

Ship Sim

M A G A Z I N E

Issue 14

October 2010

Your first port of call for the latest virtual shipping news

From Italy to Sardinia

Report on a ferry crossing to Sardinia onboard a Moby ship, famous for the Loony Tunes cartoons painted on the side.



**Coastguard
Cutter review**



**Special Halloween ghost
story**



**Last month's SSE & SS08
POTM winners**



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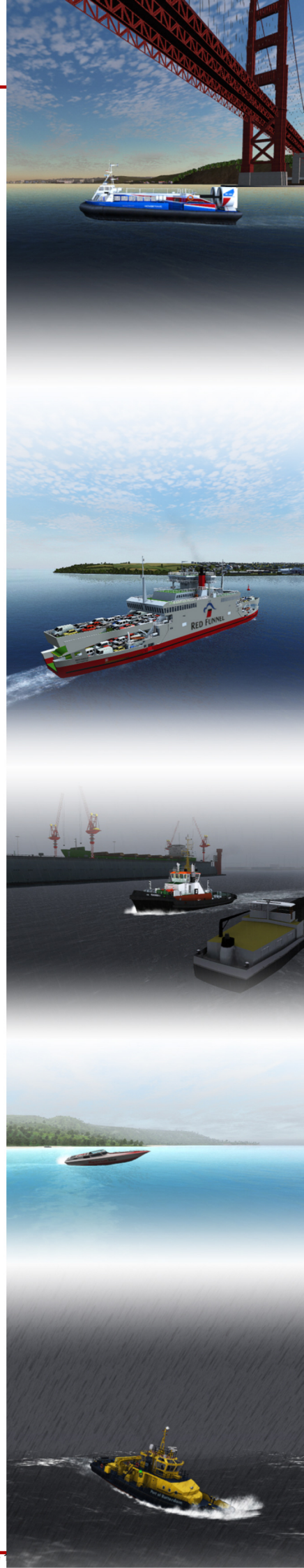
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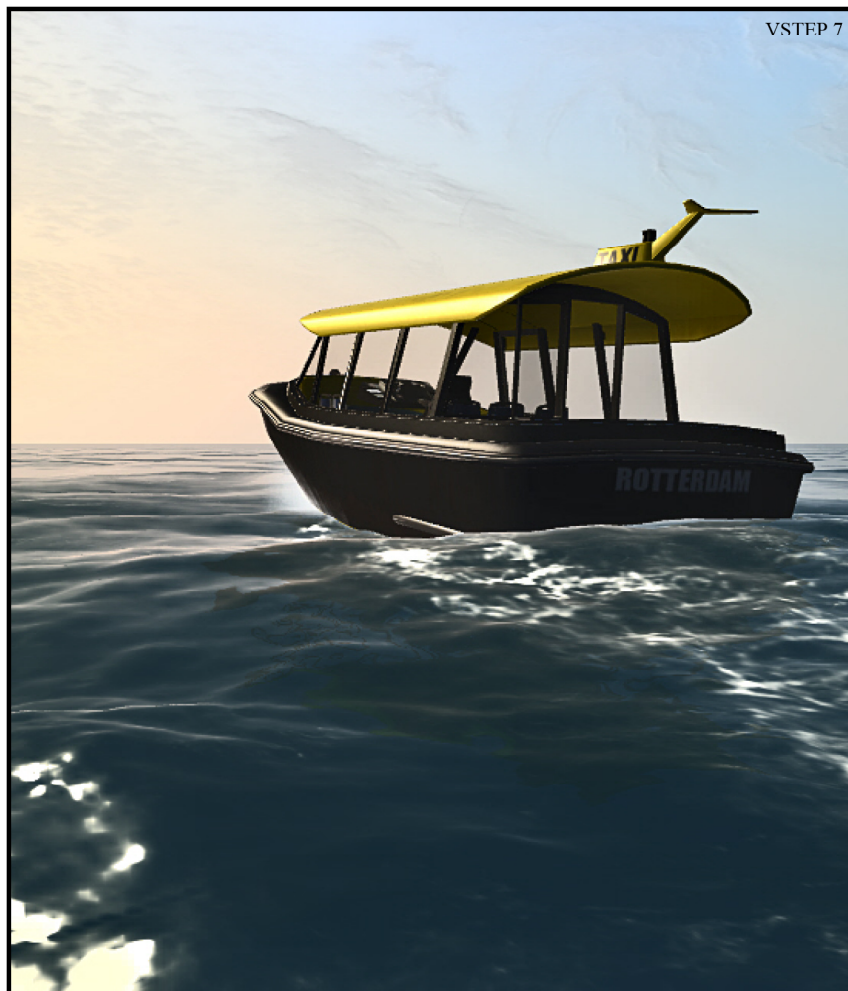
Red Eagle



