiz

- When was Jumbo Javelin built?
- How long is Sherpa?
- What is the deadweight tonnage of PoR?
- What is the beam of Agile Solution?
- Is the Steam tug Furie a Ship-Sim 2006 addon or Ship-Sim 2008 addon?

## Nautical Term of the Month

Sick bay

## Guess the Ship

Look at the picture, can you guess the name of the ship, when she was built and her operator?



## Word Search

J Y O F L F S F D C G F R K X  
E V N X J R E N N Z N Y R P U  
A G Y N N J R L Y V Q K N E R  
M C D A I U M H B N M J X V L  
T F E I S T A R A E U G P Y T  
A C L G R A I V M T Y W H H O  
O O T L N B I H U U L C Y Z F  
C H D O X G P D X B Y G L S D  
D N W B A T A K K Z M E S P F  
X N C T B H T R V A Y I I N W  
P A I W Z C D X F S N R F T S  
V O M W D S V B F T Y U I U G  
N D U F O U P C K V T F Z U U  
T K R Z X C K R I N C X Z S H  
S A A M R E V I Z E Y K B H Q

Send your answers to any of the above questions in an email to [shipsimmag@googlemail.com](mailto:shipsimmag@googlemail.com) Winners will be mentioned in next month's competitions page.



# A Modern Cruise

Matthew Brown

I still remember my first cruise to this very day; it was a 7 night Mediterranean cruise onboard the Thomson Destiny of Thomson Cruises. Luckily when we arrived at the Cruise Terminal it was fairly quiet as normally there can be busloads of tourists. It is a fairly simple process really, you pass by the first counter and you give your name and they then give you an envelope with your cabin number printed on it, and inside there is a little card.

Now days you will find that nearly every single cruise ship operates on a cash free system, you prepay the money you want to spend onto the card and then whenever you purchase anything you just show your card and it gets charged to your cabin. Once we had our card we then proceeded onto the dock where there were millions of suitcases!

If you have the bigger type of suitcase then you leave it on the dock and port workers will take it to your cabin for you, although you can take it onboard yourself if you don't want to wait.



Normally there is someone on hand to take you to your room but when we arrived they were all gone! After reading in the brochure I had a relatively good idea of where the cabin was so we went there in the lift. The Thomson Destiny is a relatively old ship; she was built in 1979 in Helsinki and was delivered to Royal Caribbean in 1982.

At that time she was the third largest cruise ship in the world! And just look now. For a brief comparison, we stayed on the very top deck 9; one deck above the bridge. And next year we will be going on the Azura also on deck 9. But the amazing thing is there is going to 10 decks above us, and the bridge is now 4 decks above us!

We stepped into our cabin for the first time and it was brilliant! The different types of cabins on a cruise ship as you probably know vary in categories. You can have an inside cabin with no window, or an outside cabin with window or in my opinion the best option which is a balcony cabin. The Destiny is unique and only has 6 balcony cabins, but to be honest just paying that bit extra is so worth it. There is nothing more satisfying as to opening the curtains to a whole new port every day, and if you're really English going out and sitting down whilst sipping at a cup of tea as you take in the surroundings!

We set sail that evening quite late at night, and as is customary all the passengers *(continued on next page)*



went up onto the top deck to take part in the "Sailaway Party" which is something all cruise ships have on their first night of sailing. The entertainment team all get together and have sing along and dancing until the early hours whilst all the passengers have a good time.

The following day was our day at sea and as is customary we had a muster drill at 10:00 AM. The muster drill is a compulsory safety evacuation from which all the passengers have to pick up their lifejacket and proceed to their assigned assembly point, which on the smaller ships is directly outside the lifeboat, or on larger ships would be somewhere like the theatre. And if you're wondering then no, you don't have to actually get in the boats, the crew just tell

you what would happen in an actual event.

The whole week we never once went to the formal restaurant as we felt that well... it was too formal! We much preferred the more casual buffet which was brilliant, and the best bit was that it was open 24/7. A question I get a lot is people asking me if you have to pay for the food, the answer is simply no; it's included in your total cruise price. Another cool thing is that maybe 5 out of 7 nights, the buffet has a theme to it. We experienced such things as French night, Spanish night and it was all so tasty!



At all our ports of call, there was an option to go on a tour with Thomson. This is normally at quite a high price! We only ever went on one, and that was a tour around Pompeii which we felt necessary due to its vast size!

