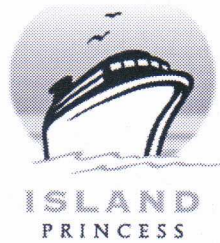


Log of the Cruise



In Command
Captain NICOLO BOMMARCO
Master MV Island Princess



ALASKA CRUISE (NORTH BOUND)
Vancouver • Ketchikan • Juneau • Skagway
Glacier Bay • College Fjord • Whittier











PRINCESS CRUISES
escape completely

The Bridge of Island Princess is one of the most advanced in the world. It is designed similarly to an aircraft's cockpit with the two watch officers sitting side by side. The Senior Officer of the Watch is sitting in the left hand seat, whereas the Junior Officer of the Watch is sitting in the right hand seat.

The integrated bridge allows all the ship's controls, navigation and track monitoring to be controlled by computers from the conning position, with all safety and engine systems also monitored on adjacent screens. The NACOS track pilot system can keep Island Princess within few meters from her programmed track using data from Navigational Satellites and a type of "sonar log" (Doppler) which gives fore and aft and sideways speeds over the ground and over the water.

With prediction and past track data available and the latest traffic avoidance and weather radar, Island Princess has the ability to safely navigate in any weather, around the world.

DECK / NAVIGATION OFFICERS

Staff Captain		Maurizio Di Prete	2nd in Command, Head of Deck Department
Snr. 1st Officer		Ivan Proynov	Senior Officer of the Watch (Safety Officer)
1st Officer		Christiano Chite	Senior Officer of the Watch (Navigator)
Snr. 2nd Officer		Pero Juricevic	Senior Officer of the Watch
2nd Officer		Douglas Bird	Senior Officer of the Watch
2nd Officer		Iain Patterson	Junior Officer of the Watch
3rd Officer		Dario Marcolin	Junior Officer of the Watch
3rd Officer		Luigi Starace	Junior Officer of the 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, 2000-2400

CRUISE SUMMARY

Total Distances (Berth To Berth) Between Ports of Call in Nautical Miles:
(1 nautical miles is equal to 1.15 land miles or 1.852 kilometers)

VANCOUVER TO KETCHIKAN	520 Nautical Miles
KETCHIKAN TO JUNEAU	266 Nautical Miles
JUNEAU TO SKAGWAY	98 Nautical Miles
SKAGWAY TO GLACIER BAY	110 Nautical Miles
GLACIER BAY TO COLLEGE FJORD	398 Nautical Miles
COLLEGE FJORD TO WHITTIER	24 Nautical Miles

TOTAL DISTANCE COVERED 1407 Nautical Miles



EXTRACT FROM THE DECK LOG BOOK

31st May to 07th June, 2010

Monday 31st May 2010 - Vancouver

At 1400 the bridge team commenced pre-departure checks, and not long afterwards were joined by 2 British Columbia Pilots. At 1513 the local authorities granted the Island Princess clearance to depart and we began the process of disconnecting one of the 2 shore gangways. At 1639 all passengers and crew were reported on board and the remaining gangway was landed. We started letting go our mooring lines and once the mooring decks had reported 'all lines inboard' at 1652 Island Princess was gently thrust away from the berth and manoeuvred ahead into the harbor. Various courses were set to pass under the Lions Gate Bridge and into the Strait of Georgia, and shortly afterwards we rang 'full away on passage' to the engine room.

Tuesday 1st June 2010, At Sea

At 0258 Island Princess entered the famous 'Seymour Narrows'. After clearing the Narrows we temporarily increased speed, before reducing once more to pass Chatham Point at 0423. At 0715 Island Princess was safely navigated through the Blackney Passage, and 3 hours later our British Columbia Pilots were disembarked at the Pine Island Pilot Station.

Noon Position: 51°20.1'N - 128°26.1'W
Temperature: 12°C (53°F)
Wind: South/East Force 3
Barometer: 1008.9
Sky: Overcast

Wednesday 2nd June 2010, Ketchikan

Ships clocks retarded 60 minutes at 0200 to GMT -8.

At 0108 (GMT -8) Island Princess crossed the US/Canada border and shortly afterwards entered Alaska state waters. 2hrs notice to 'Standby Below' was given to the engine room at 0230, and at 0324 we embarked our first South East Alaska Pilot at the Twin Island Pilot Station. We entered Tongass Narrows to make our final approach to Ketchikan. As the vessel manoeuvred alongside the berth our first lines were run ashore and secured at 0430. Island Princess was 'all fast fore and aft' at 0540.

Noon Position: Starboard side to Pier No.4, Ketchikan
Temperature: 13°C (55°F)
Wind: South/East Force 5
Barometer: 990.5
Sky: Overcast

Once the security officer confirmed all on board at 1352, the order was given to land the remaining gangway and commence singling up mooring lines. All lines were cast off and clear of the water by 1357 and once more Island Princess was thrust away from her berth before moving ahead and back into the main channel, northbound towards Juneau. Between 1850 and 1900 we transited Snow Passage, before turning onto a south westerly course down the Sumner Strait passing through Decision Passage and altered back to a north north westerly heading into the Chatham Strait.