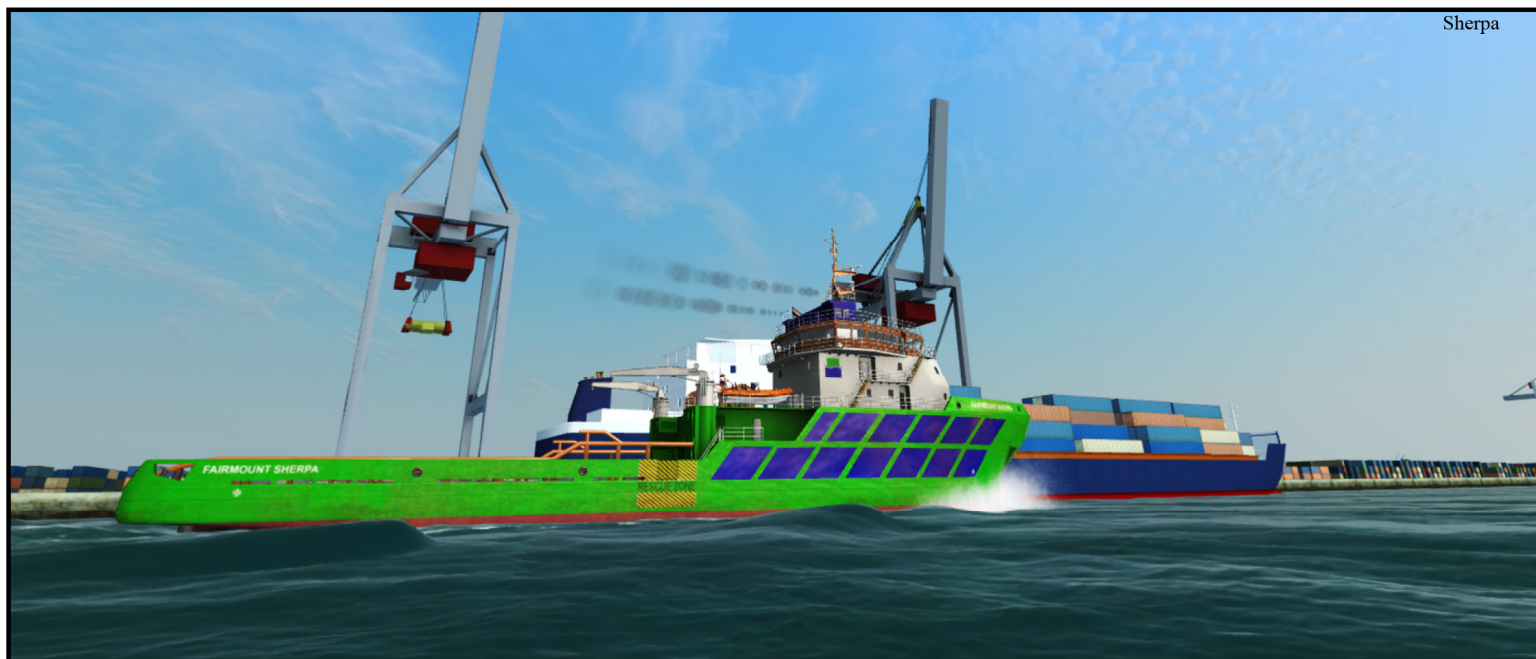
Sigita



VSTEP 7



Sherpa





Cartegna Delight



Arie Visser



Billy Green



RedJet4



'The Harbour Spectre'

Chitch

It was a beautiful autumn morning in the harbor of New York, the light ripples at the quay belied the report from the weather service. We were anxious to get to sea as the weather was forecast to turn ugly in the next 24 hours. Our ship was a good one and our Captain sure and steady. If we could beat the worst of the weather, we would have a pleasant cruise across the Atlantic to our destination in Marseille.

The last of the lines had been cast off, and the pilot had ordered 20% thruster on the bow, and we slid gracefully toward the channel. Once clear of other moored freighters, the pilot gave the order for 200 turns and we started toward the shipping channel that would bear us out to the waiting deep.

The radio crackled to life and the lookouts reported that harbor control was saying that the Vermaas was outbound in the channel, so the pilot and Captain decided that it would be best to give way and allow the huge container vessel the right of way.

We slowed to the point where we were barely making way, and waited for the outbound ship to come up on the starboard side,

after a few minutes the Vermaas slid silently into view, laden with hundreds of containers outbound for destinations across the globe. As she passed, the Captain blew a greeting which was returned and through the glasses, we could see her crew busy on deck checking and re-checking the tiedowns for each container.

As we slid in behind her, the traffic was just starting to pick up for the day and the harbor quickly filled with ferries, tugs and water taxis, all bent on completing their assigned duties. None seemed to notice either of us as we made our way toward the bridge that would be our gateway to our crossing. We were two more floating behemoths outbound for the world's various ports.

