

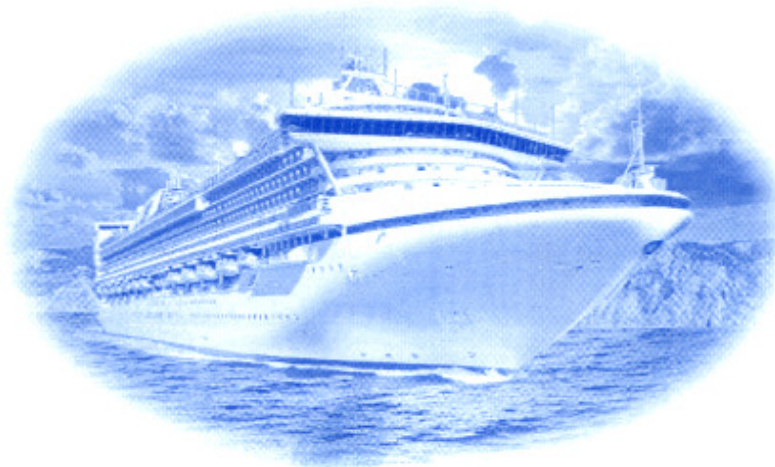
Log of the Cruise



In Command
Captain ATTILIO GUERRINI



CARIBBEAN PRINCESS
San Juan • St. Thomas • Dominica • Grenada
Bonaire • Aruba • San Juan
March 14th to March 21st, 2010



PRINCESS CRUISES

escape completely

DECK / NAVIGATION OFFICERS

Staff Captain		Gennaro Arma	2nd in Command, Head of Deck Department	
Senior 1st Officer		Paolo Arrigo	Statutory Safety Officer	
1st Officer		Marijo Kraljevic	Senior Officer of the Watch	04-08 /16-20
3rd Officer		Marco Magналardo	Junior Officer of the Watch	Watch
2nd Officer		Michele Moro	Senior Officer of the Watch	08-12 /20-00
3rd Officer		Pasquale Maresca	Junior Officer of the Watch	Watch
Senior 2nd Officer		Maro Miloslavic	Senior Officer of the Watch	12-16 /00-04
3rd Officer		Shaun Couper	Junior Officer (Log Author)	Watch

The Bridge is manned 24 hours a day by 2 Officers working 4 hours on, 8 hours off in a 3 watch system.
0000-0400, 0400-0800, 0800-1200, 1200-1600, 1600-2000, 2000-0000

Sunday, 14th March 2010 – San Juan, Puerto Rico

At 11:13 PM Caribbean Princess let go all her lines. When all mooring lines were clear, the Captain maneuvered the ship off the berth. Caribbean Princess proceeded astern into the turning basin and swung her bow to Port, lining up for the transit of the San Antonio Channel prior to entering the Anegado and Bar Channels. The passing of Punta Del Morro on our Starboard side marked our exit of San Juan harbor. The local pilot was disembarked at 11:48 PM, once well clear of San Juan Harbor, Caribbean Princess proceeded on an Easterly-course following the North Coast of Puerto Rico and then shortly after a southeasterly course was set passing through the "Virgin Passage".

Monday, 15th March 2010 – St. Thomas

The night was spent steaming on a southeasterly course towards St. Thomas.

At 06:11 AM Caribbean Princess entered the West Gregory Channel. At 07:00 AM we brought our main engines into maneuvering mode. Caribbean Princess was then subsequently maneuvered alongside, port side to the berth. All mooring lines fast and gangways rigged and ready by 08:03 AM.

Weather: Scattered Cloud

Temperature: 28.0°C / 82.4°F

Barometric Pressure: 1014.8 mb

Wind: Southerly Force 3

At 5:56 PM we let go all our moorings and the Captain thrust the ship off the berth. Once cleared the pier, Caribbean Princess swung her bow to starboard, then proceeded outbound through West Gregory Channel and soon after we disembarked our local Pilot. Once we were clear of the channel, we set a southeasterly course, towards Dominica.

Tuesday, 16th March 2010 – Roseau, Dominica

After departing from St. Thomas, Caribbean Princess continued on her southeasterly course passing to the west of the Leeward Islands. Shortly before sunrise landfall was made to Dominica and final approaches were made towards Woodbridge Bay. At 08:34 AM the pilot was on board, Caribbean Princess then proceeded towards the berth, where she was moored, starboard side to quay, at 09:30 AM.

Weather: Scattered Cloud

Temperature: 29°C / 84.2°F

Barometric Pressure: 1012.8 mb

Wind: Westerly, Force 2

At 18:10 PM with all passengers back on board, the gangways were shipped and lines let go before thrusting off the berth and swinging the bow to starboard, then passed to the West of the Windward Islands heading for Grenada. Caribbean Princess continued on a Southerly course throughout the night.

Wednesday, 17th March 2010 – St. George's, Grenada

Caribbean Princess spent the night and morning on a southerly course across the Grenada Basin. At 06:15 AM the main engines were brought to maneuvering mode and at 06:29 AM we embarked our local pilot, who assisted in bringing Caribbean Princess safely alongside her berth. Caribbean Princess was all secured, portside too, at 07:12 AM.

Weather: Cloudy with passing showers

Temperature: 28.0°C / 82.4°F

Barometric Pressure: 1013.7 mb

Wind: Southeasterly 3



At 02:27 PM with all Passengers and crew onboard gangways were shipped and Caribbean Princess was secured for sea. All lines were let go and Caribbean Princess thrust off the berth and swung her bow to starboard. Once clear of the berth the pilot was disembarked and a westerly course was set for, Kralendijk, Bonaire.