Over the week I got to know the captain quite well, as our balcony directly over looked the open bridge wing. And every morning or evening I would wave down to the Captain, and then whilst leaving Barcelona he kindly invited me down to the bridge as we set sail. The best part was that he let me sound the ships horn to let other ships know we were leaving port. *(continued on next page)*





For those who like visiting the bridge of ships then a cruise ship is a must. Unfortunately due to increased security measures it is now much harder or even impossible to visit the bridge. Some companies are very generous and allow a 3 hour guided tour around the whole ship including places such as the galley, engine room etc. Like Carnival but others don't even allow it at all like RCCI or Costa. A little feature that's very nice is that every night your maid comes in and folds back your sheets, puts a chocolate on your pillow and also make a towel animal!

Once the week ended we got our bill to the cabin and luckily it was all correct. To avoid any mishaps, whenever you purchase something onboard you have to show your card as you know but you also have to sign for it and you get a receipt.



We very much enjoyed our holiday; I always say that

crusing is the best. It's every single type of holiday you could ever have in one! I definite-

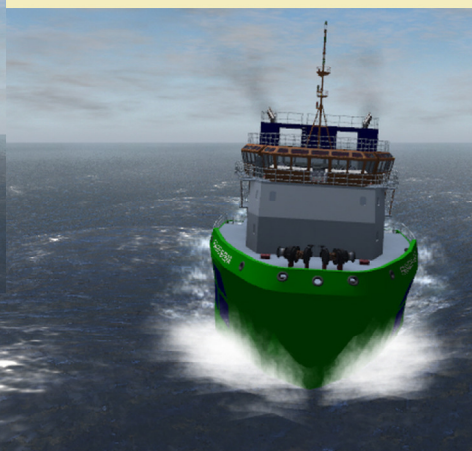
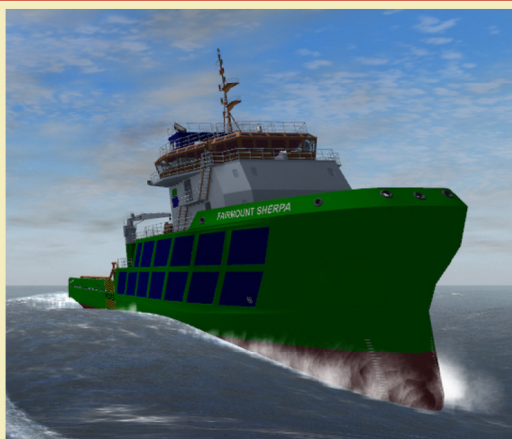
ly recommend a cruise to anyone but make sure you do some research first. Some people prefer the large modern ones; others prefer the older and smaller ships. And some people say that your cabin doesn't matter but personally it absolutely makes it. After a long day out it's nice to know you're not going back to a box!





## FAIRMOUNT SHERPA

Length:	75m
Beam:	18m
Speed:	16kn
Built:	2005
Deadweight Tonnage:	3567t
Draft:	5m
Operator:	Fairmount Marine



The Fairmount Sherpa is the strongest tugboat that's currently available in ShipSim2008. The Fairmount Sherpa is often used as a harbour tug in ShipSim which doesn't do her right. In the early days of ShipSim, the

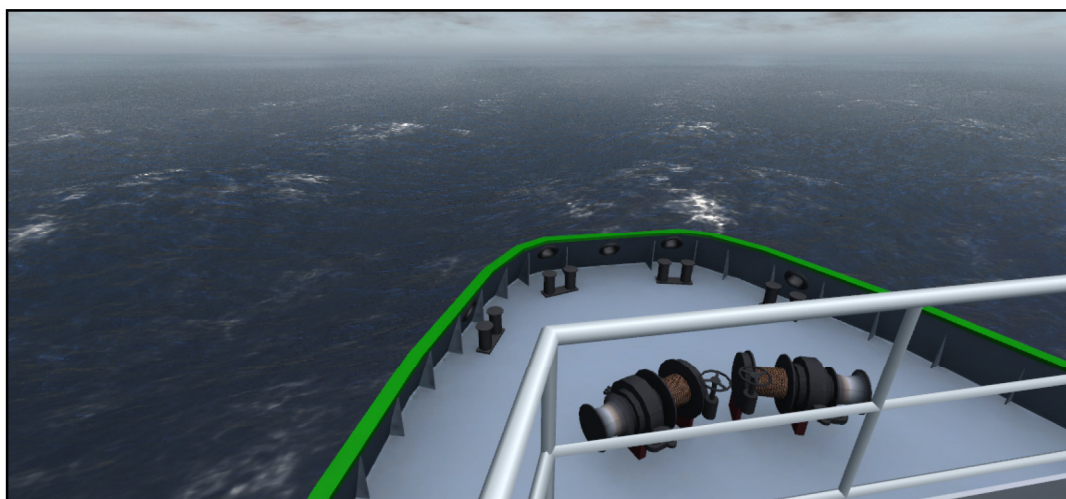
Fairmount Sherpa was the only tug capable of towing the ADF Vermaas and the VLCC Latitude. Nowadays the Bugsier 2 and the upgraded harbour tug are more nimble for the job.