Both the Captain and the pilot were stationed on the starboard wing keeping an eye out for any errant small craft or flot-sam that might wander into our path, and I was at my assigned duty station, the radar console, and relaying the orders of the Captain and pilot for steerage.

I mused to the AB on duty that

the Vermaas must have slipped in overnight as the logs showed that she wasn't due in until later this morning. The AB replied that he had sailed with her Captain before and knew that if he could get her in early and safely, it always made the ship owners happy for him to do so, and it made for higher bonuses for the crew as well.

I was thinking that he must have had a very quick turnaround time to have delivered and loaded his cargo to be outbound this early when I heard a cry from the watch over the radio. THE VERMAAS WAS ON A COLLISION COURSE WITH ANOTHER HUGE CONTAINER SHIP!!

The idea was impossible. If it was true, then it would be a horrendous wreck if the two ships came together, however slightly, in the shipping channel, and it would tie up the harbor for some time as all the ships available would be involved in rescue duties and herding spilled containers to shore, not to mention the horrific fire that could ensue. *(Continued on next page)*





Explosive cargoes and dangerous chemicals were always loaded on the bow to keep them as far from the bridge and crews quarters as possible.

As I was starting to relay the information to the Captain and pilot, it was obvious that they were both observing the same disaster in the making. After what seemed like an eternity, the Captain ordered full back to avoid running into the fray ahead, and our great ship shuddered, slowed, grudgingly at first, then more surely. Finally we were down to less than dead-slow and the Captain ordered all stop on the engines. We coasted very slowly toward the coming meet.

Frantic calls were made to both ships to veer off and avoid the impending wreck scene that was unfolding before us. I checked the radar, and both ships were still on a collision course...other ships in the area were blowing a warning signal for a collision, but neither ship varied their course a whit! This would surely be a tragedy of epic proportions...what could be wrong with the two captains? Were one or both incapacitated? Was it a terrorism act? I was transfixed on the radar screen, and couldn't tear my eyes away as the slow-motion dance of death and destruction continued.

Then, horror struck, I watched as both ships came together, and I knew that the sound of tearing metal and possible explosions would follow shortly across the water. But there was no sound, and no explosion. NOTHING

HAPPENED! I couldn't believe my eyes or the radar....both ships appeared to simply sail through each other as if the other wasn't there. My brain revolted at the idea, and I checked the unit to be sure that it was in proper working order, all seemed to be fine, and the unit passed it's self diagnostic.

The Captain and pilot were statues on the starboard wing....unblinkingly watching the unbelievable sight before their eyes....the AB at the wheel was frozen with fear, all were bearing witness to the scene. We all had stopped breathing in expectation....and the outbound Vermaas just faded from view. What was going on? Were we all going mad? The Captain and I just exchanged glances with each other. Nothing that could be said would be adequate to describe what we had all just witnessed.

Clearing his throat, but visibly shaken, the Captain ordered a call to harbor control to see what they had for information on the outbound Vermaas. They reported that they hadn't been in contact with her yet as she was due in shortly and hadn't called for her pilot yet. When we asked about their call to yield and fall in behind her, no one at harbor control recalled having radioed to us other than to check and see if we were ready for the pilot and departure. We had them check their radio logs, and they reported no such call was made. The bridge was now, silent as a grave.

After an awkward period of time,

the Captain ordered all ahead one-third to bring us back up to our departure speed. We were curious what the inbound container vessel would have to say about what they surely couldn't have, but seemingly had, missed.

As we neared the ship, we looked in astonishment. There...on her bow the word was written....it bore the name..."VERMAAS"! How was this possible? We had followed the Vermaas out of the harbor, spoke with her captain on the radio, despite Harbor Control stating otherwise. Our bridge crew stood silent as we passed her. Her crew waved a cheerful greeting as she entered the harbor. Our response was more mechanical than anything with any form of feeling. They had obviously seen or heard nothing of the incident.

The remainder of the voyage was completely uneventful, which was good. We'd just had all the thrills that we could handle on this trip. We tied up in Marseille a week and a bit later, still shaken by our spectral vision exiting New York. The Captain retired the next year and I transferred to a ship that was sailing for the far east. Because of this incident, the bridge crew had a common bond that stayed with us over the years, but none of us have ever spoken of this incident in the years since, and probably never will. We will go to our graves never knowing what we had witnessed.

Thanks to Chitch for his work producing this!

