

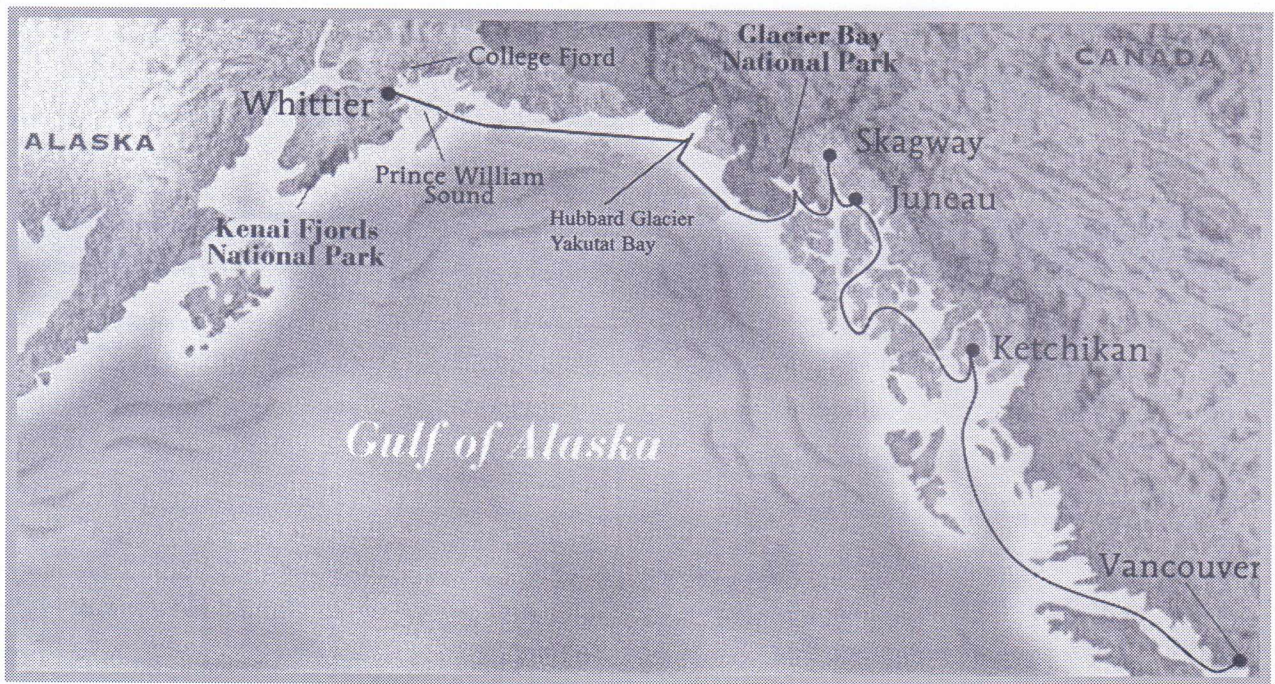
Log of the Cruise



In Command
Captain NICOLO BOMMARCO
Master MV Island Princess



ALASKA CRUISE (SOUTH BOUND)
Whittier • Yakutat Bay • Glacier Bay • Skagway
Juneau • Ketchikan • Vancouver










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 (Safety Officer)
Snr. 2nd Officer		Pero Juricevic	Senior Officer of the Watch
2nd Officer		Iain Patterson	Senior Officer of the Watch
3rd Officer		James Morgan	Junior Officer of the Watch
3rd Officer		Luigi Starace	Junior Officer of the Watch
3rd Officer		Dario Marcolin	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 statute miles or 1.852 kilometers)

WHITTIER TO YAKUTAT BAY	299 Nautical Miles
YAKUTAT BAY TO GLACIER BAY	163 Nautical Miles
GLACIER BAY TO SKAGWAY	112 Nautical Miles
SKAGWAY TO JUNEAU	96 Nautical Miles
JUNEAU TO KETCHIKAN	261 Nautical Miles
KETCHIKAN TO VANCOUVER	514 Nautical Miles

TOTAL DISTANCE COVERED 1445 Nautical Miles



EXTRACT FROM THE DECK LOG BOOK

07th June 2010 to 14th June 2010

Monday 7th June 2010 - Whittier

At 1800 we rang 2 hours notice to Standby Below to the engine room and commenced our pre-departure checks. With all passengers and crew reported on the order was given to land the gangways and start letting go the lines and by 2014 the vessel logged 'true departure' as the last lines were slipped from the bollards. Full Away on Passage was logged at 2035, with our South West Alaska Pilot guiding us down the passage canal and into Prince William Sound through the Wells Passage. At 2320 we rendezvoused with the Bligh Reef Pilot boat 'Baranof' and disembarked the pilot, setting southerly courses towards the Gulf of Alaska and the open ocean.

Tuesday 8th June 2010 - Yakutat Bay

Throughout the morning, Island Princess maintained an easterly course across the top of the Gulf of Alaska towards Yakutat Bay.