The Fairmount Sherpa is owned by Fairmount Marine, with their headquarters in Rotterdam. The Fairmount Sherpa was built at the Niigata shipyard in Japan under hull number N-003 in 2005. She has an length overall

of 75.08 metres, her beam is 18.00 metres. Her maximum draft is 6.8 metres with a deadweight of 3,568 tonnes. As power source she has 4 Wartsila diesel engines, which gives *(continued on next page)*

### did you know...

- The Fairmount Sherpa has seven other sisters
- Fairmount Sherpa sails under the Dutch flag and is registered in the port of Rotterdam.
- In 2006 the keel laying of Fairmount Expedition was held
- In 2007 Fairmount Expedition was delivered, the fifth tug of the series.



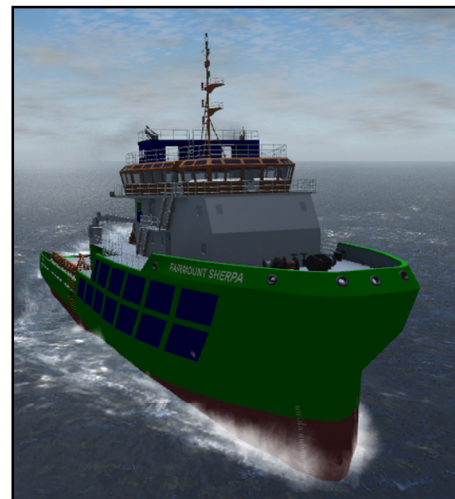


her over 16,000 horse power at 750 rotations per minute. To increase manoeuvrability she's also fitted with bow and stern thrusters.

The Fairmount Sherpa and her sister ships are used for anchor handling and transocean towing. The Fairmount Sherpa can literally tow anything that floats like oil platforms, dry docks, floating cranes etc. The large open aft deck makes her also suitable to load containers and other equipment for supplying oil rigs. She is also equipped with 2 fire monitors on the upper deck which

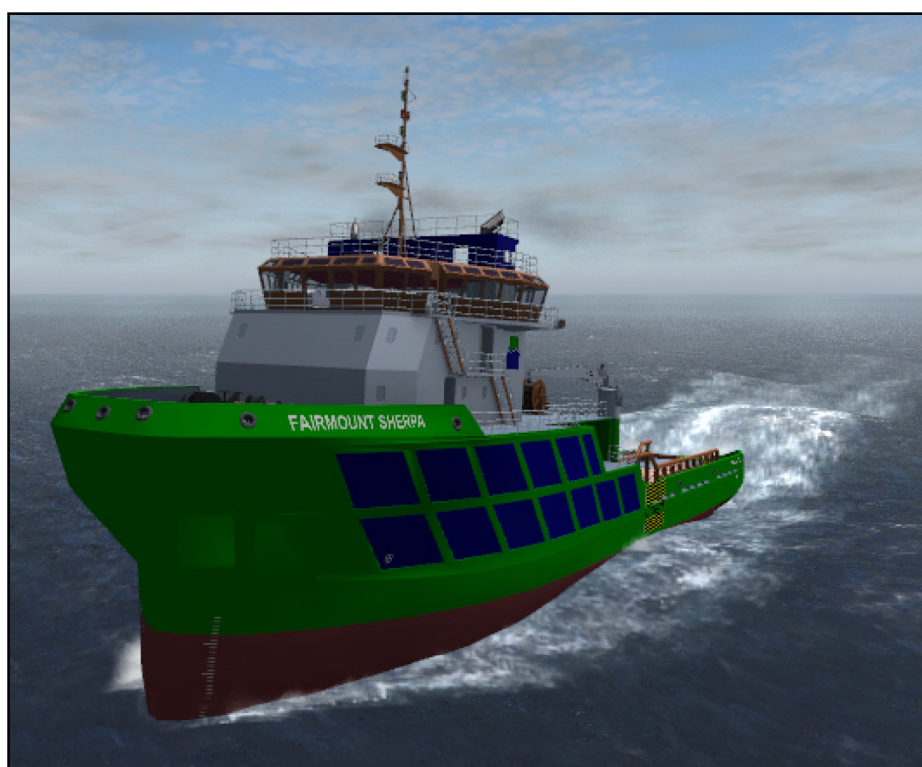
make her capable of fighting fires at sea. The Fairmount Glacier and the Fairmount Expedition even helped looking for the black box of the crashed airplane off the Brazilian coast in June 2009.