Thursday, 18th March 2010 – Kralendijk, Bonaire

Throughout the night Caribbean Princess maintained her westerly course. At 10:00 AM the main Engines were brought into maneuvering mode, shortly afterwards at 10:24 AM we embarked our local pilot and made the final approach to Kralendijk, Bonaire.

Caribbean Princess was all-fast alongside to the north pier at 11:35 AM.

Weather: Cloudy with sunny spells

Temperature: 28.0°C / 82.4°F

Barometric Pressure: 1013.2 mb

Wind: Easterly Force 4

At 07:04 PM with all our moorings gone, Caribbean Princess thrust off and maneuvered clear of the berth swinging the bow to starboard. Left Kralendijk behind us, Caribbean Princess set west northwesterly course for Aruba.

Friday, 19th March 2010 – Oranjestad, Aruba

Throughout the night Caribbean Princess maintained her westerly courses, passing 8 Nautical Miles to the North of Curacao. Main Engines were brought to maneuvering mode at 06:45 AM, before embarking the local pilot at 06:58 AM. Under the guidance of the pilot, Caribbean Princess entered the narrow channel into the harbour, where we made fast and had our gangways rigged and ready at 07:50 AM.

Weather: Cloudy

Temperature: 28.5°C / 83.3°F

Barometric Pressure: 1013.0 mb

Wind: Northeasterly, Force 6

At 05:22 PM, with all pre-departure checks complete, the gangways were shipped and lines let go before thrusting off the berth and moving ahead through the harbour. Once clear of the harbor limits we disembarked our pilot at 05:33 PM, rounded the northern shores of Aruba and set course of 023 towards our final destination, San Juan.

Saturday, 20th March 2010 – At Sea

Caribbean Princess spent the day on the north northeasterly course of 023 across the open Caribbean Sea and Venezuelan Basin, where the depth of water is up to 5000m/ 16500ft.

*Noon Position: 16° 32.0' N 068° 24.0' W

Weather: Partly Cloudy

Temperature: 28°C / 82.4°F

Barometric Pressure: 1014 mb

Wind: Easterly Force 7

*At approximately 07:00 PM Caribbean Princess passed into the Mona Passage, Leaving Mona Island on our port side at around 7 nautical miles. Just before midnight, courses were altered to the west. Throughout the night Caribbean Princess paralleled the north coast of Puerto Rico.

Sunday, 21st March 2010 – San Juan*

At 04:00 this morning the main engines were switched to maneuvering mode prior to embarking out local pilot at 04:15. From the pilot boarding area we entered the Bar Channel and set various courses towards our berth in San Juan. Caribbean Princess was all fast alongside at 06:00 AM.

* Indicates estimated at time of going to print.

Log Author: **Shaun Couper** – 3rd Officer

CRUISE SUMMARY		
	DISTANCE	AVERAGE SPEED
San Juan to St. Thomas	76 Nautical Miles	11.1 Kts
St. Thomas to Dominica	274 Nautical Miles	20.6 Kts
Dominica to Grenada	192 Nautical Miles	16.5 Kts
Grenada to Bonaire	392 Nautical Miles	20.1 Kts
Bonaire to Aruba	118 Nautical Miles	10.7 Kts
Aruba to San Juan	*479 Nautical Miles	*13.8 Kts
Total Distance 1531* Nautical Miles on passage / 1760.65 Statue Miles / 2835.4 Kilometers		
Note: 1 Nautical Mile = 1.15 Statute Miles = 1.852 Kilometers		
Wind force refers to the Beaufort scale.		





CARIBBEAN PRINCESS SHIP'S PARTICULARS

Operated By	: Princess Cruises, Los Angeles
Built by	: Fincantieri, Cantieri Navali Italiani S.p.A., Shipyard of Monfalcone, Italy, March 2004
Port of Registry	: Hamilton, Bermuda
Official Number	: 733730
IMO Number	: 9215490
Call Sign	: ZCDG8
Classification Society	: Registro Navale Italiano (RINA)
Class Notation	: +100 A1 Passenger Ship
Gross Registered Tonnage	: 112,894t
Net Registered Tonnage	: 85676 t
Length Overall	: 290 m / 950.1 ft
Length Between Perpendiculars	: 242.2 m / 794.6 ft
Moulded Breadth	: 36.0 m / 118.1 ft
Total Breadth (Wings)	: 50.5 m / 165.7 ft
Total Height Above Keel	: 64.7 m / 212.3 ft
Sail Area	: 10533 m ² / 112963 ft ²
Moulded Depth	: 14.25 m / 46.8 ft
Maximum Draught	: 8.45 m / 27.7 ft
Corresponding Displacement	: 50 227 t
Corresponding Deadweight	: 10052 t
Maximum Passenger Capacity	: 3622
Normal Crew Complement	: 1200
Propulsion Type	: Diesel Electric
Diesel Engines	: 4 D/E Sulzer 16ZAV 40S • 2 D/E Sulzer 12ZAV 40S
Output of Main Engines	: 4 x 11.52 MW • 2 x 8.64 MW
Manufacturer of Main Engines:	: Wartsila N.S.D. Italia S.p.A.
Thrusters:	: Bow 3 x 2200 kW (2992 Hp) • Stern 3 x 1720 kW (2339 Hp)
Propellers:	: 2 Fixed Pitch Propellers, Six Blades
Rudders:	: 2 Semi-Balanced
Stabilizers:	: 2
Fuel Capacity:	: 3470 t
Fresh Water Capacity:	: 3308 t
Cruising Speed:	: 21 Knots
Maximum Speed:	: 23.3 Knots