SS Extremes: Coastguard Cutter NCLAPOA

One of the new vessels in Ship Simulator Extremes, the Coast Guard Cutter, is quickly becoming a popular favourite amongst game players. Based upon the real Hamilton Class Cutters of the United States Coast Guard, the new ship measures in at 115 metres long with a beam of 13 metres. With a relatively short draft of 4.6 metres, she is very versatile and can be manoeuvred into a variety of different areas within the game. The Cutter has a CODAG (Combined Diesel and Gas) propulsion sys-



tem with two diesel generators and two gas turbines. This allows the Cutter to achieve vast quantities of power nearly instantaneously. Along with her controllable pitch propellers, the Cutter can adjust her thrust with speed and precision. Combined with the Cutter's highly hydrodynamic profile, she is able to easily cut through the water at over 29 knots. The Cutter's thruster also

aid in manoeuvring and is powerful enough to drive the ship ahead at a speed of 3 knots. There is even a helicopter flight deck and a retractable hanger located near the stern. Although first introduced in the 1960's, all 12 of the Hamilton Class Cutters went through a revitalization process in the 1980's and can still be found all over the world enforcing laws and aiding in search and rescue efforts.



SSE POTM

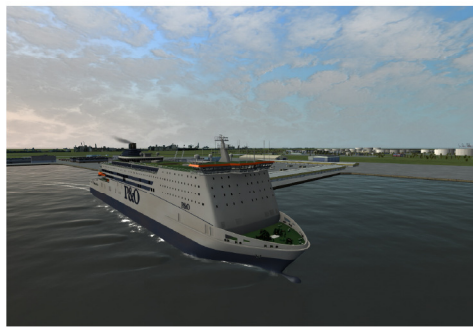
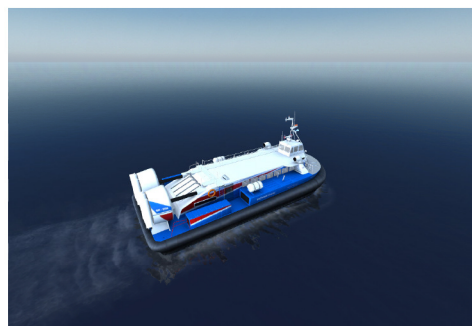


Congratulations Thor2!

SS08 POTM



Congratulations Ironduke!







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

- What new ship was added to free roam in Patch 1.2.2?
- Pride of Rotterdam calls at:
a. Hull
b. Cherbourg
- What is Sherpa's gross tonnage?
- What company does Jumbo Javelin operate under?
- What is Arie Visser's main task?

Nautical Term of the Month

Watch

Guess the Ship

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



Word Search

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

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



Italy to Sardinia

Joey I

On the 16th of July my family and I went by ferry from Livorno, Italy to Olbia, Sardinia. Our ship was the Moby Aki the biggest ship of the Moby Lines fleet. It was built in 2005 at Fincantieri, Ancona and has three sister ships the Moby Freedom, the Moby Wonder and the Superstar from Tallink. The Freedom and the Wonder were built in 2001 at South Korea and the Superstar 2007 at Ancona.

We went through one of the two car doors on board the ship and parked our car on the 5th of five car decks. On the next two decks were 320 passenger cabins placed. One deck higher were two restaurants three cafeterias, a pizzeria and a big shop. One cafeteria was placed directly over the bow of the ferry and was three decks high. The second one in the



middle and the third was at the stern of the ferry. On the top of the ship the very big funnel dominated the whole ship. In front of the funnel were a small swimming pool and a bar placed. The whole ship looked very new and clean but a lot of people were on board. The exterior is painted over with figures of the Looney Tunes like every ship of the Moby Lines. You find those figures also in the interior of the ship. All

in all it is a very nice ferry. The arrival at Olbia was very beautiful. The ferry went through a small but very long waterway into the port which is placed on an island in the bay of Olbia. But on the ship everybody wanted to go to his car as fast as possible. And so we had to wait very long in the stairway. As we came to the garage the disembarking went very fast and smooth.



notices

No Notices.

ShipSim Magazine is going Extreme!

Next month the new look ShipSim Magazine will be released.

We hope that you will like the new design, and would appreciate feedback once it has been released.

Feel free to send an email to shipsimmag@gmail.com.

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.

Due to the release of the new ShipSim Extremes, server information will no longer be available.

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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.



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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

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

All help is much appreciated!

last month's quiz answers

Ship Quiz

Question:

1. 2001
2. Orient Star
3. 2981
4. Red Funnel
5. SS06 Addon

Guess the Ship

Britanny Ferries, Mont St Micharl.
Congratulations to Jakespin118 for guessing it correctly.

Nautical Term

"Crow's Nest"

The lookout's spot normally positioned high up on the mast of a ship.

Ship Sim MAGAZINE

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-

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Ship Sim MAGAZINE

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

shipsimmag@googlemail.com

NEXT MONTH...

The NEW look ShipSim Magazine!
Including an exclusive VSTEP interview.

Issue 15 of ShipSim Magazine will be available
for download on the:
18th November.



Ocean Liners

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.



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