During anchor handling the Fairmount Sherpa places and retrieves the High Holding Power (HPP) anchors that secure an oil rig to the sea bottom. When a rig reaches her destination, the HPP anchor is placed on the aft deck of the Fairmount Sherpa and sails it out to the proper position. Once in position,



the anchor is dropped in the water. The amount of anchors that an oil rig carries can vary from 4 up to 16. After the oil rig is finished with drilling, the Fairmount Sherpa manoeuvres her stern above the anchor and heaves the anchor back on her aft deck and delivers it back to the oil rig.

The Fairmount Sherpa has a bollard pull (BP) of 205 tonnes. During the shipyard trials she connects her towing wire to a bollard or dolphin. After the power of her main engines is gently increased to full throttle, the traction is measured. The outcome is considered decisive.





# Ocean Liners

By "OceanLiners"  
[www.oceanliners.com](http://www.oceanliners.com)

It's hard to imagine a time when crossing the Atlantic Ocean wasn't as fast as a flight by jet airplane, but in the 1930's jet airliners didn't exist yet.

Back then Ocean Liners were the way to make a transatlantic crossing, taking several weeks at sea, what an adventure and real voyage.

The Ocean Liners were magnificent vessels, the largest movable objects created by man, and the pride of their country.

Inside the liners revealed grandeur and art deco period styling, each liner proudly displayed unique artwork, and beautiful ornate details.

Photographs of the liners show reflections of the time, for instance the division of passengers by class.

Throughout the 'golden era' Ocean Liners took passengers to new lives, but even-

tually (1960's) jet airliners became the way to cross the Atlantic.

Over time the large Ocean Liners ended up scrapped, had sunk, or in several cases have become tourist attractions and a floating hotel.

While cruise ships are now a popular vacation at sea, a new generation of Ocean Liner has been created with the RMS Queen Mary 2, allowing travellers to once again enjoy the appeal of an Ocean Liner.

Ask what an Ocean Liner enthusiast finds interesting about these liners, and you'll find a fascination with the history, the life style found on board, amazement at the sheer size of the liners, as well as an appreciation of

the beauty and sleek lines in the design.

These vessels more than any other object or place, show us what life was like back then.

Reading of passenger stories provides an insight to why people travelled, rarely was a journey without a story of new beginnings.

Today Ocean Liners are captured in time in a range of excellent books, and movies. Artefacts can also be found for sale online, including ship furniture and even life preservers.

The elegance and luxury of Ocean Liners make this an interest that will transport you back in time, so what are you waiting for? Come on board!



The Queen Mary 1, now a floating hotel.



## Navigator's Diary



*The Shipping Forecast is broadcast four times a day by BBC Radio (British Broadcasting Corporation) for the seas around Great Britain. The forecast is produced by the Met Office.*

*Waters around the British Isles are split up into 32 sea areas. It is broadcast four times a day at: 0048; 0520; 1201; 1754.*

*Some examples of sea areas near environments in Ship Simulator are Dover, Wight, Plymouth and German Bight.*

## Nautical Term of the Month

### Crow's Nest

Positioned high up on the mainmast of ships, the Crow's Nest is where lookouts would be posted with a clear view ahead of the ship.

## Vessel of the Month

### Prinsendam

*Prinsendam*, built in 1988 is owned by Holland-America Line and is 204 meters long with a beam of 29 meters.