Noon Position: 59°32.1'N - 141°16.4'W
Temperature: 10°C (50°F)
Wind: North/West Force 3
Barometer: 1022
Sky: Overcast

At 1512 we embarked 2 South East Alaska who will remain with us until after Ketchikan, guiding us through Alaska's fabled Inside Passage. Between 1700 and 1740 Island Princess was maneuvered outside the Ice Field in front of the Hubbard Glacier. After clearing the outer limits of Yakutat Bay at 2001, various south easterly courses were set towards Cape Spencer and the approaches to Glacier Bay.

Wednesday 9th June 2010 - Glacier Bay

After navigating safely through the waters of North Inian Pass, Island Princess altered to a north easterly heading and reduced her speed, as we entered the waters of the Glacier Bay National Park. We embarked the Park Rangers from the pilot boat at 1027 and made our way deeper into the rugged and spectacular landscape of Glacier Bay.

Noon Position: 58°43.5'N - 136°15.4'W
Temperature: 12°C (54°F)
Wind: West Force 2
Barometer: 1013.3
Sky: Partly cloudy

By 1350 Island Princess had slowed to a halt off the face of the Grand Pacific and Margerie Glaciers where we remained until 1432. We then retraced our steps back towards John Hopkins Inlet and the Lamplugh Glacier, before finally making our way back to the Bartlett Cove ranger station, disembarking the Park Rangers at 2003.

Thursday 10th June 2010 - Skagway

At 0215, the engine room was given 2 hours notice to Standby Below, and routine pre-arrival checks commenced. Following an arrival briefing with the Captain, the final arrival checks were completed and Standby Below rang on the engines at 0415 and Island Princess made her final approaches to her berth. The first lines were run ashore at 0448 and we were all fast fore and aft at 0509.

Noon Position: Starboard side to Forward Railroad Dock
Temperature: 15°C (59°F)
Wind: South-West Force 4
Barometer: 1015.0
Sky: Overcast

Once all passengers and crew had been confirmed on board by the security officer the order was given to start letting go the mooring lines. All lines had been slipped by 2014, and Island Princess was gently thrust away from her berth, before being maneuvered astern clear of the berth and swung bow to starboard. We then retraced our steps back down the Lynn Canal, on our way to Juneau.

Friday 11th June 2010 - Juneau

Following our usual pre-arrival checks, Standby Below was rung at 0515 as Island Princess slowly made her way up the Gastineau Channel towards Alaska's State Capital. On the final approach we swung the ship 180° to starboard and maneuvered alongside our berth. The first lines were run ashore at 0555, and mooring operations were completed at 0627. At 0737 Island Princess was 'plugged in' to the dock electricity supply, and our emissions reduced to zero as all engines were shut down.

Noon Position: Port side to Franklin Dock
Temperature: 12°C (53°F)
Wind: South East Force 4
Barometer: 1017.5
Sky: 4/8 Cloud

Approximately 1 hour before departure, the ships engines were re-fired, and the shore power disconnected as we made ready to leave the port. The security officer reported all on board and once again the mooring teams commenced letting go the lines. Island Princess slowly thrust off the berth, and backed into the middle of the harbor. The bow was then thrust to starboard, and we made our way back down the Lynn Canal, on our way to the last Alaska port of this cruise - Ketchikan.

Saturday 12th June 2010 - Ketchikan

In the earliest hours of the morning Captain in agreement with the Pilot decided to don't pass through the narrows of Snow Pass due to adverse weather conditions.

Island Princess therefore taken the safely way around Zarembo Island that delay our arrival of about a hour. At 0700 the engine room was given 2 hours notice to Standby Below for arrival, and our usual pre-arrival checks commenced. At 0900 we entered the Tongass Narrows and reduced speed to the harbor limit of 7 knots. After clearing the Narrows (just 250 meters wide in places) we made our final approach to our berth. The vessel was thrust alongside, the first lines were run ashore at 1002. Island Princess was securely moored by 1020.

Noon Position: Port side to Pier No. 2
Temperature: 12°C (53°F)
Wind: South Force 6
Barometer: 1019.3
Sky: Overcast

Island Princess at 1739 was thrust away from the dock and moved ahead and away down the Revillagigedo Channel. At 1851 we bade farewell to our South East Alaska Pilots after nearly 4 days sterling service, and made our way towards Dixon Entrance, and the US / Canadian border, which we crossed at around 2107.

Sunday 13th June 2010 - At Sea

Throughout the morning, Island Princess maintained her south easterly course across Queen Charlotte Sound, making regular reports via VHF radio with Prince Rupert Traffic to keep them informed of our progress.

Noon Position: 51°05.2'N 128°00.6'W
Temperature: 11°C (52°F)
Wind: South West Force 4
Barometer: 1028.0
Sky: Sunny

*1345 - British Columbia Pilots on board.

*1600 - Vessel enters Johnstone Strait through Blackney Passage

*2030 - Vessel transits the renowned 'Seymour Narrows'

Monday 31st May 2010 - Vancouver

*0615 - Vessel passes under Lions Gate Bridge

*0701 - First lines run ashore

*0730 - All fast alongside

*Approximate at time of printing.





ISLAND PRINCESS SHIP'S PARTICULARS

Owned by	:	Princess Cruises, Los Angeles
Built by	:	Chantiers de L'Atlantique Shipyard of St. Naizare, 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	:	810
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