Thursday 3rd June 2010, Juneau

At 0445 2 hours notice was given to the engine room for Standby Below, and shortly before 0600 we switched off one of our 2 Diesel Generators to complete the arrival with 1 'DG' and our Gas Turbine. At 0704 we had all hands on mooring stations and Island Princess made her final approach to the dock. The first lines were run ashore at 0645, and we were all fast fore and aft by 0756.

Noon Position: Port side to Franklin Dock, Juneau
Temperature: 12°C (53°F)
Wind: South/East Force 5
Barometer: 1000.5
Sky: 6/8 Cloud

At 1830 2 hours notice was given to the engine room for Standby Below, once the last passengers walked up the gangway we rang Standby Below and completed the departure briefing with the pilots. By 2051 all lines had been let go, and Island Princess was thrust away from the berth, and manoeuvred astern, before swinging the bow to starboard and setting

courses to retrace our steps back down the Gastineau channel. Passed Marmion Island on the starboard side w altered course to starboard and entered the Lynn Canal on our northbound passage to Skagway.

Friday 4th June 2010, Skagway

2 hours notice to Standby Below was given at 0315 and pre-arrival checks commenced shortly afterwards. Island Princess on the final approach to her berth swung 180° and berth port side to the quay. With the swing complete, our first lines were run ashore at 0621.

Noon Position: Port side to Railroad Dock Aft, Skagway
Temperature: 9°C (48°F)
Wind: South Force 3
Barometer: 1008
Sky: Partly Cloudy

With all pre-departure checks complete, and the last passengers and crew safely embarked, the mooring teams commenced letting go the and as the last lines were heaved clear of the water at 2014, Island Princess once again thrust away from her berth and moved ahead, setting various southerly courses back down the Lynn Canal towards Icy Strait, and then on to Glacier Bay.

Saturday 5th June 2010, Glacier Bay

This morning at 0600, as we passed Bartlett Cove, Island Princess was joined by the Park Rangers and Naturalists of the Glacier Bay National Park. As we slowly navigated through the spectacular scenery, they provided information and a running commentary about the area, its history and its wildlife. We manoeuvred the ship to within 1 nautical mile of the Margerie Glacier at 0956, and then retraced our steps back towards, and then into John Hopkins Inlet, and finally the Lamplugh Glacier.

Noon Position: 58°54.4'N - 136° 59.8'W Glacier Bay
Temperature: 8°C (46°F)
Wind: Light Airs
Barometer: 1019.1
Sky: Overcast

At 1558 the Park Rangers and Naturalists were disembarked and Island Princess made her way out of Glacier Bay. At 1634, after nearly 4 days sterling service, we bid farewell to our 2 South East Alaska Pilots and turned our bow to the open ocean, setting west north westerly courses across the Gulf of Alaska towards Prince William Sound.

Sunday 6th June 2010, College Fjord

Throughout the morning, Island Princess steamed her way across the Gulf of Alaska at an average speed of 17 knots.

Noon Position: 60°10.0' N - 146°30.0'W
Temperature: 9°C (48°F)
Wind: East Force 2
Barometer: 1020.5
Sky: Sunny

Around midday, the vessel was abeam Cape Hinchinbrook and we altered course to starboard and entered Prince William Sound.

*1445 South West Alaska Pilots on board at Bligh Reef Pilot Station.

*1730 Vessel abeam Point Pakenham.

*1730 ~ 2030 Scenic cruising in College Fjord.

*Monday 24th May 2010, Whittier

*0030 Vessel securely moored alongside at Whittier Cruise Terminal.

**Estimated at time of printing.*





ISLAND PRINCESS

SHIP'S PARTICULARS

Owned By	:	Princess Cruises, Los Angeles
Built by	:	Chantiers de L'Atlantique Shipyard of St. Nazaire, France
Delivery Date	:	June 18th, 2003
Port of Registry	:	Hamilton, Bermuda
Official Number	:	733727
IMO Number	:	9230402
Call Sign	:	ZCDG4
Classification Society	:	Lloyd's Register of Shipping, London
Class Notation	:	100 A1 Passenger Ship
Gross Registered Tonnage	:	91 627 t
Net Registered Tonnage	:	53 394 t
Length Overall	:	294.0 m / 964.3 ft
Length Between Perpendiculars	:	266.44 m / 873.9 ft
Moulded Breadth	:	32.20 m / 105.6 ft
Total Breadth (Wings)	:	38.4 m / 126.0 ft
Total Height Above Keel	:	62.0 m / 203.4 ft
Maximum Passenger Capacity	:	2368
Normal Crew Complement	:	890
Propulsion Motors	:	2 Synchronous Electric Motors (20000 KW each)
Diesel Engines	:	2 Wartsila 16V 46C (16200 KW each)
Gas Turbine	:	General Electric LM2500 (25000 kW)
Thrusters:	:	3 Bow Thrusters Rolls Royce (2306 HP each) 3 Stern Thrusters Rolls Royce (2306 HP each)
Propellers:	:	2 Fixed Pitch Propellers, Five Blades
Rudders:	:	2 Semi-Balanced Spade Rudders
Stabilisers:	:	2 ACH Engineering Stabilisers
Fuel Capacity:	:	1899 t (Heavy Fuel Oil) 1602 t (Marine Gas Oil)
Fresh Water Capacity:	:	2199 t
Cruising Speed:	:	22.0 Knots
Maximum Speed:	:	23.4 Knots