With a gross registered tonnage of 37,983 she is capable of reaching 21 knots. *Prinsendam* is a cruise ship and is registered in the Netherlands.

Holland-America Line was founded in 1873. In 1988 Holland-America acquired Home Lines and was then acquired by Carnival in 1989. Holland-America ships have a black hull with red boot topping.

## MULTIPLAYER TIPS

Below are some Colreg regulations that can be used in Ship Simulator. The following rules were compiled by Ballast and can be found in the "Collision Regulations" topic at the top of the Multiplayer Board.

**Rule 2 - Responsibility** - Vessel, owner, captain and crew are responsible for the consequences of any neglect to comply with the collision regulations or of the neglect of any precaution which may be required by the ordinary practice of seaman, or by the special circumstances of the case. This means that you, as captain of one of the vessels in the ShipSim fleet, are responsible for the actions you take. It's your duty as captain to do anything in your power to avoid a collision. If other vessels don't comply with the colregs, it's your duty to take proper actions and avoid a collision.

**Rule 5 - Look out** - Every vessel shall at all times maintain a proper look-out by sight as well as by hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision. This means you cannot leave the vessel unsupervised and do other things while the vessel is sailing. It's also good to change your view at regular base, vessels can 'disappear' behind parts of your vessel like the window frame.

**Rule 6 - Safe speed** - Every vessel shall at all times proceed at a safe speed so she can take proper and effective action to avoid collision. The safe speed depends on the traffic density, weather conditions and the vessels maneuvering characteristics. As you can see how much safe speed actually is, isn't described clearly. Safe speed for the small tugboat is full ahead, but full ahead isn't a safe speed for the Vermaas or Latitude.

**Rule 9 – Narrow channels** – A vessel sailing along a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable. A vessel shall not cross a narrow passage or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway. This means for example, when the Vermaas is sailing up the fairway to Southampton, other vessels are not allowed to cross the fairway impeding the Vermaas.



# Incats

Tractorman

Incat design and build high speed, wave piercing catamaran ships for commercial ferry companies and also military services all around the world which can carry anything from passengers to large freight vehicles. Incat are based in Hobart, Tasmania. There are two covered 'halls' which cover more than 70,000 square meters with two dry-docks and enough room to fit up to six vessels inside!

Incat was founded by Robert Clifford in 1972



and their first vessel hull 001 called the Jeremiah Ryan was launched in September 1977, a steel 18m long passenger ferry.

Since then Incat have made 66 vessels, their latest being the 112m Norman Arrow, the largest diesel catamaran in the world and the largest catamaran operating in Europe. With four water jets pushing through 18 tonnes of water a second each, and it is said just

one of them can fill an Olympic sized swimming pool in just 6 seconds. Not something you'd like to get in the way of! Incat currently have two new builds undergoing at the present time, hull 067 and 068. Hull 067 is another 112m vessel, where as 068 is a newly designed 85m vessel which offers a bow door for faster turnaround times and a stern quarter ramp.

*(continued on next page)*





In the future Incat plan to introduce new 130m 'eco ship', which as you can guess by the name, is designed to be very economical. To save fuel it will only have service speeds of around 30 knots but will have extremely fast turnaround times as quick as 15 minutes with its dual bow, double deck bow ramps. For the first time Incat will be introducing bow thrusters to help manoeuvres in port and reduce hard work for the main engines. So how is this ship so economical you may ask? Well the 130m

vessel will have hulls with minimal resistance, solar panels, wind turbines to capture energy from the wind and engines tuned to



use low sulphur fuels. They have really thought about everything to try and reduce the amount of energy used, with things

like LED lighting, and thermal reductive glass.



*shipscherbourg.overblog.com*



Welcome to the IJTS page from ijts.co.uk! This will be updated every month with the latest information from IJTS.

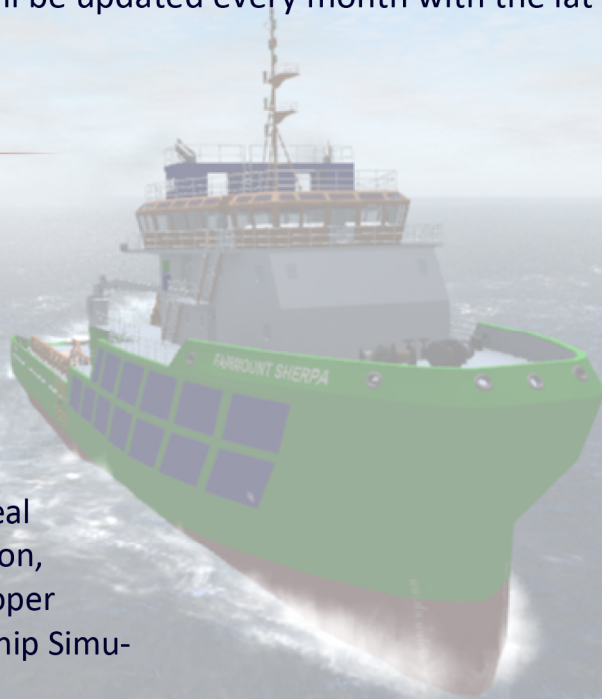
## From the team @ IJTS

With the release of *Ship Simulator Extremes* quickly approaching, we felt it was time to celebrate *Ship Simulator 2008*, and give it the Send of it deserves, so on SSE eve, we are planning MARSEILLE MADNESS. This will be a multiplayer event to celebrate SS08.

**This will be on the 26th August 2010. It will be on the OFFICIAL MARSEILLE MADNESS server,**

**hosted by VSTEP.**

We would love it if as many people as possible attended - to make this a real special occasion, and a real proper send off for *Ship Simulator 2008*!



## IJTS Latest

As SSE is approaching, we're all hopeful that Multiplayer will be brilliant (And I'm sure it will be!) - as we don't yet know what the situation with servers will be, we're unsure about what will happen with the "IJTS Server". IJTS was originally set up to try get people interested in *Ship Simulator* Multiplayer again. As SS08 comes to a close, I feel that we've succeeded in our goal to do that. From now on, what-

ever happens is a bonus, and I have a feeling that SSE Multiplayer will be stuffed to the brim - and that's what we all want to see. So as far as I'm concerned, we've reached our goal with SS08; and that's what matters. We'll keep you updated via Newsletters at IJTS on the situation regarding the server - if you're not yet a member, you can join up at [www.ijts.co.uk](http://www.ijts.co.uk) for the latest information - all are welcome aboard.

Finally - on a personal note, I'd like to thank everyone at *Ship Simulator* for a real cracking time with SS08. As well as everyone at IJTS, who has made the last few months of Multiplayer really worth while for me and many others.

We'd like to thank Mark, Fred, and others at V-STEP for providing us with an official server.

## TEAMSPEAK

At the moment Teamspeak and the Official IJTS Server are not running on a regular basis. Backup servers are occasionally put up for SS08. Below are the Teamspeak details to use if it is running:

### Server name:

IJTS Server (v.h94)

### IP:

85.225.148.174

### Version:

2.0.20.1

### Type

Freeware clan server  
We would appreciate all

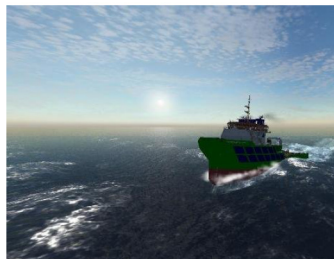
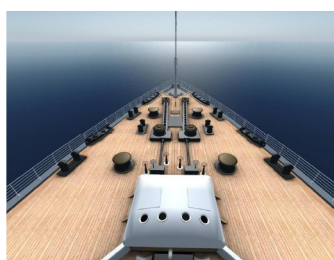
Teamspeak users to also register at IJTS.



# FROM THE BRIDGE



## POTM Gallery - some of the winning pictures since ShipSim Magazine began!





## notices

### Marseille Madness

To celebrate Ship Simulator 2008 players are holding "Marseille Madness" - effectively a multi-player party for the run up to Ship Simulator Extremes! VSTEP have put up a server named "Marseille Madness" that will continue to run while the event is on. For updates check the Marseille Madness topic in the Multiplayer board.

### ShipSim News Page

The ShipSim News page will not go ahead due to no interest from the community.

shipsimmag@googlemail.com

## events

### IJTS Server

The IRI5HJ4CK's towing service server is now back online for the foreseeable future. It normally runs on Friday evenings and through out the weekend.

www.ijts.co.uk for details.

### Regular Multiplayer Meetings

Check the billboard topic at the top of the Media board for up-to-date information on server meetings.

## ShipSim Magazine is going Extreme!

As announced in the previous issue as well as on the Ship Simulator forum, we are going to be re-designing the magazine over the next few months. In order to produce a design that will suit as many people as possible, we need your feedback. You can help by filling in a quick survey to let us know what you as a reader wants:

[http://www.kwiksurveys.com?s=KMEDKL\\_c380d192](http://www.kwiksurveys.com?s=KMEDKL_c380d192)

Unfortunately, due to technical implications we are unable to use hyperlinks in the magazine while it is in PDF format. However, send an email to [shipsimmag@googlemail.com](mailto:shipsimmag@googlemail.com) with the word "Link" in the title and we will automatically reply with the link included.

The survey is structured into four pages in order to make it more user friendly. Thank you for your feedback!

## server information

Below is information on various custom servers open to players. It gives information on who runs the server, and when it's generally open. Servers marked with a \* require New Horizons.

IRI5HJ4CK's Towing Service Official Server (Marseille) \*

This is the official IJTS server. [www.ijts.co.uk](http://www.ijts.co.uk)

Emails are sent out with up to date information on the IJTS server.

Marseille Madness VSTEP Official Server (Marseille) \*

Official VSTEP server to celebrate SS08.

Running 24/7 this will be on during the lead up to Extremes for Marseille Madness.

No more server information available.

CALLING ALL SERVER HOSTS!

If you host a server and would like to let people know about it please send ShipAddict a message. We'd be more than happy to advertise your server here.



## Silverline Web Hosting

Silverline Web Hosting Provide fast and reliable servers and our main aim is to provide our customers with top notch web hosting with dedicated round the clock support. We provide a range of services including shared web hosting, email only accounts, file storage, domain names and website design.

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## ShipSim Magazine *Needs you!*

We are constantly looking for new people to contribute to the magazine. Every month we need new people to write content.

Some content is only as little as 3 paragraphs! So getting involved couldn't be easier.

We need volunteers in order for ShipSim Magazine to continue to grow. We are also happy to organise articles several months in advance if you can't do anything for the next issue.

If you'd like to help in any way please send an email to:

**[shipsimmag@googlemail.com](mailto:shipsimmag@googlemail.com)**

All questions and queries should also be sent to the same address.

All help is much appreciated!

### MARITIME LINKS

Below are some maritime websites that may be of interest. Thank you to Chitch for compiling them.

**Panama Canal**  
[www.pancanal.com](http://www.pancanal.com)

**AIS Realtime Ship Location and movement**  
[www.marinetraffic.com/ais](http://www.marinetraffic.com/ais)

**Professional Mariner Magazine**  
[www.professionalmariner.com](http://www.professionalmariner.com)

**Ships Monthly**  
[www.shipsmonthly.com](http://www.shipsmonthly.com)

**Maritime News Magazine**  
[www.marinelink.com](http://www.marinelink.com)

**Soo locks**  
[www.soolocks.com](http://www.soolocks.com)

## Ship Sim M A G A Z I N E

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**Pictorial contributions:**

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**Other contributors:**

Captain Best

**Special thanks to:**

Frank\_VSTEP

**[shipsimmag@googlemail.com](mailto:shipsimmag@googlemail.com)**

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## Ship Sim M A G A Z I N E

**Queries? Suggestions?**  
**Contact us at:**

**[shipsimmag@googlemail.com](mailto:shipsimmag@googlemail.com)**

## NEXT MONTH...

The first anniversary has been and gone and now we look onto the 13th edition of ShipSim Magazine.



### PRIDE OF BILBOA

In September P&O's Portsmouth - Bilbao route will be closed. The Ferry Man tells us about the ship and the route it served on.



### SHIP SIMULATOR EXTREMES

We bring you a selection of screen-shots from the brand new Ship Simulator Extremes!

**Including...**

- Competitions page
- Vessel in Focus
- And much more!





# Ocean Liners

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## Learn about classic Ocean Liners

**OceanLiners.com is a new site containing lots of information on the great Ocean Liners, brought to you in a fun, and period style.**

**Read liner information in the 'Ship's Library' or learn about nautical subjects in the 'Crew Training' section.**



# [www.OceanLiners.com](http://www.OceanLiners.com)

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